

BPAC Meeting Minutes

7/10/12

Present: Craig M., Gary P., Mike Schooling, Ann D., J.D. Walker, Janette H., B. Potter, S. Compton, Sandra Crisp, Steve Carr, J. Wagner, Mike W., Charlie R., J. Sitz

- 9 members present; lack of quorum
- TU Representative
- Now 10 members; quorum
- Discuss quorum:
 - One person proposed having a rule that if 50% of meetings are missed, a member will be eliminated
 - Someone will be responsible for checking up with those that are consistently not showing
- All voted to add Nathan and Charlie as alternates
- Get Lean Tulsa wants to be a member of the committee – ok with committee
- Finalize City Council Recommendations:
 - Timeline Review
 - Consensus Approach
 - Review text of January 2012 agreement
 - Consensus=unanimity - 2 people
 - Ground Rules
 - Who is our audience? City council, secondary; mayor, PW, media
- Ask:
 1. What do we want city council to do?
 2. What actions will be generated?
 3. What tangible results do we want?
- What can we all agree on?
 - Bicycle/pedestrian safety
 - Would like to see more people bicycling (responsibly)
- High Level Goal Concepts: SMART Goals
 1. Bicycle/Pedestrian Safety
 2. More people bicycling responsibly
 3. Dedicated funding for Bicycle/Pedestrian
 4. Silver Level Bicycle Friendly
- Discussion of Mode Share (#2)
 - Is mode share the best way to measure data?
 - ACS data is good more measuring commute data
- Dedicate 5% of funding for Bicycle/Pedestrian infrastructure (#3)
- Silver BFC status by 2017 (#4)

Next Step: take goals and put into categories

A few thoughts from the committee were:

- It's good to have broad goals
- 5 years goals are good
- Now is good opportunity to address these issues; good timing - City of Tulsa is adopting a Complete Streets Policy
- Another committee member agreed with approach of 4 goals; multi-modal transit requires warranted "ridership" or traffic. PW needs to have documents go to be implemented

Discussion of Complete Streets:

- example: 3-Lane Peoria
- One committee member asked, "Why 3 lane? 4 lanes work."
- Another member pointed out that Complete Streets program already in motion; comprehensive plan is a whole new mindset. The street is for more than just moving cars!
- One person addressed the issue that not everyone is comfortable riding in the street; what about walking mode share?
- Another observed that bikes on buses showing

Pros & Cons of Bike Lanes

Pros:

- More realistic to expect people to ride in bike lane
- Children need to use lane
- Works for people in Colorado
- Slowing auto traffic
- Avery Drive – no intersections

Cons:

- Losing lane width
- Losing row
- Uneducated police
- Hostile outside bike lane
- No bike lanes in curbs
- Need to be swept
- Sight distance
- Left merging
- Right-hand turn hooks

Shared Lanes (+): narrow outside lane a possible solution

Thoughts from the committee on bike lanes:

- context matters – W
- it depends on where you are
- Level of Service Analysis determines

Other questions:

- How many cannot live with a bike lane? (1)
- What would be an alternative to bike lanes?