

**MINUTES
BICYCLE USERS SUBCOMMITTEE**

City Hall - Council Conference Room
Wednesday, July 17, 2013 - 5:00 p.m.

COMMITTEE MEMBERS PRESENT:

Gene Hiegel, Chair
John Carroll
Matt Leslie
Karla Reinhardt
Jane Rands
Vince Buck

COMMITTEE MEMBERS ABSENT:

Beth Trimble, Vice Chair

STAFF PRESENT:

Jay Eastman, Senior Planner

OTHERS PRESENT:

None

CALL TO ORDER

The meeting was called to order by Chair Hiegel at 5:09 p.m.

PUBLIC COMMENTS

There were no members of the public present.

MINUTES

Member Buck noted a change to add "to" in paragraph 2, under item no. 4, after "...Eastman stated that subsequent..." Chair Hiegel noted a change to remove "on" from page 2, paragraph 2, line 3. Member Rands asked if the discussion in paragraph 2, under item no. 4, could be expanded to clarify that staff had asked for additional funding and the request was denied. There was clarification regarding the discussion on June 19, 2013 pertaining to item 4. MOTION made by Member Rands to approve the June 19, 2013 minutes as amended, SECONDED by Member Buck, and APPROVED 6-0, with Member Leslie abstaining due to his absence on June 19.

REGULAR BUSINESS

1. OCTA BikeLink Pilot Project Status Update

Senior Planner Eastman provided a staff report on the status of the BikeLink Pilot Project and identified the locations of the proposed and approved bike share station. Mr. Eastman

clarified the rental cost for the public, details on how the system is maintained and balanced, how the system interacts with the user, the City's role and responsibilities, and the program's timeline and September 4th ribbon cutting.

Eastman discussed the first station location on the Fullerton College Campus, adjacent to the campus security building.

Eastman clarified that the location at City Hall will be smaller than the other stations because of limited space (8 docks instead of 15) on the Commonwealth sidewalk. Eastman stated that staff supports the location because, (1) having bike share at City Hall makes sense, (2) this is a pilot project (i.e., station locations are temporary and can be relocation based on public input and data), and (3) the location does not require any improvements. Member Buck suggested that the station should be on the north side of City Hall in the parking lot, and Member Rands stated that there is a bike lane on Highland. Member Carol thought that the north side has solar exposure challenges. Planner Eastman stated that staff has discussed placement of the station on the north side of City Hall because there is a bike route on Wilshire Avenue, and this would help get people riding to other stations to not ride on Commonwealth. There was also staff discussion with Bike Nation about putting the station adjacent to the bus stop at the NWC of Commonwealth and Highland, and the Class II route on Highland. Member Rands stated that the proposed location is centrally located to the Civic Center, including the Community Center. Eastman stated the centralized location was part of the decision making process with OCTA, as was the decision not to take up existing parking spaces, and the challenge of solar exposure on the north side of City Hall. Eastman clarified that a successful program will bring opportunities to expand the number of sites. He stated that another positive consideration of this location is its exposure on Commonwealth, not only in relation to the advertising revenue that will support this program, but also as it relates to the City's promotion of bicycle programs). Member Buck pointed out the exposure opportunities on the north side with the volume of people going to the Library. Member Leslie felt the location works for everything except for where people are going to ride the bike. He stated that it is difficult to ride a bike on Commonwealth, and the City should not be encouraging it there.

Eastman described the FTC Bus Depot location, and stated that this station will be larger than the others. The BUSC discussed the characteristics of the location, including exposure, pedestrian traffic and accessibility. Member Leslie felt the location has good access to Santa Fe Avenue, which is a route alternative to Commonwealth Avenue, and gives access to Pomona Avenue. There was discussion on how the business model and revenue works.

Eastman discussed the locations on CSUF campus, including one near the Student Center and one adjacent to Nutwood at the termination of Commonwealth. Eastman clarified that the Nutwood/Commonwealth location is likely to be relocated by the CSUF to a nearby area.

Eastman distributed five additional site plans to the BUSC for discussion. The locations included the North Parking lot on Fullerton College, the College Plaza Parking lot (SEC Chapman/State College); the quad area at the new CSUF dorms; Clays Performing Arts Center at CSUF, and Goodwin Field at CSUF. He clarified that these five, and the five previously discussed, were forwarded to the BUSC via e-mail, and comments had been requested by July 12, 2013. The subcommittee discussed the five additional locations and had no opposition or significant concerns.

Eastman passed out information on another five locations (locations 11-15), stating that these locations are still being discussed with OCTA and Bike Nation, and that the sites have

not yet been distributed internally. These locations include a station on W. Wilshire east of Malden; University House; North Court Parking Lot; SOCO Parking Garage Plaza; and the Museum.

Member Rands left the meeting.

