



**Citizens Advisory Committee
Bicycle/Pedestrian Subcommittee**

December 16, 2014

12:00 p.m. – 2:00 p.m.

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

Agenda

1. **Welcome/Chairman's Remarks** *Roy Shahbazian, Subcommittee Chair*
2. **Regional Bikeways Planning (5 min.)** *Carolyn Mamaradlo, Transportation Analyst*
3. **I-5 from SR-73 to El Toro Update (20 min.)** *Fernando Chavarria, Outreach Manager
Hamid Torkamanha, Project Manager*
4. **Active Transportation Program Update (5 min.)** *Louis Zhao, Transportation Funding Analyst*
5. **Pedestrian Safety (40 min.)** *Paul Martin, Active Transportation Coordinator
Nathan Wheadon, Marketing Administrator*
Pedestrian Priorities
Municipal Involvement
Workshop
Campaign
6. **Bike Share Update (5 min)** *Marlon Perry, Vanpool / BikeShare Manager*
7. **Staff Liaison** *Alice Rogan, Strategic Communications*
8. **Subcommittee Member Comments** *Roy Shahbazian, Subcommittee Chair*
9. **Public Comments** *Roy Shahbazian, Subcommittee Chair*
10. **Adjournment / Next Meeting**
March 17, 2015

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 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	●			
Lahtinen, Leonard	●			
Reimer, Laurel	⊙			
Shahbazian, Roy	●			
Thompson, Jeff	⊙			



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

September 16, 2014

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, welcomed new members Brian Cox and Barry Duffin to the subcommittee.

2. Active Transportation Program Update

Louis Zhao, Transportation Funding Analyst

Louis gave an overview of the Active Transportation Program (ATP). Bicycle/Pedestrian Safe Routes to School Projects, introduced by Senate Bill 99, was broken out in two calls for projects: the state-wide call was administered by the California Transportation Commission (CTC) and Caltrans and the "regional" call was administered by Southern California Council of Governments (SCAG). The goals of the ATP are to increase bicycling and walking, increase safety and mobility for non-motorized users, enhance public health and support regional agencies in achieving greenhouse gas emissions reductions consistent with SB 375. Funding for the Cycle 1 Projects combined FY 2012-13, 13-14, 14-15 and 15-16 funds and is supposed to allot \$120 million annually for the ATP. \$184 million went to the state-wide call, of which \$72 million is set aside for Safe Routes to School Projects. The remaining funds went to the regional call. SCAG got \$78 million and Orange County received \$13 million of those funds. All these figures are available on the staff report to the Board on August 25.

A committee member asked if Garden Grove submitted a master plan to SCAG. Louis said he only knows of one crosswalk project from Garden Grove, but he is not sure if this is part of their master plan. If the project is selected by SCAG, they will have to go through an allocation process and authorization and receipt process before they can begin work.

A committee member asked if there were any lessons learned from Cycle 1. Louis said they did a quick analysis and it was obvious that disadvantaged

communities were the winners. Disadvantaged communities are determined by the CTC on an income basis and Anaheim and Santa Ana are the major areas in Orange County. The applications are burdensome and require a lot of time to complete because the CTC required extensive data for each project. Agencies need to be more vigilant about their research to effectively compete. Louis said the CTC will need to standardize their measurements in the next round.

A committee member asked if Anaheim and Santa Ana submitting too many applications was detrimental to their project scores. Louis said this was not the case—the applications lacked some required data and some potentially good projects were not considered due to incompleteness.

A committee member asked why Safe Routes to School applications were most successful. Louis said it was easier to obtain funding for these projects since a third of the funds were set aside for this type of project. The ATP is a combination of the old Transportation and Highway Program, Environmental Mitigation Program and the Safe Routes to School so it made sense for them to break it out into thirds. Agencies applying for these funds typically supplied significantly more data and worked with schools to acquire necessary data.

A committee member asked if this breakdown of funds into thirds would continue in future years. Louis did not have the answer because CTC and Caltrans will have to approve this.

A committee member asked if the application process was systematic as far as supporting communication with agencies about their data and whether it is adequate and correct. Louis said each criterion has a different way to capture information. The accident data is probably the easiest to collect because it comes from CHP and police department databases. Agencies had to provide a breakdown of the raw data and mapping of each accident. The cost-benefit criterion did not have a specified method of collection—each agency had to come up with their own. A committee member asked if they provided a format to make this systematic. Louis said they provided a methodology to the agencies, but Caltrans will ultimately decide the method for the next round. Cycle 1 was a test case to see what problems the program would have and figure out how to iron out the wrinkles. The next round will have specific methods for the agencies on data collection in the various criteria.

