

Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
February 5, 2013
Lecture Room, Central Library, 400 Civic Center

Meeting began at 6:09 p.m.

1. Roll Call

Members: Shannon Compton, Stephen Lassiter, Erika Kessler, Matt Liechti, Stephen Carr, Ann Domin, Jimmie Sitz, Mike Schooling, Mike Wozniak, Nathan Leigh (alternate), JD Walker

Non-members: James Wagner, Joani Dotson, Jane Ziegler, Dan Patten, Jonathan Harris, Doug Duke

2. Select meeting minutes recorder – Stephen Lassiter

3. Discussion with Mayoral Candidate Bill Christiansen

Christiansen gave an introduction. His priorities are economic development, neighborhood streets, public safety.

Q&A (Bold indicates an audience member, Christiansen's response in plain text)

Considering competing interests for dollars in fixing the streets, where do you think bikes and pedestrians fit in?

Sidewalks are of critical importance in Tulsa. The bicycle routes we have now are good first step. We have good paths. We're lacking in enabling the bicyclists to get from their house to those paths. Where appropriate and justified financially, bicycle routes and lanes are important if it can be done without spending too much money.

What do you think can be done from an encouragement perspective that costs no dollars?

I'd be more than open to promoting bike to work week, etc. I'm an avid runner and would promote anything like that.

The project on Yale from 101st to 111th is going to have sidewalks. And new developments are required to provide sidewalks, and if they don't they have to contribute to a fund that's dedicated to sidewalk development in other parts of the city.

From a public health perspective, what type of messaging are you trying to get across for bikes/pedestrians in terms of public safety?

The big thing is respect the bicycle. They have as much right on the road as anyone else does.

What do you think is your greatest accomplishment on the council?

Finding ways to save money for the tax-payer. Relationship-building to bring city together.

We have lane miles in our street network we can't afford to maintain, yet we are adding lane miles with Gilcrease Expressway and Yale from 81st to 91st. Why do we need the Gilcrease Expressway and will the development being encouraged generate enough revenue to sustain the maintenance of the added lane miles?

I'm really not for investing city dollars in the Gilcrease Expressway. We have other needs in the city that would have a better impact, like possibly bike paths on other streets. About Yale, the process is public works recommends projects to be done. The Major Street and Highway Plan is to eventually widen Yale to six lanes from the Arkansas River all the way to Broken Arrow Expressway. There has been a lot of accidents on that curve there. The road is sliding away from the hill. It's a hard call. It's a lot of money. Does it need to be four lane? Two-lanes and a turning lane? I don't know. I'm sure the citizens of district 8 want it. It needs to be fixed in such a way the accidents aren't there anymore. It's a balancing act.

Major Streets and Highway Plan shows Yale needs a connection across the Arkansas River. It seems transportation is always a catalyst for land use and economic development. How soon do you think there could be a bridge?

I opposed the South Tulsa bridge for several reasons. Main reason was that city didn't have the money for the infrastructure needed to handle that traffic. Do you have heavy truck traffic going up Yale to the turnpike going by Jenks East Elementary at 101st? Mayor Ray Bowen of Bixby has come up with several bridge locations. Mayor Bartlett is holding up progress on Cousins Park at 121st and Yale with thought that land may need to be used for north end of the bridge. I totally disagree with holding up that park. It would enhance the quality of life of south Tulsa where we don't have many parks. If Bixby wants to build their bridge, let them build it east. To put it across the river at Yale is something I won't support and I don't think the citizens there will support it. I think funding is so far away for the South Tulsa bridge that it won't happen for many many years.

When balancing public safety – you have four things that use the roads, bikes, pedestrians, transit and motor vehicles; how do you see balancing those four uses keeping it safe but financially prudent?

If it's financially feasible I believe there should be bike lanes or at a minimum sidewalks put in on rehab projects. Let's say they do widen Yale from 81st to 91st, I think there should be a provision for bicyclists.

