



CHICAGO AREA TRANSPORTATION STUDY
300 West Adams Chicago, Illinois 60606

KANE COUNTY COUNCIL OF MAYORS

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MAYOR JEFFERY D. SCHIELKE, Council Chairman
THOMAS B. RICKERT, Council Director
HEIDI RUSH, Planning Liaison

The Bicycle/Pedestrian Committee
Of the Kane County Council of Mayors

July 23, 2002
Minutes

In attendance:

Mark Ruby	Mayor	Village of North Aurora
Chris Tiedt	Civil Engineer I	City of St. Charles
Jon Duerr	Director of Resources	Kane County Forest Preserve
Brian Gebhardt	Community Liaison Rep	CATS
Tom Armstrong	Principal Planner	City of Elgin
Mark Ruby	Village President	Village of North Aurora
Dave Johnson	Ass't Superintendent	St. Charles Park District
Dick Untch	Planning Director	City of Geneva
Amy Furfori	Dir. Of Community Development	Village of Montgomery
Katie Thornton	Planner	Algonquin
Ron Rudd	Engineer	Carpentersville
George Porter	Sr. Rep., Comm. And Bus. Devel.	Pace
Carol Schoengart	Intergovernmental Liaison	Village of Wayne
Karen Miller	Planner	Kane County Development
Tom Rickert	Deputy Director	Kane County Div. of Trans.
Heather Tabbert	Planner	Kane County Div. of Trans.
Ed Barsotti	Executive Director	League of Illinois Bicyclists
Dan Thomas	Planner	Edwards and Kelcey
Craig Williams	Principal Planner	Edwards and Kelcey

I. OPENING OF MEETING

Jon Duerr called the meeting to order at 9:30 a.m. Mark Ruby moved and Ed Barsotti seconded approval of the minutes of the April 3, 2002 meeting. The motion passed unanimously.

II. GENERAL BUSINESS

A. Director/Coordinator Update

Heather Tabbert reported that the Council of Mayors Bicycle Parking Program has extended the order deadline to August 15th. This is the final deadline for the program, which offers bicycle racks at 55% of cost. Craig Williams mentioned that the Geneva Metra Station bicycle parking situation is a "success story" due to the number of bicycles parked there. However, he suggested that Geneva take advantage of the Bicycle Parking Program to increase the amount of racks at the station since several "schoolyard" racks are being used. This type of rack only supports the front wheel, which can

MAYOR JEFFERY SCHIELKE, Council Chairman, City of Batavia; MAYOR SUSAN KLINKHAMER, Council Vice-Chairman, City of St. Charles; MAYOR SALVATORE T. SPELLA, Village of Algonquin; MAYOR DAVID STOVER, City of Aurora; MAYOR PATRICIA MUELLER, Village of Burlington; PRESIDENT MARK BOETTGER, Village of Carpentersville; PRESIDENT JILL A. YUCUIS, Village of East Dundee; PRESIDENT JAMES WILLEY, Village of Elburn; MAYOR EDWARD SCHOCK, City of Elgin; MAYOR KEVIN BURNS, City of Geneva; PRESIDENT MICHAEL ISTORO, Village of Gilberts; PRESIDENT WILLIAM P. SCHMIDT, Village of Hampshire; PRESIDENT CHARLES SASS, Village of Huntley; PRESIDENT WILLIAM MCLEOD, Village of Hoffman Estates; PRESIDENT GLENN BORK, Village of Lily Lake; PRESIDENT MARK DELANEY, Village of Maple Park; PRESIDENT MARILYN MICHELINI, Village of Montgomery; PRESIDENT MARK RUBY, Village of North Aurora; PRESIDENT CRAIG WEBER, Village of Oswego; PRESIDENT VERNE WESTER, Village of Pingree Grove; PRESIDENT STEPHEN PICKETT, Village of Sleepy Hollow; PRESIDENT JIM HANSEN, Village of South Elgin; PRESIDENT SEAN MICHELS, Village of Sugar Grove; PRESIDENT MICHAEL SAUBER, Village of Virgil; PRESIDENT EILEEN PHIPPS, Village of Wayne; PRESIDENT LARRY KELLER, Village of West Dundee; MAYOR ARTHUR PROCHASKA, City of Yorkville; CHAIRMAN MICHAEL MCCOY, Kane County Board; JEFFREY DAILEY, Director, Kane County Division of Transportation; FRANCIS KLAAS, Director, Kendall County Highway Department; THOMAS B. RICKERT, Council Director; HEIDI RUSH, Planning Liaison

bend the wheel if the bike gets knocked over. Bicycle lockers are not offered through this program, due to a lack of interest.

