Meeting Agenda

1. Introductions

2. Approval of Minutes from Previous Meeting - - July 10, 2013

3. St. Clair County Complete Streets Initiative - - Sarah Vogt and Rita Boyd

4. East-West Gateway Long Range Plan Bike and Pedestrian Priority Projects - - Peter Koeppel and Shay Schindler

5. Updates
   a. Trailnet Bike Counts
   b. League of American Bicyclists – Bicycle Friendly Communities Designation –
      City of St. Louis, Ferguson, and Clayton
   c. Gateway Bike Plan – Working Group
   d. Bike St. Louis Phase 3

6. Other Business
   a. FHWA Memo on Bicycle and Pedestrian Facility Design Flexibility

7. Events
   a. November 14: Central Riverfront Construction Groundbreaking
   b. November 20: Gateway Bike Plan Workshop – Lessons from 3 Model Bicycle
      Friendly Communities
   c. November 20: Webinar – Is There Safety in Numbers for Cyclists and
      Pedestrians?

8. Next BPAC Meeting Date: January 8, 2014
   Next Gateway Bike Plan – Working Group Meeting Date: November 22, 2013

9. Adjournment
To: Bicycle and Pedestrian Advisory Committee
From: Rachael Pawlak, East West Gateway Council of Governments
RE: Draft Minutes from BPAC meeting, July 10, 2013; 2 pm

In Attendance:
Marielle Brown (Trailnet)
Lenora Fisher (CMT)
Karen Karabell (Citizen)
John Kohler (St. Louis City)
Mike Murray (Great Rivers Greenway)
Elizabeth Simons (Live Well Ferguson)
Wesley Stephen (MoDOT)
Larry Welty (MoDOT)
Jeremy Wolfmeyer (City of O’Fallon, Mo)
Paul Wojciechowski (Alta Planning)

East West Gateway Staff:
Larry Grither
Medora Kealey
Jason Lange
Christopher Michael
Anna Musial
Rachael Pawlak
Sonya Pointer
Kevin Triggs
Aaron Young

1. **Introductions**
Marielle Brown called the meeting to order at 2:00 p.m.

2. **Approval of Minutes from Previous Meeting**
   - - January 9, 2013
   The minutes were approved as proposed.

3. **St. Clair County Complete Streets Initiative**
   Presentation moved to next meeting date.

4. **OneSTL**
   Kevin Triggs updated the BPAC on the OneSTL Plan. Kevin stated that the planning stage is winding down, but now they are moving into implementation. Several open houses will be held in August and September to gather input on the draft Plan. Kevin discussed both the toolkit and data portal, which are both efforts of the OneSTL initiative. The toolkit contains practical sustainability solutions for a multitude of activities, including bicycle and pedestrian facilities, carpooling, complete streets, reducing vehicle miles traveled, etc. The toolkit also contains case studies about each activity. The regional data sharing website can be accessed at: [http://www.stlouisdata.org/](http://www.stlouisdata.org/). The data exchange includes GIS datasets, interactive maps, and map documents. More information on OneSTL is available at: [http://www.onestl.org/](http://www.onestl.org/).
5. **MoDOT Bicycle Facilities Update**
Larry Welty stated that MoDOT is very supportive of bike and pedestrian facilities both on MoDOT right-of-way (ROW), and off their ROW. While MoDOT has not adopted the Complete Streets policy, MoDOT values the needs and values of all transportation users. Larry stated that in the St. Louis MoDOT district, it is a goal to implement the Gateway Bike Plan. Larry then listed multiple MoDOT bike facility projects. This includes the 370 Bridge, where a bike lane will be re-established once construction on the Blanchette Bridge is complete. In addition, MoDOT has started conversations with Great Rivers Greenway and the City of Bridgeton on how to make the facilities on the 370 Bridge safer. MoDOT will also be making a connection to the Monarch Levee Trail once the Blanchette Bridge is complete.

Other facilities include a shared use path (SUP) on the Boone Bridge. The SUP will be at least 10 foot wide, connecting the Katy Trail to the Monarch Levee Trail. The bridge and trail will be open for use in late 2014 and the project will be complete in 2015. MoDOT is also doing a study on I-270 in North County, where bike and pedestrian facilities are included, as well as transit use. An open house on the facility will be held on July 30. Another major project is the Page Avenue Extension - Phase 3, where MoDOT is incorporating existing bike lanes and providing sidewalks on the cross streets. MoDOT is working on doing the first HAWK signal on Page Avenue at the Rehab Center for the Blind facility. On St. Charles Rock Road, MoDOT is going to implement the recommendations from the Gateway Bike Plan when they start overlaying the roadway in 2016.

