

MINUTES

CITY OF LA HABRA BIKEWAY MASTER PLAN UPDATE
BIKEWAY ADVISORY COMMITTEE (BAC) MEETING #2
La Habra City Council Chambers, 201 East La Habra Boulevard, La Habra
May 19, 2016

BAC MEMBERS PRESENT: Don Hannah – Chairman
Juan Garcia – Vice-Chairman
Nick Anas
Jess Badillo
Rose Espinoza
Mark Handler

CITY STAFF PRESENT: Chris Johansen
Nelson Wong

CONSULTANTS PRESENT: Matt Benjamin
Elliot Huang

1. Call to Order/City Staff

Meeting called to order by Don Hannah.

- a. Introductions from project team and Committee members.
Each committee member introduced themselves. The names of members present at the meeting are found above.

2. Introduction

- a. Review and approve meeting minutes from BAC Meeting #1 on 9/14/2014
Motion to approve the amendments from BAC Meeting #1 on 9/14/2014.
Motion passed unanimously.
- b. Progress update since last BAC meeting
Mr. Elliot Huang provided the initial update. He said that since last BAC meeting, a public workshop on what residents would like to see with the bikeway system was held. Resident input was then incorporated into the Master Plan document. About 30 people attended the public workshop. The workshop discussed types of bicycle facilities, proposed bikeway improvements, and a qualitative overview of the Bikeway Master Plan. One more workshop is proposed.

Mr. Matt Benjamin discussed how information should be disseminated primarily through utility bills and the City website. He also requested those from BAC Meeting #1 to help disseminate information.

3. Review Draft La Habra Bikeway Master Plan

- a. Provide overview of each chapter in Draft Plan

Mr. Elliot Huang discussed the first 3 chapters of the Draft Plan.

Mr. Huang provided a high level description of the Bikeway Master Plan: a plan on bicycling and provides perspective on travel options and opportunities. He said that they are depending on City Staff/BAC Members to integrate the community with the plan.

Mr. Huang gave a breakdown of the different classes of bicycle facilities: Class 1 (Bike Path), Class 2 (Bike Lane), and Class 3 (Bike Route). The chapter provides map of existing bikeways in the City of La Habra. The key concerns for existing facilities include integrating the network

and the fact that bike mode share is less than 1%. We need to look into issues with bicycles at intersections and the large number of collisions with bicyclists. However, this does not mean that an intersection is dangerous, it may simply be an issue of high volume.

Mr. Matt Benjamin discussed the remaining chapters of the Draft Plan.

There are several general considerations for proposed bicycle system: connecting to activity centers, general comfort and access, and connecting to regional networks (led by OCTA). Mr. Benjamin reviewed the proposed bicycle network, which incorporates facilities desired by the community, creates a cohesive network, and prioritizes feasibility. He also reviewed the proposed project list.

Mr. Benjamin discussed programs that the City can implement to support non-motorized transportation. Existing support programs from OCTA and the La Habra Police Department are in place. These programs include educational, enforcement, and citywide programs.

Mr. Benjamin elaborated on how many funding opportunities are available at the federal, state, regional, county, and local levels. He talked about the two tiers of projects that based on priorities and about cost estimates of new bicycle facilities and maintenance.

Mr. Benjamin provided several design guidelines from the Caltrans Highway Design Manual and the CA MUTCD which the public can access to understand design guidelines and signage requirements.

“People used to ride against traffic.” It is now required by law to ride with traffic, especially due to the visibility of bicycle lights and drivers who are backing out of a spot not expecting riders coming from an unconventional direction.

Mr. Benjamin noted that statistically, riding on sidewalks is more dangerous than on the street due to higher bicycle speeds on sidewalks.

b. Answer questions and discuss feedback from BAC

“Do any of the traffic mitigation fees that we charge in new developments include anything regarding bicycle and is there an opportunity to do that because I know the state Green Code requires bike racks at new developments?” The City has started to do this, where an existing fee can be used to improve an intersection.

The La Habra Municipal Code requires that bicycle registration for a small fee.

“Are you familiar with any cities that might have fee programs for assessing development to build bicycle systems?” It is happening recently, where cities are eligible to use fees for bicycle improvements or make an improvement project the responsibility of the development if it is within the vicinity of a project.

Number one item people were complaining about and wanted an improvement at is Whittier Blvd, since that is a main road and users want to use that road.

One concern about draft was brought up: How does the master plan coordinate with the general plan and with developments of new homes in the future? Mr. Benjamin said that regardless of the amount of traffic and trips increasing, proposed bicycle facilities should be sufficient in width as the cyclists should be provided enough space.

Mr. Benjamin talked about a route project through Whittier, La Habra, Brea, and Yorba Linda, as well as a project with OC Loop.

Once UP is resolved, there will be enough funding to proceed with proposed projects. Staff is mainly concerned about the cost to acquire additional right-of-way, especially with proposed

plans that are already costly. Drivers must recognize that bicycles are vehicles, especially those that want to take Whittier Blvd.

The biggest bikeway challenge is between Hacienda and Beach, especially on Whittier Blvd, especially because it is being developed still. Bicycle traffic is currently diverted to Idaho. Currently, there are no bicycle facilities on Whittier Blvd going into the City of Whittier.

If there are ROW concerns, sidewalks are usually shortened to allow for larger roadways. This brings up the issue of bicycles on sidewalks again. Cities are allowed to prohibit or allow bicycles on sidewalks. On Whittier Blvd, bicycles could be allowed on sidewalks but enforcement will need to be discussed and pedestrian safety must be considered, which is complicated.

“Is there a target goal for emissions to get funding?” According to Mr. Benjamin, there is no target goal for emissions, but it is a general goal to reduce greenhouse emissions.

4. Conclusion

- a. Request BAC approval to revise draft plan based on BAC input and present revised plan at Community Workshop #2

Motion to take this plan to the public and trying to address the gaps on Whittier Blvd and Beach Blvd. It is suggested to look to other communities that address common concerns, like bicycles occupying sidewalks. Motion passed unanimously.

- b. Next steps: Community Workshop #2, BAC Meeting #3, City Council
- c. Concluding Comments/City Staff