

OC LOOPS

Bicycle Gap Closure Feasibility Study

OCTA Bicycle and Pedestrian Active Transportation Subcommittee
March 21, 2023



MARK THOMAS

Agenda

- Project Partners & Background
- Defining the OC Loops
- Public Input
- Sample Concepts
- Next Steps



Project Partnerships



Funding Provided by
Caltrans Sustainable
Transportation Planning
Grants Program



Project Managed by
OCTA



MARK THOMAS

Project Consultant Team

Project Development Team through Partnership with Representatives from Local Cities, County of Orange, Rancho Mission Viejo, and Transportation Corridor Agencies

OC Loops Gap Closure Feasibility Study

Caltrans Grant Funded Project to:

- Leverage Prior Planning Efforts
- Incorporate Public Input
- Collaborate with Local Agencies
- Summarize Bike Gap Closure Ideas
- Identify Funding Needed
- Position for Successful Grants



OC Loops

Regional Planning by OCTA in OC Active Identified 3 New Branded Regional Bikeways

- OC North Loop
- New: OC Central Loop
- New: OC South Loop
- New: OC Connect



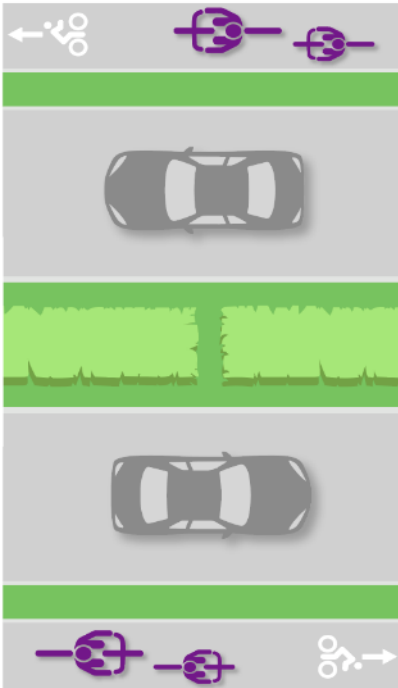
Bikeway Network & Desired Riders

OC Loops to serve an 8 to 80 (year old) audience

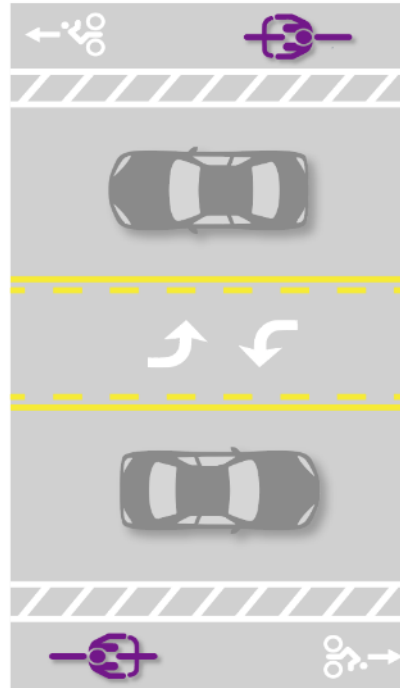


OC LOOPS

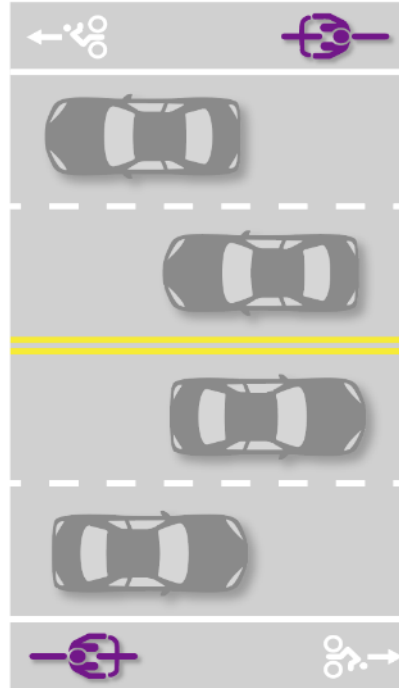
Ages 8 to 80



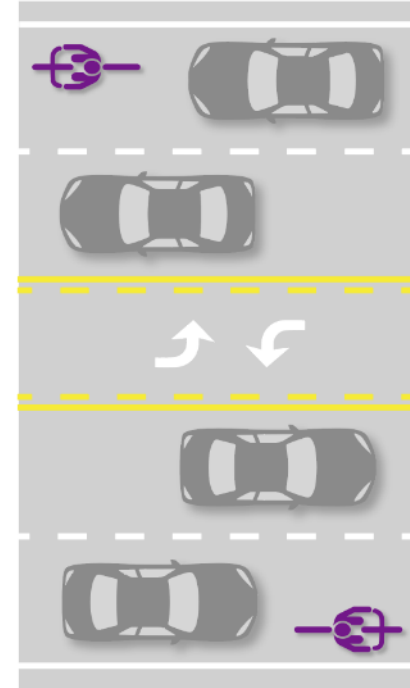
Interested but Concerned



Enthusiased and Confident



Strong and Fearless



MORE



BIKE UTILIZATION

(Return on Investment)

