



ORANGE COUNTY'S BIKE + PED PLAN EXECUTIVE SUMMARY



DRAFT

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Prepared for: Orange County Transportation Authority
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EXECUTIVE SUMMARY

OC Active: Orange County's Bike + Ped Plan is the first countywide Active Transportation Plan (ATP) for Orange County. The Orange County Transportation Authority (OCTA) has developed this plan to provide a framework for bikeway and pedestrian planning across the county, and to be compliant with the Caltrans Active Transportation Program (ATP) guidelines. This will allow local cities and the County of Orange to use this document as a foundation to apply for state funding to plan and implement local bicycle and pedestrian projects.

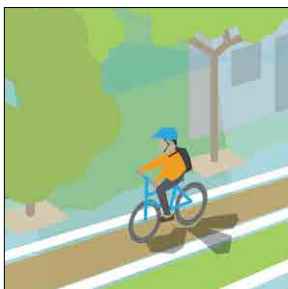
Plan Goals

Seven distinct goals were identified to guide decision making during the preparation of OC Active. The goals help to ensure OC Active supports regional mobility needs and empowers local jurisdictions to provide a responsive transportation network. During the development process, these goals were discussed with the OC Active Stakeholder Working Group (SWG), the Orange County Council of Governments (OCCOG) Technical Advisory Committee, OCTA's Technical Advisory Committee, and the Citizens Advisory Committee Bike and Pedestrian Subcommittee.



1 REDUCE PEDESTRIAN & BICYCLIST COLLISIONS

OCTA and local agencies in Orange County are very interested in reducing the number of fatal and serious injury collisions involving bicyclists and pedestrians. Continued investment in the active transportation network will also close gaps in the system and address challenges for improved safety.



2 ADVANCE STRATEGIC WALKING & BIKING NETWORK

Bicycle and pedestrian facilities that provide safe and convenient access to major destinations, schools, and parks are essential to maintaining Orange County's high quality of life. Facilities that connect multiple cities are also important to increase mobility and encourage use of active transportation modes.



3 ENHANCE WALKING & BIKING ACCESS TO TRANSIT

As the regional transit operator in Orange County, OCTA is interested in improving access to transit for residents throughout Orange County, helping to improve mobility and increase transit ridership.



4 IMPROVE HIGH-NEED PEDESTRIAN AREAS

The plan identifies areas throughout Orange County where the need for improved pedestrian infrastructure is high compared to the county as a whole. Mapping the pedestrian realm high need areas will help guide investment for improved mobility, safety, and equity.



5 STRENGTHEN STAKEHOLDER PARTNERSHIPS

OC Active builds on a history of OCTA, the County, and local cities cooperating together to plan and implement regional bicycle and pedestrian infrastructure. This plan identifies strategies and opportunities to continue and strengthen these partnerships going forward.



6 INCORPORATE DIVERSE COMMUNITY PERSPECTIVES

The community outreach effort focused on connecting with residents throughout Orange County. The plan strategies and recommendations are strengthened by the diverse and widespread input received during the project engagement with the community.



7 LEVERAGE FUNDING OPPORTUNITIES

OCTA is focused on helping local cities to pursue and obtain grant funding to support the planning, design, and construction of the active transportation improvements identified in OC Active. This plan will serve as the foundation for local agencies to pursue funding opportunities for project implementation.

- ✓ Speaking and hosting booths at seventy-six (76) community events in 2017 and 2018
- ✓ An online and in-person survey focused on issues and opportunities related to walking was conducted in conjunction with the community events
- ✓ A Chalk, Walk, And Roll contest in Fall 2017 where local schools were invited to create art work using chalk that illustrated safe walking and bicycling activity
- ✓ A Connect With A Cop event in March 2018 where OCTA partnered with a local police department for a fun and educational event
- ✓ Participation in International Walk to School Day in October 2018 to promote project awareness and obtain input for a second survey, focused on bicycling improvements

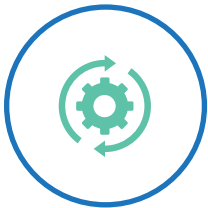


Pedestrian Network

Orange County's existing pedestrian network is comprised of sidewalks, multi-use trails, pedestrian bridges, and other walking infrastructure designed to help people access key destinations including schools, employment centers, parks, and transit. The county is home to a diverse network of pedestrian conditions. Consequently, the amount of pedestrian activity and need varies substantially throughout the county.

