

Attachment 1

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

MEETING DATE: 7/15/10

MEETING LOCATION: CMAP Offices

CALLED TO ORDER: 1:00 pm

ATTENDANCE:

(Task Force Members)

Keith Privett, CDOT (Alternate Chair)

Richard Bascomb, Village of Schaumburg

Randy Neufeld, SRAM

Carolyn Helmke, Active Transportation Alliance

Lowell Nelson, Break the Gridlock

Ed Barsotti, LIB

(Staff)

John O'Neal, CMAP

Tom Murtha, CMAP

Parry Frank, CMAP

Ylda Capriciosso, CMAP

Todd Schmidt, CMAP

(Others)

Chris Staron, NWMC

Andrew Axt, Marquette University

Valbona Kokoshi, Southwest COM

John Mick, Baxter and Woodman

Sarah Lutz (Chatterton), McHenry County

Bev Moore, Illinois Trails Council

Lee Smith, City of Highland Park

John LaPlante, TY Lin, Intl.

1.0 Introductions: Members and attendees introduced themselves.

2.0 Approval of the Minutes

A correction to the date on the minutes was made. *Motion was made and seconded for approval of the revised meeting notes. The motion was unanimously approved.*

3.0 Regional Planning

3.1 GO TO 2040 Plan

CMAP staff gave the Task Force an overview of the content, current status, and key dates of the regional comprehensive plan, *GO TO 2040*. CMAP is currently accepting public comments on the plan (comment period ends August 6, 2010). Referencing Handout 9 (available at: <http://www.cmap.illinois.gov/bikeped/minutes.aspx>), staff reviewed the passages in the plan, which discuss and promote bicycle and pedestrian transportation. T. Murtha pointed out that the 2040 plan had perhaps more – albeit broader – content focusing on non-motorized transportation than the 2030 plan, but that there was, overall, less emphasis on implementation of bike-ped projects. Staff urged Task Force members and others to read and comment on the plan and its references to and incorporation of bicycle and pedestrian travel.

3.2 GO TO 2040 Partnership Program

CMAP staff (Ylda Capriccioso) gave the Task Force a brief overview of the *GO TO 2040* Partnership Program, highlighting CMAP's desire to reach out to partners and to collaborate with the region's communities, leaders, and institutions to implement the *GO TO 2040* plan and improve the region's quality of life. Ms. Capriccioso made available copies of the Partnership form and informed the Task Force that it and additional information on the Partnership Program is available online at: <http://www.goto2040.org/partnership.aspx>.

3.3 DuPage County's Bike Parking Project

This agenda item was cancelled due to the inability of the presenter to attend the Task Force meeting. The item will be scheduled to be on the agenda of the next meeting in October, 2010.

3.4 Complete Streets in Illinois

CMAP staff (John O'Neal), in lieu of IDOT Bicycle and Pedestrian Coordinator, Todd Hill, reported on the status of IDOT implementation of the Complete Streets law in Illinois, referring to meeting Handouts 2 and 6 (posted at: <http://www.cmap.illinois.gov/bikeped/minutes.aspx>). The adopted changes to Chapters 5 and 17 of the IDOT BDE Manual are published at <http://www.dot.il.gov/desenv/pdf/PM68-10.pdf>. Mr. Barsotti stated that the most significant changes to the BDE are: 1) the cost-share ratios for pedestrian and bicycle accommodation, 2) a Bike Facility Selection Table, and 3) a two year 'review' period, at the end of which an evaluation of the implementation of the Complete Streets law shall be made. Mr. Murtha added that, among the cost-share ratio changes, the policy calling for IDOT to pay 100% of bike-ped facilities "on structure" (i.e. on bridges) is especially important. Mr. LaPlante asked whether the concerns raised at the last Bike-Ped Task Force meeting regarding the Bike Facility Selection Table and the need to ensure that on-street bike lanes could, per the Table, be installed on the region's relatively high-speed and high-ADT roads. Mr. Barsotti responded that those concerns had been addressed and had resulted in changes to the implementation policy and Bike Facility

