

Attendees:

Members: Lori Duguid, Laura Shinn, James Silcott, Aaron Schill, Joshua Kimsey

Advisory Member: Barb Seckler

Staff: Bill Lewis, Jim Christian, Chris George, Daniel Moorhead

Guests: Juana Sandoval, Jim Good, Jody Dzurainin, David Roseman, Rod Rudinger, Brian Hagerty

Members Not in Attendance: None

The following notes summarize the items which were discussed at the Bicycle Sub-Committee (BSC) meeting held on August 28, 2013:

Previous Meeting Notes

- No comments.

Share the Road Campaign Update

- The City of Columbus, through the Share the Road educational campaign, is offering residents free How We Roll training and safety education classes. See <http://howweroll.us/>
 - How We Roll – Southside
 - Sunday, September 8th at 2p, 3p, and 4p and include the new bike lanes on Ohio and Champion Avenues.
 - How We Roll – University District
 - Friday, September 13th at 6p, 7p, and 8p and include the sharrows on High Street.
 - How We Roll – 5th by Northwest will be offered Sunday September 22nd at 2p, 3p, and 4p and include the new bike lanes and sharrows in that neighborhood.
 - Information and registration will be at <http://howweroll.us> as it becomes available.
 - Advertisement for these rides is through the area commission leadership
 - Suggestion – to put advertisement on University District Area Commission website
 - Suggestion – media release to neighborhood newspapers

- Share the Road E-Newsletter – suggestion to include link to online version

Update to Bicentennial Bikeways Plan

- Goals of the project:
 - The purpose of this project is to update the 2008 Bicentennial Bikeways Plan with a focus limited to education, encouragement, evaluation, and engineering standards. This project will also include research into pedestrian education and encouragement and data collection on bicycling and walking levels.
- Scope:
 - Policy Benchmarking. Perform an analysis of Columbus bicycle/pedestrian policies benchmarked against select agencies in Ohio and the United States.
 - Bicycle/Pedestrian Counts. Research best practices for bicycle/pedestrian counting programs, recommend a strategy for creating and maintaining a comprehensive bicycle/pedestrian counting program in Columbus, and implement the first year of the program.
 - Research Education and Encouragement Campaigns. Perform best practices research for comprehensive bicycle/pedestrian education and encouragement campaigns.
 - Implement Education and Encouragement Campaign. Develop and implement an education and encouragement communication plan based on best practices research.
 - Bikeways Program Evaluation. Develop and implement a strategy for evaluation of Columbus' bikeways program for reporting to the community, media, and City administration.
 - Bikeways Design Manual. Develop an approved bikeways design manual reflecting the best practice in bikeways engineering design and facility selection criteria to be used for the design and review of bikeway facilities in Columbus.
- Suggestions: Use Rails to Trails counts/equipment

CoGo Bike Share

- CoGo Bike Share (<http://www.cogobikeshare.com/>) launched Tuesday, July 28th
- Heather Bowden shared-usage statistics on CoGo Bike Share As of 12pm 8/26/13:
 - Over 10,000 total trips have been taken
 - Average trips per bike per day: 1.71
 - Average trip distance: 2.67 miles

- % of trips under 30 minutes: 83%; % of trips over 30 minutes: 17%
- Number of annual memberships: 284
- Number of walk ups: 2,483
- Trip Statistical Analysis
 - Monday-Friday rides peak between 10am & 2pm and 6pm & 10pm (~250/day)
 - Weekend rides average 550-750 on Saturday & Sunday
 - Peak ridership day was 900 rides two Saturdays ago
 - Membership Age/Gender Profile:

Age Group	Male	Female	Total	Percentage
Under 20	3	1	4	1.41%
20 – 29	51	24	75	26.45%
30 – 39	66	26	92	32.32%
40 – 49	45	13	58	20.42%
50 – 59	36	7	43	15.14%
60 – 69	8	4	12	4.23%
Total	209	75	284	
Percentage	73.59%	26.41%		

- Membership Residency Profile (5 or more members):

Area	Zip Code	# of Members
Downtown	43215	83
Near South	43206	52
Near North / University	43201	31
University / Clintonville	43202	10
South Dublin	43016	8
Near East	43205	8
North Clintonville	43214	8
Portland, OR	97214	7
Bexley	43209	6
Grandview / Marble Cliff	43212	6
North Dublin	43017	5
Worthington	43085	5
North Upper Arlington	43220	5
	Total:	234

- Top 5 Station Usage:

