

**CAMPO Bicycle and Pedestrian Subcommittee
Meeting Summary**

Tuesday, June 10, 2008

1:30 p.m.

One Texas Center, Suite 700
505 Barton Springs Road, Austin**1. Discussion: Bike/Ped Summit Evaluation**

Greg presented the results of an on-line evaluation questionnaire sent to each attendee of the Summit. He summarized responses responding favorably in general to the Summit, and indicating a need to ensure both opening and closing messages should be more closely oriented to the Summit topics. Robert mentioned that the media coverage of the event was impressive. Greg asked whether the group considered this event to be performed on an annual or other basis. Robert responded that a bi-annual basis could work best. Laura suggested an ABC's of bike/ped planning to increase participants' knowledge of the general process. Greg offered including that as a speakers' bureau topic to pursue with groups.

2. Discussion: Bike/Ped Professionals Policy Questionnaire

CAMPO is soliciting input on the relative importance and performance of the bike/ped policies in the Mobility 2030 Plan. A draft Regional Bicycle and Pedestrian Accomplishments report is available online for review at <http://www.campotexas.org/pdfs/BikePeddraftAccomplishments08-0408gpg.pdf>

Eleven initial responses to the questionnaire evaluating the 2030 Plan bike/ped policies indicates:

- BP-4, the policy requiring connections across new and reconstructed facilities is the policy which may need the most work to improve.
- BP-10, the policy setting aside 15% of the region's STP funding to bike/ped projects is being performed very well.

Greg asked the group whether they thought the questionnaire should be broadened to include participants beyond the Subcommittee, and Darcie recommended the TAC be invited to participate. David also recommended sending it to city planners and consultants. Darcie recommended allowing 2 weeks for responses.

3. Discussion: Subcommittee Structure

Greg voiced that the CAMPO Bike/Ped Subcommittee structure is relatively different from similar MPO groups; in membership, actions, and name. Most are chaired by a member with MPO staff assisting the group, include members of community groups, and meet on as-needed basis as a Task Force. Darcie recommended additional connection to the TAC, and perhaps input into STP grant application review. Greg agreed that more directly working with the TAC would be beneficial, but

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that staff reviewing grant applications could create a conflict of interests. David recommended that the issue of Subcommittee structure be brought up to the TAC for recommendation.

4. Other items

The City of Austin is submitting a proposal for the 2012 Pro Walk/Pro Bike Conference coordinated by the National Center for Bicycling and Walking, which is a major national event including 800-900 participants.

Attendees:

David Bartels	City of Round Rock
Samuel Cortez	University of Texas Parking & Transportation
Greg Griffin, AICP	Capital Area M.P.O.
Eric Dusza	City of Austin Bicycle and Pedestrian Program
Laura King	Austin Cycling Association
Robert Musselman	Federal Highway Administration
Darcie Schipull	TxDOT-Austin District

Bike/Ped Summit Open-Ended Comments

Thanks for putting it all together. Was a great event. I hope I'm around so I can help make it bigger/better next year. It has a lot of potential - I'd like to see it become a major event.
Thanks for allowing an outsider to attend...we have a long way to go to catch up!
Create a grassroots package - "how to grow the political arm of the bike community"
I thought it was strange that Brewster didn't really talk about bicycles.
Good job by all.
Many pictures of roads and highways that I have seen from the 1940-1950's did not have lane markers for the cars. If it's good for cars it's definitely good for bikes.
This was a very worthwhile meeting and I am not sure why more people were not there.
I also felt that the discussion in the afternoon sessions was very valuable for all involved.
i signed up for the summit through yellow bike. I also signed up for the media meteor shower event through YBP and assumed they were in conjunction. this may be a gripe to YBP, but had to chose one over the other. I guess having a calendar with all biking events, regardless of who puts them on would be useful?
The summit was heavy on bike information and not much information about pedestrian issues. I felt like the summit was directed at class A bike riders.
If folks like Senator Watson and Mr. Word, working most recently through the CAMPO Policy Board, are going to hamstring alternative transit development by usurping the intent of the CAMPO long-range plan and scoring process in the recent STP-MM call for projects to redirect funding to, you guessed it, more roads; we, (supporters of people powered transport), don't stand a snow ball's chance in proactive change for bikeway and pedestrian infrastructure development.
It seemed as if DuPriest had not coordinated with the Texas Bicycle Coalition before making her remarks??
While pedestrian modes are usually wrapped into bicycling modes I think that we missed any real perspective on what pedestrians in our region face.
Brewster McCracken mentioned bicycles once in his opening remarks, and Robin was just making a pitch for the TBC. Which is fine...I guess. But I thought a summation of the day's events and directions we can head in for further action toward a safer Austin for cyclists would have made more sense.
Great idea! The room was cold though. Great coffee and sandwiches.
I had prior obligations and had to leave at lunch time.
Thanks for doing this! Would like more science on bike/ped infrastructure.
THought it was a great first event, however, the focus was pretty biased towards bikes, just lip service to peds. McCracken's talk had nothing to do with bike/ped/traffic safety...didn't indicate any understanding or concern on his part or on behalf of the city council.
Need more people to attend! Other ways to get the word out, or motivate more interest among cyclists..?
How about brain storming groups for specific problems?
I was expecting more information on the types of bicycle infrastructure available and information oh how that infrastructure could be used. Get Randy's group to study this where it is being used now, it may be out of state though.
The lunch forum was a bit less than organized.
The reason for the "neither" response to the moderation discussion at lunch question is because I went to sit outside and eat, therefore did not participate. N/A would be a more accurate response. Thank you very much for putting this summit together. It was helpful to hear from different areas of the biking community.
The trip generation data presented by CAMPO were highly unrepresentative of university bike trips.
this is kindof trivial, but: a vegan lunch option would have been good!
How can we attract more young people to those kind of meetings? The meeting was in the Jester Dorm; did you guys invited

students? undergrads or not planners people?

