

Attachment 1

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

MEETING DATE: September 16, 2015

MEETING LOCATION: CMAP Offices

CALLED TO ORDER: 1:00 p.m.

ATTENDANCE:

TASK FORCE MEMBERS OR ALTERNATES:

Tom Rickert, Chair
Bruce Christensen, LDOT
Aren Kriks, IDOT
Richard Bascomb, Village of Schaumburg
Jessica Ortega, DuPage Co. Forest Preserve
Dan Thomas, DuPage County
Joe Moriarty (for Kevin Staniel) RTA
Patrick Knapp, KKCOM
Keith Privett, CDOT
Greg Piland, FHWA (on phone)
Karen Shinnars, Pace (on phone)
Brian Hacker, Metra
Allan Mellis, Citizen

ABSENT:

Ron Burke, Active Transportation Alliance
Randy Neufeld, SRAM Corp
Ed Barsotti, League of Illinois
Gin Kilgore, Bike Winter / LIB
Robert Vance, CTA
Pamela Sielski, Cook County Forest Preserve District
Dave Longo, IDNR
Kyle Smith, CNT

CMAP STAFF:

John O'Neal
Jesse Elam
Doug Ferguson
Tom Murtha
Ross Patronskey

OTHERS:

Mike Amsden, CDOT
Barbara Zubek, Southwest Council of Mayors

Josh Sikich, Alta Planning + Design
Cori Crawford, FPDWC
John Mick, Baxter & Woodman
Christopher Kelly, Citizen (Mokena)
Marty Mueller, Knight E/A Inc.
Judy Shanley, National Center for Mobility Management / Easter Seals

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 Lake County 2040 Transportation Plan – Non-Motorized Component

Bruce Christensen, of the Lake County Division of Transportation, gave a presentation to the Task Force on the development of the County's 2040 Transportation Plan (Adopted by the County Board in June 2014), focusing on the component covering non-motorized transportation. 2040 Transportation Plan is a long range plan that identifies deficiencies and recommends improvements necessary to address the future transportation needs of Lake County. It addresses motor vehicle, transit, and non-motorized modes of travel.

Mr. Christensen recounted the early history of road planning and building in the County and described the earlier 2020 plan that the new plan updates and extends to a 2040 planning horizon. He discussed the fact that two different networks with and without the extension of IL53 / I-290 bypass were considered in the EIS, which complicated the planning but was necessary due to the uncertainty about the nature of the future highway.

Mr. Christensen described the bikeway planning effort, which was concurrent with the long range county-wide transportation planning. He pointed to the County's recently adopted policy on investment in non-motorized transportation, which resulted in a revised specifications for a Typical 2-Lane Section (with and without an adjacent shared use path). See the spec (Supplementary Handout) [here](#). The design provides, on an urban section, three feet of additional pavement outside the travel lane in addition to a Type B-6.24 curb and gutter. The revised standard section became effective on August 1, 2015. This standard, Mr. Christensen noted, shall apply to all LCDOT roadway projects for which engineering is or was initiated on or after August 1, 2015. The standard may be applicable retroactively to projects for which Phase I engineering was initiated prior to August 1, 2015. The determination of applicability to a project in Phase I engineering prior to August 1, 2015 will be made by the County Engineer in consultation with the respective Project Manager.

3.2 Local Technical Assistance (LTA) Program: Fox River Corridor Plan

Brian Daly, CMAP project manager for an LTA project to create the Fox Trail Corridor Plan, presented on the project, including key findings from the existing conditions analysis and potential recommendations. Mr. Daly described how CMAP is working with the Villages of Algonquin and Carpentersville to create a corridor plan to increase access to the Fox River, improve water quality, and enhance the downtown area of each community. The [Fox River Corridor Plan](#) was inspired by recently completed subarea plans for the Villages of Algonquin and Carpentersville, both of which included recommendations to enhance recreational use of and access to the Fox River and the Fox River Trail. The plan will focus on safe walking and bicycling connections along the riverfront, connections to regional trails and open space, access to water-based recreation and environmental resources, and water quality.

After describing existing conditions and the process to develop the plan, Brian concluded by highlighting potential recommendations in the realm of transportation and circulation:

- Connect bicycle trails to regional network
- Advocate for corridor needs in Longmeadow Parkway process
- Invest in walkability

As well as some key remaining questions or issues, including:

- Specific best practices for water quality
- Stormwater management and habitat preservation strategies for open space
- Balance between conservation and recreation
- Alternative funding for dam removal
- Mitigating impact of bridge and roadway
- Ways river and riverfront can advance land use vision of downtown plans

3.3 IDOT / CDOT Clybourn Avenue Protected Bike Lane

The Illinois Department of Transportation, with input and assistance from CDOT, recently completed construction of a pilot project to design and build curb-protected bike lanes (or cycle tracks) along Clybourn Avenue and Division Street on the city's near northwest side. Other than a short segment within Douglas Park, this project represents the city's first permanent barrier-protected cycle track. IDOT and CDOT collaborated on the project, which is located along state routes, and includes bicycle signals, landscaping, and intersection improvements.

Aren Kriks of IDOT and Mike Amsden of CDOT presented on the project – the nature of the collaboration, the development of the design, the goals of the project, and its significance for future projects. Specifically, the presentations covered:

- Project Goals
- Existing Conditions
- Treatment Options
- Design Considerations

- Public Outreach
- Construction and Cost

The broad goals of the project were to reduce crashes, increase transportation options and balance needs of various roadway users, evaluate protected bike lane elements and their function/performance.

