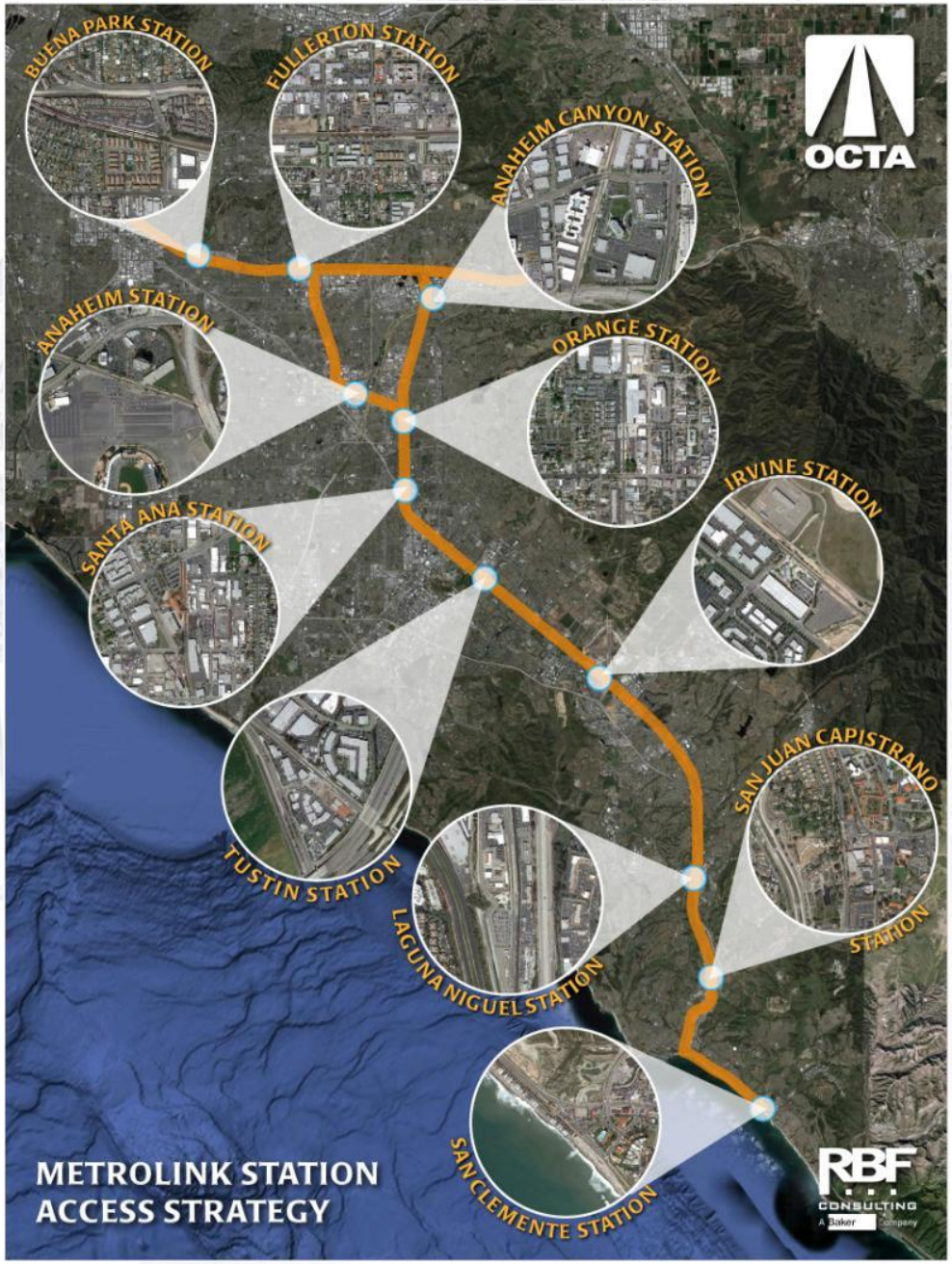
OCTA Citizens Advisory Committee

April 16, 2013

Project Overview

- In partnership with SCAG
- Grant funded
- “First/last mile” study
- Bike and pedestrian accessibility
- 11 stations in Orange County



