

**Attachment 1**

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

**MEETING DATE:** June 18, 2014

**MEETING LOCATION:** CMAP Offices

**CALLED TO ORDER:** 1:00 p.m.

**ATTENDANCE:**

**TASK FORCE MEMBERS OR ALTERNATES:**

Tom Rickert, Chair  
Ron Burke, Active Transportation Alliance  
Randy Neufeld, SRAM Corp (on phone)  
Richard Bascomb, Village of Schaumburg  
Dan Thomas, DuPage County  
Jessica Ortega, DuPage Co. Forest Preserve  
Aren Kriks, IDOT  
Karen Shinnars, Pace  
Joe Moriarty, RTA (Alternate)  
Brian Hacker, Metra  
Allan Mellis, Citizen

**ABSENT:**

Ed Barsotti, League of Illinois Bicyclists  
Gin Kilgore, Break the Gridlock / LIB  
Robert Vance, CTA  
Chalen Daigle, McHenry County Council of Mayors  
Keith Privett, CDOT  
Valbona Kokoshi, LDOT (on phone)  
Pamela Sielski, Cook County Forest Preserve District  
Jack Cebe (for Craig Williams, Alta Planning+Design)  
Gary Newmark, CNT  
Greg Piland, FHWA  
Barbara Moore, Citizen  
Dave Longo, IDNR

**STAFF:**

John O'Neal, CMAP  
Tom Murtha, CMAP  
Jessica Gershman, CMAP  
Doug Ferguson, CMAP  
Jesse Elam, CMAP

**OTHERS:**

Barbara Zubek, Southwest Council of Mayors  
Patty Mangano, RTA

Stacey Meekins, Sam Schwartz Engineering  
Mike Albin, DMMC  
Mike Walzcak, NWMC, Northwest CoM  
Chris Staron, NWMC, North Shore CoM  
Jessica Ortega, DuPage Co. Forest Preserve  
Patrick Knapp, KKCOM  
Tom Vander Woude, SSMMA  
Suzanne Carlson, CDOT

## **1.0 Introductions**

Members and attendees introduced themselves.

## **2.0 Approval of the Minutes**

No corrections to the minutes were proposed. *Motion was then made and seconded for approval of the meeting notes. The motion was unanimously approved.*

## **3.0 Local and Regional Planning**

### **3.1 GO TO 2040 Update**

Jessica Gershman, CMAP staff, gave the Task Force a status report on the agency's update of GO TO 2040, the regional comprehensive plan. Ms. Gershman indicated that the update was required under MAP-21. She stated that the process of updating the plan had begun in the summer of 2013 and that, over the course of the year, staff – in collaboration with CMAP's working committees – had developed a draft plan. The draft update plan consists of a summary document and a series of appendices that describe each of the key elements of the project in technical detail. Plan recommendations were not changed. Staff released the draft plan for public comment on June 13. Outreach meetings have been scheduled across the region through the end of the public comment period on August 1. Staff anticipates adoption of the final plan update at the October meetings of the Board and MPO Policy Committee.

Mr. Mellis asked whether it were possible to obtain a hard copy of the draft update plan. Ms. Gershman said that she could provide him with a hard copy. Mr. Mellis asked if some major elements dealing with historic preservation, projects of regional significance, arts, etc. would be best addressed as possible additions or changes to the plan now, as part of the current update, or later as part of a major, more extensive update four years from now. Ms. Greshman stated that the latter (future major update) would present a much better opportunity for addressing issues such as Mr. Mellis was interested in.

### **3.2 City of Chicago – Streets for Cycling Plan 2020 Update**

Mike Amsden of CDOT gave the Task Force an update and review of recent work planning, designing, and installing on-street bikeways and other infrastructure in support and as implementation of the Chicago Streets for Cycling Plan 2020. Mr. Amsden reviewed the

progress made under Mayor Emanuel, which began as soon as he was elected with the Transition Report (May of 2011). Mr. Amsden described the goals of the Streets for Cycling Plan and summarized the bikeway and bicycle projects completed in 2013, including the launch of Divvy. He highlighted CDOT's work designing and installing barrier-protected bike lanes, using the Milwaukee Ave. Spoke Route as a case study. He also discussed the City's buffer-protected lanes, Neighborhood Greenways, and Bike Corrals, as well as their work counting bicyclists and implementing Divvy Bike Share.

In response to a question from Mr. Mellis about bicyclist safety and conflicts with cars, Mr. Amsden pointed to the Bike Safety Quiz/Training that League of Illinois Bicyclists developed and the completion of which makes people eligible for a month free on their Divvy accounts. Mr. Rickert asked about maintenance, upkeep costs (e.g. plowing in winter) of protected bike lanes. Mr. Amsden said that last winter was a learning period and that the maintenance plan was being refined to keep facilities in good condition and the costs of doing so as low as possible. When asked about the bankruptcy of the company that makes Divvy equipment, Mr. Amsden said he had no information other than what the press had reported.

### **3.3 UIC Multimodal Transportation Plan and Chicago Lighthouse Workshop**

CMAP staff, Lindsay Bayley, gave a presentation on the LTA project to produce, with help from the Active Transportation Alliance, a Multimodal Transportation Plan for UIC and the effort to obtain input for this plan with a MetroQuest survey, which included interactive mapping and a focus group meeting with the Chicago Lighthouse, a non-profit working to help persons with vision impairments and which is located near the UIC campus.

