



Champaign
County
Bikes



Advancing Your Agenda!

OCTOBER 28, 2015 | Champaign, IL

ILLINOIS BIKE SUMMIT

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Thank You

The 2015 Illinois Bike Summit is hosted by:



SUMMIT SCHEDULE

Time

Event

8:30–9:15 a.m.

Coffee Talks

9:30–10:15 a.m.

Summit Welcome & Opening Plenary Session

10:30–11:30 a.m.

Breakout Session 1

Local Bike Planning Basics - Products and Process

The Benefits of Trail Tourism and Cultivating a Culture of Hospitality

Child Bicycle Education: Curricula and Facilities

Advocacy Leadership Development

11:40–12:25 p.m.

Breakout Session 2

Winning a Grant for your Trail/Bikeway - and Implementing It

Protected Bike Lanes and Neighborhood Greenways

Bicycle Law Maintenance: When the Rules of the Road Need a Tune Up

Using BikeSafetyQuiz.com in Your Town

12:30–1:30 p.m.

Lunch

1:40–2:40 p.m.

Breakout Session 3

The Dazzling Dozen: 12 Best Bicycle Friendly Initiatives

Local “Complete Streets” Tools and Implementation

Every Bike Counts! Bike Counts, Censuses and Surveys

E-bikes are Coming!

2:50–3:35 p.m.

Breakout Session 4

IDOT’s Complete Streets Policy

Two Bike Maps Makers Make Their Case: The Future of Paper and Electronic Maps

Community Bicycle Workshops

3:40–5:00 p.m.

Extended Networking, Group Meetings and/or Bike Ride



Ride Illinois

Ride Illinois is the statewide advocacy organization for all Illinois bicyclists and bicycling, promoting bicycle use, access, education and safety. Since 1992, Ride Illinois has been a well-respected, expert voice for better bicycling in our state.

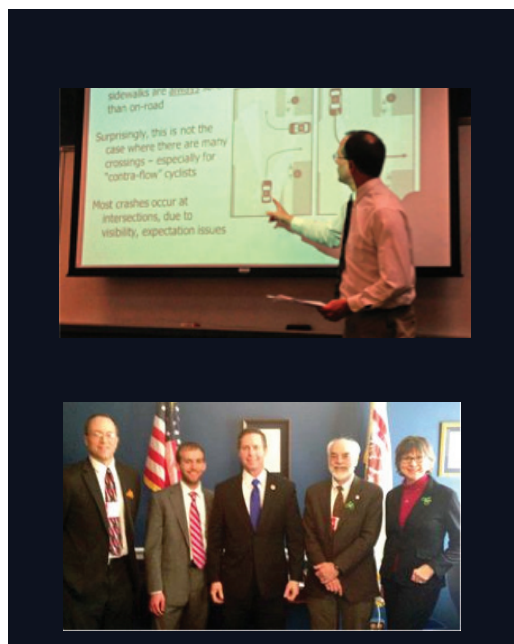
Ride Illinois works with government and others

- Bike-friendly road designs and towns
- Funding and construction of trails
- Bike safety education for kids and adults
- Motorist education on sharing the road
- Fair enforcement by the legal system
- Favorable laws and policies in D.C., Springfield and your town

A few of our successes

- State laws enabling Share the Road license plates and requiring at least three feet clearance when passing bikes
- Bike plans in 16 towns around Illinois, help in dozens more
- Help preserve \$20 Million of state-administered federal funds, for trails and bikeways
- Bike safety sheets sent to 800,000 children
- Trainings for Drivers' Ed teachers, road planners and engineers, and law enforcement
- Our innovative online learning tool for motorists and bicyclists – www.bikesafetyquiz.com.

Ride Illinois's staff and other expenses are supported by 2200 members, 35 sponsors and bike clubs, our GITAP six-day bike tour, consulting work and more.



Champaign County Bikes (CCB)

More people bicycling, for more reasons, to more places, with benefits to all.

HIGHLIGHTS FROM 2015

CCB 2.0 – Focused on capacity building steps within CCB for greater advocacy effectiveness.

- Obtained 501c3 status
- Revised bylaws, modified CCB organizational structure, hired Executive Director.

