



**Citizens Advisory Committee  
Bicycle/Pedestrian Subcommittee**

**September 16, 2014**

*12:30 p.m. – 2:00 p.m.*

*600 South Main Street, Orange, California, 92863*

*Conference Room 103/4*

**Agenda**

1. **Welcome/Chairman's Remarks** *Roy Shahbazian, Subcommittee Chair*
2. **Active Transportation Program Update** *Louis Zhao, Transportation Funding Analyst*
3. **Planning Update** *Carolyn Mamaradlo, Transportation Analyst*
4. **Bicycle / Pedestrian Safety Campaign** *Nathan Wheadon, Marketing Administrator*
5. **Pedestrian Priorities Update** *Paul Martin, Active Transportation Coordinator*
6. **OC Loop Status** *Paul Martin, Active Transportation Coordinator*
7. **Bike Share Update** *Marlon Perry, Vanpool / BikeShare Manager*
8. **Staff Liaison** *Kelley Jimenez, Strategic Communications*
9. **Subcommittee Member Comments** *Roy Shahbazian, Subcommittee Chair*
10. **Public Comments** *Roy Shahbazian, Subcommittee Chair*
11. **Adjournment / Next Meeting**  
*December 16, 2014*

**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

<b>Members</b>	<b>9/17/13</b>	<b>12/17/13</b>	<b>3/18/14</b>	<b>6/17/14</b>
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  
June 17, 2014**

*1:00 p.m. –2:30 p.m.*

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

**1. Welcome/Chairman's Remarks**

Roy Shahbazian, Chair, reminded the subcommittee that membership is on the Citizens Advisory Committee agenda for next month. He thinks there will be some turnover in membership on the subcommittee and that the current size needs to be balanced to allow those interested to join but also to meet quorum requirements. The subcommittee will discuss its size at the CAC meeting next month.

**2. Street Design Guideline Update**

*Gary Hewitt, Planning Section Manager*

Gary said he would give a summary of the relevant information and then the committee could discuss. He presented the most recent American Association of Highway Transportation Ordinances (ASHTO) guide from 2012, which must be purchased by cities. This guide is created by a consortium of agencies and states incorporate these guidelines into their design plans. The guide is considered conservative and does not contain a lot of new improvements.

A committee member asked what a bike buffer is. Gary answered it is an extra separation element between bike lanes and general purpose lanes. Dana Point has some of these.

Gary then presented the National Association of City Transportation Ordinances (NACTO). This is free to cities and involved organizations are mostly city department heads from urban cities—it has been adopted by Los Angeles, Oakland, San Francisco and Caltrans. Caltrans is looking to incorporate this guide because it is supported by the FHWA which also supports ASHTO and is pushing ASHTO to add experimental design elements from NACTO. NACTO also includes the Urban Street Design Guide which includes other complete street components which deal with roundabouts and other street systems in relation to pedestrian access.

Gary presented a third guide called the Model Design Manual for Living Streets which is also free to cities and can be modified. All documents are available on their website. This program was funded by the LA County Department of Health and came out in 2011. Locally, the city of San Clemente used components in their Bicycle Master Plan and gave a presentation to TAC. This includes more experimental design concepts that cities could analyze and test.

The last effort Gary talked about was the Orange County Complete Streets Manual being created to help cities meet the Complete Streets Act using a federal grant. Cities could directly adopt these guidelines to avoid overhead.

A committee member asked if Complete Streets considers pedestrian and bicycle access. Gary answered the Act requires accommodation for a whole gambit of users on a city-wide level. Cities categorize streets differently to emphasize compliance with various sections.

Roy Shahbazian asked if OCTA was involved with OCCOG's design of the OC Complete Streets Manual. Gary said OCCOG is the lead, but OCTA will be involved in the process. Roy asked if they would incorporate ideas from ASHTO and NACTO. Gary said they would borrow significantly from these established documents.

A member of the public asked about communications with non-English speaking populations. Has there been consideration for access to sidewalks on narrow streets?

Gary said locally, this was targeted by OCTA's safety campaign. He doesn't know what Caltrans is doing to address this, but the three-foot rule is being promoted. He agreed that different city sidewalk markings can be confusing and this could be looked at across cities.

Roy said the Bike Safety Workshop in Irvine yielded some helpful input from a UCI transportation employee.

A committee member said he has also noticed these inconsistencies. He suggested a comprehensive state law that covers this issue.

A committee member asked if buffers like those in Long Beach are still being considered. Gary said they are moving toward the adoption of these items and separate designations at the state level.

A committee member asked how these buffers differ from a class one bikeway. Gary said these attract new riders and provide additional safety and

are still in the roadway as opposed to off-road bikeways. There is a wide range of these delineators in NACTO.

