

Attachment 1
DRAFT MEETING NOTES
Bicycle and Pedestrian Task Force

MEETING DATE: 11/3/04

MEETING LOCATION: CATS

CALLED TO ORDER: 2:00pm

ATTENDANCE:

(Task Force Members)

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| Tom Rickert (Chair) | Kane County |
| Ed Barsotti | League of Illinois Bicyclists |
| Richard M. Bascomb | V. of Schaumburg |
| Bruce Christensen | Lake County |
| Deborah Fagan | DuPage County |
| Andrea Hoyt | FPD of DuPage Co. |
| Taqhi Mohammed | Pace |
| Catherine Kannenberg | Metra |
| Amy Malick | CTA |
| Allan Mellis | FPD of Cook Co. |
| Randy Neufeld | Chicagoland Bicycle Federation (CBF) |
| Lisa Phillips | Break the Gridlock |
| Keith Privett | Chicago DOT |
| Gordon Smith, Jr | Illinois Department of Transportation (IDOT) |
| Craig Williams | Edwards and Kelcey |
| (Staff) | |
| Steve Breese | Staff |
| Tom Murtha | Staff |
| Ross Patronsky | Staff |
| (Others) | |
| Al Sturges | League of Illinois Bicyclists |
| John LaPlante | TY Lin |
| Ben Helphand | Center for Neighborhood Technology |
| Dan Thomas | Edwards and Kelcey |
| A. Christopher Wilson | Metra |
| Matt Maloney | Chicagoland Bicycle Federation (CBF) |
| Trisha Sternberg | Chicago DOT |
| Chris Byars | FHWA-IL Div. |
| Greg Piland | FHWA-IL Div. |
| Marty Mueller | Knight Infrastructure |
| Arline Welty | Chicagoland Bicycle Federation |
| Gregory Jay Valent | |
| John Wirtz | Edwards and Kelcey |
| Belinda King | NIPC |

APPROVAL OF NOTES: The meeting notes for the June and July 2004 meetings were approved by acclamation.

TASK FORCE MEMBERSHIP:

Mr. Murtha announced the names of four nominees who are interested in participating in the task force. The Hon. Barbara Moore has requested that her membership categorization reflect her election as a Trustee in the Village of Northfield. Two representatives of public health include Ms. Megan Smith from the Illinois Department of Public Health and Dr. Maryann Mason of CLOCC (Consortium to Lower Obesity of Chicago Children). Mr. Richard Bascomb would be a municipal representative from the Village of Schaumburg. Mr. Dave Longo of IDNR is interested in filling a position oriented towards regional trails.

On a motion by Ms. Fagan, seconded by Mr. Christensen, the appointments were approved unanimously.

PRESENTATIONS:

Federal Activities

Mr. Murtha announced that Federal Highway Administration made a presentation to the RTP Committee regarding their goal of reducing traffic fatalities to 1 per million VMT. As part of that strategic goal, Federal Highways is focusing on pedestrian safety in five areas, one of which is Chicago. He has asked FHWA to brief this task force on how this might work and what is possible.

Mr. Piland said that as a result of the next reauthorization, it is anticipated that there will be a larger safety emphasis statewide and nationwide. One of the objectives is to reduce the nationwide highway fatality rate from 1.5 to 1.0 per million VMT by 2008. In Illinois, that fatality rate is around 1.38 or about 1,450 fatalities per year. FHWA is focusing on certain states to improve highway safety, including pedestrian safety. Illinois is considered an “opportunity state” because our fatality rate is constant. For the past 6 months, FHWA has been working with IDOT to provide a more coordinated safety effort. To assist in this effort, the FHWA Illinois Division will apply for a new full time employment position and \$50,000 in funds. Part of the safety effort will be a comprehensive statewide strategic safety plan. On Friday, IDOT Secretary Tim Martin announced that there will be a new Safety Bureau which will have a data analysis section and an implementation section.

One of FHWA’s safety focus areas is pedestrian fatalities. In Illinois, there are between 185 – 200 pedestrian fatalities per year, which is over the 150 target set by FHWA. Most of these fatalities are in the Chicago area. Thus, FHWA has named the Chicago area as a focus area. The first step would be to start putting together a steering committee for the Chicago area, which will include FHWA staff, local agencies, and state representatives. The committee will look at data and try to figure out what interventions could take place.

Mr. Rickert said that the Task Force would form a working group to involve the local agencies. We will work with Mr. Piland to establish and contact possible members.

Metra's 2003 System-wide Bicycle Parking Inventory Report.

