

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

**MEETING DATE:** 01/16/08

**MEETING LOCATION:** CMAP Offices

**CALLED TO ORDER:** 2:00 pm

**ATTENDANCE:**

(Task Force Members)

Keith Privett, Chicago Department of Transportation (Acting Chair)

Ed Barsotti, League of Illinois Bicyclists (by phone)

Richard Bascomb, Village of Schaumburg (by phone)

Bruce Christensen, Lake County

Deborah Fagan, DuPage County (by phone)

Rae Keasler, City of Aurora

Allan Mellis, FPDCC

Mark Minor, Metra

Barbara Moore, Local communities (Village of Northfield)

Joseph Moriarty, RTA

Randy Neufeld, Chicagoland Bicycle Federation

Les Nunes, IDOT-OPP (by phone)

Greg Piland, FHWA (by phone)

Craig Williams, T.Y. Lin Intl.

(Staff)

Tom Murtha, CMAP

John O'Neal, CMAP

Hala Ahmed, CMAP

(Others)

Elaine Nekritz, Illinois State Representative (57<sup>th</sup> District) – by phone

Sean Von Bergen, Village of Arlington Heights

Todd Fagen, Land Strategies, Inc.

Stacey Meekins, T.Y. Lin Intl.

David Landeweer, URS Corp.

Patrick Foley, Victor's Crossing.org

John Paul Jones, Friends of the Parks

**1.0 Introductions:** Attendees introduced themselves

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

### **3.0 Membership**

Five (5) new members to the Bicycle and Pedestrian Task Force were unanimously approved: Greg Piland (FHWA), Chalen Hunter (McHenry County Council of Mayors), Rae Keasler (City of Aurora), David Schaengold (CNT), and Joe Moriarty (RTA).

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

#### **4.1 Rescissions**

Mr. Murtha gave an update on rescissions. He noted that the federal energy bill (H.R. 6, December 2007) contained a provision (section 1132) regulating the distribution of rescissions among the various highway programs, which state DOTs and MPOs administer. He explained that in the past, rescissions had been perceived as unfairly and disproportionately hitting bicycle and pedestrian programs like CMAQ and TE. Mr. Murtha added, however, that there is some ambiguity as to whether or not the energy bill will apply to the STP and Safety programs. He stated that further discussions would take place at the next CMAP Transportation Committee meeting.

Ms. Fagan expressed satisfaction and pleasure that Congress had taken this action, apropos of rescissions.

Mr. Nunes stated that in any case, IDOT had already adopted such an approach to rescissions, and that he hoped that the energy bill's provision would not adversely affect highways. He added that at this point, the bill's full impact is not yet known.

Mr. Murtha added that he believed that what would be most useful to highway, and transportation programs generally, would be a capital bill or program for the state and the region. He expressed his belief that such a bill was needed to effectively address the transportation and, more broadly, the community needs of the region. He added that increased funding at the federal level was needed.

Mr. Neufeld informed the Task Force of the energy bill number – H.R. 6. Mr. Nunes added that the bill covers fiscal years 2008-09.

Mr. Murtha stated that FY 2009 contains the largest rescission amount: +/- \$300M. Mr. Neufeld said that this is indeed a very large rescission. Mr. Privett added that he believed bills and programs should be funded at their original levels, so that – regardless of the amounts – better planning can take place, and a rational nexus between planning and project implementation could be preserved.

#### **4.2 Congestion Mitigation and Air Quality (CMAQ) Program**

Mr. Murtha informed the Task Force that CMAP is currently in the midst of the call for 2009 projects. He stated that project applications are due February 1, and that more detailed information can be obtained at the CMAQ website (<http://www.cmap.illinois.gov/cmaq/default.aspx>)

Ms. Fagan asked whether the Task Force had taken any action, or any discussion had occurred, regarding the creation of a subcommittee to address the question of CMAQ project selection and the possibility of instituting a procedure or method to consider and address projects which, for special, unique reasons, do not score high under the current project selection criteria. Mr. Murtha responded that no progress had been made on that issue. Ms. Fagan asked whether we could begin such the process of forming such a subcommittee now in the current meeting. Mr. Murtha suggested that the Task Force put forward a motion for 4 or 5 volunteers to form the subcommittee. The five volunteers were: Joe Moriarty, Keith Privett, Randy Neufeld, Debra Fagan, and Bruce Christensen.