LESS

Examples of Bikeway Infrastructure

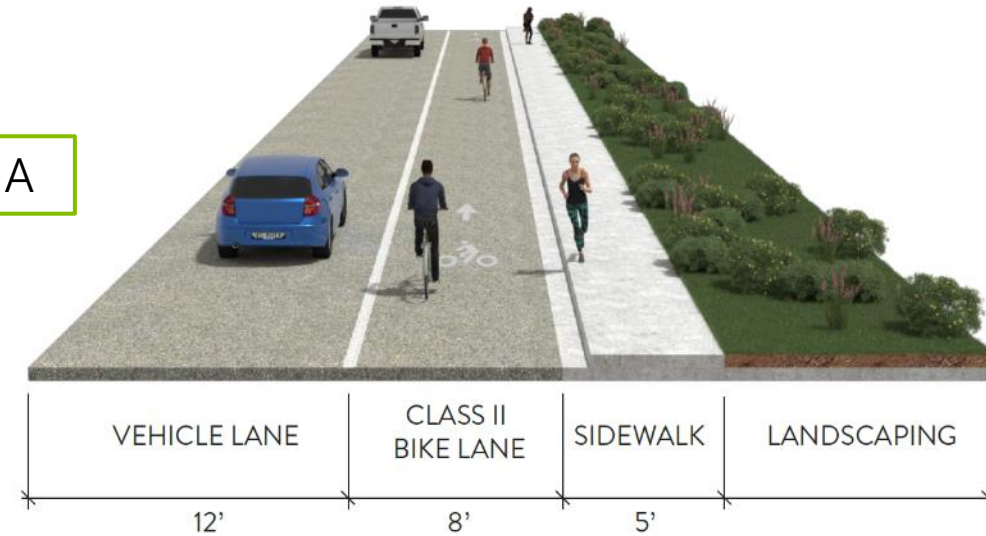
A. Class II Bike Lane:

- Accommodates “Strong and Fearless” cyclists
- No barrier separation for bicyclists

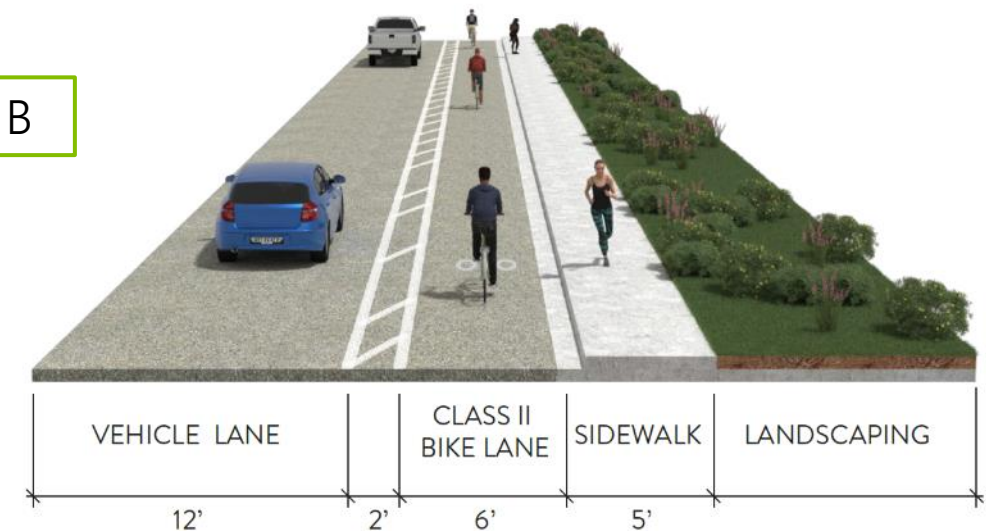
B. Buffered Bike Lane:

- Accommodates “Strong and Fearless” cyclists
- No barrier separation for bicyclists