The work sessions were too short to accomplish major work.

I think that trip generation rates are key to getting more funding. I think that we should use the new census that will come out in 2010 to push for real change in the funding of bicycle infrastructure.

Greg Griffin presentation on transportation stats did not work for me. I was unclear what he was trying to get across.

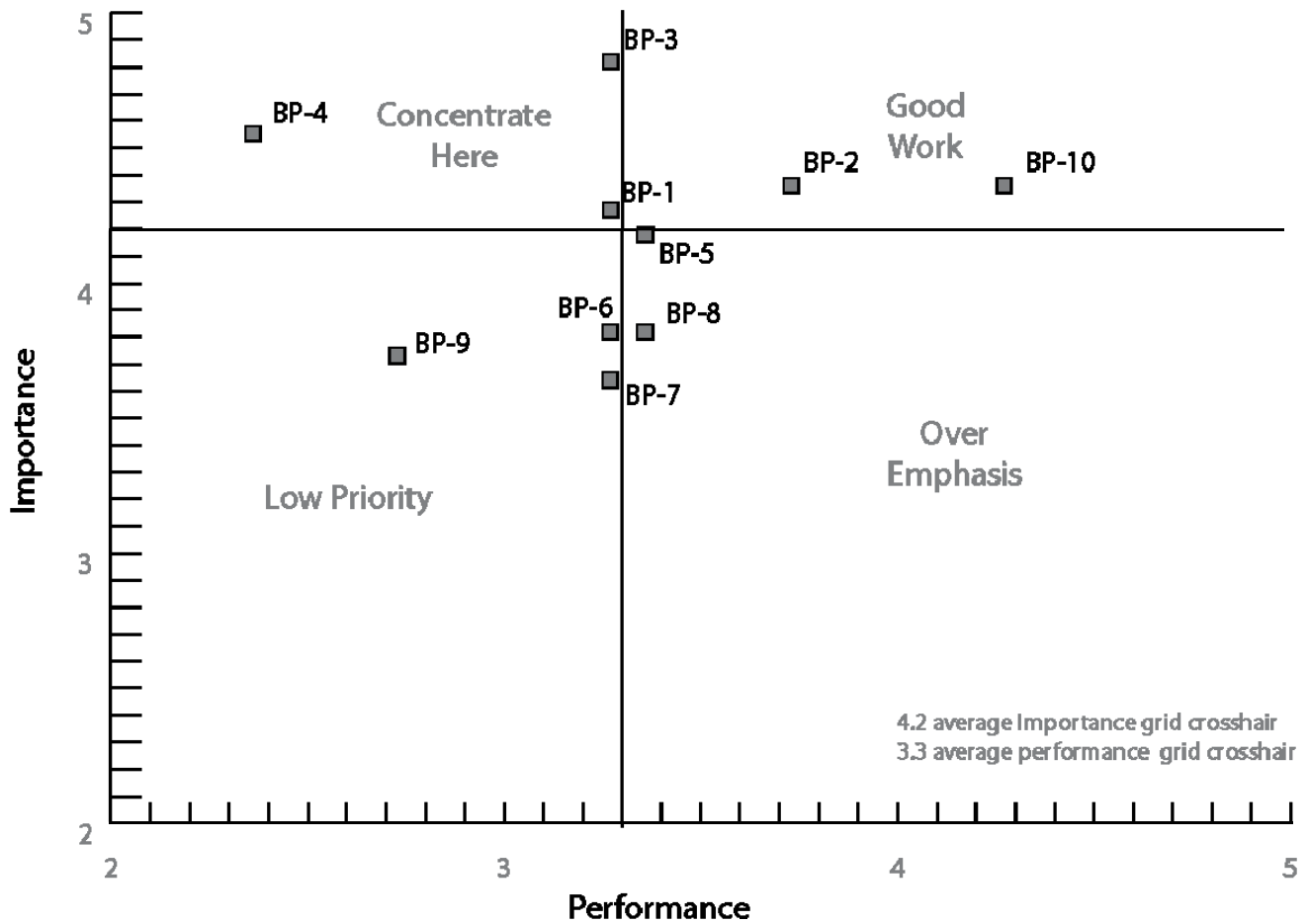
Bad opening speaker!

let's keep it a bit shorter next time to keep more people there.

I would recommend more prominent signage to lead people in the right direction

Kudos to Greg for a wonderful opportunity to network within the bicycle community

Bike/Ped Professionals Policy Questionnaire draft results (11 responses)



If you have a specific recommendation for changes or additions to the Bike/Ped policies for the 2035 plan, please enter them here:

With limited funds we should be prioritizing our policies. CAMPO appears to be funding a lot of off system trails rather than on system facilities and this may be affecting connectivity or elimination of barriers.

BP-9 should be followed to give BP-2 and BP-3 more substance; policies that increase safety for bikes and peds should be promoted as a goal

Include prioritization of regional routes and discuss implementation strategies for getting those routes built. This would require a discussion regarding building across boundaries, maintenance, planning, etc...

The following Policies appear to be better as objectives: BP1, BP7, BP8, BP9 BP6 is somewhat meaningless because of the breadth of the map. We need to try to beef up BP-4, so that it can be enforced...

remove vague policy statements such as BP-1 and BP-6 Update STP-MM application to focus on adopted policies. Consider equity policy encouraging bike/ped funding for areas lacking their own resources.