

PLEASE NOTIFY ACOG AT 234-2264 (TDD/TTY 234-2217) BY 5:00 P.M. SEPTEMBER 15, 2008
IF YOU DESIRE A SIGN-LANGUAGE INTERPRETER AT THE MEETING.



association of central oklahoma governments

Chair Willa Johnson
Oklahoma County Commissioner

Vice-Chair Kathy Walker
Nichols Hills Mayor

Secretary/Treasurer Mark Sharpton
Logan County Commissioner

Executive Director
John G. Johnson

MEMORANDUM

DATE: September 10, 2008

TO: Bicycle - Pedestrian Advisory Committee (BPAC)

FROM: Douglas W. Rex, Division Director
Transportation Planning & Data Services (TPDS)

SUBJECT: Meeting Notice

The Bicycle - Pedestrian Advisory Committee will hold a regular meeting on

WEDNESDAY, SEPTEMBER 17, 2008 AT 10:00 A.M.

in the ACOG Conference Room, 21 East Main Street, Suite 100, Oklahoma City, Oklahoma.

AGENDA

- I. CALL TO ORDER ([ATTACHMENT I](#))
- II. APPROVAL OF THE JUNE 18, 2008 MINUTES ([ATTACHMENT II](#))

- III. ITEMS FOR INFORMATION ONLY:
 - A. Review of the 2005 Trails and On-street Facilities ([ATTACHMENT III-A](#))
 - B. Form 2009 Bike to Work Day Planning Subcommittee ([ATTACHMENT III-B](#))
 - C. “Cycling Friendly Cities” Video ([ATTACHMENT III-C](#))
- IV. NEW BUSINESS
- V. ADJOURN

Deadline for December BPAC Agenda Items: 4:00 p.m. Monday, December 1, 2008

December BPAC Meeting: 10:00 a.m. Wednesday December 17, 2008

BICYCLE-PEDESTRIAN ADVISORY COMMITTEE**VOTING MEMBERS AND ALTERNATES**

CITY/ORGANIZATION	MEMBERS	ALTERNATES
BETHANY	No Designee	
BLANCHARD	No Designee	
CHOCTAW	Mark Seibold City Planner	Robert L. Floyd City Manager
COLE	No Designee	
DEL CITY	Geranium Carrington Economic Development Director	
EDMOND	Jan Fees City Planner	Anne Loughren Program Coordinator, Parks & Recreation
FOREST PARK	No Designee	
GOLDSBY	No Designee	
GUTHRIE	Justin Fortney Guthrie Transportation Authority Member	Verdell Smith Parks Superintendent
HARRAH	Paul Wiegert Supervisor, Parks & Recreation	Art Sipes Code Administrator, Code Enforcement
JONES CITY	No Designee	
LEXINGTON	No Designee	
LUTHER	No Designee	
MIDWEST CITY	Anais Starr Assoc Current Planner	

CITY/ORGANIZATION	MEMBERS	ALTERNATES
MOORE	Elizabeth Jones Community Development Director	Kent Sanmann Associate Planner
MUSTANG	Justin Battles Director of Parks & Recreation	Jean Heasley Program Coordinator
NEWCASTLE	No Designee	
NICHOLS HILLS	No Designee	
NICOMA PARK	No Designee	
NOBLE	No Designee	
NORMAN	Angelo Lombardo Traffic Engineer	James Briggs Park Planner – Parks & Recreation
OKLAHOMA CITY	Lanc Gross Planner III	Randy Entz Planner III
PIEDMONT	Lyn Land Parks & Recreation Chair	
SLAUGHTERVILLE	Marsha Blair Town Administrator	Perry Pichot Code Enforcement
SPENCER	Louis Smitherman City Manager	Ron Pollard Chairman - Spencer Parks Advisory Board
TUTTLE	No Designee	
THE VILLAGE	No Designee	
WARR ACRES	Hon. Dean Johnson Councilmember - Ward 3	
YUKON	Casey Barnett Supervisor – Parks & Recreation	Jason Beal Recreation Leader – Parks & Recreation
CANADIAN CO.	No Designee	

