

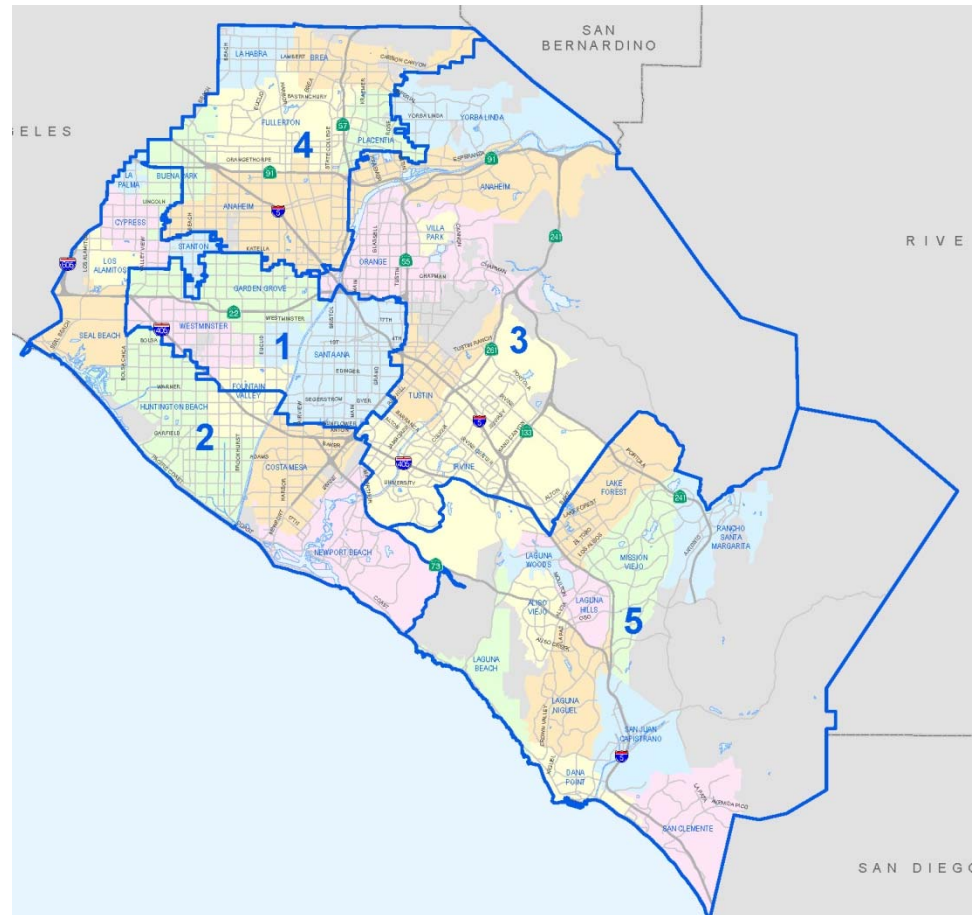
Supervisory Districts 1 & 2 Bikeways Collaborative



Overview: Planning Process



- District-by-district bikeway planning
- Collaborative, bottoms-up process
- Identify priority bikeway corridors
- Assist cities with project development



Phased-Approach



- Phase I: Bikeways Strategy
 - Build consensus on regional corridors
- Phase II: Feasibility Studies
 - Develop conceptual plans and design recommendations for top corridors



