

**PLEASE NOTIFY ACOG AT 234-2264 (TDD/TTY 234-2217) BY 5:00 P.M. SEPTEMBER 16, 2009
IF YOU DESIRE A SIGN-LANGUAGE INTERPRETER AT THE MEETING.**



association of central oklahoma governments

Chair Willa Johnson
Oklahoma County Commissioner

Vice-Chair Sam Bowman
Oklahoma City Councilmember

Secretary/Treasurer Russell Smith
Midwest City Mayor

Executive Director
John G. Johnson

MEMORANDUM

DATE: September 16, 2009

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 16, 2009 AT 10:00 A.M.

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

AGENDA

- I. CALL TO ORDER (ATTACHMENT I)
- II. APPROVAL OF THE JUNE 17, 2009 MINUTES (ATTACHMENT II)
- III. ACOG RESOLUTION FOR SAFE ROUTES TO SCHOOL (ATTACHMENT III)

Action requested: Consider recommending that the ITPC approve the resolution of support for the attached described FY 2009-11 Safe Routes to School applications.

- IV. APPROVED OCARTS AREA TRANSPORTATION ENHANCEMENT PROJECTS FOR FEDERAL FISCAL YEARS 2010 AND 2011 FUNDING (ATTACHMENT IV)

Action Requested: None. For information only.

- V. SIDEWALK MAINTENANCE AND COORDINATION IN THE OCARTS AREA (ATTACHMENT V)

Action Requested: None. For information only.

- VI. 2035 OCARTS PLAN TRAILS AND EXTENDED VISION TRAILS LINKAGES (ATTACHMENT VI)

Action Requested: None. For information only.

- VII. NEW BUSINESS

- VIII. ADJOURN

Deadline for December BPAC Agenda Items: 4:00 p.m. Tuesday, December 1, 2009

December BPAC Meeting: 10:00 a.m. Wednesday, December 16, 2009

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

CITY/ORGANIZATION	MEMBERS	ALTERNATES
BETHANY	Kevin Massey Public Information Officer	Sandra Kimerer Finance Director
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	
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	Rance Shields Environment, Health & Sustainability Commission	
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	No Designee	Ron Pollard Chairman - Spencer Parks Advisory Board
TUTTLE	No Designee	
THE VILLAGE	No Designee	
WARR ACRES	Hon. Dean Johnson Councilmember - Ward 3	Jan Blake Planning Commissioner At Large
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	Richard Andrews Statewide Bike/Pedestrian Coordinator
OKLAHOMA DEPARTMENT OF HEALTH	Matt Jacobs Physical Activity Coordinator	Walter Jacques Director of Quality Assurance
BIKE CLUBS/ASSOCIATIONS	Tim Tillman ECO Edmond	Pete Kramer OK Bicycling Coalition
	Ken Kehoe Bike League of Norman	
CITIZENS OR NEIGHBORHOOD ASSOCIATIONS	Mark Gibbs Urban Neighbors	Betsy Brunsteter Healthcare Planner
	Jennifer Gooden Regional Food Bank of Oklahoma	
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 17, 2009

A regular meeting of the Bicycle-Pedestrian Advisory Committee (BPAC) convened on June 17, 2009 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

ENTITY/AGENCY

John Sharp, Chairman

ACOG-Transportation Planning & Data Services (TPDS)

VOTING BPAC MEMBERS AND/OR ALTERNATES PRESENT

Sandra Kimerer
 Mark Seibold
 Jan Fees
 Anais Starr
 Elizabeth Jones
 James Briggs
 Randy Entz
 Lyn Land
 Matt Jacobs
 Tim Tillman
 Ken Kehoe
 Lissa Wohltmann
 Chuck Mikkelson

Bethany
 Choctaw
 Edmond
 Midwest City
 Moore
 Norman
 Oklahoma City
 Piedmont
 Oklahoma Department of Health
 Bike Clubs/Associations
 Bike Clubs/Associations
 Walking and Running Associations
 Walking and Running Associations

GUESTS

Kim Mish
 Walter Jacques

Bike Advisory Committee-Norman
 Oklahoma Department of Health

ACOG STAFF

POSITION

Andrea Weckmueller-Behringer
 Meredith Williams
 Ryan Billings
 Daniel Fazekas
 Beverly Garner