A committee member reported Anaheim had four meetings for their Bicycle Plan Master Update and divided the city into four areas. The committee member attended one of their meetings and wondered how much of city planning is coordinated through OCTA for standardization purposes and communication between the cities. Anaheim refers to their plan as the Anaheim Outdoors Connectivity Plan and they review bike trail and lane

opportunities at their meetings. A retired traffic coordinator is heading their efforts as a consultant. Alice said this will be discussed in Item 3.

3. Planning Update

Carolyn Mamaradlo, Transportation Analyst

Carolyn presented a graph outlining the bikeway planning progress made throughout the county. Planning for North Orange County has been completed.

Alice asked Carolyn to give a brief overview of the collaboratives to the new members. Carolyn said in 2011 north Orange County cities approached OCTA wanting better coordination across city boundaries. This was the start of the countywide planning process: OCTA works closely with the cities to identify potential opportunities that cross city boundaries and connect to regional priority locations, and to advance projects along those corridors. The process has two phases: the first phase is the Bikeway Strategy which focuses on building consensus on where key corridors are and the second phase is much more technical, working with city planners and engineers to look closer at the top corridors and implement projects. Alice told Leonard they are working on these collaboratives by supervisorial district. The first was the Fourth District Bikeways Collaborative and OCTA had public works directors and planners meet and identify priority corridors across city lines.

Carolyn just came from a meeting with Anaheim about their bike plan updates.

A committee member said the TAC is involved with getting cities together to plan these bikeways as well so there is communication.

Carolyn said they just wrapped up the District 1 & 2 Collaborative in West Orange County and sent out feasibility studies for the top four corridors to those cities. Right now, they are in the middle of the District 5 Collaborative in South Orange County. Next month they will begin District 3 which is the area around Tustin. They will get the contract to the Board next month and the schedule will be completed in fall 2015.

Carolyn presented a map of the county: they have identified over 200 miles of regional bikeways in Districts 1, 2 and 4, drawn in orange. Some segments are dashed and those are the proposed bikeways. About 35% of the network is constructed and of the 21 corridors identified seven have moved forward through feasibility studies. Strategies and feasibility studies provide cities with a means to improve project readiness and compete effectively for funding. During the 2012 BCIP call, four projects were funded; in the next call, three projects were funded. Blue lines designate regional corridors that have not yet

been funded in the BCIP. This is a progress report on how projects have been advancing.

Roy thanked Carolyn for putting the map together—it is helpful to see progress with public involvement.

Many cities are making significant progress on their own: segments highlighted in yellow, such as the Wilshire bike boulevard in Fullerton, PE ROW in Garden Grove, Huntington Beach sharrows on Pacific Street and Costa Mesa Class 1 channel.

OCTA is working with Garden Grove to plan a bikeway project on a segment of the PE ROW and they are identifying use provisions that would allow them to use OCTA ROW for bikeway purposes. On the twelfth of next month, Stanford and Nelson will be closed off for a bike ride to showcase getting around the city without a car. This is being used as a pilot effort to develop policy for the entire ROW in Orange County to streamline the process.

A committee member asked if OCTA owns all of PE ROW. Carolyn said only within Orange County, but not the Union Pacific ones. OCTA bought PE ROW from a specific previous operator. Cities can work with railroads to get an easement. OCTA owns the diagonal PE ROW across Orange County in addition to the LOSSAN corridor. The rest of Orange County rail is privately owned, or has been sold off.

Carolyn said the South Orange County Bike Strategy is nearing the end of the process. They have met with stakeholders and the project development team which is made up of city planners, and also with the public through community roundtables.

Carolyn shared the nine recommended corridors with the subcommittee and the criteria that will be used for feasibility studies.

Carolyn invited subcommittee members to give their feedback at tomorrow's public roundtable. This will be the last public event for developing the Bikeways Strategy. The purpose is to build excitement in the corridors among the public as well as elected officials to garner support.

The final district bikeways effort in the OC foothills (District 3) will begin soon. They are going to the board committee next month. They expect to begin work in winter.

Their next steps will be to finalize District 5 and begin studying the top-ranking corridors and then begin District 3.

A committee member asked if they received any survey responses. Carolyn said they did a general survey last fall for corridor alignment development. They then had a second survey where the public could make the corridors. There were over 115 responses.

A committee member asked when the pilot project is planned to be complete. OCTA staff responded this is up to the city and they have said information will be available on the twelfth.

Roy asked Carolyn to clarify the meaning of the Orange lines on her map. Were these projects that applied for ATP funding or projects that received ATP funding? Carolyn said these are being recommended for SCAG funding. Louis said these are the 16 projects that rank the highest and are expected to get funding. Carolyn said there is no overlap between BCIP and SCAG funded projects.

A committee member asked if when surveys are sent out, are they sent to bicycle clubs. Carolyn said they maintain a list of stakeholder email addresses including people who have signed up to receive updates. Surveys were emailed to this list and they did some social media posts and included an article in On the Move and some cities posted on their websites.