Larry also mentioned that there have been several pedestrian facility projects completed in the City of St. Louis, including ramp improvements and bus stop pads. Other projects that are currently under construction include Route 366 (150 ramp improvements, 55 bus stop pads, and share lane markings), Route 100 (37 ramp improvements, 22 bus stop pads, share lane markings and a road diet with dedicated bike lanes), Natural Bridge (road diet from 5 lanes to 3 lanes, includes mid-block crossings, shared use path). For additional information on MoDOT bike and pedestrian facilities, please contact Larry Welty.

6. **Gold-Friendly Designation Status**
Marielle Brown presented a PowerPoint on what a Bicycle Friendly Community (BFC) looks like. The League of American Bicyclists has 5 designations: diamond (which is a new category), platinum, gold, silver, and bronze. St. Louis received the bronze designation in 2009. Designation is based on a 100-point scale. Communities get points in five key performance areas, including: percentage of trips to work and school by bike; bicyclist safety; public perception of safety; public satisfaction; and quality of bicycling network programs and policies. The League also measures: quantity and quality of the bike network and bike parking; percentage of children receiving bicycling education; and public surveys. Marielle pointed out that BFC's are always on the short list of best places to live, work, study, and retire. Marielle also informed the BPAC that bike infrastructure is cheaper than building roads, for example $60 million builds only 1 mile of urban freeway, but $60 million can build over 300 miles of bikeways.

The BFC application is based around the 5 E’s, which are: engineering, education, encouragement, enforcement, and evaluation/planning. Engineering is the most visible and tangible evidence of a bicycle friendly community and the presence of off-road bike paths and on-street bike lanes are the biggest determinant of cycling rates in cities. Educational programs ensure the safety, comfort and conveniences of cyclists. A gold community will have educational programs that target college students, adults, children, drivers, commuters, motorists, and engineers and planners. Encouragement incentives and promotions inspire and enable people to ride, and the activities help create a bicycling culture. A gold community will have a national bike month and bike to work week, commuter outreach, bike sharing, etc. Regarding law enforcement, there are three important goals, which are: 1) protecting the rights of cyclists to operate legally on the roads; 2) protecting cyclists against careless, reckless or dangerous driving; and 3) ensuring cyclists themselves follow the rules.
and operate safely. A gold community will have police on bikes, police on the bicycle advisory committee, training for police officers, etc. And last, communities need to evaluate and measure their bike facility improvements. A gold community will have a funded bike master plan, bike counts, and an analysis of bike crashes and fatalities.

Beyond the 5 E’s, the League looks at networks, advocates, planning, staff, biking culture, and riders. Creating an integrated bike network is important because it allows cyclists who rely on bike facilities to travel everywhere they need to go, and have a safe and comfortable choice while doing so. Advocates are important because they help bring awareness to bicycling issues, as well as educate and propose new ideas. Planning for bicycling is important because it can remove barriers to mobility and increase the safety of cyclists. Regarding staff, communities with larger bicycle program staff have higher levels of bicycling and BFC designations. Bicycle program staff evaluate the existing conditions and plans, develop and implement projects, plan for the future, etc. Bike culture is the thread that links people who use bikes daily to exercise, commute or for recreational purposes. Usually, organized rides and events help raise awareness and make biking seen as normal and commonplace. And last, ridership quantifies the success of a bicycle friendly community. Without the data, a city lacks proof that all the bike improvements are making bicycling easier and a more worthwhile transportation option. For more information on the League BFC designation, please contact Marielle Brown, Trailnet.

7. Other Business
   • MoDOT, FHWA, and East-West Gateway are currently partnering to complete a Pedestrian Safety Action Plan for the City of St. Louis. A workshop will be held in August to examine pedestrian issues and to complete the Plan.
   • The League of Illinois Bicyclists created a Bike Safety Quiz, which educates rider, motorists, and children on the laws and techniques for sharing the road and other bicycle safety. The quiz can be accessed at: www.bikesafetyquiz.com.