Program Coordinator, TPDS
 Assistant Planner, TPDS
 Assistant Planner, TPDS
 Assistant Planner, TPDS
 Administrative Assistant, TPDS

ENTITIES/AGENCIES ABSENT

Blanchard
Cole
Del City
Forest Park
Goldsby
Guthrie
Harrah
Jones City
Lexington
Luther
Mustang
Newcastle
Nichols Hills
Nicoma Park
Noble
Slaughterville
Spencer
Tuttle
The Village
Warr Acres
Yukon
Canadian County
Cleveland County
Logan County
Oklahoma County
Central Oklahoma Transportation and Parking Authority
Cleveland Area Rapid Transit
Oklahoma Department of Transportation
Citizens or Neighborhood Associations

NON-VOTING MEMBERS ABSENT

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

I. CALL TO ORDER

Chairman Sharp 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 18, 2009 MINUTES

There being no discussion, Tim Tillman moved to approve the March 18, 2009 meeting minutes. Elizabeth Jones seconded the motion. The motion carried.

III. ITEMS FOR INFORMATION ONLY:

A. 2009 Bike to Work Day Report

Ryan Billings said May 1 was Bike to Work Day in Central Oklahoma, saying that the date was moved up to get more school involvement and was moderately successful; however, the data will be reviewed again next year. Promotions for this year included a logo, poster, brochure, Bike to Work Day sticker and a more interactive website that can be used for the next few years. Mr. Billings said ACOG also used Facebook, allowing an interactive approach to getting the word out and showed that there were 244 fans who could receive and provide information based upon what they are doing.

Mr. Billings said this year there were eight communities participating and the partners included ACOG, BPAC members, elected officials, transit agencies, State Health Department, local hospitals, universities, community centers, K-12 Schools, bike stores, bakeries, restaurants, and sports stores.

The City of Oklahoma City had about 80 riders with five routes. They had about \$800 in raffle prizes and Metro Transit displayed its bus bike racks.

The City of Norman had 75 participants. Mr. Briggs said that the First American Bank donated a bicycle and Norman Regional Health helped promote the event with registration boxes to drop your name to win the bike. There was a big turnout of the elected officials on Bike to Work Day.

The City of Edmond had more participation this year. Mr. Tillman said that Edmond Regional Medical Center hosted the whole event and were so excited that they want to host it every year.

Walter Jacques commented that in planning this event for this year, we looked at holding the event earlier, with the logic being that a lot of college students would not have gone home yet and could participate. He felt that experiment proved that changing the date should not be done again because it caused a lot of confusion for a lot of people in that we were not aligned with Bike to Work Day events around the

country and also that it really came at a time when students were in town, but they were studying for finals and could not participate.

Mr. Sharp added that changing the date did not seem to get the same momentum that we thought it might receive. He said some of the cause may have been the weather; however, Edmond, Norman and Moore had great turnouts. Also, there are multiple locations now – more than in the past, plus there were riders traveling to work that were not part of the festivities, so that makes it difficult to capture the participant numbers if they are not involved.

Kim Mish said he lead the group through campus and saw no change in student participation this year.

Elizabeth Jones said the City of Moore had a good turnout this year, and they will probably call it Bike Ride next year since it was held in the evening. They tried to blend it in with their Bike-Moore campaign. She said there was a mix of riders with a lot of families from the surrounding neighborhood, even though the weather was not good. There was corporate sponsorship, so everyone received a tee shirt and bike water bottles. They also had an intern that helped with the event.

The City of Yukon had another good turnout this year with about 17 riders. Hopefully next year there will be additional participants. They had pictures taken of their event.

The City of Bethany participated for the first time this year. Hopefully they can have an even better turnout next year as they figure out what works best for them. Kim Kimerer said what was interesting was that riders who joined the event actually rode on to work afterwards.

The City of Guthrie's event was moderately successful with a few less participants than last year when they had 20 riders. Mr. Sharp said they were working very hard for a bike ride later in the month when they had about 165 riders. He said they are seeing increased interest in bike riding in Guthrie; they just did not get a good count on Bike to Work Day.

The City of Mustang was a late addition and ACOG did not know until afterwards that they held an event. They had about 20 participants that rode to an elementary school and hopefully, next year they can get more involved.