Project Schedule

Summer 2012	• Begin Project
Fall 2012	• Field Work & Community Input
Winter 2013	• Accessibility Memorandum • Draft Improvements List
Spring 2013	• Complete Strategy • Distribute to Station Cities

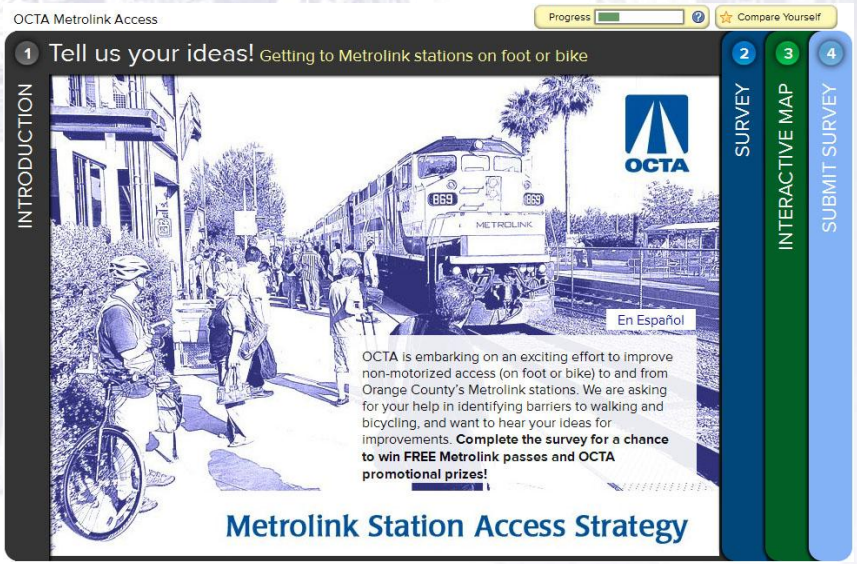
Project Objectives

- **Evaluate current non-motorized accessibility**
  - Use defined metrics
  - Identify areas for improvement
- **Recommend improvements**
  - Facilitate, support and enhance pedestrian and bicyclist access
- **Provide guidance to**
  - Assist with grant readiness
  - Identify potential funding opportunities

COMMUNITY ENGAGEMENT

Community Engagement Activities

- Booths at 3 Community Events
- Social Media (Twitter, Facebook, OCTA Website, Newsletters)
- Online Survey



Station Area Accessibility Evaluation

Metrics

- Based on survey and field work
- 9 metrics for pedestrian access
- 10 metrics for bicycle access
- Numerical rating from 1 to 10 (1=poor, 10=good) for each metric
- Maximum score of 90 for pedestrian access, 100 for bicycle access
- ***Score used to evaluate stations individually, not intended to compare stations***

