



**Citizens Advisory Committee
Bicycle/Pedestrian Subcommittee**

March 18, 2014

12:30 p.m. – 2:30 p.m.

600 South Main Street, Orange, California, 92863

Conference Room 103/4

Agenda

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| 1. Welcome/Chairman's Remarks | <i>Roy Shahbazian, Subcommittee Chair</i> |
| 2. I-5 from SR-55 to I-405 Improvement Project Update | <i>Jeannie Lee, Project Manager</i> |
| 3. Active Transportation Safety Campaign | <i>Stella Lin, Marketing Manager</i> |
| 4. Bike Month | <i>Stella Lin, Marketing Manager</i> |
| 5. Pedestrian Priorities | <i>Roy Shahbazian, Subcommittee Chair</i> |
| 6. District 5 Bike Collaborative Update | <i>Carolyn Mamaradlo, Transportation Analyst</i> |
| 7. BCIP and ATP Updates | <i>Louis Zhao, Transportation Funding Analyst</i> |
| 8. Bike Sharing Pilot Program Update | <i>Alice Rogan, Strategic Communications Manager</i> |
| 9. Staff Liaison | <i>Kelley Jimenez, Strategic Communications</i> |
| 10. Subcommittee Member Comments | <i>Roy Shahbazian, Subcommittee Chair</i> |
| 11. Public Comments | <i>Roy Shahbazian, Subcommittee Chair</i> |
| 12. Adjournment / Next Meeting
<i>June 17, 2014</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.

CAC
Bicycle/Pedestrian Subcommittee
Fiscal Year 2013-2014 Attendance Record

● = Present ⊙ = Absent R = Resigned

Members	9/17/13	12/17/13	3/18/14	6/17/14
Adams, Paul	⊙	●		
Buck, Vince	●	⊙		
Chapel, David	⊙	●		
DiCandia, Carla	⊙	⊙		
Garner, Tom	●	⊙		
Gonzales-Hayes, Dolores	⊙	⊙		
Kalmick, Dan	⊙	⊙		
Lahtinen, Leonard	●	⊙		
Pepper, Pat	●	⊙		
Reifer, Jane	●	●		
Reimer, Laurel	●	⊙		
Shahbazian, Roy	●	●		
Thompson, Jeff	⊙	●		

Additional Attendees

Pete van Nuys	⊙	⊙		
Rye Baerg	⊙	⊙		
Paul Martin	⊙	⊙		
Michelle Lieberman	⊙	⊙		
Pauline Chow	⊙	⊙		
Megan Taylor	⊙	⊙		
Antonio Chavira	⊙	⊙		
Lindsay Horn	⊙	⊙		
Kelly Broberg	⊙	⊙		
Michele Martinez	⊙	⊙		
Jeannie Jareds	⊙	●		
Zed Kekule	⊙	●		
Rudy Hernandez	⊙	⊙		
Craig Durfey	⊙	●		



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

December 17, 2013

12:30 p.m. –2:00 p.m.

*600 South Main Street, Orange, California, 92863
Conference Room 103/4*

1. Welcome/Chairman's Remarks

Roy Shahbazian, Chair, thanked the committee for attending.

2. Pedestrian Priorities

Roy Shahbazian, Subcommittee Chair

Changes since the last meeting are reflected on the chart and narrative. Suggestions on reorganization have been included as well. Under #1 in the fourth bullet point M2 Guidelines (eligibility) focus should be broader for this section—this will be less of a red flag for cities. Roy suggested removing the word “eligibility” from the priorities.

Roy brought up the memo to the committee from Kurt Brotcke addressing the Pedestrian Priorities regarding next steps. Alice asked Gary to walk through the memo with the committee.

Gary discussed the ways OCTA can address the subcommittee's pedestrian priorities as noted in the memo.