8. Adjournment
   The meeting adjourned at 3:30 p.m.
Memorandum

SENT BY ELECTRONIC MAIL

Subject: GUIDANCE: Bicycle and Pedestrian Facility Design Flexibility  Date: August 20, 2013

From: Gloria M. Shepherd  In Reply Refer To: HEPH-10
Associate Administrator for Planning,
Environment and Realty

Walter C. (Butch) Waidelich, Jr.
Associate Administrator for Infrastructure

Jeffrey A. Lindley
Associate Administrator for Operations

Tony T. Furst
Associate Administrator for Safety

To: Division Administrators
cc: Directors of Field Services

This memorandum expresses the Federal Highway Administration’s (FHWA) support for taking a flexible approach to bicycle and pedestrian facility design. The American Association of State Highway and Transportation Officials (AASHTO) bicycle and pedestrian design guides are the primary national resources for planning, designing, and operating bicycle and pedestrian facilities. The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide* and the Institute of Transportation Engineers (ITE) *Designing Urban Walkable Thoroughfares* guide builds upon the flexibilities provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrian and bicyclists. FHWA supports the use of these resources to further develop nonmotorized transportation networks, particularly in urban areas.

**AASHTO Guides**

AASHTO publishes two guides that address pedestrian and bicycle facilities:

- *Guide for the Planning, Design, and Operation of Pedestrian Facilities*  July 2004. (AASHTO Pedestrian Guide) provides guidelines for the planning, design, operation, and maintenance of pedestrian facilities, including signals and signing. The guide recommends methods for accommodating pedestrians, which vary among roadway and facility types, and addresses the effects of land use planning and site design on pedestrian mobility.

maintenance, and safety of on-road facilities, shared use paths, and parking facilities. Flexibility is provided through ranges in design values to encourage facilities that are sensitive to local context and incorporate the needs of bicyclists, pedestrians, and motorists.

NACTO Guide

NACTO first released the *Urban Bikeway Design Guide* (NACTO Guide) in 2010 to address more recently developed bicycle design treatments and techniques. It provides options that can help create “complete streets” that better accommodate bicyclists. While not directly referenced in the AASHTO Bike Guide, many of the treatments in the NACTO Guide are compatible with the AASHTO Bike Guide and demonstrate new and innovative solutions for the varied urban settings across the country.

The vast majority of treatments illustrated in the NACTO Guide are either allowed or not precluded by the Manual on Uniform Traffic Control Devices (MUTCD). In addition, non-compliant traffic control devices may be piloted through the MUTCD experimentation process. That process is described in Section 1A.10 of the MUTCD and a table on the FHWA’s bicycle and pedestrian design guidance Web page is regularly updated (*FHWA Bicycle and Pedestrian Design Guidance*), and explains what bicycle facilities, signs, and markings are allowed in accordance with the MUTCD. Other elements of the NACTO Guide’s new and revised provisions will be considered in the rulemaking cycle for the next edition of the MUTCD.

ITE Guide

In 2010, FHWA supported production of the ITE Guide *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*. This guide is useful in gaining an understanding of the flexibility that is inherent in the AASHTO “Green Book,” *A Policy on Geometric Design of Highways and Streets*. The chapters emphasize thoroughfares in “walkable communities” – compact, pedestrian-scaled villages, neighborhoods, town centers, urban centers, urban cores and other areas where walking, bicycling and transit are encouraged. It describes the relationship, compatibility and trade-offs that may be appropriate when balancing the needs of all users, adjoining land uses, environment and community interests when making decisions in the project development process.

Summary

FHWA encourages agencies to appropriately use these guides and other resources to help fulfill the aims of the 2010 *US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations*. “…DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate.”

Accompanying this memo are the latest versions of the: 1) AASHTO Bike Guide. 2) NACTO Bike Guide; and 3) the ITE *Designing Walkable Urban Thoroughfares* Guide.
The attachments provide two examples that demonstrate the use of treatments illustrated in the NACTO Guide (i.e., buffered bike lanes and green colored pavement for bicycle lanes) by State or local DOTs, and a list of FHWA staff that can help with questions about pedestrian and bicycle design issues.