Raised awareness and funds for the Kickapoo Rail Trail

- Made kickstarting the Kickapoo Rail Trail the theme of CU Bike Month 2015.
- Raised over \$11,000 from 300 individual cyclists during May.
- Why? We believe the Kickapoo Rail Trail is vital to getting more people on bikes in our community.

Being invited to actively participate in the MCORE Project – a \$30 million dollar redesign of five major campus area streets in Champaign and Urbana. www.MCOREProject.com

- Gathered input from area cyclists and conveyed that to MCORE Projects staff.
- Evaluated many advanced bikeway designs proposed for our streets.
- Learned how challenging and rewarding it is to design for Complete Streets in areas with heavy concentrations of pedestrians, cyclists, transit buses, and motor vehicles.

THE FIVE E'S OF BICYCLE FRIENDLY COMMUNITIES

CCB engages all five E's, thus helping Urbana, the U of I, and Champaign earn awards from LAB's Bicycle Friendly America program. Examples include:

Education – Producing graphic posters for use on campus with students.

Enforcement – Fully supporting local bike enforcement / ticket diversion program.

Engineering – Consulting with engineers on MCORE Project street designs.

Encouragement – 21 events in 31 days for CU Bike Month 2015!

Evaluation and Planning – Participating in five bike master plans in Champaign County.



Established in 2007
www.ChampaignCountyBikes.org



Advancing Your Agenda!

FOURTH ANNUAL

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PROGRAM DETAILS

Coffee Talks at the Summit 8:30–9:15 a.m. // Informal Discussions

- Light the Night
- Wayfinding Success Story
- Bike Rodeos for Your Community
- Bringing a Bike Share to Campus
- Tickets on Campus: Bike Enforcement at the U of I
- Campus Bike Rental Programs, Creating a New Bike Ecosystem
- Making the Most Out of Your Bike/Multi-Purpose Trail - With a Discussion About Trail Surfaces

Summit Welcome and Opening Plenary Session 9:30–10:15 a.m.

Breakout Session 1 10:30–11:30 a.m. // Four Topics Available

LOCAL BIKE PLANNING BASICS - PRODUCTS AND PROCESS

Chancellor Ballroom More and more cities are interested in developing a bicycle plan. An adopted plan guides a community's program and infrastructure investments on the way to becoming bike-friendly. Bike planning requires specialized knowledge to recommend specific bikeway design options for a given context. Equally important is knowledge of the political and practical factors that have hampered approval and implementation of many plans.

This session will introduce municipal bike planning motivation, products, process, and strategies to those who are interested in creating a Bicycle Master Plan for their community. General information and case studies will be presented.

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Stacey Meekins
Sam Schwartz Engineering
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Josh Sikich
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THE BENEFITS OF TRAIL TOURISM AND CULTIVATING A CULTURE OF HOSPITALITY

Illinois Ballroom A Bike trails offer real economic and cultural benefits to rural and urban communities located along these trails. Real benefits come to those communities that proactively promote tourism and practice hospitality. Come learn how many trail towns have embraced strategies to welcome these two-wheeled guests.

Amy Camp
Cycle Forward
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Mary Ellen Wuellner
Kickapoo Rail Trail / Champaign County Forest
Preserve District
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Breakout Session 1 cont. 10:30–11:30 a.m. // Four Topics Available

CHILD BICYCLE EDUCATION: CURRICULA AND FACILITIES

Lincoln Room What resources are out there to educate our next generation of bike riders? What can be brought to or replicated in your town? Jason Jenkins will describe Active Transportation Alliance's child bicyclist curriculum and Kids On Wheels on-bike mobile education program. Carrie Bottrell will tell about Peoria Park District's pioneering Bicycle Safety Town, a facility dedicated to on-bike training for kids. Champaign-Urbana's Safe Routes to School Program, and Alta's education programs, will be presented by Cynthia Hoyle. Moderator Patrick Smith will briefly mention Ride Illinois's BikeSafetyQuiz.com online learning resource.

