

1. Introduction
2. Summary of February Meeting
3. BikeMapper

Kearey from GIS on Bike Mapper:

We have had bikemapper up for a while. Lots of interest. The application has been unstable for sometime. It's been working some time and not other times. We're looking to add route guidance for bikes. Working on a beta application for the city and county of San Francisco to give turn by turn itinerary for their trips.

Map is cleaner and draws faster in beta application. Thinking of offering the options to view bikemapper data from Google or Google Earth as well as the bikemapper website.

GIS makes it possible to share this data more easily. Routing data is the main purpose for the 2<sup>nd</sup> version of Bikemapper. Pick two points on the map. Run the tool and it will give you turn by turn directions just like Google maps. It also provides a graphical representation of the route with a different color line.

Advanced Route finder will allow filters for how much you care about hills and how advanced of a rider you are (More confident riders on class 2 or 3 or just regular streets versus beginner rider who they would just offer class 1 or 2 paths.)

Impedance (difficulty of bike riding: lack of bike lanes, major street, more traffic) is used to determine which routes it selects for a rider. Better riders can tolerate more impedance.

Question about how routes are measured for impedance. What would the impedance of a bike boulevard be? Not a class 1 path but might be more desirable to some than a street with a bike lane that also has more traffic.

There is the flexibility to adjust the weighting of various facility types as to the impedance they cause. Possibility of a study similar to Jennifer Dill's in Portland to determine the actual impedance of different bike facility types and street types.

Demonstration of the integration with Google Street View.

Question of whether you could use the same functionality of Google maps to click and drag points in the middle of your route to adjust the route. Not available yet.

Steering committee working on development of that application. Not certain when it will be established.

The GIS data can be shared immediately for folks to use with Google Maps and Google Earth.

Requests for updates go out to county bike coordinators and the last one was done in 2007. Next update will be after the beta version is released some time around Bike to Work Day.

Full rollout for the region by when? It will most likely be a jurisdiction by jurisdiction basis.

#### 4. Regional Bikeway Network update

Draft regional bike plan released. We went through an update process in 2007. There was some variance in the amount of details given by local agencies. Many comments were concerned with updating the network to fit new local bike plans. RBN is 2100 miles of bike infrastructure. 1100 miles to be constructed.

Proposed Criteria for Regional Bikeway Network Update presented by Sean (SEE ATTACHED FILE)

How does the plan align with the National Bikeway Network?

Trails send up a red flag. It should be made of only class 1 multi-use path. Bay Trail is not always class 1. Concern for use of the word trail as it doesn't define a class of bike infrastructure.

Delete the word Trail from 6 and replace with more accurate term for the type of facilities we are looking for.

Concern for difficulty of interpreting the General Criteria #2 "Bicycle facilities should be designed for all level of users". Change to "Bicycle Network should be designed for all levels of users".

All General Criteria will be moved into program criteria. Discussion of where that fits in is tabled for next meeting.

Add airports to #1

Add PDA and TOD to #2

Check first with ABAG about how PDAs and PCAs should fit into these criteria.

ABC Across Barrier Connections, either a ped/bike specific facility or a crossing of a barrier with bike ped infrastructure included.

Discussion about the lengths of connections suggested in criteria. Some connections will be longer. Still interest in keeping those facilities to the smaller length if possible to cater to most common bike trip length.

Remove trails from #6 "The spine and connector trails of the San Francisco Bay Trail".

Concern that the spurs of the SF Bay trail are not included, though they connect to some regional parks.

Add significant to Regionally Routes in the first page: Regionally Significant Routes.

Eliminate 8, leave 7 in as it covers it. Edit 7 to read regional bicycle routes

How would this new criteria apply to the projects already in the RBN?

SAFTEA-LU is due to be reauthorized in September. The hope is that we would have the RBN update done by then so that any updated projects could receive funding from that source. Sean believes it would be a while longer

Locals will be able to add to the RBN.

## 5. ARRA and TE

First portion of stimulus for region distributed. Another portion that comes to the state just came through and has been allocated to the regions.

The proposal is to fund TE projects that are already in the STIP program. These projects are ready to go. TE projects must be obligated by July 2<sup>nd</sup>. June 30<sup>th</sup> is the regional due date for obligation.

Distribution is based on population and road miles. Same as STIP distribution.

The STIP funding will be determined possibly in June. There is a danger that the state may use some of the freed up STIP money to close budget shortfalls.

Contra Costa Monument Blvd project is a ped only project even though that corridor is on the RBN. The Oakland TOD has no specific plans for bike access improvements. What leverage do we have to try to get these funds to support bicycle facilities.

Suggestion to talk to Concord about Monument Blvd. project as bike access might be added as an addition to the project.

June/July 2009 will be the call for projects at the county level for the freed up STIP money.

Traditionally, half of the TE money goes to regional projects and half to counties for TLC and other bike/ped eligible projects.

Marin US 101 HWY HOV Gap closure includes bike path parallel to 101. Concern that Marin gets this 2.1 million project and 300,000 funding. Update on that project. State funds will be used to cover the 2.1 million for the marin project and that frees up 2.1 million for the region to allocate. The call for projects will be in a week. Might get the CMAC TLC program costs covered by this 2.1 million as they have a lot of ready to go projects and then that will free up CMAC. Those funds would probably also be allocated in July 2009. Keep in touch with your CMA for updates on the call for projects for the 2.1 million in TE funds as it will possibly come in the next week. May meeting will probably be the time to allocate the 2.1 in TE.

Oakland TOD project has bike racks and possibly sharrows.

#### 6. Routine Accommodations Checklist

Checklist was applied to almost all ARRA funded projects. Solano missing a project checklist. Sarah will follow up. 110 projects filled out the routine accommodations checklists. The commission has requested that they have an update on the checklists that Sean is working on right now. May 8<sup>th</sup> planning committee will include a report about the results from these Routine Accommodations Checklist. Study was done back when routine accommodations was developed to determine how many local areas had bike/ped plans and other guidance. Keep in mind that the types of funds allocated made it difficult to add improvements like bike lanes. Checklist was designed for specific projects and not programmatic allocations. Frustrations expressed because of extreme requirements as to archaeological studies needed to add a bike lane.

Request for input on BPAC review process and Agency coordination of the routine accommodations checklist.

Not enough time to review report before May meeting.

Report should include follow up questions from BPACs. Not many for this round.

RBP will be approved as part of the RTP on 4/22. RBN stands separate from the RBP.

New version of RBP is on the website. Sean will check to make sure it is the most recent.

AB1581 – All signals have to be calibrated to detect bicycles and motorcycles at intersection. Cities are waiting for guidelines from Caltrans to handle new signal installations and upgrade any retrofitting projects.

Recommendations are out from CBAC to CTCDC on how to implement these design statements. No stencil required for the detection zone. Detection zone might not be where beginner cyclists ride (far to the right near curb). May 14<sup>th</sup> meeting of CTCDC

will deal with this. Submit comments to CTCDC about this signal design. Email Ken Mcguire with comments.

8. June 18<sup>th</sup> next meeting. Meeting starts at 1:30 instead of 1:00pm. One issue might be a longer wait between RPC and RBWG. Try it once for June 18<sup>th</sup> meeting.