

## Tulsa Bicycle and Pedestrian Advisory Committee Minutes

March 1, 2018

Location: Land Legacy  
822 E 6<sup>th</sup>, Tulsa, OK 74120

<b>Members Present</b>	<b>Institutional Advisors Present</b>		<b>Guests Present</b>
Mitch Drummond Ken Graham Sarah Kobos Nathan Leigh Larry Mitchell J.D. Walker	Philip Berry Nick Doctor Luisa Krug Tracy Nyholm Isaiah Persson Tim Stendel Jane Ziegler	COT Planning COT Mayor's Office Tulsa Health Dept COT Traffic Operations Tulsa Health Dept COT Police Dept INCOG	Elaine Meek David Shelton John Shivel
<b>Members Absent</b>	<b>Institutional Advisors Absent</b>		
None	Braden Cale Matt Liehti Gary Percefull Stephen Place Daniel Sperle Robert Swain	ODOT COT Engineering Services Tulsa Public Schools Tulsa Hub Tulsa BikeShare TPS Chief of Law Enforcement	

The meeting was called to order by chairman, Larry Mitchell. A quorum was present.

Larry Mitchell gave updates on several items:

Reminded everyone about the Cop Land Classic bike ride on May 19<sup>th</sup>.

Bike OK (Oklahoma Biking Coalition) is holding a meeting in Tulsa on Sunday, March 11 at 2:00 PM at the Rudisill Regional Library, 1520 N. Hartford Ave. Representative Meloyde Blancett will be a guest speaker and Ken Graham and Lauren Wagner will lead a Townie Ride. Everyone is encouraged to attend and become a member for only \$20/year.

Braden Cale was reassigned within ODOT to work with various planning organizations including INCOG. Shelby Templin is the new ODOT Bike/Ped Coordinator and will begin attending BPAC meetings in April.

The Route 66 Experience museum facility is being designed to be bike friendly, and they are planning to make it available to cyclists and cycling events.

Minutes from the February 2018 meeting were approved.

Larry Mitchell provided details about HB2191, which would increase passing distance from 3 ft to 5 ft, require motorists to change lanes to pass bicyclists on multi-lane roads, and increases fines for collisions with cyclists.

Nick Doctor said that HB2191 passed the House last year and is now in the Senate awaiting a hearing in the Senate Public Safety Committee.

Ken Graham said that there's a similar bill, HB3147 by Representative Jason Dunnington from Oklahoma County, that has good language defining and clarifying a ticketable offense. However, this version only includes the 3-foot passing distance. Scheduled to be heard from entire house soon. OKC cyclist helped draft the wording.

Jane Ziegler reported on SB1374, which would take away local control of bikeshare and put it under the state Dept of Tourism. The Chinese bikeshare company OFO is paying a lobbyist to work on this. Darita at INCOG is meeting with people at the capital and explaining why it's a bad idea. Nick Doctor said the Mayor, Chamber, and others are opposed and are also working on it.

Jane Ziegler presented an analysis to show how Tulsa compares to other cities that have achieved a Silver rating from the League of American Bicyclists. We only lag in enforcement and education. Ziegler suggested a subcommittee on enforcement to look at regulations/ordinances to see what needs to be updated. She said that Ann Dominn at INCOG is willing to help with this effort. ABL has a list of recommended local ordinances related to cycling. Anyone who wants to participate in the subcommittee should email Jane.

Ziegler talked about bikemaps.org. This is a website where you can self-report accidents and near accidents that occur while cycling, such as: collision report, near miss, hazard, theft, new infrastructure. Cities in the US are starting to use this as a way to gather data.

Ziegler said that the Bike Share supposed to launch May 24. Daniel Sperling wanting to do different media stories throughout the month of May. Viplov Putta from INCOG has said that INCOG could budget \$300-400 for some sort of bikeshare event. Asking BPAC for a way to use funds to reach more people.

Suggestions: Provide different themes to the media to get different stories out there. Could do some sort of cyclofemme.com type event, such as a women's ride from downtown to TU and back. This would be a way to get women on bikes and celebrate bike month.

Sarah Kobos gave an update on the Subdivision regulations. BPAC was able to get some of our proposed edits into the approved regulations. Among the suggestions that were approved: requiring neighborhood connections to public facilities like parks, schools and libraries; block length limits for lots 60-ft wide and smaller; and GoPlan-specific language.

Nick Doctor suggested talking to INCOG staff about the best time to re-address some of the issues in the Subdivision Regulations that need further refining. For instance: distinguish between urban areas and rural, so the city's regulations aren't constrained by the needs of the unincorporated areas.

Jane Ziegler mentioned that she and Chase Phillips now look at proposals during Technical Advisory Committee meetings prior to applications going to the TMAPC. Phillips looks at safety, and Ziegler looks at proposals from a bike/ped standpoint. Maybe there's a way to do something similar for regulation updates.

Phillip Berry talked about the proposed update to the City's landscaping ordinance. After receiving initial public input, they are working to address concerns from different stakeholder groups. Sarah Kobos will

schedule a meeting with any interested BPAC members and Berry to see if we need to propose any edits. Need comments by March 28.

Nathan Leigh gave the Implementation update. The COT has implemented a good portion of the traffic calming design we tested out at 41<sup>st</sup> Pl. and St. Louis Ave.

In downtown, 3rd Street is planned for striping. Tracy Nyholm said the schedule has been delayed by weather, but it's a high priority.

Leigh would like to test out some different striping options on 3<sup>rd</sup> Street on Sunday March 18<sup>th</sup> 10:30-5:00 PM. It would allow us to see what different lane widths are possible.

The City is proposing sharrows in several locations that may not be appropriate. Example is Harvard between I-244 and Pine. Larry communicated to Doug Helt about the danger to cyclists of having a sharrow on a 40 MPH street. (80% fatality rate when drivers hit cyclists at 40 MPH.)

Jane Ziegler said that INCOG requested sharrows because there's no way to fit the bike lanes, four auto lanes and the center median in this location. The traffic count is too high for two lanes. It's perfect for three, but no one wants to take out the center median.

Is there a way to lower the speed limit? Tracy Nyholm said that when they are setting speed limits, it's based on the speed at which 80% of cars travel in a particular area. People will drive the speed that feels comfortable. First step is initiate a request for a traffic study. Tulsa can't violate the MUTCD.

Nathan Leigh suggested that BPAC make a recommendation about where sharrows are appropriate. NACTO gives good guidance. We should create a consensus document. Nathan will post information on slack and email.

Mitch: Stickworks will be installed at Chapman Green this month. Should BPAC have a table at the grand opening on March 24<sup>th</sup>? They don't have a promotion plan for the big event but we might want to be there.

New business

Nick Doctor provided an update on the 11<sup>th</sup> Street design. Working on the compromise solution, ie: eliminating the center lane between Peoria to St Louis, which would allow space for parallel parking on both sides and buffered bike lanes. Trying to get a bigger buffer zone. Adding 40 parking spaces. Nick should have additional info by the next meeting.

Next meeting: April 5, 2018 at 6:00 PM.