The OC Active pedestrian network analysis mapped the highest need pedestrian focus areas countywide and provides a detailed map for each jurisdiction countywide. The focus areas were identified using a Geographic Information Systems (GIS) analysis. This incorporated multiple criteria including key destinations, community demographics, socioeconomic and health data, as well as potential barriers to pedestrian travel such as roadways with high traffic volumes, railroads, waterways, and freeways. Public input from the project survey was incorporated into the technical analysis, as well as OCTA-prepared mapping of sidewalk gaps along major roadways countywide.

GIS modeling was prepared focusing on three key categories; attractors, generators, and barriers. Combining these three layers of GIS analysis for each category provides a heat map indicating the highest need areas.



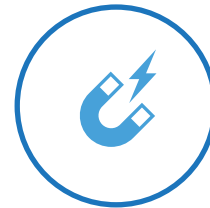
Generators

These are demographic, socioeconomic and health data indicating potential pedestrian volume based on how many people live and work within each city. Examples of generators are population and employment density and primary mode of transportation to work. Socioeconomic and health data examples include median household income, CalEnviroscreen (a land use planning tool), free or reduced meal programs, vehicle ownership and age density.



Barriers

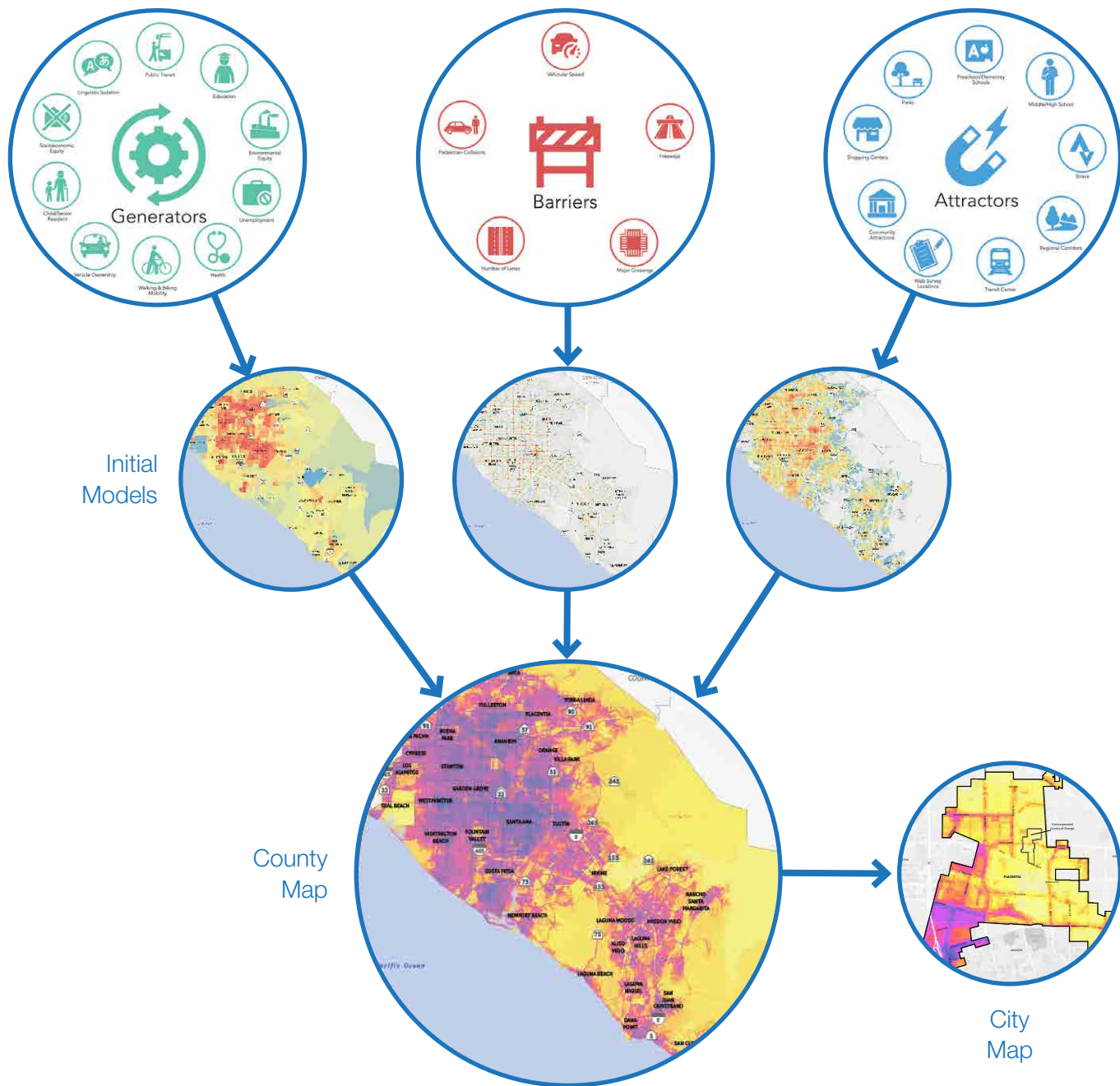
These are features likely to discourage or detract people from walking. These are generally physical limitations such as areas with high numbers of pedestrian related collisions, low levels of pedestrian level of comfort, or physical barriers including rail crossings, bridges, and freeway interchanges.