CITY/ORGANIZATION	MEMBERS	ALTERNATES
CLEVELAND CO.	No Designee	
LOGAN CO.	Hon. Mark Sharpton Commissioner – District 1	Mary Murphey 1 st Deputy
OKLAHOMA CO.	Bradford Holt Administrator – Board of Commissioners	Mike Sullivan 2 nd Deputy Dist. 1 Commissioner
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)	Larry Hopper Principal Planner	Diponker Mukherjee Planner II
CLEVELAND AREA RAPID TRANSIT (CART)	Cody Ponder Planner/Grants Specialist	
OKLAHOMA DEPARTMENT OF TRANSPORTATION	Ernestine Mbroh SRTS Program Director	Joe Khatib Transportation Manager I
OKLAHOMA DEPARTMENT OF HEAL		Walter Jacques Director of Quality Assurance
BIKE CLUBS/ASSOCIATIONS	Tim Tillman ECO Edmond	
	Ken Kehoe Bike League of Norman	
CITIZENS OR NEIGHBORHOOD ASSOCIATIONS	Mark Gibbs Urban Neighbors	Betsy Brunsteter Healthcare Planner
	Jennifer Gooden Homeless Alliance	
WALKING AND RUNNING ASSOCIATIONS	Lissa Wohltmann Edmond Running Club	
	Chuck Mikkelson Oklahoma City Running Club	

NON-VOTING MEMBERS AND ALTERNATES

CITY/ORGANIZATION	MEMBERS	ALTERNATES
U.S. DOT - FEDERAL HIGHWAY ADMINISTRATION (FHWA)	Isaac Akem Community Planner – OK Division	
U.S. DOT - FEDERAL TRANSIT ADMINISTRATION (FTA)	Pearlie Tiggs Community Planner – Region VI	

BICYCLE-PEDESTRIAN ADVISORY COMMITTEE
 MINUTES OF THE MEETING
 JUNE 18, 2008

A regular meeting of the Bicycle-Pedestrian Advisory Committee (BPAC) convened on June 18, 2008 in the Board Room of the Association of Central Oklahoma Governments (ACOG), 21 East Main Street, Suite 100, Oklahoma City, Oklahoma. This meeting was held as indicated by advance notice filed with the Oklahoma County Clerk and by notice posted at the ACOG office at least twenty-four (24) hours prior to the meeting.

PRESIDING

Douglas Rex, Chairman

ENTITY/AGENCY

ACOG-Transportation Planning & Data Services (TPDS)

VOTING BPAC MEMBERS AND/OR ALTERNATES PRESENT

Mark Seibold	Choctaw
Geranium Carrington	Del City
Jan Fees	Edmond
Art Sipes	Harrah
Anais Starr	Midwest City
Elizabeth Jones	Moore
Jean Heasley	Mustang
Lanc Gross	Oklahoma City
Lyn Land	Piedmont
Louis Smitherman	Spencer
Hon. Dean Johnson	Warr Acres
Bradford Holt	Oklahoma County
Larry Hopper	Central Oklahoma Transp & Parking Authority
Walter Jacques	Oklahoma Department of Health
Tim Tillman	Bike Clubs/Associations
Ken Kehoe	Bike Clubs/Associations
Mark Gibbs	Citizens or Neighborhood Association
Jennifer Gooden	Citizens or Neighborhood Association
Chuck Mikkelson	Walking and Running Associations

GUESTS

Betsy Brunsteter, Citizen	Oklahoma City
Hon. Sam Bowman, Councilmember	Oklahoma City
Randy Entz (Alternate)	Oklahoma City
Diponker Mukherjee (Alternate)	Central Oklahoma Transp & Parking Authority
Vincent Deberry, Center for Public Mgmt	University of Oklahoma
Pete Kramer	OK Bicycling Coalition
Carl Wester	Oklahoma Earth Bike Fellowship

ACOG STAFF

John Sharp
Andrea Weckmueller-Behringer
Pong Wu
Darla Hugaboom
Kara Chiodo
Meredith Williams
Beverly Garner
Lindsey Wortham
Jerry Church

