

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Paula Lantz, Pomona

Energy & Environment
Cheryl Viegas-Walker, El Centro

Transportation
Keith Millhouse, Ventura County
Transportation Commission

**No. 3
MEETING OF THE**

**Active Transportation
Subcommittee**

PLEASE NOTE DATE & TIME
Monday, November 26, 2012
10:00 a.m. – 12:00 p.m.

SCAG Main Office
818 West Seventh Street, 12th Floor
Conference Room Policy A
Los Angeles, CA 90017
(213) 236-1800

Teleconference and Videoconference Available
(Location information is attached)

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Alan Thompson at (213) 236-1940 or via email thompson@scag.ca.gov

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1993. We request at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

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Active Transportation Subcommittee Member List

Orange County: Hon. Michele Martinez, **Chair**/Member (OC)
Hon. Patricia Kelley, Alternate (OC)

Los Angeles County: Hon. Margaret Clark, Alternate (LA)
Hon. Margaret Finlay, Member (LA)

Imperial County: Hon. Cheryl Viegas-Walker, Member (Imp)

Riverside County: Hon. Jeff Stone, Vice Chair/Member (Riv)
Hon. Lupe Ramos Watson, Alternate (Riv)

San Bernardino County: Hon. Jon Harrison, Member (SB)

Ventura County: Hon. Linda Parks, Member (V)

Ex-Officio Members: Hon. Alan Wapner, Vice-Chair, Transportation Committee (SANBAG)
Rye Baerg, P-Sector, Member (Safe Routes to School)
Terry M. Roberts, P-Sector, Alternate (American Lung Association)
Michael A. Morris, P-Sector, Other (FHWA)

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Videoconference Locations

Orange County Office

600 S. Main Street, Suite 906
Orange, CA 92863

Imperial County Office

1405 N. Imperial Ave., Suite 1
El Centro, CA 92243

Riverside County Office

3403 10th Street, Suite 805
Riverside, CA 92501

San Bernardino County Office

1170 W. 3rd Street, Suite 140
San Bernardino, CA 92410

Ventura County Office

950 County Square Drive, Suite 101
Ventura, CA 93003

CVAG Videoconference Site

73-710 Fred Waring Drive., Suite 200
Palm Desert, CA 92260

Palmdale Videoconference Site

38250 Sierra Hwy.
Palmdale, CA 93550

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ACTIVE TRANSPORTATION SUBCOMMITTEE

AGENDA

NOVEMBER 26, 2012 10:00 AM – 12:00 PM

The Active Transportation Subcommittee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Michele Martinez, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Subcommittee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three minutes. The Chair may limit the total time for all comments to twenty minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

**Page
No.**

- | | | |
|---|-------------------|----------|
| 1. Approve Minutes from October 3, 2012 Active Transportation Subcommittee
<i>(Hon. Michele Martinez, Chair)</i> | Attachment | 1 |
|---|-------------------|----------|

INFORMATION ITEMS

- | | | |
|---|-------------------|-----------|
| 1. <u>San Bernardino Bicycle/Pedestrian Access to Transit</u>
<i>(Brian Glaze, Alta Planning and Design)</i> | Attachment | 7 |
| 2. <u>BikeShare Programs</u>
<i>(Derek Fretheim, Bike Nation)</i> | Attachment | 21 |
| 3. <u>Santa Ana Complete Streets Program</u>
<i>(William Galvez, City of Santa Ana)</i> | Attachment | 37 |
| 4. <u>Active Transportation Policy Framework</u>
<i>(Alan Thompson, SCAG Staff)</i> | Attachment | 51 |
| 5. <u>Establish Future Subcommittee Meeting Dates</u>
<i>(Hon. Michele Martinez, Chair)</i> | | |

STAFF REPORT

(Alan Thompson, SCAG Staff)

**ACTIVE TRANSPORTATION SUBCOMMITTEE
AGENDA
NOVEMBER 26, 2012 10:00 AM – 12:00 PM**

FUTURE AGENDA ITEMS

Any Subcommittee member or staff desiring to place items on a future agenda may make such a request.

ANNOUNCEMENTS

ADJOURNMENT

Please note that the next regular meeting of the Active Transportation Subcommittee meeting will be a joint meeting with the Public Health and Sustainability Subcommittees. The meeting date and time will be determined.

Active Transportation Subcommittee
of the
Southern California Association of Governments

October 3, 2012

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ACTIVE TRANSPORTATION SUBCOMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Active Transportation Subcommittee held its meeting at the SCAG offices in downtown Los Angeles. The meeting was called to order by Hon. Michele Martinez, Chair, Orange County, District 16. There was a quorum.

Members Present

Hon. Michele Martinez, **Chair**
Hon. Patricia Kelley

Hon. Margaret Finlay
Hon. Margaret Clark

Hon. Jeff Stone, Vice Chair

Hon. Jon Harrison

Representing

Member (OC)
Alternate (OC) (Videoconference)

Member (LA)
Alternate (LA) (Teleconference)

Member (Riv) (Videoconference)

Member (SB) (Videoconference)

Ex-Officio Members Present:

Alan Wapner, Vice Chair

Rye Baerg, P-Sector

Transportation Committee (SANBAG)
(Videoconference)

Member, Safe Routes to School

Members Not Present

Hon. Cheryl Viegas-Walker
Hon. Linda Parks
Hon. Lupe Ramos Watson
Terry M. Roberts, P-Sector

Representing

Member (Imp)
Member (Ventura)
Alternate (Riv)
Alternate (American Lung Association)

Active Transportation Subcommittee
of the
Southern California Association of Governments

October 3, 2012

Minutes

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Michele Martinez, Chair, called the meeting to order at 1:05 p.m.

