



DRAFT MINUTES

June 22, 2010

10:00 a.m.

Technical Committee

Teleconference Only

I. ROLL CALL

Mark Smith, Decatur Area Transportation Study; Angie Stenson, Danville Area Transportation Study; Rita Black, Champaign Regional Planning Commission; Brian Dickson, DeKalb-Sycamore Area Transportation Study; Doug DeLille, Stacy Lentsch, and Chelsea Waterman, Bi-State Regional Commission; Jennifer Sicks, Bloomington-Normal Area Transportation Study; Linda Wheeland, Springfield Area Transportation Study; Maggie Martino and Lindsey Wallace, Tri-County Regional Planning Commission. *Others:* Todd Hill, IDOT; Betsy Tracy, FHWA, Marta Perales, ILMPOAC.

II. APPROVAL OF MINUTES

Ms. Martino entertained a motion to accept the minutes of April 29. Ms. Sicks motioned to accept the minutes, seconded by Mr. Dickson. All members voting aye.

III. IDOT COMPLETE STREETS POLICY BRIEFING

Interim Chair Ms. Martino introduced Mr. Hill the Illinois Bicycle & Pedestrian Coordinator at IDOT. Each state is required to have this position within their state highway program. Mr. Hill briefed members on the new Complete Streets Policy contained in the [IDOT Bureau of Design & Environmental Manual](#), specifically in Chapters 5 and 17. In 2007, the General Assembly passed legislation that requires IDOT to incorporate bicycle in highway projects in urban areas unless special exceptions are met. Mr. Hill stated a fundamental change to the policy includes an increased state share from 50/50 to 80/20 for most bicycle and pedestrian improvements. He cautioned there might be fewer highway projects as a result since there are no additional monies to cover this implementation.

Chapter 5 specifically outlines cost shares for bicycle accommodations for the first time. For new on-road bike lanes, the state/local cost share is 80/20 for construction, right-of-way and reimbursable utility adjustments, with 100% state maintenance. Local entities are responsible for 100% of right-of-way, utilities, etc not required for the bike lanes themselves. IDOT will pay 100% for construction and maintenance of wide outside lanes and widened shoulders on state routes; along with the cost of improvements and maintenance of pedestrian and facilities on structures and approaches. State/local cost share for new off-road paths will be 80/20 for construction, right-of-way and reimbursable utility adjustments with the locals taking maintenance. Chapter 5 further states that even warranted off-road bicycle facilities will not be constructed unless the local agency agrees to accept maintenance.

Chapter 17 of the manual requires coordination of accommodations with BDE Bicycle and Pedestrian Coordinator and adds a Facility Selection Table to identify appropriate accommodations for given area type, design speed and design traffic. If the appropriate accommodation cannot be built due to excessive cost, safety issues or ROW concerns, then an iterative approach will be completed for the next highest and best accommodation. It adds guidance for when addition of accommodations conflicts with the CSS process on a project. The Regional Engineer will decide the extent and nature of accommodation in

consultation with the BDE Bicycle and Pedestrian Coordinator. Chapter 17 further adds language requiring a resolution if a local agency does not wish to participate in a given accommodation. It further states that after need has been established and the appropriate accommodation has been identified using the Facility Selection Table, it is the responsibility of the IDOT district to convey this information to the appropriate local agency.

Ms. Martino asked which funds would be utilized to implement the new law. Mr. Hill responded no designated funds would be utilized but would be from whatever state and federal funds are available at the time. Ms. Black asked what's the responsibility of the MPOs in enforcing this law and secondly the resolution for agencies not taking advantage of these accommodations. Mr. Hill responded local agencies and MPOs are not bound by the new law, only IDOT. However, the resolution needs to be approved by the local city council if they do not plan on participating. He advised one of the best ways to evaluate the need for bike/pedestrian accommodations is whether this road or corridor has been designated a bike way by the MPOs. He encouraged communities and MPOs to have bike plans since IDOT will consider it a warrant to designate need. Time will tell how many communities will opt out of the 20% match and maintenance of the facility.

Ms. Martino asked what happens when a jurisdiction does not have a route that is designated as a bicycle route and IDOT considers it for a bicycle or pedestrian path. Mr. Hill responded that warrants have not changed and the law states we have to look at need. He cited from 17-1.03 (page 95-96) of the BDE manual which constitutes need. In most urban area, the warrant for meeting 25 ADT would likely be met and predicted even in populations of 20,000-25,000 the warrant could be met. IDOT considers OD studies that look at bicycle traffic and origins/destinations such as schools and parks and commercial establishments that might generate that sort of traffic.

