



CITY OF NEWPORT BEACH Bicycle Master Plan Oversight Committee Agenda

Community Room, Newport Beach City Hall
100 Civic Center Drive, Newport Beach, California

Monday, April 7, 2014 – 5:00p.m.

Bicycle Master Plan Oversight Committee Members:

Councilmember Tony Petros, Chair

Michael Altì Greg Kline

Lou Cohen Sean Matsler

John Heffernan Frank Peters

Robert Kahn

Staff Members:

Brad Sommers, Sr. Civil Engineer (Public Works)

Lt. Jeff Lu (Police)

Fern Nueno, Associate Planner (Community Development)

Consultant:

Paul Martin, Alta Planning + Design

Michelle Lieberman, RBF Consulting

1) **CALL MEETING TO ORDER**

2) **ROLL CALL**

3) **PLEDGE OF ALLEGIANCE**

4) **PUBLIC COMMENTS**

Public comments are invited on agenda and non-agenda items generally considered to be within the subject matter jurisdiction of the Bicycle Master Plan Oversight Committee. Speakers must limit comments to three (3) minutes. Before speaking, we invite, but do not require, you to state your name for the record. The Bicycle Master Plan Oversight Committee has the discretion to extend or shorten the speakers' time limit on agenda or non-agenda items, provided the time limit adjustment is applied equally to all speakers. As a courtesy, please turn cell phones off or set them in the silent mode.

5) **APPROVAL OF MINUTES**

6) **CURRENT BUSINESS**

- A. Newport Bay Conservancy Letter – Back Bay Drive – Discussion of letter submitted by the Newport Bay Conservancy regarding Back Bay Drive.
- B. Recommendations for Bikeway Programs – Alta Planning presentation and discussion of Bikeway Programs on 4E's: Education, Encouragement, Enforcement and Evaluation.
- C. Police Department Update – Staff update of recent bicycle statistics and enforcement activities.

7) **COMMITTEE ANNOUNCEMENTS OR MATTERS WHICH MEMBERS WOULD LIKE PLACED ON A FUTURE AGENDA FOR DISCUSSION, ACTION OR REPORT (NON-DISCUSSION ITEMS)**

8) **DATE AND TIME OF NEXT MEETING** – TBD

This Bicycle Master Plan Oversight Committee is subject to the Ralph M. Brown Act. Among other things, the Brown Act requires that the Bicycle Master Plan Oversight Committee agenda be posted at least seventy-two (72) hours in advance of each regular meeting and that the public be allowed to comment on agenda items before the Bicycle Master Plan Oversight Committee and items not on the agenda but are within the subject matter jurisdiction of the Bicycle Master Plan Oversight Committee. The Bicycle Master Plan Oversight Committee may limit public comments to a reasonable amount of time, generally three (3) minutes per person.

It is the intention of the City of Newport Beach to comply with the Americans with Disabilities Act ("ADA") in all respects. If, as an attendee or a participant at this meeting, you will need special assistance beyond what is normally provided, the City of Newport Beach will attempt to accommodate you in every reasonable manner. If requested, this agenda will be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Please contact the City Clerk's Office at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible at (949) 644-3005 or cityclerk@newportbeachca.gov.

9) ADJOURNMENT

This Bicycle Master Plan Oversight Committee is subject to the Ralph M. Brown Act. Among other things, the Brown Act requires that the Bicycle Master Plan Oversight Committee agenda be posted at least seventy-two (72) hours in advance of each regular meeting and that the public be allowed to comment on agenda items before the Bicycle Master Plan Oversight Committee and items not on the agenda but are within the subject matter jurisdiction of the Bicycle Master Plan Oversight Committee. The Bicycle Master Plan Oversight Committee may limit public comments to a reasonable amount of time, generally three (3) minutes per person.

