

**MINUTES
BICYCLE USERS SUBCOMMITTEE**

City Hall - Council Conference Room
Wednesday, August 21, 2013 - 5:00 p.m.

COMMITTEE MEMBERS PRESENT:

Gene Hiegel, Chair
Karla Reinhardt
Jane Rands
Vince Buck
John Carroll (arrived late)

COMMITTEE MEMBERS ABSENT:

Beth Trimble, Vice Chair
Matt Leslie

STAFF PRESENT:

Jay Eastman, Senior Planner

OTHERS PRESENT:

None

CALL TO ORDER

The meeting was called to order by Chair Hiegel at 5:02 p.m.

PUBLIC COMMENTS

There were no members of the public present.

MINUTES

Committee members had not reviewed the minutes from July 17, 2013. The minutes were continued to the next meeting.

REGULAR BUSINESS

1. Class III Signage Opportunities

Senior Planner Eastman provided a staff report. He provided background stating the Committee felt there was not adequate signs pertaining to Class III routes; the Committee had identified three (3) routes that were to be focused on, including Puente Ave., Wilshire Avenue (including Chapman west of Woods), and Valencia Mesa. Eastman passed out a map showing locations of current signs and potential locations for signs. The map has not changed from the previous BUSC review. The Committee was to provide staff with feedback on the map. Eastman discussed a few of the questions Committee members had inquired about by e-mail.

Member Rands stated she would like to have the BUSC follow a set of rules regarding where signs should be placed. She'd like the City to place signs at all connecting streets; as an example, along Wilshire, all the streets that connect between Chapman and Commonwealth should have a sign on Wilshire Avenue (signs facing east and west). Committee members Rands, Hiegel and Buck discussed the merits of a policy requiring directional arrows on arterial roadways, to orient bike riders onto Class 3 routes. An example was at Wilshire and Raymond, where directional arrows on Raymond would direct to bike riders on Raymond to use Wilshire.

The Committee discussed the three (3) routes and where they would like to add signs. Member Rands would like to see signs at all street intersections, except where the cross street does not go through to another street. Member Buck was concerned with over-signing on streets where you can see a quarter mile ahead, and felt those locations should allow for the City to skip every other street. For Wilshire Member Reinhardt would like a sign added on eastbound Malden, Member Rands would like signs added to eastbound and westbound Harrington, east and west Raymond, Malden, eastbound Lawrence, westbound Ford, westbound Orange Street, and on "little" Chapman east of Euclid (@ Sweet St). Chair Hiegel and Member Buck said they had no additional suggestions for Wilshire Avenue. For Valencia Mesa Member Reinhardt and Member Buck had no suggestions. Member Rands would like a sign added on the west end at Bastanchury, westbound, at the entrance to Sunny Hills High School (Warburton), as well as an eastbound sign near the school. Member Rands identified concerns related to the bike route at east Valencia Mesa, where the path traverses through the hospital parking lot. Rands wanted street markings and re-striping of the area where it is worn out, and a replacement of the "stop for pedestrian signs". She would like to see westbound sign labeled as "no. 3" on the map moved from Crestview to Mesa Del Sol, to space out signs and to accommodate church parking. Member Buck suggested that the signs not be placed in front of peoples houses.

Item no. four (4) on the agenda was taken out of order.

4. Sharrows Markings

Senior Planner Eastman provided a staff report, summarizing the background of this item, and stating that the City is looking for the BUSC to provide an initial direction as to the rules under which sharrows shall be applied in the City, and an initial list of streets where sharrows would be installed first. Once the BUSC has provided feedback, staff will analyze and make a recommendation to the BUSC, T&CC and City Council.

Member Rands suggested that sharrows be installed on streets where Class III routes end, not just due to inadequate right of way, but also where City facilities jog out into the street (such as bulb-outs). Member Buck suggested that sharrows be used wherever Class II routes end, for whatever reason, including where they stop a distance from an intersection. Member Buck identified North Harbor Boulevard at St. Jude as an example, although some consideration to vehicle speed should be given. Another example is Highland Avenue between Wilshire and Chapman Avenue, where the Class II ends unexpectedly.

Member Carroll entered at 5:40 PM.

The Committee discussed whether posted speed limits should be the basis for locating sharrows, and generally the Committee felt that speed limits should be considered on a case-by-case basis. Member Buck suggested that sharrows be added on Lemon Street from

Berkley to Wilshire Avenue, initially, and possibly down to Santa Fe Avenue if there is bicycle use. Chair Hiegel suggested E. Wilshire Avenue behind the post office, where there are cars on both sides of the street at all hours. He said the same issue occurs on Dorothy Avenue, where CSUF students are now parking on both sides of the streets where it is a Class III. Member Reinhardt suggested sharrows on W. Wilshire Avenue between Harbor and Malden, where there is a Class III and lots of parking. Member Buck suggested, in addition to where Class II routes end, sharrows should be used where there are the old substandard Class II routes, and Valencia Mesa might be an example of one of these, as well as on Dorothy Avenue. There was a discussion of removing the lane limit line if sharrows are added. Member Buck suggested sharrows on Acacia from Chapman to Dorothy, and it was suggested to expand the sharrows north to Melody and along the creek road. Member Buck suggested using sharrows along Acacia during the grade separation projects. Member Buck suggested the Bike Boulevard on Wilshire, and other designated Class III routes.