In terms of balancing dollars, it would be much better spent on sidewalks for pedestrians and the dollars spent on roads would do something to benefit both bicyclists and motorists, like motion-sensing traffic light recognition.

On council I championed the traffic signal synchronization program. There are other ways to handle congestion than just widening roads. One is synchronization. If you drive down Riverside now, you'll notice the lights are synchronized and it makes a big

difference. If we can get the synchronization city-wide it helps with ozone-alert days, it saves gas, it keeps the motorists from getting really irritated, it accelerates the traffic flow, so there are answers other than widening. Somebody was telling me we have a lot of four-lane streets in areas of Tulsa that no longer need four-lanes. Why not look at making it a 3-lane street with possibility of bike lanes.

You've talked mostly about capital dollars. Transit is a concern of this group, and transit's funding issue is more operational. If you were to be elected mayor, how would you go about making transit system more robust and where would you make the cuts necessary to support transit.

I like the "T" plan (Bus Rapid Transit) along Peoria and possibly 21st street or Admiral. I opposed Vision2 because I thought there were a lot of things in Vision2 that were wants and not needs. We have needs for public safety. Do I want a children's museum? I'd love to have one but I think as an elected official you need to take care of needs of the city first. We need to capture, with public dialogue and approval, the 6/10 penny that will expire from Vision2025. It's time for Tulsa to take care of Tulsa. Let the debate begin where that 6/10 of a penny needs to be spent, and I think one is an improvement to MTTA. I believe we need more police officers. More pro-active than reactive.

Are you saying Four-to-Fix money is something would be operational funds?

No Four-to-Fix is separate. Let the city have the 6/10 of a penny and let the debate begin. We could have possibly \$35 million a year with that. Done the right way with public input, we could get buy-in from the citizens.

Council passed a Complete Streets resolution. Do you think bicycling and walking as a mode of transportation is that a need or a want as it pertains to the upcoming Fix Our Streets renewal?

I'd say that's a need. Sidewalks are critical. We have a lot of retired people, a lot of children, a lot of bicyclists. I'd classify that as a need.

In your travels, are there any other cities you've noticed from a transportation planning perspective you've liked?

San Diego. It's got a lot of mass transit. It's also got a lot of bicycle lanes because there are a lot of people that ride bikes there. That's the one I'm most familiar with.

Is the 6/10 penny something you want to pursue in regards to our Comprehensive Plan? Would Planitulsa be a strong guidance document to use as to where to spend the money, rather than starting from scratch?

I embraced Planitulsa. It does so many things for so many parts of the city. New zoning ordinances. I think the comprehensive plan is something we paid a lot of money for, had a lot of public input from citizens. I think we owe it to the citizens to implement that plan. It's gone way way way too long, should have been updated by now and hasn't been – the update of the new zoning code that compliments the comprehensive plan.

It is getting done. It is taking a while. A lot needs to be done. INCOG land use planners are using comprehensive plan as they make recommendations to

TMAPC

A mayor listed pedestrian, bike, transit, car in the order or priority he thought they should have in a city. Could you list the priority you think they should have, especially downtown?

If you're talking about downtown I'd say pedestrian, bike, transit and car. Tulsa's really two different cities. We have a lot going on downtown and people who want to live there and maybe walk or bike to work and maybe not have a car. Then you got people that live a long way from downtown.

I was a chairman of the TIF (Tax Increment Financing) committee and it's done a lot for Brady and Tulsa Hills.

The denser the population, the easier to maintain infrastructure. One of the reasons people move to Tulsa is land is cheap and they want space. As mayor, how would you go about balancing those qualities of life?

First, you have to follow the comprehensive plan. That's what the citizens say they want. There needs to be infill, but it needs to be done reasonably with the surrounding community involved. We have to maintain quality of life and respect people's property values.

