

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

MEETING DATE: 09/26/06

MEETING LOCATION: CATS Offices

CALLED TO ORDER: 1:05 pm

ATTENDANCE:

(Task Force Members)

Tom Rickert (Chair), Kane County

Ed Barsotti, League of Illinois Bicyclists

Bruce Christensen, Lake County

Alan Mellis, Cook County Forest Preserve District

Richard Bascomb, Village of Schaumburg

Deborah Fagan, DuPage County

Andrea Hoyt, Forest Preserve District of DuPage Co.

Bobbie Moore, Village of Northfield

Amy Malick, Chicago Transit Authority

Randy Neufeld, Chicagoland Bicycle Federation

Mark Minor (substituting for Catherine Kannenberg), Metra

Josh Deth, Break the Gridlock/Logan Square Chamber of Commerce

Craig Williams, Edwards & Kelcey/IDOT Traffic Safety

Keith Privett, Chicago Department of Transportation

Ben Helphand Center for Neighborhood Technology

Les Nunes, Illinois Department of Transportation (via telephone)

Mayor Jeff Sherwin, City of Northlake (via telephone)

(Staff)

Tom Murtha, CMAP

John O'Neal, CMAP

(Others)

Todd Hill, Illinois Department of Transportation (via telephone)

David Gleason, CBF/CDOT

Ben Gomberg, CDOT

Nick Jackson, Chicagoland Bicycle Federation

John LaPlante, TY Lin Intl.

Rob Sadowsky, CBF

Lowell Nelson, Citizen

Erin Willrett, Kendall-Kane Council of Mayors

Neil Adams, City of Naperville

Maryann Romanelli, Walk to School/Pedestrian Advocate
Joe Heinrich, South Suburban Mayors and Managers Association
Melody Geraci, CBF
Rosanne O'Laughlin, Edwards & Kelcey
Dan Thomas, Edwards & Kelcey
Stacey Meekins, Edwards & Kelcey
Keith Holt, CBF
Suzanne Carlson, Citizen
Greg Piland, FHWA-IL Division

Approval of the Minutes: A motion for approval was made and seconded for approval of March 2006 meeting notes. The motion was unanimously approved.

Task Force Membership:

City of Chicago Bike 2015 Plan:

Mr. Gomberg announced the completion and official release (in June) of the City of Chicago's Bike 2015 Plan. Mr. Gomberg stated the two overall goals of the plan:

1. To increase bicycle use, so that five percent of all trips less than five miles are made by bicycle
2. To reduce the number of bicycle injuries by fifty percent from current levels

Mr. Gomberg also stated that the Bike 2015 Plan was the result of a 3-year process and contained 150 strategies for achieving the various goals and objectives outlined in the plan, as well as 72 "Best Practices" to guide and benchmark bicycling-friendly projects and programs. Mr. Gomberg then introduced Mr. Jackson, CBF, to present, using PowerPoint, an overview of the plan, its process, structure and content.

Mr. Jackson, after stating that the Bike 2015 Plan was funded through a \$75K CATS UWP grant, described the planning process (2 public meetings with over 175 people in attendance), and outlined the plan's structure (8 chapters, each with its own goal, performance measures, objectives, strategies, and best practices). Mr. Jackson then presented in more detail a few of the plan's chapters (Bikeway Network, Transit, Education, and Marketing and Health Promotion), stressing the plan's reliance on explicit, objective performance measures, as well as its usefulness in compiling best practices from around the U.S. and the world.

Finally, Mr. Jackson mentioned the TravelSmart program (developed in Perth, Australia and currently being used in the U.S. in Portland, OR) as an excellent example of an effective, low-cost, individualized social marketing campaign designed to identify and serve persons receptive to changes in their travel modes. Mr. Jackson highlighted the Bike 2015 Plan's differentiation of educational programming from marketing campaigns.

