



## **Citizens Advisory Committee: Bicycle and Pedestrian Active Transportation Subcommittee Teleconference Notice**

### **Committee Members:**

Paul Adams  
Dan Kalmick  
Mark Parades

Roy Shahbazian  
Jeff Thompson  
Nick Polichetti

Lisandro Orozco  
Dianne Thompson  
Laurel Reimer

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### **Guidance for Public Access to this Citizens Advisory Committee (CAC) Meeting:**

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<https://us02web.zoom.us/j/89526696834>

#### **Dial-In Info:**

(669) 900-6833

(346) 248-7799

Meeting ID: 895 2669 6834

Speakers will be recognized by the Chair at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes. Anyone causing disruption can be removed from the meeting at the discretion of the Chair.

### **Written Comment**

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## **CAC Bicycle and Pedestrian Active Transportation Subcommittee**

550 S. Main Street, Orange CA, Room 07

March 15, 2022 | 12:00 p.m. – 1:30 p.m.

[Teleconference Meeting](#)

### **AGENDA**

- 1. Call to Order**
- 2. Roll Call – Attendance**
- 3. Presentation Items**
  - A. STEP Update – Peter Sotherland, Active Transportation Coordinator
  - B. Bike Month Recap – Kristopher Hewkin, External Affairs
- 4. OCTA Staff Updates (*5 minutes each*)**
  - A. Marketing Update – Kristopher Hewkin, External Affairs
  - B. Active Transportation Update – Peter Sotherland, Active Transportation Coordinator
  - C. Capital Projects Update – Chris Boucly, External Affairs
  - D. Staff Liaison Update – Christina Byrne, External Affairs
- 5. Subcommittee Member Comments**
- 6. Adjournment**

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**Citizens Advisory Committee**  
**Bicycle and Pedestrian Active Transportation Subcommittee**  
**Meeting Notes**

September 21, 2021 | 12:00 p.m. – 1:30 p.m.  
Teleconference Meeting  
550 S. Main Street, Orange CA, Room 07

**1. Welcome**

Chair Paul Adams welcomed everyone to the Orange County Transportation Authority (OCTA) Citizens Advisory Committee (CAC) Bicycle and Pedestrian Active Transportation Subcommittee meeting. Jared Hill said there was one public comment received regarding Item 3A from Jose Trinidad Castaneda. The comment was received at 11:22 a.m. and shared with subcommittee members at 11:30 a.m. The teleconference notice and agenda for this meeting was posted one week prior to the meeting. He went over meeting protocols.

**2. Roll Call Attendance**

Members Present:

Paul Adams

Dan Kalmick

Lisandro Orozco

Laurel Reimer

Roy Shahbazian

Dianne Thompson

Jeff Thompson

**3. Presentation Items**

**A. Orange County E-Bike Panel**

Jared Hill said this subcommittee and the CAC has expressed interest in e-bikes and how they will continue to play a role in Orange County's transportation network. He was pleased to introduce a panel of e-bike experts to share more about the product. Joining the meeting is Don DiCostanzo from Pedego Electric Bikes, Bob Bibee from Groove E-Bicycles, JP Blake from E-Lux Electric Bikes, and Sean Lupton Smith from Electric Bike Company. Each of them introduced themselves and their company. Jared asked a series of questions to each panel member.

Q: How has the e-bike market changed in the last five years and what demographics are you seeing as your primary consumers?

A: Don DiCostanzo said in the last year it has gone into mass adoption. Originally the target audience was the aging baby boomer because they were the ones willing to spend the money to get an electric bike. He said e-bikes can appeal to people of all ages. Don said he was on the committee that wrote the description for the original law in California, AB1096. He was specifically fighting for helmets

and a minimum age restriction of 16-years old regarding e-bikes, but he was not able to get those into the law. There are helmet laws for those under 18-years old. He would like to see stricter enforcement of the laws.