Jason Jenkins
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Cynthia Hoyle
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Carrie Bottrell
Peoria Park District / Bicycle Safety Town
cbottrell@peoriaparks.org

ADVOCACY LEADERSHIP DEVELOPMENT

Alma Mater Room Improving conditions for biking in Illinois requires advocates to build power and wield influence with decision makers across all levels of government. This session will provide attendees with a framework for understanding issue advocacy and tools for developing effective strategies and tactics, drawing on concrete case studies of successful bicycle advocacy in action.

Jim Merrell
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Breakout Session 2 11:40–12:25 p.m. // Four Topics Available

WINNING A GRANT FOR YOUR TRAIL/BIKEWAY - AND IMPLEMENTING IT

Chancellor Ballroom Illinois communities have the opportunity to apply for external federal and state grants to help pay for their off-road and on-road bikeways. Knowledge of the various grant sources can assist in developing a funding strategy and timeline. In addition, making sure your project is grant-ready not only makes your application more competitive, but also helps avoid common pitfalls that too often delays projects or leaves grant money unspent. This session provides local agencies overviews of the grant process complete with tips from the agencies that provide these funds and approve their implementation.

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Greg Piland
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Amy Madigan
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Doug Ferguson
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Bicycle as Transportation – Understanding the 60%

**By Jeff Yockey,
CCB Executive Director**

People ride bikes for recreation and transportation, but here is an important distinction: recreational cyclists often choose to ride on low traffic rural roads or on bike paths and multi-use trails, but a person using a bike for transportation is bound to be using local roadways as s/he rides to school, work, shopping areas, and other places a person is likely to go near their home.

Roger Geller's decades of experience and data collection as Portland's Bicycle Coordinator informed his now famous 2006 description of Four Types of Transportation Cyclists, where the distinctions come primarily from a person's comfort level with riding a bicycle in urban environments.

Geller references his extensive survey data in Portland that identify safety concerns about riding a bicycle in a roadway with other traffic as the number one reason 60% of his community's adult population do not ride bicycles as a means of transportation. Other research has

furthered Geller's work by documenting the merit of these four categories and showing that the clear majority of Americans across the U.S. fall into the "Interested but Concerned" group. This being the case, we need to better understand these adults who aren't yet, but are very interested in using a bike for transportation. Here are some points to keep in mind as we think about bike infrastructure, education, and encouragement activities.

What to understand about:

Interested, but Concerned Adults

- Many don't like driving cars (higher % than other groups).
- They do like riding bikes equally as the other groups.
- Currently they bike more for recreation/exercise than transportation.
- Bike infrastructure needs to address their lack of comfort on roadways.
- Slower traffic speeds and increased physical separation from motor vehicles may increase levels of comfort and cycling rates.

- There is a positive correlation between those who rode a bike to school, and those who are riding their bikes now (or are interested in riding a bike now.)

- E-bikes may be a way that many of the "Interested, but Concerned" adults, especially women and the aging baby boomer demographic, become regular transportation cyclists.

- Not having a bike is a barrier for many.

Learn more at:

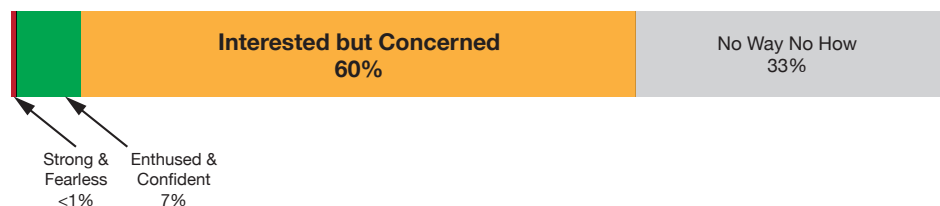
Portland's "Four Types" Roger Geller, Bicycle Coordinator, Portland Office of Transportation, FourTypes of Cyclists, <http://www.portlandoregon.gov/transportation/article/158497>

Jennifer Dill and Nathan McNeil, "FourTypes of Cyclists? Examination of Typology for Better Understanding of Bicycling Behavior and Potential," Transportation Research Record: Journal of the Transportation Research Board, 2387: 129-138, 2013.

