

## **Attachment 1**

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

**MEETING DATE:** June 29, 2011

**MEETING LOCATION:** CMAP Offices

**CALLED TO ORDER:** 1:05 pm

#### **ATTENDANCE:**

##### **TASK FORCE MEMBERS OR ALTERNATES:**

Tom Rickert (Chair)  
Keith Privett, CDOT  
Dan Thomas, DuPage County  
Melody Geraci (for Ron Burke, Active Transportation Alliance)  
Bruce Christensen, Lake County  
Andrea Hoyt, DuPage County Forest Preserve  
Gin Kilgore, Break the Gridlock/League of Illinois Bicyclists  
Pam Sielski, Forest Preserve District of Cook County  
Richard Bascomb, Village of Schaumburg  
Barbara Moore, Citizen  
Kevin Stanciel, RTA  
Robert Vance, CTA  
Matthew Sussman, CNT (on phone)  
Jonathan Tremper, Metra  
Chalen Daigle, McHenry County Council of Mayors

##### **ABSENT:**

Randy Neufeld, SRAM (Representative to the Transportation Committee)  
Ron Burke, Active Transportation Alliance  
Ed Barsotti, League of Illinois Bicyclists  
Allan Mellis, Citizen  
John LaPlante, TY Lin International  
Sam Mead, IDOT  
Deborah Fagan, Citizen  
Karen Shinnars, PACE

##### **STAFF:**

Tom Murtha  
John O'Neal

##### **OTHERS:**

Bill Baer, Traffic Control Corporation  
Thomas Weaver, Metra  
Steve Coffinberger, KKCOM (on phone)  
John Donovan, FHWA  
Claire Hellwig, CDOT Intern

**1.0 Introductions:** Members and attendees introduced themselves.

## **2.0 Approval of the Minutes**

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

## **3.0 Pedestrian and Bicycle Project Programming**

### **3.1 Congestion Mitigation and Air Quality (CMAQ) Program: Focused Programing Approach – Project Package**

Staff began the discussion of the proposed project package by noting a few relatively minor changes that had been made – based upon comments and editorial input from Task Force members (especially Gin Kilgore) – to the memo describing the proposed bike-ped project package. These changes had been made subsequent to the email that went out to Task Force members on June 28 (9:33 AM) and contained a draft of this memo. Staff then gave the Task Force a general summary of both this memo and the related memo describing project submittals staff recommends not be funded, as well as the matrix summarizing the information and data analyzed in order to arrive at both the proposed project packages and the list of project submittals, which were judged to be funded. Staff explained that the two memos, if approved, will be forwarded to the CMAQ Project Selection Committee, as the official Bike-Ped Task Force recommendations to that Committee.

Chairman and Task Force members commended staff on their excellent, comprehensive work on this project, carried out in a very short time-frame.

Ms. Kilgore asked whether the “Do not fund” project list had been taken out of the full evaluation matrix. Staff said, yes, that these projects and the action recommended would be communicated to the CMAQ PSC only through the memo (referred to above). Ms. Kilgore stated that she observed that bicycle encouragement or parking submittals had not fared well in the analysis. She highlighted especially LIB’s Bike to Metra Guides proposal and stated that in her opinion it should have ranked higher. Mr. Bascomb concurred, as did Ms. Geraci. Discussion then ensued on the topic of the need for covered bike parking. *Motion was made and seconded* to move the LIB/Schaumburg Bike to Metra Guides project submittal from the 4<sup>th</sup> tier (unpacked projects) to the 1<sup>st</sup> tier (primary funded projects), and to move three project submittals involving covered bike parking at Metra stations from the 4<sup>th</sup> tier (unpacked projects) to the 3<sup>rd</sup> tier (secondary package). *The motion was unanimously approved.*

Ms. Daigle asked the representative of the City of Chicago what the Lakefront Trail – Navy Pier Flyover project had not simply asked for a cost increase, instead of seeking new funding under CMAQ. Mr. Privett stated that the City believed that for projects involving such large dollar amount, the CMAQ PSC preferred re-submittal or re-application rather than just a cost-increase request. He stated that the City wanted to honor the re-application policy, but may, should it prove possible, pursue the project simply as a cost increase. Mr. Privett stated that phase II engineering has been begun and that no ROW is required for the section for which they are seeking funding. Mr. Rickert confirmed that this project may end up coming in as a cost increase.

Mr. Murtha stated that since the dissemination via email of the proposed project package, staff had moved the City of Chicago's SRTS Walk to High School project from the "Do not fund" list to the "Tier 4 - Unpackaged projects," as well as two NWMC projects, which had incorrectly been analyzed as not being part of a plan.

Ms. Kilgore asked whether all Tier 1 – Primary Funded Projects were receiving the full amount of funding that the sponsors requested. Staff responded that generally this was the case, although there were some exceptions and that these were marked by light-blue shading in the matrix cells containing funding amounts. Ms. Kilgore then asked whether the Tier 4 projects were going to be ignored. Staff pointed out that the CMAQ PSC analysis of VOC eliminated per dollar would also come into consideration when they programmed CMAQ funds, so certain projects might move up the hierarchy. Discussion ensued as to how the Tier 4 projects might be more viable under other funding programs or might be altered by sponsors in the future in order to become better CMAQ projects.

Mr. Tremperer observed that the DuPage County Winfield Mounds project submittal (which is in the Tier 1 Primary Funded Projects) could result in serious problems if requiring an underpass under the UP RR. He stated that he believes that the FPDDC must obtain the blessing of the UP railroad on this matter. Ms. Hoyt stated that the alternative route for the project involved an on-street route through downtown Winfield, and so would avoid the need to coordinate with the railroad, although if needed the FPDDC was willing to work with the UP railroad. Mr. Murtha stated that he strongly advised FPDDC to coordinate with the UP right away.

Finally, staff stated that the total of the Primary Funded Projects in the proposed package amounted to approximately \$80, adding that this is probably in excess of what the Task Force can expect. However, he stated that we do not at this point know the 'mark.' Mr. Murtha stated that, given historic funding levels, perhaps ½ of this amount (i.e \$30 to \$40M) worth of bike-ped projects may be funded. There was some discussion of the FPDDC's submittal for funding the west segment of the Cal-Sag Trail. Staff pointed out that this segment, since it ran through the Forest Preserve alone did not pick up population, transit access, and other criteria used in the evaluation of projects. Ms. Sielski stated that she understood this fact but that the fact was that this segment has the (other) funding and local support to be constructed.

At this point, the Chairman stated that the Task Force was being asked to approve the proposed project package to send to the CMAQ Project Selection Committee. ***Motion was made and seconded to do so, and the motion was unanimously approved.***

### **3.2 Project Updates**

Mr. Privett informed the Task Force that the City had begun engineering on the Bloomingdale trail, with design charrettes being planned for Oct. 1-4, 2011.

### **4.0 Public Comment and Announcements**

No comments or announcements were made.

### **5.0 Next Meetings**

Wednesday, September 28, 2011 at 1:00 PM

### **6.0 Adjournment: 2:20 AM**