A: Bob Bibee said overall there has been much more acceptance of electric bikes with cycling groups like the Bicycling Club of Irvine (BCI). The age group using these bikes has gotten younger. There are still people 50-60-years old purchasing bikes, but we are seeing parents purchase them for younger children. He said more people are starting to use these bikes for commuting as well.

A: JP Blake said he echoed the other panel members. He said our customers are generally 35+ years old. We are seeing younger people getting bikes and parents purchasing them for children. He said he is noticing Chinese companies are selling inexpensive bikes which are making them more affordable for people.

A: Sean Lupton Smith said his company has a different approach. They thought about importing e-bikes from Asia but decided against it. These bikes are a mover of people and we want to make sure the brakes, bearings, wires and tires are safe. His company feels there is a need for product liability. He spoke about how in Holland kids ride all sorts of bikes from a very young age, but they have the infrastructure to keep cyclists safe. He agrees with the helmet laws and certain speed laws dependent on the age of the rider.

Q: How do e-bikes play into the existing transportation infrastructure network and do you see e-bikes as a primary source of transportation or used for the first and last mile connection?

A: Sean Lupton Smith said he sees e-bikes as a primary source of transportation. He said some states are adopting infrastructure to help with this type of commuting. These bikes are helpful to people that do not have the funds for a car or are not allowed to drive. He emphasized that we need the infrastructure in place for cargo bikes and more robust e-bikes that could help people to earn a living. He said in Holland 90% of bikes purchased by women are e-bikes. Many women use them for short commutes to the grocery store and picking up children from school. Also, they are helpful in places where parking is a premium.

A: JP Blake said there are issues regarding safety, but this is a concern with regular bicycles as well. He said sharing the road with pedestrians and cars has many safety issues. He said in Europe bicycles are used for leisure, exercise and commuting. In the USA they are mainly used for fun and exercise. That is starting to change. Some people use e-bikes as their main form of transportation. JP said there is a micro-mobility trend happening in urban areas for the convenience of not having to find parking. We will start to see more e-bikes on the roads with cars and they differ from regular bicycles in speed which drivers are not used to seeing. Also, on trails when e-bikes are mixed with other bicycles and

pedestrians it can be more dangerous because the e-bike is moving at a higher speed. He said some ways to help with safety are signage, lane markers/striping. In Santa Monica, they have made some good, delineated bike lanes.

A: Bob Bibee said he mainly sees e-bikes being a primary source of transportation. Many young couples are looking to drop a car which lessens their monthly costs. E-Bikes are used for commuting, running errands, etc. Bob said he is not seeing a lot of people using e-bikes for the first/last mile. It may be that these bikes are a little heavier and hard to load on/off buses. He said some trains have issues with allowing e-bikes onboard. Bob said his company gets wonderful feedback from those who have dropped a car – they come back and talk about how well it has worked out. If they need a repair on their e-bike, they are always eager to get it right back. Bob said perhaps the e-bike builders need to come up with an e-bike that is lighter.

A: Don DiCostanzo said Orange County is setting the trend for the whole country and we have the responsibility to make sure we adopt a policy that we can spread all over. He said AB1096 is model legislation that has been used in over 34 states. He said in Minneapolis there are more bike commuters on the coldest day than there are on the nicest day in Orange County. There is still a very small number of people using e-bikes to commute, but it is up from a year or two ago. Don said any time the economy goes down people start to eliminate cars from the household and e-bikes are a great way to fill the gap. He said we need to continue to fight for safe infrastructure. That does not mean a bike lane painted on the side of the road, it is wide sidewalks like in Newport Beach which allows for bicycles on the sidewalks. In Los Angeles County, Santa Monica and Long Beach have added a bike path separate from the pedestrian path. He said the challenge has been speed, especially when mixing with pedestrians. There needs to be more speed limit signs and education of cyclists on speeds. Don reminded everyone it is not just e-bikes who need to be educated on speeds – it is regular bikes, e-scooters, e-skateboards, etc. He also said accessibility to public transportation will be a key factor in the integration of e-bikes in the transportation network.

