

**Attachment 1**  
**DRAFT MEETING NOTES**  
*Bicycle and Pedestrian Task Force*

**MEETING DATE:** 2/9/05

**MEETING LOCATION:** CATS

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

**ATTENDANCE:**

(Task Force Members)

Tom Rickert (Chair)	Kane County
Ed Barsotti	League of Illinois Bicyclists
Richard M. Bascomb	V. of Schaumburg
Bruce Christensen	Lake County
Deborah Fagan	DuPage County
Andrea Hoyt	FPD of DuPage Co.
Jeff Sherwin	Village of Northlake
Bobby Moore	Village of Northfield
Amy Malick	CTA
Craig Williams	Edwards and Kelcey
Randy Neufeld	Chicagoland Bicycle Federation (CBF)
Gordon Smith, Jr	Illinois Department of Transportation (IDOT)
Keith Privett	Chicago DOT
Megan Smith	IDPH
Liz Wuerffel	TASK

(Staff)

Steve Breese	Staff
Tom Murtha	Staff

(Others)

Mike Walzcak	NWMC
Liz Wuerffel	TASK
Ben Helphand	Center for Neighborhood Technology
Greg Piland	FHWA-IL Div.
Maryann Romanelli	Walk to School Day
Monique Stinson	Cambridge Systematics
Pat Schroeder	McHenry County COM
Arline Welty	Chicagoland Bicycle Federation
Marty Mueller	Knight Infrastructure
Jim Keene	
Alan Mamoser	NIPC

**APPROVAL OF NOTES:** The meeting notes for the November 2004 meeting were approved by acclamation.

**TASK FORCE MEMBERSHIP:**

Mr. Murtha announced that Liz Wuerffel has been proposed to replace Maryann Mason as representative of transportation advocacy. Upon a motion by Mr. Neufeld, seconded by Mr. Christensen, the appointment of Liz Wuerffel to Task Force membership was unanimous. Also, the Council of Mayors has appointed Mayor Arlene Mulder as an alternate for Mayor Sherwin.

**REGIONAL PEDESTRIAN SAFETY INITIATIVE:**

Mr. Murtha reported that a working group consisting of representatives from local and state agencies, FHWA, and CBF has met to establish a plan and program for short term actions to improve pedestrian safety in Northeastern Illinois. The resulting work plan has been proposed as part of the 2006 Unified Work Program. The work program calls for (1) regional pedestrian safety campaigns, (2) the establishment of a procedure to identify pedestrian safety issues as part of the phase I engineering process, and (3) the identification of particular corridors and places that have a record of pedestrian safety problems. We would focus on these locations to reduce pedestrian fatalities. In support of these three targets, the working group suggested that this Task Force requests that CATS be identified as a Lead Community for pedestrian safety among all of the cities and regions in the country. This would enable CATS, as part of a national cooperative highway research program initiative, to key into federal and local resources for technical assistance for CATS, the City of Chicago, and local communities.

Mr. Piland added that the main emphasis for Lead City is to get CATS onboard to provide funding assistance to address the pedestrian problem in the Chicago area. This initiative would be a piece of that overall statewide plan to reduce fatalities and injuries in the transportation system. Mr. Murtha added that the working group will focus on implementing ASHTO's Strategic Highway Safety Initiative. We have begun moving forward with data analysis.

Ms. Fagan asked what services the consultants would be providing. Mr. Wies replied they would be working on short term focused issues including coordination and implementation. He added that although our ability to hire additional staff is limited, we are able to hire consultant services.

Mr. Privett cautioned that UWP was considered planning funds. This initiative includes a lot of implementation and promotion. He suggested we redraft how we talk about the enforcement, education, and the engineering items. On a separate note, he reported that CDOT will be submitting a pedestrian safety UWP which would analyze the city data to see what needs to be done to improve pedestrian safety.

Mr. Murtha said that to some extent, this initiative would act as a demonstration on how this could happen in communities nationwide. The available resources wouldn't be sufficient to make activities happen in every community. We will try to determine how this could be applied regionally as time goes on. Mr. Piland added that this initial stage

is the planning portion meant to get things started. This parallels the statewide effort to conduct a comprehensive highway safety plan. The resulting general comprehensive highway safety plan and this pedestrian plan make up the initial step to lower fatalities and injuries.