Other warrants include: 3) the route provides the primary access to a park, recreation area, school or other significant destination and 4) the route provides unique access across a natural or man-made barrier, such as a river.” What IDOT is looking for in #4 is a two tiered process. At a minimum a 4 foot shoulder should be included on the bridge but if there are other warrants that are met indicating some higher level of usage, for instances a 25 ADT or a bike plan, IDOT would utilize the facility selection for the appropriate accommodation. The reason why they are using a secondary requirement is that Illinois has a lot of rural bridges that by definition, will always cross a natural or man-made barrier which doesn't mean you always need a more significant improvement to get a bicycle across it.

Ms. Wheeland asked about roads that are in the preliminary engineering phase. Mr. Hill stated IDOT will treat those projects on a case by case basis and advised MPOs to bring the project to his attention. Projects for expansion would be reviewed, but not resurfacing projects. Mr. Smith asked if there a parameter or percentage or guidance to define 'too expensive'. Mr. Hill responded, IDOT has deliberately not defined 'too expensive'. However, the federal highway has defined it as 20% of the overall cost of the project. He further asked if state only funded projects or projects with state and federal funding would have different criteria. Mr. Hill responded stated there would be no difference and IDOT's policy is the same regardless of the funding source.

IV. MPO PRESENTATIONS IN BICYCLE AND TRAIL PLANS

Ms. Martino asked which MPOs are currently developing bicycle plans. Ms. Sicks stated the City of Bloomington and Normal is looking to update their bicycle plan soon. Their MPO will begin their long range planning within a couple of weeks which is a robust trail system that they would like to expand. Last fall, their regional comprehensive and greenway plan has a pretty detailed overview of the trail system and the Route 66 bike trail project which is currently being implemented which is a network of street and county roads which are suitable for bicycle use.

What they are pushing through the local political process is a designated bike routes as oppose to just building trails. However, their local governments are concerned about liability issues. Mr. Hill stated they are also concerned about the liability issue across the State.

He further stated the U.S. Bicycle Route System will most likely come out in the next TEA bill. There is a lot of interest nationwide at establishing an interstate system of bicycle routes. One of our problems in Illinois is the definition of user: permitted versus intended usage which gets into the liability issue. Most of the designations would most likely have to be on the local system which complicates it. Mr. Sicks states there have been repeated attempts at resolving this issue. Normal just received some additional funding and the county engineer is looking at the Tiger II grant and possibly some ITEP grants to move forward on the Route 66 project. They are also in discussions with IDNR for this project.

Ms Martino stated Tri-County has been focusing primarily on recreational trails as opposed to urbanized bike routes. With the new law, there may be a shift in their policy. Mr. Hill mentioned the Keller Branch which will be a combination recreational and commute to work. Enhancement funds are to be used for transportation purposes. However, if the bike route goes in a circle it probably is considered a recreational trail.

Mr. DeLille stated Bi-State is in the process of updating their long range plan, which includes a non-motorized chapter.. They have had two public input meetings this year and met with individual communities in the Quad City Metro areas in both Illinois and Iowa. Over the last few years the Quad Cities has seen growing interest in identifying and developing bike routes, connector trails, and bike lanes. Some of the issues to be addressed in long range plan include crossing of rivers and streams, grades on the bluffs, and connections to the outlying communities. They will be looking at retrofitting trails in the long range plan along with accommodating multiple users and multiple types of uses. They will have further discussions about safety, security connecting alternative modes to livability and land use. Bi-State is taking a holistic approach. A draft of the non-motorized chapter is scheduled to be done in August 2010. The final long range transportation plan needs to be completed by March 2011.

Ms. Black stated Champaign completed a chapter regarding bicycle and pedestrian where they summarized these accommodations. The City of Urbana completely their plan two years ago and the Champaign MPO provided technical assistance. The City of Urbana received an award from APA and AMPO for their plans. The City of Champaign also completed their plan two years ago for bicycle facilities. A long range transportation plan compiles elements of both plans to include a chapter of existing conditions. The increase was 45% mainly bicycle facilities from 2004-2009.

