

Attachment 1

**Draft Meeting Notes
Bicycle and Pedestrian Task Force**

MEETING DATE: 10/18/10

MEETING LOCATION: CMAP Offices

CALLED TO ORDER: 1:00 pm

ATTENDANCE:

(Task Force Members)

Tom Rickert (Chair)

Keith Privett, CDOT (Alternate Chair)

Randy Neufeld, SRAM (Representative to the Transportation Committee)

Richard Bascomb, Village of Schaumburg

Ron Burke, Active Transportation Alliance

Deborah Fagan, DuPage County

Bruce Christensen, Lake County

Joseph Moriarty, RTA

Chalen Daigle, McHenry County Council of Mayors

Gin Kilgore, Break the Gridlock

Greg Piland (on telephone)

Ed Barsotti, LIB

Bobby Moore, Citizen

Matthew Sussman, CNT

Mark O'Donnell, Metra

Craig Williams, Alta Planning & Design

(Staff)

John O'Neal, CMAP

Tom Murtha, CMAP

Holly Ostdick, CMAP

(Others)

Todd Hill, IDOT (on telephone)

Megan Holt, IDOT (on telephone)

Tim Milam, IDOT (on telephone)

Dave Longo, IDNR (on telephone)

Lowell Nelson, Break the Gridlock (on telephone)

Paul Lippens, Active Transportation Alliance

Mike Sullivan, Kane/Kendall Council of Mayors

Melody Geraci, Active Transportation Alliance

Bev Moore, Illinois Trails Council

John LaPlante, TY Lin, Intl.

1.0 Introductions: Members and attendees introduced themselves.

2.0 Approval of the Minutes

A correction to the date on the minutes was made. *Motion was made and seconded for approval of the revised meeting notes. The motion was unanimously approved.*

3.0 Regional Planning

3.1 GO TO 2040 Plan

CMAP staff summarized recent activities in the GO TO 2040 comprehensive regional planning process, including the plan's official adoption by the CMAP Board and its public launch on October 13, 2010. CMAP staff gave the Task Force a brief overview of the plan structure and contents, encouraged Task Force members and other stakeholders to become members of the CMAP Partnership Program, and also announced the award to CMAP of \$4.25M under the HUD Sustainable Communities Regional Planning grant program, to implement GO TO 2040 through the Local Technical Assistance (LTA) program.

Mr. Burke asked how the HUD grant would be utilized and whether CMAP would be seeking assistance from private sector consultants in executing activities and work described in the grant application. Mr. Murtha said that, yes, he did anticipate that CMAP would issue one or more RFPs in relation to this grant.

Ms. Moore expressed the opinion that GO TO 2040 was an excellent example of a region producing a comprehensive plan that encouraged pro-active and pre-emptive efforts to solve and overcome some of the worsening problems we face in terms of transportation and in other areas.

3.2 Du Page County Bike Parking Project

Ms. Fagan introduced this agenda item by giving the Task Force some background on the County's bike parking project and stating that the reason DuPage County had requested that it be discussed by the Task Force was simply that there were some difficulties and problems in the implementation of the project, which she hoped that, by sharing, the Task Force might be able to address. DuPage County received a \$200K CMAQ grant for bike parking (Program Year: 2006). This was actually the third grant for county-wide bike parking – the first was administered/sponsored by the Village of Schaumburg (2003), and the second by DMMC. Neither arrangement however worked well since the program proved cumbersome and difficult to manage/administer. For the third round, the County hired the Active Transportation Alliance (then CBF) to run the program. This proved better, but there was not as much participation as the County would have liked.

The specific troubles or issues that Ms. Fagan mentioned were:

1. Processing paper through IDOT. Since federal money was involved, the same forms and administrative processes as highway projects were required.
2. Engineering sign-off
3. Lack of a standard spec package for a typical inverted U rack.

Despite the troubles, Ms. Fagan said that the up-side of such joint-purchasing arrangements was that the price per rack can be as much as 1/5 the dollar amount of the 'normal' price per rack.

