

Attachment 1

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

MEETING DATE: March 18, 2015

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
Ed Barsotti, League of Illinois
Richard Bascomb, Village of Schaumburg
Bruce Christensen, LDOT (on phone)
Jessica Ortega, DuPage Co. Forest Preserve
Dan Thomas, DuPage County
Keith Privett, CDOT
Kevin Staniel, RTA
Pamela Sielski, Cook County Forest Preserve District
Patrick Knapp, KKCOM
Gin Kilgore, Break the Gridlock / LIB
Karen Shinnars, Pace
Brian Hacker, Metra
Allan Mellis, Citizen

ABSENT:

Aren Kriks, IDOT
Robert Vance, CTA
Jack Cebe (for Craig Williams, Alta Planning+Design)
Gary Newmark, CNT
Greg Piland, FHWA
Barbara Moore, Citizen
Dave Longo, IDNR

CMAP STAFF:

John O'Neal
Erin Aleman
Tom Murtha
Doug Ferguson
Ross Patronskey

OTHERS:

Dave Landeweer, AECOM
Jack Eskin, NIRPC/City of Gary, IN

Stacey Meekins, Sam Schwartz Engineering
Christopher Kelly, Citizen
Barbara Zubek, Southwest Council of Mayors
Thomas Kim, Citizen
Stacey Meekins, Sam Schwartz Engineering
Ylda Capriccioso, City of Evanston
Tom Vander Woude, SSMMA
Tammy Wierciak, WCMC (on phone)

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 Fund 2040

Following a directive from the CMAP Board to investigate ideas and options for developing a dedicated regional infrastructure fund, CMAP staff proposed the creation of FUND 2040 to support prioritized infrastructure investments that help the region meet its goals for quality of life and economic prosperity, and launched a campaign to build a coalition to support the Fund. CMAP staff, Erin Aleman summarized the idea of the Fund, describing its origin, development, the reasons why the CMAP Board believes it is necessary, and the process envisioned for creating and administering the Fund. The Fund would support projects in three categories – transportation, water, and open space – that contribute to implementation of the GO TO 2040 regional plan.

3.2 Northwestern Indiana Regional Planning Commission Bikes on Trains Study

NIRPC has undertaken a survey to gauge community interest in allowing bicycles on the South Shore trains. The survey is one step in a study, being conducting to determine the feasibility of providing the accommodations necessary to support boarding and securing bikes. Jack Eskin, formerly with NIRPC and now Deputy Director of the Redevelopment Commission of the City of Gary, presented to the Task Force on this effort.

Mr. Eskin gave an introduction and overview of the project, and described the project team, project context, project scope, the tasks thus far completed – including case study review, NICTD facility review, and rider survey – and the tasks that lie ahead.

Mr. Eskin emphasized that the overall project is an engineering study to assess the feasibility of accommodating bicycles on NICTD trains by analyzing interior car layout, service scheduling,

platform configuration, profile of prospective users, and potential means of financing, which requires balancing the concerns and perspectives of advocates on the one hand and the railroad on the other. Just reaching consensus on the challenges and limitations for accommodating bike on NICTD trains – which the study represents – is, in and of itself an accomplishment and a success.

Mr. Eskin stressed that the cost of the study (\$205K total) was paid for by FTA grants under the Urbanized Area Formula Program (80%) and contributions from various private for-profit and not-for-profit organizations and public sector agencies and governments.

So far, the project tasks completed are: the case study review, NICTD inventory, and user survey. An assessment of barriers is currently underway. Remaining tasks include: alternatives analysis, identification of a preferred alternative, identification of a financing program, public meetings, and preparation of the draft report. If service is implemented it is likely to be:

- Off-peak, reverse peak, weekend trains
- Permanent, as opposed to a pilot program
- Solely or mostly at high-level platform stations
- Market-driven

3.3 Forest Preserve District of Cook County – Southern Extension of North Branch Trail

Pamela Sielski, Landscape Architect/Project Manager and Bike-Ped Task Force representative for the Forest Preserve District of Cook County, presented on the planning and programming of the Southern Extension of the North Branch Trail. The new trail segment will extend the 18-mile North Branch Trail four miles south, from Devon to Foster Avenue on FPDCC property within the City of Chicago. Ms. Sielski gave overview of the project, including plan development, outreach, the challenges faced, and next steps.

The North Branch Trail, as a whole, passes through 10 municipalities and the Chicago Botanic Garden, and provides connections to the broader regional trail network. It is one of the most highly utilized trails in the region. The southern extension will provide a connection or tie in to the City of Chicago's on- and off-street network and, through that, to the lakefront and downtown. The extension has been part of numerous plans going back two or more decades by various agencies and jurisdictions. The total cost of the extension – funded in large part by CMAQ – is \$7,867,000 (\$1,277,000 for phase 1, 2, and 3 engineering; and \$6,590,000 for construction).

Ms. Sielski described the extensive outreach that began in the summer of 2010. She then described the alignment and the major barriers that the trail would have to cross. She outlined the history of the decision to move the trail to the west side of Central Avenue rather than the east side, and the resistance among Old Edgebrook residents that this decision unleashed. She then discussed the March letting for construction and the fact that this letting resulted in no bids. She attributed this situation to 1) the time of year – i.e. the heavy workload that engineering firms have right now due to large Tollway and other highway projects; and 2) the composite nature of the project, which involves standard trail construction (cut and fill, substructure and

surface construction) as well as the construction of complex and difficult structures (bridges, underpasses, etc.).