A committee member asked if there is a way to work with bicycle clubs to get email addresses or advertise on their website. Carolyn said we can collaborate with these groups to promote the surveys further.

A committee member said OCBC put the survey on their site and that was helpful so we could ask other organizations to do something similar. Nathan said getting one central contact for an organization could be beneficial.

Nathan said they have 45 RSVPs for the Bikeways event and he expects a large turnout. Nathan invited committee members to send lead contacts for their organizations to him for correspondence. A committee member suggested bicycle stores as hubs of communication as well.

4. Bicycle / Pedestrian Safety Campaign

Nathan Wheadon, Marketing Administrator

Marlon Perry introduced OCTA's new ATP Marketing Program Administrator, Nathan Wheadon, to the subcommittee.

Nathan gave an update on OCTA's bicycle outreach program, the goals of which are to educate and promote bike safety, support bikeways planning and raise new brands for the OC Loop. The board approved a budget for this year

which will primarily be used to purchase local cable television, drive-time radio and online ads to maximize the reach of our messages. One strategy the program will use will be to create partnerships with cities and advocate groups to get feedback from key stakeholders.

Nathan gave a snapshot of the bike safety survey emailed out in previous weeks. He is working with stakeholders and the OCTA planning division to do this survey which will prioritize countywide bike safety issues. They will then craft targeted messages from the results. So far, he has received 33 completed surveys of the 75 people it was sent out to and they are seeing a few trends:

1. wrong-way riding
2. understanding the rules of the road
3. not obeying traffic signs/laws

A committee member asked what the cutoff date and target audience are for responses. Nathan said they are trying to get responses from stakeholders, city planners and law enforcement officers by the end of the month so they can move forward with planning the 2015 campaign. The committee member asked if they wanted responses beyond this group. The team believes they will get a good understanding from the people they have polled, but is open to suggestions. OCTA staff said they were trying to keep the audience balanced between the various groups.

Nathan said the first target message focused on was the California Three Feet for Safety Act, which went into effect today. OCTA partnered with the Automobile Club of Southern California to use the same ads to get greater frequency and reach. Marketing created multi-lingual flyers, posters and window-clings and the Automobile Club will be distributing these materials through their service providers as well as OCTA through OCTAP and bus services. OCTA launched radio and TV commercials to expand reach and direct frequency, relying on mass media to spread the message along with grassroots marketing efforts. Nathan shared the video ad with the subcommittee. These ads are targeted at drivers.

A committee member asked if the team has someone giving technical advice on cycling commercials because the helmet ads they ran were corrected by the subcommittee as well. Alice said they had Peter Van Nuys check out the commercial.

The District 5 Roundtable will be on the 17th, the Coyote Creek Ribbon Cutting on the 18th and they are hoping to have an OC Loop bike riding event in late October.

A committee member asked if they changed the date of the OC Loop ride—it was on the 25th. Nathan confirmed they are planning on the 25th, but need to work with La Mirada on the final date.

A committee member said they have public cable TV. Marketing might want to contact for Westminster, Costa Mesa, Fountain Valley and Huntington Beach channels. The dedicated channels will be busy during the political season and would be a good venue to air the PSA.

A committee member said the Orange County Wheelmen were able to get a direct ad in the newspaper that Marketing should look at. Nathan said he has seen this and will reference it for later campaigns.

5. Pedestrian Priorities Update

Paul Martin, Active Transportation Coordinator

Gary Hewitt introduced Paul Martin, the new Active Transportation Coordinator to the Planning Department. Paul has 14 years of experience as a registered civil and traffic engineer. He is an Orange County local and has worked with OCTA on the District 1 & 2 Bikeway Strategy and Non-Motorized Metrolink Accessibility Strategy.

Paul handed out the Pedestrian Priorities and Roy asked Paul to give an overview for new members. Paul said the subcommittee developed these priorities during the past year and a half and they cover a variety of different topics. The handout illustrates some activities that OCTA has taken on during the past year that shows how our actions are consistent with these priorities. The priorities are advancing to other groups—Roy is going to the Legislative Committee next week.

Paul mentioned the first item about Policy and the MPAH. This emphasizes the creation of a regional network. OCTA is working with cities to add bike lanes where traffic does not demand as many lanes. On the design level, planning looks at the design of the transportation system and accommodating bicycle/pedestrian transportation. OCTA is implementing projects such as the OC Loop by partnering with the County.

Roy asked about the multi-modal analysis tools listed under Policy. Paul said traffic analysis is done using Level Of Service (LOS). Engineers try to modify LOS to move more cars and goods faster, traditionally. Multi-modal tools are those suggested to incorporate planning for pedestrians and bicyclists as well.