Selection Table, which will allow bike lanes to be installed when sidepaths are not possible, feasible, cost-effective, or desired. Randy Neufeld pointed out that Complete Streets is a multi-step ‘process,’ and not simply a “have it” or “don’t have it” fact. Some of the steps, Mr. Neufeld clarified, are a policy statement or passage of a statute, executive order, or directive; training events over time; and finally amendments to design and engineering manuals and standards. Mr. LaPlante suggested that we post in these minutes the website of the National Complete Streets Coalition, where much more information on Complete Streets can be found. The website is: <http://www.completestreets.org/>. Mr. Neufeld stated that the City of Chicago had gone very far and done very good job in implementing their Complete Streets policy and suggested that the Task Force try to schedule a presentation by the City of Chicago on its approach to implementation of its Complete Streets policy.

3.5 Safe Routes to School

CMAP staff referred the Task Force to Handout 1 for an update on the Illinois SRTS program. Staff noted that the current (third) round of funding was opened in May, 2010, with approximately \$15M available. Applicants are required to submit a School Travel Plan, which must be approved by IDOT SRTS staff, before they can access the online application. (Submittal of the School Travel Plan can be made online.) The deadline for submittal of a School Travel Plan is November 12, 2010. However, if applicant would like to receive review and comments on their School Travel Plan from IDOT SRTS staff, then the deadline is 12 days earlier – i.e. November 1, 2010, at 5:00 PM. The deadline for applications (the ‘second step,’ after IDOT approval of applicant’s School Travel Plan) is December 15, 2010. Announcement of funded projects is expected to be mid-late 2011.

3.6 Safe Routes to School Workshops

CMAP staff (John O’Neal), referring to Handout 5, informed the Task Force of the upcoming SRTS training workshops, which CMAP will be offering. After issuance of an RFP, CMAP selected and contracted with Active Transportation Alliance to conduct eight workshops. The workshops will be based on the National Course (http://www.saferoutesinfo.org/training/national_course/index.cfm) and will take place late this summer and early next fall in eight different communities throughout the region. The workshops are being coordinated with IDOT SRTS training, designed to give participants specific information and instructions on applying to the Illinois program.

3.7 CMAP Travel Tracker Survey

CMAP staff (Parry Frank) presented to the Task Force highlights of the result of the recently published analysis of recently published paper, “Chicago Regional Household Travel Inventory: Mode Choice and Trip Purpose for the 2008 and 1990 Surveys.” Mr. Frank focused on the major changes in travel behavior or characteristics between the two surveys (overall, more trips per household, more people/trips taken by driving alone, and longer trips). He stated that the surveys clearly indicate that the region’s outlying areas have much longer travel distances and nearly always involve a private automobile. Walking, biking, and transit are modes which are used much more often in the central Chicago area (as compared to outlying areas). The data clearly shows that people who live *and* work in the central Chicago area (i.e. an area well-served by mass transit) are very *unlikely* to drive alone to work. Mr. Frank concluded his presentation with an analysis of school trip characteristics, noting that for all (student) age groups, suburban areas have much greater share of trips completed by driving.

3.8 CMAP Municipal Survey

CMAP staff (Tom Murtha) gave the Task Force a brief overview and status report on the Municipal Survey, referring to a map showing the municipalities in the region who have completed the survey, those who have asked for a time-extension, and those from whom no response has been received. He also distributed a handout with the 13 questions pertaining to non-motorized transportation that are on the survey (Section 32).