POSITION

Program Coordinator, TPDS
Program Coordinator, TPDS
Associate Planner, TPDS
Associate Planner, TPDS
Assistant Planner, TPDS
Assistant Planner, TPDS
Administrative Assistant, TPDS
Intern, TPDS
Communications Programs Coordinator, IGS

ENTITIES/AGENCIES ABSENT

Bethany
Blanchard
Cole
Forest Park
Goldsby
Guthrie
Jones City
Lexington
Luther
Newcastle
Nichols Hills
Nicoma Park
Noble
Norman
Slaughterville
Tuttle
The Village
Yukon
Canadian County
Cleveland County
Logan County
Cleveland Area Rapid Transit (CART)
Oklahoma Department of Transportation

NON-VOTING MEMBERS ABSENT

U.S. DOT - Federal Highway Administration
U.S. DOT - Federal Transit Administration

I. CALL TO ORDER

Chairman Rex called the meeting to order at 10:05 a.m. He introduced himself and entertained introductions around the room, noting that there was a quorum.

II. APPROVAL OF THE MARCH 19, 2008 MINUTES

There being no discussion, Anais Starr moved to approve the March 19, 2008 meeting minutes. Tim Tillman seconded the motion. The motion carried.

III. ITEMS FOR INFORMATION ONLY:

A. Oklahoma City Bicycle Transportation Plan

Chairman Rex said that Lanc Gross of the City of Oklahoma City Planning Department was here today to brief the Committee about the Oklahoma City Bicycle Transportation Plan. Mr. Gross said work on this Plan started in September 2006 and was the first of its kind in Oklahoma City. The intent was to develop a network of bicycle routes through OKC that would link neighborhoods with activity centers, public places and shopping districts. He said the Bicycle Transportation Plan identifies the needs of the cyclists, locates existing bicycle facilities (almost 39 miles of existing bike routes), and develops policies, establishes goals and actions, recommends bicycle routes, and identifies funding sources.

One of the issues in the beginning was lack of knowledge about the definition of a bike route. After checking with other cities, OKC came up with three classifications: **Class I** - multi-use trails (e.g. similar to Lake Hefner), **Class II** - bike lane (a lane with delineated symbols or a painted stripe), **Class III** - sign shared roadway which is the most common and easiest to implement (signage and pavement markings).

Mr. Gross said the process for the Plan included gathering a Steering Committee, consisting of bike enthusiasts, ACOG and City staff members who met over a 12-month period. The intent was to try to identify issues of bicycles and identify preferred bike routes. He said there were at least two ACOG staff members at each meeting, which was greatly appreciated.

After the information was gathered, 500 miles of identified bike routes were broken down into two phases. Phase I includes 224 miles of routes that radiate from Downtown, are the easiest, routes that are accessible to the general public in populated areas. He said most of these routes will be Class III type facilities. He said that \$1.2 million for Phase I was included in the recent bond package. Mr. Rex asked if the funding would cover the full 224 miles and Mr. Gross said yes. Phase II consists of 302 miles in the outlying areas. Further study will be required for these routes to identify the feasibility of these routes and try to determine a funding source.

Mr. Gross said that if anyone wants a copy of the Plan, to email him with their request. He said the Plan was approved by the Planning Commission on April 10 and accepted by the City Council on April 29. He said that Pete Kramer attended a number of the meetings; he saw the discussion and input, and gave a lot of solid information to the Committee, keeping everyone on track. Also, ACOG staff provided the Committee with maps and other information.

Tim Tillman asked if the Committee hit any snags in the process of coming up with a citizen's driven plan in getting it to the Planning Commission and to the Council; how did they bypass Engineering? Mr. Gross said they included Public Works and the Traffic Management Division in the development and review process. The police department was also involved. The process took about eight to nine months to edit and review before the draft was in place.

