AD HOC BICYCLE COMMITTEE

MINUTES

Thursday, October 1, 2009

I. ROLL CALL: John Freeman, Bruce Johnson, Kara Mann, Stephen Mather, Tyler Rowden, Richard Sanders, Bernie Schmidt and Ann Scott

All of the members expressed concerns about bicycle safety in Coronado as a reason for applying to the committee.

Absent: Dan Orr

City Staff: Ed Walton, Jim Newton, Dave Johnson and Nancy Reynolds

II. MINUTES: None; this was the first meeting.

III. SWEARING IN: City Clerk Linda Hascup swore in the committee members.

IV. ORAL COMMUNICATIONS: None.

V. DISCUSSION ITEMS:

The City received a $75,000 grant to develop a Bicycle Master Plan; having a master plan will enable us to apply for more grants. The League of American Bicyclists issues awards to bicycle-friendly communities (platinum, gold and silver). The committee can decide if it wants to aim to be recognized as a bicycle-friendly community.

A. Selection of Committee Chair and Co-Chair – Deferred until the committee members get to know each other.

B. Establishment of Standing Meeting Day/Time – The Bicycle Master Plan needs to be done by June 2010 (although it can be in a draft format) or the City may lose SANDAG funding, so the committee decided to meet the first and third Thursdays of each month for the time being.

C. Development of Committee Goals and Objectives – A Request for Proposals will be developed to select a consultant to write a Bicycle Master Plan. Suggestions from this committee will go into that Master Plan. When a consultant is selected public outreach will be a huge part of their scope of work. Public workshops will be held with the community.

For everyone's general information, Mr. Johnson explained the different classes of bike paths:

- Class 1 – Fully separated from vehicle traffic (like on the Silver Strand)
- Class 2 – Delineated lanes (like on First and Second Streets)
- Class 3 – Delineated by signage only; suggested routes

D. Brainstorming Session – Questions, Ideas, Suggestions and Comments:

1. General Comments/Questions

- Need to define the Committee's scope.
- Strategic planning is important; most campaigns are first won in the mind. Use peer pressure. Ireland is a good example; you get glared at if you're in a car. Public education should be at the top of the list. Let Coronado be the poster child for walking and biking. Make it a bicycle mecca. When people come here they'll be more motivated to get out of their cars.
- Is there a master plan for San Diego? Yes, the project was awarded to a consultant and they are working on a draft report. Mr. Johnson will check at what point it is now.
- What does the committee do and what does the consultant do? Need to understand the division.
- Could we post a survey on the City website? How about information in the *Eagle*?

2. <u>Types of Users (Competitive, Recreational, Runners, Joggers, Skateboarders, Rollerskaters, Rollerbladers, Segways, Others)</u>

- What about Segways? Per the Vehicle Code, cities cannot ban them outright, but can put in certain restrictions. They're considered electric mobility devices.
- Determine types of users and percentages of each.
- There are two types of bicyclists in town – Going to school and going downtown and one major recreational route – down the Strand and around town.
- The "Lance Armstrongs" are dangerous. They feel an inherent right to not slow down.
- Identify classes of people who use bikes in Coronado: Schoolchildren, fitness, tourists, errands, commuters. Where are they going and how do you want them to get there?

3. <u>Recommended Routes (Recreational, Routes to Schools, Training, Commuters)</u>

- Bike path locations (are they right? are they working?) and identification (types of signage: directional and prohibition). What improvements are still needed/ desired?
    - Island loop (scenic route)
    - Path near golf course (along Glorietta – Bidirectional? Class 1?)
    - Ocean Boulevard
    - Pomona/Strand
- Where can you bike on the sidewalks in Coronado? Anywhere except where there's specific signage against it.
- Include Safe Routes to School.
- Try to develop an around-the-island bike route.
- Have scenic routes. Put it on the City's website.
- People on bikes cannot get from the north side of Coronado to the south side. The only way to do it is to go under the bridge.
- How to get Ocean Boulevard bikers onto the bike path side of the street?
- There's no easy way to get from Pomona to Avenida del Sol.
- Education about classifications and legal requirements for each. What types of users can legally use bike facilities?
- Holland's has a bike route map they hand out.