PUBLIC COMMENT PERIOD

None.

REVIEW and PRIORITIZE AGENDA ITEMS

None.

ACTION ITEM

1. Active Transportation Subcommittee Meeting Outlook

After the membership, staff and public introductions were established, Hon. Michele Martinez, Chair, introduced the goals and objectives of the Active Transportation Subcommittee (AT), which included the following:

- The Deliverables and policy framework: SCAG's role in supporting local implementation; a Work Plan with action steps for the RTP/SCS implementation; and Planning and policy elements for the 2016 RTP/SCS.
- The Meeting Outlook: A schedule of activities over the next six (6) meetings which include the goals/action for each meeting.
- The Work Plan: A draft work plan is still in progress. The Draft Work Plan will be forwarded to the Transportation Committee for authorization to release to stakeholders.

Ms. Martinez also provided comments concerning the Active Transportation Subcommittee's Charter; to ensure that every member has a copy of the Charter, staff was instructed to resend the Charter to the members and all interested parties.

After discussion and clarification of the AT Subcommittee goals and objectives (which was provided in the agenda packet) and voting procedures, Hon. Martinez requested approval of the Active Transportation Subcommittee Meeting Outlook, which excluded the Draft Work Plan.

A motion was made (Finlay) to approve the Active Transportation Subcommittee Meeting Outlook. Motion was seconded (Stone). A roll call vote was taken. Motion passed.

Active Transportation Subcommittee
of the
Southern California Association of Governments

October 3, 2012

Minutes

INFORMATION ITEMS

2. SCAG Active Transportation Work Plan

Alan Thompson, SCAG Staff, provided a brief summary and overview of the Draft FY 2012/16 AT Work Plan, which will be implemented over the next four years. The AT Work Plan was included in the agenda packet.

It was noted that the Planning and Policy implementation Strategies and Guidelines outlined in the Draft FY 2012/16 AT Work Plan are policies that were previously adopted in the 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

Mr. Thompson stated that SCAG is proposing over 10,000 miles of bikeways. The term “bikeway” for the presentation is a generic term that refers to all three classes of bicycle facilities: *class 1 bike paths; class 2 bike lanes; class 3 bike routes*. The goal is to work with local jurisdictions to develop an integrated bikeway network that closes gaps, connects cities and has a regional route structure.

Some of the other “major work program areas” highlighted were:

- Infrastructure Development
- Health and Safety
- Transportation Modeling
- Outreach
- Funding
- Legislative Strategy

Mr. Thompson discussed the development of a Regional Survey of local jurisdictions (a needs assessment survey) in order to collect active transportation investment and infrastructure program information. He stated that the proposed active transportation funding of \$6.7 billion that would have been available over the next two years towards implementation was reduced due to MAP 21. Instead of the \$1.2 billion that was previously allocated nationwide for regional active transportation projects, the funding was reduced to \$800 million distributed equally between the States and MPOs. While the amount is less than before, it does provide greater flexibility in funding active transportation projects.

SCAG is developing a survey to member jurisdictions regarding active transportation infrastructure, planning, policies and staffing. It is anticipated that the survey will be distributed to the AT Subcommittee members for review prior to distribution.

Active Transportation Subcommittee
of the
Southern California Association of Governments

October 3, 2012

Minutes

Huasha Liu, Director-Land-Use and Environmental Planning, pointed out that the Draft AT Work Plan is a living document. As such, staff continues to receive comments from the members and other stakeholders which will be formalized and incorporated into the Draft AT Work Plan. In addition, a “needs assessment” survey will first be developed in order to address the priorities, needs and gaps that the cities and local governments may currently have.

Hon. Michele Martinez commented that during the next five meetings, the final recommendations will be added to the Draft Work Plan and will be presented to the Transportation Committee; afterwards, the AT Draft Work Plan will be forwarded to the Regional Council for adoption.

3. Long Beach Bikeway Planning and Implementation

Mr. Allan Crawford, Bicycle Coordinator, City of Long Beach, presented Long Beach’s program components for promoting bicycling improvement and infrastructure.

The three components discussed were:

1. Physical Infrastructure Improvements
2. Bike and Pedestrian Safety Education
3. Community Engagement

As mentioned earlier, Mr. Crawford addressed the structure of performance metrics. The full presentation was included in the agenda packet.

4. Orange County District 4 Strategic Bikeway Plan

Mr. Charles Larwood, Manager of Planning and Analysis, Orange County Transportation Authority (OCTA), presented the Fourth Supervisory District Bikeway Strategy, which is the first of several bikeway strategies linking each supervisorial district in Orange County via a dedicated integrated network of bikeways.

The four components discussed were:

1. Build consensus on regional bikeway corridors
2. Improve cross-jurisdictional connectivity
3. Foster inter-agency partnerships
4. Encourage bicycling

The full presentation was included in the agenda packet.

Active Transportation Subcommittee
of the
Southern California Association of Governments

October 3, 2012

Minutes

5. Establish Future Subcommittee Meeting Dates

Hon. Michele Martinez announced that the proposed meeting date for the next AT Subcommittee meeting would be a joint meeting with the Sustainability and Public Health Subcommittees on November 5, 2012 from 10:00 a.m. to 12:00 p.m.

A date for the third AT Subcommittee meeting will be determined at a later date.

STAFF REPORT

None was presented.