Anais Starr asked if the Plan looked at the connections with other cities' bicycle and trail plans. Mr. Gross said yes, they received the information from ACOG – what other cities had in place (or proposed), and connected that information into the City of Oklahoma City system – existing bike routes, proposed bike routes, existing trails and proposed trails in order to create a regional network. Ms. Starr asked if this Plan included a map and Mr. Gross said yes, that he would provide it to anyone who emails him a request. He said there are actually three maps – Phase I, Phase II, and a suitability map which shows the level of interaction between automobiles and cyclists.

Elizabeth Jones asked if interaction includes curb cuts and intersections. Mr. Gross said yes, it can be anything; he said there are 27 different elements that were looked at – traffic speed, lane width, traffic counts, etc. that went into the evaluation.

John Sharp asked what made them look at those type of suitability issues - national trends or data? Mr. Gross said that prior to starting the Plan, they gathered different plans from other high profile, progressive cities to review. He said most of the plans had suitability assessment maps in them and it gives the cyclists the opportunity or chance to see what they are up against if they do select the route.

Ms. Jones asked if they considered making the bicycle routes for a variety of different users, designating certain routes as “advanced only” or “beginner only.” Mr. Gross said that is where the suitability map comes into play. Ms. Jones asked if they were planning to do that with the actual bike route signs; Mr. Gross said that is one of the options they are looking at as well; it is part of their implementation matrix. He said the Plan talks about the ABCs of cyclists – advanced cyclists, basic cyclists and children. He said the threshold for the average daily traffic is 2,500 and then it starts to decrease – the ease of cycling. Councilman Bowman said that typically the lane designation, the lane markings and the bicycle symbols in the lanes are painted white. We can accentuate certain intersections or just with colors other than white. Mr. Gross said that in Portland, Oregon, they paint the travel lane for the cyclist a blue color to

make it stand out more, suggesting that this could be in an area where there have been a number of accidents between cyclists and motorists.

Jan Fees asked if the City of Oklahoma City had some bike routes even before this Plan and Mr. Gross said yes. Ms. Fees said the City of Edmond told them that they cannot have bike routes until there is a plan in place. She asked if there were issues before the Plan with bike route problems because you did not have a plan in place; such as liability issues regarding bike routes, but not a plan that designated them. Mr. Gross said that back in the late 80s, Oklahoma City had a couple of different grants to do bike lanes and bike routes and to also develop a bicycle suitability map and nothing ever went further than that. Based upon what was done in the past with the trail system, they wanted to have a trail system plan in place before making application for funding and they thought that should be carried through for the bike routes as well. He said that Councilman Bowman got the process started when he heard from cyclists at the Bike to Work Day events in 2005 and 2006.

Ms. Fees asked if they will be putting out more bike route signs now that the Plan is in place. She also wondered if they were doing the bike lane marking. She said that some of the City of Edmond engineers told them not to do bike lane marking, but rather to just widen the street. Mr. Gross said when trying to retrofit a bike route system within an existing street system, you can only do what you can. To widen a street would be very expensive; therefore, they have selected streets that are low traffic and will be putting a bike symbol on the street and a bike lane if there is space. Hopefully, they will be able to do as many bike lanes as possible, but the majority of them will be bike symbol and signage.

Larry Hopper said that in terms of public transportation, what does the Plan suggest as a way to further the idea of bike and bus. Mr. Gross said the Plan talks about what has occurred in the past and encourages that to continue. What needs to be worked on is incorporating the bike routes and bus routes.

Jennifer Gooden asked where she could get a map of the existing bike routes. Mr. Gross said to email him and he would send it to her.

John Sharp asked if any thought had been given to getting new unique or different bike signs for the bike routes. Around the region, there are a lot of old (1980s) green signs with "Bike Route" on it, but the signs seem to be ignored. Mr. Gross said the plan is to upgrade the existing routes with signage and pavement markings, but the national standard for bike signs will probably be used. However, the signs may have labels saying; for example, "To Downtown – six miles." The routes may also be numbered so that the cyclists can follow them.