It is the intention of the City of Newport Beach to comply with the Americans with Disabilities Act ("ADA") in all respects. If, as an attendee or a participant at this meeting, you will need special assistance beyond what is normally provided, the City of Newport Beach will attempt to accommodate you in every reasonable manner. If requested, this agenda will be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Please contact the City Clerk's Office at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible at (949) 644-3005 or cityclerk@newportbeachca.gov.²



CITY OF NEWPORT BEACH Bicycle Master Plan Oversight Committee Meeting Minutes

Meeting Date: March 3, 2014
Time: 5:00 p.m.
Location: Community Room, 100 Civic Center Drive

1. CALL THE MEETING TO ORDER

The meeting was called to order at 5:00 p.m.

2. ROLL CALL

Committee Members Present – Councilman/Chair Tony Petros, Lou Cohen, John Heffernan, Michael Altı, Robert Kahn, Greg Kline, Sean Matsler

Committee Members Absent – Frank Peters

City Staff – Lt. Jeff Lu, Sr. Civil Engineer Brad Sommers, Assoc. Planner Fern Nueno

Consultant Staff – Alta Planning and Design - Paul Martin, Brett Hondorp; Stantec- Rock Miller; RBF Consulting - Michelle Lieberman

3. PLEDGE OF ALLEGIANCE

4. PUBLIC COMMENTS

Chair Petros noted Committee Members Kahn and Peters submitted written comments on the Draft Bikeways Plan and that the comments were distributed as part of the agenda packet. Copies were available on the back table for the public.

5. APPROVAL OF MINUTES

Chair Petros noted Mr. Jim Mosher submitted written comments regarding the February Meeting Minutes and copies of the comments were available on the back table for the public.

ACTION: Motion by Committee Member Cohen to approve the minutes for the February 3, 2014 meeting, as amended, to incorporate comments received by Mr. Mosher. Motion Second by Committee Member Altı. Motion passed (AYES – 6, NAYES - 0, Member Frank Peters absent).

6. CURRENT BUSINESS

A. Draft Bikeways Plan

Mr. Paul Martin gave a brief overview of the community outreach activities that have occurred to date.

Mr. Martin presented the Draft Bikeways Network recommendations and various methods used to solicit public comment, including the public survey, outreach events, workshops, interactive draft bikeways network website and project website.

Mr. Martin presented proposed global recommendations:

- Improve signage and wayfinding on Class III facilities;
- Improve treatments at free right turns and right-turn pockets;
- Coordinate with Caltrans at state-managed facilities; and
- Add buffered bike lanes where width allows.

Member Cohen asked if the “Begin Right Turn Lane, Yield to Bikes” signs were part of the improved sign plan at right-turns. Sr. Civil Engineer Sommers noted the signs are a Caltrans standard and are installed as part of improvements at dedicated and free right turns.

Chair Petros commented he would like specific information about how the City would proceed to coordinate with Caltrans for improvements in their Right-of Way.

Committee Member Heffernan asked if there are examples where cities have successfully worked with Caltrans to implement changes/facilities for bicycles. Mr. Rock Miller noted Caltrans was cooperative when working with the City of Long Beach to incorporate new bikeway treatments.

Committee Member Kline asked if there were recommendations to remove free right turns. Mr. Martin responded the focus is to improve the existing facilities.

Committee Member Heffernan asked if stops for cyclists were being considered at areas such as Newport Coast Drive at the SR73 Off Ramps. Mr. Sommers responded the Citizen’s Bicycle Safety Committee considered a design that stopped cyclists prior to crossing the SR73 Off Ramp, but the Citizen’s Bicycle Safety Committee chose not to pursue that option.

Mr. Martin noted buffered bikes would be a consideration where new bike lanes are proposed or when existing bike lanes are being modified through roadway projects. Chair Petros suggested Bayside Dr. from Coast Hwy. to Jamboree Rd. be considered for a demonstration project for buffered bike lanes.

Committee Member Matsler asked if the consultants had identified segments where buffered bike lanes would be appropriate. Mr. Martin responded arterial roadways such as Newport Coast Drive and Irvine Avenue would be considered.