FUTURE AGENDA ITEMS

Staff to develop a funding matrix outlining funding sources
The completed Needs Assessment Survey

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

Hon. Michele Martinez, Chair, adjourned the meeting at 3:00 p.m. The next regular meeting of the AT will be a joint meeting with the Sustainability and Public Health Subcommittees on Monday, November 5, 2012, at the SCAG Los Angeles office.

Minutes Approved by Alan Thompson

Alan Thompson
Staff to the Active Transportation Subcommittee

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Improving Access to Transit for Cyclists and Pedestrians



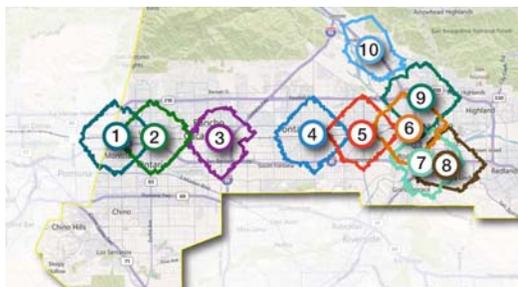
Brian Gaze AICP
Associate, Alta Planning + Design



Project Context



- 7 San Bernardino County Cities
- 10 stations (6 Metrolink and 4 sbX BRT Stations)
- Over 150 square miles of catchment areas
- Opportunity to implement regional bicycle network identified in regional non-motorized plan
- Develop/enhance station areas “inside-out”



Project Highlights



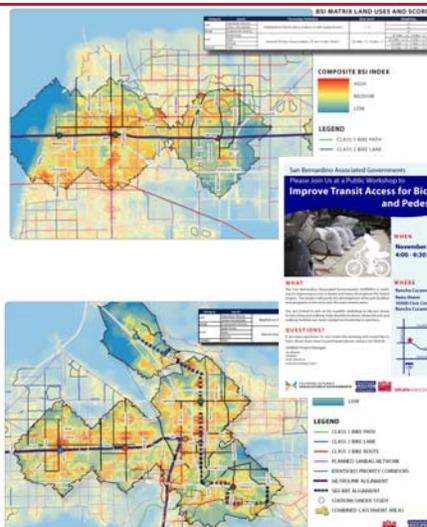
- Over 70 miles of high-priority commuter bikeway corridors serving stations
- Over 50 improved crosswalks and at-grade crossings
- Over 23 miles of ADA-compliant sidewalks
- 2,300 pedestrian-scale lighting elements
- 1,700 new shade trees
- Comprehensive bicycle parking and wayfinding recommendations



Project Process



- Stakeholder Working Group and multi-agency distribution list
- Best practices review
- Public outreach surveys, workshops, and project website
- Field review by project Team and City/SANBAG Staff
- GIS suitability analysis
- Consultation with City Staffs



Project Outreach



- Four field review sessions with stakeholders
- Hired and Trained CSUSB students to conduct intercept surveys at stations during peak commute periods
- Two rounds of workshops
- Rialto and Upland commuters had greatest willingness to walk/bike to Metrolink
- Most sbX stations had high levels of existing non-motorized access

TABLE 3-2: PRIMARY REASONS RESPONDENTS WOULD/WOULD NOT CONSIDER WALKING/BIKING

STATION	% RESPONDENTS WOULD CONSIDER WALKING/BIKING	PRIMARY REASONS	% RESPONDENTS WOULD NOT CONSIDER WALKING/BIKING	PRIMARY REASONS
Anderson	100%	The bike trail	0%	-
Fontana	27%	Exercise, when it is not as hot, live close to station	73%	Too far, health issues, lack of secure bike parking
Highland	50%	If there were bike facilities, if it was more convenient	41%	Too old, too far, health issues
Harts	36%	-	64%	Too far
Montclair	26%	If there were bike lanes, if there was secure bike parking	74%	Clothes, health issues, too far, not enough time
Plano	100%	Live close to stop	0%	-
Rancho Cucamonga	30%	If lived closer	70%	Too far, clothes, too old, lack of facilities, too cold
Rialto	45%	Less expensive, health, if lived closer to station	55%	Too far, not convenient, doesn't work with schedule
San Bernardino	28%	Save money, if there were more facilities, if there was more lighting	72%	Too far
Upland	55%	Save money, drive enough to home, health, if had the right clothes, save gas, don't have a car	45%	Too hot, nice clothes, too far, not convenient, rain



Existing Conditions:



Bicycling

- Conflicts with major arterials and freeways
- Wide disparity in networks, disconnected facilities
- Limited wayfinding elements
- Challenging financial situations
- Limited bike parking at stations
- Ample free auto parking



Existing Conditions:

Walking

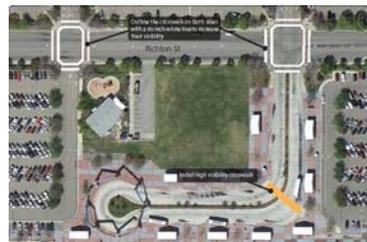
- Inadequate sidewalks, lighting, crossings, and ADA elements
- “Good bones” adjacent to several stations
- Some stations lack a sense of place
- Safety and visibility of some stations could be improved



GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS

High-level Recommendations

- Comprehensive Wayfinding program with auditory and tactile cues
- Additional pavement markings
- Prioritize resurfacing on designated bikeways
- Additional and improved bicycle parking facilities
- Pedestrian improvements and increased “sense of place”



GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS

Sample Recommendations – Priority Bikeway Corridors



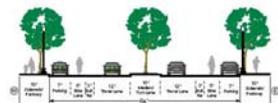
4.6b San Bernardino Station: N Arrowhead Avenue from W 5th Street to E Mill Street

Project Description

This project would remove a travel lane from N Arrowhead Avenue in each direction to provide a buffered bike lane, a center turn lane, and parking in both directions from W 5th Street to E Mill Street.



