Meeting Agenda

1. Introductions

2. Approval of Minutes from Previous Meeting - - November 12, 2014

3. **BPAC Bylaws and Membership** - - Rachael Pawlak, EWG

4. **Chair, Vice-Chair, TPC Nominations** - - Rachael Pawlak, EWG

5. **EWG Programming – STP-S and CMAQ** - - Jason Lange, EWG

6. **EWG Project Selection and Public Comment – TAP/Section 5310** - - Jason Lange and Rachael Pawlak, EWG

7. **EWG Regional Transportation Plan Connected 2045 – Bike/Pedestrian Element** - - Peter Koeppel and Rachael Pawlak, EWG

8. **Other Business**
   a. Bike Share Update, Elizabeth Simons
   b. Bike St. Louis Phase 3, Elizabeth Simons
   c. St. Louis County Complete Streets, John Hicks

9. **Events**
   a. January 21: APBP Webinar – Level of Service for Pedestrians and Cyclists
   b. January 21: CyclingSavvy Classroom Session
   d. January 25: Trailnet Bike Expo
   f. March 18: APBP Webinar – Pedestrian and Bicycle Counting Programs

10. **Future Meetings**
   a. BPAC Meeting Date: April 8, 2015
   b. Gateway Bike Plan – Working Group Meeting Date: January 23, 2015

11. Adjournment
To: Bicycle and Pedestrian Advisory Committee  
From: Rachael Pawlak, East-West Gateway Council of Governments  
RE: Draft Minutes from BPAC meeting, November 12, 2014; 2 pm

In Attendance:  
Tom Blair (MoDOT)  
Marielle Brown (Trailnet)  
Lenora Fisher (CMT)  
John Hicks (St. Louis County)  
Curtis Jones (IDOT)  
John Kohler (City of St. Louis)  
Donovan Larson (Regional Citizen)  
Mark Phillips (Metro)  
Jeremy Wolfmeyer (City of O’Fallon, Mo)

Others in Attendance:  
Kevin Jemison (IDOT)  
Josh Wiese (Mayor’s Office, City of St. Louis)

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

2. **Approval of Minutes from Previous Meeting** - - August 13, 2014  
The minutes were approved as proposed.

3. **St. Louis City LAB Report**  
Josh Wiese, City of St. Louis Mayor’s Office, presented on the St. Louis City LAB Report. Steve Clark, League of American Bicyclists (LAB) Bicycle Friendly Community (BFC) Specialist, visited in September 2014 to see the progress the City has made since the 2013 BFC designation, and give advice on how to go up a level in designation. In the 2013 BFC application, St. Louis scored 26 out of 100 points. Josh stated that St. Louis basically scored at the Silver level; St. Louis scored Silver in Engineering, Silver in Education, Silver/Gold in Encouragement, and Bronze in Enforcement and Evaluation. Josh showed different examples of successful bike infrastructure around the nation. Steve’s advice for St. Louis to move to Silver are: 1) increase percent of arterials with bike lanes, and continue to build the network; 2) hire a bicycle coordinator with authority to implement complete streets/bike plan; and 3) implement Safe Routes to School programs in schools.

John Kohler stated that the City of St. Louis received the Bronze designation in 2009 and the LAB presented the City of St. Louis with recommendations on how to improve. The City of St. Louis accomplished most of those recommendations. John stated that nationwide, the bar has been raised to a higher level that when the City of St. Louis reapplied in 2013, the criteria had changed and had become much more difficult to achieve the Silver designation.
4. **Council’s Long Range Plan Development**

Peter Koeppel, East-West Gateway, updated the BPAC on the development of the Long Range Plan, *Connected 2045*. The Long Range Plan identifies current and future needs based on population projections and travel demand. The Plan is updated every four years because St. Louis is in a non-attainment air quality zone. Transportation projects must be included in the Plan to receive federal funding, however at the same time the Plan must be fiscally constrained. This means that projects are identified with funds that are reasonably expected to be available over the planning period. The Plan does include an illustrative list of projects that are not currently funded with the current estimates, but are next in line if more funding is made available. New under MAP-21, the Plan must identify performance measures and targets tied to plan goals to track the Region’s progress at achieving the identified goals.