<http://www.peopleforbikes.org/blog/entry/the-first-major-academic-study-of-protected-bike-lanes-in-the-u.s.-is-out>

<http://docs.trb.org/prp/13-5213.pdf>

Four Types of Transportation Cyclists in Portland By Proportion of Population



PROGRAM DETAILS

Breakout Session 2 cont. 11:40–12:25 p.m. // Four Topics Available

PROTECTED BIKE LANES AND NEIGHBORHOOD GREENWAYS

Illinois Ballroom A A current trend in bicycle planning is the increased use of bikeways that provide an even higher level of comfort than traditional bike lanes. Protected bike lanes (aka “cycle tracks”) are gaining in popularity, especially in heavily urban areas. These are bike lanes physically separated from traffic by bollards, parking, or other barriers. Neighborhood greenways (aka “bicycle boulevards”) are low-speed streets that have been optimized for through bike travel while discouraging or preventing cut-through motor vehicle travel.

In this session, experts will call upon their experiences in Chicago and nationally to introduce these bikeway types and practical design issues.

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Nathan Roseberry
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BICYCLE LAW MAINTENANCE: WHEN THE RULES OF THE ROAD NEED A TUNE UP

Lincoln Room Chicago bicycle attorney, Brendan Kevenides, will discuss efforts to make our laws more accommodating to bicyclists. His discussion will focus on a successful effort that corrected a part of the Illinois Vehicle Code that threatened to impact one of his clients. He will also share some thoughts on work still needed to transform and modernize our laws to encourage safe and enjoyable cycling.

Brendan Kevenides
Freeman Kevenides Law Firm
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USING BIKESAFETYQUIZ.COM IN YOUR TOWN

Alma Mater The ideal method for teaching motorists, adult bicyclists, and child bicyclists about relevant laws and safe interactions is through in-person training. Often that is not possible, so Ride Illinois offers the BikeSafetyQuiz.com online resource to convey much of this information to these three audiences. Learning is accomplished through an interactive, quiz-based format. The quiz is a ready-made lesson for use by schools, youth groups, and driver education programs - and by the 30,000 individuals who have visited the site in its two years.

This session will provide you with the tools to bring BikeSafetyQuiz.com to target audiences in your community.

Ed Barsotti
Ride Illinois
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Vision Zero: No More Traffic Deaths



Leah Shahum spent nearly 20 years at the helm of the San Francisco Bicycle Coalition, growing the organization to 10,000+ members, helping San Francisco earn a Gold Bicycle Friendly Community Award, and bringing change to her city with one innovation after another. But in 2013, after several roadway deaths of cyclists and pedestrians in S.F., she began thinking about another approach to roadway safety, one that started in Sweden and is spreading across Europe: Vision Zero.

The following material is pulled directly from a Sept. 21, 2015 blog post, based on a webinar with Leah, hosted by the Alliance for Biking and Walking on September 16, 2015.

“Vision Zero is setting a goal of zero traffic fatalities and severe injuries for all (roadway) users — with a strong emphasize on all,” Shahum explained. “Aside from that goal, it’s also a philosophy, a way of thinking and set of strategies. It’s a mindset that changes our way of thinking that traffic fatalities and severe collisions are an unfortunate fact of business in our society to a more proactive way of thinking that understands these fatalities and injuries are indeed preventable.”

Shahum highlighted several key points that distinguish Vision Zero.

- “Safety is not a new concept. We, as advocates or city staff or city leaders,

have always been committed to traffic safety. **What’s different is the understanding that fatalities and severe injuries on our streets are preventable and controllable.**

- **Vision Zero is bringing together a broader and critical group of stakeholders to work on this issue.**

It’s not just a problem to be managed by traffic engineers; it also needs the attention of police officers, of public health and community members and understanding the role all the stakeholders have to play.

- **Vision Zero is data driven.** It’s less about a knee-jerk reactions to tragedy and more about using data to determine where our resources are best spent. Nobody has all the money and staff and resources they need. Data helps decision makers make choices about where to put our energy, whether that’s dollars for improved walking or biking, or increased police enforcement.

- **Vision Zero helps to expand who’s responsible for safety on our streets.** In the past, street safety has been an issue of individual responsibility. Vision Zero helps us step back and see our societal responsibility and the systems and cultural norms we can put in place to ensure safe mobility for all.”