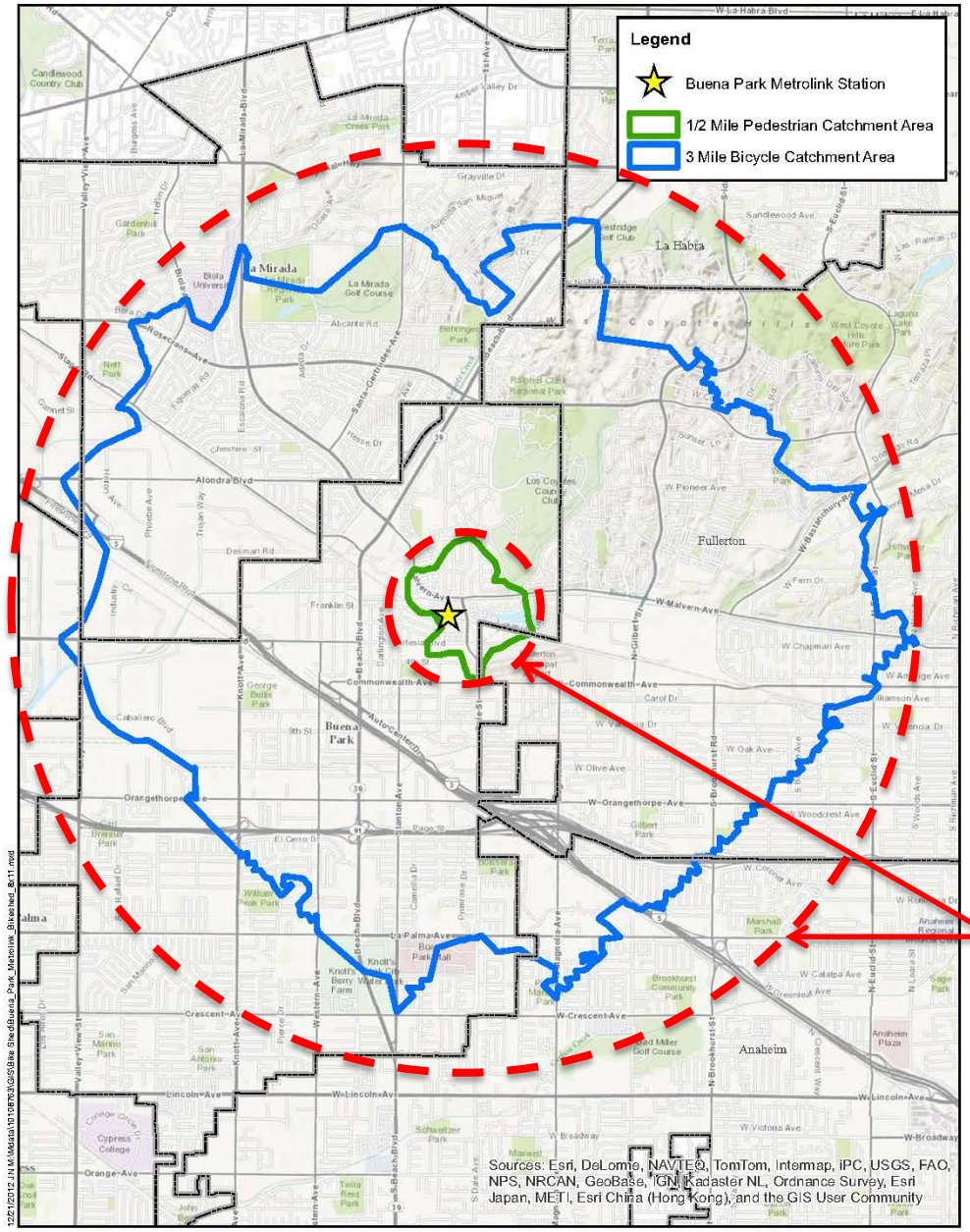
Metrics

1. **Station Mode Split:** Comparison of the bicycle and pedestrian mode split to the national averages provided for the appropriate station typology.

2. **Network Design:** Evaluation of sidewalks and designated bikeways directly adjacent to the station. Whether the area immediately adjacent the station is pedestrian-friendly or bicycle-friendly.

3. **Catchment Area Effectiveness:** Comparison of maximum catchment area (radial geometry) to the actual catchment area based on network. The catchment area for bicycles is 3 miles and 1/2 mile for pedestrians.

Catchment Area Example



Maximum radial catchment area

Metrics

4. **Trip Demand:** Based on origin and destination factors – population and employment.

5. **Route Directness:** Access to the station with minimal delays and obstructions such as crossing barriers.

6. **Safety:** Safety in crossing roadways and avoiding conflicts with motorist traffic, includes review of 3 years of collision data.

7. **Security:** Lighting during nighttime near the station, abandoned buildings, litter, and graffiti adjacent to station.

