



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Chicago Metropolitan Agency for Planning (CMAP) DRAFT Bicycle and Pedestrian Task Force Meeting Minutes September 18, 2019

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
DuPage County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Members Present: Allan Mellis -- Citizen, Ryan Peterson -- Kane County DOT/KKCOM, Ed Barsotti -- Ride Illinois, Greg Piland -- FHWA, Pam Sielski -- FPDDC, Emily Karry -- Lake County DOT/Council of Mayors, Patrick Knapp -- Village of Schaumburg, Karen Shinnars -- PACE, Jessica Hyink -- City of Evanston, Lee Ann Prather -- IDOT, Allison Buchwach-- Metra, Jessica Ortega -- FPDDC, Kevin Stanciel -- RTA, Keith Privett (Co-Chair) -- City of Chicago, Jason Meter -- CTA, Carlos Feliciano -- IDOT, District 1, Sidney Kenyon -- DuPage County DOT, Kyle Whitehead -- Active Transportation Alliance, Tom Rickert (Chair) -- Kane County Division of Transportation

Members Absent: Randy Neufeld, Dave Longo/George Bellovics

Staff Present: Lindsay Bayley, Todd Schmidt, Melissa Silverberg, John O'Neal

Others Present: Emily Daucher, Tim Gustafson, Randy Seebach, Mike Kerr, Matt Novander, Paul Leddy, Dan Fuchs, Ruth Rosas, Josh Klingenstein, Nimrod Warda, Kendra Johnson

1.0 Call to Order and Introductions

The meeting was called to order at 1:00 p.m. by the Chair, Tom Rickert

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

The minutes of the previous meeting were approved as presented, with one comment: "Excellent."

4.0 Local and Regional Planning

4.1 Lake County DOT and Lake County Forest Preserves

Staff from the Lake County Division of Transportation (Emily Karry) and the Forest Preserve District of Lake County (Randy Seebach) presented on recent and ongoing efforts in Lake County by the county to improve conditions for bicycle and pedestrian travel and recreational opportunities -- including key trail and shared use path projects, policies, plans, mapping tools, programs, and other initiatives. The presentation highlighted the collaborative project approach that exists between the two agencies.

The presentation began with a brief introduction of the two agencies, Lake County DOT and Lake County Forest Preserves. The agencies' missions, a brief history of their work on trails and other bicycle and pedestrian improvements, and key statistics on major bicycle and pedestrian infrastructure that they have constructed, were provided.

Three trails constitute the starting point and the backbone of the FPD's network: the Des Plaines River Trail, the Millennium Trail, and the Fort Hill Trail. Overall, the FPD currently has 205 miles of multi-use trails, 23 tunnels and underpasses, and 173 bicycle and pedestrian bridges.

Key efforts of Lake Co. DOT include the Robert McClory Path, the North Shore Path, the Skokie Valley Path, and the 2002 bikeways plan that was adopted as part of the County's 2020 Transportation Plan. Overall, the DOT currently has 101 miles of bike-friendly shoulders, 15 bicycle and pedestrian bridges, 15 tunnels and underpasses, 62 miles of bicycle and pedestrian off-road facilities, and 1 official U.S. Bicycle Route (US BR 37).

The presenters then described and showed images (maps and photographs) of 14 major regional trails, including:

- Des Plaines River Trail
- Millennium Trail & Greenway
- Fort Hill Trail
- Casey Trail & Greenway
- Middlefork Trail & Greenway
- Lyons Woods to DPRT
- Robert McClory Bike Path
- North Shore Path
- Chain O'Lakes Bike Path
- Patriot Path
- Prairie Crossing Path
- Quentin Road Bike Path
- Grass Lake Road Bike Path
- Grand Illinois Trail

When completed, these 14 trails trails -- using a distance of 0.25 miles for the statistics on connections -- will:

- Stretch 194.10 miles

- Connect 60 municipalities
- Connect 51 schools
- Connect 51 forest preserves
- Connect 118 parks
- Connect 17 Metra stations
- Connect 529 Pace bus stops

The presenters then described their funding sources, which -- in addition to County bond issues and MFT funds -- include FHWA, IDOT, IDNR, ICC, CMAP and other agency grant programs.

Ms. Karry described LCDOT's 2010 Non-Motorized Travel Study and the Policy on Infrastructure: Guidelines for Non-Motorized Travel Investments, which identified connectivity gaps and provided on policy guidance for County investments in bicycle and pedestrian infrastructure.

Next, the presentation focused on the close, successful collaboration between LCDOT and LCFPD. Several projects were profiled, including Millennium Trail tunnels under Fairfield Rd. and IL176, connections along the Des Plaines River Trail, Wadsworth Savanna and Delany Road, Cedar Lake Rd., and Buffalo Creek Wetland Bank.

