

BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (BPAC)

A sub-committee of the MPO Technical Advisory Committee

December 8, 2025; 3:00 p.m.

Hybrid | In-person @ 922 State St, Suite 200 / Virtual Zoom

<https://us02web.zoom.us/j/85959912568>

AGENDA

1. Call Meeting to Order & Introductions

2. Review Summary Notes – October 13, 2025 <https://www.warrenpc.org/wp-content/uploads/2025/10/BPAC-Summary-Notes-10-13-2025.pdf>

3. Business/Working Items

- A. Smart Growth America Complete Streets Academy - https://www.warrenpc.org/mpo/resources/#Quick_Build

4. Project Updates:

- A. MPO
 - a. City of Bowling Green GoBG Transit and WKU Topper Transit merger study has been completed by RLS & Assoc. <https://www.warrenpc.org/wp-content/uploads/2025/12/Final-Report-Transit-Merger.pdf>
 - b. Transit Development Plan in the works for City of Bowling Green GoBG Transit and WKU Topper Transit.
- B. BikeWalkBG
 - a. Adopt-A-Trail greenway sponsors update
 - b. BikeWalkBG participating in a Study Advisory Committee for a Kentucky Transportation Center research project – awaiting update
 - c. Spark Grant report submitted.
 - d. Conducted BikeWalkBG School Bike Education Program at City/County schools this fall: 8 weeks, 8 schools, 28 classes, 625 students. Thanks to partners and volunteers. Making reservations for spring 2026.
 - 10/16/25 – Richardsville Elementary
 - 10/17/25 – Natcher Elementary
 - 10/31/24 – Bristow Elementary
 - e. Conducted FREE Community Bike Rides:
 - 10/28/25 – Halloween Ride Free Community Night Bike Ride– Mellow Mushroom
 - 11/06/25 – Kentucky Bicycle and Bikeway Commission (KBBC) Free Community Night Bike Ride
 - f. Hosted KBBC annual meeting - 11/07/25, FRI
 - g. Conducted last of three WKU SLL learning classes on driver safety on 10/08/25
 - h. Conducted FREE Community Bike Rodeo, info booth, helmet giveaway at – Harvest Fest, SAT 10/18/25
 - i. Upcoming Events
 - Each Friday – FREE BWBG Walking Club, Fountain Square Park, Noon
 - 12/08/25 MON – Light Up BGKY Free community night time bike ride
 - j. TAP Grant Opportunity – Deadline 1/19/26 - The federal Transportation Alternatives Program (TAP) provides funding for surface transportation projects such as on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental



mitigation and safe routes to school projects. Requires 20% local match.

<https://transportation.ky.gov/LocalPrograms/Pages/TAP.aspx>

- k. Spark Grant now open – Deadline 1/27/25
- l. GM Main Street Grant Opportunity – Deadline 02/13/26 <https://mainstreet.org/about/partner-collaborations/gm-on-main-street-grant-program>
- m. Bicycle Friendly Community Award – Status expect from The League of American Bicyclist in December. <https://bikeleague.org/bfa/community/>
- n. Paula Nye Memorial Grant Application Award – Status expected from KBBC in December/January.
- o. Discussion with Rails to Trails Conservancy (RTC) about Bowling Green/Warren County Trails system
- p. Special Fall BikeWalkBG newsletter was published on 11/25/25 <https://conta.cc/3JX9Kv2>
- q. Bike Lane Uprising – Bowling Green <https://www.bikelaneuprising.com/>
- C. City (Public Works/Parks)
 - a. Project updates
- D. County (Public Works/Parks)
 - a. Fringe Traffic Garden
 - b. Bike Coop
- E. State KYTC-D3
 - a. Project updates
- F. BRADD
 - a. BG-Mammoth Cave FLAP project update
 - b. Region Trail project update
- G. Other

5. Updates On Old Business

- A. Inquiry about the status of the green paint on cross walks/signage/trailhead markers
- B. Greenway map updates – who updates when changes are needed?
- C. Leading Pedestrian Interval (LPI) –
 - a. KYTC
 - LPIs are in place at: (1) University Blvd at Normal Ave, (2) US 31W at KY 526 (by Warren East HS). Complaints were received about vehicles making turns while pedestrians were in the crosswalks, both locations have higher pedestrian counts, and are located adjacent to schools.
 - One of the heaviest pedestrian crossing in Warren County is the crosswalk from Creason Lot to WKU at Russellville Road/University Blvd. There is a NO RIGHT TURN ON RED and no vehicular turning movements conflict with pedestrian movements at that location.
 - LPI's create more delay – essentially a longer all-red phase – so that is why they are not automatically implemented at every intersection. However, there are safety benefits, and where warranted, it is a consideration for other locations.
 - The formula for Pedestrian Crossing Time (PCT) = Crosswalk Length ÷ Walking Speed with the assumed average (slow to fast walkers) walking speed of 3.5 feet per second. It is not based on the "slowest case scenario."
 - The Bypass/High Street crossing time will be checked as it may still be programmed with the faster walking speed.
 - Typically there are 7 seconds of the walk indication (unless there is heavy pedestrian volume), followed by the flashing don't walk that is calculated using PCT. This allows anyone who has entered the crosswalk on the walk indication to have enough time to make it across before a conflicting vehicle phase gets a green.
 - The flashing don't walk timing at the Bypass/High Street, and both the Bypass crossing &



Kroger entrance crossing were reviewed and found to have adequate time. Due to the extra width crossing the Medical Center entrance, 3 seconds were added.

- Note -Intersections with the older style pedestrian signal heads don't have the countdown number (like High Street/Bypass), people think the flashing upraised hand alone means the pedestrian phase/crossing time is over, and they will start running across. With an upcoming project on the bypass, it is hoped to rebuild this traffic signal, which will include countdown ped heads, accessible push buttons, and a pedestrian crossing on the northern leg (crossing the bypass).

b. City of Bowling Green

- Discussed internally of a few locations that where possible and it makes sense to implement the Leading Pedestrian Intervals (LPI).
- Most intersections downtown with the higher pedestrians allow the pedestrian phase automatically for at least a portion of the intersection (not push button activated).
- LPIs can be implemented on phases that are in recall (no button) however, if there are no pedestrians, the signal is delayed for no reason.
- Signals are being converted to fully pedestrian activated for all phases (button all around) as upgrades occur. With this upgrade the LPIs will be considered where appropriate.
- The light at 10th/College has been reprogrammed for monitoring and observation.

6. Public Comment/Concern

- A. Status of greenway next to old Warren Elementary School
- B. Bollards on Walking Bridge (Riverview Dr./31W side) – These bollards are painted dark green currently. They are hard to see in in the mornings and evenings and cyclists could crash into them if they don't see them. Can of hi-vis paint or simple reflectors be used to make them more visible?
- C. Highland/Smallhouse intersection - It has been commented that traffic goes way too fast through this corridor and people do run that light. There's a lot of traffic moving on Smallhouse, especially during rush hours. With the future greenway on Highland in the works, connecting that new greenway to the existing Smallhouse superhighway in a safe way is going to be very important.

7. Adjournment

NEXT MEETINGS: *MPO Bicycle Pedestrian Advisory Committee (BPAC) – February 9, 2026, 3:00 p.m.*
MPO Technical Advisory Committee (TAC) – Dec. 8, 2025; Feb. 23, 2026, 1:00 p.m.
MPO Policy Committee (PC) – February 24, 2026, 3:00 p.m.