At the conclusion of Mr. Jackson's presentation, Mr. Murtha commented on the usefulness of the Bike 2015 Plan's objectives, strategies, and best practices. He noted

that the TravelSmart model seems especially appealing, and might be easily applicable to the Chicago area, where there are many travel choices for much of the population.

Mr. Neufeld commented on the Plan's contribution to, and the continued need for, the free exchange of information on policies and practices to promote bicycling. Mr. Gomberg pointed out that the Bike 2015 Plan could be downloaded at www.bike2015plan.org.

CDOT Bikeway Design Guide:

Mr. Gleason introduced CDOT Division of Project Development's 2nd Edition of the Bikeway Design Guide. He presented the Task Force with a working draft of the outline for this Guide (q.v.) and stated that the Guide is well-underway, and anticipates that it should be approximately 2/3 complete by January 2007.

Mr. Gleason asked CMAP to provide support for the Guide. He stated that CDOT expects to produce 750 copies. Mr. Murtha stated that CMAP supports using UWP funds for this project. Mr. Gleason and Mr. Gomberg stressed that minimal investment was required. Mr. Gomberg asserted that the City of Chicago was extending "an invitation to associate with the project," with the idea in mind that CMAP could help distribute the Guide, disseminate its information and ideas regionally through CMAP's partners, allies, and contacts.

Mr. Deth asked if the scope of the guide could be expanded to include off-street trails; and if not, then would the Guide at least consider the inter-connections or intersections between on-road facilities and off-road trails. Mr. Gleason responded that CDOT is authorized to design/program only for roadways, and that as such the Guide is in fact limited to on-road bikeways. He added, however, that the Guide will consider intersections/connections between on-road and off-road facilities and between biking and other (e.g. walking) facilities and systems.

Mr. Barsotti asked if CDOT was in any way coordinating with AASHTO, who is currently working on a new bicycle facilities design guide. Mr. Gleason responded that no, there had not yet been any interaction/communication between CDOT and AASHTO in regards to the Bikeways Design Guide. Mr. LaPlante stated that he is in fact on the committee at AASHTO, which is overseeing the development of this AASHTO guide, and that 1) AASHTO is still some years away from completing the document, and 2) that he would definitely make sure that CDOT's Bikeways Design Guide is considered as AASHTO advances in the process of developing its guide. Mr. Gleason added that AASHTO, as a national organization, has an approach and focus which would necessarily be different from CDOT's. He stated that CDOT's Bikeways Design Guide was indeed "Chicago-centric", that it was meant to respond to local/regional contexts, follow local precedent, and give local implementers consistent information on designing and building facilities.

Pedestrian and Bicycle Programming:

Mr. Murtha gave the Task Force an update regarding program rescissions. He informed the Task Force that substantial amounts of funds had been rescinded from local programs – especially ITEP, CMAQ, Local Bridge, and Flexible STP – and that an additional rescission was expected in the near future. He stated that he believed that multi-year programming procedures would help address the rescission of unobligated balances, but that moving projects along more expeditiously, as well as looking at other fund sources, would also be necessary as we move forward. Mr. Murtha referred to his handout listing FY 2007-09 Multi-Year CMAQ Proposed Program.

Mr. Barsotti asked if anyone knew the exact amounts of the July 5 rescissions. Discussion suggested that cuts were approximately as follows: CMAQ: \$7 mil.; ITEP: \$2.2 mil.; Local Bridge: \$11.8 mil.; Flexible STP: \$2.7 mil.

Mr. Neufeld asked if there was any way to get a picture of the original allocations and then the proportional hits to various programs – a table or a chart clearly showing where the rescissions were being made. He expressed his opinion that the “pain” of the rescissions were being unfairly felt and experienced by local projects and the programs that fund them, especially ITEP and CMAQ. He stated that he believes that the issue of equitable funding (and funding cuts) is in fact the most important issue that the Bicycle and Pedestrian Task Force deals with. He asked where or at what point do we have the ability to influence decision-makers, whether it’s the Work Program Committee, the Policy Committee, or IDOT.

