# MINUTES BICYCLE USERS SUBCOMMITTEE

City Hall - Council Conference Room Wednesday, September 18, 2013 - 5:00 p.m.

#### COMMITTEE MEMBERS PRESENT:

Gene Hiegel, Chair Beth Trimble, Vice Chair Karla Reinhardt Vince Buck Matt Leslie (attended late) Jane Rands (attended late)

#### COMMITTEE MEMBERS ABSENT:

John Carroll

STAFF PRESENT:

Jay Eastman, Senior Planner Mark Miller, Traffic Engineer

OTHERS PRESENT:

None

## **CALL TO ORDER**

The meeting was called to order by Chair Hiegel at 5:03 p.m.

## **PUBLIC COMMENTS**

There were no members of the public present.

### **MINUTES**

MOTION made by Member Buck, SECONDED by Chair Hiegel, to approve the minutes of July 17, 2013. APPROVED 4-0 by all members present.

MOTION made by Member Buck, SECONDED by Vice Chair Trimble, to approve the minutes of August 21, 2013 with spelling corrections of member names and the word "west" on page 2. APPROVED 4-0 by all members present.

#### **REGULAR BUSINESS**

3. Sharrows Markings (heard out of order)

Eastman gave a summary, stating that BUSC had discussed sharrows at the last meeting, and he described staff's approach to moving sharrows forward. He stated the objective is to go to the City Council and get policy approval. He outlined a plan that starts with BUSC

comments on where the first Sharrow should go, and then use those first locations as a basis for formulating a suggested policy; the City Traffic Engineer (Mark Miller) will then compare locations and BUSC comments to standards/requirements and best practices; then staff will present the recommendation to the BUSC, T&CC and City Council. Eastman stated that Mark Miller is available to address issues related to State and Federal standards, expectations on installation, traffic constraints, etc.

Members Matt Leslie and Jane Rands entered at 5:07 PM.

Traffic Engineer Mark Miller provided some background on his perspective, and stated one of his biggest concerns in Fullerton is the number of bicycle collisions. He discussed the purpose of sharrows; how he has talked to residents about the proper use of bicycles; and concern with kids not wearing helmets. He suggests Dorothy Lane would be a good candidate for sharrows.

Miller listed the three (3) manuals used for street design: The latest addition of the California MUTCD (Manual on Uniform Traffic Control Devices); the AASHTO (American Association of State Highway and Transportation Officials) manual; and Caltrans' Highway Design Manual. He discussed the purpose of the three manuals, and discussed the concept of "engineering judgment" as part of the manuals. He read the sharrow standard as defined in the MUTCD and discussed subjective aspects that require engineering judgment.

Member Rands referenced the State College grade separation project and then asked Mr. Miller if a 12 feet wide lane was an adequate width to accommodate a car and a bike rider. Member Buck stated a 15 feet width is his minimum requirement. Miller stated that 12 feet is a very narrow lane. Caltrans standard minimum lane width is 12 feet; and to allow a bicyclist against the curb they add another 4 feet, totaling 16 feet.

Miller's recommendation is that a "shared lane" sign be installed together with the sharrows at the beginning of a sharrow route, to inform the public since sharrows are new. He mentions that after a period of time the signs could be taken down.

Miller read the manual regarding sharrows, which stated that the sharrow should be placed at least 11 feet from the face of the curb when there is parallel on-street parking; and the marking must be at least 4 feet from the face of the curb when there is no parallel parking, provided the outside travel lane is less than 14 feet. Miller stated that, in his opinion, the placement should be based on the outside edge of the sharrow, not the center, because the sharrows are 40 inches wide. Chair Hiegel agreed that the edge of the sharrow makes sense.

The Subcommittee discussed the sharrows in Anaheim (Anaheim Blvd.) and the use of solid and dashed lines. Miller thinks the Anaheim sharrows may have been placed incorrectly because they have them before an intersection; and the guidance states they should be after an intersection at intervals not to greater than 250 feet. Mark will talk to Anaheim's engineers about their sharrow placement.

Miller discussed the Highway Design manual chapter 1000 regarding Sharrows and Class III bike route signs.

Member Leslie asked about the green painted lanes in Long Beach and Los Angeles. Member Leslie asks if that is in the manual, or if it is advisable. Miller says that there is no directive to create painted lanes; and there is no guidance in regards to using colored paint

on sharrows. Miller stated there have been some problems with the painted lanes, as they can get slippery when wet. Senior Planner Eastman clarified that colored bike lanes require authorization by Caltrans as a "pilot" effort, and would require evaluation. Miller stated that if Fullerton wanted to do a colored lane, the City would have to go through an application process, and the lane would need to be documented with before and after data.

Member Leslie wanted to know if there have been slippage issues with sharrows. Miller was not aware of slippage issues specific to sharrows. Miller discussed the cost of painting, using glass beads for reflection, and using thermoplastic for longevity. It was clarified that thermoplastic is four (4) times more costly; but lasts much longer than paint.

Mr. Miller reviewed the suggested locations for sharrows as identified on notes of the BUSC's August meeting. He didn't see any areas of concern, although he had a question regarding "Associated at Yorba Linda". It was clarified that this note was incorrect, and that the BUSC discussion was to put sharrows from Associated west to State College. Member Buck stated a short class II lane westbound on Yorba Linda, starting east of State College, should be considered to facilitate bicyclists through the intersection to Fullerton Creek Dr.

Mr. Miller discusses his plan for the sharrows on Dorothy Lane. He would like to keep the appearance of the road looking narrow by keeping the lane limit lines, but take the lines into the radius to create an edge line (like on Lemon), and put the sharrow in the travel lane. Member Buck suggests to put the limit line in after the sharrows have been installed so bicyclist get use to the Sharrows first, to avoid confusion.