Q: Safety is always a top concern for all forms of active transportation. What are some challenges you have seen in promoting safety among players?

A: Don DiCostanzo said there is now a safety committee following AB1096 that is developing safety programs and training. His company will be rolling out safety training programs in 2022 that will teach the basic rules of biking. Don said this committee is the perfect forum to start promoting infrastructure and safety.

A: Bob Bibee said safety is a big issue. He said safety is probably one of the main reasons people are afraid to commute by bicycle. He said in the City of Irvine there is a lot of good infrastructure, but people are intimidated when it comes to

riding in traffic. He said there is no easy fix. Bob said it is shocking to see the number of people that come in with damaged bikes that have been hit by a car. He believes everyone is so distracted these days – drivers, cyclists, pedestrians alike.

A: JP Blake said one of the obvious things that could help e-bike commuters is having specific lanes away from cars. He agreed with the others – training is also key. He has looked at working with a teen driving school to develop safety training. He suggested incentivizing training programs for discounts on e-bikes as an option.

B: Sean Lupton Smith said most e-bikes are federally considered a bicycle up to a certain speed. He believes speed should be up to the user and parents of children. He said once it's considered a "moped" or motorbike/scooter it is then a vehicle and should be licensed. Right now, e-bikes under 28 MPH with pedal assist and 20 MPH on throttle do not need licenses, insurance, proper gear, etc. He would hate to see the industry be over-regulated. He said there should be some standards enforced on the production of e-bikes and training is key to safety. Sean said with good infrastructure and support for the industry a lot more people will be able to afford the bikes and the maintenance. He said on the longevity side we need to be worried about corrosion on bikes near the beach – people need to be aware of what they are buying and how to maintain their e-bikes. He said speed is a vital part of safety. He said speed sensors work great and there needs to be proper enforcement of the speed limits. He said intersections are key points in the safety of riding bikes. He said in Holland 99% of riders do not wear helmets unless they are racing. This is because the drivers are used to cyclists and cyclists are using the roads properly. He said this takes time to happen. Also, with regards to infrastructure, e-bike parking needs to be looked at – perhaps with charging ports.

Q: What can public agencies in Orange County do to promote the use of e-bikes for both commuting and recreation?

Sean Lupton Smith said the agencies need to enforce speed, develop proper infrastructure, parking, and convenient charging ports. He also said the promotion of awareness is important. There should be one-way traffic for cars going in and out of school areas and then one lane for bicycles, pedestrians, skateboards, etc.

A: JP Blake said he recently presented this question to a CEO group and one of the members lives in Lake Forest and wants to commute to Irvine for work, but this person cannot do it because there is not a safe path. He said Orange County needs to develop more infrastructure for bike lanes, better lighting, buses that can accommodate e-bikes with a ramp and better digital tools to locate routes with planning routes built-in.

A: Bob Bibee said he would like to see more awareness and infrastructure as well. He talked about incentive programs to subsidize programs for discounts on e-bikes and awareness programs. He believes recreation happens on its own. Bob says a frustration for him is the ongoing Electric Mountain Bike (EMTB) issue.

A: Don DiCostanzo said in Santa Monica they use one-way streets where one side is for automobiles and the other side has been converted into active transportation lanes. Don also talked about “road diet” – in New York City they took four-lane highways and made them two lanes with a bike lane. Ridership of bikes went up tremendously after they did this. This stopped some people from commuting in cars and they switched over to cycling. He suggested dedicated bike lanes with barriers such as the ones they have in Seattle. The one in Dana Point into San Clemente is a good example.

Q: Where do you see the future of e-bikes in Orange County?