Member Leslie reiterated his opposition to the City Hall location as it is not adjacent to a useable bike route and does not support people riding their bikes on Commonwealth. Member Buck agreed and wanted the BUSC to be on record as having strong position against the location. Member Reinhardt felt that the location doesn't lend itself to be a high use location, but felt people riding on Commonwealth isn't an issue because they'd just go down to the Class 2 route on Highland. Eastman clarified that it is a small station and is not expected to get a lot of use. Eastman also agreed with Matt's position that a station closer to Wilshire and Amerige would be better from a circulation standpoint; but expressed that, although less convenient, it is may be the best location based on the circumstances afforded the pilot project. He stated that City staff, OCTA and the vendor walked around the Civic Center and couldn't find a suitable location on the north side of City Hall that was centralized, had enough space, adequate solar exposure, and didn't require site improvements. Member Carol said he is mixed about the location. He understands the concern but presently can't think of a better location that works, but felt it could be relocated if it was a problem or a better location is identified, with signage added to direct users and bus riders to the station. Chair Hiegel felt it was a bad location for circulation, but didn't think it was a safety problem with people riding on Commonwealth, as they will just ride on the sidewalk.

3. Sharrows

This item was taken out of order as Member Buck had to leave the meeting. Mr. Buck expressed his opinion that he'd like the BUSC to endorse sharrows, and would like to have the City's Traffic Engineer come talk with the BUSC because he has some good ideas. Member Buck would like the City to have a sharrow program to move forward with. Members expressed some locations that would be good candidates for sharrows, including class II routes that terminate, with sharrows used to get riders to the next class II segments, and Wilshire Avenue where there is parking all along the street.

Eastman expressed that sharrows are new to the City and are a departure from normal practices. He identified a strategy of having the BUSC identify candidate streets and criteria for when sharrows are appropriate; staff would then analyze the streets and criteria with the Traffic Engineer to identify industry best practices, potential liabilities, and laws and regulations. After which the staff would prepare a recommendation that would be reviewed by the BUSC, and the BUSC's recommendations would be presented to the TC&C and City Council. Eastman expressed the importance of having a clear strategy and presenting the sharrow streets and criteria to the City Council in a manner that instills confidence and support.

Planner Eastman suggested the BUSC continue the item until all the members are present, and suggested the members think about where they would like to have sharrows and why, and have that information presented at the next BUSC meeting.

Member Carroll motioned and Member Leslie second to continue the item to the next meeting.

Member Buck left the meeting.

2. BIKE FULLERTON Public Outreach Program

Senior Planner Eastman provided a summary of prior BUSC discussions and the program's current status. Chair Hiegel asked if Member Leslie had done any research on the NHTSA safety program. Member Leslie said he had not done any research in depth on NHTSA, but had looked into what kind of safety programs are being done throughout the United States. He said that programs haven't really changed over the years, with many still focused on bike rodeo's, riding skills, traffic laws and bike licensing. Member Leslie said he is comfortable going back and narrowing his focus and reporting on the NHTSA program. Chair Hiegel stated that Member Rands had pamphlets on bicycle safety from other cities, and thought that it would be helpful if Member Rands brought the pamphlet back for Subcommittee review. Member Leslie thought the City of Hawthorne pamphlet was a good model to duplicate. Vice-Chair Reinhardt said she looked into pamphlets and thought that the organization to partner with needs to come first because every organization seems to have their own pamphlet they use. She also found that there is more pamphlet information on-line than there are hand-outs. The subcommittee felt that Member Beth's prior suggestion to have kids take a checklist home is a good approach to get the parents involved while engaging the students, and have that relate to a test and award of certificates. Member Carol thought the take-home checklist should be included in the safety program.

STAFF COMMUNICATION:

Senior Planner Eastman asked Subcommittee members to review the concept class III signage maps for Valencia Mesa and Wilshire Avenues, and report back as to whether the concept had too many class III signs identified, too few, or just enough. There were some general questions about the maps distributed, including how the sign locations were identified, and route alignment on W. Wilshire. Eastman said he'd follow-up with an e-reminder and PDFs of the maps for members who are not present at this meeting.

Eastman stated that on July 2, 2013 the City Council requested staff to provide them a report on bicycle activities in the City. The City Manager has tentatively scheduled a joint report to Council on August 20, 2013 by the Public Works and the Parks and Recreation Departments.

Eastman also stated that OCTA Director Shaw is scheduled to give a brief presentation to the City Council on transportation projects affecting Fullerton. Director Shaw's presentation is scheduled for August 6, 2013.

Senior Planner Eastman will be on vacation July 23 through July 31, 2013; Chairman Hiegel will be on vacation August 11 through August 19, 2013.

ADJOURNMENT:

The meeting was adjourned at 7:02 pm.



Jay Eastman, Senior Planner