Committee Member Kahn suggested buffered bike lanes should be considered for San Joaquin Hills Rd., Jamboree Rd. and Macarthur Blvd. Mr. Sommers said the City considers buffered bike lanes whenever retrofitting or rehabilitating roads. He also noted the current project will install buffered bike lanes on Jamboree Rd. but there was not sufficient width on San Joaquin Hills Rd. for buffered bike lanes.

Committee Member Heffernan asked if colored striping is used at right turn lanes in other cities. Mr. Martin noted some cities have installed green striping in conflict zones. Mr. Heffernan suggested this striping may be beneficial at intersections such as Coast Hwy. at Bayside Dr. Mr. Sommers noted colored paint treatments have been discussed with Caltrans and the City has evaluated use of colored paint previously, but there are drawbacks to consider including maintenance costs and surface texture.

Committee Member Cohen commented that the signage on Bayside regarding sidewalk riding is confusing noting conflicting signs. Mr. Sommers noted Bayside is highlighted on the recommendations map for possible improvements.

Committee Member Alti suggested physical barriers or devices should be considered for bike lanes on higher speed roadways. Committee Member Kahn noted barriers dividing the vehicle lanes and bike lanes could be a hazard to cyclists.

Mr. Martin presented the following draft global/citywide recommendations:

- Consider sidewalk riding policy citywide, and
- Review bicycle accommodation/detection at signals

Committee Member Heffernan asked if bike lane detectors, such as the recently installed sensor at Jamboree Rd., are being considered. Mr. Martin responded yes.

Committee Member Kline commented that the clearance times at the Coast Hwy. /Balboa Blvd. intersection are not long enough for cyclists to cross the intersection and that there is new technology available that recognizes the presence of cyclists in the intersection. Mr. Martin noted the technology is still evolving.

Mr. Martin presented the following draft global/citywide recommendation:

- Review pathways through parks for bikeway designation

Committee Member Cohen asked if all of the paths shown on the map are paved. Mr. Martin responded they represent paved, off-street paths or sidewalks where riding is allowed.

Committee Member Matsler asked how users would be accommodated on these paths and if striping would be used. Mr. Martin said that striping and etiquette signs may be considered.

Committee Member Kahn asked if detailed improvements to off-street paths would be provided in the master plan. Mr. Martin said the plan will include recommendations for off-street paths

including where center line striping should be used. Committee Member Kahn commented that there are some good examples in Shady Canyon.

Committee Member Heffernan suggested that bollards be used to prevent motorists from making certain movements, such as illegal turns.

Committee Member Alti commented that integrating things like bollards into the roadway makes them less unexpected and less likely to be a hazard.

Committee Member Heffernan suggested a global policy to incorporate bicycle safety into the planning and project approval process.

Committee Member Kline suggested the plan include guidelines for temporarily blocked bike lanes. Mr. Martin responded the plan could also address bike lane closures and detours during construction activities.

Mr. Martin provided an overview of the draft bikeway network recommendations specific to geographic areas of the City.

Committee Member Matsler commented the Avon St. extension recommendation was a good alternative.

Committee Member Alti noted the existing path through Sunset View Park above Coast Hwy. could be used as part of the plan.

Committee Member Kahn requested sharrows be considered on Balboa Blvd. Mr. Martin responded that the consultant team intends to provide City staff with criteria to evaluate and implement sharrows in appropriate places throughout the City.

Chair Petros noted that the consultant will be giving a presentation to the Balboa Village Advisory Committee on the draft recommendations for this area. Ms. Nueno noted the meeting is scheduled for March 12, 2014 at 4 p.m. at Explore Ocean.

Chair Petros noted he would like to see improvements to increase safety for students on Irvine Avenue.

Committee Member Matsler suggested Westcliff Dr. /17th St. should be considered for improvements. Mr. Sommers noted that 17th St, west of Irvine Ave, is in the City of Costa Mesa. Committee Member Kahn asked if there are any planned bikeway linkages from Costa Mesa into this area. Mr. Miller noted Costa Mesa has not completed that section of their plan.

Committee Member Heffernan suggested focusing on Orchid Ave. as an alternative route to Coast Hwy. due to the existing signs and width.