Upon a motion by Mr. Neufeld, the Regional Pedestrian Safety Initiative UWP proposal was approved unanimously.

Upon a motion by Mr. Christensen, seconded by Ms. Fagan, the recommendation to the CATS Work Program Committee that CATS seeks designation as a Lead City was approved unanimously.

**FY 2005 Bicycle and Pedestrian UWP Proposal:**

Mr. Murtha said this UWP proposal is a continuation of the activities we have been pursuing in the past. The proposal includes an update of our presentations “Improving Bicycling in Your Communities” and “Improving Walkability in Your Communities that gives communities basic tools to improve the bicycling and walking environment.

Upon a motion by Ms. Fagan, seconded by Mr. Privett, the Bicycle and Pedestrian Planning UWP proposal was approved unanimously.

**Soles and Spokes Training Workshops:**

Mr. Murtha announced that Randy Neufeld has been successful in organizing an intersection design workshop that will take place all day on March 31<sup>st</sup> in conjunction with the CBF annual conference. Once the location has been established, postcards will be sent out soliciting participation. With a workshop fee of \$150 per participant, we anticipate breaking even if 25-35 people register. The Soles & Spokes account has sufficient funds to cover costs. Mr. Neufeld added that this workshop has been held at the ITE conference and by the New Jersey DOT. The workshop organizer will be Michael King who is a traffic-calmer from New York state. The workshop is an opportunity for consultants, engineers, planners, and designers to learn the process to achieve consensus design that works for a multiple set of modes and road users. A report on the workshop will be given at the Healthy Streets Conference.

Mr. Barsotti suggested that the FHWA basic course on bicycle transportation would be a good candidate for the next workshop. Mr. Murtha responded that the intention is to hold the FHWA workshop sooner rather than later and added that we also have to fit in the guide sign/directional workshop.

**Palatine Willow Corridor Study:**

Mr. Murtha announced that CATS is continuing to work with IDOT and communities on long term improvement strategies in the corridor. Most of the big projects are on hold. Our efforts were geared towards high investment improvements in that corridor. He understands that some communities are pursuing certain improvements as part of the resurfacing and bridge rehabilitation work that IDOT is currently pursuing.

Related to that, IDOT and CATS are planning to hold Walkable Communities Workshops for interested communities within the corridor. Because some of the communities are uninterested, there will be the opportunity for three workshops in other parts of the region. The RFP has been approved. We have to get additional paperwork down to IDOT to get that moving.

Mr. Mamoser asked if this is a major reconstruction in this corridor. Mr. Murtha confirmed this and added that as a SRA project, the emphasis of the improvement was on traffic flow. The study that CATS was asked to lead with was an effort to make sure all transportation modes were considered in the overall high level planning for the corridor. This was in concert with a major IDOT investment in transportation in the corridor. With the current fiscal constraint being placed on IDOT, the state is unable to move forward with that project. It's anticipated that these will be long timeframe improvements that we are pursuing.

## **PRESENTATION:**

### **Consortium to Lower Obesity in Chicago Children**

Mr. Longjohn, who is the Executive Director of Consortium to Lower Obesity in Chicago Children (CLOCC), explained that they have been trying to address the epidemic of childhood obesity in Chicago very comprehensively for just over two years. CLOCC includes over 800 institutional and individual partnerships. Sectors that are increasingly involved include transportation, agriculture, commerce, and recreation. Childhood obesity is an extremely complex problem that requires the mobilization of many different resources and agendas. This was recognized during the process to develop the Illinois Childhood Obesity Prevention Consensus Agenda. The Agenda was developed with the participation of over 100 different organizations around the state to determine how all these disparate agendas might fit into a few points of shared interest. The Task Force will be pleased that one of the five points that resulted was to recognize Safe Routes to School as a priority and also very politically feasible. He mentioned that Mr. Neufeld, Mr. Murtha, and CNT, were involved in the working groups that looked at this issue. He comes here today to answer questions and to ask for an endorsement not only of the Safe Routes to School piece but also to the whole Agenda. He stressed that the full endorsement would not require staff or lobbyist time. It was created as a process to allow government agencies that do not have an advocacy to get involved. It allows groups of disparate interests to endorse these things as concept; that there needs to be a holistic approach to childhood obesity including agriculture, commerce, transportation, recreation. It does not constitute a call to action in the advocacy definition of 501c4. There is now a Senate bill that includes the exact language of the Consensus Agenda. He's not asking the Task Force to support that piece of legislation. He is asking the Task Force to support the Consensus Agenda, in particular the Safe Routes to School piece.