*Attachments*
Example 1: Michigan DOT’s Buffered Bike Lanes

One of the innovative bicycle facilities discussed in the NACTO Urban Bikeway Design Guide is buffered bike lanes. Buffered bike lanes create more space between motor vehicles and bicycles by delineating extra space between the bike lane and parked cars and/or a motor vehicle lane. Buffered bike lanes can be implemented if the pavement markings and channelizing devices are compliant with the MUTCD (see Bicycle Facilities and the Manual on Uniform Traffic Control Devices). Michigan DOT developed a video that describes their efforts to install buffered bike lanes in Oakland County (see Northwestern Highway Bicycle Lane: A Safer Place to Ride). Michigan DOT also developed a brochure that explains buffered bike lanes to the public (see What Every Michigan Driver Should Know About Bike Lanes).

Example 2: Missoula’s Colored Bike Lanes

MUTCD experimentation is a methodology that analyzes innovative traffic control devices through field deployment for the purpose of testing or evaluating its application or manner of use. An approved request to experiment numbered and titled as Official Ruling “3(09)-3(E) – Colored Bike Lanes – Missoula, MT” illustrates a successful experiment. The City of Missoula submitted a request to experiment in January 2010 in accordance with all Items in Paragraph 11 of Section 1A.10 in the 2009 MUTCD.

The experiment was conducted for one year and revealed that approximately 70 percent of motorists noticed the color conspicuity enhancement to the bike lane. This was interpreted as an increased awareness by motorists of the potential presence of bicyclists at intersections where those motorists would be making a right turn.

The City also reported ancillary findings that were not anticipated in the original Evaluation Plan of the request to experiment. This included psychological discomfort of the cyclist with the lateral locations of the colored bicycle lane with respect to door zones in parallel parking corridors. In addition, the experiment revealed an unintended design weakness where colored bike lanes that achieve high compliance of little or no occupation of motorized vehicles can also be attractive to pedestrians who wish to use them to facilitate their travel in lieu of crowded sidewalks or to patronize parking meters. For these reasons, a successful experiment can reveal unanticipated findings, further demonstrating the value of official experimentation.

This particular experiment provided two conclusions that supported FHWA’s decision to issue Interim Approval for green colored pavement for bicycle lanes in April 2011.

For more information see http://mutcd.fhwa.dot.gov/reqdetails.asp?id=1135.
FHWA Bicycle and Pedestrian Staff Resources

Human Environment — Livability and Bicycle and Pedestrian Programs
- Shana Baker, Livability Team Leader. 202-366-4649. shana.baker@dot.gov: Livability, Context Sensitive Solutions
- Christopher Douwes, Trails and Enhancements Program Manager 202-366-5013. christopher.douwes@dot.gov: Transportation Alternatives Program/Enhancement Activities: Recreational Trails Program related activities; Bicycle and pedestrian policy and guidance
- Daniel Goodman, Transportation Specialist. 202-366-9064. daniel.goodman@dot.gov: Bicycle and pedestrian activities; Livability
- Wesley Blount, Program Manager. 202-366-0799. wesley.blount@dot.gov: Safe Routes to School, Discretionary programs

Planning
- Brian Gardner. 202-366-4061. brian.gardner@dot.gov: Modeling
- Jeremy Raw. 202-366-0986. jeremy.raw@dot.gov: Modeling
- Harlan Miller. 202-366-0847. harlan.miller@dot.gov: Planning Oversight
- Kenneth Petty. 202-366-6654 kenneth.petty@dot.gov: Planning Capacity Building

Policy

Infrastructure — Design (including accessible design)
- Michael Matzke. 202-366-4658. michael.matzke@dot.gov

Resource Center — Design (including accessible design)
- Brooke Struve, Safety and Design Team. 720-963-3270. brooke.struve@dot.gov
- Peter Eun, Safety and Design Team, 360-753-9551. peter.eun@dot.gov

Operations — Manual on Uniform Traffic Control Devices
- Kevin Dunn, Transportation Specialist. 202-366-6054. kevin.dunn@dot.gov: MUTCD Team

Pedestrian and Bicycle Safety
- Gabe Rousseau, Safety Operations Team Leader, 202-366-8044. gabe.rousseau@dot.gov: Bicycle and pedestrian safety programs
- Tamara Redmon, Pedestrian Safety Program Manager. 202-366-4077. tamara.redmon@dot.gov: Pedestrian safety

