



**Citizens Advisory Committee
Bicycle/Pedestrian Subcommittee**

March 17, 2015

1:00 p.m. – 2:30 p.m.

*600 South Main Street, Orange, California, 92868
Conference Room 103/4*

Agenda

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|---|---|
| 1. Welcome/Chairman's Remarks | <i>Roy Shahbazian, Subcommittee Chair</i> |
| 2. Regional Bikeways Planning (10 min) | <i>Carolyn Mamaradlo, Transportation Analyst</i> |
| 3. Pedestrian Safety Action Plan (20 min) | <i>Paul Martin, Active Transportation Coordinator</i> |
| 4. Marketing (10 min)
Pedestrian Campaign | <i>Nathan Wheadon, Marketing Administrator</i> |
| 5. Bike Event/Month (20 min) | <i>Nathan Wheadon, Marketing Administrator</i> |
| 6. Capital Programs (15 min) | <i>TBD</i> |
| 7. Mayors Challenge (5 min) | <i>Paul Martin, Active Transportation Coordinator</i> |
| 8. Subcommittee Member Comments | <i>Roy Shahbazian, Subcommittee Chair</i> |
| 9. Public Comments | <i>Roy Shahbazian, Subcommittee Chair</i> |
| 10. Adjournment / Next Meeting
<i>June 16, 2015</i> | |

Agenda Descriptions/Public Comments on Agenda Items

The Agenda descriptions are intended to give notice to members of the public of a general summary of items of business to be transacted or discussed. Members from the public wishing to address the Committee will be recognized by the Chairman at the time the Agenda item is to be considered. A speaker's comments shall be limited to three (3) minutes.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA at (714) 560-5611, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.



**Citizens Advisory Committee
Bicycle/Pedestrian Subcommittee
Meeting Notes**

December 16, 2014

12:00 p.m. – 2:00 p.m.

*600 South Main Street, Orange, California, 92868
Conference Room 103/4*

1. Welcome/Chairman's Remarks

Roy Shahbazian, Chair, thanked the committee for attending.

2. Regional Bikeways Planning

Carolyn Mamaradlo, Transportation Analyst

Carolyn provided an update on countywide Regional Bikeways planning efforts. Since the last meeting, the north and west Orange County regions were completed. The south Orange County and Orange County Foothills region studies are still ongoing. The next step in the South Orange County Bike Collaborative is to complete feasibility studies of the top three corridors to decide how they could best be completed or enhanced. The top three corridors are Pacific Coast Highway, El Toro/Alicia and Muirlands/Cabot.

Brian Cox asked if the Muirlands/Cabot corridor would be impacted by the I-5 interchange project on Avery. Carolyn said she wasn't sure, but staff will coordinate the bicycle corridor with the I-5 project. Jeff Thompson suggested thinking about connecting the paths on the San Juan Creek trail to connect parks. Gary Hewitt noted this map is not inclusive of the San Juan Creek corridor.

Carolyn said the Orange County Foothills Bike Collaborative recently kicked off. Staff is holding city staff meetings and a public open house to gauge the public opinion. Staff is also drafting a questionnaire which would be considered as the project teams start to develop ideas for those regional connections. Carolyn said hopefully these will go out by the end of the month and the questionnaire will probably run through May.

Brian Cox offered to send the questionnaire out to his clients. Barry Duffin suggested that they use Orange County cycling stores and clubs as outlets for the questionnaire. Dan Kalmick suggested placing signage on bike trails. Tom Garner suggested handing out fliers at school districts and junior colleges to get the general public involved. Nathan Wheadon mentioned

External Affairs staff has a running contact database of bicycle contacts throughout the county to spread media about the program. Carolyn thanked everyone for their feedback and invited further suggestions via email.