Option A



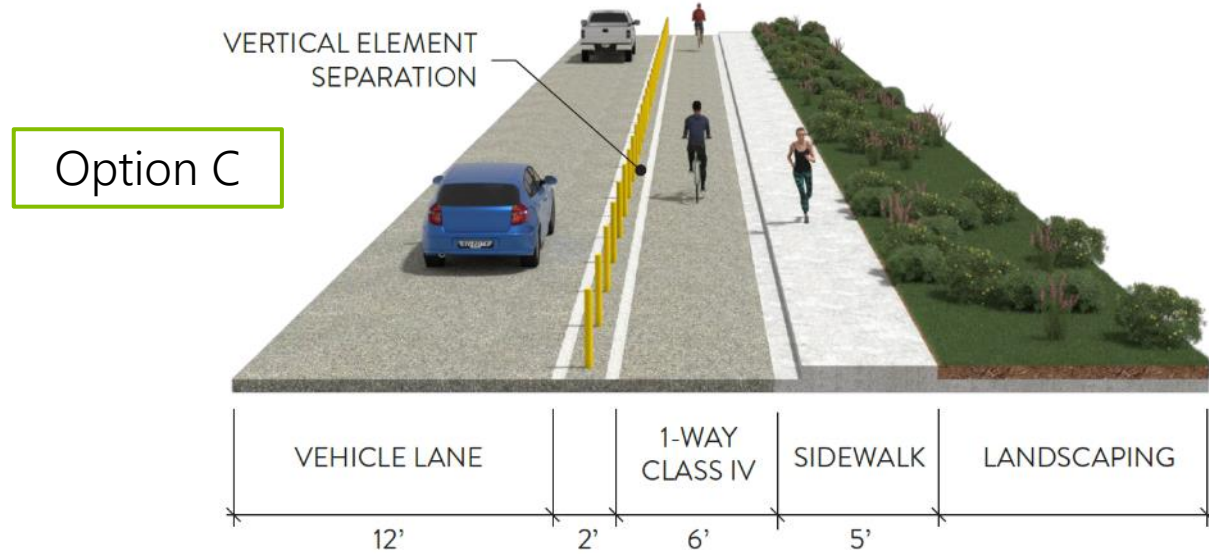
Option B



Examples of Bikeway Infrastructure

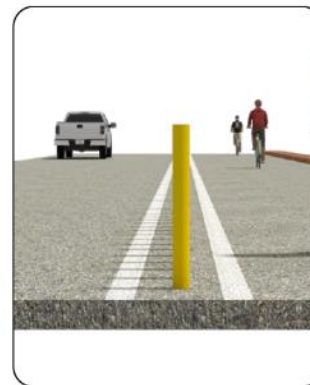
C. Class IV Cycle Track:

- Accommodates “Interested but Concerned” cyclists
- Vertical element raises visibility of bicycle lane
- Multiple options for separation



VERTICAL ELEMENT OPTIONS

DELINEATORS



HARDSCAPE OR LANDSCAPE MEDIAN



CONCRETE BARRIER

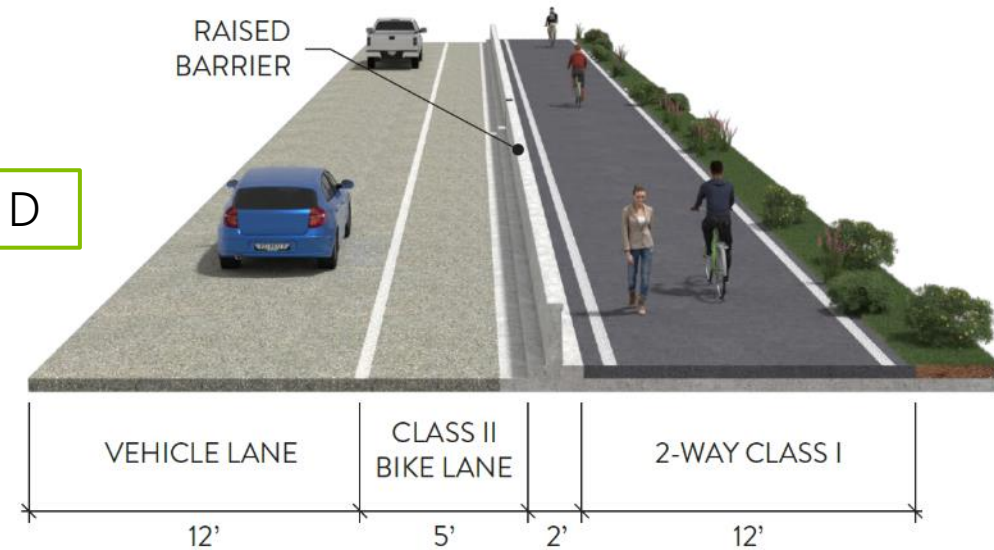


Examples of Bikeway Infrastructure

D. Class I Shared Use Path:

- Accommodates “Enthusied and Confident” & “Interested but Concerned” cyclists
- May require Property Acquisition

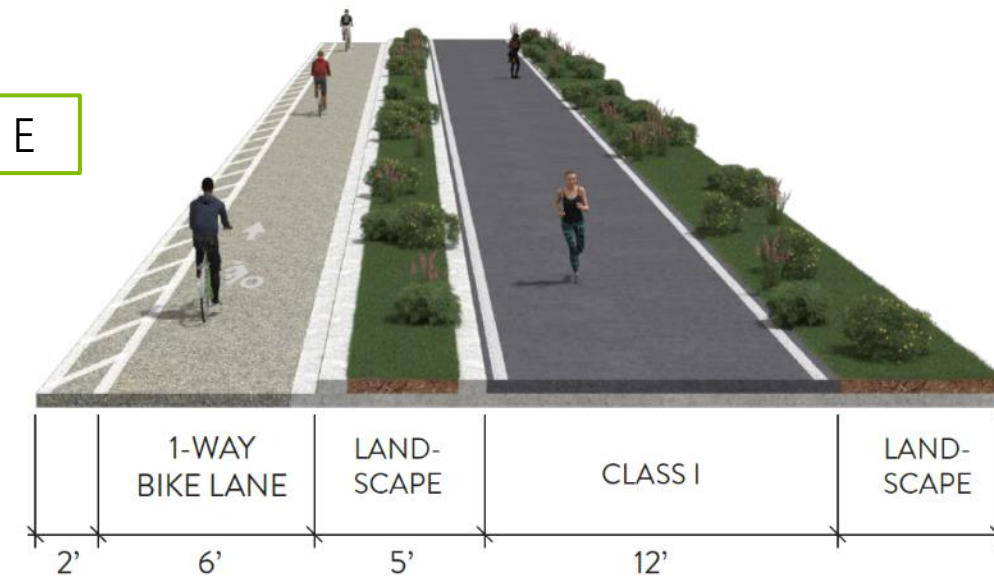
Option D



E. Lane Reduction + Class I Path

- Accommodates “Enthusied and Confident” & “Interested but Concerned” cyclists
- May affect traffic operations by removing one travel lane