A committee member asked about best practices. Paul said different proprietary vendors have developed tools based on efficacy and

communicability. Policy decision making and balancing priorities are the goals of these tools.

Paul said the state also reviews systems based on LOS and this is shifting toward CEQA requirements and multi-modal tools. Gary said they are developing a new metric to move from LOS to Vehicle Miles Traveled (VMT). Developers can provide comments about these standards to the state.

A committee member asked about the problem of fatalities and a lack of crosswalks. Paul said potentially cities will add more crosswalks or prioritize locations of crosswalks.

A committee member asked if Paul can give advice to cities on designs. Paul said yes, part of his role is to be a liaison and support city staff. Right now they are pointing them to best management practices from bikeway planning documents. He would not go into a city and tell them to make changes, but they can facilitate planning efforts. The Anaheim bike plan may come up with a list of multiple locations and OCTA staff can compare this with the MPAH.

A committee member asked how LOS would translate to VMT. Paul said the state is asking for comments from cities because they are not sure at this point. Cities may still require LOS for their general plan, but may have to do VMT to comply with CEQA in the future. The state will probably not create a direct conversion but will continue to use both measures. Potentially, this will create more work for elected officials. Cities can utilize VMT as soon as it is finalized on the state level and it will go before CEQA analysis in January 2016. Environmental and Traffic city staff will have more information regarding this legislative change (SB 743).

Roy asked if projects OCTA is paying to match under "Funding" are for pedestrian use. Louis said not exclusively, some of these are multi-use.

6. OC Loop Status

Paul Martin, Active Transportation Coordinator

Paul Martin gave a walkthrough of the OC Loop. The concept is to create a 66-mile, seamless loop around Orange County to create a low stress environment for pedestrians and cyclists. This will connect the inland regions to the rivers and oceans. Certain trails along the loop are already used heavily—the project goal is to close gaps between these trails and brand this as an OCTA-funded project.

Different user types are being considered—Paul showed photos of a mix of people using various trails throughout Orange County. Marketing will highlight a range of benefits to cities to capture the interest of multiple groups.

Connectivity is highlighted as the Loop will connect to Metrolink stations and all OCTA buses have two bike racks. North County will have greater access and low-stress recreation for ages “8 to 88” will be emphasized.

Paul discussed the amount of investment already put into the 70% complete Loop. How can OCTA best use funds to complete the final 30%? They will look at rail lines and easements with business in the area as property values are shown to increase with these kinds of trails and trails will connect to places of retail and business. They will continue working with Orange County, the 17 cities along the Loop, OCCOG, Caltrans Union Pacific Railroad and bicycle advocates and community groups to complete the Loop.

The project will be funded through the ATP and the BCIP. City councils want to hear what their funding opportunities are and have directed staff to begin projects and contact OCTA.

Promotion is being done by OCTA and the County of Orange got funding from SCAG to do a feasibility study on closing the gaps. The County of Orange recently constructed a section of Coyote Creek and the ribbon cutting will be on Thursday at 3 p.m. It will be based out of La Mirada. In the next few months they are planning a community ride as a weekend public event at the 3-mile finished stretch Coyote Creek Trail.

The County of Orange study is underway and OCTA will continue to support the results of the technical study. OCTA typically does not go out and build bikeways; their role is to help cities make projects happen. OCTA presents at city meetings and asks them to consider bikeways planning a priority.

A committee member asked about the County study and how they would reconcile many different property owners in the Huntington Beach/Seal Beach area. Paul said the study is looking at possible alignments and pros and cons associated with each.

7. Bike Share Update

Marlon Perry, Vanpool / BikeShare Manager

Marlon gave a brief update on BikeShare program status. Marketing has two current promotions: Metrolink monthly pass-holders get a free BikeShare annual membership and students get 20 percent off annual memberships.

8. Staff Liaison

Kelley Jimenez, Strategic Communications

Alice said the Anaheim Regional Transportation Intermodal Center grand opening to the public is planned for December 13.

9. Subcommittee Member Comments

Roy Shahbazian, Subcommittee Chair

A committee member commented there was an American Planning Association meeting for the California Region and they took Jax bicycles on a tour down Santa Ana River Trail. The tour went well.

The City of Fullerton is trying to increase its bikeway program. He asked Louis how Fullerton can improve their application to get funding from ATP. He said there will most likely be significant changes from the state, but they will have discussions with cities to go over their applications and what they can improve. Louis is still in the process of going through the 66 applications in detail so he can give advice to the cities.

10. Public Comments

Roy Shahbazian, Subcommittee Chair

A member of the public commented since the first day of the three-foot law many states have shared road license plates. He used to work for the Florida DMV and they have plates people can buy to donate to non-profit organizations. He suggested going through the DMV since they have excess funds.

Roy thanked staff and commended OCTA on its leadership in county transportation.

11. Adjournment/Next Meeting

December 16, 2014