Tabbert reported on two recent Soles and Spokes Workshops, sponsored by CATS. The Safe Routes to School Workshop, held May 10th at the Harold Washington Library in Chicago, drew about one hundred participants, including seven from Kane County. All workshop materials are posted on the CATS website at www.catsmpo.com/bikeped. Michael Ronkin, the Oregon Department of Transportation's Bicycle and Pedestrian Program Manager led the design workshop, *Bike Lanes and Bike Paths Along Roads: How and Where to Do Each*. The workshop covered topics such as the role of cities, streets, land use, connectivity and access management; an overview of different bikeway facilities; and choosing the appropriate bikeway design in arterial corridors (on-road vs. off-road). Mr. Ronkin's PowerPoint presentation will be made available on CD-Rom and sent free of charge to workshop participants. Others interested in a copy will be charged \$10. The next workshop, the Northeastern Illinois Greenways and Trails Workshop, will be held in conjunction with the Illinois Department of Natural resources on September 20th at Waubensee Community College in Sugar Grove. This workshop will cover topics related to the early planning process and community buy-in, user surveys, way-finding, and funding sources. There will also be several experts available for an in-depth question and answer session. The registration form can be found at www.bikelib.org/trailsworkshop.

Tabbert announced that the Kane County DOT Bicycle and Pedestrian Website is up and running, with draft chapters of the plan available for download. She explained that the website is still "under construction" as the bike/ped projects, frequently asked questions, and the bike/ped plan sections still need to be added. Tabbert welcomed any suggestions or comments on the website. Tom Rickert suggested that we place links to all the municipal and park district websites. Rickert then praised the look and content of the website, saying that he was very impressed with the work done on it. Tabbert gave much of the credit to Kim Pompa, the County web designer, who designed the website. Tabbert also mentioned that the Kane County DOT came in second place in their division in the Chicagoland Bicycle Federation's Commuter Challenge for their participation in Bike to Work Day. The DOT had a 36.36% participation.

Craig Williams gave a brief update on the status of the Regional Bicycle and Pedestrian Plan, dubbed the "Soles and Spokes Plan." The survey, which seeks information on pedestrian and bicycle system planning, promotion, and development in each community, was sent out to municipal public works managers last week. The report outline, or action plan, is still being refined. Tabbert mentioned that information regarding the progress of the plan could be found at www.solesandspokes.com. Rickert informed the committee that the planning for the regional plan is in the very beginning stages and that the efforts that produce the Kane County Bike/Ped Plan be included in the regional plan.

B. Municipal / Park District Update

Jon Duerr informed the Committee that the Rt. 56 Bridge at the Virgil Gilman Trail is moving ahead with a January or February letting anticipated, with construction to begin in the spring. The bridge will be a stayed suspension bridge, with a little different look than a typical bike/ped bridge. Duerr also stated that the Mid-County Trail is progressing. The Forest Preserve is working to purchase land to construct the southern trailhead west of Aurora, merging it with the Virgil Gilman Trail and bringing it to Nelson Lake Marsh.

Tom Armstrong reported that the City of Elgin is looking to connect the Fox River Trail with the Mid-County Trail via the Sports Complex Trail. The City is also working with three developers west of Randall Road to build portions of the Mid-County Trail. These sections of the trail will extend north to Rt. 20; the question is how to cross Rt. 20. Armstrong also mentioned that the subdivision developers were very cooperative in building portions of the trail.

At Sleepy Hollow Road and Rt. 72 in Dundee Township (the Switzer property), a small portion of the Mid-County Trail will be constructed and serve as a "node" on the trail system.

Ed Barsotti updated the Committee on the progress and status of the conceptual East-West trail system in Aurora and North Aurora. A resolution in support of the development of the trail was developed, and has been approved by most of the involved agencies. The next step will be to develop a multi-jurisdictional grant proposal and seek Riverboat Funds for pre-engineering. Rickert responded that the resolution was taken to the Kane County Transportation Committee in June as an information item. The State's Attorney is reviewing the language and it will be taken to the Transportation Committee in August for approval.

III. FINAL REVIEW—KANE COUNTY BICYCLE AND PEDESTRIAN PLAN

A. Approve Planning Maps

Tabbert announced that we are at the end of updating and revising the planning map. All municipalities, park districts, and the forest preserve have submitted several revisions to the plan, and we are now ready to seek approval of the planning map from the committee. Rickert stated that each time Tabbert met with an agency, there were new changes to the planning map, and that we now have a version that is accurate. He informed the Committee that we need to approve

the planning map at this point so we can move forward with the public Bicycle Map. Duerr pointed out that the western North-South trail system still was not depicted on the planning map. Rickert agreed, stating that it should be on the planning map as conceptual and will be added immediately. Rickert also informed the Committee that we would be updating the map every three years. Rickert also informed the committee that we will hold a public hearing on the entire plan in August, but would first like committee approval. Duerr wanted to make sure that what the Committee voted on was final. Rickert responded that what will be used on the public map—existing and proposed trails—is final, only the conceptual layer needed a minor revision. Tom Armstrong moved and Karen Miller seconded approval of the planning map. The motion passed unanimously.