Councilman Bowman asked if there is a code or ordinance that does not permit changing the color of the signs. He feels Oklahoma has so far to go as far as

automobile/bike awareness. Mr. Gross said that other cities have customized their signage to have their city symbol on the sign, but he does not know if they changed the color. Betsy Brunsteter said that on the Shartel bike route, there is a gigantic yellow sign that says "Share the Road" and wondered if that is a standard sign. Mr. Gross said yes.

Mr. Sharp asked if as a region, we (i.e., every city) should use the same signs so that over time there is some continuity among the cities. Pete Kramer said the color of signage is a public standard and when you deviate from the standard, that is when you open yourself up to liability issues. When you paint a line on the roadway and say this is where you ride, that is a liability issue. He said if the concern is usability and liability, the less that you do, the better for all involved. He said once a city habituates to a pink or yellow sign, they will ignore that sign as much as they ignore the green sign. He said you do not want have too many extremes outside of the public standards.

Elizabeth Jones said that when the City of Moore started thinking about this process, they considered going to their own unique sign to make sure people knew they were riding through the City of Moore. However, they decided instead to use the standard green sign with a smaller sign mounted beneath it with a logo or motto that is unique to the City of Moore, since they have had problems with City identity.

Mr. Tillman said he and Jan Fees put together a citizen driven plan for the City of Edmond which they took to the Engineering Department and were told that the Plan could not be implemented without a study. As a result, they have to spend around \$80,000 to have an outside group come in and do a study before they will say yes, due to the liability issue. Councilman Bowman commented that a lot of the work that was done for the City of Oklahoma City was accomplished with a couple of part-time interns from the University of Oklahoma Planning Department.

Bradford Holt commented that the only intermodal connection referenced in the City of Oklahoma City plan was for transit. He asked if a connection with the train system was studied at all. Mr. Gross said it was not studied, but it probably should have been looked at. Mr. Holt said people have mentioned to him their concern that they are not able to take their bikes on the Amtrak and wondered if that was an issue on the horizon. Ken Kehoe said cyclists take train rides down to Ardmore, get off and ride their bikes back to the metro. He said the train's decision to allow or not allow bikes on the train probably depends more on the time of day and the load on the train as opposed to them not being able to take their bikes at all.

Chuck Mikkelson asked if there was anything in the Plan about when the City of Oklahoma City builds future roads, that they go ahead and put in the bike lanes, etc. (like neighborhoods have to put in sidewalks). Mr. Gross said they have considered that option, but Public Works is unsure exactly how much it would cost. They want to look at it closely because widening the street from 14 feet to 16 feet would be a

significant expense. Mr. Mikkelson commented that going back to do it later would be an even greater expense. Mr. Gross said they talked to Public Works about designated bike routes where there are projects that are scheduled for widening and trying to schedule those within a bond issue, augmenting those funds with federal dollars [enhancement grants].

Mr. Rex thanked Mr. Gross for his presentation. He also commented that Councilman Sam Bowman has always been a strong advocate for pedestrian and bicycle facilities within this region, showing strong leadership with regards to development of this Plan, and his efforts are appreciated. Councilman Bowman said there are always engineering, public works, and political obstacles, but the Bike to Work Day was the impetus for Oklahoma City staff to get councilmembers interested in the topic. Also, City Manager Jim Couch is a bicycle enthusiast.

There was no further discussion. This item was for information only.

B. Rack-Up Downtown Project

Mark Gibbs with Urban Neighbors presented a handout, "Rack Up Downtown!" He said this was a joint effort—a partnership program—between Urban Neighbors and Downtown OKC. He said bike racks is just one component of the whole gamut of bicycle facilities, but an important component. For instance, what happens at the destination? What do you do when you cycle somewhere? He said if you look at the maps from the Oklahoma City Plan, a lot of the routes radiate from downtown because most of the destinations are in the downtown area.

Mr. Gibbs said this partnership program is funded with a \$20,000 grant plus \$33,000 match from the community in cash, services, volunteer and professional hours. He said they received a tremendous amount of support from downtown residents, workers, and businesses; everyone they have met has been very excited about the project. He said the grant is primarily federal HUD funding for low to middle income neighborhoods, so the downtown area east of E. K. Gaylord was targeted.