Striped buffered bike lane to separate bicycles from automobiles and to provide a more comfortable bicycling environment.



GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS

Funding and Implementation



- Consult with Omnitrans, Metrolink and participating cities to prioritize specific improvements and secure funding
- Explore partnerships with volunteer agencies and citizens
- Revisit SANBAG Non-Motorized Plan for network revisions



GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS

Questions?



Contact:

Brian Gaze, AICP
briangaze@altaplanning.com
619.296.5982 phone
625 Broadway, Suite 1001, San Diego, 92101
www.altaplanning.com



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WESTWOOD VENICE FULLERTON ANAHEIM
DOWNTOWN LA LONG BEACH HOLLYWOOD



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What is a Bicycle Sharing System?

A bicycle share system, or bike share, is a self-service rental system where individuals can rent and return a bicycle anywhere within a network of stations.



Bicycle Sharing System Elements

- A kiosk-based system of bikes that are affordable, clean and simple to use
- Usage fees are incentivized for high-turnover and rides of 30 minutes or less to incur no usage fees
- Where you want it: modular, portable, wirelessly connected and solar powered
- Easy access: regular users can purchase a subscription and receive an RFID key; daily users and tourists can purchase a 24-hour pass
- Bicycles can be accessed at kiosk stations located within a few blocks of each other
- Stations are located in close proximity for quick trips where users live, work and go to school



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BIKE NATION



Why is the Popularity of Bike Share Spreading?

Simplicity

Users register for access, then "Rent, Ride, Return", and repeat the process at their leisure.



Ease Of Access

Regular users can purchase a subscription and daily users can buy a day pass via credit card at any kiosk without long term commitment.



Ride Anytime

24-7 access to the bicycles provides customers with convenient transportation at times not available via public transit.



Convenient Locations

Bike share stations are located near popular destinations such as employment centers, commercial districts, tourist attractions, colleges and universities and transit stops.

Quick Turnover

First 30 minutes are free of usage charge to increase bicycle circulation and frequency of rides.



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BIKE NATION



Who is Bike Nation?

Incorporated in 2009, Bike Nation provides privately funded public bike sharing systems to cities, agencies and other entities. The company is a leader in the bike share industry by providing fourth generation technology and bikes. Bike Nation strives to offer an affordable user-friendly and healthy alternative to polluting forms of transportation. The company is headquartered in Tustin, California.



Bike Nation is State-of-the-Art

- All Bike Nation bike share stations are manufactured in the U.S.
- Bike Nation bicycles are manufactured in the U.S. and assembled in southern California.
- Bike Nation monetizes its investment through a combined advertising – sponsorship, membership driven business model.
- Bike Nation's community planners work with City staff to develop an integrated and connected community-based transportation system. Our systems become part of the overall transportation fabric.



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BIKE NATION



How Bike Share Works



It's That Simple!

1. Register online or at any Bike Nation kiosk.
2. Pick up a bicycle at the nearest station.
3. Pedal away to commute, explore, exercise or just for fun!
4. Return the bike to any station.
5. Repeat the process as much as you like!



Transactions:

Bike Nation kiosks only use debit or credit cards to complete transactions. Individuals who do not have a credit card can pay by prepaid Bike Nation debit card.



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BIKE NATION



Bike Nation's Technology

Bike Nation develops and owns all it's intellectual property. The software is developed internally, by Bike Nation staff thereby giving us greater control and flexibility. We control 100% of the manufacturing of bike share stations and bicycles.



Bike Nation has various built-in convenience features

- Bike Share stations utilizes proven kiosk architecture, originally developed in 1997, that has gone through several generations of enhancements.
- Bicycles utilize Airless Tires and Chainless Shaft Drivetrains.
- Kiosks are modular, portable, wirelessly connected and solar powered.
- Kiosks and bicycles are equipped with RFID for logistical balancing and identification.
- Kiosks and system is mobile device ready for convenient user interaction with maps, way finding to additional stations, and overall functionality.
- Bikes are fitted with active GPS devices that record a users trip time and distance



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BIKE NATION



Member Benefits

Member RFID Key Card

Personal key card allows Annual Members the ability to bypass the kiosk and rent bikes directly from the dock, making rentals even simpler.



Mobile Application

System users can find stations, available bikes/docks and view metrics on their mobile phone.



System Website

To create public awareness as well as provide system specific information, Bike Nation creates a community website that displays useful information for users. The website provides Members with a DASHBOARD where they can view personalized data such as distances ridden, trips taken, carbon reduction and money saved.



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BIKE NATION



Kiosk

4th Generation Modular Kiosk System

A plug and play system that is portable, expandable and is easy to install, remove, replace, repair and relocate.



A Ground Up High-Grade Industrial Design

Designed from the ground up specifically for heavy urban use as a public system, with custom components which optimizes reliability, durability and function. Sturdy enough for any climate.



Uniform Interface

All operating systems within the kiosks are identical, making the process of renting seamless regardless of location and system. Time-tested software proven to be extremely reliable and easy to use.



Solar Powered and Wireless Communication

No wires, no emissions, no excavation and no power lines! Reduces associated costs and installation times. Solar power produces zero emissions and promotes sustainable equipment infrastructure.