Mr. Nunes pointed out that the new federal energy bill (*see above*) appears to leave to state's discretion whether or not the CMAQ program is funded at 100%, or remains, as at present, at 80% funding, with a 20% local match. He asked what the northeastern Illinois region desired? He added that this issue would be discussed at the next CMAP Transportation Committee meeting.

Mr. Neufeld stated that he thought the 20% local match was healthy, and that 100% funding might adversely affect the CMAQ program by shrinking the number of projects awarded funds. Mr. Mellis expressed general agreement with Mr. Neufeld, but added that perhaps 'small' projects only could be funded at 100%. Mr. Neufeld asked Task Force members and attendees whether anyone felt or had heard of the 20% match being a burden or problem. Ms. Fagan replied that while local money for CMAQ projects is always competitively-sought and difficult to come by, she nevertheless thought that the match was useful as a show of – and assurance of – local commitment. Mr. Neufeld added that, at any rate, in certain instances and types of projects, the state can and does in fact provide the 20% local match. Mr. Privett added that the local match would be less of a burden for local communities if the state had a capital program bill, since such bills in the past offered a way for local budgeting offices and implementers to plan for and fund their match.

#### **4.3 Project Update**

Mr. Christensen updated the Task Force on several Lake Co. bike projects:

- 1) The recent letting of the Deerfield Road Bikepath, along Deerfield Rd. between Wilmot and Saunders Roads. The project will involve the construction of an underpass under I-94 ramps.
- 2) The late January letting for the construction of the extension of the Skokie Valley Trail from Laurel Avenue in Lake Bluff to the North Shore Bike Path running along Rte. 176, including a tunnel under the UP rail line at the junction with the North Shore Path.
- 3) The recent opening of a tunnel under Monaville Road in northwest Lake Co. (near Fox Lake and Lake Villa), connecting two sections of the Grant Woods Forest Preserve trail.

Mr. Williams asked Mr. Christensen what the source of the funding for the Monaville Road project was. Mr. Christensen replied that \$300K came from the IDNR's Recreational Trails program.

Mr. Privett reported to the Task Force that the City of Chicago had prepared a bid opening for a short extension of the Major Taylor Trail. This extension resulted from an easement on private property which a Jewel grocery store granted the City free-of-charge. The extension will get the northern, off-street segment of the trail to a more logical, southern terminus at 95<sup>th</sup> St.

### **5.0 Regional and Subregional Bikeway Planning**

Mr. Murtha informed the Task Force that there were still three sub-regional bikeway update contracts outstanding, all of which have been extended to June of 2008. The three sub-regional Councils of Mayors – and status of their plans – are as follows:

- 1) South Suburban Mayors and Managers Association – plan is in its final stages
- 2) West Central Municipal Conference – plan is nearly finished
- 3) DuPage County – plan is in its final stages

Ms. Fagan, in regards to the DuPage County planning effort, stated that the County has many very active organizations involved in the bikeways plan update, and that as a result there is a lot of very time-consuming communication which must take place. She added that their schedule calls for public input to take place in March and that the wrap-up and final plan should be finished in June 2008.

Mr. Murtha reported that CMAP has been working in Northlake, in cooperation with Elmhurst and DuPage County, facilitate implementation of ideas that resulted from Walkable Communities workshops held in 2000. Ms. Fagan expressed her satisfaction and pleasure that the Mayor of Northlake himself came to pitch to a technical committee the idea of tying Elmhurst's bikeway and pedestrian network into his neighbors existing and planned facilities.

### **5.1 Northeastern Illinois Greenways and Trails Plan: Regional Trails Update**

Mr. Murtha informed Task Force that a number of outstanding issues over details raised at the charrette at the last Bike Ped Task Force meeting have held up progress on the Trails Element of the Greenways and Trails plan. He added that he hoped to have a final map at the next meeting, and an outline for completion in FY08. Mr. Neufeld asked, "When, more precisely?" Mr. Murtha stated that Staff must coordinate with the Greenways and Trails Plan Study Group, which was set up by NIPC.

