

**Attachment 1**

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

**MEETING DATE:** 3/17/09

**MEETING LOCATION:** CMAP Offices

**CALLED TO ORDER:** 1:00 pm

**ATTENDANCE:**

(Task Force Members)

Thomas Rickert, Kane County (Chair)

Richard Bascomb, Village of Schaumburg

Allan Mellis, Member-at-large

Jonathan Tremper, Metra

Deborah Fagan, DuPage Co.

Randy Neufeld, SRAM

Kevin Stanciel, RTA

Chalen Daigle, McHenry Co. Council of Mayors

Greg Piland, FHWA

Dave Longo, IDNR

Carolyn Helmke, Active Transportation Alliance

Lowell Nelson, Break the Gridlock

Bruce Christensen, Lake Co.

(Staff)

John O'Neal, CMAP

Tom Murtha, CMAP

Patricia Berry, CMAP

Lori Heringa, CMAP

Bob Dean, CMAP

(Others)

Todd Hill, IDOT (on phone)

Megan Holt-Swanson, IDOT (on phone)

Mike Amsden, TY Lin, Intl.

John Donovan, FHWA

Marcia Trawinski, Hyde Park OWL

Kiersten Grove, CDOT

Mark de la Vergne, Sam Swartz Engineering

Luke Hogan, Student, UIC

Nathan Roseberry, Village of Hoffman Estates

Karin Sommer, MPC

Steve Buchtel, ATA

Jane Healy, ATA (Board member) and Cook Co. School District 130

Jeri Barker, Citizen

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

## **2.0 Approval of the Minutes**

*Motion was made and seconded for approval of the revised meeting notes. The motion was unanimously approved.*

## **3.0 Regional Planning**

### **3.1 Regional Greenways and Trails Plan**

CMAP staff, Lori Heringa, referring to her [memorandum dated March 17, 2010](#), gave the Task Force an update on the completion and publication of the Northeastern Illinois Greenways and Trails Plan. She described the process of obtaining stakeholder input, and the products which are now online at <http://www.cmap.illinois.gov/greenwaysandtrails.aspx>. Ms. Heringa expressed her and the Greenways and Trails Working Group's gratitude for the help and support that the Bicycle and Pedestrian Task Force had provided.

Ms. Heringa pointed out that various organizations and agencies (listed on her memorandum) would be receiving copies of the maps in bulk in the mail.

Mr. Longo asked Ms. Heringa how many total copies had been printed, and she answered 5,000.

Mr. Christensen, Mr. Mellis, and Mr. Longo all expressed thanks to Ms. Heringa and to other CMAP staff on a job and a product well done.

### **3.2 City of Chicago Bike Count Initiative**

Mike Amsden, from TY Lin Intl. and the City of Chicago Bike Program, gave a [presentation](#) to the Task Force about the City of Chicago's recent bicycle counting initiative.

The City has in the past done manual bike counts, he said, but last year the City purchased, tested, and implemented automated bike counts using technology developed in France called the "Eco-Counter." Mr. Amsden's presentation covered:

- Project Purpose
- Methodology
- Trial Results
- 2009 Citywide Counts
- Long Term Plans

Mr. Amsden noted that the bicycle mode share at the Milwaukee Avenue count location (640-41 N. Milwaukee) was 21.9% in comparison to the number of automobiles counted at the same place and for the same time period.

He added that the City plans to do annual counts at the 'benchmark' locations; before-and-after counts when new bikeways are installed; annual cordon counts; and to continue acquiring and testing other Eco-Counter products.

### 3.3 Complete Streets in Illinois

Todd Hill, referring to a [handout](http://www.cmap.illinois.gov/bikeped/minutes.aspx) (<http://www.cmap.illinois.gov/bikeped/minutes.aspx>) which was part of the Task Force meeting package, gave the Task Force an update on the status of the IDOT's efforts to implement (through revisions to the Bureau of Design and Environment (BDE) Manual) the Illinois Complete Streets statute. Mr. Hill's handout outlined "major revisions" to the BDE Manual in Chapter 5 (Local Agency Agreements – essentially cost sharing arrangements) and Chapter 17 (Bicycle and Pedestrian Accommodation), and included a "Facility Selection Table," which uses road posted speed and average daily traffic (ADT) to indicate the type of facility (and facility width when appropriate) that may be installed on the road in question, with only the following four facility types listed:

1. Paved Shoulders (inclusive of rumble strip)
2. Outside Curb-lane Width (essentially a wide outside lane)
3. Bicycle Lane (including gutter pane)
4. Side Path (Bidirectional)

Mr. Hill stressed the fact that the proposed cost share for sidewalks would be 80% state/federal and 20% local, which he added was an improvement from the 50/50 split previously in place for most sidewalks.

He stated that the Complete Streets statute's language would be incorporated into the BDE, but that regardless there still must be a warrant met, i.e. each project request for sidewalks or a bicycle facility or other bicycle or pedestrian accommodation would have to establish 'need.'

Mr. Roseberry asked whether the Complete Streets statute would be incorporated into the Bureau of Local Roads and Streets Manual (BLRS). Mr. Hill responded that as he understood the statute, it was applicable to, or intended for, IDOT roads only, and not local roads, and that the Statute would not be incorporated into the BLRS manual.

Mr. Murtha asked whether the draft Complete Streets cost-sharing provisions could be called into effect for – i.e. applied to – current projects. He specifically had in mind a project in Itasca along Illinois Route 53 (Rohling Road), where local constituents wanted sidewalks to be installed. Mr. Hill asked how far along was the project at present, and when the project was scheduled to be let. Mr. Murtha responded that he believed it would likely be let in June, 2010. Mr. Hill responded that, if that were the case, then the project was too far along and that the Complete Streets cost-sharing provisions would not be applied.