- Work with the OCTA TAC to consider modifying the Combined Transportation Funding Program application process to reward additional points to sidewalk gap closures as part of street improvement projects.
- Emphasize the eligibility of pedestrian improvements under the Bicycle Corridor Improvement Program, Regional Capacity Program, and Measure M2 Fair Share funds, and the new Active Transportation Program (subject to state guidelines).
- Consider pedestrian policies in coordination with the OCTA TAC when the Master Plan of Arterial Highways (MPAH) guidelines are next updated. The OCTA Board of Directors, with input from the OCTA TAC, revised the MPAH guidelines in 2012 to include “Complete Streets” considerations.

- Continue to assist cities with eligibility for federal, state, and local funding opportunities for pedestrian improvements. For example, OCTA sends notices to cities when calls for projects open and provides letters of support as appropriate.
- Partner with other agencies and/or organizations to host safety and other educational webinars/seminars. OCTA currently hosts monthly Association of Bicycle and Pedestrian Professionals webinars.
- Promote the use of existing planning and design resources such as guides developed by the American Association of State Highway and Transportation Officials and Institute of Transportation Engineers.

A committee member commented that OCTA does not have power to change federal or state guidelines.

Alice said at the last discussion members wanted to see more consideration by local jurisdictions of these priorities.

A committee member said OCTA should educate cities about new standards and requirements through the TAC or the webinars.

A committee member asked about people-movers on the bike paths and if there was an ordinance to dedicate bikeways.

A public member said city buy-in is important for this as in Garden Grove where sales revenue has increased because they were shown the benefits.

Roy suggested making section 5 less commanding.

Jane said she is impressed with the clarity of the priorities and the narrative.

Alice thanked the committee for their efforts in drafting the priorities.

3. Bikeways Collaboratives

Carolyn Mamaradlo, Transportation Analyst

These studies are intended to provide more detailed analysis of the corridor and high-level design recommendations for the cities to consider. The first meeting with city managers dealt with goals and objectives such as increasing bicycle mode share, connectivity between jurisdictions and improving safety for all types of cyclists. They have begun discussion on prioritizing the ultimate corridors. High speeds and volumes and large intersections in Orange County are not bicycle-friendly, nor is the hilly terrain. However there are an abundance of bike miles in Orange County. They will

consider design solutions and opportunities for education and encouragement.

OCTA has started early participation efforts with an e-blast sent out earlier this month to drive people to the website to sign up for regular updates. Twitter and Facebook posts have gone up as well. The web page has been revamped: where there were separate pages for each district, they are now all on one page. The District 5 survey is now posted along with an interactive map with clickable corridors that show estimated costs and mileage for District 5. Once reports are available for all districts, they will be posted as well. The graphic on the bottom of the webpage is the logo they have been using on bus interior cards on all buses, and these have been turned into bookmarks and sent to south county libraries. We are encouraging people to sign up and receive notices for public workshops later in the year.

Final feasibility studies for Districts 1 & 2 will be out in spring of next year. A committee member commented that Carolyn has done nice job on website. He suggested they post construction notes on Facebook as work continues.

A public member asked what population they will reach out to in gauging needs and concerns. Are populations represented in surveys who do not receive PSAs?

Carolyn answered they do not have specific demographic targets, but they work with cities to target populations.

The public member mentioned that Vietnamese groups in Garden Grove have no representation or means of communication, which will be required to decrease fatality rates.

A committee member said most cities have websites so they could post links to city sites for these people to view.

Carolyn replied OCTA encouraged cities to post ads.

A public member suggested they get a board member in the Vietnamese community to open communication.

A committee member asked about OCTA's collaboration with OC Parks planning on District 5 since many areas are unincorporated.

Carolyn replied they will make sure to keep them in the loop with technological needs.

Roy asked if the committee could receive numbers on the underutilization of District 5 corridors.

Carolyn responded that OCTA could look at the census for bike to work share but this will capture all other utilitarian trips. She said they can ask cities what they observe.

Roy asked if the committee could review evaluation measures produced in spring.

Carolyn replied evaluations will more concrete by the next meeting in March.

4. Bike Safety

Gary Hewitt, Transit Planning Manager

OCTA's bus service has the biggest role in bicycle safety within OCTA. They have a great safety record with a large amount of service. Coach operators are trained to share the road with bikes and there is an instructional video showing the loading and unloading of bikes. The Smith system is an instructional system for drivers sharing the road with bikes.