Committee Member Kahn suggested Marguerite Ave. should be considered for improvements such as sharrows.

Committee Member Kline commented that Poppy Ave. may have more bicycle usage than the other streets since Ocean Ave. ends at it.

Committee Member Heffernan noted there used to be a bike lane on Pelican Hill Road, but it was removed.

Committee Member Heffernan suggested improvements be considered for southbound Newport Coast Drive at SR73. Mr. Martin noted improvements that were listed in the draft bikeways plan and that work on this segment would require coordination with Caltrans and the City of Irvine.

Committee Member Matsler asked for more information about the route on the edge of the landfill. Mr. Martin noted that the potential for paths along the Coyote Canyon landfill came up in comments from community members and that the facility is operated by the County.

Committee Member Heffernan suggested Bonita Canyon Dr. at SR73 be considered for improvements.

Chair Petros commented the bikeways on Jamboree Rd. should be connected from the existing bike trail to MacArthur Blvd. and that wayfinding signage should be considered for the Bonita Creek path.

Committee Member Kahn suggested lane reductions in the airport area be implemented to install striped bike lanes. Mr. Martin noted the draft bike plan notes lane reductions, but the roadways would need to be reviewed to ensure the roadways could operate with a reduced capacity.

Mr. Martin described the following next steps for the draft Bicycle Master Plan:

- The deadline for input on the draft bikeways network on the project website is March 17.
- The project team will present the draft recommendations for education, encouragement, enforcement and evaluation program elements at the planned April BMPOC meeting.

Public Comments

Kelly Gast noted the NACTO Urban Bikeway Design Guide includes discussion of green coloring and suggested it be considered for free right turns.

Ron Wortman suggested improvements be made at the dual right turn lanes to eastbound Bristol St. at Jamboree Rd. and Campus Dr. Mr. Sommers noted the eastbound Bristol St. approach to Campus Dr. is within County right of way.

Ms. Brenda Miller suggested using a different designation for bicycle sidewalks versus Class I paths such as the Santa Ana River Trail. She also suggested a Class I path be placed in the median along Coast Highway.

Stacy Kline noted she rides in the through lane when approaching intersections with right turn pockets to increase her visibility to motorists. She also expressed concern with installing k-rail or bollards along bike lanes as it can make it difficult for cyclists to avoid hazards. She commented that buffered bike lanes where the buffer is between the bike lane and parking can help cyclists stay out of the door zone, but she would also like to see sharrows and signage to indicate that bikes may use the full lane.

A member of the public commented there needs to be an enforcement component on the Peninsula to educate cyclists that ride the wrong way on the sidewalks.

Chair Petros noted the March 17 deadline for comments on the interactive website and encouraged the public to use the site if they wish to make additional comments.

Committee Member Heffernan asked how the Committee should provide additional comments. Mr. Sommers said the Committee should send additional comments directly to him.

Ms. Miller suggested the Committee members provide their comments on a private Google map and email it to Mr. Sommers.

ACTION: None

B. Police Department Update

Lt. Lu provided an update regarding bicycle-involved collisions within the City. He noted seven bicycle involved incidents in February 2014, while there were three in February 2013. The actions of the cyclist were determined to be the cause of the seven bicycle-involved collisions reported in February. There have been 15 bicycle-involved collisions reported to date in 2014, while there were eight in 2013 for the same time. Of the 15 bicycle-involved collisions reported to date in 2014, none of the incidents have been determined to be caused by the driver of a moving motor vehicle.

Public Comments

Ms. Miller asked if the Newport Beach Police Department conducts extra training with officers to interpret accidents involving bicycles. Lt. Lu responded officers go through collision investigation training.

Ms. Kline commented that educational programs may help reduce the number of collisions when the cyclist is at fault.



