

# OCTA JULY 12, 2008 PUBLIC WORKSHOP COMMENTS

## How the Comments are Recorded

- All workshop participants' comments are recorded verbatim. Any clarifications are added in brackets [ ].
- Sometimes people added comments to the comments of others; these comments are denoted by an asterisk.
- In some cases it was hard to know the exact location of dots placed on the maps, but all of their locations were recorded as best as possible.

## Board Comments

There were seven boards with information and photos on which to comment. Participants wrote their comments on post-it notes and stuck them to the boards. Below are the names of the boards, their sub-sections and the comments left on each of them.

### Project Overview

- What about land use and zoning—more ped (and) bicycle friendly
- Why isn't the current bikeway network advertised more?
- See/google "complete streets" "safe routes to schools"
- Provide leadership for a system of linked routes

### Implementing the Commuter Bikeways Strategic Plan

- It would be great to have some bike lockers available at the train station for use on an occasional basis "first come first served". Use a token to open for each use like at an indoor bus depot luggage locker.
- Five bikes only? Need more spaces. [in reference to bike locker photo]
- The money spent on this crossing must have been millions right nearby on university is a safe Class II on-street crossing. [referring to Jeffrey Rd./I-405 bicycle bridge]
- CMAQ funds are perfect for bike stuff. Why not?
- Bike lanes needed on: 1) Kramer and Yorba Linda Blvd to the Santa Ana trail 2) major cross streets—Ball, Katella, Chapman

### Bicycle Facilities

- General comments:
  - These on-street bike routes need to be installed with traffic calming (lower speed limits) and road diets (fewer lanes)
  - Eliminate suicide left turn lanes and convert to bike lanes
  - Irvine: (those turning right) use bike lane : ( Tustin: bike through lane : )
  - Clear markings for bikes (where space is available) at intersections—(have a lane for cyclists to avoid motorists making right turns)

- Class III: Bike Routes:
  - Class III bike lanes are useless. Stop funding for Class III and use it for Class II— minimum. Thanks.
  - Motorists don't respect Class III bike routes. At a minimum, they should be Class II.
- Class II: Bike Lanes:
  - Need a system of linked Class II lanes (or wide 16' + curb lanes)
  - PCH through Laguna Beach could use a Class II route. The problem is on-street parking for local business leaves no room for Class II lane
  - City of Orange's Class II bike lanes—majority do not comply with Caltrans Hwy Design Manual
  - Need Jersey barriers for Class II on high-speed roads
- Class I: Off-street Paths:
  - More paths north of Lincoln going west or northwest
    - \*I second that!
  - We need more of these [Class I paths] that are convenient for transportation, not just recreation
    - \*Amen!
  - Allocate more resources and funding for on-street bikeways since those off-street paths don't take me anywhere I want to go.
  - Class I bike path east/west in central OC (Santa Ana) connecting to Santa Ana River Trail

### **Support Facilities**

- General comments:
  - More bike stations! Showers? Bike repair or near a bike shop
  - Make Caltrans work with the cities to expedite creation of bikeways along Beach Blvd.
- Transit Access:
  - (Need) Trolleys in high traffic areas. Downtown area.
  - Metrolink should not have metal pole in doorway/entrance near bike storage area. It causes delays due to handlebars.
  - Maybe (there should be) a bike and rider car on Metrolink.
  - There should be more bike parking areas at bus stops because of the 2-bike rule per bus. In general, OCTA should design buses to hold more bikes or give bus drivers discretion as to whether to allow individual bicyclists on board if their bike exceeds the 2 bike limit.
  - We need more capacity for bikes on Metrolink trains
  - Can buses have bike racks similar to light rail racks, holding more than 2 bikes?
  - I wish we had light rail in OC!
  - Need to facilitate bicycle rider access to Metrolink and buses (and more light rail)
- Short-term Bike Parking:
  - There should be bike racks at bus stops with high volume boarding.

- Long-Term Bike Parking:
  - I've seen these [bike lockers] double as homeless shelters, so need to monitor their usage.
  - Convince office building owner/managers and retail owners to install working bike racks & lockers at office buildings, shops, and malls.
  - Bike parking facility in Santa Ana Civic Center (like Long Beach)

### **Bicycle Boulevards**

- Exciting ideas. Should be encouraged.
- Why don't we have more share the road signs?

### **Examples of Innovative Solutions**

- Sharrows:
  - We need more sharrows and signs so cyclists and motorists know what to expect.
- General comments:
  - Great ideas! Let's do: wheel gutters, sharrows (with signs), loop sensors
  - I agree—great ideas! Signage is key. Gutter rail @ Metrolink Laguna Niguel.
- Wheel Gutters:
  - Where is the wheel chair access? Share the cost with that department.
- Bike only entry:
  - Excellent [or exciting?]
- Bike-Only Signals:
  - Typically not needed on major streets with frequent auto traffic. Nice on low or medium volume Class II bike lanes.
  - Rather than signals, use cameras to control intersections. Buttons move bikes too far right.
  - Put these signals at all intersections
- On-street Bike Parking:
  - The City of Stanton could do this on Chapman Ave. just east of Beach. (They just added bulb-outs.)
- Loop Detector Markings:
  - I prefer loop sensors that aren't round—8-sided or 6-sided figures are easier to drive over
  - How about using radio frequency chips (sold to cyclists) so signals are automatically triggered