Ms. Kannenberg reported that a bicycle parking study was conducted at all 229 Metra stations in September of 2003. The last bicycle parking inventory had been conducted in 1998. Metra collaborated with LIB and CBF on the 2003 effort. In 2003, every official bike parking facility (racks and lockers) was counted and mapped. Bicycles parked at these facilities also tabulated. In addition, bicycles parked at informal facilities surrounding Metra stations were also counted. Informal spaces include trees, parking meters, etc.

Official facilities were categorized as good or marginal based on type of facility. Data collectors also classified usability based on space available. The most common good facilities were the continuous curve rack and inverted U rack. Overall, there are 3,967 bicycle parking spaces at all the Metra stations outside of downtown Chicago. Most spaces were categorized as "good." Lockers were found at 13 stations. Marginal facilities include the school yard rack which is the most common marginal facility. 276 bicycles were locked to informal facilities. 28% of the stations had no official bicycle facilities. The number of bicycle parking spaces at a station is correlated with the station's ridership.

Ms. Kannenberg discussed the usage data Metra collected. System-wide bicycle parking use doubled in the last five years, rising faster than spaces available. Many stations still had many spaces available, but several stations had more bicycles parked than official spaces. However, 20% of stations had abandoned bicycles.

The report recommends that as new facilities are installed, only "good" types of facilities should be used. The report recommends that communities should be encouraged to continue active involvement in the provision of bicycle-parking facilities. Metra plans to continue its approach of installing facilities as part of station rehabilitation projects. The resources provided through these and other means should particularly address: 1) adding bicycle parking at stations where demand exceeds available capacity, 2) adding bicycle parking at high-ridership stations with no current facilities, and 3) replacing "marginal" facilities. And lastly, local police should prevent abandoned bicycles from occupying facilities that could otherwise be used by active bicyclists.

Mr. Rickert thanked Metra staff. Mr. Barsotti also thanked Metra for their staff's effort on this report. He said it was important to show that more people are biking to Metra than there was 5 years ago. There has been a lot of bike parking investment in the last five years. He thinks we can build upon this momentum. He added that the idea of "safe routes to Metra" should be explored. Naperville and Downers Grove have signed routes directing bicyclists to Metra station.

Mr. Rickert asked about distribution of the report. Ms. Kannenberg indicated that no

decision regarding distribution had been made. Ms. Fagan offered to distribute copies of the report to DuPage County communities. There is a great deal of interest in further improvements. She suggested that the Council of Mayors re-launch their joint bike rack buying program. Mr. Wilson said Metra staff would consider the suggestion to distribute the bicycle parking report widely.

Mr. Mohammed noted that Pace's recent bikes on transit survey showed that commuters complained that they could not take bikes on Metra. Task Force members suggested that Metra be informed of this, and the benefits of bicycle access to transit. Mr. Rickert said that Metra is well aware of the Task Force's desire to accommodate bikes on the Metra system. Mr. Neufeld suggested conveying to Metra the results of Pace's and CTA's survey to convey the need for connecting service for customers with bicycles.

Mr. Williams suggested distributing CATS' "Bicycle Parking for Your Business" pamphlet along with the study. Mr. Wilson will work with CBF to procure sufficient copies to mail out that brochure with copies of the report.

Mr. Rickert sought the consensus of the Task Force to move forward with investigating (1) "safe routes to Metra" to encourage non-motorized access to transit, (2) re-starting the Council of Mayors bike rack program, and (3) conveying to Metra the results of Pace and CTA surveys about the need for connecting service for customers with bicycles.

City of Chicago South Lakefront Access Study

Mr. Privett presented the South Lakefront Access Study. He noted that CDOT has partnered with the Chicago Park District, Edwards and Kelcey, and CBF for this study. The study area covered the area between McCormick Place and the border of Indiana and is approximately 24 square miles. It was divided into 3 areas, including North Area--Burnham Park, Central Area--Jackson to South Shore Cultural Center, and South Chicago Area. The assets of the South Lakefront are underutilized because there are limited trail access points. The study set out to identify barriers, removing barriers, provide cost estimates and supporting materials for budgets and grants, and recommend and prioritize projects that improve the Lakefront Trail as a transportation and recreation route. The existing bridges were not ADA compliant. The study adopted a strategy of providing access every quarter mile and it seeks to improve safety for cyclists, pedestrians, and motorists.

