

Bicycle Advisory Committee
Civic San Diego, 401 B St.
Monthly Meeting – Wednesday, February 3, 2016
Minutes

Members present: Andy Hanshaw (AH) (Chair, Mayoral Appointee), Nicole Burgess (NB, District 2), Kathleen Keehan (KK, District 5), Jacqueline Ward (JW, District 6), Everett Hauser (EH, District 7), Nicole Capretz (NC, District 1), Michael Brennan (MB, District 3), Randy Van Vleck (RV, District 9)

Members absent: John Holder (Mayoral Appointee), Samantha Ollinger (SO, District 8), Monique Lopez (ML, District 4)

1. **Call Meeting to Order** – AH at 6:30 PM
2. **Approval of minutes from last meeting.**
3. **Non-agenda public comment**
4. **Committee administrative items (AH)**
 - Tour of CA memo, approved
 - **SANDAG sales tax measure** could include active transportation
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5. **City staff update (Brian Genovese [BG])**
 - Limited duration on FTP site links
 - New map with current resurfacing projects. Does not include CIP projects.
 - RVV: 54th street? BG: Segment getting resurfaced is being reviewed, may remove medians in order to get a continuous buffered bike land throughout corridor. Number of car lanes should remain the same upon removal of median.
 - NB: When the projects are no longer kept internal, where do they go? BG: If a project becomes CIP, it gets preliminary engineering and then packaged with funding estimate as a “PI” package where an environmental review is done, then moves to engineering design in Public Works Dept. and is assigned a project manager. NB: Are these project managers bike or auto-centric? BG: Some are further along than others.
6. **SDPD update (Emilio Ramirez)**
 - Enforcement on Torrey Pines: 13 hazardous citations, 18 traffic warnings
 - Expect to being doing more “bike/ped enforcement”
 - Distracted driving in 2015: general cell phone use - 5462 citations, 2535 data citations (not voice), University Ave. is a primary area, and North Park area
 - Bike thefts: 129 bikes stolen in January, 50 estimated at over \$1000, mainly in central, northern, western divisions
 - AH: Leonard Flake sent out year-end summary by email recently.
 - RVV: Enforcement on 3 ft passing law? ER: It’s difficult to enforce, usually results in a warning. Using it mainly as an education tool, because it relies on officer testimony—it’s hard to have proof.
7. **Implementation Strategy Follow-up**
 - Climate Action Plan Implementation (Cody Hooven, City of San Diego, Economic Development Sustainability Manager)
 - 5 key areas: clean and renewably energy; biking, walking, transit, and land use; zero waste; energy and water efficient buildings; climate resiliency
 - 6% biking modeshare by 2020 and 18% by 2035 (currently less than 1%), but only in transit priority areas