A: Don DiCostanzo said e-bikes are the hottest trend right now and Pedego has been listed as one of the fastest-growing companies in the Orange County Business Journal. He said everything electric is hot. It is sustainable. The one issue is what to do with the batteries and we are working on this. He said one of the committees he works on as part of AB1096 is about to roll out a battery recycling program. Orange County is the mecca of electric bikes, so we need to get the infrastructure to make things safe.

A: Bob Bibee said the good trends are the increased usage of e-bikes for transportation and recreation. He said the bad is there are too many people giving e-bikes a bad name by improperly riding the e-bikes and improperly modifying the e-bikes. This causes cities to ban e-bikes. There needs to be enforcement of speed and bike laws.

A: JP Blake said Southern California typically leads trends. What we do here in Orange County will be adopted by others. In the Atlanta, Georgia area there is a 30-Mile loop for cyclists and pedestrians. We need to continue to lead the way with infrastructure. He said as prices come down it makes e-bikes more accessible and a choice for young people over automobiles. We will see more e-bikes on the road.

A: Sean Upton Smith said e-bikes are underestimated and they are affordable. He talked about prosperity through mobility. Sean said e-bikes make it easier for older people to get out. He said safety and infrastructure need to be considered.

Committee Member Comments:

Chair Paul Adams thanked the panel members. He said some cities use local law enforcement to do the training. Don DiCostanzo said it is difficult to go city by city to get training implemented. He said maybe the County could develop the training



and then disseminate it to the individual municipalities and they can adopt it in their own way. It would be good if this could be done at a state level, but if not at least make cohesive safety regulations at a county level. Sean Lupton Smith talked about how partnerships can happen to create bicycle parking. In Newport Beach, there was an area the kids would ride their e-bikes to take the bus. They ended up marking off some of the parking spots in the parking lot for bike parking.

Vice-Chair Lisandro Orozco said it would be great if legislation can be done at the county level on e-bike usage. Vice-Chair Orozco said everything really comes down to infrastructure. In Europe, cycling is second nature because it is safe. He believes if we build lanes, people will use them. In the City of Santa Ana, the lanes are being built which is difficult because it is an older city. He said everyone has to lobby for bike lanes in each city, because there are always going to be people speaking against the lanes because it removes parking. Vice-Chair Orozco asked if this panel has a group that will go out a speak to the cities.

Jared Hill read a committee member question. What are the thoughts on the best ways to manage speed by riders – tactile bumps/rough surfaces? JP Blake said signage – like solar-powered “this is your speed.” Sean Lupton Smith said speed bumps make kids use them as a jump. He said if a cyclist’s speed is posted on a light-up board, pedestrians can self-police and ask cyclists to slow down.

Don DiCostanzo said he is looking forward to seeing the Bike map. Jared Hill said he would forward it to this group so they can post it at their shops.

In closing, Jared Hill thanked the panelists and said OCTA continually looks for grants to expand the active transportation network and bikeways. He said he hopes OCTA will work with the panelists in the future.

#### B. Bike Gap Closure Study Update

Peter Southerland said at a previous meeting he spoke about a grant to do a bike gap closure study. He said this study is essentially to duplicate the concepts that OCTA has used in North Orange County elsewhere Peter shared the list of partners in the project.

Paul Martin of Mark Thomas presented the OC Bike Connectors. He started with some background on the OC Loop which is 66-Mile loop in North Orange County. He then talked about the OC Active Plan. He shared the OC Bike Connectors with a map of all bikeways along with regional connections. The current study is looking to close the gaps with an outreach campaign that includes stakeholder input, public engagement, branding, engineering, and cost estimates. Paul showed some branding information. This information will help to position agencies for grants. <The full presentation is available on OCTA.net.>

Committee Member Comments:

Vice-Chair Lisandro Orozco asked if the public engagement portion has passed. Paul Martin said public engagement is about to commence. He said we are always happy to hear of ways to engage with the community, so please let us know if you have ideas. Paul said there is a natural geographic focus and outreach will focus on Central and South Orange County because that is where more work needs to be done. Vice-Chair Orozco encouraged the previous items panel members to reach out and participate as a stakeholder in the bicycle industry. He said these stakeholders can promote meetings to their customers so that OCTA can get input and support. Peter Southerland said there will be two different types of outreach events. At pop-up events staff would be going to existing community events to drum up support for the projects or to go after grants. There will also be two large-format events (depending on Covid) where OCTA will actively be engaging with a large group of people. These events will be actively publicized to stakeholders and the community.