Mr. Rickert asked whether the proposed changes were, then, final and accepted by all IDOT entities. Mr. Hill stated that the proposed changes were still out for review, and that they were not yet officially adopted. He added, however, that he judged them to be very close to final and official and that he did not anticipate many or major changes to be made.

Mr. Neufeld stated that he considered the proposed revisions to the BDE to be a significant advance on the previous long-standing "log jam" which had existed between Representative Nekritz, the League of Illinois Bicyclists, and Active Transportation Alliance on the one side, and IDOT and its representatives on the other.

Ms. Fagan asked whether Mr. Hill had a more precise timeline for official adoption of the proposed revisions. Mr. Hill repeated that IDOT staff working on the revisions had not yet heard from all parties and that he could not give an exact timeline, but that, again, he thought that IDOT was very close.

Mr. Amsden and Ms. Grove expressed very serious concern over the “Facility Selection Table” (page 2 of Mr. Hill’s handout). They both stated that the criteria shown on the Table for choosing facility type was unrealistic in the City of Chicago, and more generally, in urban areas, where nearly all roads (state and otherwise) carry an excess of 15,000 ADT, and would thus require a parallel sidepath. Such sidepaths would not be feasible, given the limited right-of-way – and would not be safe, given the multiple driveways – found in urban areas.

Mr. Hill stated that the revisions of the BDE would be for state routes but that IDOT would recognize the need for flexibility with regard to the Facility Selection Table.

### **3.4 Safe Routes to School**

Megan Holt-Swanson gave the Task Force an update on Illinois Safe Routes to School program, stating that the program was moving forward and receiving positive feedback overall. She added that they were looking forward to getting more projects underway and on the ground. She stated that a copy of IDOT’s webinar explaining SRTS and giving an overview of the Illinois program and the application process was posted on the [FAQ section](#) of the [SRTS website](#).

Ms. Fagan asked whether Ms. Holt-Swanson could provide stats on completed SRTS projects – i.e. how many projects awarded funds have been completed or even gotten underway? Ms. Holt-Swanson stated that the projects that had made the most progress were non-infrastructure (i.e. education and encouragement programs), but that she expected a fair number of infrastructure projects to get underway this summer.

Mr. O’Neal asked Ms. Holt-Swanson when the next quarterly report on the status of SRTS projects was due out, since he believed that this was part of what Ms. Fagan was asking for, and Ms. Holt replied that the 1<sup>st</sup> quarter SRTS program status report would be out in the first week of April.

Ms. Healy asked whether a 3<sup>rd</sup> round of SRTS funding had been granted, and if not, then when it would be. Ms. Holt replied that it had not been, and that a 3<sup>rd</sup> round was not presently being planned. She added that statewide \$400K had been available and was accounted for. She stated that IDOT was waiting to see exactly how much money that would have before they initiated a third round of funding.

### **3.5 GO TO 2040 Plan**

Bob Dean gave the Task Force a [presentation](#) entitled, “Approach to Bicycle and Pedestrian Issues in *Go TO 2040*,” in which he briefly outlines the references to non-motorized transportation in the regional vision statements (in the Transportation, Health, and Environment statements), and the Preferred Regional Scenario (liveable↔ walkable).

Mr. Dean outlined the Scenario Outcomes in ‘Transportation’ and in ‘Environment and Health’, which will help measure success for bikeability and walkability in our region (in ‘Transportation’: a [www.WalkScore.com](http://www.WalkScore.com) scoring of 75 or higher, and a mode share for transit, biking and walking of 13.4%; and in ‘Environment and Health’: lower greenhouse gas emissions of 9.5 MMT or less, along with improved opportunities for active lifestyles and accessibility for seniors and the disabled).

Mr. Dean outlined key recommendations that will serve to improve our region’s walkability and bikeability, which the *GO TO 2040* plan will make in regards to: 1) land use and housing, 2) open space, and 3) public transit.

### **3.6 Regional Transportation Operations Coalition (RTOC)**

Mr. Murtha introduced the Bicycle and Pedestrian Task Force to the newly-formed Regional Transportation Operations Coalition (RTOC), initiated by CMAP and its partners on the Advanced Technology Task Force (ATTF). RTOC will serve as a forum for collaboration to advance multi-modal transportation systems operations. He emphasized that the coalition’s focus on operations/accommodation of all travel modes – including bicycle and pedestrian. You can find the RTOC work plan on the March 11 ATTF meeting agenda at: <http://www.cmap.illinois.gov/attf/minutes.aspx>

## **4.0 Pedestrian and Bicycle Project Programming**

### **4.1 Programming Method and Practice**

Patricia Berry provided the Task Force with information on opportunities for Task Force members and other CMAP partners to give input into the programming processes and methods, as part of the development of the Transportation Improvement Program (TIP). The new TIP, she stated, will include more information on how each fund source is programmed, and if the Task Force – or other entities – had specific ideas about how programming should occur – as the Task Force did in the case of ITEP programming – that information would be included in an appendix to the TIP.

### **4.2 Project Updates**

No project updates were offered.

## **5.0 Public Comment and Announcements**

Mr. Murtha informed the Task Force that CMAP was planning on conducting another general, broad-based municipal survey (similar surveys have been conducted in the past). He added that some of the questions will focus on bicycle and pedestrian planning efforts in the municipalities, as well as ADA compliance plans and existing conditions.

## **6.0 Next Meeting**

Wednesday, June 16, 2010 at 1:00 PM. (*Rescheduled for Thursday, July 15, 2010.*)

## **7.0 Adjournment: 2:00PM**