

**Draft Meeting Minutes**

## Bicycle and Pedestrian Task Force/Kick-off for Regional Bike Ped Plan

**Meeting Date:** April 10, 2002  
**Meeting Location:** CATS Conference Room  
**Call to Order:** 9:30AM

**Attendance:**

(Task Force Members Represented)

John Allen	Regional Transportation Authority
Ders Anderson	Openlands
Ed Barsotti	League of Illinois Bicyclists (LIB)
Ray Campbell	American Council of the Blind
Bruce Christensen	Lake County
Lee Cotton	Village of New Lenox
Josh Deth	Break the Gridlock
Greg Dreyer	Village of Orland Park
Peter Fahrenwald	Chicago Transit Authority (CTA)
Tricia Harr	DuPage County
Catherine Kannenberg	Metra
Barb Ladner	Pace
Alan Mamoser	Northeastern Illinois Planning Commission (NIPC)
Bobbie Moore	Palatine/Willow Rd. CMT
Randy Neufeld	Chicagoland Bicycle Federation (CBF)
Artemio Perez	Center for Neighborhood Technology (CNT)
Keith Privett	Chicago Department of Transportation (CDOT)
Tom Rickert	Kane County DOT
Craig Williams	Edwards and Kelcey

(Others in Attendance)

Eric Anderson	Edwards and Kelcey
Tami Beyer	Wilbur Smith
Larry Bury	Northwest Municipal Conference
Steve Call	FHWA
Rae Casale	Edwards and Kelcey
Christina Dudek	Village of Lemont
Andre Gaither	National Park Service
Danielle Gray	Northwest Municipal Conference
Nick Jackson	CBF
John LaPlante	TY Lin
Eli Litay	Village of Glenview
John Lomas	City of Naperville
Dave Longo	Illinois Department of Natural Resources
Amy Malick	CTA
Kim Mathias	South Suburban Mayors and Managers
Bev Moore	Illinois Trails Conservancy
Beth Meier	TY Lin
Marty Mueller	Knight Infrastructure
Gary Ossewaarde	Hyde Park/Kenwood Community Conference
Suzan Pinsof	Susan Anderson Pinsof and Associates

Linda Reilley	Village of Wilmette
Mitch Rogers	Illinois Department of Transportation
Maryann Romanelli	Hinsdale School Walking Program
Pat Schroeder	McHenry County Council of Mayors
Terry Short, Jr.	Edwards and Kelcey
Al Sturges	Folks on Spokes
Heather Tabbert	Kane County
Dan Thomas	Edwards and Kelcey
Bob Thompson	Chicago Park District
Randy Warren	CBF
Alex Wilson	Critical Mass
Brian Gebhardt	CATS
Gin Kilgore	CATS
Tom Murtha	CATS
Melissa Smiley	CATS
Linda Bolte	CATS

**Approval of Meeting Notes:** Notes from February 5<sup>th</sup> meeting were approved.

### **Presentations:**

#### Soles and Spokes Events

Ms. Kilgore reported on upcoming Soles and Spokes events. The Safe Routes to School Workshop is planned for May 10, 2002 at Harold Washington Library. This workshop is part of a series of smaller and more frequent Soles & Spokes workshops. The speakers are nationally recognized experts. The workshop includes a panel of local implementers.

Ms. Kilgore stated that the Soles and Spokes design workshop on bike lanes and paths is scheduled for a full-day on June 20 at CATS and a half day on June 21 in Schaumburg. Mr. Barsotti confirmed the Schaumburg workshop will be at the Prairie Center for the Arts. He went on to describe the speaker, Mr. Michael Ronkin, as very knowledgeable and results-oriented. Sign-up sheets for both workshops were circulated throughout the room. Ms. Kilgore also mentioned a DNR trails workshop on September 20.

Someone inquired about videotaping the workshops. Ms. Bobbie Moore suggested getting the tapes to local access TV. Mr. Rickert suggested that a day-long videotape could easily be condensed into a 20-22 minute presentation video. Ms. Kilgore asked the interested people to talk to her after the meeting.

