

Attachment 1

Draft Meeting Notes Bicycle and Pedestrian Task Force

MEETING DATE: March 20, 2013

MEETING LOCATION: CMAP Offices

CALLED TO ORDER: 1:00 p.m.

ATTENDANCE:

TASK FORCE MEMBERS OR ALTERNATES:

Tom Rickert, Chair
Randy Neufeld, SRAM Corp (on phone)
Richard Bascomb, Village of Schaumburg (on phone)
Ed Barsotti, League of Illinois Bicyclists
Karen Shinnars, Pace (on phone)
Chalen Daigle, McHenry County Council of Mayors (on phone)
Dan Thomas, DuPage County
Andrea Hoyt, DuPage County Forest Preserve
Steven Mannella, Metra
Kevin Staniel, RTA
Valbona Kokoshi, LDOT (on phone)
David Longo, IDNR (on phone)
Greg Piland, FHWA (on phone)
Allan Mellis, Citizen
Pamela Sielski, Cook County Forest Preserve District
Robert Vance, CTA
Craig Williams, Alta Planning+Design

ABSENT:

Keith Privett, CDOT
Barbara Moore, Citizen
Ron Burke, Active Transportation Alliance
Gin Kilgore, Break the Gridlock
Sam Mead, IDOT
Yonina Grey, CNT

STAFF:

John O'Neal
Tom Murtha
Doug Ferguson

OTHERS:

Ania Ruszaj, IDNR
Patty Mangano, RTA
Jim LaMania, Sensys Networks, Inc.
Gabe Sulkes, IDOT
Mike Albin, DMMC

Jack Cebe, Alta Planning+Design
Thomas Vander Woude, SSMMA (on phone)
Mike Walczak, NWMC (on phone)
Roseanne Nance, IDOT (on phone)
Scott Hennings, McHenry Co. DOT (on phone)

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 RTA Community Guide to Transit Access

RTA Local Planning and Programs staff, Patty Mangano, gave the Task Force a presentation on the recently released community guide, “Making Way: A Guide for Communities to Promote Pedestrian Mobility and Increase Access to Existing Transit.” The guide is available online as a PDF – along with other guides – [here](#). The guide is meant to help inform and encourage communities in the region to implement short-term, small-scale improvements in pedestrian access to transit facilities, and to help these communities better understand the processes and stakeholder participation needed to realize these and larger pedestrian access to transit projects.

Mr. Mellis asked if the guide dealt with ITS (electronic bus arrival time signs) and with audible signals. Ms. Mangano explained that these treatments would be encouraged but that the intention of the guide was not describe every possible treatment but to give general information on the need to consider accessibility improvements.

Mr. Neufeld asked if there had been a strong interest expressed in such improvements and stated that, in his experience, implementing such improvements can be a thorny issue since adjacent land owners need to be involved. He asked who should communities – staff and citizen groups – go to for help on this? Ms. Mangano replied that the guide implicitly acknowledged the ‘thorniness’ of implementation, and that was in fact the reason for its being produced. The guide outlines the need for multiple stakeholders, indicates who these stakeholders may be and gives advice for setting up a group or task force to shepherd projects through the process.

Mr. Mellis asked about wayfinding and Ms. Mangano replied that the guide mentions it but does not go into detail since each project would be different. Mr. Williams asked if the guide described the incentives for achieving accessibility. CMAP staff stated that the guide on transition planning and their research to produce that guide, a presentation of which is next on the agenda, covers some of this, and that basically, communities should develop transition plans in order to manage the risk associated with complaints and the results of such complaints, which usually takes the form of injunctions, which can result in substantial legal fees for a community, as well as an order to address infrastructure issues immediately rather than over time.

3.2 ADA Transition Plans

CMAP staff (Tom Murtha) gave a presentation on the background and substance of CMAP's community briefing paper on ADA transition plans. The presentation covered the need in our region to accommodate disabled persons, including statistics on how many people might be disabled – and with what types of disabilities – as well as what broader benefits may accrue from improving accessibility. The presentation then outlined what transition plans are and the who, when, and how of creating them.

3.3 CMAP 2014 Model Plans, Codes, and Ordinances Project

CMAP staff (Andrew Williams-Clark) presented next on CMAP's ongoing project to create and disseminate model plans, codes, and ordinance on various subjects that are highlighted and supported in the regional comprehensive plan, GO TO 2040. This project and the topics being addressed relates to the last municipal survey and the responses we received from municipalities about what they were interested in and wanted to learn more about. CMAP has already created two reports in this effort – on parking management and local food – and is currently working on papers on form-based codes and arts and culture planning. In addition, CMAP is looking for additional topics to cover over the next few years. One topic, that may be of particular interest to the Task Force, and a large number of municipalities have expressed a keen interest in, is Complete Streets.

