

Bicycle Advisory Committee

Civic San Diego – Wells Fargo building, 401 B St.
Monthly Meeting – Wednesday, September 2, 2015
Minutes

Members present: Andy Hanshaw (AH) (Chair, Mayoral Appointee), Nicole Burgess (NB, District 2), Monique Lopez (ML, District 4), Kathleen Keehan (KK, District 5), Jacqueline Ward (JW, District 6), Everett Hauser (EH, District 7), Randy Van Vleck (RV, District 9)

Members absent: Michael Brennan (MB, District 3), Samantha Ollinger (SO, District 8)

- 1. Call Meeting to Order** – AH at 6:37 PM
- 2. Approval of minutes from last meeting.** Motion: EH, second: KK. Approved unanimously with abstention from NB.
- 3. Non-agenda public comment**
 - Chris Olson (CO) (from PB planning group and traffic subcommittee, representing BeautifulPB): recognition for planning and implementing PB Pathway project for BG and staff, and NB for contributions to community in supporting PB Pathway project
 - Timothy Darling (TD): working with bike program on improvements; confused about how to communicate issues in city for bicycling (eg. Fiesta island on weekends); would like to know what this committee does; issue example: double sided parking on Quivira connecting OB to MB but there's never any cars parked; why don't we look after cyclists? NB: In total agreement, will be contact person for CD2.
 - Amy Weise (AW): Lives near SDSU, bikes down El Cajon to get downtown; more talk about biking along University over El Cajon. More bike infrastructure needed west of Date along El Cajon Blvd. RVV: El Cajon is a very dangerous corridor; some movement happening – midcity parking district hired consultant for improving biking along this route.
- 4. Committee administrative items/follow up (AH)**
 - Update on vacancies: recommendation is being made at Sept. 15 council meeting for CD1; as well as odd numbered districts being re-appointed, representatives need to attend and be re-sworn in; recommendation for mayoral appointee will occur in late September/early October
 - Meeting schedule on track for first Wednesdays; need an alternative meeting location for November
 - Follow up on bike-friendly community application. League has asked for input and review for this application by Sept. 9 from those who are not coordinators or those who submitted the application (all BAC members are eligible to review).
- 5. City staff update (Brian Genovese [BG])**
 - Comment to Timothy Darling from NAPC: first priority for bike program is through resurfacing efforts; from the perspective of the business owners and other stakeholders in the community (lessee associations), the biggest hurdle for bike infrastructure is removing parking; TD: Is there a process to get these types of projects changed? BG: Process to overcome change for parking conditions involves garnering support and public opinion for these changes. TD: How do you garner support and implement change? BG: No exact methodology, but next step may be to meet with association that represents businesses in that community. Petition from all the riders that would support this condition – need concrete evidence. AH: Bike counters in that area? BG: No counters. TD: Perhaps city staff should count parked cars during a given amount of time. NB: Record number of cars while riding; then perhaps go to Mission Beach planning board. BG: Planning board may not be necessary. TD: Car is pre-eminent being in San Diego, makes cycling dangerous. Hard changes need to occur.

- El Cajon Blvd.: study going on will address multimodal characteristics of this corridor; AW: Is San Diego implementing national complete streets policy? BG: Not in name, but the city is working to implement multimodal transportation.
- Water blasting recap: looking to implement extension of project limits by “erasing” conditions efficiently; newest technology is water blasting; attempting to fund a vehicle to do so; looking into whether TransNet funds can be used for this
- Microsweeper for cycletracks is necessary to clean narrow cycletracks: RAVO demonstration for their microsweeper vehicle
- Bike share station expansion: some additions have been modified or not implemented; some stations have been removed in downtown and South Park as they were underutilized; roll out of stations on Harbor Island, Ocean Beach, and Pacific Beach
- RVV: Has street sweeper been purchased? BG: In the process of being purchased. NB: Have bike share stations at transit stations been controversial? BG: There has been some resistance from MTS. JW: Is there a person at MTS who is coordinating multimodal efforts? Perhaps they can come to this meeting? KK: Connection between Sandag and MTS? Perhaps there is need for opening a line of communication for this effort? AH: Letter to MTS to address importance of accommodating bicycling and bike share in or near transit stations. RVV: Engaging both Sandag and MTS may be complicated, might be useful for direct letter to MTS. AH: Two letters: one to MTS and one to Sandag. Will work on MTS presentation at one of the BAC meetings.
- Around 100 bike share stations. JW: Are station plans on the Decobike map? BG: Currently no. Proposed stations can be provided by BG through queries. Dynamic nature of program through performance metrics; since it's a for profit business, the onus is on Decobike to evaluate profit margins for potential stations; recommendations for stations can be made simultaneously to BG and Decobike