The reason for bike racks is that bicycles need to be secured at the beginning and end of each journey and the cyclists need ease of cycling to downtown destinations and attractions. Bikes provide transportation at a time of high gas prices, decrease pollution, promote healthy lifestyles, enhance livability and present a good image of the City, which attracts companies at a very low cost.

Mr. Gibbs said they can install 30-50 inverted U-shaped racks, each of which will hold two bikes. The number of racks at each location depends on the space and various other restrictions. It also depends on the cost of concreting key sites, plus final number of locations approved. There will be a couple of street art racks which will be functional racks as well. Having a location to park bikes will encourage nearby residents to travel

downtown. Many cyclists like to use the trail down by the river, but do not like to come to Bricktown for lunch because there is nowhere safe to park their bike.

Mr. Gibbs presented the criteria for bike rack locations, noting that it was difficult to find suitable locations to place bike racks in the downtown historic area – retrofitting the racks to fit into an area on relatively narrow streets and sidewalks. He said the fundamental requirements, because of city funding, are that the racks:

- must be located on City property or public easement.
- must be next to the road. There is a specific ordinance that prohibits bicycles on any sidewalk and pathway in Bricktown. This means racks cannot be located away from the road (e.g., immediately outside the Harkins theater) since cyclists could potentially violate the ordinance just to reach the rack.
- must ensure that ADA minimum sidewalk width of 60” is met – and preferably substantially exceeded.
- must be in realistic circumstances – not block or restrict access to building entrances.

He said that in order to get the cyclists to use the racks, the best practice is to make sure racks are: close to frequently used destinations, secure and not secluded – must be either visible from the destination or in an open location with high pedestrian traffic, away from pedestrian flows (ideal or not) – preferably in “dead space,” i.e., where the particular area of sidewalk is “protected” or “terminated” such as by a wall, away from parked cars, away from walls and other obstacles, and given room to use the rack(s), i.e., being able to easily access and lock the bike.

Mr. Gibbs showed photos of various locations in Bricktown where the racks could be placed and showed a map of potential rack locations. He said that project budget does allow for paving to be installed at just two key sites that will ensure broad geographic distribution in the project area and serve an important community location.

Ken Kehoe asked if there was a way to educate the public on how to use the racks correctly in this particular grant. Mr. Gibbs said part of that grant was to demonstrate a community match. There has been publicity and they invited cyclists, not just in the local community, to please come down for a couple of hours (that was worth \$36 of match to them) to park their bike and go have lunch to get them to learn how to use the racks. Mr. Kehoe asked if there has been discussion about sacrificing a parking spot for bike racks on the street. Mr. Gibbs said that will take time to change the view towards cycling. He received a lot of positive reaction from the Planning Commission and other Councilmembers.

Chuck Mikkelson asked if the city parking garages have bike racks and commented that Leadership Square offers it. Mr. Gibbs said they are not there yet, but are working towards placing them in the dead spaces of the parking lot between City Hall and at 420 W. Main. The City is looking at getting racks for its own employees.

Chairman Rex asked where cyclists are parking their bikes now. Mr. Gibbs said they are tying them to lampposts and railings. Betsy Brunsteter asked if the City had regulations against locking bikes to lamp posts and Mr. Rex said the cyclists do not have other options at this time and hopefully enforcement does not see it as that big of an issue right now.

Sam Bowman asked if Mr. Gibbs looked at any sites around the Cox Convention Center and he said no, because that was outside of his area.

Chairman Rex thanked Mr. Gibbs for his presentation.

There was no further discussion. This item was for information only.

C. 2008 Bike to Work Day Report

John Sharp said this year's event was held May 16 and was the fourth Bike to Work Day event in Central Oklahoma. This year, six cities participated - Edmond, Guthrie, Moore, Norman, Oklahoma City and Yukon. He thanked all the partners who were involved, including local entity staff, local elected officials, transit agencies, the State Health Department, local hospitals, universities and technology centers, local bike stores and restaurants.

