

**Attachment 1
Draft Meeting Notes
Bicycle and Pedestrian Task Force**

MEETING DATE: 02/11/09

MEETING LOCATION: CMAP Offices

CALLED TO ORDER: 2:00 pm

ATTENDANCE:

(Task Force Members)

Thomas Rickert, Kane County (Chair)

Keith Privett, Chicago Department of Transportation

Richard Bascomb, Village of Schaumburg

Deborah Fagan, DuPage County

Rae Keasler, City of Aurora

Joseph Moriarty, RTA

Allan Mellis, FPDCC

Jonathan Tremper, Metra

Randy Neufeld, Chicagoland Bicycle Federation

Ed Barsotti, LIB

Greg Piland, FHWA (on phone)

Craig Williams, TY Lin

Chalen Daigle, McHenry County Council of Mayors

Lowell Nelson, Break the Gridlock

(Staff)

John O'Neal, CMAP

Doug Ferguson, CMAP

Lori Heringa, CMAP

Patricia Berry, CMAP

(Others)

Arlene Mulder, Mayor of Arlington Heights

Mike Sullivan, Kane/Kendall Council of Mayors

Jessica Thompson, LIB

Owen Read, Active Transportation Alliance

Tim Gustafson, TY Lin

John LaPlante, TY Lin

Olympia Moy, CNT

Chris DiPalma, FHWA

Ivar Vilcins, GEC

1.0 Introductions: Attendees introduced themselves

2.0 Approval of the Minutes from December meeting: *Motion was made and seconded for approval of the revised meeting notes. The motion was unanimously approved.*

3.0 Data and Information

3.1 Pedestrian and Bicycle Crash Data

Mr. O’Neal directed Task Force members and meeting attendees to the handout summarizing new data and analysis on bicycle and pedestrian crashes in northeastern Illinois for the years 2004-2007. This data is presented in the handout, in terms of geography, by 1) Region, 2) City of Chicago, 3) Suburban Cook County, and 4) each of the remaining Counties in northeastern Illinois. Analysis includes percentage of crashes that are fatal, and percentage of crash injuries that were either fatal or incapacitating for each of the four years, 2004-2007.

Mr. Neufeld asked whether there were any news or updates as regards the Task Force’s discussion in its last meeting about IDOT’s definition of crashes and the effect these definitions have on bicycle and pedestrian crash counts. More precisely, Mr. Neufeld noted that the crash type known as a “dooring” is not being counted by IDOT. Mr. Neufeld expressed concern that such crashes are becoming more common. He asked CMAP staff to ask IDOT to report at our next Task Force meeting on incorporating these crashes – as well as other types of crashes not involving a moving vehicle – into its crash data.

Mr. Mellis asked whether we had any counts of the numbers of bicyclists and pedestrians in the region, in order that we might gauge the relative risk (via exposure), which our crash data lead us to consider.

Mr. O’Neal stated that we do not have good, consistent multi-year counts for the numbers of pedestrians and/or cyclists throughout the region.

Mr. Neufeld reminded the Task Force that we do have the Travel Tracker survey results, and that if CMAP would commit to conducting such a survey yearly, or at least on a regular basis, then we would indeed have reliable data to use to calculate risk, as regards pedestrian and bicycle crashes.

4.0 Regional Bikeway Planning

4.1 South Suburban Mayors and Managers Bikeway Plan Update

Mr. Buchtel, from Active Transportation Alliance, gave the Task Force an overview of the process and challenges in creating the recent update of the South Suburban Mayors and Managers Association Bikeway Plan. He stated that residents in the south suburbs voiced very strong interests in and support for improving the bikeability of their communities and region. He stated that the plan maintained a focus on the “economic development” potential of improving biking in the south suburbs. He added that the greatest challenge, and highest priority, was to have a person at SSMMA to work full time on implementing the plan. The plan has been officially adopted by

South Suburban Council of Mayors, and he hopes that this will aid in the implementation of the plan.

In response to a question by Ms. Fagan about receptivity to road diets, Mr. Buchtel stated that when a jurisdictional transfer was a possibility, then such road diets were possible.

4.2 Skokie Valley Feasibility Study

Mr. Gustafson gave the Task Force a presentation on the Skokie Valley Feasibility Study, summarizing the process, the product, and the next steps, which the four participating communities must undertake to make the trail a reality. He noted that the trail, although running north-south itself, was designed to tie into potential east-west routes.

Mr. Gustafson stated that the report decisively concludes that the trail – or rather the UP property on which the trail would be built – would make an excellent rail-banking, rails-to-trails project.