The presenters stressed the importance of a detailed and comprehensive parking utilization study of the corridor and surrounding areas in order to fully understand the existing conditions for parking, to find least-impact solutions to removing parking along Clybourn, and to best alleviate / respond to the parking removal impacts (perceived and real) on nearby businesses and residents. Presenters summarized the various options the design team reviewed for barrier protection (pre-cast, cast in place, parking blocks, standard B.6 curb, planter boxes, etc.). Some key dimensions of the facility are: 7.5 ft. wide bike lanes, which allows for sweeping and snow plow machinery; minimum 3' wide curb buffer to allow for vehicle exiting /doors opening. Some key details are stamped/colored concrete on bump-outs and wider medians; worked with existing drainage (using gaps in median, drainage channels between some existing curb-lines and new bike lane medians); angled bump-outs to assist in vehicle exits/entrances; parking set-backs based on speed/stopping distances.

The cost of the project was reported as \$700,000 the construction timeline was 2-3 months. One field adjustment was additional median gaps for drainage. IDOT and CDOT will study the pilot project over a 3-year period, which includes data collection, observations, and design modifications if necessary.

4.0 Pedestrian and Bicycle Project Programming

4.1 CMAQ/TAP Program Status

Doug Ferguson, CMAP staff, provided an update on the FFY 2016-2020 CMAQ program and the FY2015-2017 TAP program, available at <http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-development>.

Mr. Ferguson informed the Task Force that since the last meeting (June), proposed programs for the next round of CMAQ and TAP-local funding were developed and released for a public comment period that ended on August 17th. The programs were included as part of today's meeting materials.

The CMAQ proposed program consists of 42 projects with a federal dollar amount of \$274 million. The TAP proposed program consist of 18 projects with a federal dollar amount of \$28 million. When combined, the two programs are funding 26 bicycle facilities projects with \$33 million in federal funds.

Mr. Ferguson stated that the Transportation Committee meets Friday (9/18) to consider both programs before they go on to the Regional Coordinating Committee, MPO Policy Committee, and the CMAP Board for final approvals on October 14th

5.0 Project Updates

Mr. Knapp informed the Task Force that Kane County / KKCOM had updated their county bicycle map. Mr. Christensen stated that Lake County had done the same.

Mr. Moriarty informed the Task Force that RTA had announced, on September 10, the proposed program for the Community Planning Grants program. Public comment period would run through October 10. He stated that the RTA's 2014 CMAQ-funded Access to Transit projects were underway, giving some specific examples. He also informed the Task Force that the RTA's [Interagency Signage Program](#), which began implementation in 2013, is continuing with 8 new locations to be completed next year. The overall goal of the program, which consists of a new system of signs, maps, route diagrams and schedules, is to help riders more easily navigate the regional transit system. All the products are designed to complement and reinforce each other, making transferring between services as seamless and intuitive as possible. The overall plan is to deploy these sign and information products at train stations where CTA, Metra and Pace services connect.

Ms. Ortega described and gave an update on FPDDC projects, including the [bridge](#) (and associated trail) over County Farm Rd., between Mallard Lake FP and Haw Hollow FP; and the [Winfield Mounds project](#) to complete a gap in the West Branch Regional Trail. Ms. Ortega mentioned, with consternation, that IDOT took a whole year for their approval.

Cori Crawford, from the Forest Preserve District of Will County, informed the Task Force of the county-wide bicycle planning effort that is currently underway, which the FPDWC is leading. She stated that the plan is being developed simultaneously with the County's Long Range Transportation Plan, and it is hoped that it will be incorporated by reference as the non-motorized element of that plan. She stated that consultants, AECOM and Toole Design, have been hired to lead the multi-jurisdictional, multi-stakeholder effort. She referred to two handouts that she brought with her, which describe 1) criteria/methodology for identifying potential corridors and 2) project framework, giving a draft project vision and goals. These documents are posted at <http://www.cmap.illinois.gov/about/involvement/committees/other-groups/bicycle-pedestrian-task-force/minutes>.

Mr. Privett informed the Task Force that the platforms/shelters for the [Loop Link BRT](#) along Washington and Madison Streets had been installed and that Task Force members as well as others could see how the bike lanes work with the platforms. The bike lanes are 'protected' by the platforms, going behind them, adjacent to the sidewalks.

6.0 Public Comment, Announcements, and Other Business

Mr. O'Neal drew attention to the IDOT circular included in the meeting packets, explaining that it dealt with accommodation of pedestrians, per PROWAG and the MUTCD, in roadway design, construction and improvements generally and, more specifically, in relation to "alternate pathways" in construction zones.

7.0 2014 Meeting Dates

The Chair reminded Task Force members of the upcoming meeting dates for 2015:

- Wednesday, December 16, 2015 at 1:00 p.m.

and of the proposed 2016 meeting dates:

- Wednesday, March 16, 2016 at 1:00 p.m
- Wednesday, June 15, 2016 at 1:00 p.m
- Wednesday, September 21, 2016 at 1:00 p.m
- Wednesday, December 14, 2016 at 1:00 p.m

7.0 Adjournment: 3:30 PM