Option E



Public Input

Public Engagement Activities

Outreach Events

- Tabling at 10 events/trails in South County
- Virtual Workshop in March 2022 and February 2023
- Focus Meetings with Agency Staff




Public Input on Desired Bikeways

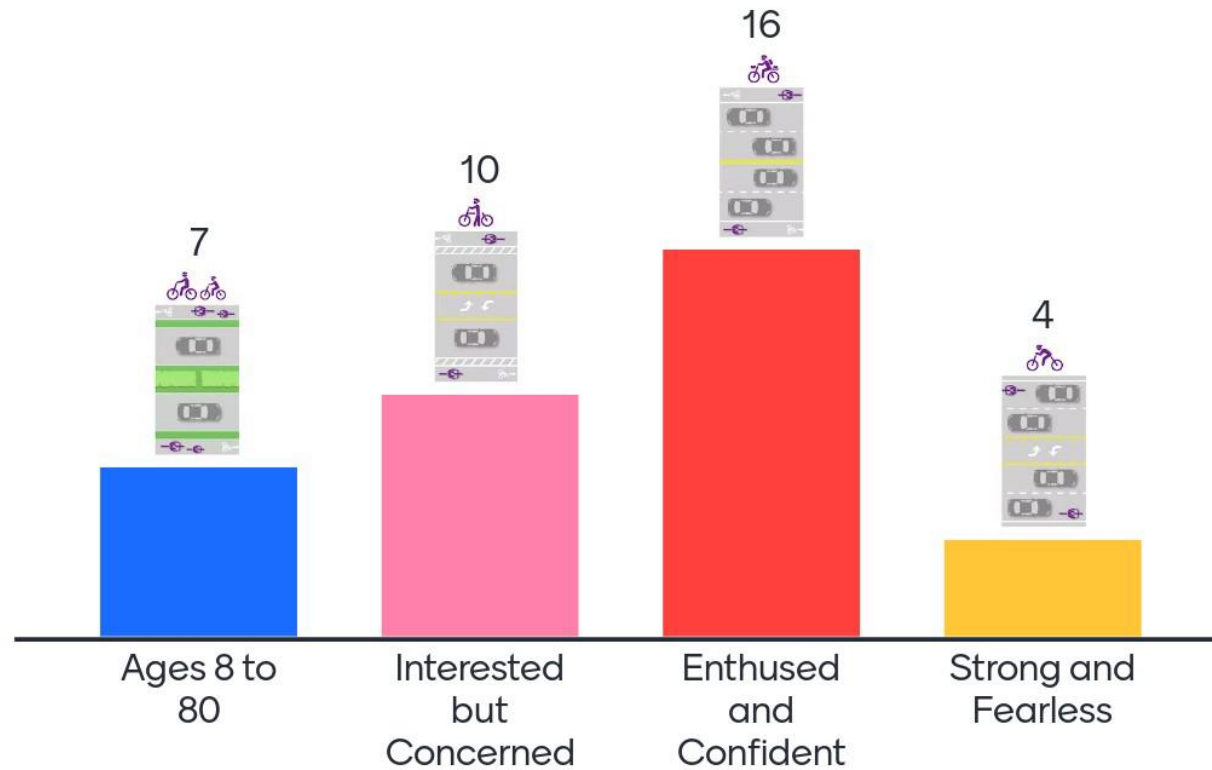
OC Loops



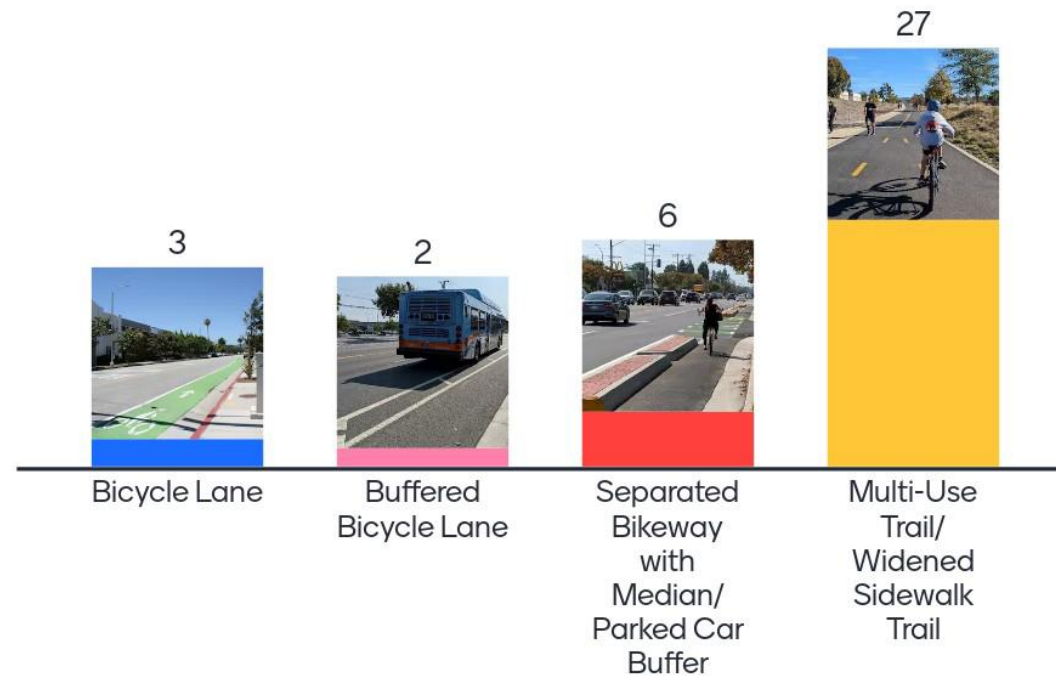
Which bikeway type do you feel comfortable bicycling on?
Place sticker in boxes below