Ms. Fagan proposed that the Task Force ask for volunteers to form an ad-hoc committee to look at the process for administering such programs and to brainstorm for ideas and recommendations on how to improve it. Craig Williams and Greg Piland volunteered. Todd Hill, on the phone, also expressed a willingness to meet to discuss this issue. Mr. Rickert stated that what he thought was necessary was a coordination with Federal Highways and IDOT. Mr. Privett added that the normal way to allow for the 'streamlining' of a project is to grant it 'categorical exclusion' status. He also suggested that, once formed, this ad-hoc committee contact Chris Gagnon at CDOT, who works exclusively on bike parking for the City of Chicago.

3.3 Cook County Communities Putting Prevention to Work (CPPW)

Paul Lippens, of Active Transportation Alliance, gave the Task Force an overview of the CPPW grant and his work to organize a Transportation Task Force to address the implementation of Complete Streets executive order for Cook County.

Mr. Lippens stated that the Cook County Department of Health (CCDPH) and its partner, the Public Health Institute of Metropolitan Chicago (PHIMC) had received a federal grant totaling \$16M to address the obesity epidemic in our region. The grant will help promote changes in policy and to the environment in school, workplace, and community settings that make it easier for individuals and families to make healthy choices and live active lives. Mr. Lippens added that, in addition to initiatives addressing nutrition, a large part of the program will focused on providing safe places for and increasing active transportation.

Specifically, \$4M will be made available under the "Model Communities" program to local governments and park districts, community organizations, and schools "to change policies or the environment that make it easier for residents to live healthy, active lives." He stated that under this program, he anticipated that up to 11 municipalities would apply to develop non-motorized plans, and perhaps up to 50 schools for developing SRTS plans. He added that an RFP would be out in early November, and that applications would be due in early December.

Mr. Lippens stated that on the regulatory level, Active Transportation Alliance would be working with partners and stakeholders to implement Cook County's Complete Streets executive order. He said that the first step in this process was the formation of a CPPW Transportation Steering Committee, of which CMAP is a part. He added that, among this committee's deliverables, would be the production of a Complete Streets policy document, design guidelines, and a procedural practice guide.

Mr. Rickert asked whether Council of Mayors Planning Liaisons were informed of this grant opportunity and as regards the formation of the Transportation Steering Committee. Mr. Lippens said, yes, he had reached out to the PLs. Mr. LaPlante added that the City of Chicago was excluded from the CPPW grant. Ms. Geraci stated that Evanston and Skokie were also excluded. She added that the City had received \$5M in a second round of funding for a mobility education program for all Chicago high schools. Ed Barsotti asked about the status of Complete Streets in

Lake County. Mr. Christensen replied that their policy should be done in December 2010. Mr. Burke asked whether this would involve the creation/adoption of a policy or of changes to roadway design manuals. Mr. Christensen said it would, at this point, be a policy. Mr. Murtha asked whether there would be any new standard specs. Mr. Christensen said, yes, they would include a roadway shoulder design of 4 ft. of bituminous and 4 ft. of aggregate (whereas before the spec was simply a 'two foot paved shoulder').

Mr. Burke add that, in addition to active transportation, there was a nutrition side to the CPPW grant, and that there, again, the focus was to find ways to change policy in order to improve the health of individuals and communities. Ms. Fagan offered her congratulations to Cook County on their grant and to Active Trans for developing this implementation program. She asked whether Mr. Lippens knew the ranking criteria which would be used in choosing the awardees in the Model Communities program. Mr. Lippens stated that they would be specified in the RFP, but that he thought regional impact would be important.

Ms. Kilgore asked whether the Forest Preserve district had been approached by the Transportation Steering Committee. Mr. Lippens responded that this question had come up in the Committee's first meeting and that the idea of several 'focus groups' was discussed -- with one such group focused on recreational biking and walking, of which the Forest Preserve district would be key member. Ms. Kilgore added that the reason she brought this up was that Forest Preserve properties, can be seen as both a destination but also as a 'barrier' to travel by bicycle or walking. Ms. Moore concurred as said that at times, representatives of the Forest Preserves had been obstructionist as regards bicycling facilities, saying that such facilities brought too many people into ecologically fragile areas. Mr. Williams added that roads to and through Forest Preserve properties very often do not have adequate facilities for persons traveling by foot or bicycle.