Mr. Privett gave many examples of proposed access improvements. Requirements for the new bridges include 17.5ft above roadway, 20 ft away from the roadway, 23 ft above railroad tracks, and 5% grad maximum on ramps. Projects were prioritized into 5 tiers based upon the following criteria: connectivity, safety level, demand, consistency with other plans/identified needs, need for ADA upgrade, and cost benefit. Each project is accompanied with eligible program funds and supporting data.

Soles and Spokes Training Workshops

Mr. Tom Murtha announced that the Workshop Group recently met and came up with a

program which includes a regional workshop on signage to be held at CATS and an urban intersection design workshop to be held at the Bike Chicago conference. A basic course in bicycle pedestrian transportation would be held at CATS or IDOT District 1 offices. The remaining workshops to be included in the next two years include Safe Routes to School, bike/ped LOS workshops, designing and building for accessibility/ADA, and funding/project development. Upon a motion by Mr. Christensen, seconded by Ms. Malick, the training agenda was approved unanimously.

Mr. Neufeld announced that CBF would be holding a Healthy Streets Conference in early Spring. There will be an all day professional development workshop on Thursday, March 31. The conference will be on Friday, April 1 and Saturday, April 2.

Project Priority for Highway Projects with Non-motorized Accommodation in CMAQ Funding

Mr. Murtha said that he has worked with Ed Barsotti to develop a proposal for incorporating routine accommodation within the CMAQ project selection process. When the CMAQ Selection Committee programs funds, they consider a VOC ranking (air quality ranking) as well as other factors. The first proposal recommends that routine accommodation be considered for highway projects. The second proposal recommends the use of future population and employment projections in programming bicycle and pedestrian improvements. It is suggested that the Bike/Ped Task Force leave the details of implementation to the CMAQ Project Selection.

Mr. Barsotti added that there was not detailed information in here (i.e. possible performance measures). If the CMAQ Project Selection Committee chooses to adopt them, we could then lend our expertise and help out with the implementation.

Mr. Rickert said that both recommendations are worthy of being submitted to the CMAQ Committee for their discussion. He noted that the highway component of the application doesn't even discuss bicycle and pedestrian accommodations. This is a good step to start taking into consideration those types of elements when we are doing these larger roadway improvements.

Upon a motion by Mr. Neufeld, seconded by Ms. Malick, the recommendation was moved forward to the CMAQ Selection Committee for their consideration.

Soles and Spokes Pedestrian and Bicycle Plan for Chicago Area Transportation

Mr. Murtha announced that the Soles and Spokes Plan Steering Group has spent a long time working on technical information in support of the plan. The *Task 2: Existing Conditions and Regional Trends Report* is complete and is available at www.solesandspokes.com. The sidewalk snow control programs report and public involvement reports are also available. These reports are major milestones in the process. The Steering Group is currently working on Task 3 and 4 together. The revised timeline for this is completion in 2005. We are focusing on policy development as well as the best practices.

Mr. Murtha noted that one of the products is the Bicycle Inventory System. He introduced staff member Steve Breese, who has been working on this.

Mr. Breese reported that the Bicycle Inventory System is essentially a GIS based clearinghouse of existing and planned bicycle facilities in the 6-county region. In addition to formulating planning policies, the Soles and Spokes Plan will also connect local planning efforts by creating an inventory of existing and planned facilities in the region, and by doing so, a region-wide bikeways network would emerge. One of the consultants for the Soles and Spokes Plan, TY Lin International, created the Bicycle Inventory System, or BIS for short. It currently contains 27 feature classes, each representing a bicycle plan produced by an accountable public agency. The bicycle facilities stored in this database are limited to linear bikeways, specifically paths, bike lanes, and bike routes. We translated the bikeway data received from counties, councils, municipalities, and NIPC into our own standard data structure and imported them into the BIS. Bikeway plans received as hard copy maps were scanned in, georeferenced, and digitized into the BIS. BIS is currently used to distribute bicycle planning information in the form of maps and reports to roadway engineers in hopes that they would implement the planned bikeways that travel along or across their projects.

In order to provide access to the BIS to a broader audience than just transportation planners and engineers, we are planning to launch an interactive webpage displaying the BIS. With the website, users will be able to use the identity tool to click on bikeways and find out the status, type, managing agency, and plan it originated from. In addition to displaying the data via ArcIMS, we will provide an on-line comment form so government officials and the general public can note errors in our data or propose a new facility. Because of possible errors or omissions in the data, this website would be intended for planning purposes only, as opposed to navigational purposes.

Other Business:

There was no other business.

Adjournment: 3:05 pm

Next Meeting Date/Location: To be determined

Notes Submitted By: SRB