

MEETING SUMMARY

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

TUESDAY, OCTOBER 28, 2014

Introductions

Dan Burden
Sara Mentzer
Tom Daubs
Mike Barkalow
Terri Thayer
Bob Neilly
Mike Carolan
Samantha Thomas
Kesha Billings
Tim Mooney
Amy Lepowsky

Mentzer asked Mr. Burden how we measure success? Thomas responded that the BPAC could use existing statistics from other places/projects to sell the change and then we would want to gather before and after data on road or trail projects within Marion to show improvement. She noted that the Committee will have to determine how, when, and how long to study the impacts to get sufficient data.

Burden noted that the adopted Master Trails Plan shows a commitment to the Complete Streets concept and that a commitment to Complete Streets does not have to necessarily mean a financial commitment upfront. Although the Complete Streets plan is meant to apply to new and reconstruction projects, the City will want to identify exceptions that it is willing to make under special circumstances. Burden informed the Committee that the City is allowed to submit up to six road projects to Blue Zones for review and recommendations for improvements.

Burden also identified that the City could start off by mimicking existing Complete Streets Plans that are already working well. He gave examples of NACTO (NYC has implemented), Living Streets Design Manual, or Chicago also has design standards that would be in a similar weather climate. Barkalow noted that the City is currently using the Metro Design Standards but will be switching to SUDAS. Lepowsky noted that Cedar Rapids is also using SUDAS, but has made slight alterations to a few parts.

Billings asked Mr. Burden for recommendations on safety improvements. Burden responded that the MTP has a number of great examples that could be implemented. He suggested looking into mid-block crossings to reduce the number of conflict points from a standard intersection. He noted that trails will only see improved use if they are considered safe.

Thayer added that we need to provide more education, not only on how to behave at intersections, but also about how to make yourself seen. Burden responded that the City could apply for NHTSA (National Highway Traffic Safety Administration) grants for educational programs. These grants are typically applied for by police departments.

Burden asked if the City is constructing trails along creek corridors. Billings informed him of the CeMar Trail and the Indian Creek Trail that have recently received funding. She noted the concern for continued maintenance of trail that are close to flood prone areas. She noted that the City does not currently have a requirement for parkland dedication or trail dedication. Local developers have allowed roadside trails to be developed by dedicating the additional right-of-way and the City picks up the oversizing cost from a sidewalk to a trail. Burden suggested looking at Mason City and how they have handled maintenance of their trail along a major creek corridor.

Neilly asked about potential funding sources for signage. Burden suggested looking at Colorado communities, especially Veil and Aspen, for examples of great trail signage. Burden also noted that the Committee could contact local businesses to fund a minimum number of signs in exchange for having their business logo located on a sign.

Burden, Mentzer, and Thomas left the meeting.

Carolan suggested that the City look at implementing ten-foot wide trails, he felt the City was undersizing it's new trails. Carolan went on to explain that having the wider trail would allow bicyclists to ride beside each other and reduce user conflicts. Mooney agreed that major and minor arterials should be ten-foot wide, but suggested trails along collectors be left at eight-foot wide. He suggested having a ten foot wide trail and a six-foot wide sidewalk along Tower Terrace to utilize the same amount of right-of-way and concrete. The group unanimously agreed. Billings noted she would draft a letter of recommendation to the City Council and have the BPAC review it first.

Billings noted that the next meeting will be centered around the BPAC's recommendations to the City Council as to what bike and pedestrian improvements should be included in the FY 15/16 budget. Carolan felt that holding the meeting on Tuesday, November 25th should allow him enough time to integrate the recommendations into his budget. Next Meeting will be at **4p.m.**

Meeting was ended at 7:23 p.m.