Finally, the presenters highlighted some current projects, including a Route 45 underpass along the Millennium Trail to Ethel's Woods FP, as well as multiple connects to regional trails, which the DOT is working on in partnership with various municipalities. The FPD is focusing on the completion of the remaining 10.4 miles of the Millennium Trail, the remaining 2.7 miles of the Fort Hill Trail, and the remaining 13.3 miles of the Chain-o-Lakes Bicycle Path. However, the FPD indicated that bond funding has been depleted and they are looking for new funding sources. The DOT highlighted their on-going wayfinding and signage study, improvements along Quentin Road and 14th St., the Patriot Path and Skokie Valley Trail connection to Cook County. LCDOT has \$32M in their 6-year transportation improvement program for non-motorized improvements, which represents 6% of total expenditures in the 6-Yr. program. The FPD demonstrated its online, interactive trail map and the DOT demonstrated its Bike Lake County app.

4.2 Kane County DOT / KKCOM and Kane County Forest Preserves

Staff from the Kane County Department of Transportation (Ryan Peterson) presented on recent and ongoing efforts by the county to improve conditions for bicycle and pedestrian travel and recreational opportunities -- including key trail and shared use path projects, policies, plans, mapping tools, programs, and other initiatives.

Mr. Ryan began by providing basic demographic information, statistics on Kane County's transportation network (which includes over 400 miles of regional and local bikeways and trails, as well as access to Metra's rail and PACE's bus system. He also mentioned amenities, including Forest Preserves and community parks and the County's diverse mix of community and development types, including urban, suburban,

and rural. He highlighted ASC data on the county-wide mode shares for commute trips, which indicate that 7% of workers walk to work, 0.1% bicycle, 4% use “other” means (taxi’s, motorcycles, etc.), and 88% drive.

Mr. Ryan then highlighted and described three county projects and programs, intended to increase bicycling and other active modes of travel:

- KKCOM Bicycle and Pedestrian Report, which provides information and resources to assist municipalities and agencies in their bicycle and pedestrian planning efforts
- KDOT county-wide bike sharing system, planned to launch the summer of 2020
- Kane County Cycling Club, a partnership between KKCOM and the Kane County Health Department to create a rewards program for students (K-8) that choose to bike for recreation and transportation. The program will help to promote lifelong fitness habits and provide instruction for safe biking techniques.

Mr. Ryan then gave an overview of the KKCOM Bicycle and Pedestrian App, which provides the following information:

- Bike trails/lanes
- Bicycle Level of Service
- Local amenities
- Recreational facilities
- Public transportation
- Public services

Mr. Ryan provided additional information on the KKCOM Bike-Ped Report, which is intended to be the County’s primary source of information on major county bicycle and pedestrian projects, programs, and infrastructure. The report offers strategies on how communities and other entities can:

- Advocate for more bicycle and pedestrian infrastructure
- Improve multi-modal options at transit hubs
- Reimagine downtown spaces to include more sustainable infrastructure
- Reduce or eliminate bicycle and pedestrian fatalities
- Invest in rural bicycle and pedestrian infrastructure

He then provided additional details on the Kane County Bike Sharing Program, which is scheduled to launch with 12+ stations by August 2020. It will have docked stations only. The program will be opt-in / pay-as-you-go for station partners/sponsors and will provide incentives and benefits in the form of:

- Alternative purchasing options
- Helmet renting options
- Bicycle safety classes and curriculum
- Low-income discounts
- Adaptive stations

Mr. Ryan then provided more detail on the Kane County Cycling Club, which is new rewards program designed to incentivize biking among the County's youth. Rewards include tickets to Kane County Cougars and Windy City Bulls games, as well as discounts at local restaurants and attractions. The program will have some donated bikes for students without resources to purchase one. These bikes are being donated by Working Bikes (in Chicago) and by local bike shops.

Finally, Mr. Ryan highlighted three major bicycle and pedestrian projects: the Aurora Transportation Center bicycle and pedestrian bridge over the Fox River; the Longmeadow Parkway sidepath and bridge accommodations; and a new underpass under the UP rail line along the Fox River Trail.

5.0 Pedestrian and Bicycle Project Programming and Policy

5.1 CMAP Regional Sidewalk Inventory

CMAP staff (Lindsay Bayley) presented on CMAP's recently completed regional sidewalk inventory. She described the genesis of the idea for the inventory and its realization with CMAP's purchase of high-resolution, up-to-date aerial photography from the company, Nearmap. She stated that the inventory was completed over the course of one year by 5 interns and 6 full-time CMAP staff members. She described how the inventory was made and its limitations.