- Implementation plan will be brought forward to council in April and hopefully funding will be lined up by council; will have annual updates based on metrics
- JW: Biking count? CH: current numbers come from census and ACS (American Community Survey) extrapolation; survey for residents on the city website; BG: some regional counters align with the areas we'd like to monitor, but many don't; cameras (mentioned in past meeting) are also present but identifying commuting or leisure trip is difficult
- NC: Bike lanes don't necessarily get a lot more people on the road. Transit counters need to be coordinated and increased. BAC can be advocate to help city staff and get the budget it needs. Bike master plan on its own without additional resources will be challenged. What is the city doing to achieve these mode share goals? This is going to be legally binding. Example: Portland is making protected bike lanes a default. CH: We are committed to annual monitoring—this will be a way to understand data on a regular basis about whether we are meeting goals or not.
- MB: What is the actual number? CH: 2010 number is officially 0.7% for the whole city—but assumed this was the same for transit priority areas.
- KK: Implementation plan will have metrics and *how* it will be measured? CH: Plan is still in shape, will continue to provide information. KK: ACS asks very specific questions ie. "How did you get to work yesterday?" Isn't necessarily a good representation. Community plans are not ambitious enough to install infrastructure (for protected bike lanes for instance). How will city handle these conflicts between community plans and CAP? CH: City is working on a checklist right now that will be a way for community plans to be changed to address CAP.
- EH: Measuring commute trips will be a challenge. Goal of "commute trips" could potentially be expanded? NC: The language was specifically delineated to only assess commute trips.
- RVV: Plans for a robust transportation element within implementation plan? CH: Development and community plans will be primary vehicles for meeting transportation targets. Transportation department will be formulating a transportation "master plan." RVV: The engineering is where the "rubber hits the pavement" here.
- NB: Transit: city needs to push SANDAG to look at mid-coast trolley project accessibility. Downtown mobility plan should be pushed and implemented by end of year. Vision Zero and complete streets need to be taken into account, especially in development, and not be so auto-centric.
- NC: Will implementation plan be put out with budget? CH: Unsure about the process, but it happens about the same time. NC: Would be good to have Cody come back after implementation plan before budget is finalized.
- AH: Next steps? KK: Maybe an action item to weigh in on the CAP implementation plan for next meeting. AH will take lead on this and have draft by next meeting—specifically addressing modeshare.
- Downtown Mobility Plan (Brad Richter)
 - 40% of downtown land is streets—there are opportunities to take bike some of this space for other uses
 - Created layered mobility network with different transportation choices: transit (trolley and rapid transit bus), pedestrian, bike, car.
 - Road and lane diets on certain streets, traffic calming measures on short distance streets by converting one-way streets to two, auto focused corridors are mainly couplets to the freeways and Harbor Dr. and G St., transit corridors are trolley lines and rapid bus lines, greenway network is proposed for pedestrians and connect public parks (Cedar, Union, Island, E, and 14th St.)

- Biking: Many bikes on the sidewalk. Most advanced infrastructure is sharrows.
- Proposed cycletrack network (protected bike lanes): 1 way cycletracks: Pacific Highway: has always been envisioned as a 6 lane road, new model shows 4 lanes is sufficient along with cycletrack. Grape and Hawthorne. Park Blvd. Broadway west of 3rd Ave. 2 way cycletracks: J St in southern downtown, 6th ave south of Beech, Park converts to two-way south of C. C St. connection to Pershing.
- On-Street Parking Gain/Loss: Estimate is that cycletracks will remove 331 parking spaces in near-term (goal of 2 years) projects, but angled parking conversion would add some back. Total of 223 spaces lost with all near term modifications. Longer term would be a more significant loss.
- Cost estimates: \$10 million for cycletracks (includes slurry seal and repainting), \$62.8 million total costs. Potential funding sources: Development impact fees, downtown parking district, city general fund, new development infrastructure, and state/federal grants.
- We get about \$5-12 million for development impact fees.
- Deadline for public input: 40 day public review ends on March 11, will be followed by formal meetings with community planning groups, then to council committee and full council by May 31. Last public workshop on Feb. 23.
- RVV: It would be great to change some of these auto-centric corridors. BR: Not a 30-year plan. This is the start to evolving the mindset.
- KK: Gaps: how do you get across 5 on cycle tracks on Hawthorne and Grape? BR: Not focused on major corridors, mainly just for people in Little Italy to get to the bay—not that accessible from Banker's Hill. KK: Important to coordinate with changing community plans in order to coordinate this plan with those. We need connectivity through City College. BR: City College has control over that land.
- NC: How much did it cost to come up with plan? BR: \$0.5 million for the plan and environmental review.
- NB: Will this end up in Brian's group? BR: Likely need more resources.
- AH: 2/23 is public workshop, 3/11 is end of period for environmental review.
- KK: Need to write memo for Air Pollution Control anyway, so will work on it.
- BR: www.downtownmobilitysd.com

7. Updates from represented constituencies

- NB: Cass St. bike lanes. Vision Zero task force subcommittees (engineering and education) meeting on Feb. 8.
- RVV: New bike path along I-15 from Adams to Camino Del Rio—going to construction in early March. City received grant for Streamview Dr. in Oak Park area to re-do a large median and make it more accessible for ped/bike.
 - Need to reach back out to MTS to emphasize bike accessibility to transit.

Adjourn – 8:37 PM: Motion by NC, second by RVV.

Submitted 2/28/2016 by:

Jacqueline Ward, secretary
Bicycle Advisory Committee