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George D. Alpagianis

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Danette O'Donovan Matyas  
Craig Niedermaier  
Dean Strzelecki

**MINUTES**  
**BICYCLE AND PEDESTRIAN PLAN ADVISORY GROUP**  
**Remote Participation**  
**February 10, 2023 – 11:30 p.m.**

The Bicycle and Pedestrian Plan Advisory Group meeting was held remotely on Monday, February 10, 2023. The meeting was called to order at 11:38 a.m. by Chairman Craig Niedermaier.

**Members Present:**

Craig Niedermaier  
Steve Sanders  
Peggy Reins  
Brian Lee

**Staff Present:**

George Alexopoulos, Commander  
Nathan Bruemmer, Staff Liaison  
Tom Powers, Director of Public Works  
Tim O'Brien, Village Engineer  
Bob Rado, Civil Engineer II  
Andrew Vitale, Senior GIS Coordinator

**Also Present:**

Tim Gustafson, Epstein

**Call to Order**

**Approval of Minutes**

Chairman Niedermaier seconded by Group Member Brian Lee, moved to approve the minutes of the January 23, 2023 meeting. On voice vote all concurred.

**New Business**

**I. Call for Projects**

Tom Powers, Director of Public Works, shared that there are a couple grant programs out right now and it's currently the Village's budget season, so he wanted to get some feedback from the committee on what projects they might be interested in pursuing. He has a list of about 6 projects that have either been applied for/talked about in the past that need funding. Mr. Powers gave an overview of some of the funding programs; there's the CMAQ air quality grant where bike and ped projects often do well as it relates to taking vehicles off the road, there's the TAP-L (transportation alternatives program) which also funds bike and ped, and there's the Invest in Cook program which

has a focus on bike/ped as part of the strategy for the Cook County Master Plan. All of those programs are open for application, the applications are due in March, so if there is a good project we can start thinking about it and getting our application together. CMAQ and TAP-L are usually \$1 to 2 million max, while Invest in Cook is usually less than a million dollars, usually low six figures is successful.

Group Member Peggy Reins asked what project would be a good candidate for Invest in Cook? Mr. Powers said we met with Cook County last week and they brought up design. They had previously paid for the Bunker Hill trail design. The Village has money for the Shermer Rd bike lanes project construction but not design, so his suggestion is to apply for funding for design through Invest in Cook. That will free up money to spend on design for other projects, as many of these grant programs require phase 1 engineering. The Village has already committed to doing phase 1 for the Shermer Rd bike lanes. There are two concepts for Shermer, one that is just painted bike lanes, while another might include landscaped medians, which would require the removal of parking.

Chairman Niedermaier asked if we ever prioritized the projects in the plan, or are they just prioritized by how much money we can get. Tim Gustafson, Epstein, said when they finalized the list they wanted to prioritize on-street projects as they felt that would help the Village build the network the fastest. However, they left it flexible so projects can be prioritized when the funding is right. Mr. Powers shared that the Village did not get awarded Safe Streets for All funding for sidepath on Oakton and sidepath on Cumberland. For Milwaukee and Monroe we've determined that a traffic signal is not feasible, and it'll likely be something like what we're proposing at Cleveland/Caldwell. Mr. Powers said if we really want to get aggressive, we could apply for the Waukegan Rd road diet. As we're going through the capital improvement program, there are a couple things going against the Village self-funding some of these projects, so we don't have a ton of money to do all the projects that are out there. That's to say wherever we achieve grant funding, it's very beneficial. A road diet on Waukegan Rd would be a corridor level project, and he foresees that being very expensive.

Group Member Reins asked for clarity regarding the Waukegan Rd road diet – we could go forward with a grant application but we'd do so with the risk that IDOT won't approve it should we get the grant funding. Mr. Powers said right, there's a definite risk. He does think IDOT will approve some sort of improvement eventually. Group Member Reins asked if we get the grant funding, does that improve our chances for IDOT approval? Mr. Powers said when you get the grant, you end up in the TIP (Transportation Improvement Program). If we get in the TIP, we can get the support of state senators. This would increase likelihood that IDOT would let us do something. Group Member Reins asked to what extent is the Waukegan/Cleveland crossing a good fit for the other programs. Mr. Powers said it's a good fit for TAP-L, he'd have to review the criteria for CMAQ.

Chairman Niedermaier asked what do we need to decide here today – do you want a top 3 or do we need to marry a project to each potential grant funding? Mr. Powers said he would suggest picking a top project and apply to both CMAQ and TAP-L for that project. Or perhaps a 1A and 1B. Mr. Gustafson shared eligibility criteria for both programs. TAP-L requires phase 1 engineering. They also want to make sure that your project is actually going to be built, or your money can get taken away after a certain period. Mr. Powers feels this is a reason we shouldn't pursue anything on Waukegan.

He also shared that we don't have any projects in the queue that have phase 1 engineering complete. For the sidepath on the Milwaukee side of Maryhill cemetery they are planning on doing a phase 1 addendum that covers that stretch, so that's probably the project that's furthest along. Or we should pick one where we don't have any big obstacles for phase 1. Chairman Niedemaier asked if there's a good story for that one since there's a connection to transit. Mr. Powers said yes, especially for CMAQ. There was some discussion about the details and possibilities of a Milwaukee sidepath along Maryhill Cemetery.

Group Member Reins asked if the Oakton Street sidepath would be competitive. Tim O'Brien, Village Engineer, said we don't have phase 1 engineering for that. Mr. Powers clarified that you don't need to have phase 1 engineering complete to apply for these projects, you just need to be able to get phase 1 approval in a reasonable amount of time. Chairman Niedemaier asked how much do they care about having a story behind a proposal, or is it just a numbers thing? Mr. Gustafson said the story is important but not the deciding factor, it's more if the project is well understood and well scoped. Mr. Powers said we applied for Safe Streets for All for the Oakton project, and did not receive it. He suggested chopping the length of the stretch down so the cost is closer to the funding ceiling. Chairman Niedemaier said it would be great as it connects to the future Oakton trail, connects to the NBT, connects to Culver school and other things.

Group Member Reins asked between Maryhill and the Oakton project, are those our 1A and 1B? And in which order should we place them? Mr. Powers suggested applying for Oakton if it's eligible, and then Milwaukee if it's not. Chairman Niedemaier, Group Member Lee, and Group Member Steve Sanders all voiced their approval. Tim O'Brien added that for Invest in Cook we would be seeking phase 2 engineering for Shermer.

Chairman Niedemaier asked if we wanted to discuss the Cumberland side path while we're at it. Mr. Powers gave an overview of the project. One thing that throws a wrench in the project is that Maryhill was never properly resubdivided, so the right of way has not been dedicated on Cumberland. We will need to negotiate with the cemetery. Aside from the property line issue, it's very constructible. Chairman Niedemaier said it might be necessary to sit down with the owner of the cemetery to go through some of these issues. Chairman Niedemaier reconfirmed that Oakton is our 1A and Milwaukee along Maryhill is our 1B. Cumberland would maybe be 1C.

### **Other Discussion**

There was discussion about when the next meeting should take place and possible agenda items.

### **Comments from the Public**

None.

### **Next Meeting**

February 27, 2023

### **Adjournment**

Motion to adjourn was made by Group Member Brian Lee, seconded by Group Member Stephen Sanders; all concurred and the meeting adjourned at 12:40 PM.

Nathan Bruemmer  
Staff Liaison