Eastman stated that he had driven down Anaheim Blvd. in Anaheim at Member Buck's suggestion, and noted that sharrows were added where the Class II route ends, including where there is on-street parking, and at intersections where vehicle turn movements occur. He thought it works pretty well. Member Rands suggested that the City use share the road signs and dashed lines to move the Class II route through the intersection. Member Buck suggested a Class II lane or sharrows on the small segment of Yorba Linda Blvd. that goes up the hill west from State College Blvd. Member Rands suggested that marking treatments be used on Orangethorpe where the Class II lanes end and then pick up again at intersections. Member Buck clarified that he does not support using sharrows in lieu of a Class II bike lane where there is adequate width to install a designated Class II lane.

Member Rands left the meeting.

There was additional discussion regarding the merits of the limit lane on Dorothy Lane. Chair Hiegel, Member Buck and Member Carroll thought the limit line should remain as it slows traffic by visually narrowing the street. Planner Eastman expressed that it could make sense to move the limit line close to the curb if sharrows are installed, as that would better ensure cars are parked where their door swing does not extend into the sharrows. Additionally, any car parked over the limit line might slow traffic by making it look like the car is encroaching into the travel lane. Eastman indicated he'd talk to Traffic Engineer Miller to get his thoughts.

In summarizing the sharrow location discussion above, Chair Hiegel included the lower section of Dorothy Avenue at the west end, as well as Hornet Avenue. There was discussion of using Class II routes up-hill for slower bikes, and sharrows downhill where bikes can reach automobile speeds.

2. OCTA BikeLink Pilot Project

Senior Planner Eastman informed the BUSC that the BikeLink Pilot Project kick-off meeting has been tentatively rescheduled to October 9, 2013 at 2:00P, at the Bus Depot. Eastman stated that the City has approving ten (10) stations, most on the CSUF campus. However, one of the locations at the CSUF dorms has been denied by the CSUF Housing Authority, and the Housing Authority has identified two alternate sites (north and south) which will be smaller than the standard 15 dock station. Chairman Hiegel stated that the south location is a high traffic area; Member Carroll agreed. Planner Eastman shared a BikeLink site plan from a station on E. Wilshire Avenue at Harbor, which is on property owned by the First Christian Church. This location is also smaller than the standard 15 dock station. Member Carroll was

in support of all three locations. Chair Hiegel expressed concern with the south dorm location because the volume of foot traffic has the potential for a jamb-up for cyclist. He recognized the City has no authority on the CSUF campus except for Fire Department access, so felt it will be up to CSUF to monitor.

3. BIKE FULLERTON Public Outreach Program

Senior Planner provided background, stating that Member Leslie was to provide the BUSC some data. Member Leslie's voice message for the meeting stated that he gave the information to Member Rands; however Member Rands has since left the meeting. Chair Hiegel suggested putting this item on next months agenda.

Senior Planner Eastman clarified that he has been looking at how to put the BIKE FULLERTON Outreach Program on paper. Eastman shared a concept work plan he has thrown together to define the program. Eastman suggested that having an outline will help sell the program to participants and grant providers, and help the BUSC be better organized.

Chair Hiegel said the BIKE FULLERTON program also needs to reach out to drivers, not just bicyclists. He suggested a flyer be distributed in the water bill. Eastman suggested that mailers and promotional material be part of a different "chapter" with its own work plan, separate from the elementary school work plan.

5. Bicycle Boulevard Grant Application

Senior Planner Eastman provide background stating that the City asked SCAG for a planning grant for approximately \$120,000 to design a Bike Blvd for East Wilshire. Seventy-Six (76) applications were received and SCAG announced they were only going to fund the top seventeen (17) in "Round 1". Fullerton was number eighteen (18), so is at the top of "Round 2" funding. Eastman spoke with the SCAG representative who stated the SCAG Executive Director is committed to fund all eligible projects as funding becomes available. Eastman and the BUSC discussed other projects that might be a better use of staff time while the City waits for SCAG funding to become available for the Bike Boulevard.

STAFF COMMUNICATION:

The agenda next time will be:

Bike Fullerton Public Outreach Program
Sharrows Markings

Member Carroll left the meeting.

ADJOURNMENT:

The meeting was adjourned at 6:56 pm.



Jay Eastman, Senior Planner