Made In America!

Bike Nation Kiosks are designed and manufactured in Southern California with American Components!



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BIKE NATION



Bicycle

Built for Safety and Low Maintenance

Airless tires and chainless drive shafts enhance user safety and lower maintenance costs. Our bike's step through frame features a low center of gravity for maximum stability. Additionally, the active front/rear lighting and retro-reflective paint ensure that our users will have the safest ride possible.



Built for Comfort

Adjustable seat height and ergonomic frame geometry accommodate a wide range of rider sizes and provide maximum rider comfort.



Built to Last

The bicycle is designed to the highest industrial standards

- Tamper-proof seat, wheels, handle-bars and drive train
- Puncture-resistant, airless tires with reflective sidewalls
- Patented Shaft-Drive technology requiring no chain
- Aluminum frame durability – rustproof and lightweight
- A variety of safety features incorporated into the design



Made in USA

- Designed, powder-coated and assembled in the U.S.
- Buy American Certified.



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BIKE NATION



Docking Stations

Modular Units

Plug and play setup capabilities allows rental stations to be tailored to each location's specifications for a perfect fit.



Expandable

Docking stations are easy to install, remove, replace, relocate and repair, allowing for infinite possibilities in high-demand areas.



Secure Bicycle Storage

Docking stations lock on to bicycles by the frame and front wheel, providing excellent bicycle security!



Easy Access

Subscribers can waive their Bike Nation RFID key card to take a bike and be on their way in less than five seconds.



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Membership Rates & Usage Fees

The cost to use Bike Nation is the combination of a one-time membership fee and the incurred trip fees after the initial thirty minutes. We have modeled our system to be cost-effective for users to take short trips, and utilize the system throughout the day.



Subscription Prices

24-Hour	\$6.00
72-Hour	\$12.00
7-Day	\$25.00
30-Day	\$35.00
1-Year	\$75.00
Senior/Student	\$50.00

Trip Fees

0-30 Minutes	No Charge
31-60 Minutes	\$1.50
60-90 Minutes	\$4.50
Each additional ½ hr.	+ \$6.00

The usage fees are designed to encourage users to return their rented bicycle within the first 30 minutes, making the same bicycle available for another customer.



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Social Benefits

- All Bike Nation is Buy America compliant. The Bike Share stations are completely manufactured and assembled in Santa Ana, CA. Our bikes are manufactured in the US and assembled in Tustin, CA.
- Bike Nation provides a first mile/last mile transportation solution that is typically difficult for transportation agencies to address, enhanced overall mobility around the Region and increased access to the Regional transportation system.
- There are numerous societal benefits associated with bicycling that increase quality of life: improved air quality, increased physical activity, increased economic activity from bicyclist shoppers, decreased traffic congestion, and an increased sense of community within bike friendly areas.
- Bike Nation, through its community bicycle ambassador program, provides educational services to aid the community in both maintenance and safe cycling practices; in doing so we help create and support bicycle programs in the immediate and surrounding areas.
- Bike Nation develops community-based outreach programs and regularly participates in community events to build awareness and grow system usage.



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Environmental Benefits

Bike Nation bike share systems are perfectly aligned with the Region's Sustainable Communities Strategies Initiative. Bike sharing also increases the convenience, reliability, safety and speed of the Region's transportation system, making it a perfect solution to first/last mile challenges. Consider that:



- The World Watch Institute found that 90% of emissions in a 7-mile trip are generated in the first mile before engine warms up.
- 67% of all trips in a metropolitan area are less than 3 miles, as are 56% of all auto trips.
- 32% of all taxi trips are less than one mile.
- Rides under 2 miles are often quicker to take by bike, and running errands by bike saves both time and the environment.



Such trips can be replaced by a Bike Nation bicycle in under 25 minutes

By providing the Bike Nation System to communities, we can effectively reduce the number of daily automobile trips taken. Both Air Quality and Congestion-based regulations demand a reduction in pollutants and traffic, but this is a difficult objective with a steadily increasing population.



- Bike Nation's bikes are equipped with active GPS devices and record time and trip distance. This data is converted into emission (carbon) reduction, calorie burn, and energy savings.

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800.980.7942



Unique Differentiators

- Bike Nation is a US owned and operated bike share company based in Orange County and the only provider that offers a privately funded bike share program without any government funding or operating subsidies.



- The Bike Nation system is Buy America compliant, our kiosks and bicycles are Made in America with American materials and labor.



- Bike Nation controls all facets of the bike share system; manufacturing of stations, development of software and manufacturing bicycles.

- Bike Nation's bike share program is powered through solar energy with special purpose American made batteries that provide back up power and system security.

- Bike Nation software is designed to analyze ride data including calculating carbon offset credits.

- Proprietary software for backend practices and customized system analytics that assist with load balancing, maintenance, and determining daily usage patterns per station, helping our Street Team with rebalancing and improving operational efficiency.



- Universal Membership allowing seamless interoperability between all community bike share programs.

- All Bike Nation bicycles utilize airless tires and a chainless shaft-driven drive-train.

www.bikenationusa.com

[f /BikeNationUSA](https://www.facebook.com/BikeNationUSA)

[@BikeNationUSA](https://twitter.com/BikeNationUSA)

800.980.7942



Bike Nation Bike Share Station



www.bikenationusa.com

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800.980.7942

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Complete Streets & Circulation Master Plan

 SANTA ANA

 in motion

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Complete Streets & Circulation Master Plan

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Overview

What is unique about Santa Ana's Complete Streets approach?