All bikes projects funded by OCTA have a safety component. In 2012, discretionary CMAC funding was used in Costa Mesa for education at elementary schools and civic centers, in Irvine to make off-street facilities safer and to install bike signals in Costa Mesa. Regional bikeway planning efforts are focused around bringing in interested but concerned, new to biking, families, and occasional bikers. OCTA is creating safer bikeways, new facilities and parallel facilities that are safer for more users. The more that people use these facilities, the less per capita incidence of accidents.

OCTA has provided educational materials such as bike safety tips on a countywide bike map. 10,000 copies were distributed through city halls with rules of road consistent with DMV regulations and this is also posted on the website. OCTA has had cycling safety workshops in the past and now has webinars regarding safe pedestrian design. A new CA bill signed by the governor creates 3 foot safety distance for cars. This will be implemented next September. OCTA can make sure cities know about the new law and coordinate marketing efforts to inform motorists.

OCTA has encouraged cycling through bike to work month and bike festival, which provides information and offers free tune-ups. OCTA also provided the city of Huntington Beach with 50,000 flyers on safety.

A member of the public commented on the Voice of OC article and asked whether the Latino community is being reached. How is the 3-foot safety act going to help when people do not have lights?

Craig Durfey gave a presentation on bicycle fatalities. He researched documents on Orange County and Long Beach and Santa Ana rank in the top of the nation. He asked to see safety education for youth against texting and driving, but this has to be funded by OCTA. The four E's are education, enforcement, emergency services and engineering. Engineering is 20 years behind, so OCTA should also educate them about safety issues. Auto-centricity has contributed to bicycle fatalities by focusing on widening lanes and discouraging pedestrians. Youth must buy in if the issue is to be addressed because new generations must feel safe to get out of cars. Asian immigrants are not educated on how to avoid bicycles and this group must be marketed to as well.

Paul said 5,000 bus trips a day for the bikes should be publicizing this because it is a good statistic. Visibility is limited at night.

A committee member said he experiences these issues with children who are not experienced bike riders using city streets. Awareness should be highlighted in January after many children receive bikes as gifts. Some districts will be more receptive than others.

Alice suggested electronic messages to parents. Alice suggested getting water districts involved in PSA distribution? and considering multilingual education.

Roy asked about partnering with a non-profit organization to get out safety information.

5. Bike Sharing Pilot Program Update

Alice Rogan, Strategic Communications Manager

Alice said 10 stations have been set up in Fullerton. Problems have arisen because this is new to OCTA and the vendor. Program set up has focused on hubs in downtown Fullerton and Cal State Fullerton. The concept is based on first- and last-mile transport from the Fullerton Metrolink Station. There are four stations at Cal State Fullerton and six around downtown Fullerton. Cal State Fullerton has recently asked for a building permit. Inspections are complete and operational issues have been worked out. They are almost ready to launch. However, there are solar problems with bike systems at this time of year. OCTA expects a beta launch sometime in February.

6. Staff Liaison

Kelley Jimenez, Strategic Communications Associate

Kelley thanked the committee for their participation in the LRTP Active Transportation meeting. She said turnout was good and she will send results this afternoon.

7. Subcommittee Member Comments

Roy Shahbazian, Subcommittee Chair

There were no subcommittee member comments.

8. Public Comments

Roy Shahbazian, Subcommittee Chair

Santa Ana public members attended the meeting to learn how they could be active in bicycle safety as well. They have a school safety campaign which gets to parents through a brochure that has to be signed for various rewards.

Roy asked about development of the Santa Ana General Plan. Santa Ana public members responded this will be completed in summer.

The committee watched PSAs brought in by Craig Durfey. The PSAs concerned distracted driving among teenage drivers. Boys and Girls Clubs and UPS have started Road Code which reaches out to youth to support safe driving. The number of deaths related to DUI and distracted driving are equal nationwide.

Alice asked if this could be mentioned in pedestrian priorities.

Jane said this is clear under safety, but Alice suggested another bullet could be added in marketing. A new bullet was added.

9. Adjournment/Next Meeting

March 18, 2014