At 15th and Utica, comp plan says 3-story buildings. Other people who live there never thought there'd be 3-story buildings behind them.

That's a corridor, so that's a special situation. The beautiful part of the plan is that people that live there got to participate in the process. Maybe result is not what they wanted, but overall is best for the city. Those people deserve to know what they will be living next to.

Comprehensive plan suggested small area plans. There are four underway right now. One is that corridor. It's challenging. Hopefully a set of design guidelines will come out of this.

I will have an open house at City Hall. Sunshine Review Board made up of citizens to evaluate TGOV so that things like TARE board that handled trash is on TV. It's important for citizens to see that because we all work for the citizens.

4. Approve October and January meeting minutes
Minutes approved

5. BPAC news updates

MAP-21 Workshops upcoming. Full-day workshop is Feb. 22 in the 10th floor South Conference Room at City Hall and the evening advocacy workshop is at 5:30p at INCOG conference room on Feb. 21.

League of American Bicyclists is having a webinar to train people to be bike-friendly community reviewers. Not sure if there's a conflict of interest since BPAC may be

helping put together part of the application.

Safe Routes to School – there are three bills in the state legislature trying to repeal the Safe Routes to School program. If you would like to see this program continue, please contact your representatives.

Tulsa Capital Improvements Program – Jan 31, Engineering Services presented bike/pedestrian needs for the next Fix Our Streets funding package to Council Public Works Committee. Money proposed: \$15.4 million for ADA transition plan, \$4 million for arterial sidewalks, \$4 million for non-arterial sidewalks, \$1 million for median and curb return improvements, and \$7.5 million matching funds

Matching funds are open to all projects, not just bike/pedestrian projects. Matching funds are funds combined with other sources, whether it's federal or state or private to get a project done.

Nothing in the presentation was dedicated to bicycling infrastructure. There was talk of complete streets, but unclear how bicycles will be accommodated. One member expressed interest in getting a financial commitment from council for bike/pedestrian infrastructure. Perhaps the financial commitment could go toward projects identified in the bike/pedestrian master plan.

6. Discuss future BPAC schedule and choose new meeting location

We need to find a new location because the Central Library is closing for renovations. After discussion consensus was reached that the April meeting will be at Brookside Library on the first Tuesday at 6pm. This can be a trial to see how we like meeting there.

7. Discuss and create 2013 subcommittees

Discussion on forming subcommittees

Ideas:

Advocacy committee– government focused

Outreach/encouragement committee - events, raise awareness

Bylaws committee – help formalize bpac processes like adding/subtracting members, etc

Possibly wanted to have an engineering review subcommittee to look at plans like Cherry Street

Keep a big picture focus and establish relationships... other committees have had problems when getting too much into the details

Kasey needs help with bike to work week events and others, may be good for encouragement committee to

Find ways to educate and get the general public to understand the benefits of

bike/pedestrian. Get them tuned into the idea of the benefits.
You need to reach out so that people don't shoot down bike lanes, etc.

Public health community has experience reaching out. Public service announcements.

What did other cities do regarding marketing in successful cities with bike lanes? We don't need to recreate the wheel.

Chairs of the new subcommittees were selected.
Advocacy subcommittee chair – Stephen Lassiter
Encouragement/Education subcommittee chair – Mike Wozniak
Policy subcommittee (bylaws, ordinances, etc) – Mike Schooling

Google Listserv is coming for a way to communicate among BPAC members.
Committee chairs may be able to send out to the entire group. Others may have to be approved by the administrator before sending a message to the group.

Shannon will send out new member list.

8. Recreational Trails Program Grant Application

\$200,000 grant value for creek, mingo valley, way finding signs, applying next year for osage trail. Asked riverparks, but they said they had no need, but if this is successful they may change their mind.

Custom bike racks going in this week. Zarrow Family Foundation funded. No one has thanked them. We should recognize them. Shannon will bring a thank you card to the next meeting and get us to sign it.