Recap - California Complete Streets Act (AB 1358)

Recap - Complete Streets & Circulation Master Plan

- What is a Circulation Element?
- What is a Complete Street?
- How is Complete Streets & Circulation Master Plan related?
- Why are we developing Complete Streets policy?
- Complete Streets Process
- Current Status

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What is a Circulation Element?

It is the blueprint for transportation within the city.

The Circulation Element guides the City's planning process for improving roads, bike paths, sidewalks, and transit. The Circulation Element includes:



MASTER PLAN OF STREETS & HIGHWAYS

Defining how roads in the City will function, the number of traffic lanes, etc.



BIKEWAYS PLAN

Identifying all existing and planned on-street and off-street bikeways in the city.



PEDESTRIAN PLAN

Identifying strategies to make walking in Santa Ana safe and enjoyable

The Circulation Element will also identify specific goals and policies for the city to follow along with an action plan improving transportation now and into the future.



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What is a Complete Street?

- Promotes mobility using the spectrum of transportation modes
- A public resource that is used for improving public health
- Shared space connecting people

"Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. Complete Streets make it easy to: 1 cross the street, 2 walk to shops, and 3 bicycle to work. 4 They allow buses to run on time and 5 make it safe for people to walk to and from train stations."

NATIONAL COMPLETE STREETS COALITION www.completestreets.org



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Complete Streets & Circulation Plan

AB 1358 (2008) essentially states:

“In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit.”

- In other words, lets get people out of private passenger cars!

It also states:

“...upon any substantial revision of the **circulation element**, the legislative body shall modify the circulation element to plan for a **balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel** in a manner that is suitable to the rural, suburban, or urban context of the general plan.



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Why Complete Streets in Santa Ana?

- Mandated?
- Community Desires Improved Safety?
- Healthy Living?
- Improved Environment?
- Quality of Life benefits?
- Opportunity and Support

Santa Ana finds itself in a unique position where the Santa Ana Council has worked very hard to engage the community AND the community has vehemently expressed desires for improved Quality of Life.

- Complete Streets Act = Opportunity
- Engaged Community = Support

- Opportunity = Circulation Master Plan
- Santa Ana embarked on update resulting from a major transit project (Fixed Guideway)



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Purpose	Perfect Marriage
<p>Why Update The Circulation Element?</p> <p>Include the planned Santa Ana Fixed Guideway Project and Transit Vision</p>  <p>Meet State of California requirements to plan for "Complete Streets"</p>  <p>Update the City's transportation goals and policies to reflect current priorities</p> 	<ul style="list-style-type: none"> • Goals for Circulation Element <ul style="list-style-type: none"> – Regional Circulation – Street Improvements – Transit Improvements • Street Master Plan • Bicycle Master Plan • Pedestrian Master Plan <ul style="list-style-type: none"> – Traffic Safety – Pedestrian Safety • Improved Local Access • Sharing Streets • Healthier Lifestyle • Improved Environment • Financial Benefits • Connecting People
<p>  Santa Ana In Motion Complete Streets & Circulation Master Plan</p> <p style="text-align: right;">11.26.12</p>	

Streets and Highways Master Plan																													
<p>LEGEND</p> <table border="0"> <tr> <td></td> <td>Freeway</td> <td></td> <td>Enhanced Interchanges</td> </tr> <tr> <td></td> <td>Principal</td> <td></td> <td>Interchange</td> </tr> <tr> <td></td> <td>Major Arterial</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Primary Arterial</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Secondary Arterial</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Collector</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Local Commercial</td> <td></td> <td></td> </tr> </table> 		Freeway		Enhanced Interchanges		Principal		Interchange		Major Arterial				Primary Arterial				Secondary Arterial				Collector				Local Commercial			<p>Streets are responsible for moving people around the city. Streets are classified into six different types:</p> <ul style="list-style-type: none"> • Principal • Major Arterial • Primary Arterial • Secondary Arterial • Collector • Local
	Freeway		Enhanced Interchanges																										
	Principal		Interchange																										
	Major Arterial																												
	Primary Arterial																												
	Secondary Arterial																												
	Collector																												
	Local Commercial																												
<p>  Santa Ana In Motion Complete Streets & Circulation Master Plan</p> <p style="text-align: right;">11.26.12</p>																													

Bikeway Master Plan

Bike Paths: Class I
Paved rights-of-way for the exclusive use of bicyclists and pedestrians.

Bike Lanes: Class II
Striped lanes for exclusive use by bicyclists.

Bike Routes: Class III
Bikeway where bicyclists share the travel lane with motor vehicles.

Bicycle Boulevard
Type of Class III where local roads are enhanced with treatments that prioritize bicycle travel.

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Changes to Streets and Highways

Potential Reclassification

<p>Potential Primary Arterials (Currently Major)</p> <ul style="list-style-type: none"> • Santa Ana Boulevard (Rialto St to Flower St) • Segerstrom Avenue (Harbor Blvd to Main St) <p>Potential Secondary Arterials (Currently Primary)</p> <ul style="list-style-type: none"> • Chestnut Avenue (Grand Ave to Lyon St) 	<p>Potential Road Diets (Currently Secondary)</p> <ul style="list-style-type: none"> • Santa Clara Avenue (Grand Ave to Tustin Ave) • Civic Center Drive (Fairview St to Bristol St) • Rialto Street (Segerstrom Ave to Santa Ana Blvd) • Flower Street (Warner Ave to 1st St) • Chestnut Avenue (Halladay to Grand Ave)
---	--

Purpose: To maintain existing configuration and reserve future widening for transit, bicycle and pedestrian use.

