

# PUBLIC COMMENTS SUMMARY

FROM THE OC FOOTHILLS BIKE ROUNDTABLE DISCUSSION  
HELD ON SEPTEMBER 10, 2015

## OVERVIEW

On September 10, 2015 over sixty attendees including agency staff, advocates and community representatives gathered at the Orchard Hills School in Irvine for a roundtable discussion regarding the OC Foothills bikeways study. This event followed the first roundtable on June 4, 2015, when attendees provided feedback on the draft corridor alignments and the evaluation criteria. OCTA hosted this second roundtable to help reach consensus on the eleven proposed regional corridors and their respective attributes.

Following a brief presentation, the audience participated in a discussion with OCTA Board members Al Murray, Jeffrey Lalloway, and Todd Spitzer. Feedback was generally positive and focused on ways to carry out the regional vision. It was clarified that OCTA's main role is to promote the regional bikeways vision, and to help coordinate between agencies. Local agencies are responsible for the implementation and maintenance of the bikeways.

The open dialogue between the elected officials, agency staff and the public resulted in important takeaways. Included in that discussion was the importance of interagency coordination and the opportunities to fund projects through federal, state and local sources. Public feedback is a vital part of the planning process and helps to shape the final report. The table below outlines comments received during the discussion, and a brief response prepared by OCTA. The Bikeways Strategy report is scheduled to be finalized and presented to the OCTA Board of Directors in December.



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COMMENTS		RESPONSE
<i>REGIONAL BIKEWAY CONSIDERATIONS</i>		
1	Consider Red Hill Avenue west of John Wayne Airport for connection between Costa Mesa and Irvine.	While Red Hill Ave has not been identified as a regional bikeway connection, it may be considered as local efforts move forward. OCTA will convey the request to the cities of Costa Mesa, Irvine, Santa Ana, and Tustin.
2	Consider feasibility of Class I bikeway connection through Barham Ranch (now Santiago Oaks Regional Park) to the Santa Ana River Trail.	Due to topography and habitat concerns, a connection through Barham Ranch may not be as feasible as an on-street connection along Santiago Canyon Road and Cannon Street. Nonetheless, OCTA will convey this request to the County of Orange, who may consider further evaluating this as a local connection.
3	Consider opportunities to extend Corridor E across SART to the Anaheim Regional Transportation Intermodal Center.	This connection will be reflected in the final strategy, and is consistent with regional corridors identified in the District 4 bikeways strategy.
4	Coordinate Corridor I Laguna Canyon Road improvements with ongoing City of Laguna Beach and County of Orange efforts.	This connection will be reflected in the final strategy, and is consistent with regional corridors identified in the District 5 bikeways strategy.
<i>OCTA'S ROLE IN PROMOTING REGIONAL BIKEWAY VISION AND MAINTAINING MOMENTUM</i>		
5	County Trails Committee no longer meets	OCTA hosts a quarterly meeting of the Citizens Advisory Committee Bike/Pedestrian Subcommittee. The most recent meeting was on September 15, 2015 and the next is scheduled for December 2015 at the OCTA offices in Orange. Meetings are open to the public. For more info: <a href="http://octa.net/About-OCTA/Who-We-Are/Public-Committees/Citizens-Advisory-Committee/Bicycle-Pedestrian-Subcommittee/">http://octa.net/About-OCTA/Who-We-Are/Public-Committees/Citizens-Advisory-Committee/Bicycle-Pedestrian-Subcommittee/</a>



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6	What is the timeline to get projects built? How will implementation costs be addressed? What considerations were made for providing more protection for bicyclists?	Construction of bikeways is led by local jurisdictions and the timeline is based on available funding and local priorities. Preliminary cost estimates are provided within the Bikeways Strategy and information is provided to better position cities for grant pursuits to design and construct the regional bikeway network. Options for protected bicycle treatments will be included in the final report's "toolbox" chapter as a resource for local jurisdictions.
7	The vision moving forward should focus on getting projects funded and built.	OCTA is interested in seeing the regional bikeway network constructed, and has conducted the collaborative-based regional bikeway planning process to better position cities for grant pursuits to implement the network. Several segments in earlier bikeway strategies have been constructed or received funding over the past few years.
8	How can OCTA help get projects implemented and maintain the momentum with local jurisdictions? Try to avoid having the planning document sit on a shelf.	Beyond the collaborative-based regional bikeway planning process, OCTA provides guidance and support on local grant pursuits such as the statewide Active Transportation Program. OCTA has also dedicated funding for bike projects through the Bicycle Corridor Improvement Program. This is a county-wide bikeway funding program for which these regional projects are eligible.
9	How will the regional vision be promoted with those not closely engaged in the bikeway planning process?	OCTA provides a copy of the regional bikeway strategies on the OCTA website, and has worked directly with cities throughout Orange County to ensure the documents can be utilized to lead to construction of bikeways.
10	Consider OCTA role in developing branding & wayfinding signage for regional bikeways.	OCTA will consider the request to develop branding and wayfinding signage for the regional bikeways and determine how to best coordinate with the cities.