### **Education, Encouragement, Enforcement**

- Education:
  - Please—P.S.A. & signage to educate motorists vehicle operators—bicycles have right to use road!
  - Educate bus drivers! and motorists

- Educate drivers. They just drove as if they are the king. Tell them (to) slow down and do not harass bicyclists.
- (Have) bike education at traffic school
- More outreach to (the) public—TV public service announcements about share the road? Involve hike, outdoor, scout, and YMCA groups in bike commuting and education
- Share the road, bus wrap [advertising]!, bikes belong!, ride on the right side of the road!
- Existing Programs:
  - Promote bike to work week with more local involvement—city meeting spots, new rider intro to commuting, etc.
  - Yes! I used the Dump the Pump coupons
- Enforcement:
  - Enforce bicyclists running against the traffic flow and those of who ride bikes on sidewalks
- Bike Sharing Programs:
  - Bike rentals near Disneyland/Convention Center
- Maps & Route Planning:
  - How about something better than bikemetro.com

## General Comments

The workshop also allowed participants to share general ideas and comments. Below are the comments they wrote on the “Idea Parking” easel.

- Stores and offices need to have more bike racks. Is there some way to encourage this (\$)?
- The DMV needs to put in questions on the driver’s test that tests how much drivers know about bike operations. Drivers seem to think bikes don’t belong on any road at all.
  - \*Yes
- Put slogan on the back or side of buses about being respectful to cyclists
  - \*Yes
- We need to promote the idea of bike community
- What . . . ! No bike parking at OCTA?
- Cross walk signals should be “reactable” without having to get off bike or pull bike onto sidewalk
- Some lighting on bike path for safety
- Promoting bike routes and paths in the bus schedules would help promote a cycling community
- Parking ideas: encourage bike parking front-center of destination so that car drivers are in constant reminder about bicycles
- All colleges and schools should be surrounded by bike lanes
- TravelSmart or other social marketing programs at large employers to encourage bike and bike-transit use
- Katella “Smart” street must leave Class II lanes. Do not repeat the mistake made on Beach Blvd. stupid street!
- The main issue for people in the OC to get behind [is that] bike commuting is cultural. If marketing could turn bike commuting from a poor person’s method of transportation into a

trend, the pockets of the OC would open to fund these important projects. An Idea would be finding “Alpha OC” residents and having them start the trend for others to follow. It would be a type of viral trend without pumping too much money into marketing.

\*Adding to this, it is land use which convinces everyone to drive. More density around transit nodes with narrower streets.

- There should be more advertisement and public announcement about what is available for bike commuting. I think more people would ride if they were aware of what resources are available.
- Sponsor a bike team or group with OCTA jerseys
- Santa Ana River Trail pavement improvement (tree roots)—Imperial to Katella
- Adopt-a-bikeway idea to pay for maintenance with bike shop / restaurant sponsorship (signs).
- Serrano Rd.--poor pavement, striping
- Improved east-west routing (Orangethorpe too busy in PM)
- Traffic signals that sense bikes (perhaps wireless device sold to cyclists)
- More bike racks on Amtrak / buses
- Improved lane markings at freeway underpass / crossings (91 & Weir & Imperial)
- Correct wood planks and nails on SANTA ANA RIVER TRAIL bridges (south end of Golf Course in Santa Ana, one north of Hamilton)
- Can bikes be allowed on the toll road shoulders? Such as the 241 and 261
- For Yorba Regional Park (have) signs on river trails for new users (education) ... dogs on leash, stay right, etc.
- Trail & shoulder sweeping (glass)
- Allow cyclists to continue on red lights at T-intersections or have yield signs
- Cycling-related vending machines (nutrition, energy bars, drinks, tubes!) along trails
- Better signage and markings on Aliso Creek Trail (avoid getting lost, identify hazards, etc.)
- Open gate on south side of Santa Ana River Trail between Imperial & Weir
- Open east side of Santa Ana River Trail between Katella and 22—sign says bicycles not allowed
- Correct "Bicycle" sign on Santa Ana River trail at Orangewood—on northbound side
- Add bike lane/path along PCH from Laguna Beach to Dana Point. Especially part around Aliso Canyon is very dangerous. If there was a way to remove parking along PCH at Aliso beach and somehow fix the narrow bridge so that bikes could safely pass and maybe install a traffic light for the cars entering the parking lot, I think fatalities could be avoided. There are many cyclists using that stretch of PCH because there are no easy alternate routes, and it's also [a] famous[ly] beautiful stretch that is part of any California coastal long distance ride.
- The 133 from Irvine to Laguna Beach used to be very nice stretch, but after road widening speeds and traffic have increased too much for comfort.
- The very south county and Irvine are well served by bike lanes, but the Lake forest(especially near leisure world golf course etc) and Laguna beach area are badly connected to the rest of the county, unfortunately those are parts that I must cross daily to get to work etc, and so do many of my fellow bike commuters.