Mr. Williams-Clark emphasized that CMAP was seeking feedback on topics to consider and, if there are specific topics, then what partners should CMAP engage in developing these. He added that, based on past experience, CMAP probably could not take on more than four topics a year. He concluded by giving his email and informing the Task Force that he needed all input submitted by March 31.

3.4 America's Great Outdoors Initiative – Millennium Reserve

IDNR staff (Ania Ruzaj) presented to the Task Force on the Millennium Reserve project, giving an overview of the project, its goals, and its ongoing development and implementation strategies. She stated that it was part of President Obama's America's Great Outdoors Initiative (AGO). The project's geographic center is the Calumet core, but spans an even larger bi-state area along the coasts of Indiana and Illinois. Ms. Ruzaj stressed that the project was focused on reinvestment (in the Calumet area), and ways to improve the area's environment and economy, and strengthen its communities. She added that the project AGO initiative did not bring new monies to the area, but that the MR projects sought to prioritize and refocus existing funding sources, better utilized existing resources, and raise new monies in a number of ways – including public-private partnerships, fund-raising campaigns, and non-traditional sources.

Ms. Ruzaj stated that 12 'model projects' were selected in 2012 and a Steering Committee was established in March 2013. She concluded by telling the Task Force that a Recreational Trails Workgroup had been convened and would meet later in March or early April.

Mr. Longo, on the phone, added that among the priority MR projects – at least for IDNR – were the Burnham Trail gap, the Cal-Sag Trail, and the Lakefront Trail in the southern part of Chicago

and nearby suburbs. He stated that the materials produced to describe and promote the Millennium Reserve included a Recreational Trails map, which highlighted these projects.

Ms. Sielski stated that the Cal-Sag Trail had received funding in the last Transportation Enhancements round and that the west section was funded for construction and the east segment for both Phase 1 and Phase 2 engineering, and was scheduled to start in 2014. The Thorn Creek Trail, which also receive ITEP funding, had to execute two different rail agreements in order to proceed.

4.0 Pedestrian and Bicycle Project Programming

4.1 Congestion Mitigation and Air Quality (CMAQ) Improvement Program

CMAQ staff (Doug Ferguson) gave the Task Force a brief update on the status of the CMAQ 2014-18 call-for-project applications. He stated that he didn't have any significant additional information beyond what was contained in the handout provided (which was a listing of all project applications by project type). When asked about the amount of funds that would be available, Mr. Ferguson stated that he expected that approximately \$300 million would be available over the five years, and that approximately \$200 of that amount would be programmed for 2017 and 2018. Mr. Murtha stated that the Task Force, like other Focus Groups, would have until June 13 to provide recommendations to the CMAQ Project Selection Committee.

4.2 IDOT Updates

ITEP: IDOT staff (Meridith Bryans, on phone) gave the Task Force an update on the ITEP program. She began by informing the Task Force that, starting next week, she'd be on maternity leave and that Christy Davis, who had been working on the State Bicycle Plan, would be assuming ITEP program duties. She added that Tim Milam had again come out of retirement to help with the program. Ms. Bryans stated that in January, the Governor announced 54 projects that would be awarded ITEP funding. She added that he also announced that there would be another round of ITEP call-for-projects this year. She anticipated that this round would be announced soon and added that, because of MAP-21, the eligible project categories would be changed to reflect the new bill. She added that SRTS would continue as a separate program under TA.

Mr. Neufeld clarified that under MAP-21, TE – along with SRTS and RTP – was being subsumed under Transportation Alternatives program (TA or TAP). (RTP, however, once “opted for” by a state’s governor, is a “set aside” of a predetermined amount, a percentage of the state’s total TA funding, defined under MAP-21 – in Illinois, the RTP amount totals approximately \$1.5 million.) Mr. Neufeld observed that the decision to continue a ‘discrete’ SRTS program would *de facto* involve a decision on how much TA money would go to SRTS. He then asked how this decision would be made, i.e. how could the Task Force, or other stakeholders, best give input on this question? He stated that under MAP-21, MPOs will be programming approximately half of the state TA monies.

Ms. Bryans said he did not know how much would be set aside for SRTS, and that that decision would probably be made at the Governor/Secretary of Transportation level. Mr. Murtha stated

that he did not think “set asides” for certain programs was a good idea, or in keeping with the federal goal of consolidating programs.

Mr. Piland then gave the Task Force a summary of the recently completed “Process Review” of the Illinois SRTS program. He stated that the review resulted in a number of recommendations for improvement, which were brought together in the report’s “thirteen observations”. The report has been posted on the [webpage](#) for the CMAP Bike-Ped Task Force agendas and minutes under “Supplemental/Follow-up Materials” and can be found [here](#). Any comments on the report/observations should be submitted to Mr. Piland, as soon as possible, at Greg.Piland@dot.gov.

Mr. Piland added that, in addition to possible issues or problems with SRTS related to MAP-21, it is also ‘vulnerable’ under the state “Grand Recovery Act”, which ‘froze’ all state grant programs, including SRTS (which is, in Illinois, a grant program).