A committee member mentioned that on Second Street in Long Beach speeds have been slowed and pedestrians, cyclists and automobiles share the road very successfully and people seem to prefer this situation. Many cyclists prefer to ride in car lanes.

A committee member mentioned in Oceanside some streets are part of the bike trail system through signage giving cyclists right of way.

Roy said there was an Oregon study about separating bicycles and cars and this increased perceptions of safety noticeably, but when they polled individual cyclists using the lanes, about 23% said they had had a near-collision experience near an intersection. Appropriateness of these lanes should be determined in conjunction with other factors such as driveways and clarity of right of way.

A committee member suggested that people need education on the meanings of signage and that signage needs to be more consistent across cities.

### **3. Pedestrian Priorities Update**

*Roy Shahbazian, Subcommittee Chair*

When these went before L&C, they noticed the technical detail and asked what tools could be used in addressing these goals to the public. Roy said the subcommittee brainstormed overarching goals at the last meeting and he would like to nail these down at this meeting. He asked the subcommittee what the top point would be out of the five mentioned: safety, access, expanding opportunities for pedestrians, design for the long term and partnerships.

A committee member said safety would be his top priority because if people feel safe they will ride bikes. This also covers education.

A committee member said access and expanding opportunities are redundant. Roy asked which of the two he prefers. He said expanding opportunities.

A committee member said design/planning overlaps all these things: design has the purpose of increasing safety.

A public member said there is a 50/50 responsibility between motorists and pedestrians and education and law enforcement in California are insufficient to address concerns.

A committee member said the most important element is designing in safety and access.

Alice said at the L&C meeting Director Ury asked how he could disseminate to public works directors the ultimate goal of Pedestrian Priorities because OCTA cannot enforce design concepts. She suggested the goal is “to initiate design to improve safety and access for pedestrians.”

A committee said safety, opportunities and economic partnerships all meld together and need to be mentioned. Health is being considered increasingly among large employers.

Roy suggested “to expand safe access for pedestrians.” Kelley added “using design and planning.” Finally, “comprehensive” was added to clarify “design.”

The final vote approved the goal of the suggested pedestrian priorities is “to expand safe access for pedestrians using comprehensive design and planning.”

#### **4. Planning Update**

*Carolyn Mamaradlo, Transportation Analyst*

Carolyn's presentation focused on three projects: the 5<sup>th</sup> District Bikeways collaborative, the 3<sup>rd</sup> District Bikeways Collaborative and the Orange County Loop.

The 5<sup>th</sup> District project is currently about two-thirds complete with development of the bikeway strategy. Similar documents that identify key connections in each part of the county and best corridors for feasible projects were created for the 1<sup>st</sup> and 4<sup>th</sup> District projects. Since Fall 2013, OCTA has had three meetings with the project development team made of public works staff in South Orange County. Public outreach included an online questionnaire which received about 170 responses. This input helped staff develop a plan which was presented at an event in Laguna Hills in May to showcase draft corridors. 80% of these bikeways are already built and they are working on 20% gap-closures. These will build connections between schools and parks and other points of interest. Eight draft criteria for corridor study were proposed: demand for the corridor, which corridors need relief from traffic stress, which corridors need additional safety measures, and so on. OCTA staff held a roundtable about bike safety and service to different types of users. The attendees voted on which corridors they would like to see expanded most, and this is also up for vote online currently. The results of these studies will be shared in the Fall.

The 3<sup>rd</sup> District Bikeways Collaborative RFP will be released in the next few months to hire a consultant to help with the project.

The Orange County Loop is a concept for completing the off-street bikeways network comprised on the Union Pacific rail corridor in La Habra / Brea down to Yorba Linda and connecting to the Rock Canyon Creek Trail. This is part of OCTA's Chair priorities to complete gaps along the loop. OCTA has a separate contract to assist with project coordination. There are a few gaps being studied in the El Cajon trail area. OCTA is helping the county develop branding and coordinate with local jurisdictions, in addition to helping develop project awareness through media events and a comprehensive website.

Roy asked whether parts of these connections will be on-street. Carolyn replied they would, but the goal is to keep off-street as much as possible. Parts in Huntington Beach may be parallel to PCH because there are no coastal trails in the area. For most of the project, they will use the off-street trails in existence.

A committee member asked whether there was consideration for an alternative north route through Fullerton to shorten the loop. Alice answered the point of the project was gap closure and not that people would ride the entire loop at once. This particular alignment was identified in the LRTP to get behind these gaps and create a more cohesive project.

Roy said the 5<sup>th</sup> District map is similar to the 4<sup>th</sup> District map and this is helpful in prioritizing corridors in each district to encourage focus on completing connections. Carolyn said the blue lines on the map signify corridors that have been completed in District 5. Once District 3 is complete the whole county will have a complete regional corridor network.

OCTA staff pointed the committee to a website where they can get more details and view these maps and also complete the corridor surveys.