What are some of the top lessons learned thus far?

- **There’s no one-size-fits-all solution:** Not all E’s —engineering, enforcement, education and evaluation — are created equal. The approach and priorities will be different in each community.

- **We’re on the right track in**

American communities: Vision Zero was originally conceived and implemented in Sweden with similar adoption in the Netherlands and Germany. The levers of change that European leaders point to — most notably speed reduction and management — are the same things American leaders are prioritizing.

- **The success of Vision Zero depends on leadership and commitment:** That includes not only city, advocacy and community buy-in, but is also bolstered by support from the private sector, as well.

- **Speed matters most:** While there’s no silver bullet, leaders in Sweden, Netherlands and Germany pointed time and time again to managing and lowering speeds as the main catalyst for decreases in fatalities and severe injuries.

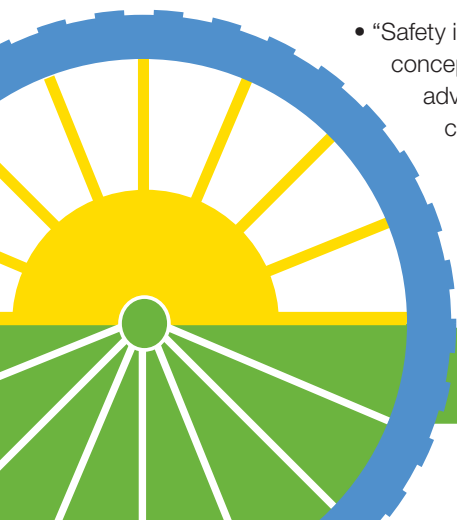
- **Zero is the right goal:** Even 15 to 20 years into their campaigns, having not yet met their goals of zero deaths, countries are still committed to their vision to eliminate fatalities and severe injuries.

Learn more and follow progress nationwide at www.visionzeronetwork.org

IL Bicycle Friendly Universities

BRONZE

- University of Illinois at Urbana-Champaign
- University of Illinois at Chicago
- Illinois Wesleyan University



PROGRAM DETAILS

Lunch 12:30–1:30 p.m.

At the lunch session, Ride Illinois will present awards to IDOT District 7, Friends of the Cal-Sag Trail, and the City of Warrenville. Afterwards, Steve Clark of League of American Bicyclists will briefly present on the Bicycle Friendly Community program, to set the stage for a more detailed breakout session after lunch.

Breakout Session 3 1:40–2:40 p.m. // Four Topics Available

THE DAZZLING DOZEN: 12 BEST BICYCLE FRIENDLY INITIATIVES

Chancellor Ballroom In this session Steve Clark, the guy who gets to travel around the country helping cities become more bicycle friendly, will reveal 12 projects that he believes has raised the bar for the Bicycle Friendly America program. (Semi spoiler: not all involve infrastructure, and yes, a few cities in Illinois are featured!). The what, why and how will all be discussed with time set aside to allow participants to share their ideas for creating biketopia.

Steve Clark
League of American Bicyclists
steve@bikeleague.org

LOCAL “COMPLETE STREETS” TOOLS AND IMPLEMENTATION

Illinois Ballroom A “Complete Streets” is a road design policy in which all roadway users - including bicyclists - can travel along and across a road safely and conveniently. This session will provide user with the motivation, implementation resources, and practical experiences of adopting a Complete Streets policy at the local level.

Hanna Kite will open the session with an overview of the National Complete Streets Coalition reports “Safer Streets, Stronger Economies” and “Evaluating Complete Streets Projects: A guide for practitioners.” John O’Neal will summarize the new “Complete Streets Toolkit,” a resource helping towns from the basics, through full implementation. And Leslie Phemeister will describe local case studies in policy development, adoption and implementation - and ATA’s resources for communities.

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Leslie Phemeister
Active Transportation Alliance (ATA)
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Hanna Kite
Active Transportation Alliance
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E-bikes Are Coming!

