

Attachment 1
Draft Meeting Notes
Bicycle and Pedestrian Task Force

MEETING DATE: 10/08/09

MEETING LOCATION: CMAP Offices

CALLED TO ORDER: 1:00 pm

ATTENDANCE:

(Task Force Members)

Thomas Rickert, Kane County (Chair)

Keith Privett, Chicago Department of Transportation

Richard Bascomb, Village of Schaumburg

Rae Keasler, City of Aurora

Les Nunes, IDOT

Bruce Christensen, Lake County

Jonathan Tremper, Metra

Randy Neufeld, Chicagoland Bicycle Federation (on phone)

Ed Barsotti, LIB

Craig Williams, TY Lin

Dave Longo, IDNR (on phone)

John Donovan (substitute for Greg Piland)

Kevin Staniel, RTA (substitute for Joseph Moriarty)

Chalen Daigle, Mchenry Co. COM

David Tomzic, Pace (substitute for Taqui Mohammed)

Arline Welty, Active Transportation Alliance

Gin Kilgore, Break the Gridlock

Daniel Thomas, CTA

(Staff)

John O'Neal, CMAP

Tom Murtha, CMAP

Patricia Berry, CMAP

Lori Heringa, CMAP

Holly Ostdick, CMAP

(Others)

Keith Sherman, IDOT (on phone)

Tim Milam, IDOT (on phone)

Bev Moore, ITC

Dick Westfall, IDNR

Eric Gallt, City of Aurora

Marty Mueller, Knight E/A, Inc.

Mitch Barloga, NIRPC
Sarah Lutz, McHenry Co. DOT
John LaPlante, TY Lin
Lowell Nelson, Break the Gridlock
Jane Healy, Cook Co. School District 130, Active Transportation Alliance Board Member
Diane Banta, NPS

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 Task Force Membership

Motion was made and seconded for confirmation of the following member representations:

- **Daniel Thomas: Chicago Transit Authority**
- **Randy Neufeld, Private Industry (SRAM)**
- **Arline Welty, Active Transportation Alliance**
- **Gin Kilgore, Break the Gridlock**

The motion was unanimously approved.

4.0 Regional Planning

4.1 AASHTO Bicycle Facilities Design Guidelines Update, 2009 MUTCD

John LaPlante, of TY Lin International, gave the Task Force a brief review of the current status of the update of the *AASHTO Bicycle Facilities Design Guidelines*, as well the new (2009) edition of the *Manual on Uniform Traffic Control Devices* (MUTCD).

Regarding the AASHTO Bike Guide, Mr. LaPlante stated that Toole Design Group is currently involved in the edits, based on responses received from the public. The Guide will then go to AASHTO for final editing. The final proposed version will then be sent to State Bicycle-Pedestrian Coordinators, Planners, Highway Engineers, and Traffic Engineers for review. The Guide will then – anticipated to be late winter or early spring of next year – go out to ballot among AASHTO members. Announcement of adoption and publication is expected to be in the summer or autumn of 2010.

Mr. Barsotti asked whether the Guide would have a facilities selection matrix. Mr. LaPlante stated that it would not; that that matrix had been removed, because a matrix seemed too rigid and simplistic a format to present this information; and that the AASHTO committee for the Bike Guide update felt that individual project contexts must guide the choice of facilities. Mr. Barsotti said that, whether in the form of a matrix or not, it was important to include guidance of the selection of facilities. Mr. LaPlante agreed and said the new Guide would definitely include such guidance.

Mr. Murtha asked whether the Guide would include a section or appendix on experimental, innovative treatments. Mr. LaPlante responded that it was not clear at this point in time whether such a section would or would not be included. He added that, at any rate, the Committee had decided not to fight over it, should the section be excluded.

Regarding the new version of the MUTCD, Mr. LaPlante informed the Task Force that the final notice in the Federal Register had been made, and that the committee had received thousands of comments. These comments had all been considered and addressed, and now the new version

was awaiting vetting, or ‘clearance,’ by the Department of Justice. Such a procedure is normal, Mr. LaPlante added, when a change in administration in the executive office takes place.

He finished by stating that he estimates publication of the new MUTCD will occur sometime near the beginning of 2010.

