

Attachment 1

Draft Meeting Notes Bicycle and Pedestrian Task Force

MEETING DATE: June 13, 2012

MEETING LOCATION: CMAP Offices

CALLED TO ORDER: 1:00 p.m.

ATTENDANCE:

TASK FORCE MEMBERS OR ALTERNATES:

Tom Rickert, Chair
Ron Burke, Active Transportation Alliance
Gin Kilgore, Break the Gridlock (on phone)
Richard Bascomb, Village of Schaumburg (on phone)
Karen Shinnars, Pace
Pamela Sielski, Cook County Forest Preserve District
Allan Mellis, Citizen
Jonathan Tremper, Metra
Robert Vance, CTA
Greg Piland, FHWA
Valbona Kokoshi, Lake County DOT

ABSENT:

Keith Privett, CDOT (Alternate Chair)
Randy Neufeld, SRAM Corp
Ed Barsotti, League of Illinois Bicyclists
Bruce Christensen, Lake County
Kevin Staniel, RTA
David Longo, IDNR
Chalen Daigle, McHenry County Council of Mayors
Andrea Hoyt, DuPage County Forest Preserve
Dan Thomas, DuPage County
Craig Williams, Alta Planning & Design
Barbara Moore, Citizen
John LaPlante, TY Lin International
Sam Mead, IDOT

STAFF:

Tom Murtha
John O'Neal
Doug Ferguson
Shafaq Choudry
Thomas Gonzales

OTHERS:

Mike Sullivan, Kane/Kendall Council of Mayors
Mike Walczak, NWMC

Chris Staron, NWMC
Janet Henderson, Images
Mike Albin, DMMC
Allison Bos, SWCM
Tammy Wierciak, WCMC
Chris Wuellner, CDOT
Mark de la Vergne, Sam Schwartz Engineering
Jim LaMantia, Sensys
Jim Barry, TSC
John Wirtz, Jacobs
Jay Heiferman, Village of Homewood
John Donovan, FHWA
Suzanne Carlson, CDOT
Merideth Bryans, IDOT
Rosanne Nance, IDOT

1.0 Introductions

Members and attendees introduced themselves.

2.0 Approval of the Minutes

No corrections to the minutes were proposed. *Motion was then made and seconded for approval of the meeting notes. The motion was unanimously approved.*

3.0 Local and Regional Planning

3.1 City of Chicago Pedestrian Plan

Chris Wuellner of CDOT gave a general overview of and background on the *Chicago Pedestrian Plan*, and then introduced the main presenter, Mark de la Vergne. He stated that the City's pedestrian planning effort began in earnest four years ago, and has been guided throughout by the Mayors Pedestrian Advisory Council (MPAC). Mr. Wuellner stated that an existing conditions report was undertaken in 2008 and released in 2009, and a pedestrian crash analysis report in 2011. The draft plan, he stated, is currently receiving comments from members of MPAC and should be released to the public at large in July.

Next, Mark de la Vergne, of Sam Schwartz Engineering, consultants to the City of Chicago, presented on the development and content of the *Chicago Pedestrian Plan*. He stated that the plan had eight parts, the first of which was the vision statement, which was developed by MPAC members and the public in the first in a series of six public meetings to solicit input from citizens and experts alike. He emphasized that the development of the plan included many partners and the formation of a number of advisory groups, and that this process was described in the "What We Heard" section of the plan. Mr. de la Vergne then went on to briefly describe the sections on Tools for Safer Streets, Safety, Connectivity, Livability, Health, and Implementation: Making It Happen, reviewing the goals and recommended actions under each of the sections.

He stated that MPAC members considered the plan's goal of 0 pedestrian crash fatalities within 10 years' time ("Zero in Ten") to be a mantra for the plan. He also highlighted a map showing "priority areas", identifying locations where the need for interventions to improve pedestrian safety appear to be greatest.

Mr. de la Vergne asked that the Task Force help get the word out on the plan once it is released.

3.2 CMAP Local Technical Assistance (LTA) Program

CMAP staff (Hala Ahmed) gave the Task Force an overview of the recently announced 2012 CMAP Local Technical Assistance (LTA) program, and the RTA Community Planning program. The application period for both programs began on May 9, and applications will be accepted through August 1.

Ms. Ahmed stated that both the LTA and the RTA program fund planning initiatives, as opposed to construction projects. She added that the RTA program has a transportation/transit focus, but that projects that integrate non-motorized and public transportation, or even straight-forward bicycle and pedestrian plans that allow and highlight access to transit might make good applications. The CMAP LTA program typically has funded staff assistance on the development of local comprehensive plans, area plans, but also topic-specific plans such as bicycle and pedestrian plans, sidewalk inventories, greenway plans, etc.