4. Interconnectivity (Mass Transit, Regional Bike Path, Employments Centers – NASNI, NAB, Hotel del Coronado, Loews)

- What about the feasibility of adding a bike/pedestrian path to the bridge? Or perhaps a tube under the bridge. A bridge engineer found this to be feasible. Isn't taking the ferry a better idea? You get off at a better spot. How many people would actually take advantage of a bike path on the bridge? It's a very long downhill ride; people would have a serious time braking.
- Could there be some kind of incentive to get people on bikes to use the ferry? Make it easy for people to do. Need somewhere on the San Diego side to leave cars where it's not too expensive.
- How bicycle friendly are buses? There's only room for two bikes. Some buses have increased to a three-bike rack.

5. Bicycle Safety – Training and Practices

- Can the police meet with the schools? Mr. Johnson said there was a committee formed to address safety. The focus was on educating the parents as well as the students. The police did address the schools and there are plans for a bike rodeo to provide more safety information.
- Need education across the board, from kids to serious cyclists.
- It is a challenge to educate the visitor bicyclists.
- How do you teach people to be polite?
- The main problem is from the Yacht Club to NAB; there is a lot of traffic, a bike path, signals, a pedestrian path, people walking on the bike path, and a narrow road (Strand Way). Bikers like to move off the bike path and get on Strand Way and it's dangerous with cars pulling out.
- Wondering about the Yacht Club routing rationale. It's confusing.
- Can we re-think signalization at Alameda?
- Can we try a no-right turn on a red light? People don't look when they're turning right on Fourth.
- Do bike rental shops do any safety instruction? There are rental places at the Hotel Del and Marriott. The language spoken by the renters can be an issue.
- It's dangerous leaving the bike path from under the bridge and at the tennis center. Could the golf course side be painted as a bike path?

6. Bicycle Storage/Parking

- Need more places to lock bikes on Orange Avenue. If you cannot park near where you're going to shop people won't use them.
- Davis' plan has three or four kinds of bike parking facilities.
- Some companies make very decorative bike racks that fit into communities.
- Need simple storage for bikes.
- U-locks are the easiest, but they're heavy.
- The Chula Vista Civic Center has lockers for bikes.
- Need cooperation from the City and private properties.
- The City used to have locks on parking meters but people complained they scratched the bikes.

- Vons and Albertson's need something. Boney's has a good one on the sidewalk. Need to look at bike parking in a bunch of different areas.
- The City gets complaints that bikes parked on sidewalks conflict with pedestrians.
- In Columbus, OH they reserve space on the streets for bikes.

7. Regulations/Legal Requirements

- There are complaints that bikes must stop at stop signs. Maybe replace them with yield signs so bicyclists know to be aware. Stopping might be worse than yielding because it's difficult to shift gears when you have momentum going.
- Look at what signs we have in what places.
- The "Idaho Law" where bikers can treat stop signs as yield signs but must treat red lights like stop signs is contrary to the Vehicle Code.
- The *Coronado Currents* had an article on bike safety tips. It said bikes must follow vehicle rules.
- If you have signage but no enforcement, people will not obey. There is a mentality that you can disregard any signs.
- Get the police's presence at the committee meetings. What do they see as the problem and what are the limits of enforcement?
- Legality of bikers using cell phones while riding (per Coronado Police it is not illegal)
- Bike lanes on First, Second and Glorietta between Second and Third Streets are often ignored by drivers.
- Does the Hotel Del have the authority to prohibit bike riders from riding on the beach side pathway behind the hotel?

8. Design Standards

- Get signs at eye level.
- Signage is an issue. How do people know where they can bike?
- Could bike speed limits be painted on the street? Long Beach does this and has demarcations for bike lanes.
- San Diego has bike lanes with an image of a bicycle.
- Consistency in signage – How is this regulated in other cities?
- Not sure the City needs a dedicated Class 1 path.
- Friar's Road has a curb that keeps the bike path with two-way traffic out of vehicle traffic. Mr. Walton said Coronado had a plan like that but there was opposition and it was shot down several years ago.
- Are the design standards in place good enough? Are the signs big enough and located in the right places? Is a Class 1 path wide enough?
- There is a lack of signage on the Coronado bike route. There should be a sign with a map indicating where people can ride.
- Review other city/regional bike facilities – what works and what doesn't.
- Davis has one of the best Bicycle Master Plans. Their plan emphasizes enforcement, engineering and encouragement (getting people to do the right thing).
- Boulder, CO; Durango, CO; Portland, OR; and Columbia, MO all have good plans.
- Need to figure out who's done it right and work from there.
- Universal signs would be nice.

VI. ADJOURNMENT: The meeting adjourned at 4:57 p.m.

The next meeting will be Thursday, October 15, 2009 at 3:00 p.m.