

ORANGE COUNTY REGIONAL BIKEWAYS PLANNING



SUPPORTING

Local jurisdictions and residents and visitors who bicycle

START DATE

4th Supervisorial District	Spring 2011
1st and 2nd Supervisorial Districts	Winter 2012
5th Supervisorial District	Summer 2013
3rd Supervisorial District	Summer 2014

WEBSITE: octa.net/bikeways

FOR QUESTIONS CONTACT: Wes Parsel
(714) 560-5329
wparsel@octa.net

DID YOU KNOW:

- The average bicyclist will go 31% out of their way to use a bike lane and 45% for a bicycle boulevard instead of riding in mixed traffic (TCRP Report 95: Chapter 16).
- Studies have shown that a 10% increase in bikeway infrastructure will lead to a 2.5% increase in bicycle mode share (TCRP Report 95: Chapter 16).
- Orange County is ranked 9th worst out of the 58 California counties in the number of reported bicyclist injuries and fatalities by daily vehicle miles traveled (California Office of Traffic Safety, 2010).
- Increased bikeway infrastructure leads to a reduction in injuries through the "safety in numbers" effect (Reynolds et al, 2009).

BACKGROUND

The Orange County Transportation Authority develops the Commuter Bikeways Strategic Plan every five years which outlines OCTA's role in bikeways planning. These include:

- Suggesting regional priorities for optimal use by local jurisdictions
- Assisting in coordinating plans between jurisdictions
- Providing planning and design guidelines; and
- Participating in outreach efforts to encourage bicycle commuting

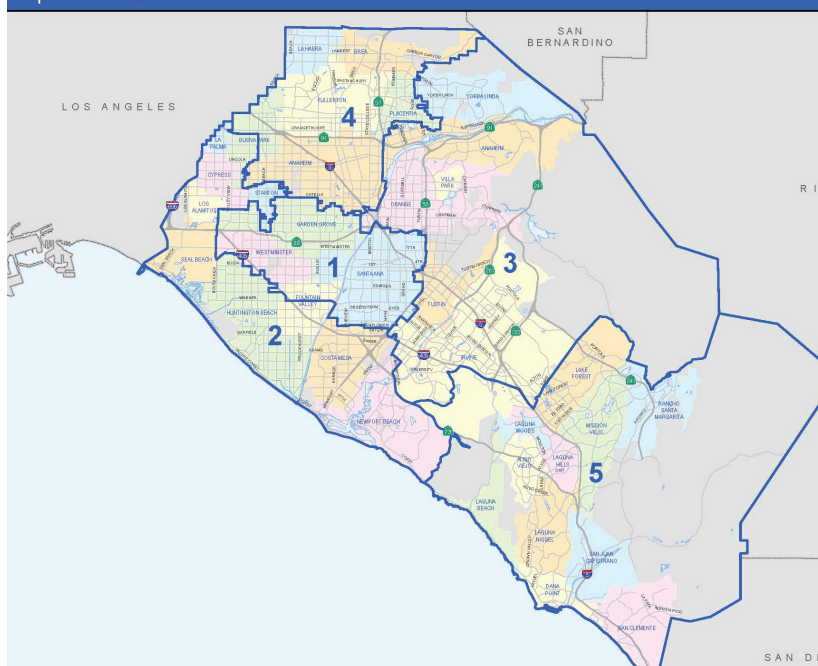
The Regional Bikeways Planning effort will expand upon the CBSP to identify potential regional bikeway improvements. This planning process will be initiated and coordinated by OCTA, but local jurisdictions will bring projects from concept to concrete.

PROCESS OVERVIEW

Regional Bikeways Planning is a countywide effort involving OCTA, local jurisdictions, and bicycle stakeholders. The goals of the effort are to build consensus on key bikeway corridors and to assist local jurisdictions with project development.

OCTA will be conducting the effort on a supervisorial district basis over the next several years. For each district, OCTA will develop a bikeways strategy (Strategy) and a set of feasibility studies. The Strategy will identify regional bikeway corridors that connect to major activity centers including employment areas, transit stations, colleges and universities. The regional bikeway corridors will be identified based on consensus-building and facilitation efforts. For the top ranking corridors, feasibility studies will be developed to provide design recommendations to the local jurisdictions.