Mr. Barsotti reported that he had met earlier today with CMAP Deputy Director, Don Kopec, about the TA program and how it might be ‘handled’ in Illinois. He stated that he was told that discussions were underway between the MPOs and the state but that nothing yet had been decided. He stated that he had proposed that, in addition to the amount defined by MAP-21, which would come to the CMAP region directly, that the state/IDOT follow the traditional 45-55 split on the additional TA money the state technically (under MAP-21) controlled, so as to simplify programming in the region. Although previous meetings/proposals by IDOT had not been particularly favorable to maximizing suballocation of TA funds to CMAP and other MPOs, he stated that he still felt cautiously optimistic that the right decision – i.e. to let regions like CMAP decide themselves what projects would best advance their goals and meet their needs for non-motorized transportation and other eligible TA project types – would prevail in the end.

Mr. Neufeld observed that, although the question of TA programming is a “statewide issue”, Illinois is unusual in having one really large MPO, which functions very differently from other parts of the states, and has very different needs and capabilities.

Mr. Barsotti stated that, from his point of view, given the very limited resources at IDOT – which is IDOT’s own description of its programming capabilities – it makes good, practical sense to take the burden of TA programming off the state and pass it on to CMAP, and other MPOs. He said that he hopes that IDOT will do this – namely, maximize the suballocation of federal TA funds to CMAP to program.

Mr. Rickert asked if there was a role or an action for the Task Force or for CMAP to take in this issue. Mr. Barsotti stated that he thought that CMAP management was aware of the issue and was making the case for suballocation, while at the same time, recognizing the need to ‘unify’ the program statewide.

Mr. Neufeld asked if perhaps the CMAP or some other entity should convene a “forum” on TA programming in Illinois and the region, in order to help determine the most efficient and equitable process and to define the values that the TA program should support and promote in our region.

State Bicycle Plan: Mr. Sulkes, in conjunction with consultants from Alta Planning+Design, gave the Task Force an update on the development of the State Bicycle Plan. He described the

scope of work for the plan, highlighting key elements and areas within which recommendations will be made, including:

- Bicycling related planning and policy recommendations,
- Bikeway safety, design and maintenance recommendations,
- Regional-scale bikeway network recommendations,
- Bikeway network implementation and prioritization recommendations,
- State bicycling performance measures,
- Education, outreach and enforcement recommendations, and
- Funding recommendations

An IDOT brief summarizing the vision and role of the State Bicycle Plan (as part of IDOT's Long Range Transportation Plan) is posted on the [webpage](#) for the CMAP Bike-Ped Task Force agendas and minutes under "Supplemental/Follow-up Materials" and can be found [here](#).

Mr. Williams, of Alta Planning+Design, reviewed work done so far and that which their sub-consultants would be doing. One subconsultant, MetroQuest, will be helping with an outreach plan and effort, which will include identifying events around the state, which the consultants and IDOT can tap into in order to get the word out and get input from the public at large. He stated that right now, Alta was in the process of collecting plans (data) – mostly county level – from around the state. He stated that they hoped to receive GIS data in a format based on CMAP's Bikeway Inventory System (BIS), but that they didn't expect to get that level of detail for the whole state. When asked when the plan would be finished, Mr. Williams said "By the end of 2013."

4.3 Project Updates

Mr. Thomas informed the Task Force that bridge over St. Charles St., the UP rail line, and Grace St. in Lombard, along the Great Western Trail, has been completed and that a ribbon-cutting event will officially mark their opening on May 25, 2013.

Mr. Barsotti announced the upcoming 2nd Annual Illinois Bike Summit, taking place May 15, 2013 in Normal, IL. More information [here](#). He also announced that Kane County has agreed to an LIB partnership proposal under which LIB will offer technical (and strategic) bike/ped design advice to towns, and review and make suggestions related to bicycle travel on upcoming roadwork plans.

Thomas Vander Woude announced SSMMA's Complete Streets workshop, to take place tomorrow, March 21, 1:00 to 3:00 PM at SSMMA offices, and stated that a portion of the Thorn Creek Trail, from 183rd St. to 26th St. in Chicago Heights is on track for a June letting.

5.0 Public Comment and Announcements

There were no public comments or announcements.

6.0 Next Meetings

CMAP staff proposed the following meeting dates and times for remainder of calendar year 2013.

- Wednesday, April 17, 2013 at 1:00 p.m.
- Wednesday, May 22, 2013 at 1:00 p.m.
- Wednesday, June 12, 2013 at 1:00 p.m.
- Wednesday, September 18, 2013 at 1:00 p.m.
- Wednesday, December 18, 2013 at 1:00 p.m.

Motion was made and seconded for approval of the meeting dates. The motion was unanimously approved.

7.0 Adjournment: 3:00 PM