 <p>Bicycle Lane</p>	 <p>Buffered Bicycle Lane</p>	 <p>Separated Bikeway with Median/Marked Car Buffer</p>	 <p>Multi-Use Trail/Widened Sidewalk Trail</p>
			

Which Type of Rider are You?



Which bikeway type do you feel comfortable on?

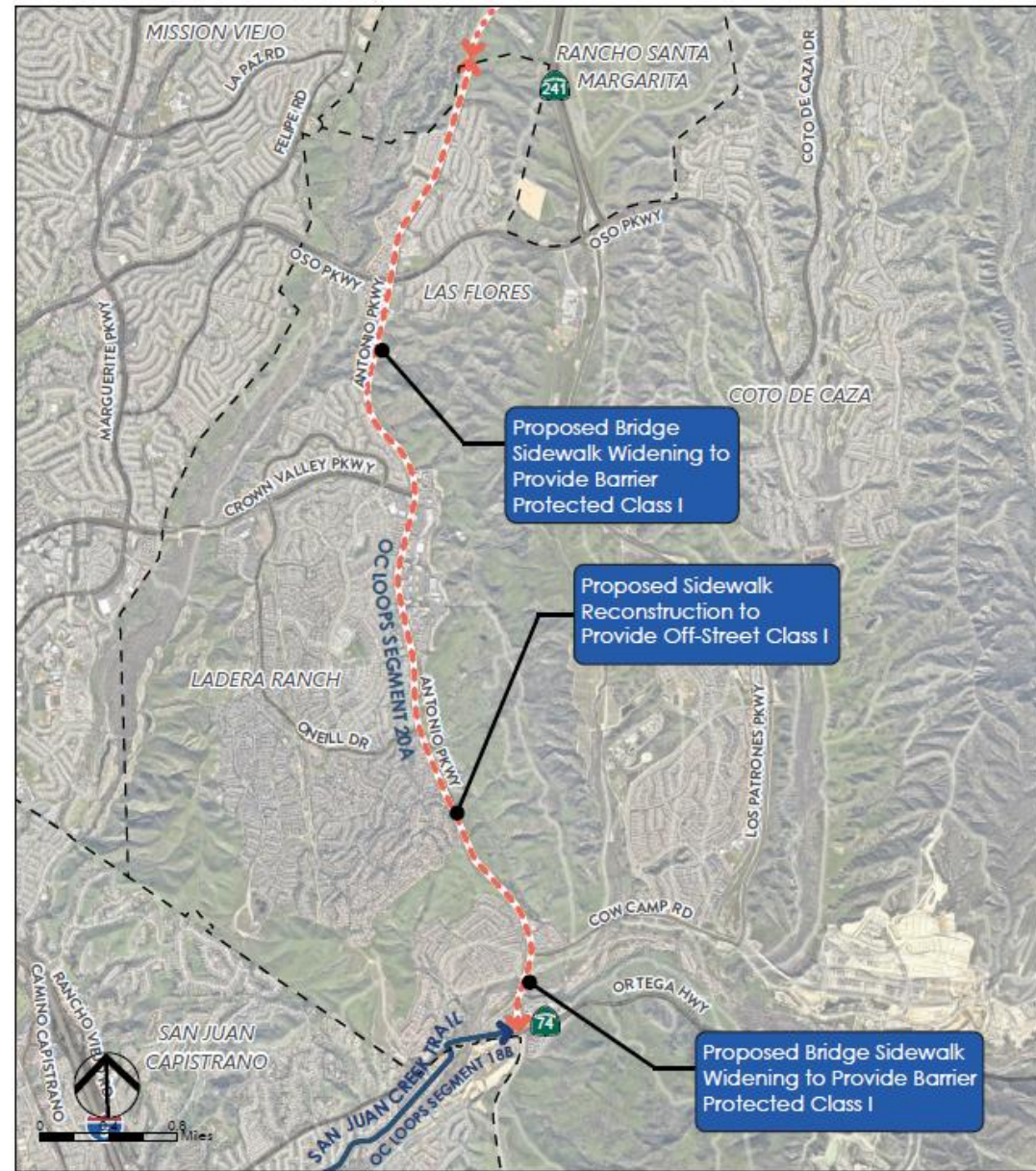


Which criteria option is most important to you?



