

Bicycle and Pedestrian Advisory Board (BPABP)

Study Session, February 4, 2010

Notes

POSITIVE IMPACTS

- Create jobs / bring money into city
- Well designed Bike Blvd. will increase bike and pedestrian activity

EMERGENCY RESPONSE TIME (ERT)

- Slowing down vs. stopping
- Additional impacts if diverted traffic goes to Mendocino Avenue
- Impact to right turn onto Pacific Avenue from Humboldt Street – W/B on Pacific Avenue
- Less calls due to less driving
- Speed humps and diverters can be designed to reduce impacts to ERT
- Left turn prohibition at College Avenue and Humboldt Street not an issue for ERT
- Diverters at Pacific Avenue and Humboldt Street could be designed that could work for the Fire Department

IMPACT TO NEIGHBORING STREETS

- Humboldt Street should not a cut through
- In favor of any change that would slow traffic down and make it a safer
- Calming of neighborhood
- Calming – Reduction of Humboldt Street less speed
- Increase traffic on Spencer Avenue
- Potential impacts to neighboring streets
- Dexter St – slow traffic safer for children
- Calmer / Safer – Patient with change
- Focus on one street (wholist approach – slow zone)
- Number of cars not as important as speed of cars
- We are going to change
- Speed Humps – reducing speed
- Silva Avenue – parking – traffic calming throughout neighborhood
- How do we slow down traffic
- Maybe diverter at Benton Street
- Are diverters safe and where would we put them?

PARKING LOT

- Check with Berkeley / Portland regarding ERT
- What are the percentages of calls which are received at Lewis Rd and Sonoma Ave?
- Research on design options ERT
- Check on SR Middle School – Bus route through neighborhood
- What would be done with neighboring streets if Humboldt Bike Blvd diverted?
- Types of calming devices should be carefully studied
- Cameras on Humboldt Bike Blvd – need more data
- Speed / Bike volume
- Research European communities
- Man / Women cycling statistics
- Research best practices
- Estimate forecast bike volume
- ADA access
- How / when are we going to build permanent project?
- Does someone have a priority?

ACCESS TO SCHOOLS

- 180 Vehicles (school), 1034/mo, 10,000/yr + insurance miles
13,000 miles/yr (potential additional miles travelled with diverters)
- SR2S – Charter School – program encourages more walking and biking
- Charter school most people drive
- SR Middle School – Bus route how would it impact Nason Street?
- Charter school drop off points
- Orchard Street not a choice / no parking on Orchard Street for parents
- Data collection

INCREASE IN GREEN HOUSE GASES

- An additional 661 Gals a year used
- More folks biking / waking reduces Green House Gasses
- Potential additional ½-1 miles traveled if there is a diverter installed at Pacific Avenue and Humboldt Street

ACCESS TO BUSINESS

- Insurance Co.– (40) est. - 0.3 potential extra miles traveled driven with left turn prohibitions installed at College Avenue and Humboldt Street
252 mi / mo
3024 mi / yr

EQUAL SHARING OF ROAD BY CARS AND BIKES

- How can people share the blvd if traffic diverted?
- Bike Blvd try to bring bikes closer to vehicles