8. **Information/Wayfinding:** Adequacy and clarity of signs to facilities and amenities.

Metrics

9. **Station Amenities:** Amenities provided at the station such as bikeshare, bike tracks at stairs, bathrooms, seating areas, and retail

10. **Bike Parking:** Supply, demand, and utilization of bicycle racks and lockers at the station

Bike Access Scores

	Average
Station Mode Split	8.4
Network Design	4.9
Catchment Area Effectiveness	5.8
Trip Demand	5.1
Route Directness	6.9
Safety	5.1
Security	7.3
Information/ Wayfinding	4.9
Station Amenities	5.3
Bike Parking	5.8
Total Score	59%

Pedestrian Access Scores

	Average
Station Mode Split	3.1
Network Design	6.4
Catchment Area Effectiveness	5.5
Trip Demand	5.2
Route Directness	6.9
Safety	6.9
Security	7.3
Information/ Wayfinding	5.6
Station Amenities	6.9
Total Score	60%

Non-Motorized Accessibility Strategy

Components

- Background Information and Methodology
- Accessibility Improvement Toolbox
- Area-Wide Recommendations
- Station-Specific Recommendations
- Funding and Implementation

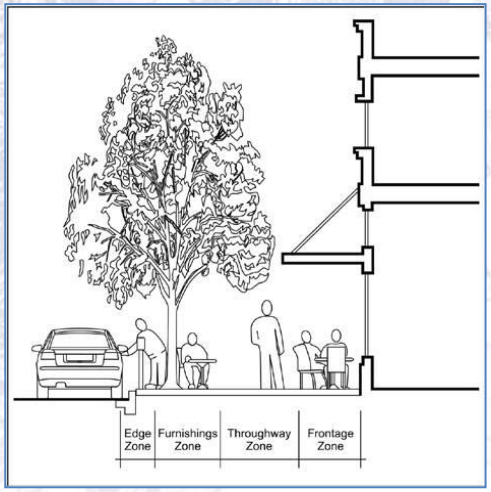
Accessibility Improvement Toolbox

- Utilized to develop recommended improvements
- Provides strategies to improve non-motorized access to stations
- General, not station-specific
- Reference for future projects

Accessibility Improvement Toolbox

Bicycle Facilities

Intersections



Sidewalks

Transit Stations

Traffic Calming

Area-Wide Recommendations

- Applicable to all stations
- 6 recommendations
  - Consolidated bicycle locker rental program
  - Target ratio of bike lockers to ridership at each station
  - Locations of bike lockers/racks on station diagram maps
  - Bicycle loop detectors
  - Lighting assessment
  - Video surveillance if security guards not present