Ms. Fagan asked whether the agreement that would be made with the UP railroad would be a lease agreement. Mr. Gustafson replied, “Yes. It would be a rail banking lease, which typically run for 20 years.” Mr. LaPlante asked whether the legal process for rail banking had started yet. Mr. Gustafson responded, “No, they had not.”

Ms. Moore then gave the Task Force an update on recent communications between the Skokie Valley Trail working group and the UP railroad (Jim Harrel, Real Estate-Property Management). She stated that a rail banking / rail-to-trail would be in the very best interests of the railroad. She stressed that the UP land is sandwiched between working ComEd utility ROWs, and would therefore be very hard to sell. She added that the proposed trail would connect in the north to a Lake County trail, which runs to the Wisconsin border, and in the south to Skokie, Lincolnwood, and the City of Chicago’s trail systems. The trail would therefore close a large gap in an important regional system.

Mr. Gustafson emphasized that UP railroad had not yet formally abandoned the line, and that the Skokie Valley Trail working group was thus in the unusual situation of being pro-active, rather than re-active, as regards this potential rail-to-trail project.

4.3 Northeastern Illinois Regional Greenways and Trails Plan

Ms. Heringa gave the Task Force a brief update on progress on the Greenways and Trails Plan. She stated that exact trail alignments and greenway corridors were still being decided upon. She noted that CMAP had issued an RFP for production and printing of the final map.

5.0 Pedestrian and Bicycle Project Programming

5.1 Economic Recovery Act

Ms. Berry provided the Task Force with an update and brief summary of the federal Economic Recovery Act. She stated that Tim Milan and Keith Sherman were the persons at IDOT with whom she had spoken about the Transportation Enhancement program. She added that she was under the impression that IDOT was close to releasing the funded projects from the last call for project application. However, the current situation – that is, on the one hand, having a new

Governor; on the other, the uncertainty of the debate over a federal stimulus package, which dealt among other things with transportation funding – made the state’s Transportation Enhancement program, as well as other programs, a bit uncertain.

Mr. Neufeld stated that, in his opinion, the final details of the timeframe for getting funded projects underway, under construction (70 days, 90 days, etc.) was a critical part of the stimulus package currently being debated in the U.S. House and Senate.

The Chairman then suggested that the Task Force skip ahead an agenda item and have Mr. Neufeld speak on the Transportation Enhancement program (Agenda item 5.3). Mr. Neufeld outlined the discussion which took place in the last Transportation Committee meeting, at which he proposed that there were either sub-allocation or a “mark” for northeastern Illinois region for the MPO to program. He stated that essentially what was being asked for – and which was in fact accomplished – was simply initiating the process, or getting the ball rolling, on this issue.

Mr. Neufeld added that this topic should be on the agenda for the March Transportation Committee meeting.

5.2 Congestion Mitigation and Air Quality Improvement (CMAQ) Program

Mr. O’Neal stated that the Task Force’s ad-hoc subcommittee to review CMAQ project ranking methodologies had met in January, had subsequently finalized the Task Force’s recommendations, and would now like a motion to send these recommendations on to the CMAQ Project Selection Committee, which will next meet Feb. 27th, 2009.

The motion to send the Task Force recommendations to the CMAQ Committee was made, seconded, and passed unanimously by the Task Force.

5.3 Illinois Transportation Enhancement Program (ITEP)

(See above, Section 5.1)

5.4 Safe Routes to School Program

Mr. Read provided the Task Force with a brief overview of the Safe Routes to School program and an update on Active Transportation Alliance’s activities in the region to increase participation and success. He stated that, after observing that the SRTS application process was unduly onerous for small, local schools, Active Transportation Alliance (ATA) stepped in to help schools with the process. ATA obtained a grant to help between 10-15 schools (in the next round, over the next several months) with their school travel plans and SRTS applications. When asked whether ATA would like to provide training and technical assistance to DuPage County, Mr. Owen replied that he would be able and very happy to provide this service.

Mr. Owen added that the next SRTS Task Force meeting, convened by Active Transportation Alliance, was scheduled for March 6, 2009 at TY Lin’s offices. Mr. Owen invited all interested persons who wished to join this Task Force or attend the meeting to contact him.

5.5 Rescissions and Lapses

Mr. O’Neal informed the Task Force that CMAP staff had no news to report on rescissions or lapses.

Mr. Barsotti stated that at this point there appeared to be “what he would call, ‘process congestion’” – i.e. IDOT cannot process project paperwork as quickly as locals would like – and he asked Mr. Piland to repeat the conversation they had had in Springfield about the Recreational Trails program.