March 30, 2014

Bicycle Master Plan Oversight Committee
City of Newport Beach

Dear Members of the Committee

The Board of Newport Bay Conservancy request the Committee gives consideration to the situation regarding Back Bay Drive and associated safety concerns:

Board of Directors

Howard Cork, President

Peter Bryant

Michelle Clemente

Frances Cork

Donna Flower

Holly Fuhrer

Peter Fuhrer

Virginia Hayter

Sarah Kimball

Jean Whitaker

Danielle Zacherl

Dick Zembal

Back Bay Drive: The Challenges of a Multi-Use Public Road

The Context

Back Bay Drive is a popular public thoroughfare that runs for approximately 3 miles alongside the Upper Bay. It starts from Jamboree by the Hyatt Regency hotel, and loops back to rejoin Eastbluff Drive shortly before that road rejoins Jamboree.

The road is used almost exclusively for recreational purposes. Given the 15 mph speed limit, it takes a full 15-20 minutes to drive its length, whereas the parallel Jamboree route, lights permitting, takes 5 minutes.

The road is in an interesting situation jurisdictionally, in that it is a public road maintained by the City, yet sits partially within the boundary of the Ecological Reserve managed by the California Department of Fish and Wildlife.

The Problem

The road is used by walkers, birders, runners, in-line skaters, cyclists and cars. Motorized vehicles are only permitted to travel in a northward direction and as with cyclists are restricted to a 15mph speed limit.

Maintaining a safe environment for such a range of users, on a single-track sealed road is always going to present a challenge. This is particularly true on weekend mornings and late afternoons, when there are more walkers and runners present, and when a number of cycling groups (frequently numbering 15+) use the road in both directions. As these groups are using the route for serious training and “heads-down” cycling purposes, it is normal for them to exceed the posted speed limit, especially down the short, steep hill at the northern end of Back Bay Drive. In addition to individuals and families out for a weekend stroll, the Newport Bay Conservancy runs guided walks along the northern ½ mile of the road on the first Saturday of each month, from October-March. This event, which has been run for nearly 50 years, can be attended by as many as 90 participants, mainly high school and community college

/continued

students. The walkers are escorted along the road by docents, and stop at 4 “stations” alongside the road to hear talks on different aspects of the Bay’s history and ecology.

Along Back Bay Drive, there have inevitably been accidents involving pedestrians and bikes. Although anecdotal, there appear to have been at least one accident a year that has required medical treatment. Many of us in the Newport Bay Conservancy are concerned that eventually one of these will prove fatal. The City and Police departments are aware of the issue. Aside from the safety issue itself, the situation creates tensions between cyclists and pedestrians, and it is not unusual to hear abuse being thrown in both directions.

Possible Solutions

There is no obvious solution that presents itself which will avoid some cost or inconvenience to one or other group of users. A sample would include:

1. **Restricting all users (including cyclists) to northward-only travel.**

Note: The California Drivers Handbook states “Bicyclists... must ride in the same direction as other traffic, not against it” and “should ride single file on a busy or narrow street.”

2. **Banning cars from using the road.** This would effectively prevent disabled access to the Bay and the parking lot at Big Canyon. This would also prevent organizations such as ourselves from delivering education programs on Back Bay Drive to schools and the public.

3. **Restricting the hours when cars, cyclists or pedestrians can use the road.** (i.e. reducing the range of users on the road simultaneously). This would be extremely difficult to manage and enforce.

4. **Enforcing the current speed limit/adding more speed limit signs.**

5. **Creating a separate walkers-only path alongside the road on the bayside.** This would be difficult and expensive, and would require Department of Fish and Wildlife and possibly Coastal Commission approval.

The Conservancy’s preferred option is a combination of 1. and 4. above.

The reality is that we are currently trying to get a quart into a pint pot. In the view of the Conservancy the road simply cannot safely sustain the current volume and diversity of users, particularly on weekends, without incurring some significant safety risks.

The Conservancy is bringing this issue to the Bike Strategy Committee to ask that the Committee consider and discuss possible ways to remediate the situation before more serious injuries are incurred.

We will be more than happy to participate in further discussions and problem solving to find a solution to this situation.



Howard Cork
President of the Board, Newport Bay Conservancy
howard.cork@newportbay.org