Mr. Billings said bike advisory committees have been formed in Norman and Edmond. Oklahoma City has a trails committee and is looking toward having a bicycle advisory on-street committee as well. Other initiatives include BPAC, the Safe Routes to School Program, Transportation Enhancement Grants, and general bike plans and implementation when the city has its bike master plan. Possibly there will be a

corporate sponsor next year – Devon and Chesapeake could be examples we would approach.

Mr. Sharp said there is good coverage from the city and university standpoint. However, getting the word out to the general population through the media needs better coverage. There were good articles in the newspaper, with interviews and sometimes local cable coverage. Unless the public hears about it multiple times, they will not get involved. James Briggs asked if that is part of the next year sponsorship to do an advertising budget. Mr. Sharp said that would obviously be a plus.

Anais Starr asked if the date would be moved back to the national date. Mr. Sharp said a subcommittee could decide, but a recommendation could come from this Committee.

Walter Jacques said some of the commercial bankers downtown in the Bicycle Alley area are considering putting in showers to make them available for bike riders. He said Schlegel Bicycles was going to do the same thing, but he has not heard anything since that idea came out. He said if somebody would provide that downtown, he thinks it will entice a lot of people to not only participate in the event, but ride to work regularly. Mr. Sharp said ACOG would contact those who have this interest and that they have talked to the YMCA in the past to see if there could be a day pass, but there needs to be an ongoing service. Mr. Billings said that Denver actually got stimulus money for a bicycle shower facility and lockers as part of its Union Station plan for its transit system, so that is something that can be looked into. Lissa Wohltmann said there is a gym in the concourse of the First National Bldg. where they charge \$8 per month for showering and she will check into it further. Mr. Jacques said that this year the Health Sciences Center allowed them to go to the Student Union and use its shower at no charge. Mr. Jacques said the availability of showers encourages cyclists to bike to work.

B. 2009 Bike to Work Survey Results

Mr. Billings said there were about 200 respondents this year – less than last two years ago. There were 66 percent male and 34 percent female respondents. The biggest group was the 25-54 year olds – typical of the surveys here at ACOG. Oklahoma City, Norman, and Edmond had the biggest representation on the survey, then Oklahoma County and Canadian County.

Mr. Billings said the two most pertinent questions of the survey were regarding the primary mode of transportation and what keeps you from riding your bicycle. He said that the survey noted that 73 percent primarily drive alone and 16 percent always ride their bike. The reasons riders do not ride bikes to work include the need for more on road striping for bike lanes, they don't feel safe riding [an issue that is being addressed through the three foot law, striping bikeways and more vehicle awareness]. He said a

lot of the people said there were no major issues to prevent them from riding their bicycles.

Regarding incentives, Mr. Billings said that health and wellness programs came in second, healthy food choices, flex time off for exercise, access to lockers and bike shower facilities, and tax-free bus ticket. (Employers have a tax break \$20 per month allowance).

The survey showed that 43 percent of the respondents said they commute to work by bicycle one or two times per week. Barriers to commuting to school and work include lack of feeling safe, no shower, and no place to change, etc.

Mr. Billings said that for future surveys, the goal is to increase the respondent network, identify trends from past surveys to see if we are improving, and add new questions – welcoming advice from the Committee. Ms. Starr said that if their major issue was not listed, the respondent was forced to say they had no major issues. She said one answer should say “the trip is too far for me.” Mr. Jacques asked if there is a way to split the survey out to if you do use a bicycle to commute to work, then follow this set of questions, otherwise follow another set of questions. That way you can see the difference between the two groups. Matt Jacobs said another question might be “Do you own a bicycle”? Ms. Starr said many might be saying they are interested in riding their bike to work, but this is what keeps me from riding it. Mr. Sharp said that if the entities have a planning commission or transportation committee, they can go over the survey to see what improvements can be made. He said there is an ACOG 2035 OCARTS survey going on right now that says 83 percent of the population drive alone.

Ms. Kimerer asked if a question could be addressed to the motorists to tell their beefs about cyclists on the road, like saying they do not follow the laws. The Department of Public Safety does not have an ad out on the television that we are seeing about the three foot law. Mr. Jacques said there are issues from both the motorists and bicyclists like the sign “Same Road/Same Rules.” He said bicyclists should not be violating the law by running through a stop sign if no traffic is in their way. Mr. Sharp said cyclists would like to have severe reprisals for auto drivers if they commit a crime upon a cyclist; at the same time, the cyclists do not always see the whole picture.