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11	Interest in more involvement by attendees – many of whom had extensive bicycle riding experience.	Comments received during the Roundtable supplement many outreach and public engagement activities conducted throughout the project. Outreach efforts vary from hard copy and digital surveys to outreach along trails and at community events.
12	It was positive that elected officials representing OCTA attended to hear the dialogue and participate in the Q&A.	The community outreach included multiple opportunities to engage the OCTA Board of Directors, and the Roundtable meetings were formatted to ensure participation by interested Directors.
<i>INTERAGENCY COORDINATION</i>		
13	Consider having OCTA track bikeway closures countywide using a centralized database.	OCTA does not currently track maintenance activities by the cities related to closure of any type of transportation facilities. OCTA will consider tracking bikeway closures. Such an effort would require coordination with over 35 agencies throughout the County that own and manage bikeways.
14	Utilize bicycle route detour planning and notification for bikeway closures.	See comment 13 above. OCTA will consider developing a program to notify the community about bikeway closures.
15	Coordinate with Caltrans on bicycle accommodation at state highways and interchanges.	OCTA is currently working with Caltrans staff on active transportation accommodation at Caltrans facilities when infrastructure projects are under design. Local jurisdictions are encouraged to work with Caltrans during this process as well.



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16	The freeway interchanges continue to be major impediments to regional connectivity and barriers to success of the regional bikeways identified through this and other collaboratives.	OCTA and local jurisdictions will continue to collaborate with Caltrans to find ways to reduce challenges associated with crossing the freeway network.
17	There is interest in having OCTA work with the cities to utilize “Bicycles May Use Full Lane” signs and sharrows to better educate motorists about people who bicycle and their positioning the roadway for maximum visibility and safety.	In 2015, a presentation on “Bicycles May Use Full Lane” signage and other updates to the Manual on Uniform Traffic Devices was made to OCTA’s Technical Advisory Committee, comprised of local jurisdiction public works staff. Also, options for designing for shared on-street facilities will be outlined in the final report’s “toolbox” chapter as a resource for local jurisdictions.
<i>CITIES’ IMPLEMENTATION &amp; MAINTENANCE RESPONSIBILITIES</i>		
18	Land use (e.g. zoning and development) is also important to providing a bike-friendly environment.	OCTA will continue to coordinate with local jurisdictions to better integrate land use and transportation issues.
19	Transportation networks design using curvilinear or straight street patterns have had an observed effect on the speed of vehicular traffic.	Options for designing for varying speeds will be outlined in the final report’s “toolbox” chapter as a resource for local jurisdictions.

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20	Consider utilizing rail rights-of-way for off-street bikeway opportunities.	Rail rights-of-way, utility corridors, and flood channels represent some of the most common opportunities for off-street bikeways. One of the challenges to utilizing these spaces is addressing at-grade crossings. Nonetheless, these were considered as part of the OC Foothills study and are included where they fit in well to the regional vision and were deemed feasible.
21	There is continued interest in providing low-cost striping solutions to address conflict zones for bicyclists at intersections.	Options for designing for conflict zones will be outlined in the final report's "toolbox" chapter as a resource for local jurisdictions.
22	There is continued interest in providing linkages to off-street trails for bicyclists who are not interested in mixing with car traffic.	Off-street opportunities were considered as part of the OC Foothills study and are included where they fit well with the regional vision and were deemed feasible. Options for designing off-street and protected bikeways will be outlined in the final report's "toolbox" chapter as a resource for local jurisdictions.
<i>MONITORING/TRACKING IMPROVEMENTS IN SAFETY</i>		
23	Manage speeds to improve safety for all road users.	Options for designing for varying speeds will be outlined in the final report's "toolbox" chapter as a resource for local jurisdictions.
24	Support additional driver education and public awareness of bicyclists' right to use the road.	OCTA's ongoing active transportation safety campaign includes messages directed at drivers. The Southern California Association of Government's new active transportation safety campaign will also include messages directed to drivers.
25	Consider "Vision Zero" efforts to improve safety.	Specific goals related to traffic safety are the responsibilities of each jurisdiction.



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26	How will improvements in safety be tracked and how will bikeways be maintained?	The California Office of Traffic Safety monitors traffic collisions and is an important resource for agencies throughout Orange County. Maintenance of the bikeways is the responsibility of the local jurisdictions.
27	Consider safety media campaign, promotions, and education.	See comment 24 about current OCTA & SCAG active transportation safety campaigns. In addition, several Orange County cities have developed their own active transportation safety campaigns. The final report's "toolbox" chapter will also include information on education and enforcement.
<i>FUNDING OPPORTUNITIES</i>		
29	Consider other funding opportunities through State Cap & Trade, and direct donations from petroleum industry to build bikeways. Consider creative methods to team with petroleum industry related to carbon credits.	OCTA and local jurisdictions will pursue additional active transportation funding sources as appropriate.



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28	<p>Look at Measure M2 10-year financial review as opportunity to reevaluate funding allocation by mode and move people, not just motorists.</p>	<p>There are several ways OCTA has integrated emerging complete streets objectives within the delivery of Measure M2. This includes expanding the eligibility of non-motorized projects (through June 30, 2015, M2 has provided \$185 million in flexible local dollars for cities to use for transportation improvements of their choice), incentivizing non-motorized project components (in the M2 regional capacity program, cities receive extra points when competing for competitive funding), and adding more flexibility in complying with the Master Plan of Arterial Highways (a recent example is the development of the Divided Collector designation). OCTA will continue to consider additional ways to better integrate more complete streets objectives, while keeping with the “spirit” of what voters intended.</p> <p>Additionally, outside of Measure M, OCTA worked with state and regional partners (SCAG, Caltrans and the California Transportation Commission or CTC) to ensure funding for Orange County projects. California is now providing \$120 million in active transportation funding annually. At least \$4 million of this is carved out for Orange County through the SCAG regional project selection. SCAG also offers sustainability program grants to agencies which support planning, education and outreach projects, including bicycle and pedestrian planning projects. Additionally, the OCTA Board of Directors has set aside 10 percent of the annual Congestion Management and Air Quality Improvement funds for bicycle projects which provides another approximately \$4 million per year for Orange County projects.</p>