Vice-Chair Lisandro Orozco asked about the portion that cuts through the Pacific Electric Right of Way (PEROW) and if bike lanes will be street running between Raitt and the Downtown. Paul Martin showed the map of the bike system. The orange segment is currently branded as the OC Connect and the alignment follows Bristol Avenue. Paul said in the City of Santa Ana they have received funding to provide a bikeway separated by some sort of physical barrier from automobile traffic along Bristol Avenue. He said there will be off-street and on-street connections in that area. Paul also said there are other areas like along Paseo de Valencia and Portola Parkway where OCTA would have a dialog with the agencies to see how things could look different in the future for Active Transportation. Peter Southerland said OCTA will be looking at many alternatives and will not be precluding on or off-street lanes. Vice-Chair Orozco said he is happy to hear about the diagonal cross through the middle of the county.

Chair Paul Adams thanked Paul Martin for all the work he has done in the past. He said many of the projects he worked on are now coming to fruition. He also thanked Peter Southerland for always being available and working on this project during the pandemic.

**4. OCTA Staff Updates**

A. Marketing Update

Kristopher Hewkin provided a Marketing Update as it pertains to Active Transportation. He went over the 2021 Bike Month that took place in May. This year was successful. Kristopher talked about Rideshare Week 2021 which is October 4 to 8, 2021 which promotes anything that gets cars off the road. He said there are great prizes that are sponsored by Spectrumotion in Irvine. Kristopher went over marketing goals and objectives and marketing tactics. <The full presentation is available on OCTA.net.>

**B. Staff Liaison Update**

Jared Hill said there is a detour currently taking place due to improvements at the Anaheim Canyon Metrolink Station. This resulted in the temporary eastbound closure of the sidewalk on La Palma Avenue. The work in this area is ahead of schedule and should be complete by October 1, 2021. Pedestrians are asked to cross the street at Tustin Avenue and use the westbound La Palma Avenue sidewalk. Jared told the committee to look for an email with some additional information. He said OCTA continues to monitor Covid-19 protocols and will keep committee members updated on this. Jared said the next meeting of the full CAC will be held on October 19, 2021 at noon and the next Bicycle and Pedestrian Active Transportation Subcommittee meeting is currently scheduled for December 21, 2021. He said that the meeting is very close to the holidays and he asked the subcommittee if there is any opposition to canceling the meeting. Jared said he would send out the information as an email update.

Committee Member Comments:

Chair Paul Adams said canceling the December meeting last year worked out well.

Jeff Thompson asked if the full CAC would run into the same problem. Jared Hill said the full CAC does not meet in December.

**5. Subcommittee Member Comments**

There were no subcommittee member comments.

**6. Adjournment**

The meeting was adjourned.

**CAC Bicycle/Pedestrian Subcommittee  
Fiscal Year 2021-2022 Attendance Record**

● = Present

⊙ = Absent

R = Resigned

Members	6/15/21	9/21/21	12/21/21 CANCELLED
Adams, Paul	●	●	N/A
Kalmick, Dan	●	●	N/A
Paredes, Mark	⊙	⊙	N/A
Polichetti, Nick	●	⊙	N/A
Shahbazian, Roy	●	●	N/A
Thompson, Diane	●	●	N/A
Thompson, Jeff	⊙	●	N/A
Reimer, Laurel	⊙	●	N/A
Orozco, Lisandro	●	●	N/A