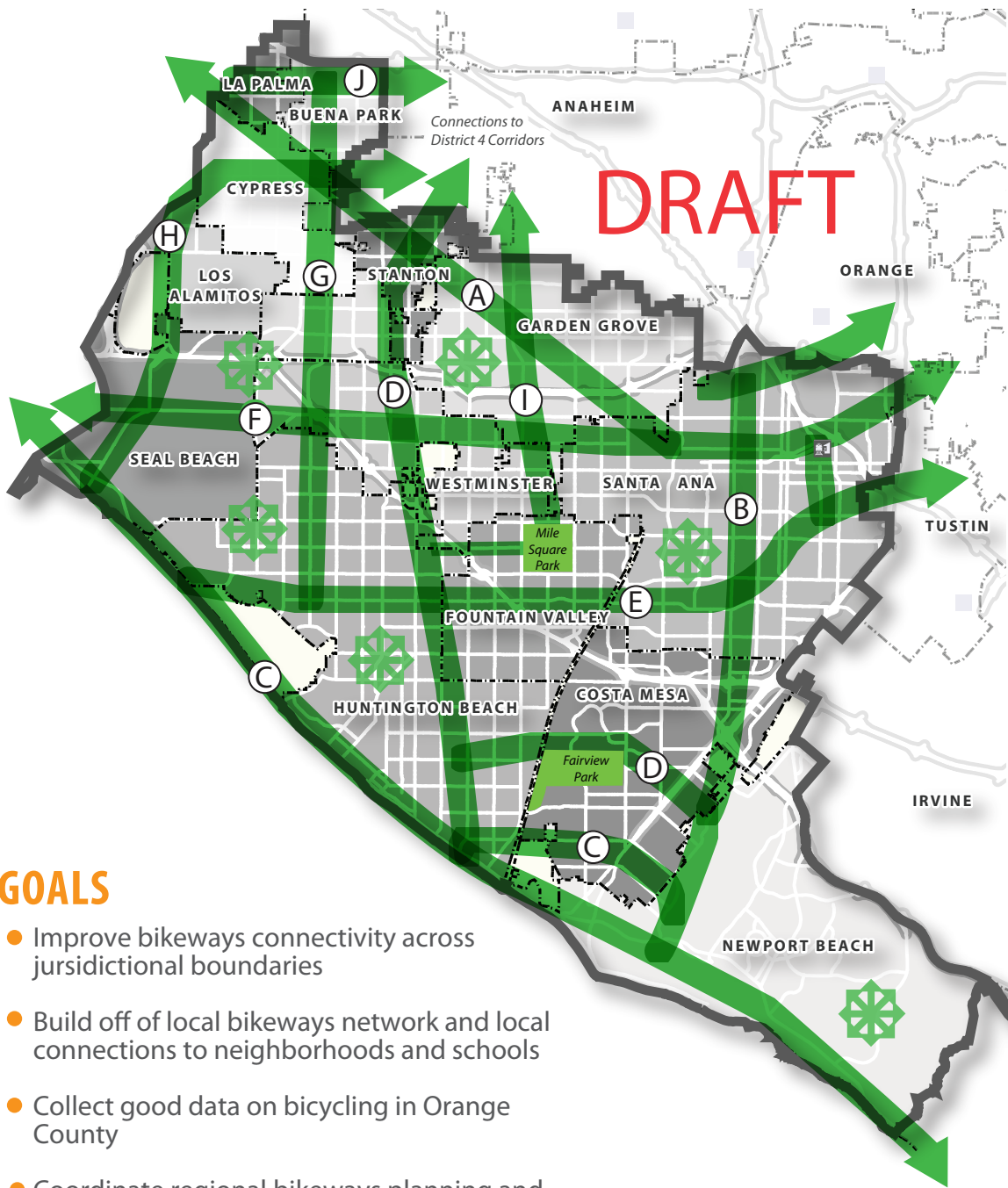
Supervisorial Districts



Orange County Transportation Authority

550 S. Main St
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-OCTA
www.octa.net

Districts 1 & 2 Bikeways Collaborative



REGIONAL BIKEWAY CORRIDORS

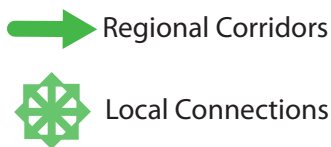
The proposed regional corridors will improve links to regional facilities, provide access to key destinations, and close gaps in the bikeway network. These proposed corridors connect existing bikeways with proposed segments identified in the 2009 OCTA Commuter Bikeways Strategic Plan.

- (A) Pacific Electric ROW
- (B) Bristol - Bear
- (C) Pacific Coast Highway
- (D) Magnolia - Hoover
- (E) Slater - Segerstrom
- (F) Westminister - Hazard
- (G) Springdale - Holder
- (H) Seal Beach - Orange Ave
- (I) Brookhurst - Ward
- (J) Edison Transmission Line

These ten corridors would connect many partially built bikeways, tripling the shared-use path network (to 16 miles) and more than doubling the bike lane network (to 117 miles)

GOALS

- Improve bikeways connectivity across jurisdictional boundaries
- Build off of local bikeways network and local connections to neighborhoods and schools
- Collect good data on bicycling in Orange County
- Coordinate regional bikeways planning and construction among individual cities
- Serve key locations such as transportation hubs, major employment centers, colleges, and universities



TIME LINE