Station-Specific Recommendations

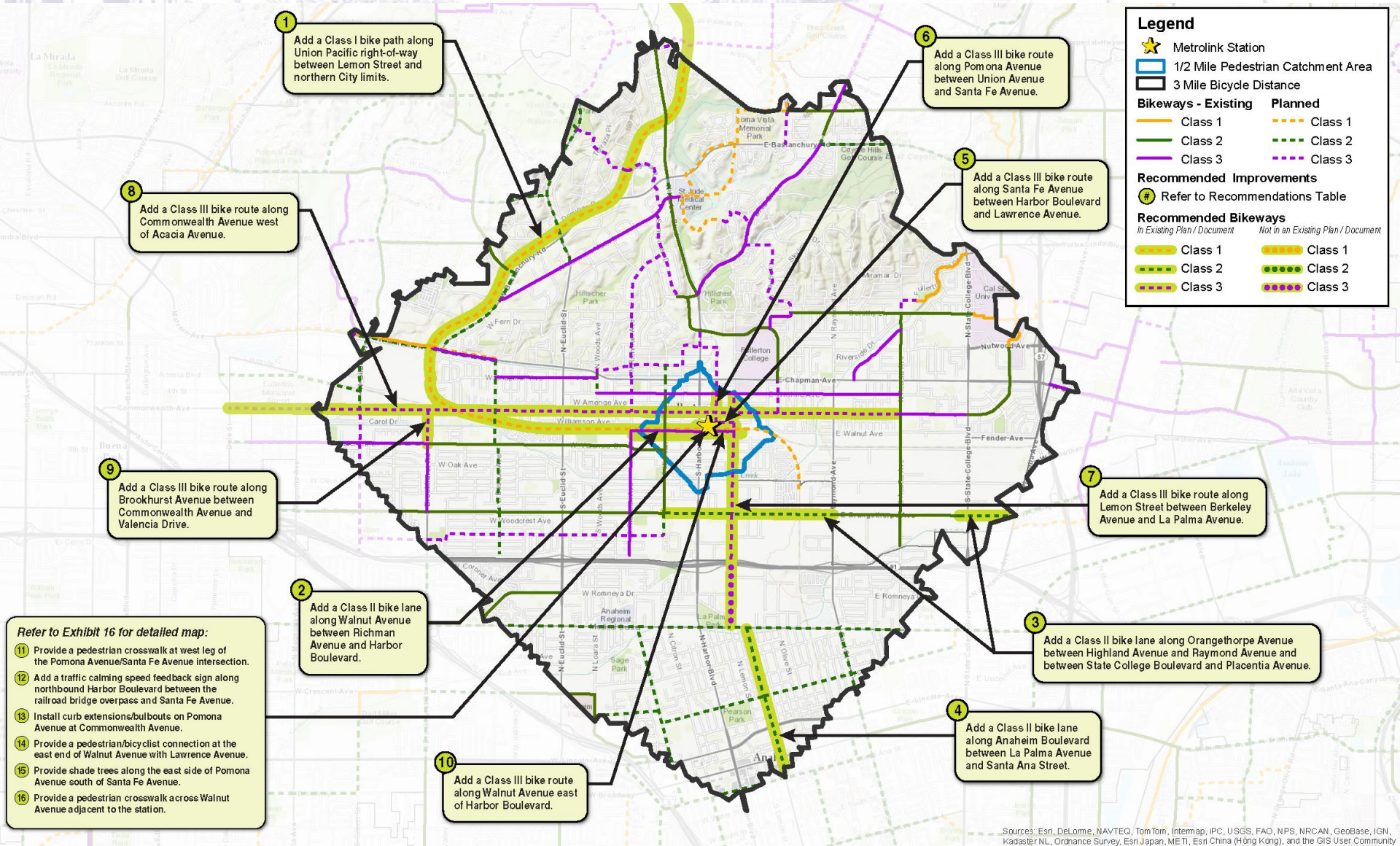
- Description
- Metrics affected
- Included in existing plan or document

Example: Fullerton Station

Recommendations

	Recommended Improvement	Pedestrian Related/ Bicycle Related	Metrics Affected	Anticipated Cost	Included in Existing Plan/Document
1	Add Class I bike path along Union Pacific right-of-way between Lemon Street and northern City limits.	Bicycle Related	Station Mode Split, Network Design, Catchment Area Effectiveness, Trip Demand, Route Directness, Safety	$$$	Fullerton Bicycle Master Plan (RBF Consulting, May, 2012) - D4
2	Add Class II bike lane along Walnut Avenue between Richman Avenue and Harbor Boulevard.	Bicycle Related	Station Mode Split, Network Design, Trip Demand, Route Directness, Safety	$$	Fullerton Bicycle Master Plan (RBF Consulting, May, 2012); Fullerton Transportation Center Specific Plan (RBF Consulting)

Recommendations



Recommendations – Detailed Page

Next Steps

- Refine improvements recommendations
- Draft Review in May
- Finalize Strategy (anticipated June 2013)

Thank You!

For additional information contact:

Carolyn Mamaradlo

Transportation Analyst, OCTA

(714) 560-5748

cmamaradlo@octa.net