Roy asked if the survey was easy for bicycle communities to forward. OCBC has the link on their website: [www.octa.net/bikeways](http://www.octa.net/bikeways).

Carolyn said the state active transportation program recently received applications from 23 cities and the county along with OCTA and SCAG asking for about \$53 million. They will receive a response in August. The BCIP applications were forwarded to the ATP which may free up funds in the future.

## **5. Bike Share Status**

*Marlon Perry, Vanpool / BikeShare Manager*

OCTA purchased the equipment and retains user data, but the vendor manages the system, moving bikes between stations to keep a 2:1 ratio. Branding, site selection, permits and materials were negotiated with the help of partners throughout the City of Fullerton. A beta test was run from January through April to make necessary adjustments to the 11 sites open at the time.

Remaining sites will be built by the vendor in the near future.

Marlon went over user data with the committee to show trends in activity and types of information the vendor records.

Roy asked if all 11 sites were open the first 5 months of beta testing. Marlon said they started with 10 and the 11<sup>th</sup> was added in April. Beta testing ended in April.

A committee member asked why usage has dropped in recent months. Marlon said adverse weather, summer vacation and CSUF graduation influenced the temporary decline.

A committee member asked if BikeShare is included in Metrolink maps. Marlon said OCTA staff is working with Metrolink to advertise BikeShare with them, but this is not currently included.

Marlon mentioned Fullerton is looking at creating a Bike Boulevard on Wilshire which would help the system if it came to pass. OCTA staff is looking for an additional site on campus; partners have been helpful in these processes. Staff and vendors are analyzing strategic placement.

Educating the public on the last mile system has been challenging and OCTA staff is working with Bike Nation to improve communication.

Marlon said there is a lack of major businesses in the area and some issues with GPS. Bike Nation is responsible for securing sponsorship for the system to keep it financially sustainable and OCTA is working with Metrolink and local businesses to try to secure advertising.

A member of the public asked if law enforcement is equipped to locate stolen bikes. Alice said Bike Nation is installing GPS for tracking purposes, and can contact police if situations become escalated.

## **6. Bike Month Update**

*Marlon Perry, Vanpool / BikeShare Manager*

Marlon thanked committee members for their participation in Bike Month events. In March, OCTA staff went over training and marketing with local

businesses and gave them tools for bike-to-work programs. ETC training and the bicycle workshop also took place in March. BikeShare dedication and a bike safety campaign happened recently. There is a ride coming up in Huntington Beach. The kick-off event in April took place in Huntington Beach and OCTA staff hosted an Angels game day ride. Additionally, OCTA hosts a bike rally from the Orange Metrolink station through Old Town Orange and returns for prize drawings. Marlon said attendance grows at this event every year.

OCTA hosted a BikeShare dedication event at the SoCo station in Fullerton to recognize partnerships.

A public member asked if the baskets on bikes have lights per the vehicle code. Marlon explained there are lights on the bikes. The public member commented there is not much attention to this in PSAs. Marlon said they can talk to Bike Nation about changing the location of the lights so they will not be obscured by objects in the basket.

## **7. Bike Safety Campaign Update**

*Ryan Armstrong, Digital Communications Manager*

Ryan gave an overview of the campaign and results. The slogan OCTA has used is "Bike Smart. Bike Safe." Collateral materials have been printed in English and Spanish and distributed to bike shops, schools and recreation centers. OCTA.net has been enhanced with a bike safety section and a PSA was created and aired to encourage safety. The PSA generated 130,000 impressions and 20,000 views on YouTube. OCTA staff used marketing tactics to bolster bike safety in a fun and engaging way. The safety campaign began in May for Bike Month and promoted safety at local bike rallies.

A member of the public commented there is much that can be done to improve PSAs and recommended several websites. He suggested law enforcement be consulted in the design of this outreach.

## **8. Staff Liaison**

*Kelley Jimenez, Strategic Communications*

Kelley mentioned a tour with Long Beach of their bike routes and will contact committee members for attendance. She said this will be a riding tour and OCTA should be able to provide bikes and lunch.

## **9. Subcommittee Member Comments**

*Roy Shahbazian, Subcommittee Chair*

Tom Garner commented the bikes in CSUF come under jurisdiction of police so we need to develop protocol between vendors and law enforcement.

#### **10. Public Comments**

*Roy Shahbazian, Subcommittee Chair*

A public member commented law enforcement needs low-jack on these bikes so they can be registered. Pedestrian safety has been endangered by removal of sidewalks. Schools have been engaged in safety education to be compliant with local regulations. He recommended OCTA compete with other cities as a group which involves schools and parents. Representing local leaders in a committee setting as other cities have done would create buy-in among the community.

#### **11. Adjournment/Next Meeting**

*September 16, 2014*