6. SDPD update (Lt. Leonard Flake [LF])

- Significant collisions: Mission Bay Dr. near De Anza cove (northbound along west side); 4200 Mission Blvd. bicyclist rear ended by hit and run driver; incident along Adams Ave. with broken vehicle window – report is forthcoming, unsure about hard facts at the moment.
- Grant application: Office of Traffic Safety requested more clarity; paperwork will be re-filed next week and anticipation of grant receipt around Oct. 1
- 148 bike thefts in August: 46 worth \$1000 or more; 31 bike thefts in northern beach areas; waiting on potential bait bikes to come in
- Fiesta Island: Is it possible to widen roadway that circles island to make it safer for bicyclists and vehicles? BG: It is currently wide enough to put in striped bike lane; weighed challenges of putting a bike lane v. sharrows along parking with a lot of ingress/egress; KK: Fiesta Island master plan exists but has not gotten to the point where it has ever been eligible for funding.
- RVV: Interested in hearing more about incident on Adams Ave., was motorist charged? El Cajon blvd. pedestrian incident, any information? LF: No information on that specific crash. Pedestrian fatality at Grand and Dawes this week.
- CO: Where can I find information about where bikes/skateboards can ride on city streets? LF: City of San Diego municipal code governs skateboarding on city streets and sidewalks. State vehicle code governs roadways. TD: Do police enforce 3 ft code? LF: Can find out how many citations have been issued for violations of 3 ft. rule.
- TD: Cars don't obey stop sign turning right from Fiesta Island. Perhaps police could go out and issue tickets occasionally

7. Bicycle Implementation Strategy update

- EH: Incorporated cover and one page “cheat sheet” summary and outline; overall goal: Increase opportunities to use bicycles for transportation, recreation and general

mobility, safely, within the city of San Diego. Each objective relates to overall goal in some way.

- KK: Thanks to ML for incorporating CalEnviroScreen; prioritization of improvements through the filter of the CalEnviroScreen and underserved communities will hopefully not leave out the rest of the city; How do we incorporate projects that are not within the Bicycle Master Plan (BMP)?
- BG: How do we balance high priority BMP projects as well as piecemeal resurfacing efforts as well as plans that are important to communities but may not be part of the BMP (eg. Chris Olson's project)? Should make an effort to define prioritization *within* the Strategic Implementation Plan. The way it's prioritized within the BMP is quite complicated. If we could roll in *how* the prioritization could occur would be very useful for the city. KK: We can take that suggestion and try to come up with a way to have a rolling way of prioritizing plans that aren't necessarily on the BMP list somewhere.
- CO: Is there a method of scoring projects? KK: There was a method in putting together BMP, but quite complicated and difficult to replicate. BG: Capital Improvement Projects master plan also has a very 'coarse' screening criteria that will not delineate prioritization much.
- ML: Has produced new maps that overlay routes in BMP with CalEnviroScreen and Vision Zero corridors. Suggestion for objective 2, task A to list out Vision Zero corridors. Suggestion for objective 6 to add identification of spending for bike infrastructure. KK: Vision Zero corridors may change, and want to be consistent.
- NB: SD downtown mobility plan corridors should be prioritized but are not included within BMP. Other corridors (eg. Midway/Rosecrans) are not part of the Vision Zero discussion but are still very dangerous.
- KK: Sandag's scoring criteria could be used for prioritization. NB: Does it need to be prioritized? BG: Might be helpful to split out capital projects from operational projects. Operational projects that don't require road diets or parking removal could be a separate class. RVV: Cautious of creating an evaluation of prioritization since it could slow things down a lot. Should be able to accommodate community-backed projects in addition to the list of projects within the implementation plan.
- ML: Recommendation to include more language in objective 5 regarding institutional and community collaboration and outreach to implement prioritization.
- AH: Is it within charter or implementation plan to maintain the BAC's existence? BG: This plan would not supersede the charter, so the language would need to be changed within that in order to support this committee's role.
- AH: Traffic diversion school is technically not allowed by law within California, but a new law is on the governor's desk to permit this.
- KK: If we can figure out some sort of mechanism to prioritize projects, does the rest of this plan seem realistic? BG: Biggest challenge is objective 1, task a: accomplishing projects by 2020 is an unrealistic date. The rest of the language seems to be okay.
- LF: Traffic Diversion programs tend to take a while to implement. Example: road rage incidents. Typically takes a judge taking it on as a project in order to get it up and running. Central tenets for diversion programs: needs a dedicated prosecutor (judge), establish criteria for eligibility, and participation must be voluntary.
- AH: Draft for next meeting with included comments from tonight. KK: Draft language and strategy to have a way to formulate prioritization; will likely take a subcommittee meeting to hash that out. EH: Project list and ranking criteria by next meeting? BG: Community groups are biannually submitting projects that are not within master plan. How do we figure out where they fit in this prioritization?

- AH: Plan to bring draft back by next month. KK: Within 2 weeks, will send out draft with incorporations from notes from this meeting that captures a way of prioritizing projects, if not the actual method.
- KK: Have BMP projects been evaluated against city council CIP prioritization measurements? BG: No, but it's also still a very coarse measurement; the BMP is already more finely tuned. KK: How do we get these projects (simply just from the BMP) on to the *funded* plan?

8. Updates from represented constituencies

- District 2 (NB): Point Loma at Catalina and Wabaska deserve a road diet. These will be part of rebuilding through Voltaire St. bridge project and water projects. How do we implement a road diet here? BG: Community outreach. Community planning boards. Portland has high risk areas marked on their bike map. Would like to submit list to Sandag for bike map review to include this on map.
- AH: Tour de Fat is Sept. 26.
- District 9 (RVV): Protected intersection at 54th and University proposed
- District 4 (ML): Community bike ride through City Heights was a success, partnered with DecoBike, had 100 riders. Urban Collaborative is sponsoring Better Block on Oct. 17th that will transform a block into what the community envisions it should be.

Adjourn – 8:40 PM: Motion by RVV, second by KK.

Submitted 9/30/2015 by:

Jacqueline Ward, secretary
Bicycle Advisory Committee