Corridor Planning

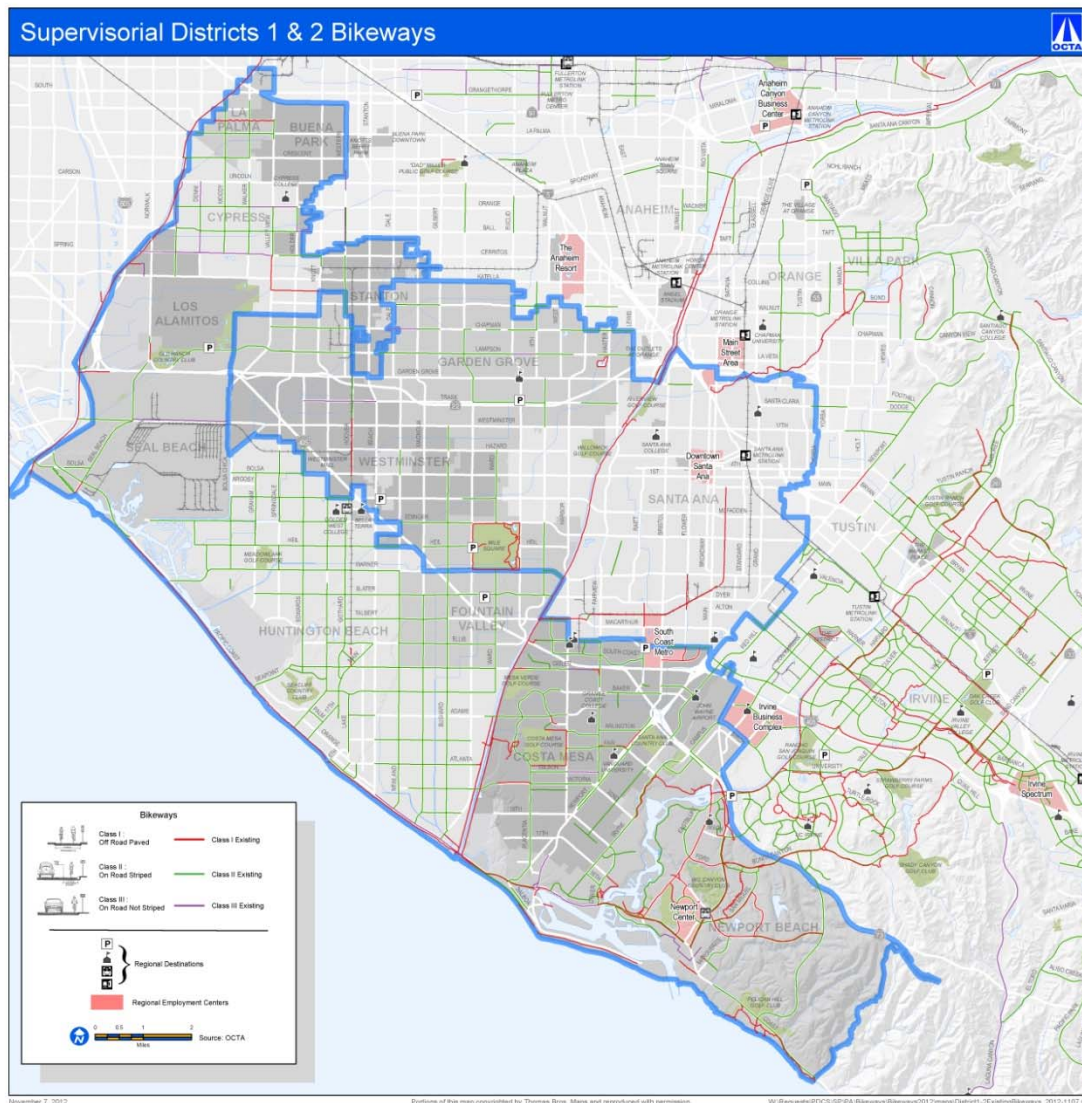


Feasibility Analysis



Design & Construction

Jurisdictions Involved



- Buena Park
- Costa Mesa
- Cypress
- Fountain Valley
- Garden Grove
- Huntington Beach
- La Palma
- Los Alamitos
- Newport Beach
- Santa Ana
- Seal Beach
- Stanton
- Westminster
- County of Orange

D1&2 Consultant Selection



- OCTA Board awarded:
 - Alta Planning & Design
 - Subconsultant: IBI Group
- Participation from OCCOG Executive Director and OCCOG TAC members
- \$300,000 contract
- 18-month schedule

Rationale for Better Bikeways

Walkable, bikable, transit-oriented communities are associated with healthier populations that have:



**MORE
PHYSICAL
ACTIVITY**



**LOWER
BODY
WEIGHT**



**LOWER RATES
OF TRAFFIC
INJURIES**



**LESS AIR
POLLUTION**



**IMPROVED
MOBILITY FOR
NON-DRIVERS¹**

+ 11% of LRTP polled considered bikeways a priority, c.f.
16% widen freeways

Benefits of Enhanced & Connected Bikeways

Reduced congestion

Even a 2% mode shift from single occupant vehicles can keep a critical intersection from failing.

Economic benefits

Increased bicycle mode share will lower energy costs, and lower the need for costly road and parking facilities.

Improved public health

Walking and bicycling are a proven solution to childhood obesity and its related problems.

Reduced GHG's

Gasoline consumption accounts for over 30% and 60% of the South Coast Basin NO_x and CO₂ emissions, respectively.

Who Are We Planning For?