B. Present Public Kane County Bicycle Map

Tabbert informed the Committee that the Cartographer has completed the panel portion of the map, with input from and several revisions by the Bicycle Map Working Group. She passed around copies of the map, explaining that the actual map portion of the map is not yet complete, and the map lines shown are only for reference, not what will actual be shown on the final product. Barsotti informed the Committee that the Cartographer has completed drawing the centerlines for Kane County, and anticipates the map will be completed within the next few weeks. Staff and the Consultants both voiced disapproval of the progress of the public map, and the unresponsiveness of the Cartographer when given deadlines. Rickert mentioned that when the map is completed, the Bicycle Map Working Group would meet to finalize and revise it.

C. Review Final Plan Components

Dan Thomas and Heather Tabbert reviewed each chapter of the plan with the Committee. Committee members were asked to comment and offer suggestions for each chapter. Rickert informed the committee that Tabbert would take comments until the end of the week. Thomas informed Committee members that the Bikeways Facility Design Guide, the Wayfinding, and recommended Bikeway Facilities chapters have been revised and are different from what is found on the website

Chapter 1

Williams suggested adding a one-page table of contents to the beginning of each chapter since all the chapters are so comprehensive. Rickert asked the committee members if it is OK to list the individual names of everyone who participated in the planning process in the front of the report. No one dissented.

Chapter 2

Thomas explained that we broke down the facilities as either existing or proposed regional, existing or proposed local, or conceptual. The chapter also describes each of the trail systems and the non-motorized transportation system in the County. The trails map and BLOS map will also be included in this chapter. Rickert explained that the County Board is still concerned with on-road liability and the states attorney will review the document before it is published. He feels that the report does a good job of addressing on-street accommodations. Dick Untch inquired what the County's policy was on on-street bicycle accommodations were, since on-road accommodations will play a big role in their community. Rickert responded that it has been the County's policy to always provide paved shoulders in all County road improvements. However, accommodations that will be made on County highways differ greatly from what will be provided on local streets. Tom Armstrong asked if the Mid-County Trail was complete enough to be described under the "regional trails" section. Rickert and Duerr agreed that it could be included, and Rickert added that it is described in the recommendations chapter.

Chapter 3

Williams asked the Committee members if there is anything missing from this chapter. He states that this section does a number of things, including describing national programs and policies that could be locally adopted.

Chapter 4

Craig Williams informed the Committee members that a Pedestrian Design Guide is not real common. AASHTO has a bicycle guide, and is currently working on a pedestrian guide, but currently this chapter is pretty innovative. Untch asked how these design guidelines would work on County highways (such as Randall Road). Rickert responded that County ROW use to be auto-only, as the County Board would not approve crosswalks until 4 ½ years ago. The County's new vision is to treat highway corridors at multi-modal transportation corridors, but still maintain the high speed and volume for automobile use. Untch stated that Geneva is seeking to find a delicate balance for east-west movement across Randall Road. There was a brief discussion on bike/ped grade separations for several points at Randall Road. Barsotti then mentioned the reluctance for the use of median refuges in arterial crossings. Untch agreed with Barsotti, citing examples from Australia where all crossings use median refuges that have handrails to help identify where the refuges are. Williams added that the state relies on local municipalities to say that pedestrian accommodations are important and wanted in intersections since the state, unlike the County, cannot use federal money to include bicycle and pedestrian accommodations, making it the local responsibility.

Chapter 5

A sub-consultant using the AASHTO and other bicycle and pedestrian design guides and standards produced this chapter. Barsotti added that while Chapter 3 is more policy-oriented, Chapter 5 is more design-oriented. There was a brief discussion on what is an acceptable Bicycle Level of Service for high-volume roads. Williams stated that this would be addressed in the CATS regional plan.

Chapter 6

Rickert stated that our County engineers have reviewed this chapter, in detail.

Chapter 7

Rickert stated that Way-Finding is the main area that County Board Members are concerned with and would like Transportation Staff to work with the Forest Preserve to develop. He would like to begin putting together a proposal for a way-finding system and have the Way-Finding Working Group members participate in developing this proposal. Williams stated that the Chicago DOT is now adding destination signage much like roadway signage. Ruby asked whether this way-finding system would include more trailhead markings, as the major regional trails need better signage at trailheads—Duerr and Williams agreed. Duerr also stated that upkeep is a major issue with the Forest Preserve and is the main reason they switched to using pavement markings.

Chapter 8

Thomas explained that he is still working with Transportation Staff to finalize this chapter.

Chapter 9

Rickert stated that this chapter would be a useful resource.

D. Next Steps

Rickert stated that he would like to wrap things up by the end of the month and bring the entire plan to a public hearing in August. He would also like to get the Way-finding program started.

IV. OTHER BUSINESS/NEXT MEETING

A. Anticipated Completion Date

Rickert stated that he would like to bring closure to this project by the end of the month.

B. Schedule Next Meeting

The next meeting will be scheduled at a later date. Agendas will be sent out and committee members notified.

V. ADJOURNMENT

The meeting was adjourned at 11:20 a.m.