Mr. LaPlante then asked the Task Force if you might – since he had to leave the Task Force meeting for another – jump ahead in the agenda to the “Project Updates” item in order to give the Task Force a brief report on work his firm is engaged in with the City of Chicago’s Department of Transportation. This request was granted, and Mr. LaPlante informed the Task Force that TY Lin was in contract with CDOT to develop policy guidelines for the City’s Complete Streets Initiative. He added that they were currently looking at all existing guidelines (from cities around the country), and were in talks with IDOT concerning the proposed changes to the BDE in order to implement and effectuate the state’s Complete Streets law.

He added that the steering committee’s next meeting would be sometime in November.

N.B. – Here, Mr. Murtha asked that the agenda order be changed again, in order that IDOT representatives, Keith Sherman and Tim Milam, could give the Task Force an update on the ITEP program (Agenda item 5.3). This request was granted.

5.3 Illinois Transportation Enhancement Program (ITEP)

Mr. Milam informed the Task Force that there had been a slight mistake with the announcement on September 17 describing ARRA funds being used for ITEP projects: the press release stated that the total amount was \$22,700,300, whereas in fact the amount was just under \$20M. Mr. Milam stated that most of the ITEP money, then, has been spoken for, and that we are waiting for announcements about the rest of the 2008 ITEP program funds.

Mr. Nunes asked whether IDOT had a ‘contingency plan’, should funded projects not move, not reach letting, or some other problem arise. Mr. Sherman replied that the money needed only to be reasonably obligated, not let. He stated that, in any case, the State or IDOT could quickly, at the last minute, move a project to avoid losing money. Mr. Milam added that they did have ‘back up’ or ‘add on’ projects, should that be necessary. But, he added, the ARRA funds are all committed. He stated that he and IDOT ITEP staff would look at the situation after the November letting. He said that IDOT ITEP staff definitely does not want to lose any money. Mr. Sherman added that IDOT was working under the March deadline; that they need to tie up – i.e. obligate – the federal funds by that date, and that to do so, perhaps – just perhaps – they might need to choose one extra project.

Mr. Barsotti asked whether, with the rescission having come and gone, was the approximately \$30M from the May 2008 call-for-projects, accounted for. Mr. Milam responded that the rescission effectively takes away next year’s ITEP program.

Mr. Privett asked whether they might be looking at what didn’t get funded with ARRA, given its ‘shovel-ready’ requirements. Mr. Sherman stated that they would be using ‘traditional methods’, but the Governor may wish to add in some projects. Mr. Privett said that he was thinking also of

the 'Green Streets' component to the last ITEP round. Mr. Sherman stated that the 'Green Streets' component was coined under the last Governor, and that they were not currently using the term. Mr. Milam added that some of those projects were still in the running. Mr. Sherman added that the current Governor is generally very interested in 'green' initiatives and in the ITEP program and how it might help communities to develop bicycle and pedestrian facilities and programs.

At this point, there was a return to the published agenda order:

4.2 Pedestrian Safety Initiative

Mr. Barsotti gave the Task Force an update on the effort to develop implementation policy and procedures for Illinois' Complete Streets law (passed in 2007). While the law is 'on the books', he stated, it is not being 'enforced' or having any effect.

He stated that IDOT released a 'Draft Policy' in spring of 2009, but that both LIB and Active Trans found this draft very inadequate to its purpose, and responded with detailed comments and recommendations.

Mr. Barsotti informed the Task Force that he had attended a meeting earlier in the week (Monday) to discuss the implementation of the Complete Streets law. He reported that conversation revolved in large part around how sidewalks would be paid for – i.e. state vs. local responsibilities. CMAP recommends that – instead of having IDOT pay 100% of the cost of what they consider the 'road proper', and then negotiating the cost with locals *à la carte*, as it were, for sidewalks (as well as lighting, landscaping, signalization, etc.) – that the cost of the **complete street** with all the elements that are needed be calculated right at the beginning by IDOT and then negotiations for the local share of that cost can be arranged.

Mr. Barsotti lamented that other recommendations for pedestrian accommodation, made by CMAP, LIB and Active Trans, didn't even make it into the discussion.

He added that the scoping of sidewalks up-front was also briefly discussed.

Mr. Barsotti stated that, as regards accommodation of cyclists, IDOT was considering a facility selection matrix.

He stated that another meeting was planned for December 2009.

Ms. Healy expressed frustration that if IDOT does not accommodate the Complete Streets law in their policy documents for roadway design in urban areas, then how will the law ever come into effect. Mr. Barsotti sympathized and stated that LIB/Active Trans had made their recommendations in May of 2009 for the adoption of measures to implement the law.