She went on further to state Champaign also completed a greenways plan 5 years ago and they are looking to updating that plan based on the input from various communities for the entire county. They also created guidelines and signage for all the facilities a comprehensive approach to implementing bicycle facilities in the community from Urbana to Kickapoo. Urbana received a bicycle friendly community award. They have been able to secure funding from HSTP to complete a Complete Streets project and working on developing a second. On May 4th, 700 people participated in their Bike-To-Work Day. They are currently focused on education, encouragement and enforcement. They have events planned for this fall in the community, for every bicycle in the community is installed with night lights. They will receive funding for purchase lighting and recruiting volunteers to install lights. Just last week, they held an educational workshop on how to use bike lanes. They have 5 miles of bike lanes and the City of Urbana plans on building 15 more miles of bike lanes. Also, a bike video will be broadcasted on local television to educate the communities this fall.

Ms. Stenson stated Danville just completed their bicycle plan and worked to identify the existing paths that they have and also identifying local roads that were bicycle compatible. Their goal is to connect existing facilities and identify projects to create a connecting system. They are looking to increase those efforts through education for the next year.

Mr. Hill commented that this was similar to the Route 66 with roadways right now that are usable as they are for bicycle transportation. However, they really are not where they want to go, almost like a tiered system; what works today and what is a system to meet tomorrow's needs. If the state routes tend higher levels of traffic than you may shy away from identifying the state route from a bicycle plan but the state route had a bicycle facility adjacent to it, it might be useful and safer to use. You are being controlled in your planning on just what is usable today, but not where do you want to go tomorrow. He advised communities do projected forecasts. What works today may not be what is ultimately desired. He advised not just what is out there, but could be available with improvements with a tiered system.

Ms. Wheeland stated Springfield just completed their update to their long range plan in March. Through the public input activities, there was overwhelming desire to have more bicycle and pedestrian accommodations. Their Citizens Advisory Committee also expressed an interest in expanding current plans. Ed Barsoti at the Illinois League of Bicycles has been contacted to assist in expanding those plans.

Mr. Dickson stated DeKalb developed their non-motorized plan in 2005. However, little has done to push this issue further. Recently in public comments for the LRTP, they will keep promoting bicycle trails throughout the areas and stepping up their efforts to educate the public. Ms. Martino stated Tri-County is looking at non-motorized transportation to help with their air quality issue. They are very close to being in non-attainment for ozone layers. Mr. Hill asked Ms. Tracy if any language might be included in the TEA bill relating to sustainability. Ms. Tracy stated FHWA will inquire and let members know.

V. TYING NON-MOTORIZED TRANSPORTATION AND LIVABILITY TOGETHER

Ms. Martino stated there are a number of grant opportunities that are connected with livability and sustainability through HUD/EPA and DOT partnership. Ms. Sicks asked which members have been successful in introducing sustainability into their transportation plans. Many felt that they have not broken this barrier yet. Ms. Martino stated these are for the most part still buzz words and expressed an interest in educating their community on these terms.

Ms. Sicks stated with the disaster in the Gulf, there's a reason why sustainability is important and we can always to continue to expand without to considering the consequences is over. It's just a function of making that transition without making more damage. Many people do not want to give up their last definition of the American dream in owning a car and living in a suburban community.

Ms. Black recommended that if you can provide some performance measures and tie that together and elements that would be the best way of going about it. If you look at their LRT plan, they recognized there are some obstacles that need to be overcome if you want the plan to be successful. They discussed improved traffic conditions in mixed land elements. Ms. Sicks reviewed their Champaign's chapter for reference in Bloomington. Ms. Black stated that the implementation chapter recognized the problems and hopefully the performance measures will be stated soon. Ms. Martino stated there will be further discussions on this topic. Ms. Perales asked if any of the MPO policy committees have taken up this topic yet. Ms. Sicks stated staff has discussed the topic briefly but it has not come up in policy committees. Ms. Martino stated that Secretary LaHood has confirmed as key note speaker during the noon hour for November 10 in Peoria.

VI. IDOT FALL PLANNING CONFERENCE

Ms. Perales stated the conference is tentatively scheduled for September 27-29 at the Springfield Hilton. ILARC will handle registration, payments and conference materials.

VI. OTHER BUSINESS

No other business was presented to members. Ms. Perales informed members that tentatively the next meeting is scheduled for August 23 and the draft outline for the next training session has been presented to the MPO Policy Committee. The draft outline was developed by Jon-Paul Kohler at FHWA. This topic was a request from CMAP on funding programs. The training session will be incorporated as a training session through the UWP. Ms. Tracy stated the FHWA would be open to having two training sessions on the topic, one in Chicago and the other in Springfield.

VII. ADJOURNMENT

Ms. Martino motioned to adjourn the meeting, seconded by Mr. Black. Ms. Martino adjourned the meeting at 11:06 a.m.

Respectfully submitted

Marta Perales