Sample Concepts

Ladera Ranch Area

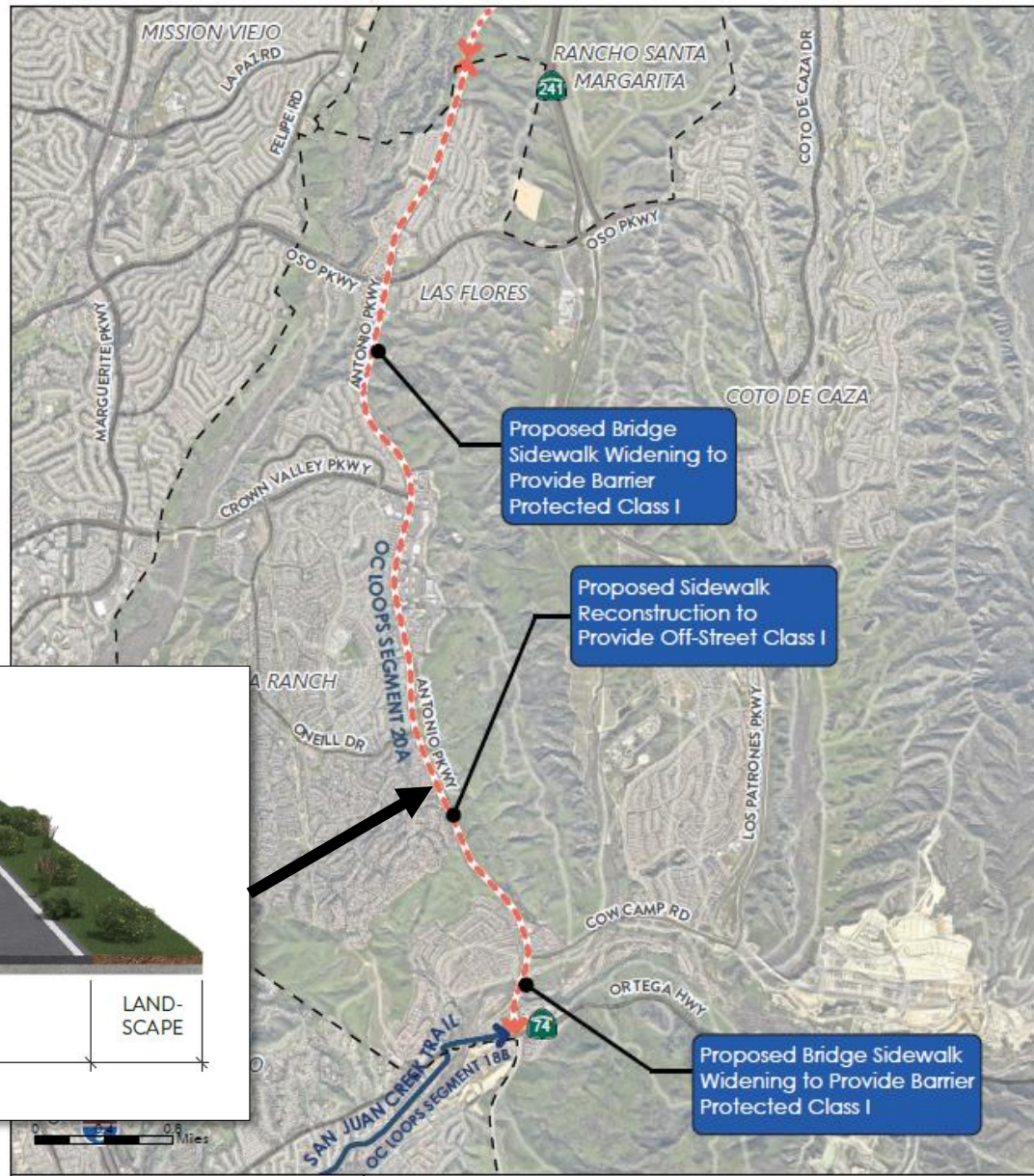
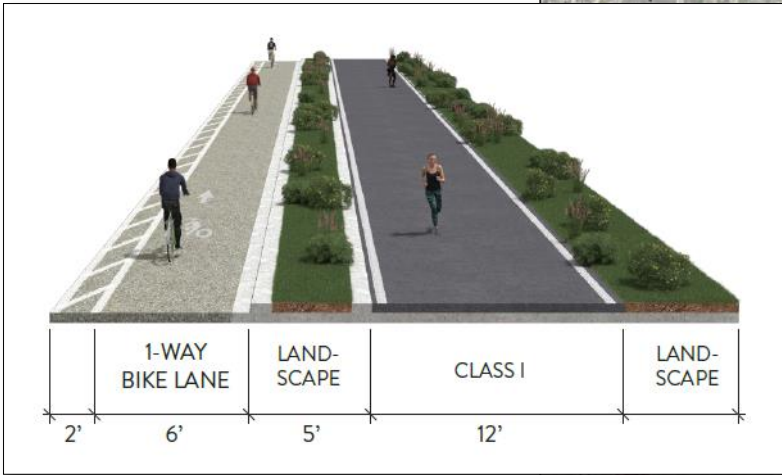