The project is anticipated to be in construction through the summer of 2015 and completed in 2016. Ms. Sielski ended by saying that letters of support can be addressed to Arnold Randall, FPCC General Superintendent.

3.4 Village of South Elgin Bicycle and Pedestrian Plan

Stacey Meekins, of Sam Schwartz Engineering, presented to the Task Force on the South Elgin Bicycle and Pedestrian Plan, which was undertaken through CMAP's LTA Program, and which recently won a Best Region: Metropolis, City and Town Plan award from the Congress for New Urbanism. The presentation covered plan development, methods, and contents, as well as actions and strategies for implementation.

Ms. Meekins explained that the planning process involved defining bicycle and pedestrian mobility – i.e. what is the true network for walking and cycling and how do we measure mobility? In addition, stakeholder engagement and public outreach was an important component for plan development. Finally, recommendations were developed for:

- The bikeway network
- Sidewalk network
- Select (meant to represent other similar) crossing locations

Ms. Meekins described the method used for analyzing bikeability and the difference between bikeability and automobility in South Elgin, calling the difference the “bike penalty.” She then showed the results of analyses showing true walksheds ($\frac{3}{4}$ mile along existing network routes) versus a simple $\frac{3}{4}$ mile circle drawn around ‘start points’ (in this case, schools).

She then went into more detail on the public and stakeholder outreach and the development of a vision statement for the plan. Next, she outlined the recommendations that were made as a result of analysis and outreach.

4.0 Pedestrian and Bicycle Project Programming

4.1 Update on TAP and CMAQ Programs

CMAP recently released a combined call-for-projects for CMAQ (FY2015-20) and TAP (FY2015-16). The call closed earlier this month. CMAP staff, Doug Ferguson, gave the Task Force an overview of the response to the call, a brief review of the project evaluation process, and timeline. For additional information and copies of all applications, Task Force members can go to the CMAQ Program Development webpage – <http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-development>. This page also has links to the Project Application Informational Booklet, which describes in detail the project selection criteria and process for both CMAQ and TAP. Mr. Ferguson indicated that

staff would be releasing the project rankings in advance of the next Task Force meeting (June 10), at which they would ask for any comments or thoughts on the rankings.

Summary information on the call is as follows:

Total # of Applications:	120
Total # of Bicycle Applications:	55
Total # of bike- or ped- <i>related</i> (Other, Access to transit):	
Divvy:	1
Bike Parking:	1
Access to Transit:	24 (12 bundled into one RTA submittal

Total \$-amount applied for:	\$630M
Total \$-amount anticipated to be available:	
CMAQ:	Between \$220M-250M
TAP:	\$16M
Total \$-amount sought for bicycle projects:	\$62M
Total \$-amount sought for bike- or ped- <i>related</i> (Other, Access to transit):	
Divvy:	\$5M
Bike Parking:	\$48K
Access to Transit:	\$25M

5.0 Project Updates

Mr. Privett reported on three major CDOT projects: retrofitting/reconstructing Loop CTA stations to be ADA accessible; the Loop BRT; and the Navy Pier Flyover.

Ms. Sielski reported that there would be a June 6 ribbon-cutting for the first segment of the Cal-Sag Trail. Mr. Privett stated that this date was also being considered for some sort of celebration of the Bloomingdale/606 Trail.

6.0 Public Comment, Announcements, and Other Business

John O’Neal announced that meeting packets contained a hand out announcing a funding opportunity – a grant program administered by the National Center for Mobility Management, called the “Healthcare Access Mobility Design Challenge.” Applications for this program are due March 27.

NCMM is an initiative of the “United We Ride” program and is supported through a cooperative agreement with the Federal Transit Administration. The Center brings together the shared expertise of the American Public Transportation Association, the Community Transportation Association of America, and Easter Seals. The mission of NCMM is “to facilitate communities to adopt transportation strategies and mobility options that empower people to live independently, and advance health, economic vitality, self-sufficiency, and community.”

Mr. O’Neal stated that this organization had produced a report, called “The Versatility of Cycling: Programs Evolve to Respond to Diverse Customer Needs,” and that he would investigate the possibility of their presenting on their work and this report at the next Task Force meeting.

Mr. O’Neal also announced the imminent release of CMAP’s “Complete Streets Toolkit.” The Toolkit – a collaboration with the National Complete Streets Coalition and Active Transportation Alliance – was developed under CMAP’s Model Ordinances and Toolkits Program to serve as a guide for incorporating a Complete Streets approach into local planning, design, and construction processes and documents. The Toolkit is available as discrete sections online at: http://www.cmap.illinois.gov/about/updates/-/asset_publisher/UIMfSLnFfMB6/content/complete-streets-toolk-1.

7.0 2014 Meeting Dates

The Chair reminded Task Force members of the upcoming meeting dates for 2015:

- Wednesday, June 10, 2015 at 1:00 p.m.
- Wednesday, September 16, 2015 at 1:00 p.m.
- Wednesday, December 16, 2015 at 1:00 p.m.

7.0 Adjournment: 3:15 PM