Ms. Welty asked if it may be possible somehow to incentivize the locals or the State to construct sidewalks. Mr. Barsotti stated that Illinois is far behind other states in creating state-level policies that will result in more sidewalks being constructed in urban areas.

Mr. Murtha stated that he also was at the meeting Monday and that the discussion was not only of who pays the capital cost of constructing sidewalks, but also who would pay for maintenance over time – repairs, reconstruction, snow removal, etc. He stated that we need to change the scoping and engineering process so that sidewalks, in urban areas where they are needed, always are part of the scope, design, and building of roads. Sidewalks should not, he stressed, be something that are negotiated over by IDOT and locals.

4.3 GO TO 2040 Plan

Mr. Murtha gave the Task Force a brief update of the status of the *GO TO 2040* plan and what lies ahead. He stated that staff is in the process of developing a preferred scenario, after work done along two basic lines: one, review and analysis of strategies, approaches, policies; and two, public outreach and feedback.

Mr. Murtha stated that CMAP hopes to have the plan and capital programs complete by May of next year.

4.4 Regional Greenways and Trails Plan

Ms. Heringa gave the Task Force an update on the status of the Regional Greenways and Trails Plan. She stated that the Plan had been approved by the MPO Policy Committee this morning. She briefly characterized the comments received during the public comment period and the relatively small changes which resulted.

She reported that the next step was adoption by the CMAP Board at their meeting next Wednesday, October 14 – although she said it would also receive confirmation at the Programming Committee that same morning.

Mr. Murtha described and demonstrated the planning materials and interactive maps for the Greenways and Trails Plan, which have been placed online at <http://www.cmap.illinois.gov/greenwaysandtrails.aspx>, and acknowledged and thanked staff member, John O’Neal, for his work on these materials.

Mr. Tomzic reported the omission on page 3, Section 5.6.1 of “Pace”, where Metra, RTA, and CTA are mentioned. Mr. Murtha responded that this was an oversight and would be corrected.

4.5 Quad-State Bikeways Planning

Mr. Barloga gave the Task Force an update on the Quad State – or “Wing Span” – effort to coordinate planning among four MPOs (in four states) along the southern shores of Lake Michigan. He stated that a draft Work Plan had been developed and was posted on CMAP’s website.

Mr. Barloga informed the Task Force that the next Directors’ Meeting would be in January, and included, among others, Diane Banta and Rory Robinson from the NPS, as well as Ders Anderson from Openlands.

Mr. Privett expressed interest, on the City of Chicago’s behalf, for participating in this effort. He added that the City’s Trail Plan is in a (late) draft form and nearing completion and adoption. He

stated that one of the Plan's major goals and objectives is to connect effectively and efficiently to other jurisdictions, including Indiana, with which the City shares a border.

Mr. Barlog acknowledged the City's expression of interest and pointed out several important trails that link the City of Chicago and other communities in northeastern Illinois to northwestern Indiana, including the Penssy Greenway, Erie Lackawanna Trail, and the Tri-State Trail.

Ms. Kilgore asked whether any progress had been made with allowing bicycles on the South Shore trains. Mr. Barloga responded that there were complicated politics in the background of this issue, but that advocates of bicycles on the South Shore trains were working with the Board of the Northern Indiana Commuter Transportation District and Indiana Dunes State Park in order to make this happen.

4.6 City of Aurora Bicycle and Pedestrian Plan

Ms. Keasler gave the Task Force a brief presentation on the development and the current status of the City of Aurora's Bicycle and Pedestrian Plan. She spoke first of the Plan's background – the original draft was done in 2004; the formation of a working group; the drafting of goals, initiatives, and programs for encouragement and education. She noted that the City of Aurora has its own small-scale bike share program for employees.

Ms. Keasler informed the Task Force that she would be leaving the City of Aurora and introduced Eric Galt, a traffic engineer with the City, who also worked on the Plan, and who could be a contact for the Bike-Ped Task Force within the City of Aurora.

Ms. Moore asked whether Ms. Keasler would be willing to come to Crystal Lake and/or McHenry County to make this presentation on Aurora's bike planning process. Ms. Keasler said she would be happy to do so.