OCTA
OC Loops Feasibility Study
 OC Loops Segment 18B & 20A

LEGEND

- City Boundary
- Existing Class I
- Proposed Class IV

Ladera Ranch Area



OCTA
OC Loops Feasibility Study
 OC Loops Segment 188 & 20A

LEGEND

- City Boundary
- Existing Class I
- Proposed Class IV

Laguna Niguel Area

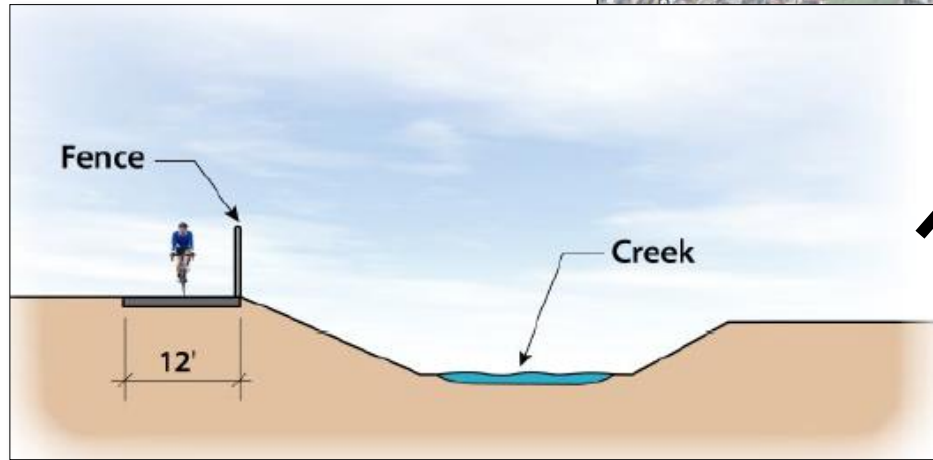


OCTA
OC Loops Feasibility Study
 OC Loops Segments 40A, 41A, 42C

LEGEND

- City Boundary
- Existing Class I
- Proposed Class I
- Proposed Class II

Laguna Niguel Area



Proposed Class I extension of Oso Creek Trail south of Train Station to Rancho Capistrano

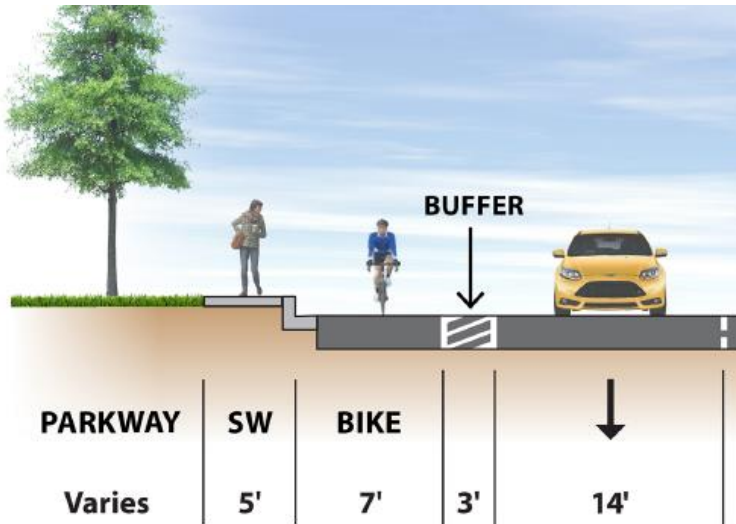
OCTA
OC Loops Feasibility Study
 OC Loops Segments 40A, 41A, 42C



LEGEND
 [---] City Boundary
 [---] Existing Class I
 [---] Proposed Class I
 [---] Proposed Class II

Position for Success

- Develop Engineering Recommendations
- Confirm Concept Feasibility
- Provide Engineering Cost Estimates
- Create Fact Sheets (see Example)



OSO CREEK EXTENSION

Implementing Agency: County of Orange



PROJECT INFORMATION

- Extend existing Class I facility southerly by 0.8 miles including 100-foot long bridge over Oso Creek, closing the gap in bikeways between Oso Creek and Camino Capistrano Bike Lanes
- Located in City of Laguna Niguel along County Managed Oso Creek

Public Input From:

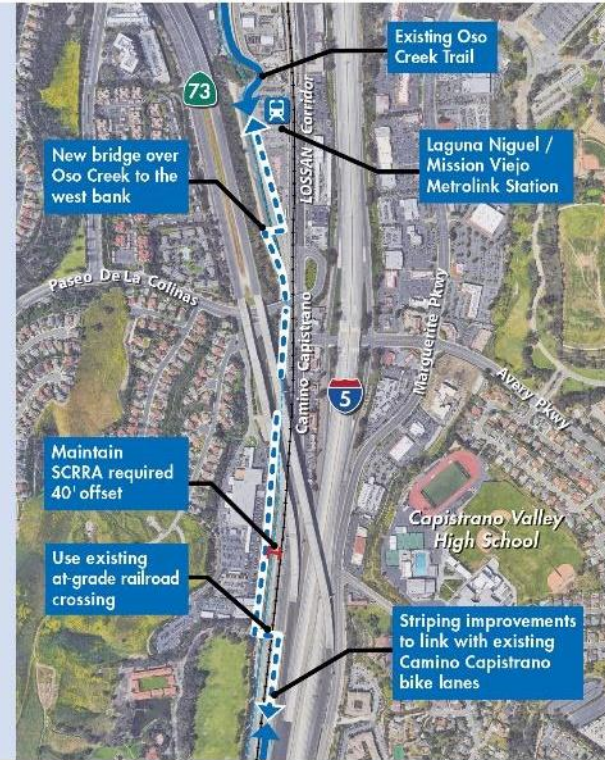
- OC Active, District 5 Regional Study, OC Bike Connectors Feasibility Study, Local General Plan