Kim Mish said there should be a standard definition for “stop.” He said in some cities, the bicyclists actually have to put a foot on the ground and some people do show up and do track stands in court to demonstrate that they do not have to. He said there is a movement in California called “honor the stop,” which is a pledge with a wrist band saying they will honor all traffic laws, whether you are a bicyclist or driving a car. That includes speed limits and stopping at stop signs. Actually, it is about PEOPLE obeying the traffic laws. Ms. Kimerer said maybe there needs to be a sticker on the driver’s license for bicyclists (like is done for motorcyclists). Mr. Mish said that on campus and in the City of Norman, they are trying to do educational issues on the share the road

concept because the Public Works Department has been putting up “Share the Road” signs on all the signed arterials where there are bike routes. People do not know what “Share the Road” means; particularly, drivers have not been educated to the benefits of sharing the road. He said as a Transportation Engineer in California, he would show up to council meetings to explain to people that things like gridlock – if ten percent of vehicles are removed from the road during gridlock by encouraging bicycling, then gridlock disappears. He said there was a common bumper sticker that said “If I had ridden my bike today, you could be parked here.” He said he has written Channel 4 regarding Kevin Ogle’s talk about whether bikes should be on the road or not and encouraged others to write as well because the talk was stupid and dis-educated the public. Mr. Mish said it is not a question for people to decide; it is a matter of settled law. Ms. Kimerer said there was a recent article in the Oklahoman that ranted and raved about bicyclists – that they have the same rights, but they also have obligations. However, there was no mention about the new three foot law to motorists. Thus, the public is totally unaware of the law.

Ms. Starr said she had a colleague ask her why they did not make it a requirement to make the roads wider so that they could have bike lanes – particularly in the ODOT stimulus projects and she did not have an answer for that, other than to say Midwest City is working on it in their plans. Mr. Sharp said ODOT has some issues with timing, right-of-way acquisition, and they did not want to get into engineering because of timing issues. Randy Entz said the City of Oklahoma City is going to make its roads narrower to slow down traffic. He said the wider you make the road, the faster people go, no matter how many stripes you put on it. Mr. Mish said he was one of the most experienced transportation engineers in the state and he would be glad to go talk to their city council and anyone else to actually explain first generation, second generation traffic calming, etc. He said the bottom line is the perception of the way transportation engineering works with regard to bicycles and the reality are on different universes and he would be happy to bring that issue up. One of the issues is: if you widen the road, you make the road cost less in the long run. Politicians like narrow roads because they cost less immediately, but as taxpayers look at the lifecycle costs, we should like shoulders on roads. They make the road cheaper life cycle costs. What we think we know and what we know on transportation engineering are often wildly different things and he is more than happy to throw his PhD and subject around to benefit the bicycle and pedestrian communities. The truth of the matter is that we are not truly at the table. Our infrastructure is designed for automobiles and trucks, so he is happy to help and Mr. Sharp can give out his email address.

Ken Kehoe said he likes the length of the survey, because he started to take the Norman survey which was ten times longer, got a quarter of the way through it and gave up. Therefore, he suggested keeping the survey length the same, even with changes.

C. Norman Bicycle Route Map Update

James Briggs said in the 1970s, the City of Norman had a program where they put bike lanes in some parts of town. In 1996, a Bicycle Advisory Committee/loose association of cyclists, put something together for the new bike plan for Norman. He presented the Committee with a handout of that plan. He said the consultant came up with a bike plan and part of that plan was to handle the old bike lanes that existed. He said it was a pretty good plan.

In the decision process in 1996, there were bike routes and a few shared road routes with a few off-street routes, but in 2006 when the plan was reviewed, it was determined to have a permanent monthly meeting to make cycling a current issue. Now there is a permanent Bicycle Advisory Committee that reports to the transportation committee. The City Council would like to get Norman designated a bicycle friendly community. The City is rebuilding streets and getting actual striped lanes back on the streets because you can go all over the country and all over the world and bike lanes work.

Mr. Briggs said the first step was to get the Bike Route Map updated. He passed out the 2009 Edition of the Bike Plan. A new bike committee included: civil engineers, anthropologists, bike vendors, public works staff, police department, etc. He said all of the Norman city staff is an ex-officio member. They have been invited to come and talk and keep up with the long term changes. He said that Norman does not have an actual transportation plan; it just has a planning document (the 2025 Plan). The current bike routes are 95 percent on the street, there are green bike routes signs with actual approved arrows showing which way to go and it all matches the Bike Route Map. The map was approved in 2004 and has different divisions of routes.