In response to a question from Mr. Murtha, Ms. Ahmed clarified the relationship between the LTA and RTA Community Planning programs and the comprehensive regional plan, GO TO 2040, stating that the projects we were looking to fund through the LTA and RTA programs would be those which advance the goals of, and help to implement, the GO TO 2040 plan.

Ms. Ahmed informed the Task Force that the LTA and RTA planning programs would be accepting applications until August 1, 2012.

4.0 Pedestrian and Bicycle Project Programming

4.1 Illinois Transportation Enhancement Program

Meridith Bryans (who is replacing Tim Milam as the IDOT ITEP program manager) introduced herself to the Task Force and gave a brief update on the program. She stated that the application deadline in the last call for projects was May 29, and that she was currently in the process of both learning about the program and, at the same time, processing the applications submitted in that round. She stated that, while she did not have exact numbers to give us at this point in time, there were a large number of bicycle and/or pedestrian projects submitted, especially, she added, from the northeastern Illinois region.

She said that she anticipated an announcement of the program to be made in October.

Ms. Bryans said that she would not be replacing Tim Milam as the person in charge of the State Bicycle Plan Update, and that she did not at this time know who that person would be. [The temporary contact person for the state bicycle plan update is Susan Stitt (Susan.Stitt@illinois.gov), Ph: 217-782-8080.

4.2 Illinois Safe Routes to School Program

Rosanne Nance (who is replacing Megan Holt as the IDOT SRTS program coordinator) introduced herself to the Task Force and gave a brief update on the SRTS program. She began by saying that she has been in the Division of Traffic Safety for three years. She stated that her efforts since being put in charge of the Illinois SRTS program have centered around ways of streamlining the program in order to bring down unobligated balances. She added that a Federal process review will wrap up in about a month or so.

Ms. Nance stated that all SRTS non-infrastructure projects were at present affected by SB 3802, which has frozen all state grants. She said that any specific grant or grant program need a vote by the General Assembly to ‘unfreeze’ it. SB 3802 is currently awaiting signature by the Governor to become law.

She said that, despite the uncertainty on the state and federal level, she and her staff are working to get award packets read, should they be given the ‘green light’.

As regards infrastructure projects, Ms. Nance stated that they are not affected by SB 3802 and that they were moving forward. SRTS staff was working diligently to expedite these projects, driven by and with the ultimate goal of, reducing the balance of unobligated funds. She added that they are working closely with the Districts and FHWA to achieve speedy obligation and to streamline the process going forward.

She stated that the next steps will be focused on defining details of how exactly we can measure the effectiveness of projects and the countermeasures the projects implement. She reminded the Task Force that a lot depends ultimately on what comes out of efforts in the U.S. congress and senate at reauthorization, i.e. what the federal transportation bill actually looks like.

Mr. Burke asked what the status was on SRTS funds (for non-infrastructure projects) that had not been committed to a specific project (i.e. were not accounted for). Ms. Nance replied that these funds would likely be needed for development and implementation of an evaluation system. She added that IDOT would likely be releasing an RFP in the next couple of months calling for proposals on how to evaluate projects and programs. Mr. Burke asked whether she meant that the RFP would call for proposals outlining approaches to developing engineering toolkits and assistance. Ms. Nance responded that the RFP would likely focus more on soliciting ideas for approaches to project/program evaluation and toolkits for helping folks prepare better applications and better execute all necessary administrative processes.

4.3 Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Tom Murtha, CMAP staff, began by informing the Task Force that the CMAQ program guidelines on eligibility were expected to change at tomorrow’s MPO Policy Committee meeting. These changes, he continued, were being advanced with the intention of improving the obligation rate and to move projects more expeditiously “through the IDOT permitting mill.” He stated that these changes – especially perhaps the exclusion of Phase I engineering – would likely present some problems for bicycle and pedestrian projects. On the other hand, he added, the new rules on eligibility would help ensure that the program get “ready-to-go” projects, as

well as, hopefully, projects that are regionally significant, as opposed to small, very local projects. Mr. Murtha stated that this year, largely through active program management, the CMAQ did obligate a record amount. Here, however, Mr. Ferguson pointed out that this fact was due, largely, to one very large transit project – the renovation of the Clark and Division CTA rail station.

Mr. Murtha said that the Task Force, as an ‘expert’ group and as part of the focused programming approach, would again be asked to provide input into the CMAQ program. He stated that he thought that we needed, generally, to improve our communication, that the analysis we did was useful but perhaps too complicated and difficult to understand. He reminded the Task Force that the ‘story’ it sought to tell in its analysis of project applications in the last round of CMAQ was “mode shift.” He stated that he thought that that was a ‘good story’ but we needed to distill our analysis results down to some basic elements that are important to GO TO 2040.