Mr. Nunes stated that he believed the next rescissions would probably come in November. Mr. Hill stated that IDOT cannot take monies from obligated projects. He stated that his agency sought to balance the rescissions in a fair and equitable manner among all programs, agencies, and entities. Mr. Neufeld stated that he believed that the rescissions should be across the board and shared equally among state and local projects. Discussion ensued as to whether or not IDOT was bound to target only unobligated balances for rescission. Mr. Piland said that he would verify FHWA policies and rules on this matter.

Mr. Murtha stated that he sees three strategies which must be pursued in order to deal with, and offset the impact of, the rescissions: 1) CMAP should work toward parity and balance between state and local projects; 2) CMAP should help expedite projects, so they are not “unobligated”; and 3) CMAP and its partners should look toward other funding sources. Mr. Neufeld asked how the Task Force might get this issue on the radar of the Work Program Committee. He repeated that he would like to see a table of the original authorizations and the subsequent cuts and what programs they affected. Mr. Nunes stated that he would work toward having a table for the next Bicycle and Pedestrian Task Force.

Safe Routes to School (SRTS): Mr. Murtha reported that Megan Holt was hired by IDOT to be the State’s SRTS Coordinator. He added that IDOT had initiated SRTS contracts with, among others, the Chicagoland Bicycle Federation. He added that the

SRTS would like to have a call for projects within 6 months. Mr. Hill clarified that IDOT would not be able to call for projects until training had been carried out and a website was up and running.

Mr. Murtha informed the Task Force that CNT and CBF staff had approached CMAP about establishing a relationship with the Northeastern Illinois Safe Routes Task Force, which essentially serves the same geographic area. Specifically, CNT/CBF/CMAP were looking for ideas for partnership activities/opportunities. Ms. Romanelli stated that she saw great potential to for collaboration between the two Task Forces and would inform the Northeastern Illinois Safe Routes Task Force of the activities of the Bicycle and Pedestrian Task Force. A motion was made to make this a standing agenda item of the Bicycle and Pedestrian Task Force, which was seconded, and unanimously approved. Mr. Rickert then stated that the Task Force would need to select a liaison to the Northeastern Illinois Safe Routes Task Force. Mr. Christensen volunteered to serve as this liaison and a motion was made, seconded, and unanimously approved to appoint Mr. Christensen as liaison.

Project Update: Next, implementing agencies gave brief reports on their activities and the status of projects.

- Kane County: Mr. Rickert reported that the Kane Co. Bike Map is nearing completion. He also reported on a number of highway/road crossing projects, including one over IL 56.
- Lake County: Mr. Christensen reported that four tunnel projects were underway in Lake Co., including one along Skokie Valley Trail, one along Deerfield Road, and one along Everett Road.
- Chicagoland Bicycle Federation: Mr. Neufeld reported that the Neighborhood Crash Reduction Project is proceeding and has great potential to produce substantial safety benefits.
- Cook County Forest Preserve District: Mr. Mellis briefly noted progress for the following projects: Centennial Trail, the Paul Douglas/Crabtree Trail, the Thorn Creek Trail, and the Des Plaines River Trail.
- Chicago: Mr. Privett stated that a draft of the City of Chicago's Trail Plan was expected to be available for comments by partnering agencies – some of whom he had already spoken with – on Thursday, September 28. Mr. Privett added that work on the Valley Line and Major Taylor Trails had progressed according to schedule. He also reported that CDOT had begun work on improving bicycle (parking) facilities at several CTA stations.
- League of Illinois Bicyclists: Mr. Barsotti reported that LIB had received 402 funding for a video to be shown in high school drivers' education classes.
- Center for Neighborhood Technology: Mr. Helphand reported that CNT had also received a Section 402 grant in order to produce a wallet-sized "pedestrian rules of the road" document.
- DuPage County: Ms. Fagan referred to the handout "Southern DuPage County Regional Trail Progress Reporter" for an update on their work. She added that the county will have include on the November ballot a "referendum authorizing the

issuance of general obligation bonds for the Forest Preserve District of DuPage County to continue to acquire land, restore native habitats, and maintain and develop trails.” [This referendum was approved in a landslide – ed.]

