

MEETING SUMMARY

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

TUESDAY, JANUARY 27, 2015

Present:
Mentzer
Crawford
Neilly
Whyte
Scott
Daubs
Carolann
Billings

1. Overview of Iowa Bicycle Summit in Des Moines

The first session I attended was about Rural Complete Streets in which it was reiterated that not all streets need to have the maximum complete streets amenities, but rather what neighborhoods need are safe and accessible transportation options. Because of traffic flow and speeds, bike boulevards could be considered a complete street. Additionally, speakers pointed out that simply having and utilizing a facilities maintenance plan could reduce the City's liability for its amenities.

The second session discussed protected bikeways which are typically in high traffic areas where traditional bike lanes may not be safe enough. The presenter also discussed the use of bike-specific turn signals and 'bike boxes' that are used by bicyclists for easier starts through stoplight intersections.

The third session included a discussion about the greenway in Minneapolis which utilizes a former rail corridor. In addition to promoting healthy transportation and recreation along the 5-mile greenway, the greenway also allows individuals without driver's license to utilize the greenway for transportation. The presenter did note that some cultures still regard the use of the greenway beneath them and that staff has been trying to do additional outreach to change that perception.

The last session involved a discussion on bike park amenities. In addition to single track parks that utilize dirt/clay foundations, engineered structures can be beneficial to provide consistent jumps, limiting liability (look up Valmont Bike Park). Furthermore, the presenter discussed 'pump tracks' in which bicyclists do not peddle, the pumping of the legs over small mounds allows continuous momentum (look up Pontresina, Switzerland)

2. Discussion of Bicycle Friendly Community - Honorable Mention Designation

The Committee discussed the feedback from the League of American Bicyclists. Staff disputes a few of the results that were identified, but the only way to have them recalculated is to resubmit the application. Resubmissions are free and unlimited.

The summary sheet identifies a number of steps/policies the City can implement to receive a bronze designation. A few are in line with what is already being done with Blue Zones, Marion Rotary, and the Police Department and should be able to change the status of some aspects by the re-submittal period in August.

3. Discussion of Bylaws

At the initial meetings the Committee discussed proceeding in an informal manner and decided to forgo bylaws until it was deemed necessary. The Committee was asked if they thought establishing bylaws would be a good move. Crawford indicated that he thought it would be a wise move, especially when the Committee was recommending changes to the City Council or to Staff. Carolann agreed and noted that many boards that support the Parks Department have bylaws. All agreed it was a good idea. Billings is to research and establish draft bylaws for the Committee's review.

4. Discussion of Rockwell Grant Projects

In addition to the Marion Rotary grant for bike racks in the parks, staff would like to seek up to \$2,500 from Rockwell to purchase and install additional racks for other parks, with the goal of having bike racks in every park. Although the Parks Department already plans to submit a grant for another project, cities are allowed to submit more than one grant. Carolan agreed that he felt his staff would be able to install the racks if the grant were awarded. Scott added that the City had previously received a grant to further the Lindale Trail connection. Scott noted that he would be willing to be the Rockwell contact as he was a former employee. The group agreed the grant was worth seeking.

5. Letter of Support for Bike Lanes on Boyson Road, between Marion City Limits and C Avenue

Billings explained that the City of Cedar Rapids is considering taking the parking off of Boyson Road to accommodate buffered bike lanes. Whyte explained that the street was minimally used for parking and that the proposed bike lanes would be 4.5 feet wide with a 1.5 painted buffer area. This will allow a bicycle connection from the roadside trail on the south side of Boyson Road in Marion to the intersection of C Avenue and Boyson Road in Cedar Rapids. The Committee supported drafting a letter in support of the bike lanes.

6. Next Meeting – Tuesday, February 24, 2015 (at 4 p.m.)

Meeting was adjourned at 4:50p.m.