Mr. Mellis asked if the plan was being developed with an eye toward implementation, including contact/coordination with agencies that have jurisdiction over roadways/intersections. Ms. Bayley replied that CDOT, IDOT, and transit agencies had all been involved as part of the Steering Committee.

Mr. Amsden asked if the plan addressed both traffic safety and personal safety, and if persons providing input were always aware of the difference between these. Ms. Bayley replied that both issues were dealt with and that, in the case of visually impaired and other mobility disabled person, the difference between the two is perhaps less clear. She added that, as a transportation plan, the focus was of course on traffic safety as opposed to safety from crime.

### **3.4 Active Transportation Alliance Family Bikeways Campaign**

Ron Burke, Executive Director of Active Transportation Alliance, presented on his organization's "Family-friendly Bikeways" (FFB) campaign. He began however by pointing out that it was Bike to Work Week and that Active Trans was, as in years past, organizing and encouraging participation in the Bike Commuter Challenge, which included events in the suburbs and the City of Chicago. He reported that the number of teams that had signed up was approximately 1000, which is nearly double the number of past years.

Mr. Burke then described Active Trans' "Family-friendly Bikeways" campaign, which, he said, will focus on helping suburban communities in our region become more bicycle-friendly. Through the program, Active Trans will offer communities free advice and assistance in

planning and implementing bike routes that are safe and convenient for everyone, regardless of age, ability, and cycling experience. He drew Task Force attention to a report monitoring bicycle use in Chicago, developed by Active Trans and Alta Planning+Design (Handout 6, [here](#)).

Mr. Mellis suggested that Active Trans work with the FPDCC on access (walking, cycling, and transit) to FPD properties and trails. Mike Amsden alerted Task Force members to an [article](#) in Crains, which reports an increase in Chicago bike shop sales since Divvy was launched.

Mr. Hacker pointed out that IDOT roads are often the only direct connectors (to FPD properties) in outer-ring suburbs. Mr. Rickert recommended that Mr. Burke take the FFB presentation to all Council of Mayors transportation/bicycle committees.

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

### **4.1 Regional Greenways and Trails Plan (RGTP) Implementation**

Tom Murtha, CMAP staff, gave the Task Force an update of progress made in implementing CMAP's Regional Greenways and Trails Plan (RGTP, referring to a handout/memo and map providing mileage and location information by county (Handouts 7 and 7a [here](#)). The RGTP was first produced in 1992, and was updated in 1997 and 2009. At present, out of approximately 2700 miles planned, 1100 miles exist. As of the end of 2013, 95 miles were built since 2009, with an additional 87 miles in Project Development stage.

### **4.2 Regional Bicycle and Pedestrian Counts**

Tom Murtha, CMAP staff, briefed the Task Force on CMAP's summer bicycle and pedestrian count activities. He stated that summer counts (over 45 days, at approximately 130 locations) included 2 manual counts per day and 1 or 2 video counts. Mr. Murtha stated that CMAP would be inventorying all the counts that we have been able to obtain, including:

- CDOT
- Divvy "counts"
- CPD counts (Lakefront Trail)
- DuPage Co. DOT counts
- FPD counts (various counties)
- Metra counts
- Trails for Illinois counts

Together, along with counts at specific intersections (both trail and highway intersections), these will comprise or constitute a regional bicycle count database

### **4.3 Regional Bicycle and Pedestrian Counts**

Doug Ferguson, CMAP staff, gave the Task Force an update on the CMAQ process review, which was undertaken to examine evaluation methods and project ranking procedures, and next steps for improving those procedures and bringing them in line with CMAP goals related to performance-based programming. Mr. Ferguson informed the Task Force that, following discussions and recommendations made at the last Task Force meeting, staff had decided to drop

“Innovation” as a evaluation criteria/category and use “Connectivity” instead. Connectivity would be based on a “Land Use Variability” factor, which is being developed. He stated that he expects that the approach to CMAQ evaluation of project applications will finalized, or nearly so, by autumn of this year. Mr. Ferguson also briefed the Task Force on anticipated schedule for upcoming CMAQ and TAP calls, stating that the anticipated call would be in January of 2015 for both programs (i.e. it would be a combined CMAQ and TAP call).

Mr. Rickert stated that he thought the new method, whatever it turns out to be, should “simplify,” rather than make more complex, the evaluation process. He stated that having four primary performance-based measures would accomplish this. However, he added that the CMAQ Project Selection Committee had not yet been able – but would need to do so – to finalize their recommendations for exactly how the Task Force, and other focus groups, should be involved in the project selection process.

## **5.0 Project Updates**

None.

## **6.0 Public Comment, Announcements, and Other Business**

Patty Mangano of RTA announced that the joint RTA Community Planning Grants/CMAP LTA program awards were accepting applications until the end of next week.

Mike Amsden announced that the NACTO “Designing Cities” conference, at which the 3<sup>rd</sup> edition of the NACTO the Urban Bikeway Design Guide will be released, will take place October 22-25 in San Francisco.

## **7.0 2014 Meeting Dates**

Staff reminded Task Force members of the following meeting dates for 2014:

- Wednesday, September 17, 2014 at 1:00 p.m.
- Wednesday, December 17, 2014 at 1:00 p.m.
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## **7.0 Adjournment: 3:00 PM**