Pedestrian and Bicyclist Safety Research
- Ann Do. 202-493-3319. ann.do@dot.gov
- Jim Shurbutt. 202-493-3420. jimmy.shurbutt@dot.gov

Civil Rights — Accessibility Policy and Compliance
- Patrick Gomez, Resource Center Civil Rights Team. 720-963-3269. patrick.gomez@dot.gov
- Candace Grouiné, Director of External Civil Rights Programs. 202-366-4634. candace.grouiné@dot.gov
MOVING TO THE NEXT LEVEL:
LESSONS FROM THREE MODEL BICYCLE FRIENDLY COMMUNITIES

The St. Louis region has made great progress in implementing the Gateway Bike Plan in a few short years. Communities are interested in moving to the next level of implementation and want to learn more about best practices for piloting projects and build-out and maintenance of bicycle facilities such as buffered bike lanes and cycle tracks.

Come learn about these best practices and their role in spurring transformational economic development. Hear from Minneapolis, Indianapolis, and Memphis—three cities that have been nationally recognized for their achievements in creating bicycle friendly communities.

8:00 am        Registration / Light Breakfast
8:30 am        State of Biking in the Region: Progress Made
9:15 am        Best Practices for Build-out and Maintenance
                Andy Lutz, P.E., City of Indianapolis Public Works Department
                David Peterson, AICP, City of Minneapolis Public Works Department
10:30 am       Break
10:40 am       Modus Operandi: Policies and Procedures for Model Facilities
                Andy Lutz, P.E.
                David Peterson, AICP
11:40 am       Streets for Everyone and Other Tools
                Jennifer Allen, Trailnet
12:00 pm       Lunch Presentation: The Hampline and the Power of Piloting Projects
                Sarah Newstok, Livable Memphis
1:30 pm        Closing Remarks and Adjournment

COST: $15
Register by November 18 at http://bit.ly/1bGmsSQ

CONTINUING EDUCATION CREDITS AVAILABLE:
4.5 P.E. PDH CREDITS AND
4.5 APA CM CREDITS.

LEARN BEST PRACTICES FROM MINNEAPOLIS, INDIANAPOLIS, AND MEMPHIS!

BIKE PARKING AVAILABLE. ACCESSIBLE VIA METROLINK DELMAR STATION OR METROBUS LINES 97 AND GL.
Tentative Agenda

1. Introductions

2. Approval of Minutes from Previous Meeting - - May 8, 2013

3. Update on St. Clair County Complete Streets Initiative - - Megan Riechmann and Rita Boyd (15 minutes)

4. OneSTL - - Kevin Triggs (15 minutes)

5. MoDOT Bicycle Facilities Update - - Larry Welty (10 minutes)

6. Gold-Friendly Designation Status (Bicycle Friendly Community) - - Marielle Brown (20 minutes)

7. Other Business (5 minutes)
   - Trailnet Request for Applications for communities interested in bike/pedestrian planning
   - Bicycle Counts update
   - FHWA Pedestrian Safety Action Plan for St. Louis
   - LIB statewide bicycle safety quiz: www.bikesafetyquiz.com

8. Events (5 minutes)
   - July 17: APBP Webinar – Getting the Most from Pavement Markings
   - July 22: Illinois Statewide Bicycle Plan - 1PM meeting for professionals and 7PM meeting for citizens, both held at Metro East Parks and Recreation District office
   - August 4: Ferguson Sunday Parkways
   - August 21: APBP Webinar – Improving Performance Measures and Outcomes

9. Next BPAC Meeting Date: October 9, 2013
   BPAC Working Group Subcommittee: TBD
   GRG Bike Plan Implementation Group Subcommittee: TBD

10. Adjournment
To: Bicycle and Pedestrian Advisory Committee
From: Rachael Pawlak, East West Gateway Council of Governments
RE: Draft Minutes from BPAC meeting, May 8, 2013; 2 pm

In Attendance:
Todd Antoine (Great Rivers Greenway)
Marielle Brown (Trailnet)
Lonora Fisher (CMT)
Marla Gursch (Illinois DNR)
Karen Karabell (Citizen)
John Kohler (St. Louis City)
Donovan Larson (Citizen)
Mike Murray (Great Rivers Greenway)
Jessica Niemeyer (CMT)
Mark Phillips (Metro)
Christopher Schmidt (IDOT)
Elizabeth Simons (Live Well Ferguson)
Larry Welty (MoDOT)
Jeremy Wolfmeyer (City of O’Fallon, Mo)
Paul Wojciechowski (Alta Planning)