3.4 CMAP Training – Bicycle and Pedestrian Planning

CMAP staff summarized for the Task Force work that the agency and its consultants have done around the region delivering SRTS training workshops (the SRTS National Course). In addition, staff described the FHWA workshops ("Designing for Pedestrian Safety"), which CMAP co-sponsored. Mr. Murtha stated that the workshops filled up and that staff prioritized participation based on the importance of actual design in interested party's work and on agency type / jurisdiction.

Mr. Christensen asked whether any interest had been expressed by communities in Lake County. Mr. Murtha responded that only Lake Forest had done so.

3.5 Eisenhower Expansion Project – Eisenhower Regional Trail

CMAP staff reported that CMAP management had asserted that the Task Force did not in fact have the authority to pass a resolution; management confirmed that resolutions, as acts creating policy, were reserved for the CMAP Board and its Policy Committee only. CMAP management had suggested that the Task Force re-cast the resolution as an official letter to IDOT requesting (as the proposed resolution itself did) that "IDOT and the Eisenhower Expressway/I-290 Corridor Group and its associated advisory committees, analyze the potential for a major new off-road trail connecting to the Illinois Prairie Path and other local bikeways within the study

corridor as a first step in creating a direct non-motorized link between Chicago and the western suburbs.” Such a change from a ‘resolution’ to a ‘letter’ would allow the substance of the request to be communicated without impinging on the prerogative of policy-creation help by the CMAP Board and MPO.

Ms. Fagan, who had originally proposed the idea of this resolution, stated that an official letter was acceptable, from the point of view of her original intentions. She added that the genesis of the idea of an “Eisenhower Trail” lay in the inspired and inspiring events and conversations, which took place as part of the Burnham Centennial and, more recently, the ThinkBike Workshops with Dutch bicycle and bikeway planning experts, where “big ideas” and “bold plans” were discussed and encouraged.

Motion was made and seconded to re-write the proposed resolution in the form of a letter. The motion was unanimously approved.

4.0 Pedestrian and Bicycle Project Programming

4.1 Safe Routes to School

Megan Holt (on phone) gave the Task Force an update on Illinois Safe Routes to School program and recent activities. Ms. Holt highlighted the training she had done in partnership with CMAP and other organization, including a private-sector sponsored training in Woodridge, which 65 people attended. Ms. Holt summarized upcoming key dates, which included:

- December 15, 5:00 PM: Call for Projects closes. (*All applications must be in before 5:00 PM. No late applications will be accepted.*)
- January 2011: Application review and scoring begins.
- Mid-Late 2011: Funded Projects announced.

Ms. Holt also briefly described the SRTS webinars IDOT offered this year, in lieu of more extensive state-wide trainings offered in years past.

4.2 Illinois Transportation Enhancement Program (ITEP)

Tim Milam (on phone) gave the Task Force a summary of the recent call for projects and status of the ITEP program. He stated that IDOT received 391 applications, seeking \$370M in funding. He informed the Task Force that all applications had been reviewed by various IDOT divisions and other state agencies, as well as by MPOs and scored, district by district. He added that the available funding totaled approximately \$80M, and anticipated that of that, approximately \$45M would go to the northeastern Illinois region. He concluded by stating that he was informed that an announcement of the program awards would come by the end of October. (Note: Governor Quinn announced the program on October 29, 2010.)

4.3 Illinois Transportation Enhancement Program (CMAQ)

CMAP staff (Holly Ostidick) reported on the anticipated schedule and character of an upcoming CMAQ call-for-projects. She stated that staff anticipated a late-November or early December call, with approximately \$140M available for two years of funding (FY2012-13). She added that the Selection Committee was discussing the concept of “focused programming,” which –

although still be formulated – may involve a focus on a specific eligible ‘project type,’ on a ‘5-year’ program, and/or on larger projects of regional importance. She added that a memorandum describing the current thinking on this concept was available on the CMAP CMAQ website (the “FFY 2012/2013 and Future Calls for Projects” link on the October 21, 2010 minutes/agenda webpage (<http://www.cmap.illinois.gov/cmaq/minutes>)). This topic will be discussed at the next CMAQ Project Selection Committee meeting (October 18, 2010).