5.0 Pedestrian and Bicycle Project Programming

5.1 Rescissions and Lapses

Ms. Berry gave the Task Force an update on the situation as regards federal and state rescissions and the possibility lapses. She informed the Task Force that the CMAP Policy Committee will establish a subcommittee to make recommendations as regards rescissions to both the STP and CMAQ programs. She stated that the CMAQ program was particularly vulnerable due to the large unobligated balances. She stated that CMAP intends to work closely with IDOT, District 1 to find the best possible solution to this problem.

Mr. Rickert stated that CMAQ was better off for 2010 projects, but in trouble going forward.

Ms. Healy asked why is there such a large problem with unobligated balances. Mr. Rickert stated that many different issues came into to it. Mr. Privett stated that for many sponsors of bike-ped projects, the challenge of dealing with federal funding processes – and the many hoops sponsors must jump through – is a major source of problems.

Ms. Berry said that CMAP will be requiring mandatory initiatory, or kick-off, meetings in the future, and that already Planning Liaisons in the Councils of Mayors are playing a more pro-active

role, which will, she believes, have a salutary effect on moving the projects forward in a more expeditious manner. Mr. Rickert added that these policy/process changes are relatively new and their effect has not yet been fully felt, but will kick-in more and more over time. He stated that from the local's (county's) perspective, the ability for IDOT to expedite review of projects and plans would be a great help.

Mr. Murtha added that, while it is very unlikely that the rescissions will be dropped, there is still a little time to contact House members to express concern over these rescissions.

Ms. Berry stated that, in the future, CMAP will need to eliminate – i.e. take the funding away from – projects which have not stayed on schedule and are thus responsible for unobligated funds.

5.2 Congestion Mitigation and Air Quality Improvement (CMAQ) Program

Ms. Osdick gave the Task Force an update on the CMAQ program, beginning with an overview of the program. She stated that this year, CMAP received over 200 project applications, requesting approximately \$450M. Approximately \$94M was awarded. She added that 2010 was fully funded, and that 2012, '13, and '14 were all partially funded.

She added that there were 56 project applications for bike or pedestrian projects, and that 36 of these received some funding.

5.3 Illinois Transportation Enhancement Program (ITEP)

See above under Section 4.1

5.4 Safe Routes to School

Ms. Holt (on phone) gave the Task Force an update on the Illinois Safe Routes to School Program. She stated that IDOT staff was somewhat surprised by the rescissions, as in the past SRTS was exempt. She added that the Illinois program is looking at a \$1M hit. The announcement of this rescission was made, she said, in September, just after the 2008 awardees were announced on August 5, 2009.

Ms. Holt stated that awardees were being asked to wait in order to see what happens regarding the federal government's decision about the 'continuing resolution' – i.e. the extension of the federal transportation bill, SAFETEA-LU. At present, the Senate has proposed an 18-month extension, while the House wants a 3-month extension.

Ms. Healy asked when IDOT will have more information on SRTS funding. Ms. Holt said she hoped to have more information by the end of October.

Mr. Nunes asked Mr. Donovan whether there were any rescission constraints or possibilities for contingent implementation of the rescissions. Mr. Donovan replied that FHWA would try to give DOTs time to adapt to the rescission.

Mr. Murtha stated that, in his opinion, as regards the SRTS program, simply waiting is not a good approach. He stated that he thought everyone would agree that we do not want to delay projects (in

any program). He stated that successful programs are programs that move projects aggressively, and that SRTS projects should be moved by all parties at top speed.

Ms. Holt stated that with SRTS, delays are the result of the long time it takes to get contracts done. She stated that, in the future, the program will have a requirement that parties have an agreement with IDOT in place within 12 months of being awarded funding.

Ms. Healy stated that the program is running in a bureaucratic circle – 2008 awardees are told not to do anything, but the very fact that they are following these directions and not doing anything is precisely why the money is being rescinded.

Ms. Welty asked where was the best place to find the awardees and the status of their projects? Ms. Holt said that her office and website lists the awardees, but does not track their project's status. She added that Mr. O'Neal, who helped the Northeastern Illinois SRTS Task Force on this, may know more about the status of the projects. Mr. O'Neal stated that he had asked a colleague, George Johnson, to run a report on the status of the SRTS projects in northeastern Illinois, and that he could pass this on to anyone who wished to have a copy.

5.5 American Recovery and Reinvestment Act (ARRA)

Mr. Murtha stated that the status of ARRA funding was covered in the ITEP discussion, with the exception of new Public Health grants (see below). [More information on ARRA funding generally and in northeastern Illinois funding can be found on the Program Committee's website at: http://www.cmap.illinois.gov/mpo_policy/minutes.aspx.]