## Map Comments

Workshop participants were able to leave comments about routes and dangerous conditions by drawing on maps of Orange County. Below are their comments.

- The section of the trail (along MacArthur?) that connects to the Santa Ana River Trail is hard to figure out

- Current map is nearly useless. Needs to be larger with more street names.
- More bike racks on buses
  - \*Agreed
  - \*Agreed
  - \*Agreed!
- The 47 [bus] is too crowded and too late please have more or longer buses
- Bus schedules need to coordinate better. 91/83 @ Laguna Hills Transit Center. 91 arrives 2 minutes after 83 departs. Next bus doesn't go entire route. No express buses from South County to Santa Ana downtown.
- Off road path north to northwest past Lincoln
- Through Craig Park, a trail that stays at street level rather than downhill back up hill
- Build 5 freeway bridge at CSUF
- Create more bike routes to Metrolink stations with "Go Local" funds
- Expand Santiago Creek Trail!
- Get Anaheim on board!
- Great plan but do cities buy this? Some cities do nothing with bikeways and do not have interest at all.
- More east/west trails connecting to Santa Ana River Trail in central Orange County
- Newport Blvd/55 S needs striped lanes. Also Bristol St. in Costa Mesa needs to be striped. I bike to transit locations and to run errands. High auto traffic is a deterrent.
- Paulino Rd. under SR55 needs to be striped. There's Class II on either side but not under the highway (see red dot.)
- Can we make the Class III section [along PCH in Laguna Beach] Class II? As a Class III, this section is dangerous to bikers.
- Safe route on this stretch [north of Crown Valley Pkwy] is essential.
- San Juan Creek at PCH underpass floods
- K rails need to separate/protect bicyclists from motorists. Should keep bicyclists on same side not far to change sides and force bikes to ride against traffic until reaching protected bike lane
- Class I trail proposed to go through O'Neill Regional Park should connect through to Trabuco Creek Trail. Open equestrian/bike trail
- Proposed Class I just north of SR 74 should connect to existing Class I just south of SR 74, west of La Pata Ave.
- Identify a connection on Santiago Creek Trail from Main Place Mall to Santa Ana River Trail
- Bike Boulevard for [Wilshire Ave?]
- Bridge over SR 57 needed near CSUF to connect proposed bikeways
- Complete Malvern Link West to Coyote Creek through Buena Park
- Coyote Creek Trail—near under passes, cement to asphalt transitions have a ridge (bad transitions, rough pavement)
- Bridge is needed [over Metrolink tracks for existing Class I that crosses very close to the Buena Park Metrolink station]
- Please finish Class II lanes on Orangewood and Cerritos. There's plenty of room but drivers aren't paying attention! The proposed Class I lanes would be even better for the Anaheim/Garden Grove/Stanton areas.
- We need a good east-west connection near the block [of] Lampson and Lewis to Main Place (Santiago Creek)
- Extend Santiago Creek [trail] to Santa Ana River
- Yes! I commute Red Hill from Walnut to Warner. Paint faster!! It's a highly industrial office area . . . there should be a lane now!!

- Rail –trail opportunity [near Tustin Metrolink Station] would help traffic flow onto the train station. Would be Class I.
- We need Class I paths that are designed for transportation. For example, paths that connect South County to North County through Irvine. Something like this would connect to employment centers.
- Off-road trails must be continuous (no stops at cross streets) to be useful for commuting!
- Serrano Rd.—bad shoulders and markings—worst between Knoll Ranch and Oak Canyon
- Traffic on SR 74 needs to be calmer before Class II will be comfortable for riders.
  - \*Yes!
- There are lots of poor quality pavement sections on the Salt Creek bike trail. This is due to landslides and should be fixed. It is hard to cycle on with the terrain and the pedestrians.
- Class II is a waste of money???! To be effective Class II should be a minimum standard.
- [add] Fullerton Creek Trail (exact alignment unclear)
  - [Drawn from just north of Bloomfield Ave. and Crescent Ave. to Stanton Ave. in Buena Park.]
  - \*Drawn close to Moody Creek. Perhaps the person who wrote this meant Moody Creek.
- [Add ] Brea Creek trail
  - [Drawn from just north of intersection of Walker St. and Orangethorpe Ave. to Buena Park Metrolink station]
- [Add] Carbon Creek trail
  - [Drawn from just south of Greenleaf Ave. near I-5 highway, to La Palma Avenue, then along rail road tracks to Kimberly Ave., over to State College Blvd.]
- Dangerous areas/areas to be addressed—denoted by red dot on map
  - Salt Creek Trail
  - Metrolink right-of-way near Tustin Metrolink Station
  - Red Hill, from Walnut to Warner
  - Gap between block of Lampson and Lewis to Main Place and Santiago Creek
  - Serrano Ave. near Santiago Oaks Regional Park
  - Santa Ana River Trail near the Anaheim Canyon Metrolink Station
  - Paularino Ave. at SR 55