The Council solicited for projects to be identified in the Plan, and projects will be evaluated in November/December 2014. To gather further input, a second technical stakeholder workshop will be held in January 2015. The draft Plan will be presented in March, followed by open houses in May to receive public comment. The final *Connected 2045* will be presented in June 2015.

Peter passed out a Fact Sheet that was created for the planning process, as well as the Performance Measure Framework. The Framework includes the 10 guiding principles, and how they align with system and project scoring metrics.

5. **St. Louis City Bike Rack Design Update**

John Kohler, City of St. Louis BPS, discussed the City Bike Rack Design. In 2006, the St. Louis Bicycle Federation applied for a STP-S grant for a pilot back rack project. The initial bike rack design came from the efforts of the St. Louis Bike Federation. The City of St. Louis started its own bike rack project, and took the design that was created for the St. Louis Bike Federation, with some modifications. The City developed a Stakeholder Group to help refine the City’s final design. The Stakeholder Group selected an inverted “u” design with two points of bike contact. Each rack can accommodate two bikes. The base is anchored with theft-deterrent bolts. Multiple racks can be positioned in a series to provide additional bike parking. The City of St. Louis installed 90 bike racks throughout the City. The racks are stainless steel and are very durable. The problem is the price of stainless steel has increased substantially, and the City feels the cost is no longer sustainable. Also, during the fabrication process some contamination occurred, causing issues with premature rusting and staining. At least half of the bike racks had to be recalled. The City reconvened the Stakeholder Group to select an alternative bike rack. John showed an image of the selected bike rack. The new rack will have a heavy duty hoop design with a custom logo. The material is galvanized steel that is dipped into a gloss back thermoplastic coating. The racks are $250 to fabricate and $200 to install, which yields a $450 total price for each rack. The cost of the original stainless steel rack is $1600-$1700 per rack.

6. **O’Fallon, Mo Bike Implementation Update**

Jeremy Wolfmeyer, City of O’Fallon Parks and Recreation Department, provided an update on the number of biking initiatives by the City of O’Fallon, MO:
- The City is working with MoDOT to address a gap in the 10-mile bike loop (Technology Drive, Winghaven, S Outer 364, and Highway K) created during Highway 364 construction.
- The City added bike lanes to West Terra to improve bike access in the northern area of town.
- The City hosted a Bike Smart Class with Trailnet in July 2014. The O’Fallon Communications Department made two videos, which are posted on YouTube. One video is a promotional video to market the Bike Smart class, and the second video has footage of the class taking place. Five individuals participated in the City’s first Bike Smart Class.
- The City’s website now includes new info regarding bicycling and walking in O’Fallon. The City is currently working on an online map that will have different features (i.e., bike rack locations, Bike Friendly businesses, current and proposed facilities, etc.).
- The City recently solicited bids for a corridor study for Highway K and Highway N. The City is asking for guidance on how to improve pedestrian and bike mobility along those two corridors. The study should start in January 2015, and finish in the summer of 2015.
- The City submitted two TAP applications:
  - 10’ shared use path along Highway K. Currently, there are gaps in the shared use path, so the project will fill in those gaps.
  - Shared use path access to Dames Park.
- The east side of 364 from Highway N to 364 will include a 10’ shared use path.

7. **Other Business**
- John Hicks provided information on St. Louis County’s complete street test on Union Road, from the St. Louis City limits to Reavis Barracks. The test includes a road diet, sidewalk improvements, and the addition of bike lanes. The County is getting severe push back from residents along the corridor. The corridor has the highest concentration of senior citizens in St. Louis County. The corridor provides a good connection route to the head of Grants Trail.
- Great Rivers Greenway is hosting a Bike Share Open House on Thursday, November 13, 2014.

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