

Tulsa Bicycle and Pedestrian Advisory Committee Minutes

July 12, 2018

Location: Growing Together Tulsa - 18 S. Lewis Ave.

Members Present	Institutional Advisors Present		Guests Present
Mitch Drummond Ken Graham Nathan Leigh Larry Mitchell J.D. Walker	Philip Berry Matt Liechti Tim Stendel Jane Ziegler	COT Planning COT Engineering Tulsa Police Dept INCOG	Justin Biggs Elaine Meek
Members Absent	Institutional Advisors Absent		
Sarah Kobos Adam Vandenburg Lauren Wagner	Nick Doctor Tracy Nyholm Gary Percefull Isaiah Persson Stephen Place Daniel Sperle Robert Swain Shelby Templin	COT – Mayor’s Office COT Traffic Ops Tulsa Public Schools Tulsa Health Dept Tulsa Hub Tulsa BikeShare TPS Chief of Law Enforcement ODOT	

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

Larry Mitchell shared information from Sherry Laskey about a Fun Ride on Saturday July 14. The ride will start at the Osage Prairie Trail and 36th Street North.

Ken Graham reported that he and Larry attended BIKE OK on Sunday, July 8th. The Oklahoma Bike Summit will be held Saturday, November 3rd in Edmond. Cost is \$10 including lunch. There are two separate discussion tracks: New Riders and Advocates.

The minutes from the June meeting were approved with one correction: Mitch Drummond was present.

Larry Mitchell discussed meetings about the implementation of downtown GoPlan and the Speck Walkability Study.

Nick Doctor reached out to BPAC (Larry, Nathan, Mitch) to discuss goals and options for downtown striping. Doctor had requested a two-year plan from engineering and a list of issues blocking progress.

Request is to complete within two years, but Matt Liechti said he is hoping it will be done much sooner. Matt’s staff has completed the design/drafting that Lisa Simpson initiated.

DCC is a support/champion of the striping based on the Speck recommendations.

Matt said the funding for downtown striping comes from multiple funding sources (each with different timelines). Operations funding is lacking for striping since they can't focus all of the striping in one area of town. Some gaps in funding could be filled with BPAC funds (but BPAC expects to review cost and adjust priorities as needed).

3rd Street striping has started, but no timeline available for completion.

Nathan would like BPAC to be able to review detailed striping plans prior to marking and painting. (Example: incorrect striping on wrong side of 3rd Street downtown.) Online access would allow anyone to review and comment (without a formal FOIA request). Matt believes striping plans could be made available (via FTP), pending approval by Kurk Kraft.

Larry Mitchell discussed the need for BPAC to be notified as soon as public meetings for street projects are scheduled.

The Improve Our Tulsa Facebook page is a current source for BPAC members, but it's not reliable and we need sufficient advanced notice to schedule a member to be present. BPAC wants to provide feedback and hear input from the community.

Notices are posted on IOT website but information is not always current or easy to access.

Laura Webber handles the scheduling and coordination and may be able to help us with advanced notice.

Action item: Larry will contact Laura and Kim.

Jane Ziegler is working with the City to fix the incorrect striping on 3rd Street downtown (Lansing to Greenwood area). The bike lanes were striped on the wrong side of the street. Matt Liechti confirmed that it will be corrected.

Larry Mitchell discussed the need to formalize BPAC Institutional Advisors and Consensus process.

Shelby Templin sent Larry a form used by AGOG for contact information for institutional members, including alternate contacts.

Action item: Mitch Drummond will use a similar form to confirm our institutional reps, their role and desire for information distribution.

Discussion on how institutional advisors see their role in BPAC consensus and voting activities:

Institutional members Matt Liechti, Tim Stendel, and Phillip Chase agreed that their role was to provide advice, warnings, and persuasion. Institutional members Gary Percefull and Isaiah Persson provided similar feedback at the previous meeting. Jane Ziegler said that our articles represent these desires.

Discussion on how to handle issues that require a quick response between meetings:

Current process is to email the Citizen Members to reach consensus via email.

New process is to also send a separate email to institutional members. When they have feedback, it will be forwarded to the community members for consideration.