East West Gateway Staff:
Jason Lange
Larry Grither
Chris Michael
Rachael Pawlak
Shay Schindler

1. Introductions
Marielle Brown called the meeting to order at 2:05 p.m.

2. Approval of Minutes from Previous Meeting - - January 9, 2013
The minutes were approved as proposed.

3. FY 2014-2017 Transportation Improvement Program Project Recommendations & Schedule
Jason Lange updated the Committee on the development of the Transportation Improvement Program (TIP). The Surface Transportation Program - Suballocated (STP-S) and Congestion Mitigation Air Quality (CMAQ) applications were due in March 2013 and recommendations were approved by the Transportation Planning Committee (TPC) at their April meeting. The draft TIP will be presented in June at six open house meetings for public comment. After the public comment period, the draft TIP will be presented to the Board of Directors at their July meeting for final adoption.
4. **Great Streets Update**
Shay Schindler updated the BPAC on the Great Streets Initiative. There are three separate projects including Grand Center in St. Louis City, Dorsett Road in Maryland Heights, and Page Avenue in Pagedale. Each project is in the final design stage and will be concluded in June. Schindler asked the BPAC to provide input on the final design, and she would pass that along to the project’s consultant. Schindler gave a brief history of each project corridor, discussing its strengths and weaknesses, and presented the final design concept for each project. Mike Murray asked about a connection between the MetroLink Station on Grand Avenue to Grand Center. John Kohler said there is a current study between the City of St. Louis and Crawford Bunte Brammeier, looking at ways to make it more bicycle friendly. Schindler said that Grand Center is going to start a shuttle that will loop from the Grand MetroLink Station to Grand Center. More information on the Great Streets Initiative can be found on the website: http://www.ewgateway.org/GreatStreets/greatstreets.htm.

5. **Bicycle Friendly Communities Application Status, Bike Counts, Bike Score**
Marielle Brown informed the Committee about the Bicycle Friendly Community application. The City of St. Louis received the bronze designation in 2009. The deadline for the submittal of the application is July 2013. Kohler expressed how the application process is very educational and can be used as a tool to show the aldermen and people in the community what the City has already completed in the realm of bicycle programs and initiatives. Kohler said that the application should be made available online to be used as a resource. Elizabeth Simons informed the Committee that the City of Ferguson is also applying for designation. Regarding the bike counts, the last time Trailnet and Great Rivers Greenway conducted bike counts were in September 2012 region wide in Missouri. This year, they will be expanding the bike counts. They are currently looking for volunteers to help out with the process. Brown informed the Committee that the City of St. Louis would have a Bike Score (similar to Walk Score) sometime at the end of May. Kohler asked what information you need to provide to determine the bike score. Brown said that they look at the on-street network, ridership, topography and weather to determine the bike score.

6. **BPAC Subcommittee Development**
Marielle Brown, Paul Wojciechowski, and Rachael Pawlak informed the Committee about the formation of two subcommittees. The subcommittees compose of a BPAC Working Group and a GRG Bike Plan Implementation Group. The subcommittees will meet as needed and will be comprised of BPAC members.

7. **Other Business**
The State of Illinois is in the process of developing a Statewide Bike Transportation Plan, and is soliciting feedback on technical issues from engineers, planners, city administrators and others working to build and maintain the transportation network in communities throughout Illinois. The meeting for transportation professionals will be held on July 22, from 1-3 PM at the Metro East Parks and Recreation District office. A separate meeting will be held on the same day, geared towards citizens who bike or are interested in biking. Citizens are asked to join and share their ideas on how to improve bicycling in Illinois. The meeting will be held on July 22, from 7 – 8:30 PM at the Metro East Parks and Recreation District office. For more information on the Illinois Bike Transportation Plan, please visit: http://www.illinoisbikeplan.com/.