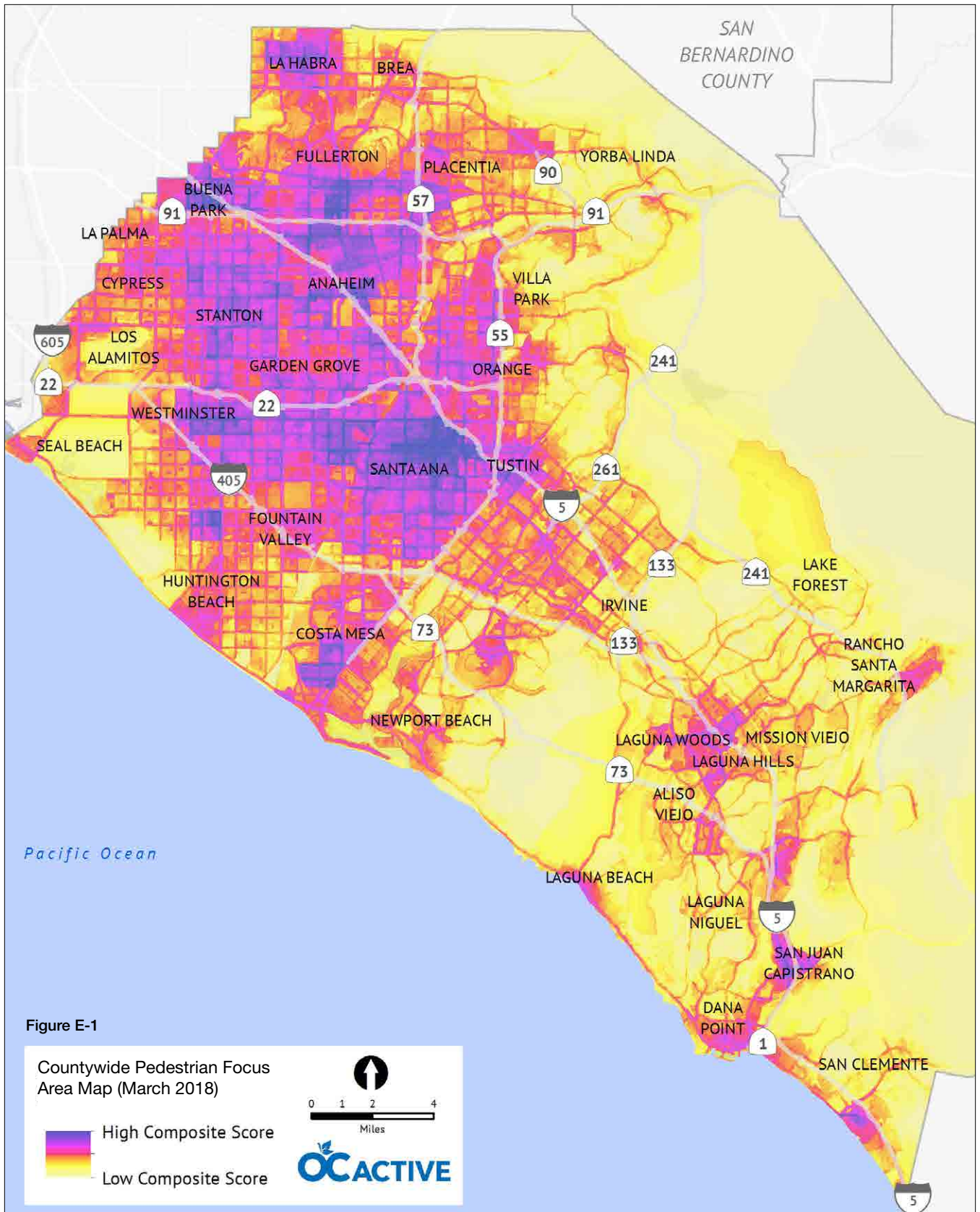
Attractors

These are pedestrian-related geographic features likely to attract pedestrians. Examples of these key destinations are schools, transit, community attractions, parks and shopping centers.

Key Categories



Using the criteria and analysis based on the pedestrian priority model, individual pedestrian focus area maps were produced for the entire county. This includes all 34 cities in Orange County, and the major unincorporated areas under the jurisdiction of the County of Orange. The pedestrian focus area maps highlight the likely areas of greatest activity and demand for pedestrian travel. The jurisdictional maps are intended to help local agencies to identify and prioritize implementation of pedestrian infrastructure improvements and better position those agencies for local funding and grant pursuits. Figure E-1 below illustrates the countywide pedestrian priority model forecast. Figure E-2 illustrates a representative City pedestrian priority model forecast for the City of Placentia. Similar maps are provided for each jurisdiction.