- Mr. Jackson reported that CBF and T.Y. Lin were beginning work on a feasibility study for the “Skokie Valley Trail” extension into north suburban Cook County.

Palatine-Willow Corridor Study:

Mr. Murtha stated that Walkable Communities workshops were held in eight communities as part of the Palatine-Willow Corridor Study. As a result of some of the workshops, reports were produced which summarize the process and the results of the workshop/study. Mr. Murtha passed around two examples of these reports.

Subregional Bicycle Transportation Plans:

Mr. Murtha reported that several subregional Councils of Mayors (South Suburban, Central, North Central/Northwest, DuPage, Kane-Kendall, McHenry) had requested funding through local STP programs for bicycle/pedestrian projects. He stated that CMAP will contract with the subregional councils, who will in turn contract with their consultant(s), agencies, etc. to design and implement the projects.

Regional Pedestrian Safety Initiative:

Mr. Murtha reported that the FHWA Pedestrian Safety Workshops, held in conjunction with the City of Chicago, at CMAP’s offices in June were a success. Mr. Murtha singled out the Intersection Signalization session as especially useful. He added that the City of Chicago is in fact planning to repeat the workshops as mandatory training for all CDOT engineers, and that they will again use CMAP’s offices for the workshops. Mr. Murtha said that materials for the workshop were available online at www.walkinginfo.com (including the booklets “How to Develop a Pedestrian Safety Action Plan” and “PedSafe”, as well as course presentations).

Mr. Murtha reported that CMAP was waiting for sign-off on its contract with consultants TY Lin Intl. to develop a pedestrian safety initiative. The contract includes services to 4 local communities, which meet the criteria of 1) being places with crash problems; 2) having political and community support for such a project; 3) having technically competent staff; and 4) having funds available for the project. Ms. Fagan asked how the communities would be chosen and whether there were figures available for the funds needed to be “eligible” for participation or for any other criteria.

Much discussion ensued as to whether there should be an “open call” for communities to participate in the project or whether analysis should occur in advance of an announcement to determine the level of “need” of communities for a pedestrian safety initiative, and to locate communities which could most benefit from such a project. Mr. LaPlante stated that the way in which the contract is now worded, a combination of criteria relating to both needs and wants would lead to the choice of the four project communities. He added that the current plan is to have a second round of communities for which pedestrian safety initiatives will be developed, should the first round prove successful and effective.

In connection with analysis to select participant communities, Mr. Murtha stated that the statewide traffic crash database is currently being overhauled, in order to provide better, more accurate crash data. He hoped that the new database would be ready for use in this project, but if not, use of 2003 data would be necessary. Mr. Neufeld said that CBF had data of communities “over-represented” in crashes, which he could make available. Mr. Sadowsky stated that is necessary to balance an “open call” approach to selecting communities with analysis to locate “needy” communities (i.e. where high crash rates occur). Mr. Neufeld and Mr. LaPlante expressed the idea that it would in any case be important to tell all communities in the region about the project and the resources the project will bring to bear.

Mr. Murtha reported on the status of the update of the 2030 Regional Transportation Plan (RTP) and its Strategic Regional Bicycle and Pedestrian System. He referred to his handout of the draft section from the RTP on Pedestrian and Bicycle Strategies, and stated that this section had been updated based on information and ideas arising from the June workshops. He also noted that this document is available online, along with the Strategic Regional Bicycle and Pedestrian System Map.

Finally, Mr. Murtha, following the request from the last meeting, showed the ASIMO video, which staff had distributed to elementary schools.

Next Meeting: Next meeting was scheduled for Tuesday, November 30, at 2:00 pm.

Adjournment: 3:45 pm