Purpose: To allow reallocation of right-of-way to promote bicycle and pedestrian use.

- Reclassification of Roadways
- Right size Roadway
 - Continue support vehicle demand
 - Accommodate other modes
- Higher and greater
- Under-utilized resource
 - Integrate Bicycle Improvements
 - Elevate Pedestrian Priority
 - Transit Facility Improvements
 - Systematize Traffic Calming
 - Re-balance of shared space
- Connect Community Resources

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Complete Streets Ideas






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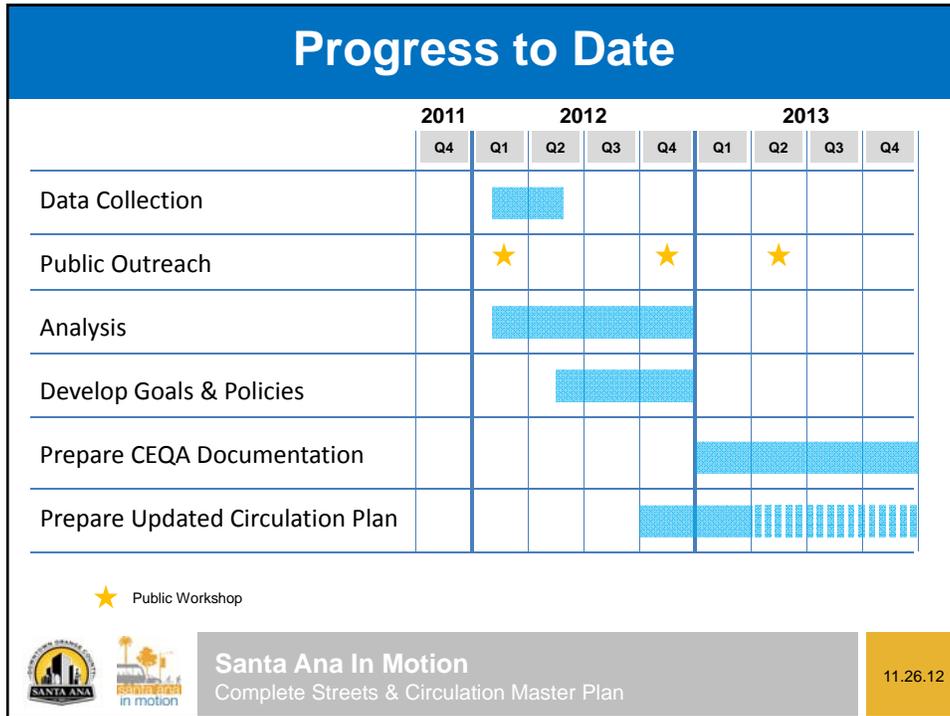
Complete Streets Ideas

<p>Sidewalks</p> <p>Improve and install sidewalk amenities such as street furniture, landscaping, street-lighting, and other features. Recommended features include:</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Street Furniture</p>  </div> <div style="text-align: center;"> <p>Landscaping</p>  </div> <div style="text-align: center;"> <p>Street Lighting</p>  </div> </div>	<p>Pedestrian Crossings</p> <p>Facilities such as crosswalks, curb extensions, pedestrian refuge islands, pedestrian push buttons, and other features help improve the safety of pedestrians crossing the street.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Marked Crosswalks</p>  </div> <div style="text-align: center;"> <p>Curb Extensions</p>  </div> <div style="text-align: center;"> <p>Pedestrian Push Buttons</p>  </div> </div>
<p>Traffic Calming</p> <p>Traffic calming measures are intended to reduce vehicle speeds in an effort to improve safety for pedestrians. Examples of traffic calming measures include:</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Roundabouts</p>  </div> <div style="text-align: center;"> <p>Chicanes</p>  </div> <div style="text-align: center;"> <p>Bulbouts</p>  </div> </div>	<p>Major Barriers</p> <p>Minimizing major barriers to pedestrian travel encourages walking as a mode of travel and improves safety. Ways to address major barriers to pedestrian travel and safety include:</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Lowering Travel Speeds</p>  </div> <div style="text-align: center;"> <p>Curb Ramps</p>  </div> <div style="text-align: center;"> <p>Bulbouts</p>  </div> </div>



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Final Thoughts & Questions?

- Comprehensive stakeholder participation ensures Complete Street Policy is wholistic
- After Complete Streets Policy, Design Standards and Manual will be developed

Thank You!



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Complete Streets & Circulation Master Plan

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Active Transportation Policy Framework

Active Transportation Subcommittee Meeting
November 26, 2012
SCAG Los Angeles Office

Subcommittee Recommendations

- Questions from Members
 - What types of recommendations should Subcommittee members provide to the Policy Committees?
 - What is the substance of the policy recommendations?
- Developed an overall Policy Framework to provide guidance to Subcommittees



Policy Framework



- Definition(s)
- Needs Assessment
- Performance Measurement
- Strategy
- Investment

Definitions



- Standard Definitions for Bikeway Types
 - Class 1, 2, 3
 - Cycle Track
 - Buffered Bike Lane
 - Bicycle Boulevard
 - Sharrow

Needs Assessment



- Gaps in Regional Bikeway Network
- Safety
- Data



Performance Measurement



- Quantify Benefits of Active Transportation
 - Economic
 - Public Health
 - Mobility