3. I-5 from SR-73 to El Toro Update

Fernando Chavarria, *Outreach Manager*

Hamid Torkamanha, *Project Manager*

Fernando introduced himself and Hamid Torkamanha. He gave an overview of the project and key interchanges including: Avery Parkway, La Paz Road, Aliso Creek Bikeway and Los Alisos Boulevard. The project was broken up into three segments after the environmental review process: the southern segment just south of Avery Parkway, the central segment from South Oso Parkway to just south of Alicia Parkway and the northern segment from south of Alicia Parkway to El Toro Road. There are 5 cities adjacent to the area and the total estimated cost of the project is \$480 million. The environmental phase concluded in May of this year and staff has just kicked off the final design process on one of the three segments. Construction will begin in 2018 and conclude in 2022.

The project seeks to deliver six major capital and operational improvements:

1. Add a general purpose lane from SR-73 to El Toro Road
2. Reconstruct interchanges at Avery Parkway and La Paz Road interchanges
3. Extend northbound and southbound carpool lanes from Alicia Parkway to El Toro Road
4. Convert carpool lanes in the project area to continuous access
5. Reestablish all existing auxiliary lanes
6. Construct sound walls and retaining walls (new and replace in-kind)

The project development teams (PDT) for the corridor and segments will include OCTA, Caltrans, the cities of Laguna Woods, Lake Forest, Laguna Niguel, Mission Viejo, and Laguna Hills and will be consulting with San Juan and the County as necessary.

Important plans emerging from the final design process are the corridor-wide transportation management plan (TMP) as well as segment-specific plans and plans to account for pedestrians and bikeways.

Brian Cox asked if anything would be done to improve the awkward access to the Metrolink station near Avery Parkway. Hamid said that is not a part of this project, but it has been discussed with the city of Laguna Niguel. Brian said he did not see any bicycle lanes in the plan. Hamid said the five foot shoulder lane is a bicycle lane. Brian said that cyclists are being need to be considered

in these plans; he suggested lowering the speed limit below 40 mph to accommodate sharrows. Jeff Thompson suggested slimming down the lanes to 11 feet with reduced speeds and adding to the shoulder to create an official bike lane. Hamid said, by Caltrans standard, lanes have to be 12 feet. Barry Duffin said they should compromise to 11 feet 6 inches. Hamid said staff can bring this up during the planning process because the project is only in the environmental phase.

Jeff Thompson emphasized the importance of clear signage in the La Paz area because it is very congested. Hamid said the signage has not kept up with construction as the road has been altered many times, but once they reconstruct the interchange everything will be clear.

Fernando thanked the committee for their feedback and commented the environmental documents state Caltrans and OCTA are required to give full consideration to the safe accommodation of pedestrians and cyclists during the development of federal highway projects. Hamid noted there is an active transportation specialist participating in Caltrans planning discussions.

Alice asked the committee members what their ideal width for a lane that was against the curb and in between lanes would be. The committee members said they would like anywhere from five feet of flat pavement to a 12 foot lane. Fernando suggested they replicate efforts off the 91 where they have saturated the area with signs indicating that bicyclists can command the lane.

Roy Shahbazian was concerned with the free-right adjacent to the bike lane at La Paz Road. Hamid said the bike lane comes into the middle of the road before the free-right at the bridge. There is no light for bicyclists to cross over the lanes. Roy suggested adding a signal. Hamid said the ramp is too close to the traffic signal and this may pose a problem. Roy suggested making the ramp part of the intersection so it can be signalized. Hamid said the backup would be too great if the ramp was signalized. Roy suggested a green right-turn arrow for infrequent pedestrian and cyclist crossings. Hamid said this idea can be explored. Brian Cox suggested video detection of pedestrians and cyclists waiting at the light instead of a push-button system.

Tom Garner asked if they used equipment that checked the number of people going through each on- and off-ramp. Hamid said yes, they use this to see how many lanes they need, what the storage is and so on.

Hamid said for Alicia Creek Parkway they will only be widening the bridge, and this will not affect the existing situation. Brian Cox asked if there will be short-term closures while they widen the bridge. Hamid said yes, they do plan to reroute some lanes during construction. Brian mentioned during the Santa Ana River Trail project insufficient notice was given to the cycling community.