3.9 Regional Transportation Operations Coalition (RTOC)

CMAP staff (Tom Murtha) informed the Task Force of the new CMAP blog, called “Green Signals,” which RTOC has organized (at: <http://www.cmap.illinois.gov/blog.aspx?blogid=1683>). The blog “*will identify and promote the latest news, resources, funding opportunities, and training related to transportation operations. Green Signals will have a regional focus, but will keep you up-to-date on state, national, and international developments and news as well. The blog will cover all topics related to transportation operations, including transit, arterial and freeway management, freight, incidents, special events, training, funding opportunities and strategies, traveler information technology, design, and available data sources.*”

4.0 Pedestrian and Bicycle Programming

4.1 Illinois Transportation Enhancement Program (ITEP)

CMAP staff (John O’Neal) informed the Task Force of the recent announcement by IDOT of a 2010 ITEP call for projects. The ITEP program announcement was made on June 21, 2010. Applications, which can be submitted online, are due Tuesday, August 31, 2010. Deadline for hard-copies and supporting documents/attachments is Friday, September 3, 2010. CMAP staff referred to Handout 8 (at: <http://www.cmap.illinois.gov/bikeped/minutes.aspx>) for more information on the ITEP program. Mr. Murtha stated that CMAP would evaluate the 2010 ITEP program applications submitted by communities and organizations which are within the northeastern Illinois region, using criteria such as project readiness, sponsor’s history of implementing projects on time, consistency with the *GO TO 2040* plan, and overall design consistency and quality.

Mr. Neufeld asked whether the overall transportation utility of a project or its significance to the regional transportation system would – or could – be an evaluation criterion. Mr. Murtha, in response, asked whether Mr. Neufeld and others thought that CMAP should use such a criterion. Mr. Neufeld said, yes, he thought that we should. He added that he did not intend something as rigorous as the CMAQ program’s socio-economic analysis, but that a criterion which rated the regional usefulness or overall function within and contribution of a project seeking funding under the Enhancement program to the regional transportation system would be appropriate and desirable.

Mr. Barsotti stated that LIB would like to see more of the Illinois Enhancement projects go to bike-ped projects. He added that in the last – as well as earlier rounds – of funding Illinois has given approximately 25% of the available funding to bike-ped projects. Nationally, the average is closer to 50%, he said. Mr. Barsotti stated that it would be useful, in project evaluation, to find a way to distinguish between projects which were, in essence, purely aesthetic streetscape projects and those which truly advanced safety, mobility, and accessibility for pedestrians and

bicyclists. Mr. Privett concurred that the ITEP eligible-project category of ‘streetscaping’ could be, and has been, interpreted very differently in different program applications, and that the City of Chicago itself had, at times, difficulty in deciding which category – ‘Bike-Ped’ or ‘Streetscape’ – to submit a project.

4.2 America Bikes’ Next Mile Database

CMAP staff informed the Task Force of America Bikes’ Next Mile Database and the request made by America Bikes for MPO’s around the country to enter 5 projects into the Database, which represent 1) the region’s highest-priority bike-ped projects, and 2) those that are relatively far-along in the engineering process, i.e. projects that could receive funds for “shovel-ready” projects. Staff referred to Handout 7 (at: <http://www.cmap.illinois.gov/bikeped/minutes.aspx>).

Mr. Privett asked whether the number of entries was limited to 5 projects or might be more. Mr. Neufeld stated that America Bikes database project represents a “to do” list of bicycle and pedestrian projects from around the country. He stated that the origin and motivation of the Database was the realization in the last round of ARRA funding

4.3 Project Updates

NWMC staff (C. Staron) informed the Task Force of the work their Bike-Ped Committee was doing to update the bikeways plan. He stated that they had hired Active Transportation Alliance to assist in the update and that they were especially interested in refining and prioritizing the east-west “regional bikeway corridors” identified in the existing plan.

CDOT staff (K. Privett) informed the Task Force of the UWP planning funds CDOT received in order to survey/poll users of CTA transit stations about their experiences and needs/desires for bike facilities and more generally to plan for bikes at transit stations.

Ms. Moore informed the Task Force about the Crystal Lake Bike Plan

5.0 Public Comment and Announcements

No comments or announcements were made.

6.0 Next Meeting

Wednesday, October 13, 2010 at 1:00 PM.

7.0 Adjournment: 3:00PM