4 Types of People



Source: FHWA, 2012. www.fhwa.dot.gov/bicycles/2012/transportation/bicycles.cfm



Newport Beach



Santa Ana



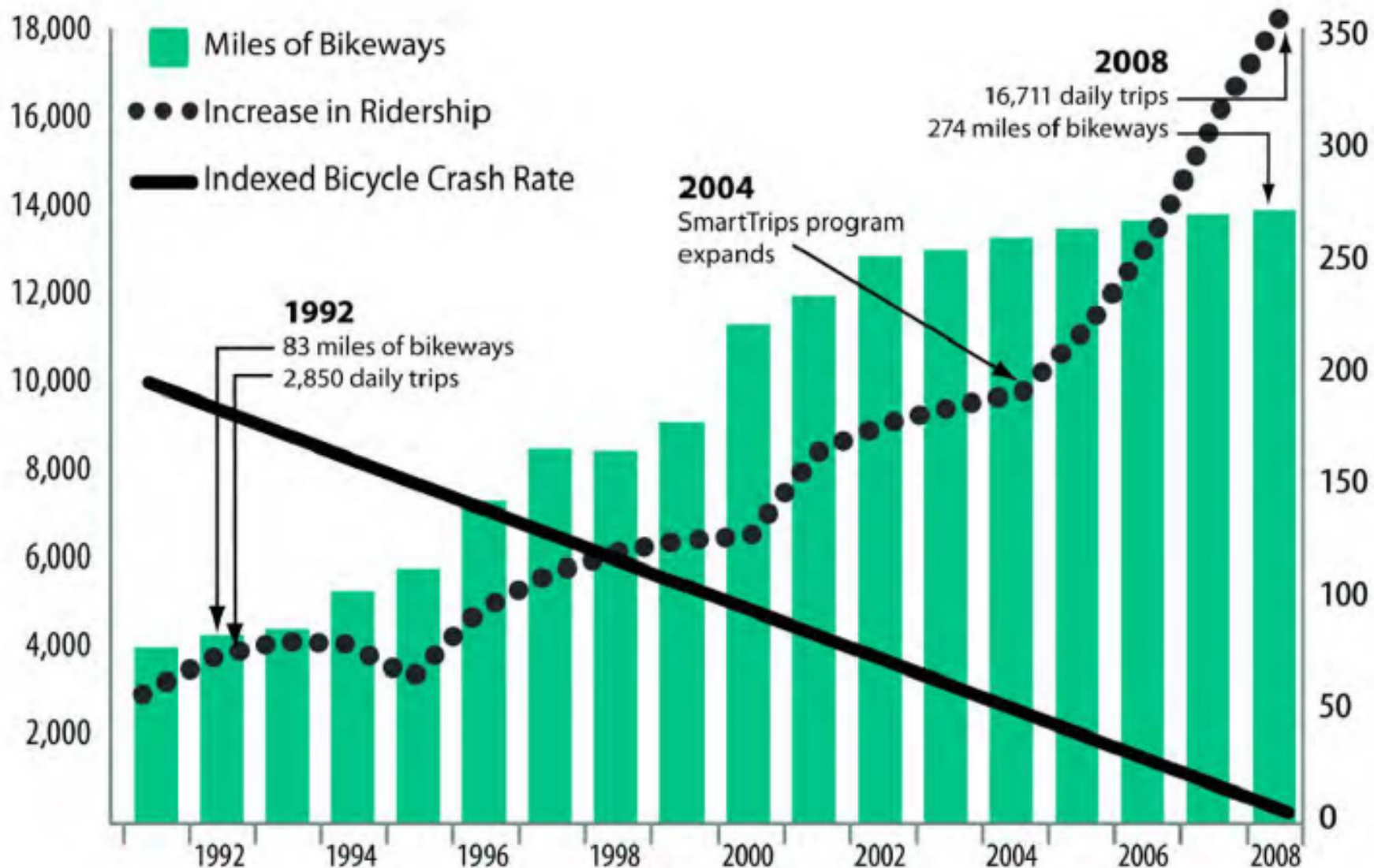
Costa Mesa



Bicycling has been designed out of the roadway system, so all but the fastest bicyclists ride on sidewalks

Cyclists/Day
on Four
Downtown
Bridges

Bikeway
Miles



Mobility & Livability



- Social interaction
- More "eyes on the street"
- Reduce isolation for non-driving children & seniors





State of the art in Bike Planning

Class I

Curb-protected Bike Lane

Long Beach



Elevated Cycle Track

Portland, OR



Class I

Transportation Corridors

LA Metro Orange Line



Utility Right-of-Ways

Dallas, TX



Class II

Buffered Bike Lane

Santa Monica



Buffered Green Bike Lane

Los Angeles



Class II

Green Paint at Conflict Points

Los Angeles



Long Beach



Class III

Green Enhanced Sharrow

San Francisco



Green Sharrow Lane

Long Beach



Class III

Bike Boulevard

Long Beach



Bike Friendly Street

Los Angeles



Other On-Street Treatments

Bike Box

UCLA Campus



Bike Signal Detection

Santa Monica



Bike Parking

On-Street Bike Corrals

San Diego (shown), Davis, Palo Alto



Transit Station Bike Lockers

LA County Metro



Bike Parking

Multi-Purpose Bike Centers

Bikestation, Long Beach



Next Steps



- Quarterly updates to B/P Subcommittee
- Continue coordination with city staff
- Questions?