Mr. Briggs said they were going to add signals, and Mr. Sharp asked what he meant by signals. Mr. Briggs said they are bike detecting loops – detectors that actually will monitor the curb. Mr. Mish said the signal updates have worked quite well, saying that Public Works has been very supportive. Ms. Kimerer asked if there is a current sensor on the market to sense bicycles at signal intersections. Mr. Mish said it is a video sensor.

Mr. Briggs said ODOT has a plan to rebuild all five bridges that cross I-35 in Norman and now that Norman has a Bike Plan, bike crossings can be included in the projects. He said they presented this plan to council, wanting to do physical and safety changes, improve the signage, and initiate a share the roads program. They want to start a pilot program to restripe the old lanes that still exist and add more lanes where there is new construction and student housing.

Mr. Briggs said the consultant completed the Bike Plan, with feedback from the bicycle committee. Mr. Mish said Norman's goal has been cost effectiveness. He said that when a presentation is given to the city council, they say it is great, but can you do more. Mr. Briggs said plans have to be in place first. Now Norman will soon have a bike

parking ordinance and is going to find out the cost to add bike lanes and get streets rebuilt.

Mr. Mish said things are moving ahead at the University of Oklahoma campus as well, and he is doing cost estimates with improvements to the bike plan using City of Norman cost estimates to give to the Executive Vice President of the university next week. He said there is still no concrete or asphalt being poured, but things are happening fast now.

Mr. Sharp encouraged the communities to explore the possibility of adding a city bike committee or a bike-ped committee. He said that even though most of the discussion is on bicycles, if off road trails are added, they can often be used by runners or walkers.

Ms. Kimerer asked if there is a way for ACOG to coordinate the effort to look at the local laws for bicycling and pedestrian and compare them because every community has a different set of bike laws. Mr. Sharp said ACOG would not mind doing that if every community would send their information to us. Then a matrix can be created whereby we can look at "like" information and try to put in a table. At the same time, glaring weaknesses can be viewed.

Mr. Mish said there is an Oklahoma Vehicle Code that actually governs bicycle use and to some extent, pedestrian use as well. You have to deviate from that Code. That is the legal standard, so Norman has a specific deviation and exception that permits bicyclists to ride on sidewalks, so you do not have to read the entire law; just look at the exceptions.

IV. NEW BUSINESS

Mr. Jacques said one of his concerns is that this Committee has been extremely bicycle heavy and wanted to address the pedestrian part of it. He said he is on the board of the Alliance for Public Transportation (APT) and one of the attendees at the meetings is Pam Henry who is the Chair for the Mayor's Committee on Disability Affairs. He said she rides in a motorized wheelchair and one of her major concerns is that we have bus stops that are not accessible by even motorized wheelchairs because they are in a horrible state of disrepair.

Mr. Jacques started an off the street program with the Health Department. At its first event, they cleaned up the sidewalk just south of the Health Department on NE 8th Street and afterwards it was discovered that the sidewalk had caved in. He called the Oklahoma City Public Works Department and asked them to fix the sidewalk. He said they came out to spray paint and tape where repairs needed to be made and then nothing happened for a month and a half. He called them back to asked why they were not fixing the sidewalk and they said they would research it and call back. They did not call back, but sent an email saying the homeowner is responsible for sidewalk maintenance, so the Public Works Dept. will not fix it. Therefore, he said we need to talk about pedestrian concerns because they are part of the

charge of this Committee and we are not discussing it at all. He said he is talking just about sidewalks that people are expected to use to get to bus stops. Mr. Sharp suggested that Mr. Jacques take pictures of that and talk about it at the next meeting – a good example of current conditions. Ms. Starr said that even within the city, there is debate between the Public Works and Planning Departments as to who is responsible for sidewalks – a very confusing issue – not very cut and dry at all. She said a homeowner called in and wanted the city to go out to fix it, the city said it was the homeowner’s responsibility, so the homeowner removed the sidewalk and planted rose bushes instead.

Mr. Sharp said there is a webinar this afternoon on how to create a Bicycle Master Plan. He said INCOG and Tulsa are hosting it and even if the Committee members cannot attend, ACOG will email a 30 page report, a power point, and notes taken at the webinar so that the members will get the information.