The 2008 Bike to Work Day saw an increase in ridership from all entities involved:

- The City of Edmond had 80 riders, including the Mayor. They traveled from the University of Central Oklahoma to the Market Place.
- The City of Guthrie had its second event with 33 riders, including the Mayor. They traveled from the Masonic Lodge to the Apothecary.
- The City of Moore held its first event with 12 riders – a great first effort. They traveled from the River Walk area up to the Moore Medical Center.
- The City of Norman had 70 riders, including the Mayor and two councilmembers. All four routes finished in Andrews Park.
- The City of Oklahoma City had about 150 riders with multiple routes ending at Bicentennial Park. At the rally, Councilman Bowman spoke and many local bike stores participated by providing prizes and refreshments.
- The City of Yukon had about 20 riders, including Canadian County Commissioner Phil Carson, riding from City Hall into their Community Park Senior Center. Mr. Sharp said Yukon police were there to help with the event. He commented that the City of Yukon recently put in new bike racks.

Mr. Sharp said that because of the Bike to Work Day event, city bike and trails committees have evolved throughout the region. In addition, ACOG formed the Bicycle-Pedestrian Advisory Committee in response to increasing interest from its members regarding trails planning. Also, there is a Safe Routes to School program, Transportation Enhancement grants, bike racks, bike plans and implementation due to the people starting to look at these issues. There is more participation and in the future, major employers will be contacted to get more involved in this process, METRO Transit has the bike and bus combination, and education with the institutions and vo-techs will continue to build a better working relationship there.

Jerry Church commented that Mr. Sharp was reporting the numbers on the group rides and he thinks those numbers are under-reported. A lot of people ride their bikes to work on this day but just cannot participate in the group rides. Mr. Church also commented that ACOG does a lot of media relations with this event and this year was the easiest because, with the price of gasoline, the story ran on its own with the press coming to ACOG this time. Whereas bikes were a novelty four years ago, people have now come to accept bikes and it is part of the news traffic report on Bike to Work Day. Through repetition and consistency it has become an annual event that people recognize.

Chairman Rex thanked all those who helped organize or participated in the event. There was no further discussion. This item was for information only.

IV. NEW BUSINESS

Oklahoma Earth Bike Fellowship Fund Raiser

Tim Tillman introduced Carl Wester of Oklahoma Earth Bike Fellowship (OEF). Mr. Wester said the OEF is a nonprofit organization that maintains biking, hiking and wilderness trails throughout the state of Oklahoma through membership fees and grants. He said that due to the rains and ice storms, the trails need much help. He then handed out a poster regarding the First Annual Oklahoma Trail Aid fund raiser to be held Saturday, July 12, 2008 at the Omniplex in OKC and said further information about OEF can be obtained through its website: www.okearthbike.com. Chairman Rex thanked Mr. Wester for his presentation.

Educational Videos Available for TV Channel Networks

Jan Fees said that the City of Edmond is looking for some type of educational video to run on its City channel. Pete Kramer said the League of American Bicyclists has produced a series of videos and have given local cable access clearance to those so they can be put on public channels. He said right now he has two DVDs that can be copied to run on their networks.

"Dump the Pump" Day in City of Norman

Chairman Rex said that the Cleveland Area Regional Transit (CART) is having a "Dump the Pump" Day tomorrow, June 19. Free transit in the Norman area is provided, free tee shirts to all passengers, and they are also holding a concert in Andrews Park at 6:00 p.m. The Mayor and Councilmembers plan to participate in the event.

Transportation Enhancement Grant program

John Sharp said that the Transportation Enhancement Grant program has kicked off again and there is a handout available. The grant is for bicycle-pedestrian facilities, safety and education activities for bike-pedestrian type issues, scenic historical highway programs, landscaping, etc. They began accepting applications June 15 and applications must be submitted for preliminary review by October 1. Final applications are due to ODOT by January 1, 2009. In the last cycle, the metro area had seven projects that were funded and this included Midwest City receiving a grant to do a bike-pedestrian plan. He said there is an ODOT website and phone number on the handout if more information is needed.