Potential Funding Sources:

- Local BCIP, CTFP
- State ATP, Proposition 68, SCCP

PROJECT BENEFITS

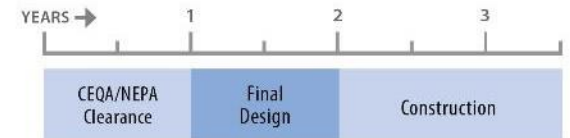
- Off-Street Bicyclist & Pedestrian Facility
- Serves age 8 to 80 audiences
- High comfort level facility
- Gap closure between Camino Capistrano & Oso Creek Trail
- Access to Laguna Niguel/Mission Viejo Train Station
- Addresses 5 bike/ped crashes within 5 years



COST

Environmental & Design	\$400,000
Right of Way	\$50,000
Construction & Support	\$2,000,000
TOTAL	\$2,450,000

SCHEDULE

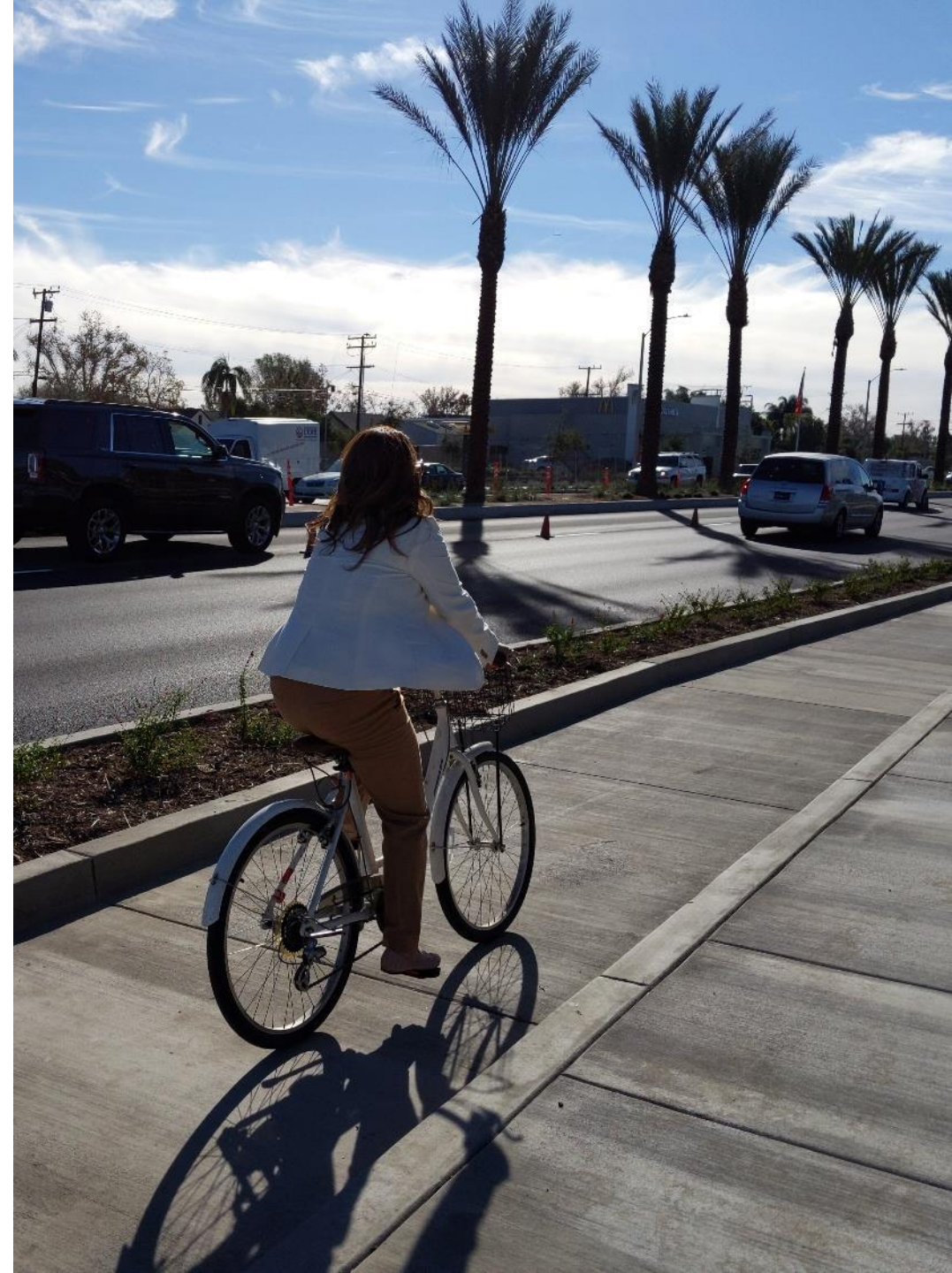


PROJECT OUTCOMES



Next Steps

- Summary 2023
 - Finalize Feasibility Study
- 2024 & Beyond
 - OCTA Coordinate with Agencies on Grant Pursuits
 - Implementation by Local Agencies



Questions & Answers

For additional questions please contact
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or

Paul Martin at pmartin@markthomas.com



For additional information please visit the project website at
octa.net/bikegapclosure