Ms. Fagan asked Holly to further describe “focused programming”. Ms. Ostdick referred her to the memo on CMAP’s website (*referenced above*). Mr. Burke expressed concern that if the selection of projects is to be made on the basis of ‘implementation of GO TO 2040,’ then since there is little in the way implementation actions for bike-ped projects in GO TO 2040, bike-ped accommodation may unfairly suffer under a lack of CMAQ funding. Chairman Rickert stated that he was an alternate on the CMAQ Project Selection Committee, and that he and others, he was sure, would resist any changes to the program that would detract from the funding of bike-ped projects.

4.4 Pedestrians’ right-of-way at crosswalks (Public Act 096-1165)

CMAP staff (John O’Neal) introduced this issue, which was proposed as an agenda item by Ms. Fagan, informing the Task Force that staff had submitted a query on the APBP listserve, asking for other regions’ and states’ experiences with the transition and implementation of “Stop for pedestrians in crosswalks” (from “Yield for pedestrians”), but had not received any responses. Ms. Fagan asked whether IDOT had any news to report on efforts by the state to educate local communities, law enforcement agencies, groups, and individuals about this law. Mr. Hill (on phone) said that he was not aware of any such efforts. Mr. Rickert suggested that the State find opportunities for getting news and information on the new law out to local units of government. Mr. Neufeld stated that he believed that this would fall under the purview of the Secretary of State’s office. Mr. LaPlante added that from the engineering and traffic control point-of-view, the law did involve the placement of new signs and markings, which indicate “stop” instead “yield”. Mr. Barsotti stated that IDOT Division of Traffic Safety had funded education campaigns in the past and that perhaps they could take action and even provide emergency funding for such an effort. Mr. Burke stated that he was under the impression that the Secretary of State would be incorporating this, and other new laws, into the state Driver’s Education Manual.

Mr. Hill said that he would check with Traffic Safety and other state agency’s to see whether there would be any action to inform local governments of and about the law.

Mr. Williams added that Section 402 (safety education) funds could, he thought, be used for ‘crosswalk stings,’ and that there would be a call for projects under this program in March of 2011. He stated that he believed this would be an opportunity for a state-wide push for an education campaign on this and other new safety laws. Mr. Privett suggested that state-wide PSAs would be an effective way to get the work out. Mr. Piland said that CDOT was receiving NHTSA 403 funds for crosswalk enforcement.

The Task Force agreed that this topic should be included on the agenda for the next meeting.

4.5 Project Updates

Mr. Christensen stated that Lake County had completed a ‘gap study’ as part of the development and planning for its Complete Streets policy.

Ms. Fagan informed the Task Force that DuPage County had finished a section of the Salt Creek Greenway, and that now the trail was largely complete from Busse Woods to Brookfield Zoo – 31 miles of regional trail. She added that two sections of the DuPage River Trail in Naperville had been completed and that there had been a ribbon cutting for the completion of the intersection re-design, which included construction of two trail underpasses at 7th Street and Washington on October 4th.

Mr. Barsotti stated that LIB had completed the (CMAQ funded) Bike to Metra guides. The 23 guides are available on the LIB website at <http://www.bikelib.org/maps-and-rides/bike-to-metra-guides/>.

Ms. Kilgore informed the Task Force that Break the Gridlock and other groups continued to work with CDOT and Alderman Maldonado (26th Ward) on the Humboldt Drive road diet, attempting to make it safer for all users by traffic calming and the addition of pedestrian and bicycle accommodation.

Mr. Sussman informed the Task Force that CNT continues to refine and market their Transportation + Housing Affordability Index, which has been well-received nationally, as well as their initiative to study and increase energy efficiency in the region.

Mr. Privett stated that CDOT has nearly completed its 2010 ‘access to transit’ study, in which users at 32 stations were surveyed. He said that he expects the results and analyses from the study would be available in the 1st quarter of 2011.

4.6 Bicycle and Pedestrian Task Force Representation on Transportation Committee

Mr. Murtha suggested that a motion be made that both Ron Burke and Ed Barsotti be made alternates to Randy Neufeld as Bicycle and Pedestrian Task Force representatives to the CMAP Transportation Committee.

Motion was made and seconded to appoint Mr. Burke and Mr. Barsotti as Task Force representatives to the CMAP Transportation Committee. The motion was unanimously approved.

5.0 Public Comment and Announcements

No comments or announcements were made.

6.0 Next Meeting

Wednesday, February 2, 2011 at 1:00 PM.

7.0 Adjournment: 3:00PM