Mr. Rickert asked how the Safe Routes to School workshop is being publicized to schools. Ms. Kilgore said that she is working with Planning Liaisons to reach schools and has sent a large mailing to all Dupage County schools. Mr. Barsotti indicated that an email was sent to all Illinois School Superintendents. Ms. Moore added that a notice went out to all League of Women Voters members.

#### Unified Work Program

Mr. Murtha reported on the Unified Work Program (UWP) Committee meeting which took place on Friday, April 5. He said that the bicycle and pedestrian proposal (#108) is in the program and is expected to be fully funded. Mr. Murtha said that proposal #802 (impact of built environment

on kids' mobility) is not in the program, but the Information Services Division of CATS will pursue the project with state program and research funds. He said that the idea has evolved from attempting to collect household-based trip data for children under 14 years old to focusing on how kids get around in different communities.

Mr. Murtha also noted that the City of Chicago's bicycle and pedestrian UWP proposal is not currently in the program, but significant carry-over funds still remain. He concluded by mentioning that the bulk of the work for the Palatine/Willow road proposal will actually fall into FY2003, not this year.

Ms. Kilgore asked about communication between the task force and the Information Services Division at CATS. Mr. Murtha answered that the communication hasn't been clarified yet because the proposal (drawn up with the help of Center for Neighborhood Technology and Children's Memorial Hospital) is still preliminary. Ms. Bolte added that the task force will be heavily involved because the idea originated in task force discussions.

Mr. Rickert requested a presentation from the CATS Information Services Division at the next task force meeting. Mr. Murtha agreed to request it [there is nothing to report at this time, but a presentation can be arranged in the fall - ed.]. Mr. Neufeld asked that the information services department be encouraged to participate in the Safe Routes to School Workshop [the Information Services Division participated in the workshop - ed.].

#### Regional Transportation Plan

Mr. Murtha updated the task force on *Shared Path 2030*. He indicated that the call for proposals is winding down, and asked people to contact him with any outstanding proposals. He continued by saying that the goals and objectives stage is underway. He invited everyone to a forum on Transportation and Public Health on Thursday, April 11. This forum is one of a series to help define and develop goals and objectives. The specific public health topics for this forum will be safety, air quality, and physical activity. Ms. Kilgore added that the forum operates as an informal revolving-door discussion from 3pm to 7pm at CATS.

#### Other Business

Ms. Ladner reported that as of 4/1/02, Pace buses are 100% bike accessible. She said that Pace officials are very happy with the progress of this project. Pace drivers, who keep track of when they're "cycled," have reported no problems at all.

Mr. Campbell raised a concern that bikes on Metra trains will block wheelchair areas and cause safety issues. He will work on this issue with Mr. Randy Warren of CBF.

Mr. Fahrenwald reported that contractual problems have delayed the process of installing racks on CTA buses, but they hope to start in the summer and complete the project within 8 to 9 months. Mr. Fahrenwald reported that 20 CTA stations have indoor bike parking; experimentation with different racks continues.

#### Meeting Schedule

Ms. Kilgore presented a proposed schedule with two more full Bike/Ped task force meetings for the calendar year – July 10, 2002 and October 23, 2002. The subcommittee working on the

regional bicycle and pedestrian plan will also meet 12 times in the next 18 months. When possible, working group meetings will be coordinated with task force meetings.

The task force asked whether these proposed meeting dates allowed for timely comment on RTP decisions/proposals. Mr. Murtha noted that goals and objectives will probably be made public sometime in July. A July 10 meeting would allow for comment on them. The proposed schedule was adopted.

Mr. Campbell asked if anyone had information and/or the bill number for the proposed changes to Illinois law to allow the Segway on sidewalks. Mr. Perez said he would get him the bill number. Mr. Neufeld indicated that the Association for Pedestrian and Bicycle Professionals has provided guidance on a proposed federal law. He will forward their comments to Mr. Campbell.