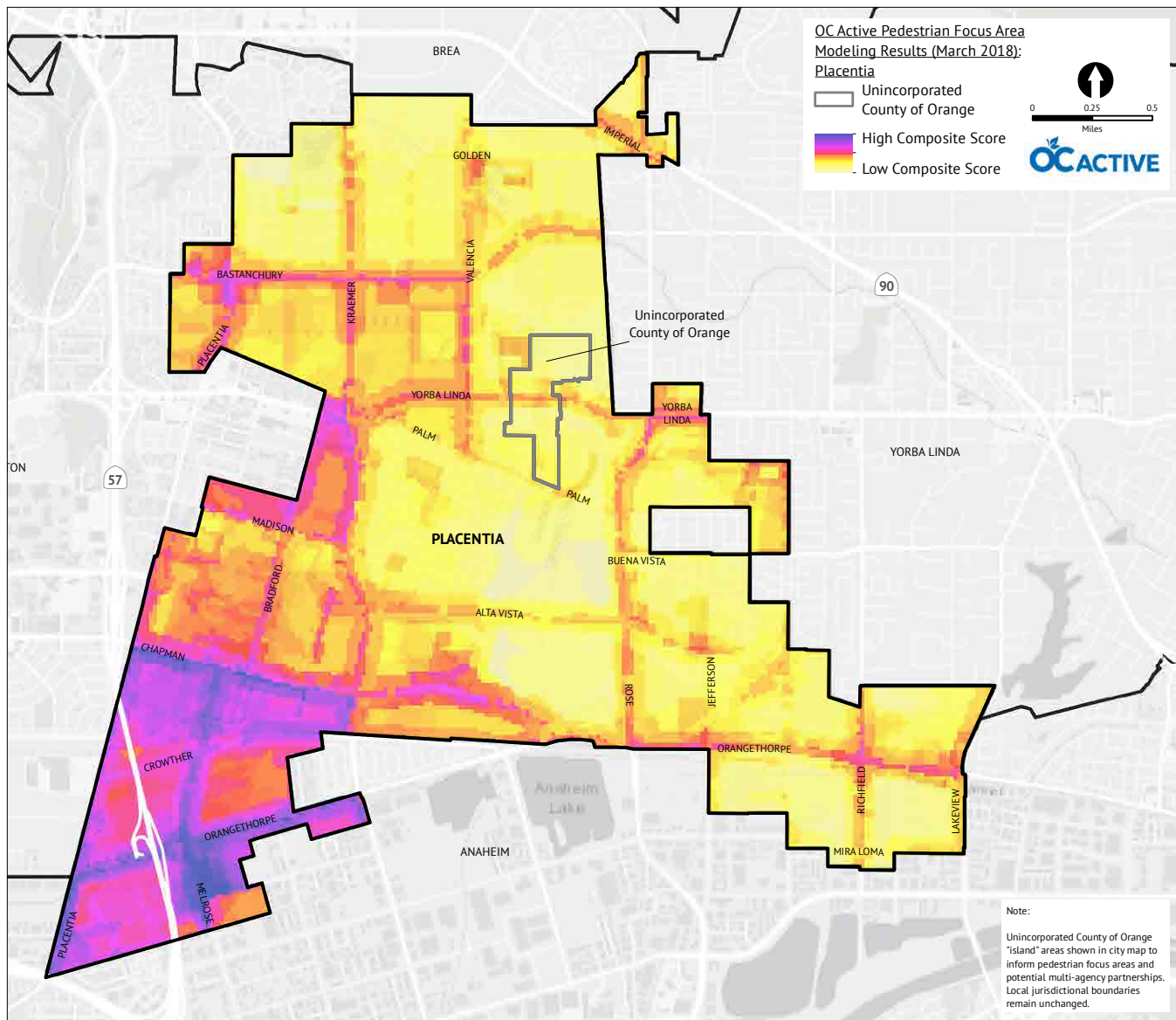


Figure E-2 - City of Placentia Pedestrian Focus Area Map

Bikeways Network

OC Active establishes a comprehensive multi-layered bikeway network consisting of local, regional, and connector facilities. Collectively the implementation of the distributed network will provide access across jurisdictional boundaries connecting to regional destinations as well as local neighborhoods. OC Active maps and includes existing and planned bikeways using the following three key bikeway layers:

- Local Bikeways:** Each jurisdiction has a locally-adopted set of bikeways that are incorporated into OC Active. Where jurisdictions haven't identified a prioritized list of planned bikeways, the OC Active report provides a list to satisfy state requirements. The planned local bikeways were analyzed and prioritized using a set of defined evaluation criteria that take into account several factors, including cost efficiency, demographics, safety, trip demand, and connectivity with other existing and planned bikeways. The OC Active study doesn't change any locally adopted plans for future bikeways, rather it incorporates local planning into a comprehensive master plan. The OCTA-produced Commuter Bikeways Strategic Plan (2009) was prepared to map local bikeways and is superseded by the OC Active report. Figure E-3 shows the local bikeway network for all local agencies in Orange County.
- Regional Bikeways:** Between 2011 and 2016, OCTA completed four studies identifying 41 regional bikeway corridors that link to key regional destinations countywide. As shown in Figure E-4, OC Active incorporates all 41 regional bikeways under one cover to minimize need to review four separate documents.
- Regional Connectors:** During preparation of OC Active, the SWG was asked how the regional bikeways could be leveraged into a successful branded bikeway like the OC Loop. The OC Loop combined several regional bikeways into a large multi-jurisdictional corridor with cohesive branding. The SWG recommended loops and linear corridors that would serve employment centers and access to transit. The OC Active report has linked various regional bikeways into the Orange County Regional Connectors as shown in Figure E-5.