8. **Adjournment**
The meeting adjourned at 3:30 p.m.
St. Louis Regional Bicycle and Pedestrian Advisory Committee

Tentative Agenda

1. Introductions

2. Approval of Minutes from Previous Meeting - - January 9, 2013

3. FY 2014-2017 Transportation Improvement Program Project Recommendations & Schedule - - Jason Lange (5 minutes)

4. Great Streets Update - - Shay Schindler (5 minutes)

5. Bicycle Friendly Communities Application Status, Bike Counts, Bike Score - - Marielle Brown (10 minutes)

6. BPAC Subcommittee Development - - Rachael Pawlak, Marielle Brown, Paul Wojciechowski (30 minutes)

7. Other Business and Events (10 minutes)
   - JARC/New Freedom Project Selection
   - Bike Month Events
   - Illinois Bike Transportation Plan: http://www.illinoisbikeplan.com/
   - May 8: From Traffic Volume to Community Value: Re-envisioning the South County Connector meeting; 7 pm
   - May 15: APBP Webinar: Bike Signals
   - May 17: Bike to Work Day Refueling Stations
   - May 18: Ferguson Twilight Run/Walk
   - June 2: Ferguson Sunday Parkways
   - June 6&8: Cycling Savvy Course
   - June 19 APBP Webinar: Mining National Data for Information on Walking and Bicycling

8. Next Meeting Date: July 10, 2013

9. Adjournment
East-West Gateway Council of Governments
One Memorial Drive, Suite 1600 • St. Louis, MO 63102

St. Louis Regional Bicycle and Pedestrian Advisory Committee

To: Bicycle and Pedestrian Advisory Committee
From: Rachael Pawlak, East West Gateway Council of Governments
RE: Draft Minutes from BPAC meeting, January 9, 2013; 2 pm

In Attendance:
Todd Antoine (Great Rivers Greenway)
Gerry Biedenstein (St. Louis County Parks Dept)
Marielle Brown (Trailnet)
Karen Karabell (Citizen)
John Kohler (St. Louis City)
Donovan Larson (Citizen)
Jessica Niemeyer (CMT)
Mark Phillips (Metro)
Elizabeth Simons (Live Well Ferguson)
Jeremy Wolfmeyer (City of O’Fallon, Mo)
Paul Wojciechowski (Alta Planning)

East West Gateway Staff:
Jason Lange
Larry Grither
Rachael Pawlak
DJ Wilson

1. Introductions
Jeremy Wolfmeyer called the meeting to order at 2:05 p.m.

2. Approval of Minutes from Previous Meeting - - October 10, 2012
The minutes were approved as proposed.

3. Chair, Vice Chair Nomination
The committee elected Marielle Brown as Chair and Jeremy Wolfmeyer as Vice Chair. Marielle Brown is the Transportation Planning Committee (TPC) representative.

4. FY 2014-2017 Transportation Improvement Program
Jason Lange informed the BPAC on the upcoming TIP process. Programs include the Surface Transportation Program (approximately $45 million available), Congestion Mitigation Air Quality Program (approximately $40 million available), and the On-System Bridge Replacement Program (approximately $5 million available). Applications for each program are due March 8, 2013. Jason also explained the TIP schedule: after projects are reviewed and scored, they are presented to the Transportation Planning Committee for project approval and inclusion in the draft TIP. The draft TIP is then presented to the Executive Advisory Committee and Board of
Directors for approval to present the draft to the public for comment. Six open houses are held around the region for additional input. The final TIP will then be presented to the Board of Directors at their July meeting for approval.

5. **Job Access and Reverse Commute & New Freedom Program**
   Rachael Pawlak notified the BPAC about the upcoming Job Access Reverse Commute (JARC) and New Freedom project solicitation. There is $992,219 in JARC funding and $637,188 in New Freedom funds available to the St. Louis region. Applications are due on March 18, 2013. Applications are available online.