Mr. Murtha added that another potentially important action might be to get additional clarifications into the CMAQ Application Packet/Instructions. He stated that he thought this packet/instructions should include goals that are supported by GO TO 2040. He said that he thought these steps would help us identify and advance priority projects.

The Chairperson asked whether staff was asking for assistance in pulling together the clarification needed and suggested that an informal, ad-hoc committee be formed to do this. Mr. Murtha replied ‘yes’. The Chair suggested that the Task Force ask some of the members who had been involved participate again.

Mr. Burke asked Mr. Murtha if he was asking that the Task Force revisit our recommendations. Mr. Murtha said yes, that the policy approved tomorrow would leave approximately \$160M in unobligated funds. Ms. Kilgore, on the phone, asked what the new eligibility requirements imply for encouragement and education projects. Mr. Murtha replied that these types of projects, since they did not need engineering, might have a better chance of receiving funding. Mr. Murtha concluded that the key to success consisted in having projects that are ready-to-go (i.e. have phase 1 engineering completed) and which clearly advance the goals and objectives of GO TO 2040.

4.4 CMAP Community Briefing Paper on ADA Transition Plans

Mr. Murtha gave a brief presentation on the community briefing paper on ADA transition plans, as well as other resources, that staff has prepared to support accessibility planning for people with disabilities. He began by reviewing municipal survey results (from 2002 and 2010) asking communities whether they had an approved accessibility plan. The survey results point to the fact that many communities in are region do not. The community briefing paper is intended to help communities in committing to and undertaking ADA accessibility planning. Mr. Murtha added that an update to the 2010 survey should be going out to all municipalities in the next month or two. The CMAP bike-ped accessibility webpage (and the community briefing paper on ADA transition plans) can be found at: <http://www.cmap.illinois.gov/bike-ped/accessibility>.

4.5 Upcoming Bikeways Workshop

The Task Force Chair, Tom Rickert, announced the upcoming workshop on bikeway design, to be held on August 24, 2012. The workshop will also include an awards ceremony for an upcoming Soles and Spokes Awards for Excellence program. The Chair added that the Task Force and CMAP staff will be looking for volunteers to help review project and program applications for awards. Two volunteers, Ron Burke and Gin Kilgore, were identified.

Mr. Murtha suggested that project categories from the past awards program be updated to focus more on GO TO 2040 and its goals as regards bicycle and pedestrian travel, such as ‘access to transit’, ‘accessibility’, ‘livability’, and ‘mode shift’.

4.6 Project Updates

Jim LaMantia, of Sensys Networks, announced that during the ITE Midwestern District Meeting and 4th Urban Streets Symposium next week in Chicago that Sensys Network’s MicroRadar sensors would be deployed in the area around the conference hotel, the Holiday Inn Chicago Mart Plaza, in order to demonstrate their capabilities.

Robert Vance, of the CTA, informed the Task Force that the CTA had recently completed installation of high-capacity sheltered bicycle parking systems at four more rail stations – Loyola (Red Line), Howard (Red/Purple/Yellow Lines), Western (Orange Line), and 95th/Dan Ryan (Red Line). This brings the total number of such structures in the CTA rail system to eight, with previous installations at Sox/35th St. (Red Line), Midway (Orange Line), Jefferson Park (Blue Line), and Damen (Blue Line).

Ron Burke informed the Task Force that it is Bike to Work Week in the Chicagoland area. He described Active Transportation Alliance’s Bike Commuter Challenge initiative, as well as their work to help the City of Chicago develop protected and buffered bicycle lanes with its Bikeways Campaign. He stated that these innovative facilities will allow younger children, seniors, and others who may not be comfortable riding in city traffic to bicycle safely and comfortably. He added that Chicago was one of six cities nationwide to have been chosen for the Green Lane Project, which will further promote innovative bikeway facilities. He pointed out that bike-to-work trips, though still small overall, had doubled in the last five years, and that in Chicago, at Milwaukee and Kinzie, recent counts indicated that 50% of the traffic was comprised of bicycles.

Gin Kilgore added that, as a volunteer counter, she was surprised and happy to see that 50% of the bicycle commuters were female.

5.0 Public Comment and Announcements

No comments or announcements were made.

6.0 Next Meetings

The next meeting was tentatively scheduled for Wednesday, September 19, 2012 at 1:00 p.m.

7.0 Adjournment: 2:30 PM