MINUTES BICYCLE USERS SUBCOMMITTEE

City Hall ------Council Chamber Conference Room Wednesday, February 16, 2011------4:30 p.m.

COMMITTEE MEMBERS PRESENT:

Vince Buck Richard Osborne Jane Rands Matthew Leslie Kent Morris

COMMITTEE MEMBERS ABSENT: None

STAFF PRESENT: Thuy Nguyen, Engineering

PUBLIC PRESENT: Gene Hiegel

The meeting was called to order by Mr. Nguyen at 4:32 p.m.

CONSENT

1. MINUTES OF THE OCTOBER 27, 2010 MEETING

The Minutes of the October 27, 2010 meeting were APPROVED AS WRITTEN by a 3-0 vote, with Members Buck and Leslie abstaining.

REGULAR BUSINESS

2. FULLERTON TRANSPORTATION CENTER PARKING FACILITY

Mr. Nguyen presented the proposed Fullerton Transportation Parking Structure Plan to the subcommittee members. Per Resolution RDA 461, Items 6 and 9, final bicycle rack and locker locations, as well as circulation enhancements around the project site, are to be reviewed by the BUSC prior to plan approval. Mr. Nguyen pointed out the proposed location of the bike racks - at the northeast corner of the structure on the ground level. These racks can accommodate up to 40 bikes. At the southeast corner of the structure on the same ground level, there are 10 bike lockers to accommodate 20 bikes.

Mr. Hiegel asked if the bike lockers are similar to those that were installed at the City Hall parking lot. Mr. Nguyen replied that from the description on the construction plans—"creative pipe" locker model perforated steel CS2-C-PP with steel divider (black color)—they are very similar to the ones at the City Hall. Member Osborne inquired how often are those lockers being used. Mr. Hiegel replied that there is a waiting list for the lockers.

Member Rands inquired whether the bike racks are located indoors or outdoors. Mr. Nguyen replied that the bike racks and the lockers are inside the parking structure. Member Rands asked about the accessibility for bicyclists to get to the bike racks or the lockers. Mr. Nguyen

suggested that they can get into the parking structure from Santa Fe via the open area on the northeast corner of the structure, then through openings between the columns to the bike racks or continue to ride along the easterly pathway of the structure to get to the bike lockers. Member Rands questioned if there are any obstacles at the northeast area outside of the structure in front of the bike racks since there appear to be tree wells. Mr. Nguyen replied that the landscape plans were not available, so the meaning of the "rectangles" on the plan was unknown. They could either be decorative pavers, decorative concrete, or tree wells. Regardless, the spacing between the "rectangles" scaled out to be approximately 10 feet, so there should be plenty of room for bicyclists to ride into the parking structure.

Member Rands also questioned the locations of the bike racks and lockers. She suggested having the lockers moved closer to the front entrance to get more visibility due to theft and vandalism issues. Mr. Hiegel mentioned that the reason the bike racks and lockers are located where they are is due to the minimal vehicular traffic on the east side of the structure. Most of the parking spaces are west of the easterly entrance. There are only 13 stalls and 6 handicapped stalls within the vicinity of the bike lockers and bike racks.

Member Buck asked how commuters would get to the train depot platform. Mr. Nguyen responded that they can use the proposed pedestrian bridge to cross over Harbor Blvd.

Member Osborne asked how bicyclists would know that there are bike lockers present in the corner of the structure. Mr. Hiegel replied that the City would issue keys and lockers to the users, so those riders must know and must have seen the lockers prior to enlisting their name onto the waiting list to obtain a locker and a key.

Member Morris asked if this would be paid parking since there are arm gates at the entrances. Mr. Nguyen answered that it has not been determined yet. However, bicyclists can get into the parking structure without going through the arm gate entrances.

Member Leslie asked if there is any room to add more lockers or bike racks in the future if the ones proposed cannot handle all the bikes. Mr. Nguyen said that last time this project appeared in front of the BUSC, it was suggested that if there are not enough bike racks or lockers, more can be added using the funds that the City applied for and received from the State, similar to the bike rack project the City took on last year. There are rooms on the northeast area of the structure for additional outdoor bike racks and lockers. Member Rands suggested that a few parking spaces can be eliminated for additional indoor lockers.

Member Osborne commented that theft is a major issue for bike racks. Member Rands proposed that security camera be provided for the bike locker area.

Mr. Nguyen presented the signing and striping plan for West Santa Fe Avenue from Malden Ave. to the alley west of Harbor Blvd. This plan proposed a two-lane road, one in each direction and on-street parallel parking on both sides of the West Santa Fe Avenue. The total width of the street from curb to curb is 40', so each direction of travel gets 20'--less the 8' on-street parallel parking. Member Rands said that 12' is too narrow for bikes and cars to coexist since there is a 3' wide door zone from the on-street parking that would encroach into the travel lane. Member Buck did not see the need to have on-street parking on the south side, since the parking structure would provide enough parking for the commuters, as well as for the businesses. Member Morris inquired whether or not overnight parking is allowed in the parking structure, and if on-street parking is only for short term such as loading and unloading. Mr. Nguyen replied that he does not have sufficient information to provide an answer. Member

Buck proposed to remove on-street parking from the south side to allow more lane widths for cars and bicyclists. Member Rands suggested adding "Share the Road" signs along West Santa Fe Avenue.

The subcommittee also reviewed the traffic signal installation plan for the Harbor Blvd. and Santa Fe Ave. intersection. Member Rands suggested having bike boxes painted at all through lanes prior to the limit line. She explained that bike box provides a "refuge" for bicyclists at street intersection and gets them out of the right hand curb return where bicyclists normally would inhibit cars from turning right. Mr. Nguyen asked what the requirements are for bike box dimensions, location, and paint color. Member Buck replied that he recalled seeing them painted in green.

Member Rands made a motion to accept the proposed design with the following recommendations:

- Add measures (security camera or perhaps a guard person) to improve security to prevent bicycle theft at the locker area.
- The final design shall include provisions for future expansion/addition of bike racks and bike lockers if the demand is there.
- Revise West Santa Fe Avenue striping from Malden Ave. to the alley west of Harbor Ave. to remove on-street parking on the south side to increase travel lane widths in both directions.
- Add "Share the Road" signs to both sides of the street.
- Add bike boxes for through lanes at the Harbor Blvd./Santa Fe Ave. intersection.

Member Osborne seconded and the motion carried by a vote of 5-0.

STAFF/SUBCOMMITTEE COMMUNICATION

None

ADJOURNMENT

The meeting was adjourned at 5:45 p.m. The next regularly scheduled meeting will be held on March 16, 2011.

Thuy Nguyen	
Civil Engineer	