Ms. Fagan asked if his efforts are limited to the City of Chicago. Mr. Longjohn replied that the reason that we are the "Chicago Consortium" is that we lead the process, but

don't own the agenda. The vast majority of endorsers come from outside of Chicago.

Mr. Neufeld added that there is also a companion bill in the House that would establish a process for spending Safe Routes to School program funds if it is authorized in the federal bill. Last years Senate and House bills included a total of about \$10 million which would be used for traffic calming or other improvements around schools where safety problems have been identified. It's been heavily supported and we expect it to pass this session. Hopefully that seed money and the federal money will get people thinking about projects in their community. We are hoping that Illinois has a program that effectively uses the reauthorization funds. He added that the Senate bill recognizes parks as another place children need to get to in a safe way.

Mr. Smith asked if IDPH is supporting the entire agenda. Mr. Longjohn replied that IDPH, DCCO, and other state agencies have signed on to this. Mr. Smith said he doesn't want to get out in front of his department on any one of these issues. He maintained that IDOT is very supportive of Safe Routes to School with the caveat that dedicated funding sources are over and above the current formula levels. Mr. Longjohn stressed that endorsement of the Agenda is not endorsement of a particular bill. Mr. Smith said he would reclude himself from a vote to endorse the Agenda. Mr. Privett added that he would also abstain from a vote if taken today.

Ms. Fagan asked if it was critical that the Task Force endorses it now or could it be delayed until April. Mr. Longjohn replied that all the substantive issues are going to pass very quickly. There was a unanimous House vote yesterday. The other bills have had momentum behind them because many agencies are behind the pieces. CLOCC worked with the politicians before the bill was drafted. He encouraged the Task Force to consider an endorsement whenever it is prudent.

Mr. Murtha said that staffs' recommendation was to endorse the parts of the agenda that we had expertise in. He suggested the Task Force endorse the Safe Routes to School portion provided that there was sufficient funding.

Upon a motion by Mr. Rickert, seconded by Mr. Helphand, the recommendation to the Work Program Committee to endorse the Safe Routes to School portion of the Agenda, provided that there is a dedicated funding source, was approved unanimously.

#### **Other Business:**

Mr. Neufeld announced the CBF Healthy Streets conference on April 1<sup>st</sup> and 2<sup>nd</sup>. The Friday event is geared toward professionals, consultants, engineers, planners, and agency staff and will be held at the downtown EPA offices. The Saturday event is geared towards citizens and advocates and will be held at Navy Pier at the same time as the bicycle show. There will be sessions on Safe Routes to School, complete streets policies, funding, radical street makeovers, low and no cost bicycle and pedestrian improvements, liability, and other planning topics. Full information is available at [www.biketraffic.org](http://www.biketraffic.org).

Mr. Privett announced that the Burnham Greenway has been extended ½ mile northward from Indianapolis Blvd. to 100<sup>th</sup> St. In addition to the trail, there is a parking lot and trail head at Indianapolis Blvd. On the North Shore Channel, CDOT has completed work on the Foster underbridge connection and is already in the later stages of construction on completing a gap in the trail between its current terminus and Devon Ave. When completed, bicyclists will not cross auto traffic for a good two miles.

Ms. Hoyt announced that DuPage County Forest Preserve District is currently in phase III engineering for the Salt Creek Greenway. Nine public agencies cooperated on this project. All the funding is in place and construction is expected to begin in the Fall. She added that gaps are being filled in along the West Branch DuPage River from Hanover Park to Naperville.

Mr. Murtha announced that there will be an I-355 meeting of the Tollway and local communities to discuss the development of a bicycle facility along the highway and ensure that suitable connections are provided.

**Adjournment:** 2:30 pm

**Next Meeting Date/Location:** 1 p.m. on April 13th

**Notes Submitted By:** SRB