Alice asked when the start of the TMP preparation is. Hamid said once 60 percent of the project design is complete so it will take about 6-9 months to see what areas will be affected and work towards a TMP plan. Hamid said what they can do now is hear the committee members' concerns and consider them when planning the final TMP.

Barry Duffin recommended that they install the falsework in the evening. Hamid said they are facing something similar in San Clemente, and they are doing everything they can to minimize the impact. He will continue to inform the committee of outcomes as they come along.

Leonard Lahtinen suggested a clearly marked, well-designed detour as a way around the closures.

4. Active Transportation Program Update

Louis Zhao, Transportation Funding Analyst

Louis gave an update on the Active Transportation Program (ATP) Cycle 1. The ATP funds Bicycle/Pedestrian Safe Routes to School Projects, of which there were two separate calls: the statewide call, controlled by the state of California, and the regional call selection process, controlled by the Southern California Association of Governments (SCAG). The program made available \$360 million program-wide: \$184 million for the statewide call and \$78 million for the SCAG regional call. OCTA, as part of the regional call, was allotted about \$13 million. The results were 60 applications were submitted from Orange County; 9 of those projects were funded through the statewide call and 17 were funded through the regional call. OCTA received a half-million more dollars than initially estimated. The total amount received was about \$19 million.

Louis presented a list of the projects funded by the statewide call. Of the 9 projects, 5 are moving forward as of now. He expects these projects, all of which are in Santa Ana, to start construction by the end of the year. Unlike the statewide call, the regional call allows for projects across the county. Many of the projects are pedestrian-based and are part of the OC Bike Loop.

With Cycle 2 quickly approaching, the CTC and SCAG are working on guideline development. They expect to release guidelines in March 2015, which will open the call for cities to submit applications. They expect to approve the first set of projects in the statewide call in August 2015. The regional call is expected to recruit in December 2015.

Gary Hewitt explained the OCTA sidewalk inventory project: OCTA will take inventory of sidewalks around transit stations to determine where there are gaps. The project will kick off in the fall of next year.

Leonard Lahtinen asked about the schools' involvement in this project. Louis said the state funded the Safe Routes to Schools which are specific improvements for locations by school. The school has to sponsor the program and provide input showing they are supporting pedestrian improvements near or at their school. Leonard asked if this included K-12. Louis said yes.

Jeff Thompson asked how big the second call for projects would be. Louis said right now \$360 million and \$13 for Orange County. Staff will do their best to try and get more money.

5. Pedestrian Safety

Paul Martin, Active Transportation Coordinator

Nathan Wheadon, Marketing Administrator

Paul reported on feedback he received from the Legislative and Communications Committee two months prior. There was interest in highlighting the funding so they could identify the money going towards bicycle and pedestrian projects. They want to see the role funding plays and how staff supports the cities in applying for funding.

Based on recent interest from the board and cities, OCTA is planning a Pedestrian Safety Workshop on January 22 geared towards pedestrian communities and their advocates. The workshop will focus on education, engineering and enforcement.

On December 10 staff gave a presentation to the TAC consisting of public works directors from all the cities in Orange County. A guest speaker came out to talk about specific pedestrian engineering treatments and design perspective.

In January staff will attend a roundtable with local police chiefs about the enforcement of pedestrian safety.

Paul went over the five pedestrian principles presented at TAC:

1. Pedestrians want and need to cross the streets safely.
2. Drivers need to understand the pedestrian's intent.
3. Crossings should be kept short.
4. Speed matters.
5. Pedestrians will cross where it's most convenient.

Paul emphasized the importance of stakeholder communication with the cities, law enforcement, schools and communities.

Nathan gave an overview of OCTA's past marketing campaigns such as Bike Safe. OCTA staff developed a humorous marketing video campaign to promote the three-foot law as well as a survey focused on key issues in bicycle, pedestrian, and driver safety. Distracted driving, pedestrian right-of-way and wrong-way riding were the top three issues rated by those who took the survey.