By Leo Covis, CCB Board Chair and
Alex Logemann, People for Bikes

Most people agree that riding a bicycle is fun, healthy, and should be encouraged. But even the most enthusiastic cyclist would recommend another mode of transportation for people who need to haul heavy items, travel long distances on a regular basis, or have nagging injuries. In these cases, the best choice is not necessarily a car, but could be an electric bicycle. Electric bicycles (or e-bikes, as they're known) offer many benefits but also pose some interesting policy challenges.

There are two main types of e-bikes: pedal-assist bikes use an electric motor to supplement the pedaling power of the rider, while throttle-powered bikes can run purely on the electric motor. Many e-bikes offer a hybrid system that allows people to shift from only human power, to pedal assist, to full electric at the click of a button. These capabilities make e-bikes attractive to riders who commute long distances, traverse hilly neighborhoods, or haul their kids and groceries on their bikes

In terms of regulations and rules of the road, some e-bikes occupy a gray area between regular bicycles and motorized vehicles. The United States Consumer Product Safety Commission defines electric bicycles as any two or three-wheeled vehicle with fully operable pedals, an electric motor of less than 750 watts, and a top speed of

20 mph when powered solely by the motor. However, the federal law is limited in its scope. It defines and regulates e-bikes only for the purposes of product safety, and it does not have any effect on state traffic laws.

Approximately 20 states have added a definition for electric bicycles to their traffic laws, and regulate them similarly to traditional bicycles. The remaining 30 states have not yet incorporated e-bikes into their statutes. In these states it is either not clear how e-bikes are regulated, or they are covered by other vehicle definitions that are not well suited to e-bikes such as "moped," "motorized bicycle," or "motorized scooter." These terms are primarily aimed at combustion engine vehicles, may require licensing or registration, and can also limit access to infrastructure like bicycle paths or lanes.

With e-bike use beginning to proliferate in the United States, the bicycle industry has started a new initiative to modernize e-bike law. This is in part because the federal definition of an e-bike is broad, and includes many different types of bicycles. Partnering with state and national advocacy groups, they introduced a bill in

California that creates three different classes of e-bikes, each with their own rules depending on their top assisted speed. Class 1 includes pedal-assisted e-bikes with a 20 mph top assisted speed; Class 2 includes throttle-assisted e-bikes with a 20 mph top assisted speed, and; Class 3 includes pedal-assisted e-bikes with a 28 mph top assisted speed, all with a maximum power output of 750 watts. This bill has passed the legislature and is now before the governor. The industry hopes that other states may follow suit with similar legislation as e-bikes become more popular.

Typical e-bikes have an electric range of 60-70 miles per charge and cost a few thousand dollars. Many bicycle manufacturers have recently added an e-bike model to their line, but whole new e-bike companies now exist, and often they are selling their e-bikes through channels other than local bike shops.

E-bike usage is growing quickly and significantly in Europe and we in the States should expect the same. This will be an adjustment but one that with clarification and planning we should warmly welcome.

IL Bicycle Friendly Communities

GOLD

- Urbana

SILVER

- Chicago
- Evanston

BRONZE

- Batavia
- Champaign
- Elmhurst
- Glenview

- Naperville
- Normal
- Oak Park
- Schaumburg
- Warrenville



PROGRAM DETAILS

Breakout Session 3 cont. 1:40–2:40 p.m. // Four Topics Available

EVERY BIKE COUNTS! BIKE COUNTS, CENSUSES AND SURVEYS

Lincoln Room Collection of bicycle data is needed to apply for grants, complete reports of usage trends, document bicycle user numbers before and after infrastructure projects have been completed, to quantify the number of bikes present so adequate bike parking can be provided, etc. This session will include a review of some of the newest trail / commuter counting technology available and the pros and cons of each system. Beyond quantitative data collection, the use and merits of user interviews / paper surveys will be discussed. And finally, GIS tools and smartphone apps are opening new ways to collect, record, and analyze bike count data. A case study of an all campus bike census done with students and their cell phones will demonstrate one application of this exciting technology.

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Bryan Schmid
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Jarrod Scheunemann
U of I Office of Recreation and Park Resources
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E-BIKES ARE COMING!

Alma Mater Room How does the bicycle community embrace these speedy new kids on the block? We will take a technical look at various types of e-bikes, review relevant federal and state laws - including new legislation making its way across the county, and engage in a healthy discussion about acceptance issues with e-bikers joining our rides, trails, and communities.

