

BPAB Regular Meeting Minutes
June 19, 2014

Members Present: Amanda Potter Cole, Erik Leamon, Michael Yoder, Jim Bruce, Greg Reddin, Todd Ake, Adam Davis, Jess Henry Spayde

Members Absent: Peter Mehl, Duston Morris

Ex Officio Members Present: Finley Vinson, Bob Cole

May Minutes: Todd noticed that no one had taken on the task to convey the message regarding trash cans on the trail. He agreed to do this. The minutes were unanimously approved on a motion by Adam Davis and seconded by Jim Bruce.

Moix Boulevard recommendation: A concern was brought to the board regarding street parking on Moix Boulevard. There is not enough width on the street to support parking on both sides so parking creates congestion. The developer has agreed to fund the addition of parking lanes on one side of the street and the city has requested BPAB to weigh in on bicycle/pedestrian needs in the area. It was generally agreed that the Stone Dam Creek Trail would be the primary bike corridor and that there is not a great need for further bike infrastructure. Adam noted that he used to live in this area and felt it was rather dangerous to cycle on Moix Boulevard. Greg proposed the following motion: In consideration of the Centerstone Apartments developer request, the board recommends an 8-foot parking lane on the north side of Moix Boulevard, sharrows in both traffic lanes, and a multi-use trail connection from Moix Boulevard to the Stone Dam Creek trail. The board also recommends a long-term plan to enhance the Stone Dam Creek cycling/pedestrian corridor by installing a bridge over Dave Ward Drive connecting the Stone Dam Creek Trail to the trail into UCA. Amanda seconded the motion. It passed on a 7 – 1 vote.

Donaghey Recommendation: There was a lengthy discussion regarding the Donaghey corridor in UCA. The city favors a 4-lane divided roadway in this area, while the university favors a narrower corridor. Discussion centered around three main facilities: 1) on-street parking, 2) bike lanes, and 3) a shared-use path. The ideas do have some interaction. On-street parking would reduce the speed of the street and possibly reduce the need for bike lanes (similar to the downtown area and Hendrix Village). However, the traffic volume being much greater than either downtown or Hendrix Village might still require bike lanes. Also bike lanes would widen the corridor and perhaps increase vehicle speed even with on-street parking. There was further discussion about whether a bike lane would be more appropriate on the inside or outside of the parking lane. It was noted that, being a university corridor with wide sidewalks, there will be cyclists on the sidewalk regardless of how hard we try to encourage them not to ride there. In that vein it would seem appropriate to develop a shared-use path on the west side of Donaghey to give cyclists a route separated from pedestrians. The general sense of the board was to prefer a narrower street without on-street parking, but consensus on the recommended treatment was difficult to find. In the end, the board agreed that

priority should be given to bike lanes in this corridor, regardless of what other treatments are built. No official action was taken, but this was the generally accepted approach. Todd agreed to draft an official recommendation.

BPAB Visibility: After a recent bicycle/vehicle accident just outside the city limits, the board felt a need to clarify its role regarding enforcement and infrastructure beyond the city limits. Although the board advises the city of Conway and has no official input into the situation outside the city limits, it was noted that the state of cycling in Faulkner County has a direct influence on the state of cycling in Conway. The board agreed that the best way to effect change is to invite county officials to the table. Amanda suggested inviting the Sheriff's Department to an enforcement meeting to discuss how the city and county relate on these issues – perhaps some time in the fall. Todd suggested a publicity approach similar to the Every Cyclist Counts project of the League of American Bicyclists. This program focuses on the human element of recent fatal crashes involving cyclists. The suggestion was to create a place to publish the stories of local crash victims even if fatalities are not the result. This should probably be a statewide effort.