The grants in public health referred to above are being administered by the Center for Disease Control (CDC) and are called the ***American Recovery Reinvestment Act of 2009: Communities Putting Prevention to Work***. More information on these grants can be found at: <http://www.grants.gov/search/search.do;jsessionid=5QvRKy4Q1Q2zFSt7xnmBpvkJJ3CZL9sLVgmWnzDNTThfvQ0D8PLd!-1017983794?oppId=49571&mode=VIEW>

The grant description runs as follows:

CDC's Procurement and Grants Office has published a funding opportunity announcement entitled, "American Recovery and Reinvestment Act of 2009: Communities Putting Prevention to Work". Approximately \$373 million will be available in fiscal year 2009 to fund thirty to forty awards. The purpose of this FOA is to create healthier communities through sustainable, proven, population-based approaches such as broad-based policy, systems, organizational and environmental changes in communities and schools.

Ms. Healy asked whether it might be better to coordinate northeastern Illinois' application for funding under this grant, instead of crippling each other by competing for the funds. Mr. Murtha replied that he was unaware of any efforts at regional coordination.

Ms. Kilgore stated that Ms. Healy raises an important point; the issue or question is, for what programs and funding opportunities do we need this kind of coordination? And what infrastructure or decision making structures or processes do we need in order to have this kind of coordination?

Mr. Murtha stated that it may be useful to discuss this with the Illinois Department of Public Health.

Ms. Banta asked whether, as a region, is there some way that we can encourage such coordination.

Mr. Nunes wished to inform the Task Force that IDOT, in response to the Chicago Tribune article criticizing the State's transparency as regards ARRA projects and project funding, has taken steps to track and publicize projects more fully. He referred Task Force members to IDOT's dashboard on the left side of the website: <http://www.dot.il.gov/stimulus/index.html>.

5.6 Project Updates

Mr. Barsotti updated the Task Force on LIB's recently completed Complete Streets Audit, which will be called, he said, "Incomplete Streets." He added that the Tribune reporter, John Hilkevich, will be writing an article to run on this audit and its findings.

Mr. Barsotti informed the Task Force that LIB had completed Bike Planning seminars in McHenry, Kane, and DuPage counties.

Mr. Tremper, of Metra, informed the Task Force that Metra, through volunteer help from Active Transportation Alliance and LIB, had completed and just released its report on bike parking at Metra stations. The report details the data collected from inspections and surveys done earlier this year.

Mr. Privett informed the Task Force that the City of Chicago has completed Phase 1 engineering for the Weber Spur (using CMAQ funds). He stated that work had begun on the North Branch Trail.

Mr. Privett also reported that the City was nearing the completion and adoption of the Chicago Trails Plan.

Mr. Tomzic, of Pace, reported that – beginning with three corridors in the south suburbs – Pace will be transitioning from flag-stops to permanent sheltered stops. It is expected that this operational model will be extended to other service areas throughout the region in the future. Mr. Tomzic added that, as a result of these new operations, the need for sidewalks providing access to and from Pace bus stops will be very great and a high priority for Pace.

Mr. Staniel, of the RTA, informed the Task Force that the RTA hoped to have a biking/walking component online, in its travel planner/map, at the end of this month.

Mr. Kilgore informed the Task Force that the group **Bike Winter** was entering its 10th year of existence and was gearing up for workshop delivery. She asked any members or attendees to contact her if they would like, or knew of others who might like, to book a workshop.

Mr. Christensen informed the Task Force that the County of Lake had completed and had a ribbon cutting for the section of the Skokie Valley Trail running from Route 176 to Lake Cook Road. He added that the County had begun work on the Deerfield Road over the Tollway, which

would then involve constructing a tunnel under a tollway access ramp. He mentioned that a second Deerfield segment would involve a bridge.

Mr. Privett stated that he had forgotten to mention that the City had completed the Solidarity Drive underpass, the Chicago Riverwalk through-pass, and was currently seeking a lead engineering firm for the Bloomingdale Trail. He noted that CDOT had recently added an FAQ section to its website.

6.0 Public Comment and Announcements

No public comment or announcements were received.

7.0 Next Meeting

Wednesday, December 9, 2009, at 2:00 PM.

8.0 Adjournment: 3:30PM