Jane Ziegler gave the INCOG report

Walk-Bike Tulsa efforts:

An anonymous citizen wants to help INCOG with bike safety through a public awareness campaign. They have paid for four digital billboards depicting citizen bikers (including Carol Bush). INCOG is also paying for bus wraps for bike and pedestrian safety. These both promote walkbiketulsa.com and Bike Club.

Bike Share:

On Friday, June 27, they need help moving bikes from the warehouse at 11th and Rockford to Guthrie Green.

Bike Share launch is Friday, Jun 27th from 3:00 – 7:00 pm at the Guthrie Green with approximately 60 bikes. More sites will roll out over the next few weeks.

Pedestrian Counters:

INCOG has purchased 2 Eco counters for pedestrians. One is being installed on Monday, July 16 at 3rd and Main. They are targeting high crash areas without manual counts.

INCOG is borrowing 2 ped/bike counters from ODOT. These could possibly be installed at 31st and Peoria, on Riverside, and on 3rd Street downtown where the new bike lanes have been striped.

Nathan suggest installing counter before striping changes so we have before and after counts. Katie, the INCOG intern, will present manual count data at BPAC next month.

Mitch Drummond discussed the status of the Zoning amendment ZCA-10 to modify Driveway width:

BPAC current stance is against the entire proposal – should we suggest a compromise?

Discussion included general confusion on the proposed changes (multiple versions distributed between public meetings). Nathan Leigh commented the proposed changes appear more complicated than they need to be.

Matt Liechti shared that prior to the 2017 changes, the COT standard was 24' max width in the ROW.

Matt also commented that he has a 30' driveway and it removes the visual impediments (trees, mailboxes) therefore he can see further and be more aware of pedestrians and cyclists. He believes 30' is not a safety issue. Backing out through the bulb-out causes a distraction preventing you from looking for bike/ped.

Jane agrees with the distraction of single car driveways causes people to keep their eyes on the grass or sprinklers, while a two-car drive allows focus on surrounding items.

JD Walker pointed out that steep slope can affect need for wider driveways. Larry pointed out the existing BOA exception process would allow these situations.

Nathan asked if we should utilize social media to advocate our position on safety. There was no firm consensus to take this approach.

Nathan suggested we remain focused on safety and comfort as stated in our original letter. This is a city-wide issue, not just specific areas. Matt suggested we avoid participating in the “aesthetics” portion of this issue since we are a bike/ped group focused on safety and comfort.

Nathan Leigh gave the Implementation update:

Nathan presented a recommendation for BPAC regarding SW Blvd. It was agreed by consensus to forward this recommendation to the City of Tulsa:

<https://www.dropbox.com/s/cccvjptquln6z2/SWBLVD%2C%20Recommendations.pdf?dl=0>

COT handout is at this link:

<https://www.dropbox.com/s/9b1zmzvmerimxrf/MMLOS%20Study%2C%20SW%20BLVD.pdf?dl=0>

Nathan presented recommendation regarding Southwest Blvd. The area of concern is between 23rd Street and the HWY 75 on/off ramps. Discussion included:

Jane suggested there is room for northbound bike lanes (might have been in proposal) with diversion route for not-so-brave south bound. Brave can still use southbound traffic lanes. Suggested improved signage to indicate safe routes.

Matt indicated this project is budgeted for “mill & resurface” and funding may not support planters, bollards, etc. Nathan reminded us this is prioritized on the GoPlan so BPAC funding can be used.

Nathan would like to see 23rd Street to 75 North on-ramp reinstated to remove much of the southbound traffic from SWB.

Nathan presented a traffic calming suggestion on the 11th street bridge including planter or other barriers. Matt indicated they would need to study weight of the suggested concrete planters.

Nathan will send the recommendation to engineering and request a meeting to discuss options.

New Business

Nathan is working with local leaders (Juan Miret, Ed Sharra) in the Kendall Whittier area regarding recommendations for bike lanes along Lewis. The plan is to present to the City for consideration.

Next meeting: August 2, 2018 at 6:00 PM at Growing Together Tulsa

Meeting adjourned.