Ms. Kimerer said her City Manager wants to know how many people—especially ACOG people—rode the bus to work today. Mr. Sharp said ACOG had two people who did live within walking distance at one time, but as of now no one rides the bus.

V. ADJOURN

There being no further business, Chairman Sharp adjourned the meeting at 11:20 a.m.

ACOG

Association of Central Oklahoma Governments

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MEMORANDUM

DATE: September 3, 2009

TO: Intermodal Transportation Technical Committee

FROM: Ryan Billings – Assistant Planner
Transportation Planning & Data Services

SUBJECT: ACOG Resolution for Safe Routes to School Projects

INFORMATION:

As part of the Safe Routes to School (SRTS) Program 2009-2011 funding process, travel plan applications require a resolution of support from ACOG, the Metropolitan Planning Organization (MPO) for Central Oklahoma. The MPO resolution of support states a willingness to add SRTS projects selected for funding to the OCARTS Transportation Improvement Program (TIP). The appropriate letters have been provided to ACOG outlining each group's project sponsor and partners, project location, description, and estimated Federal SRTS funds requested.

In the OCARTS area, 6 different applicants have proposed 10 travel plans for FY 2009-11 funds. The state has \$3 million available for this application cycle. OCARTS area requests account for an estimated \$1.4 million in infrastructure projects and \$32,000 in non-infrastructure/education projects (please see attached table for final application information and estimated costs).

ACTION REQUESTED:

Consider recommending that the ITPC approve the resolution of support for the attached described FY 2009-11 Safe Routes to School applications.

**RESOLUTION OF SUPPORT FOR
OCARTS AREA SAFE ROUTES TO SCHOOL PROJECTS**

WHEREAS, Federal funds for safe routes to school are made available under Section 1404 (f) (3) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) for potential projects, as defined by law, and

WHEREAS, the Oklahoma Department of Transportation is accepting applications to review and prioritize requests for Safe Routes to School funds throughout the state, and

WHEREAS, the Association of Central Oklahoma Governments (ACOG) serves as the Metropolitan Planning Organization (MPO) for the Oklahoma City Transportation Management Area known as the Oklahoma City Area Regional Transportation Study (OCARTS) area, and

WHEREAS, the MPO maintains a comprehensive, cooperative, and continuing planning process for the OCARTS area including development of the long-range transportation plan and the short-range Transportation Improvement Program (TIP), and

WHEREAS, The City of Blanchard, City of Guthrie, City of Norman, City of Piedmont, City of Tuttle, and Oklahoma City Public Schools have notified the MPO of its intention to seek Safe Routes to School funds for projects within the OCARTS area:

Requested federal funds (estimate): \$1,442,500

NOW, THEREFORE, BE IT RESOLVED that the Intermodal Transportation Policy Committee (ITPC) of the Association of Central Oklahoma Governments, the Metropolitan Planning Organization for the OCARTS area, hereby approves of the submission of the above Safe Routes to School projects. Be it further resolved that, contingent upon these projects being selected by the Oklahoma Transportation Commission for funding by the State; the MPO agrees to take action to include each of the projects in the OCARTS area Transportation Improvement Program.

Approved this _____ day of _____ 2009.

Willa Johnson, ITPC Chair

ATTEST

2009-2011 SRTS TRAVEL PLAN SUBMISSIONS

PROJECT SPONSOR	CONTACT PERSON	CITY, STATE	TARGETED SCHOOL(S)	PROPOSED PROJECT TYPE		FIELD DIV.
				INFRA.	NONINFRA.	
City of Piedmont #1	Lyn Land	Piedmont/OK	Piedmont Primary School	\$200,000		4
City of Blanchard	Suzanne L. Williams	Blanchard/OK	Blanchard Elementary	\$200,000		7
	Hank Weber					
City of Tuttle	Tim Young	Tuttle/OK	Tuttle Elementary School	\$200,000		7
City of Norman	Susan Atkinson	Norman/OK	John F. Kennedy Elementary	\$175,000		3
	Michael Rayburn					
City of Norman	Susan Atkinson	Norman/OK	John F. Kennedy Elementary		\$5,000	3
	Michael Rayburn					
Oklahoma City Public Schools	Nicolle Franklin	Oklahoma City/OK	Sequoyah Elementary School	\$136,000	\$4,500	4
Oklahoma City Public Schools	Dan Bridgforth	Oklahoma City/OK	Edwards Elementary School	\$99,500	\$2,500	4
	Tracy Alvarez					
City of Guthrie	Heather M. Ward	Guthrie/OK	Fogarty Elementary School	\$200,000		4
	Jerry Gammill					
City of Guthrie	Heather M. Ward	Guthrie/OK	Fogarty Elementary School		\$20,000	4
City of Piedmont #2	Lyn Land	Piedmont/OK	Piedmont Primary School	\$200,000		4
			Total:	\$1,410,500	\$32,000	