She stated that we are currently finding new ways to use the inventory in plans and analyses, including safety and walkability studies, as well as bicycle and pedestrian planning. She stated that one potential use would be to provide an awards, or shaming, program for municipalities, in order to incentivize construction of missing sidewalks and sidewalk segments

Inventory data indicates that the region has:

- 14,000 miles of streets with sidewalks on both sides
- 3,400 miles of streets with sidewalks on one side
- 12,000 miles of streets with no sidewalks

She then showed graphs, maps, and charts showing sidewalk coverage (percentages) by roadway jurisdiction, by county, within municipal boundaries, in relation to previous walkability mapping efforts, by municipality. She concluded by stating that the data does allow for routing, using Esri's ArcGIS "Network Analyst" tool.

5.2 CMAP Safety Targets

CMAP staff, Todd Schmidt, presented on present CMAP's 2020 safety targets, which -- as in previous years -- follow and support the state's/IDOT's targets. He explained that MPOs and state DOTs are required to establish a set of safety performance targets (i.e. reductions in fatal and serious-injury crashes, including reductions in pedestrian and bicycle crashes) on an annual basis for all public roads. For the last two years, CMAP has supported IDOT's safety targets (crash reduction goals) of a 2% reduction in fatal and serious injury crashes. The crash rates are per VMT.

5.3 CMAP Communications and outreach events

CMAP communications staff, Melissa Silverberg, presented on ongoing efforts to increase awareness and implement ON TO 2050, through an upcoming series events, website redesign, and engaging partners and the public through social media.

Ms. Silverberg began by reminding Task Force members and meeting attendees that in order to mark the one-year anniversary of ON TO 2050's adoption, CMAP is currently hosting a series of events across the region focused on how ON TO 2050 can make a difference in each of our region's communities. Ms. Silverberg shared information on the events and a partner toolkit for online promotion. She then previewed changes coming to CMAP's website in late September (planned to go live on the 18th or 19th), and discussed opportunities for organizations to engage with CMAP via social media, including using the #2050BigIdeas hashtag and for CMAP to assist via our social media channels on local events, initiatives, and news.

5.4 CMAP FFY 2020-2024 CMAQ and FFY 2020-2022 TAP-L Programs

Staff announced that CMAP released proposed CMAQ and TAP programs. The proposed CMAQ program is \$264.4 million over five-years, and the TAP program is \$13.5 million over two-years. The latter is for bicycle facility projects that help complete the Regional Greenways and Trails Plan. The proposed programs were approved by CMAP's Project Selection Committee on September 5, and will go to the CMAP Board and MPO Policy Committee on October 10. More information is available on CMAP's Call for Projects [webpage](#). Staff reminded attendees that a summary and full list of projects were included in the meeting packet.

6.0 Project Updates

Ms. Sielski, of the FPDCC, informed the Task Force of the completion of the Sand Ridge Preserve trail from the Burnham Greenway Trail to the Sand Ridge Nature Center.

7.0 Public Comment, Announcements, and Other Business

Ms. Prather described the successful Pedestrian Safety Peer Exchange that IDOT and FHWA held in Champaign on Sept. 10-11, which several Task Force members participated in. She also announced the IDOT Fall Planning Conference, to be held in Evanston, Oct. 2-4.

Mr. Whitehead updated the Task Force on the state capital bill's provision for \$50M annually for bikeway and rails-to-trails projects from the state's Road Fund. He stated that discussions were on-going on how best to implement the new funding program. He also announced that Active Trans was seeking a new Executive Director and, if anyone knew of someone who might be interested, they should send that person's name and contact information to Active Trans or the firm they have employed to conduct the search. Finally, he stated that Active Trans was conducting an online [survey](#) on e-scooters and the City of Chicago's pilot project that will end on October 15. He added that a [live event](#) to discuss scooters and the pilot would take place at Revolution Brewing Taproom (3340 N. Kedzie) on Wednesday Sept 25, from 5:30 pm to 8 pm.

8.0 Other Business

There was no other business before the Bicycle and Pedestrian Task Force

9.0 Next Meeting

The Task Force Chair and staff liaison proposed the following dates for the final meeting in 2019, as well as those in 2020. These dates were preliminarily approved and will be finalized at the next (December) meeting:

- Wednesday, December 11, 2019 at 1:00 p.m.
- Wednesday, March 18, 2020 at 1:00 p.m.
- Wednesday, June 17, 2020 at 1:00 p.m.
- Wednesday, September 16, 2020 at 1:00 p.m.
- Wednesday, December 16, 2020 at 1:00 p.m.

10.0 Adjournment

At 2:45 p.m., a motion to adjourn was made and seconded. All in favor, the motion carried.

Respectfully submitted,
John O'Neal
Staff Liaison
September 18, 2019