Mr. Neufeld asked that IDOT or CMAP staff report at the next Task Force meeting on the 2009, end of SAFETEA-LU, “sweep” rescission. Specifically, Mr. Neufeld would like to know what the prognosis, or likely consequences, would be for TE and CMAQ programs/projects. Mr. Barsotti stated that Illinois state law now required that rescissions be ‘proportionate’. But, Mr. Neufeld asked whether the law required the ‘proportion’ to be in relation to the program size or in relation to the amount of unobligated balances.

Mr. DiPalma stated that it is important to distinguish between rescissions (and potential for rescission) and ‘lapsed’ or ‘lapsing’ funds, which are funds that are obligated to a project that has not seen any expenditure or progress.

Mr. Williams stated that he was under the impression that lapsing would not occur until three years from the end of the transportation bill (SAFETEA-LU).

Ms. Fagan informed the Task Force that the DuPage Mayors and Managers Association had had this discussion at their last meeting and that CMAP staff member, Holly Osdick, had given them a clear explanation of this issue, and that it seemed that if implementing agencies directed monies at the ‘oldest’ projects first, then they would not be in grave danger of losing funding, i.e. lapsing. Ms. Fagan suggested that Ms. Ostdick attend the next Task Force meeting to quickly brief the Task Force on this matter.

Mr. Neufeld said that the issue, in his opinion, boils down to the question: “How much money, after rescissions, will be in CMAQ and TE?”

5.6 Project Update

Mr. Moriarty informed the Task Force that the RTA, under its Innovation, Coordination and Enhancement (ICE) program (which was established as part of the Mass Transit Funding and Reform legislative package (P.A. 95-0708) enacted in January 2008 by the State of Illinois) had a couple of project applications which included bicycle and pedestrian elements – 1) covered bike parking at CTA stations, and 2) a pedestrian tunnel in Riverside, IL. He added that the program will be accepting project applications through July 2009.

6.0 Policy Planning

6.1 Complete Streets

Mr. Barsotti reported that he had attended a meeting in mid-January, 2009, of the Illinois Secretary of Transportation, Milton Sees, State Representative Nekritz, CMAP staff member, Tom Murtha, and representatives from Active Transportation Alliance. The purpose of this

meeting, he said, was to get a sort of ‘progress report’ from IDOT as regards implementation of the Complete Streets law.

He stated that IDOT seemed to have two major ‘problems’ with the Complete Streets law: 1) it appeared to them to be, to a certain degree, in conflict with Context Sensitive Solutions law, policy, and process; and 2) it was unclear to IDOT how to facilitate cost sharing with local agencies. Mr. Barsotti stated that he believed the latter ‘problem’ to be the real or greater hurdle.

Mr. Barsotti reported that IDOT was currently reviewing draft changes to the IDOT BDE Manual, Chapters 17 and 5 (cost sharing). He added that IDOT expected to be done with this review by March 3, 2009, and that there would then be ‘interim regulations’ to govern roadway construction/reconstruction to be in accordance with the Complete Streets law.

6.2 Professional Development

Ms. Fagan – while acknowledging that it might at this point in time be a bit premature – stated that she would nonetheless like to initiate a discussion concerning the possibility of the Task Force spearheading an educational, professional development seminar on the new AASHTO guidelines for bikeway facility design. These new guidelines are currently in draft form, and Mr. LaPlante, who co-authored the new guidelines, stated that he expected that the draft would be ready for AASHTO member voting (“balloting”) in late Fall, 2009, and thus would likely not likely take effect until 2010.

Mr. Neufeld asked when or if a public draft would be circulating. Mr. LaPlante stated that not until it has been approved by AASHTO members would it be available to the public for use, comments, etc.

Ms. Fagan asked Mr. LaPlante whether he thought it may be possible to get a kind of “sneak preview” of the Guide sometime in the fall of this year. Mr. LaPlante said he thought that would indeed be possible, but that the Task Force should ask him again in the late summer.

7.0 Public Comment and Announcements

Staff announced that Bike-Ped Task Force members would be added to CMAP’s Executive Director, Randy Blankenhorn’s, weekly emails, and that if members did not wish to receive them, that they could reply to that effect. In addition, staff announced that they would be working with NIRPC, SEWRPC, and SWMRPC to identify a quad-state bikeway network, though the exact scope of this work has not yet been fully determined.

Mr. Privett asked to be kept in the loop and, if possible, formally involved in the tri-state bikeway network project.

8.0 Next Meeting

Next meeting was scheduled for Wednesday, May 13, 2009 at 2:00 pm.

10.0 Adjournment: 3:30PM