OCTA Marketing staff is planning to promote educational events in synch with Bike Month in the upcoming months: the Bike Festival in Huntington Beach, Bike-to-Work Week and the Angels Game Day Ride are some of the more popular events. Nathan mentioned a youth safety course which involves families in a free event to reinforce safety at home by educating parents as well as children and a pop-up event which closes down certain areas to show pedestrians and cyclists how infrastructure can work for them. Nathan invited committee members to provide feedback on these suggested tactics.

Brian Cox said that they support OCTA in planning future events, but in the past individual cities have been less than helpful in hosting these events.

Tom Garner asked about distribution of printed materials. Nathan said staff has printed fliers in numerous languages, posters, and post-it sized cards. Tom suggested coloring books for kids at the local schools.

Nathan thanked Brian Cox and Barry Duffin for their assistance with the bike event recently held at ARTIC.

6. Bike Share Update

Marlon Perry, Vanpool / BikeShare Manager

Marlon gave a summary of OCTA's BikeShare project. OCTA contracted with Bike Nation in January 2013 to install a turnkey operation of 15 BikeShare stations with 165 bicycles. The pilot project was launched in Fullerton with a total of 945 checkouts for the year which averaged about 86 checkouts per month. Usage continued to decline despite promotional efforts and there were operational issues with stations and docks.

The goal of the project was to test the feasibility of a countywide program. The staff recommended terminating the project after one year of collecting data; next steps are to dispose of the equipment and to evaluate lessons learned.

Barry Duffin asked where these stations were located. Marlon said they were located from downtown Fullerton to the CSUF campus. Only 11 of 15 stations were actually installed. Barry asked if there was any evaluation of the cycling area before implementation of the pilot; he doesn't believe Fullerton has the best routes. Marlon said a study was done and the Fullerton train station and local colleges made Fullerton the ideal spot.

Dan Kalmick asked if the board went against staff recommendation on the vendor. Marlon confirmed this.

Tom Garner asked if there were any other counties or cities that use the same type of bikes so they could compare issues. Alice said this will be a part of the discovery process. Marlon said there is limited information because bike sharing systems are a relatively new phenomenon.

Brian Cox asked if staff surveyed users. Marlon said yes and responses were mixed. There were issues with users checking bikes out of and into stations.

7. Staff Liaison

Alice Rogan, Strategic Communications

Alice announced Kelley Jimenez, former staff liaison to the subcommittee, has left OCTA. Alice encouraged everyone to attend the Pedestrian Safety Workshop tentatively scheduled for January 22.

8. Subcommittee Member Comments

Roy Shahbazian, Subcommittee Chair

Paul mentioned the Association of Pedestrian and Bicycle Professionals (APBP) Alliance is providing a webinar this month encouraging community participation in bicycle-pedestrian projects. OCTA will be hosting the webinar at its offices at lunchtime. Roy said staff would distribute the list of dates to the committee.

Barry Duffin commended OCTA on their successful ARTIC grand opening bike ride event.

9. Public Comments

Roy Shahbazian, Subcommittee Chair

Dan Hazard, co-founder of Huntington Beach Bike Advocates (HuBBA) and Co-chair of the Huntington Beach Bike/Ped committee, asked the subcommittee to proactively encourage all Orange County cities to apply for the Bike Friendly Community Awards (BFC). Dan commented the value of the BFC is in the evaluation process and subsequent buy-in from city councils

and public works departments to use the application as a master plan. He hopes that OCTA will set a goal to reach a silver level BFC designation.

10. Adjournment / Next Meeting

March 17, 2015

CAC
Bicycle/Pedestrian Subcommittee
Fiscal Year 2014-2015 Attendance Record

● = Present

⊙ = Absent

R = Resigned

Members	9/16/14	12/16/14	3/17/15	6/16/15
Adams, Paul	●	●		
Buck, Vince	●	⊙		
Cox, Brian	●	●		
Duffin, Barry	●	●		
Garner, Tom	⊙	●		
Kalmick, Dan	●	●		
Kanzler, Andrew	⊙	●		
Lahtinen, Leonard	●	●		
Reimer, Laurel	⊙	●		
Shahbazian, Roy	●	●		
Thompson, Jeff	⊙	●		