

PEDESTRIAN ACTION PLAN STATUS UPDATE – DECEMBER 2015

In April 2015, the Orange County Transportation Authority (OCTA) directed staff to advance the Pedestrian Action Plan. Table 1 summarizes the actions and status of the Pedestrian Action Plan.

Table 1 – Approved Pedestrian Safety Actions

Priority	Category	Action	Time Frame	Estimated Cost	Status
1	Education	Pedestrian Safety Training – Offer expert assistance regarding safety techniques training to community stakeholders, law enforcement staff, city staff, and/or elected officials. Lead: OCTA Consultant	Short-term	\$	\$10,000 included in fiscal year 2015-16 budget for training.
2	Engineering	Active Transportation Project Checklist – Develop checklist to consider bicycle and pedestrian accommodation in projects designed by OCTA staff. Provides method to illustrate decision-making and transparency in ultimate outcomes and avoid conflict when project is due for construction. Lead: OCTA	Short-term	Staff time only	Under preparation by staff for inclusion in project delivery efforts. Ongoing coordination with Capital Projects Division regarding interchanges at Interstate 5 (I-5)/ Avenida Vista Hermosa, I-5/Avery Parkway, and I-5/La Paz Road.
3	Engineering	Focus Area Implementation – Pursue new funding source for problem area identification, conceptual planning, final design, and implementation of low-cost pedestrian-specific engineering improvements within the County. Lead: OCTA with City support	Short-term	\$\$	Multiple funding sources under consideration for applicability (Highway Safety Improvement Program, Systemic Safety Analysis Report, Office of Traffic Safety).
4	Education	OCTA Vulnerable User Campaign – Consider how to refine the planned active transportation campaign to address vulnerable users such as youth, seniors, non-English speakers, and those with diverse cultural/ethnic backgrounds. Lead: OCTA	Short-term	\$\$	Safe Walking Tips for Seniors Flyer developed and distributed – summer 2015. Bike Salmon campaign completed summer 2015. (B)right visibility campaign launched fall 2015 included in-schools youth training/instruction.

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5	Enforcement	Traffic School Diversion Legislation – Support efforts to change state law related to allowing bicycle/pedestrian-specific traffic school diversion programs for adults as well as youth. Lead: OCTA with Law Enforcement support	Short-term	Staff time only	OCTA Board of Directors took a support position on AB 902 (Bloom, D-Santa Monica) to expand reach of diversion programs from minors to all ages. Additionally, support letter sent for AB 534 (Linder, R-Corona) related to hit-and-run violations. Governor signed AB 902 into law in September 2015.
6	Education	Promote Best Practices – Develop inventory of best practices related to three E’s countywide. Promote successful efforts through AAA, ACC-OC, and League of California Cities. Lead: OCTA with City/Law Enforcement support	Short-term	Staff time only	OCTA staff are coordinating with City staff to develop inventory of best practices in use throughout the County.
7	Education	“Be Seen” Promotion – Develop marketing campaign focused on visibility of pedestrians. Coordinate schedule to align with fall 2015 time change. OCTA to promote through contact with bus riders and advertising on buses. Lead: OCTA	Short-term	\$	The (B)right Visibility Campaign was launched in fall 2015 with positive feedback on the messaging, videos, and campaign materials.
8	Engineering	Pedestrian Prioritization Study – Build upon sidewalk inventory study to prioritize locations and identify pedestrian improvements countywide. Use similar process from countywide bike planning, including toolbox of pedestrian-specific solutions. Lead: OCTA with City support	Mid-term	\$\$	Pending CTC approval, OCTA will secure \$280,000 in grant funding for creation of a countywide Active Transportation Plan to compile bicycle and pedestrian engineering improvements to position cities for implementation funding.
9	Enforcement	Pedestrian Safety Task Force – Develop task force led by law enforcement staff including OCTA transit police and city staff to identify techniques to improve pedestrian safety and challenges to implementation. Lead: Law Enforcement	Mid-term	Staff time only	OCTA staff are working with the police chief’s roundtable to develop a process for establishing a pedestrian safety task force.

Note: \$ - less than \$100,000
 \$\$ - \$100,000-\$250,000,
 \$\$\$ - greater than \$250,000

AAA – American Automobile Club
 ACC-OC – Association of California Cities-Orange County
 CTC – California Transportation Commission