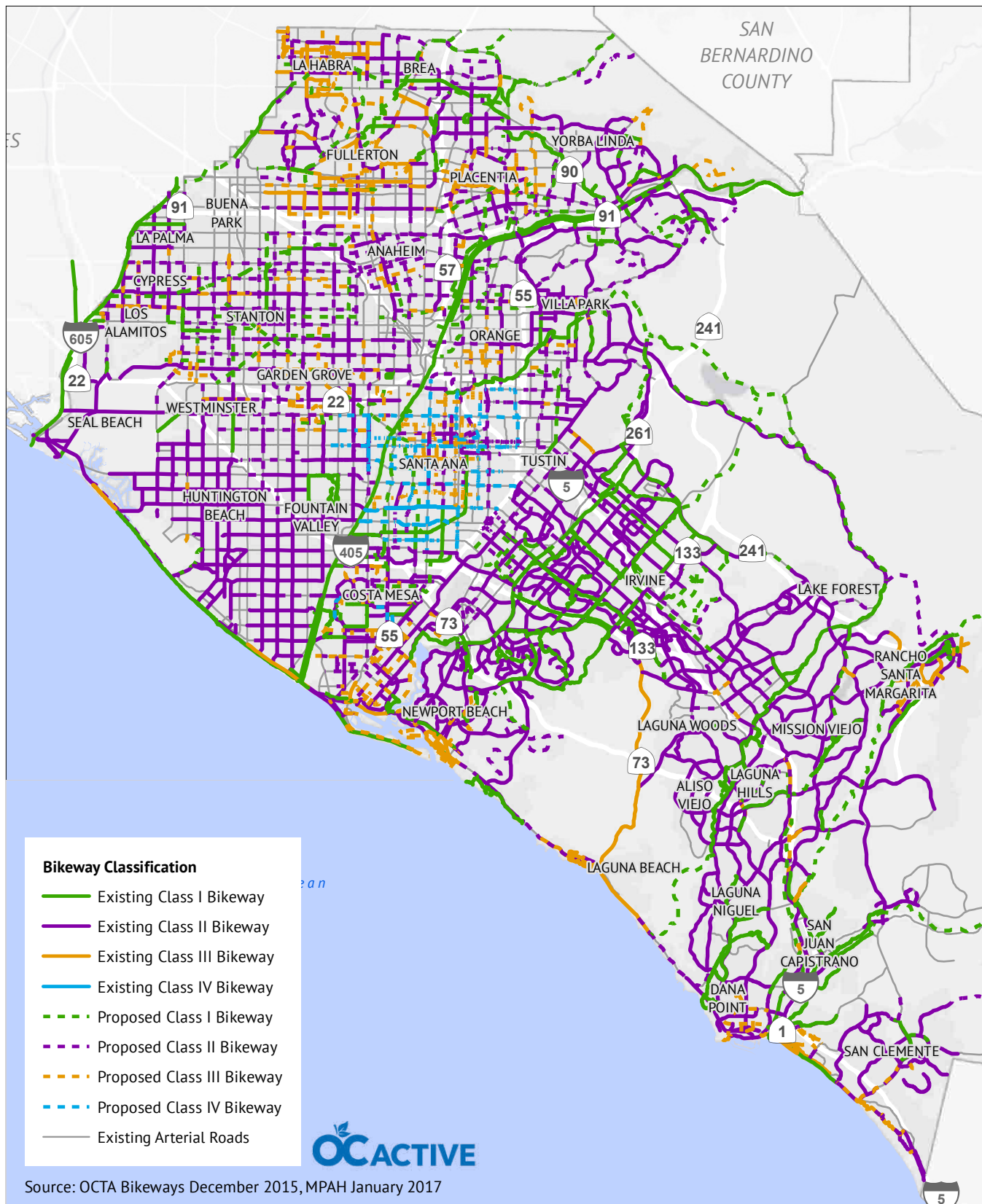


Figure E-3 - Orange County Local Bikeways



Figure E-4 - Orange County Regional Bikeway Corridors



Figure E-5 - Orange County Regional Connectors

Active Transportation Toolkit

To assist local agencies, a comprehensive toolkit has been developed that provides best practices for infrastructure design concepts as well as non-infrastructure methods (education, encouragement, enforcement, and evaluation). The toolkit compiles best practices from public agencies and municipalities nationwide. The toolkit is available for use by OCTA and local agencies throughout Orange County as they endeavor to improve the system across disciplines.

Implementation

The feedback received through the public outreach efforts indicates the public is interested in seeing improvements to the active transportation network serving people walking and biking throughout Orange County. OC Active identifies infrastructure improvements and clarifies roles and responsibilities for future implementation. Overall, implementation is a collaborative process and requires partnerships between local agencies, Caltrans, OCTA, advocates and other stakeholders. A list of recommended actions is provided within the report to continue to improve active transportation infrastructure and programs to address safety countywide.

Funding Strategies

Funding assistance can be provided through federal, state, and local government agency programs aimed at improving active transportation infrastructure. It is important that communities are made aware of funding sources and that the proper procedures are followed to maximize successful grant pursuits. Funding for active transportation projects is highly competitive, so this report provides a summary of funding opportunities by source with details regarding eligibility, use and requirements associated with funding sources.