Station	Trips Starting	Trips Ending
Bicentennial Park	926	947
High St & Lincoln St	650	695
Schiller Park – Stewart Ave	621	600

3 rd St & Sycamore St	616	600
North Market	579	579

- Revenues are on track with projections
- Questions:
 - How many repeat walk up riders? Information not yet available
 - How many out of town walk up riders? Information not yet available
 - Are bicycles moved between stations to keep balance available bicycles and open docks? Yes
 - Any vandalism problems so far? No
- Bicycle Security
 - All bikes are currently accounted for
 - Staff has met with scrap dealers and is coordinating with Columbus Police to prevent theft/vandalism
 - All bikes have serial numbers
 - Situation where a bicycle was locked to a dock was handled
 - Bicycles are not GPS-enabled
- Feedback heard:
 - Overwhelmingly positive
 - 30 minute limit is the biggest complaint.
 - CoGo is targeting education that you can ride to your destination within 30 minutes
- Education
 - How We Roll classes from August to October - <http://howweroll.us/cogo-tour-faqs.htm>
 - Partnership with Consider Biking – [CoGo Riders](#) ride around and educate people; man table events; and train the trainers
 - Apps to help with navigating between locations, including timer
 - People having been putting key fobs in main station instead of at individual bike dock
 - [Youtube education videos](#)
 - Suggestion – education during weekends
 - Suggestion – literature at kiosks, look into it; most of demographic is younger crowd who doesn't want paper; balance limited marketing budget
- North Market as one of the top 5 usage locations indicates that users are extending their range of lunch hour destinations
- CoGo is conducting neighborhood promotions to partner with local businesses and provide free passes to spur usage (free passes are an insignificant portion of the 10,000 total trips)
- 30 stations are all in downtown area – <http://www.cogobikeshare.com/stations>

Parking Lot:

- Staff shared an overview of the purpose and format of the parking lot
- Suggestions:
 - BSC should recommend 5 or so projects for the City to consider expediting
 - BSC should develop criteria to use to prioritize projects
 - Discuss criteria/recommendation at next meeting with light agenda
 - Update Programmed/Completed projects
 - Remove
 - Alum Creek Drive
 - West Broad St wrong way riders
 - the symbols for bike detectors more visible
 - 77 recommendations review
 - Addition Suggestions
 - Alternate Route for Olentangy – Alum Creek Connector north of Woodward Park
 - Path though Woodward Park is narrow
 - Bicycles conflict with other path users
 - Path through woods is narrow/treacherous at night
 - Suggested bike route is already recommended by bike plan
 - Two-way bicycle facility on Rich St south of Columbus Commons
 - CoGo station across from Columbus Commons on sidewalk promotes riding on sidewalk because Rich St is one way
 - Downtown Action Plan is studying alternatives for Rich St
 - Third/Summit and Fourth St are tough for bicyclists
 - Third St viaduct especially difficult for bicyclists
 - Alternate route from Third St to High St using First Ave has been signed
 - Resurfacing will take place in State Fiscal Year 2015 which will include a road diet and bicycle lanes
 - Policy Issues
 - Bicycles speeding on Olentangy Trail; also gravel on corner
 - Enforcement needed – get Chief of Police to come to BSC meeting
 - Roseman: no longer a posted 15 mph speed limits within CoC trails maintained by Metro Parks
 - Enforcement of no parking on bike lane without sign

Other Business:

- Dublin Road Resurfacing
 - Resurfacing recently completed on Dublin Rd between Trabue Rd and Scioto Darby Rd with extra shoulder pavement
 - Feedback on widening as it pertains to bicyclists:
 - Encourages cars sometimes to not give adequate space when passing but gives bicyclists more room to maneuver when that happens
 - Huge improvement over what was there before and cost effective
 - Extra room outside edge line is a huge benefit
 - City shouldn't claim miles for this project or substitute the shoulders for actual bike lanes in planning efforts
 - Shoulders would allow a street to be reclassified on bike map from suitable only for bicyclists with advanced skills to suitable for bicyclists with intermediate skills.
 - Treatment changed segment for some people from a "don't ride" street to a "ride" street
 - Suggestion: Do the same in other areas like Cooke Rd between I-71 and Karl Rd and Indianola Ave between Morse Rd and Lincoln Ave
 - Question: Why don't we do this everywhere?
 - Question: How to report vegetation encroaching on road – Use 311

Action Items Summary:

1. *Subcommittee to continue to be prepared to be consulted regarding Downtown Action Plan.*