#### Regional Bicycle and Pedestrian Plan

Mr. Murtha introduced Mr. Keith Privett as the chair of the steering group for this project. Mr. Murtha said that the usefulness of this plan will come from its ability to provide policy guidance and facility planning information by gathering regional information and making it available to others.

Ms. Kilgore presented information about what the Regional Bicycle and Pedestrian Plan can/should do. She envisions the plan as a seamless way to convey information. Current responses to information requests try to address existing use, needs, and planned projects by reviewing and assembling information from multiple sources. She showed a map of the existing bikeways database which shows committed and existing facilities. The database needs updating.

Ms. Kilgore said that by updating current information and adding new information we can do this much better. She raised the question of including roadways which are used by bicyclists in the database, even if they aren't specifically listed as bikeways. Ms. Kilgore also noted that numerous TIP projects may not be classified as "bike/ped," but by nature will greatly impact bicycle and pedestrian movement. For example, each Metra station redevelopment makes it a more likely bicycle and pedestrian destination.

Mr. Campbell said the plan should provide policy guidance on bike and ped accommodation, safety enhancement, and guidance on how to include all pedestrians in pedestrian planning.

Mr. Fahrenwald asked if this modal-oriented plan is unique for CATS. Mr. Murtha answered that CATS has never done a plan like this for bike/ped.

The task force asked if there was anything the plan couldn't do. Mr. Privett answered that the plan cannot force anyone to do anything. He continued that the plan can set best practices and make them alluring.

Ms. Moore said that the plan needs to be a recipe for needs and things to consider in order to maintain accessibility.

Mr. LaPlante asked if the plan could go farther and influence IDOT, which is in charge of setting the rules. He sees two products resulting from this: 1) a really good inventory of facilities 2) standards or thresholds for certain facilities such as requiring pedestrian accommodation on all

roads with frontage and requiring sidewalks on all closed drainage roads. He added that the goal should be to get buy-in from county highways departments and IDOT.

Mr. Campbell asked that the plan not only affect IDOT construction but also projects they fund. Mr. Privett agreed and added that these are the modes with the greatest number of possible implementers. One goal should be to get even more people to think of themselves as bicycle and pedestrian facility implementers and include them in the plan.

Ms. Bolte added that since resources are limited, the plan should help implementers make the best decisions possible. Mr. Barsotti stated that the plan should provide tools to agencies that divide up money between projects by quantifying road/transit projects by bicycle and pedestrian level of service.

Mr. Rickert emphasized that an inventory of facilities is most important. He added that local plans could be utilized. Ms. Moore said that both inventory and standards are important. Mr. Christensen said that standards and planning should be local issues.

Mr. Rickert added that strict standards will result in non-participation by developers. Ms. Moore said that developers will only walk away if funding isn't there. If bicycle and pedestrian standards are put into a doable package, they will do it.

Mr. Campbell mentioned that the plan should examine need and demographics – with people living longer, transportation options should change.

Mr. Privett stated some general policy/physical planning guidelines:  
Trips under a mile (pedestrian) – policy  
Trips 1-5 miles (bike and pedestrian) – policy and physical planning  
Trips 5+ miles (bike) – physical planning

Mr. Deth emphasized the use of the word “process” in the discussion. As a representative of a citizen group, he would like the plan to evaluate the process from a citizen's view. For example, at what point in the process are decisions about sidewalk placement made? Mr. Rickert agreed that it is critical to analyze the process.

Mr. LaPlante added that the burden should be shifted so that implementing agencies should have to justify not providing the bicycle and pedestrian standard. Mr. Privett said that these standards cannot be forced, but they can help engineers do what they're going to do really well.

Ms. Kilgore described the process of creating the steering committee for the Regional Bicycle and Pedestrian Plan. Additional discussion was deferred to May 10 steering group meeting.

**Adjournment: 11:10am**