Chair Hiegel asked if sharrows on Dorothy could be done right away. Mr. Miller said he will look it over and meet with Mr. Eastman. Miller agrees that sharrows should be used in places where bike lanes end. He agrees to use sharrows to connect discontinued sections of class II bike routes. Member Buck asks if Council approval is needed. Miller said yes, and explained a process. He said Council will have to allocate money for the sharrows, unless grants are obtained. Rough cost estimates were discussed.

Member Leslie asked if the State could fund an education campaign with 15 second radio or television spots on what sharrows are. He thought it would get Council to accept sharrows; rather than have Council push back because sharrows are new and they may think sharrows are dangerous. Miller doesn't think Council would object to sharrows; he suggested putting announcements and "rules of the road" information in the bike shops. Chair Hiegel suggests placing share the road flyers in the water bill, and in the Fullerton Observer.

Member Buck asks if it's practical to start off quickly and cheaply with sharrows and diverters on Wilshire Avenue for the Bicycle Boulevard. Miller isn't opposed to using sharrows and signage early on, but indicated that diverters are more substantial and require more study and community involvement. Vice Chair Trimble suggested that a map needs to be prepared and distributed to encourage people to use Wilshire Avenue.

Member Rands asked if this item needed to be continued so that Mark Miller can come back to the committee to discus the Bike Blvd. Miller stated that he would discuss with Eastman before coming back.

## 1. OCTA BikeLink Pilot Project

Senior Planner Eastman provided an update of the BikeLink Pilot Project. He said the BUSC reviewed three (3) location sites last week, including two (2) locations near the dormitories at

CSUF, and a location at First Christian Church on E. Wilshire Avenue. Eastman stated these locations were approved by the City Manager. Eastman and the BUSC discussed the newest proposed location, which is in the Walgreens parking lot at the southeast corner of Chapman and Raymond Avenues.

Member Rands stated that OCTA's website identifies has a map of proposed BikeLink station locations, which are not correct. Eastman wasn't aware of a map on OCTA's website, but will look into it. Eastman clarified that OCTA thinks the October 9, 2013 ribbon cutting will be postponed since the vendor (Bike Nation) is not prepared to deliver the equipment. There was discussion regarding Bike Nation's Anaheim system, their status in Los Angeles and Long Beach, how they were awarded the OCTA contract, and how their business operates.

Members Rands and Buck stated they will not be at the October 16, 2014 meeting. Member Rands left the meeting at 6:37 PM.

### 2. BIKE FULLERTON Public Outreach Program

Member Leslie discussed his involvement and research of the rodeos. The Subcommittee discusses liability issues, and agreed to use a bonafide, established organization that has proven safety training programs. Vice Chair Trimble discussed the website "bikesmart.org", and how program goals could be used to put together for a possible grant. She suggests that a Bicycle Safety program can go to school harvest festivals and have a volunteer work a booth, or include bicycle safety rules in the school district "Wednesday envelopes", and include an incentive of a prize after they turn in their bottom portion of the flyer. She thought bike stores and businesses could be approached to provide an ipad, bicycle helmet, or a bike for a raffle. Member Leslie supports the Wednesday envelope idea, especially if translated into Spanish. He thought Superintendent approval would be needed. Vice Chair Trimble didn't think approval would be difficult. Member Buck asks if the PD is doing any safety presentations at schools. Eastman said no. Eastman advised that he would get PD involvement once there is a clear understanding of the work program, and something is on paper. Chair Hiegel stated that the BUSC needs to get better organized before getting into the details.

Eastman discussed how he intends to organize the BIKE FULLERTON programs. He shared his thoughts on having a binder divided into chapters, with each chapter reflecting the different programs. He showed his initial efforts at creating a binder.

Eastman advised that the first thing is to pick an established education program to use as the bases of a framework, which the BUSC would build off of. He stated the BUSC previously identified the National Highway Traffic Safety Administration (NHTSA) program. Chair Hiegel states he hasn't seen any information from the NHTSA yet. Vice Chair Trimble says she has bits and pieces, and can bring in some things from the website at the next meeting. She said she will email Senior Planner Eastman the website link.

#### **STAFF COMMUNICATIONS:**

Chair Hiegel asked to place the following items on the October agenda: BIKE FULLERTON Public Outreach Program; the East Wilshire Avenue bicycle boulevard; and sharrow markings.

Regarding the Bike Boulevard, Chair Hiegel thought it would be good to sit down with a map and look at where they can place stop signs and diverters for Bike Blvd. Member Buck

thought he would like to have Mark Miller attend the meeting, as he has tools and ideas and can advise on what is practical and not practical. Eastman stated that the placement of diverters needs to be analyzed more than just looking on a map, as diverters force traffic onto intersections that will impact signal timing, roadway capacity, etc. Vice Chair Trimble said she missed last year's neighborhood meeting on the Bike Boulevard, and asked if anything was given to the neighbors for consideration. Eastman said the neighbors were given the information on what a Bike Blvd. is, including potential design elements, and how those elements could affect the neighborhood. The meeting was not about designing a street, but to determine support and potential issues. He discusses how parking will be one of the stronger issues according to the comments from the public. Eastman stated that designing a Bike Blvd. needs to be based on a neighborhood participation process, to develop strong advocates in the neighborhood who will support the changes in front of the Council. Chair Hiegel agreed. Member Buck suggests more signage before the bike share gets started. Eastman stated he is looking at submitting a grant application that will support the bike share with enhanced signage, sharrows, a signal at Wilshire and Raymond, and improvements to some existing signals to include magnet sensors or video detectors for bicyclists.

## **ADJOURNMENT:**

The meeting was adjourned at 7:08 pm.

Jay Eastman, Senior Planner