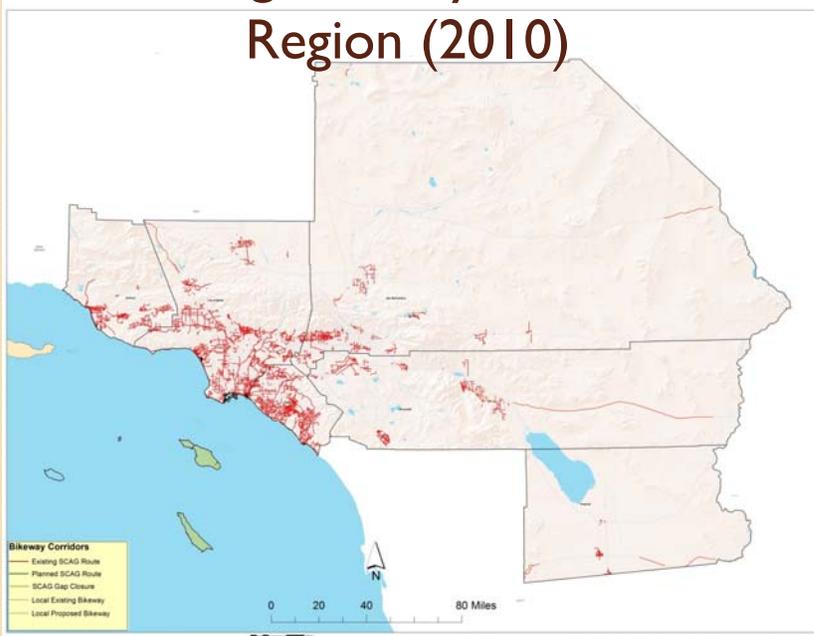


Strategy

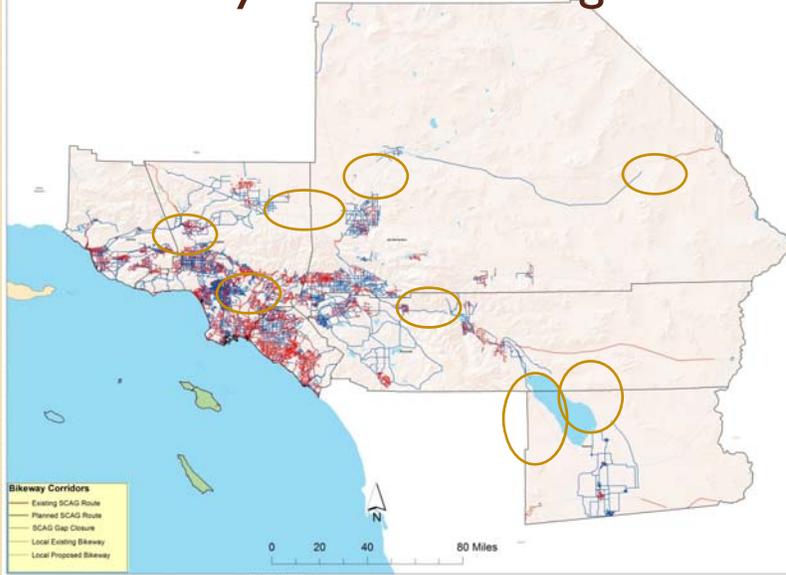


- Consensus building and working with other agencies for mutually beneficial policies and programs
- Scenario development and modeling

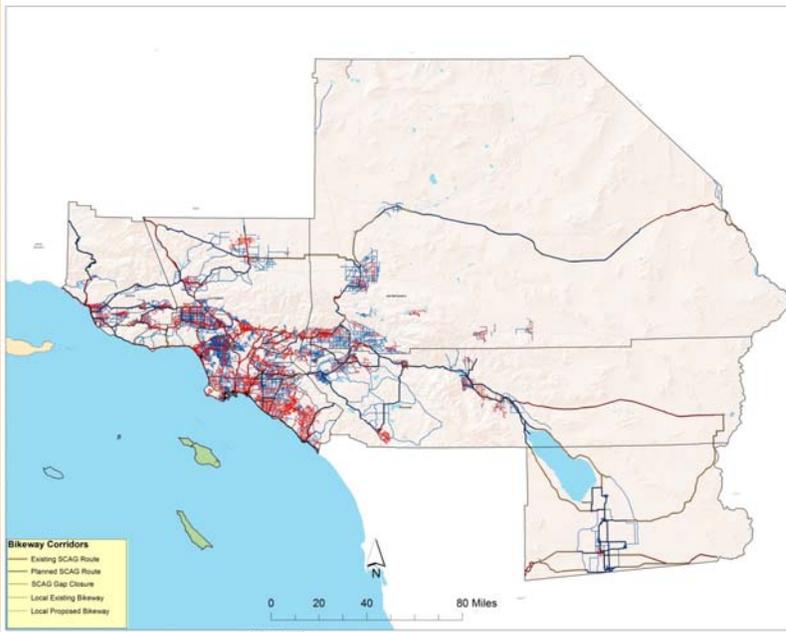
Existing Bikeways in SCAG Region (2010)



Existing and Locally Proposed Bikeways in SCAG Region



2035 proposed Bikeway Network



Investment



How can SCAG maximize funding for biking/walking?

- **Dedicated Funding Programs**
 - Transportation Alternatives (MAP-21)
 - Safe Routes to School
 - Caltrans Bicycle Transportation Account
- **Leverage Other Programs**
 - CMAQ • Lump Sum Maintenance
 - STP • Special Assessments