Mr. Neufeld asked how the trails element in the Soles and Spokes plan tied into the Greenways and Trails Plan update. Mr. Murtha explained that the Trail Element of the Greenways and Trails plan would be part of the BIS (Bicycle Inventory System).

Ms. Fagan stated that DuPage County was in fact one of the agencies that had asked Tom to hold off on finalizing the linework for regional trails in DuPage County. She explained that the County needed more time to communicate and coordinate among agencies and organizations.

Mr. Murtha, continuing with his answer to Mr. Neufeld's question, stated that the data in the BIS was used to create the "base" for the Trails Element update to the Greenways and Trails Plan. The most influential data was, of course, the 1997 Greenways and Trails plan's trails, but new local and sub-regional plans were also considered.

Mr. Piland asked if there was a connection between the Greenways and Trails Plan and the State Greenways and Trails Council. Mr. Murtha stated that no, there at present was not, but that he planned to address this issue. Mr. Neufeld pointed out that, in any case, Mr. Barsotti is the Northeastern Illinois representative to the State Council, so some coordination was feasible.

There followed some discussion of the reasons for ‘separating’ the Trails Element from the Greenways Element in the Plan. Mr. Murtha explained that it was a matter simply of opportunity – that we had the data and the readiness to update the Trails Element. He noted that the Greenways and Trails Plan trails maps were routinely included in data we provided to highway agencies in support of highway planning, which was an increasing problem given that the existing Greenways and Trails Plan was outdated and had substantial wrong information.

## **6.0 Policy Planning**

### **6.1 Soles and Spokes Plan**

Mr. Murtha informed the Task Force that the Soles and Spokes Work Group had had a meeting (Dec. 5, 2007) to discuss progress on the plan and its overall structure and content. He stated that this has been brought, if not to the front burner, then certainly forward as a result of requirements to meet the needs of accommodating persons with disabilities. He stated that the Work Group will receive additional draft material in a month or two.

Mr. Privett asked for more explanation of the ‘requirements to meet the needs of accommodating persons with disabilities’. Mr. Murtha responded that the region will probably need to have a ‘transition plan’ for accommodating persons with disabilities and that the Soles and Spokes plan can be brought into service to address the need for a transition plan.

Mr. Neufeld expressed his feeling that the Task Force needed more specificity about the steps and timetable for both the ADA plan and the final Soles and Spokes plan, as well as about how the Task Force might be of use and help. Mr. Murtha indicated that some material addressing these matters is already posted on the CMAP website, under Transportation, Bicycle-Pedestrian Program, Soles and Spokes. He said that this material explains where we are in the process, and what we have left to do, and suggested that all members take a look at it.

Mr. Privett asked whether transit accessibility would be a part of the Soles and Spokes / ADA transition plan. Mr. Murtha responded that he believed the RTA had addressed this issue; for example, both agencies had key station plans. Mr. Murtha added that, generally, he understands that public right-of-way accessibility guidelines would be released in 2008.

### **6.2 Pedestrian Safety Initiative**

Mr. Murtha gave some quick background on the Pedestrian Safety Initiative, informing the Task Force that since 2002, there has been a slow downward turn in pedestrian fatalities, although last year the number rose slightly. Overall, the region has trended downwards.

Mr. Murtha then briefly described the Pedestrian Safety Initiative and the work that has thus far been done. He mentioned that one part of the Initiative – review and recommendation of

changes, to IDOT policy – has coalesced with the implementation of the Complete Streets bill. He stated that there was a meeting with IDOT in December 2007 on this issue – namely, of coming up with an effective way to implement the Complete Streets bill, and one that does not require a huge amount of additional resources, in terms of manpower and money. Mr. Murtha stated that we need to develop an initial stage – scoping and phase 1 engineering – which results in good design that accommodates all modes and users, adding that we need to stop the inefficient method whereby we first burn toast and then scrape off the burnt part – i.e. we should get it right the first time.

Mr. Murtha informed the Task Force that CMAP and its consultants, TY Lin, had held four community meetings in order to get local input on developing counter-measures to increase the safety and comfort of pedestrians. He added that, working together with these communities, our consultants were developing applications for project submittals for IDOT safety funds for that program’s March 1 deadline, based on the Initiative’s data and analysis, including the crash maps on display in the meeting room.