6. **On-Street Bicycle Guidance**
   Paul Wojciechowski presented to the BPAC on the basic design guidelines and standards that have been used for the development of bikeways in the Gateway Bike Plan, in addition to supplemental guidance. Paul also discussed problems that have occurred throughout the last year on the implementation of certain bike facilities. The American Association of State Highway and Transportation Officials (AASHTO) Guide for Developing Bicycle Facilities and Manual of Uniform Traffic Control Devices (MUTCD) are used as a basis for design. The AASHTO Guide will be maintained as the base design guidance for the Gateway Bike Plan. The Guide covers conventional bike lanes and intersection treatments; however, the Guide does not cover anything more than general details for many items included in the Gateway Bike Plan, such as buffered bike lanes, intersection markings, cycle tracks, contra-flow bike lanes, left side bike lanes, colored conflict area markings, and detailed intersection treatments. The MUTCD provides signage standards, bike lane markings, and shared lane marking that are the basis for the Gateway Bike Plan and are to be used throughout the Plan area. Any additional standards that will be implemented must be nationally recognized. The National Association of City Transportation Officials (NACTO) Urban Bikeway Guide offers detailed, written explanations, drawings, and pictures of installed bikeways in real situations. Paul showed several slides with pictures showing good and bad bikeway design in St. Louis. For more information, please contact Paul Wojciechowski.

7. **Other Business**
   The meeting adjourned at 3:30 p.m.

8. **Adjournment**
Tentative Agenda

1. Introductions
2. Approval of Minutes from Previous Meeting - - October 10, 2012
3. Chair, Vice Chair Nomination
4. FY 2014-2017 Transportation Improvement Program - - Jason Lange
5. Job Access and Reverse Commute & New Freedom Program - - Rachael Pawlak
6. On-Street Bicycle Guidance - - Paul Wojciechowski
7. Other Business and Events
8. Next Meeting Dates: TBD
9. Adjournment
1. **Introductions**

   Jeremy Wolfmeyer called the meeting to order at 2:05 p.m.

2. **Approval of Minutes from Previous Meeting** - - July 11, 2012

   The minutes were approved as proposed.

3. **MAP 21**

   Jason Lange gave an overview of the new federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 is a $105B two year transportation bill, which became effective on October 1, 2012 and expires September 30, 2014. Lange described the bill’s funding sources, nothing that the Motor Vehicle Fuel tax has been extended through 2016. The themes of the bill include: strengthening America’s highway and public transportation systems; creating jobs and supporting economic growth; supporting the Department of Transportation’s aggressive safety agenda; simplifying and focusing on the federal program; accelerating project delivery and promoting innovation; and establishing a performance based federal program. The Surface Transportation Program continues to fund federal-aid highways plus bridges on any public road; however, the 10% enhancement set-aside has been eliminated. The Congestion Mitigation/Air Quality Program continues without any changes. The new Transportation Alternatives program redefines the previous Transportation Enhancements program and consolidates some of the activities, and includes the Safe Routes to School (SRTS) program. One of the activities no longer eligible is safety and educational activities for pedestrians and bicyclists; however, this is an eligible activity under the SRTS program, for children in grades k-8. Several of the transit programs have been created, consolidated, or eliminated, for instance: the
Bus and Bus Facilities program converted to a formula program; the JARC program was eliminated, but JARC activities are eligible under the Urban and Rural Area Formula Program; the New Freedom program was eliminated, however projects are eligible under the Section 5310 program; and the State of Good Repair program replaces Rail Modernization. The rules and regulations detailing the bill have yet to be written.

4. **Great Streets Round Two**
Shay Schindler updated the BPAC on the Great Streets Initiative. Applications for the second round were due August 3, 2012. East-West Gateway selected three projects, including: Dorsett Road in Maryland Heights, Grand Center in St. Louis, and Pave Avenue in Pagedale. The three separate projects will develop schematic level plans consistent with the Great Streets Initiative process and goals. EWG issued a RFQ in July seeking a consultant to provide planning services for the three projects and a selection committee has been developed for each project.

5. **September Bike Counts Analysis**
Marielle Brown gave a presentation on Trailnet’s bike counting project, which occurred September 11, 12, and 13. The tracking program is based on the guidelines from the National Bicycle and Pedestrian Documentation Project. The volunteers tracked gender, race, bicycles on road or sidewalk, and bicycles with or against traffic. There were 32 volunteer locations, 10 video locations, and an additional 11 locations chosen by Trailnet. The results showed 2,811 people on bicycles and 6,129 people on foot. The highest percentage of individuals walking (34.6%) and biking (64.5%) were white males. Regarding riding behavior, 9.7% were counted riding against traffic and 36.8% of bicyclists were riding on the sidewalk.

6. **Other Business**
The BPAC nominated Marielle Brown as the Transportation Planning Committee representative.

7. **Adjournment**
The meeting adjourned at 3:30 p.m.