Next BPAC Meeting

Chairman Rex said that the next BPAC meeting is scheduled for September 17, 2008 at 10 a.m. in this Board room.

VI. ADJOURN

There being no further business, Tim Tillman moved to adjourn. Anais Starr seconded the motion. The motion carried. The meeting adjourned at 11:25 a.m.

ACOG

Association of Central Oklahoma Governments

21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
(405) 234-2264 Fax: (405) 234-2200 TDD: (405) 234-2217
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: September 10, 2008

TO: Bicycle - Pedestrian Advisory Committee

FROM: John Sharp, Program Coordinator
Transportation Planning & Data Services

SUBJECT: Review of the 2005 Trails and On-street Facilities

INFORMATION:

As part of the 2035 OCARTS Plan update, ACOG staff would like to revise its regional trails and on-street facilities database.

Attached is a table that was developed in February 2005 in collaboration with member entities. The table provides the entity, existing miles (prior to 2000), planned miles (built after 2000), and total miles (on-street miles were included for Norman's existing miles). ACOG staff would like to separate the trails facilities and the on-street facilities, as they may serve different purposes.

Please review and update the table to reflect accurately the changes to the trail and on-street facilities within your jurisdiction. ACOG staff would like to have the following information for each trail segment: type of facility (trail or on-street), distance, location (paper map or digital map), and year completed. For future facilities (all facilities built after 2005), please indicate whether the project is funded.

ACTION REQUESTED:

None. For information only.

**Table 1:
Approximate Existing & Planned Bicycle Facility* Mileage by OCARTS Community**

ENTITY	EXISTING MILES	PLANNED MILES	TOTAL MILES
Choctaw	2.14	39.12	41.26
Del City	2.15	1.61	3.76
Edmond	3.60	127.00	130.60
Guthrie	0.80	22.33	23.13
Hall Park	1.25	0.63	1.88
Harrah	1.73	6.49	8.22
Logan County	0.00	7.26	7.26
Midwest City	7.99	0.00	7.99
Moore	1.91	32.08	33.99
Mustang	1.64	0.00	1.64
Newcastle	0.00	2.52	2.52
Nichols Hills	0.49	1.39	1.88
Noble	0.36	0.00	0.36
Norman	99.98	47.83	147.81
Oklahoma City	71.85	138.71	210.56
Piedmont	0.55	0.00	0.55
Purcell	0.88	0.00	0.88
Warr Acres	0.00	1.62	1.62
Yukon	0.52	0.00	0.52
TOTALS	197.84	428.59	626.43

*Facilities include multi-use and bicycle facility miles as of February 2005. Statistics for the City of Norman include approximately 94.9 miles of on-street bicycle facilities.

ACOG

Association of Central Oklahoma Governments

21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
[405] 234-2264 Fax: [405] 234-2200 TDD: [405] 234-2217
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: September 10, 2008

TO: Bicycle - Pedestrian Advisory Committee

FROM: John Sharp, Program Coordinator
Transportation Planning & Data Services

SUBJECT: Form 2009 Bike to Work Day Planning Subcommittee

INFORMATION:

The Association of Central Oklahoma Governments helped coordinate the 2008 Central Oklahoma Bike to Work Day. The event was a success due to the efforts of many local staff and volunteers.

During the planning process for the 2008 Bike to Work Day, there were suggestions to initiate the planning process earlier and have stronger associations with major employers in the region. In order to meet some of those expectations, staff would like to create a 2009 Bike to Work Day Subcommittee to meet and outline a more comprehensive program. At the September meeting, nominations for this subcommittee will be taken.

ACTION REQUESTED:

None. For information only.

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MEMORANDUM

DATE: September 10, 2008

TO: Bicycle - Pedestrian Advisory Committee

FROM: John Sharp, Program Coordinator
Transportation Planning & Data Services

SUBJECT: "Cycling Friendly Cities" Video

INFORMATION:

At the September BPAC meeting, the "Cycling Friendly Cities" video will be shown. This 15 minute video gives examples of best practices of cycling in cities in Denmark, Holland, and Columbia.

ACTION REQUESTED:

None. For information only.