

## **2011\_08\_25\_ WMPO Bicycle and Pedestrian Advisory Committee Meeting Notes**

A meeting of the WMPO BikePed Committee was held on Thursday, August 25, 2011 at 4:15 pm. The meeting was held in the Traffic Conference Room on Floor 4 of 305 Chestnut Street.

The meeting was led by Chris O'Keefe. Those in attendance included Todd Brohaugh, Sean Ryan Karyn Crichton, Karin Mills, Jonnie Sharp, Suraiya Rashid, Brian Ennis, Mike Kozlosky (WMPO), Bill McDow (WMPO), Adrienne Walters (WMPO, Wilmington), Jessi Booker (NCDOT), and Craig Mann (Cape Fear Cyclists), Tamlyn Shields (UNCW).

The following is the order of discussion for the meeting:

- 1) Approval of minutes from July meeting

Minutes were approved.

- 2) Old Business
  - a. Elections Update

S. Rashid stated that the suggestions for changes to the bylaws from the last meeting had not yet been reviewed (or approved) by TCC & TAC because the last BikePed meeting was after the TCC agenda packet deadline. M. Kozlosky suggested a change in the bylaws moving the elections to January. This change was reflected in the redlines in the agenda packet item. The redlined bylaws were discussed and it was decided that they would be forwarded to TCC for review at their September 14<sup>th</sup> meeting.

C. O'Keefe called for nominations at the last meeting, but had not received any suggestions via email. This prompted a discussion about who could be nominated for the positions.

C. O'Keefe was nominated for Chair and M.Kirkbride was nominated for Vice Chair.

- b. WMPO Bike Map Draft

S. Rashid stated that this item was on hold until after the Prioritization 2.0 Process was complete. The review committee was comprised of C. O'Keefe & C.Mann. K.Mills and J. Sharp also volunteered for the committee.

- 3) New Business  
a. Prioritization 2.0 Ranking of Pedestrian Projects

This item was discussed jointly with the next item # 3b

- b. Prioritization 2.0 Ranking of Bicycle Projects

This item was discussed jointly with the previous item # 3a.

S. Rashid led the discussion and stated that further conversations with the NCDOT Department of Bicycle and Pedestrian Transportation (DBPT) revealed two changes that impacted the project rankings. First, the DBPT changed their policy about submission of projects from P 1.0 process. Previously the DBPT stated that any projects submitted during the P 1.0 process would have to be re-submitted for consideration in P 2.0. DBPT changed this policy and allowed all P 1.0 projects to be considered aside from the 10 new bicycle & 10 new pedestrian projects submitted as part of P 2.0. Secondly, S.Rashid had misinterpreted conversation with the DBPT to understand that multi-use paths could be considered in either category. Clarification from DBPT revealed that multi-use paths could only be considered as bicycle projects.

For these reasons, the list of projects to be considered reduced to 8 pedestrian projects and increased to 18 bicycle projects for the ranking process. However, no projects were lost, just rearranged in the list (this was due to overlap from P 1.0 project submittals).

S.Rashid presented her input on the way bicycle projects could be ranked – based on their ranking in the WMPO's adopted LRTP. C.O'Keefe expressed concern that the committee need more time to consider the ranking of projects and requested that this item be tabled to the next meeting.

**\*NOTE\* After the meeting, DBPT communicated that they intended to have preliminary scores of projects by October 1<sup>st</sup>.**

- c. WMPO East Coast Greenway Alignment Map

S. Rashid stated that there were inconsistencies between the East Coast Greenway Alignment Map (adopted by the WMPO BikePed Committee in February 2009) and the built alignment of the cross-city trail. Portions of the cross-city trail were being submitted for official East Coast Greenway Designation, and this inconsistency needed to be cleared on the adopted alignment.

Additionally, the riverwalk was officially designated as part of the East Coast Greenway, but is in conflict with existing policies of the East Coast Greenway to

designate only multi-use paths and sidepaths. The Riverwalk is restricted to cyclists and is thus in conflict with the East Coast Greenway policy. Discussions with the East Coast Greenway staff revealed that it is likely that the East Coast Greenway will allow separate designations in the future for multi-use/sidepaths, pedestrian-only facilities & bicycle facilities.

The proposed East Coast Greenway Alignment in the agenda packet reflected the built alignment of the cross-city trail AND places where use was restricted to bicycles or pedestrians as well as multi-use paths/sidepaths. It was discussed that this map would have to be approved by TCC, TAC & the East Coast Greenway before official adoption.

It was moved that the proposed East Coast Greenway Alignment map be forwarded on to TCC for further review. The motion was approved

d. NCDOT Complete Streets

This item was tabled to the next meeting

e. Safety Summit

This item was tabled to the next meeting

f. WMPO Strategic Business Plan

Bill McDow stated that the WMPO's first adopted Strategic Business Plan included items relating to bicycle and pedestrian transportation including a bicycle & mass transit deficiency report. Updates will continue on the progress of the Strategic Business Plan.

The meeting was adjourned after announcements.