ACOG

Association of Central Oklahoma Governments

21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
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MEMORANDUM

DATE: September 16, 2009

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

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

SUBJECT: Approved OCARTS Area Transportation Enhancement Projects
for Federal Fiscal Years 2010 and 2011 Funding

INFORMATION:

At its June meeting, the Oklahoma Transportation Commission (OTC) approved 30 enhancement projects statewide from the latest Transportation Enhancement Program application cycle (64 applications). Approximately \$12 million in federal funding was made available throughout ODOT's eight divisions.

Four OCARTS area project sponsors were selected for federal funding totaling approximately \$2.3 million for six enhancement projects. The cities/towns of Jones, Newcastle, Norman, and Oklahoma City (three projects) will receive funds and are required to provide at least a 20 percent local match of each project's total cost. These projects will be listed in the OCARTS Transportation Improvement Program (TIP) prior to any expenditure of federal funds.

The table on the following page details the six OCARTS area enhancement projects that have been approved utilizing Transportation Enhancement Program funds for FFY 2010 and FFY 2011.

**OCARTS AREA ENHANCEMENT PROJECTS
APPROVED FOR FFY 2010 AND FFY 2011**

City	Project Title	Federal	Sponsor	Total
Jones	Downtown Streetscape and Lights	\$439,782	\$226,553	\$666,335
Newcastle	Newcastle Trails Project	\$73,491	\$18,372	\$91,863
Norman	State Highway 9 Multi Modal Path	\$600,000	\$150,000	\$750,000
Oklahoma City	Citywide Bike Routes and Education Program	\$404,700	\$305,300	\$710,000
Oklahoma City	Oklahoma Christian University Trails	\$605,000	\$495,000	\$1,100,000
Oklahoma City	Inner City Schools (4) Sidewalks	\$225,000	\$75,000	\$300,000
	OCARTS Area Total	\$2,347,973	\$1,270,225	\$3,618,198

ACTION REQUESTED:

None. For information only.

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MEMORANDUM

DATE: September 16, 2009

TO: Bicycle- Pedestrian Advisory Committee (BPAC)

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

SUBJECT: Sidewalk Maintenance and Coordination in the OCARTS area

INFORMATION:

Walter Jacques, Oklahoma State Department of Health, will present an item at the September BPAC concerning local sidewalks and maintenance issues. His presentation will include:

- difficulties of getting sidewalks maintained in the OKC Metro area
- Adopt-A-Street issue
- responsibility of sidewalk maintenance
- available resources for fixing sidewalks
- American's with Disabilities Act and accessibility issues

Pam Henry, chair of Mayor Cornett's Commission on Disability Concerns, will provide some information on this agenda item. This topic will allow committee members to discuss the issues that face pedestrians in the Central Oklahoma region.

ACTION REQUESTED:

None. For information only.

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MEMORANDUM

DATE: September 16, 2009

TO: Bicycle- Pedestrian Advisory Committee (BPAC)

FROM: Ryan Billings, Assistant Planner
Transportation Planning and Data Services

SUBJECT: 2035 OCARTS Plan Trails and Extended Vision Trails Linkages

INFORMATION:

In developing the intermodal element of the 2035 Oklahoma City Area Regional Transportation Study (OCARTS) area Plan, staff is seeking input from member entities regarding the current trails, future trails, and possible trail linkages between local communities. In this case, current trails include: on street routes (signed), separate bike lanes, and off road bike trails.

At the September BPAC meeting, there will be an opportunity to review the current OCARTS trails system. Also, staff would like attendees to identify and recommend *Extended Vision* routes—routes and trail corridors, beyond the scope of currently existing and planned trails, which would significantly enhance the Central Oklahoma regional trail network. This review will be completed in a workshop setting.

ACTION REQUESTED:

None. For information only.