Jeff Yockey
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Adam Kostichka
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Breakout Session 4 2:50–3:35 p.m. Three Topics Available

IDOT'S COMPLETE STREETS POLICY

Illinois Ballroom A In 2010, the Illinois Department of Transportation adopted its Complete Streets policy affecting major roadwork on IDOT's roads, especially in urban areas. The policy states that bicycle and pedestrian ways are considered in all state road projects and constructed when certain conditions are met.

IDOT District 1's bicycle coordinator, Aren Kriks, will describe the specifics of IDOT's Complete Streets policy, including the bikeway selection table, cost shares, process, and more. The presentation will include implementation case studies and an opportunity for audience questions.

Aren Kriks
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FREEMAN KEVENIDES LAW



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IL Bicycle Friendly Businesses

PLATINUM

- The Burke Group, 168 Employees, Rosemont

GOLD

- REI Lincoln Park, 70 Employees, Chicago
- Neutral Cycle, 4 Employees, Champaign
- Bloomington Cycle, 10 Employees, Bloomington

SILVER

- Champaign-Urbana Mass Transit District, 317 Employees, Urbana
- REI Northbrook, 80 Employees, Northbrook
- Greenline Wheels, L3C, 3 Employees, Oak Park
- Goose Island Beer Company, 58 Employees, Chicago
- Spin Doctor Cycle Werks, 7 Employees, Bartlett
- Champaign County Regional Planning Commission, 81 Employees, Urbana

BRONZE

- City of Champaign, 205 Employees, Champaign
- Trek Bicycle Downers Grove, 10 Employees, Downers Grove
- DM Systems Headquarters, 11 Employees, Evanston
- Common Ground Food Co-op, 42 Employees, Urbana
- That's Rentertainment, 8 Employees, Champaign
- Peace Corps, Chicago, 24 Employees, Chicago
- Champaign Cycle Co., 10 Employees, Champaign
- Hile Group, 6 Employees, Normal
- Groupon, 2300 Employees, Chicago
- Illinois Department of Revenue, 1000 Employees, Springfield



PROGRAM DETAILS

Breakout Session 4 cont. 2:50–3:35 p.m. Three Topics Available

TWO BIKE MAPS MAKERS MAKE THEIR CASE: THE FUTURE OF PAPER AND ELECTRONIC MAPS

Lincoln Room So you want to develop a bike map for your community? Come see what's involved in creating a paper map vs a digital map app for a cyclist's cell phone. And do you need to choose, or do both? Phil Young and James Whitacre both use computers to create complex maps. Sometimes they click "Print" and sometimes they click "Publish." This session will start with a little philosophy of map making and map users, but quickly will get very practical, leaving attendees with a good idea of how to get started.

Phil Young
Northern Illinois University
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James Whitacre
University of Illinois
jvwhit@illinois.edu

COMMUNITY BICYCLE WORKSHOPS

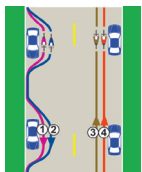
Alma Mater Room There is great diversity among these bike workshops but no one questions the valuable role and impact they have in their neighborhoods. This is especially true in their 1) work with youth, 2) addressing social justice, equity, and sustainability issues, and 3) building young lives and real community around bicycles. Leaders from three workshops will share from their experiences.

Liz Mallot
Campus Bicycle Center / UIUC
e.mallott@gmail.com

Aaron Swanton
Blackstone Bikes / Chicago
swanton@invisibleinstitute.com

Paul Fitzgerald
Working Bikes / Chicago
info@workingbikes.org

Extended Networking, Group Meetings and/or Bike Ride 3:40–5:00 p.m.



Be eligible for an Illinois Bike Summit raffle prize!

Complete at least the Bronze level of the Adult Bicyclist Quiz before lunch, and show your certificate (online or printed) at the ride Illinois table.

www.bikesafetyquiz.com
Quiz-based lessons for Bicyclists and Motorists



ILLINOIS BIKE SUMMIT

I Hotel Map



Thanks for coming!

Keep up the good work.