Mr. Mellis asked whether we had mapped fatalities against VMT. Mr. Murtha said, no, we had not. Mr. Mellis mentioned a project at Harlem and Lake and asked, “Who – when traffic engineers and pedestrian safety planners disagree – prevails?” Mr. Murtha expressed his belief that you can have both, that certain features – for example, splitter islands, medians, etc. – can promote both pedestrian safety and vehicular safety and flow. Mr. Neufeld agreed, stating that good design is better and safer for both pedestrians and motorists.

Mr. Williams stated that an important benefit of the Complete Streets bill is that engineers will have to give more attention to pedestrian travel.

Ms. Keasler asked how the four communities were chosen to participate in the Pedestrian Safety Initiative. Mr. Murtha responded that factors like a history of crashes, a political will to do something about it, and a reasonable expectation of funds and other resources were all used. He added that a number of communities, who had applied, had to be turned down.

Ms. Moore asked whether a Context Sensitive Solutions approach was being used. Mr. Murtha responded that while the Initiative did seek to involve community, the kinds of projects that may result are generally much smaller than those for which IDOT applies a CSS approach.

Mr. Neufeld stated that CSS has come up in discussions of the Complete Streets bill. He stated that, in his opinion, bicycle and pedestrian travel are not ‘context’, rather they are integral travel modes for any urban/suburban road. He directed the Task Force to look at Massachusetts DOT’s guide to multi-modal design of roads.

Mr. Privett expressed agreement with Mr. Neufeld, adding that the Complete Streets bill focuses on accommodating the people who travel along a roadway – by any and all modes – whereas CSS focuses on who and what is around that road.

Mr. Murtha stated that CMAP staff has been working with the City of Chicago on their pedestrian plan. He added that CMAP’s new Travel Survey will be useful in developing that, and other, plans and planning actions around the region.

Mr. Privett suggested that CMAP consider including crash data, in the form of maps, when road construction and reconstruction projects are reviewed by CMAP staff. Mr. Murtha replied that at present CMAP does not, on a regular basis, provide this type of analysis, but that the availability of data is changing the situation and such analysis may be possible in the future. Mr. Privett pointed to the example of the North Avenue Walkable Communities workshop, in Chicago's Humbolt Park neighborhood, as a planning activity in which multi-modal transportation and crash data came together to help understand an area and its problems and potentials, as well as generate workable solutions. He stated that it was difficult at the time (2000) to get the improvements included in the IDOT resurfacing project then being planned.

Mr. Foley asked whether CMAP has looked at pedestrian crashes at and around at-grade rail crossings. Mr. Murtha replied that yes, but the data comes in a different format.

Mr. Neufeld stated his opinion that it is important to focus on Fatal (Type K) and Serious (Type A) pedestrian crashes when attempting to understand a problem in any one area or in a region as a whole. He stated that, if one looks at Fatal crashes alone, then the numbers one sees may tell us more about advances in medical science and technology and their ability to more often save the lives of very seriously injured persons, than it does about where a serious pedestrian crash problem exists.

#### **7.0 Public Comment**

Mr. Mellis asked whether, given the new members, the Task Force should produce a updated roster or list of Members and contacts. Mr. Privett informed the Task Force that a Task Force member, Amy Malick, has left the organization she represented on the Task Force, namely, the CTA. Mr. Neufeld pointed out that Members could obtain such information by looking at the CMAP Bicycle and Pedestrian Task Force website.

Ms. Keasler asked whether at-grade rail crossings are eligible for Safety Funds. Mr. Murtha said that he believed so, but that Ms. Keasler should talk to the Illinois Commerce Commission to get more information on this.

Mr. Neufeld reminded the Task Force of the availability of Illinois Highway Safety Improvement Program funds, which provide 90% funding and require only a 10% local match. [See website: <http://www.dot.state.il.us/blr/manuals/infocirculars/CL2007-18.pdf>]. Mr. Williams pointed out that just a few years ago, bicycle and pedestrian projects were not eligible for funding under this program.

#### **8.0 Next Meeting**

Next meeting was scheduled for Wednesday, May 14, 2008 at 2:00 pm.

**Adjournment:** 3:30 pm