

ACTIVE TRANSPORTATION PROGRAM



CITY OF PALMDALE

**ACTIVE TRANSPORTATION PROGRAM  
TECHNICAL ADVISORY COMMITTEE**

**April 6, 2016**

**4:00pm to 6:00pm**

*Development Services Conference Room  
38250 Sierra Hwy, Palmdale, CA 93550*

***TAC Members in Attendance:***

*Dietter Aragon*

*Mandy McConaha*

*Richard Marshalian*

*Marcy Watton*

*Lt. Glenn Brandon*

*Brian Kuhn*

*Jessica Sevilla*

*Bill Padilla*

*Alan Thompson (via teleconference from SCAG LA Office)*

*Rory Vaughn (via teleconference from SCAG LA Office)*

*Dale Benson (via teleconference from SCAG LA Office)*

*Tony Jusay (via teleconference from SCAG LA Office)*

***Members of the Public in Attendance:***

*Robert Kilpatrick*

***Consultant Team in Attendance:***

*David Barquist, Kimley-Horn*

*Arlene Granadosin, Kimley-Horn*

*Melody Wu, TranspoGroup*

**I. Welcome**

*David Barquist of Kimley-Horn provided an overview of the meeting agenda.*

**II. Approval of Minutes from February 17, 2016 Meeting and Summary Notes from October 29, 2015 Meeting**

**Motion:** Committee Member Thompson moved to approve the summary notes and minutes from the October 29, 2015 and February 17, 2016 meetings. Committee Member Aragon seconded the motion. Motion passed.

### III. Update on Suggested Routes to School Plan

- Schools Outreach

*Arlene Granadosin of Kimley-Horn provided an update on the Suggested Routes to School process. She stated that the schedule for upcoming school outreach workshops are being finalized with all school districts within the City, including Palmdale School District, Westside Union School District, and Antelope Valley High School District.*

### IV. General Plan Update

- Parks, Recreation, and Trails Element
- Circulation Element
  - Complete Streets

*David Barquist summarized the importance of integrating the General Plan with the Active Transportation Program and that all elements within a General Plan are consistent. He stated that two General Plan Elements, Circulation and the Parks, Recreation, and Trails Element, will be updated. These elements will be revised to integrate the Bike Master Plan and the Suggested Routes to School Plan components from a high-order policy standpoint. Additionally, the Circulation Plan will also include Complete Street policies.*

*David reviewed the characteristics of a Complete Street and provided examples of different types of Complete Streets, ranging from rural areas to busier city streets.*

*David led the TAC members through a group exercise to identify existing challenges and opportunities to active transportation in the City. The goal of the exercise is to begin a greater discussion that will help set the framework for the updated General Plan elements policy program and proactively address policy consideration to influence the creation of the ATP. **Please refer to Attachment A for comments received during the group exercise.***

### V. Public Comments

*There were no public comments.*

**VI. Next Steps/Adjournment**

- Community Workshops  
*SRTS Workshops- April to May 2016*  
*GP Workshop- June 2016*
- Future TAC Meetings  
*TBD*

ACTIVE TRANSPORTATION PROGRAM



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**ACTIVE TRANSPORTATION PROGRAM**  
**Technical Advisory Committee Meeting**  
**April 6, 2016**

*Summary of Group Exercise Comments*

**Challenges**

**Comments from TAC Members (via teleconference from SCAG LA Office)**

- Lack of adequate parking for bikes
- Lack of roadway shoulders/potential for higher speed roadways
- Existing roadway conditions and lack of roadway maintenance not conducive to bicyclists and pedestrians
- Excessive distance between destinations for bikes and pedestrians
- Focus on the frequency of intersections and marked crosswalks along roadways
- Consider “furniture zone” between the roadway and sidewalk to create additional buffers for pedestrians
- SB 743, change in using LOS to determine performance on roadways in a community; this is important when updating the Circulation Element

**Comments from TAC Members at Meeting (Post-It Notes)**

***Repetitive listing of items/ideas represent their multiple occurrences on individual Post-It notes. These items/ideas are listed repeatedly to fully represent all TAC members' views and input.***

**Speed**

- Speed of vehicles
- Speed limits
- Vehicle speed
- Posted speed limits in school zones
- Speed corridors (above 55 mph)

### Funding

- Funding for school crossing guard
- Funding
- Lack of funding for pedestrian crossing warning devices

### Safety

- Perception of safety
- Railroad crossings/Safety over-under passes
- Perception of safety
- Pedestrian safety is “lacking” now. Needs to be paramount in Plan update.

### Schools

- Lack of parking for parents near schools
- Sidewalks near schools
- School start/end times, student drop-off

### Weather

- Weather
- Drainage (Flooding on some corridors)
- Weather

### Development Patterns

- Development patterns creating uneven lanes
- Existing old standards for improvements (no ADA, narrow sidewalks, etc.)
- Wide streets

### Bike Infrastructure

- Lack of sidewalks, bikeways, crosswalks, etc.
- Bike infrastructure
- Bike paths for kids to use from a common starting point into school zones
- Bike lane merges at intersections, could be problematic

### Participation Rates

- Actual numbers of people biking and walking make it difficult to justify cost
- Methods of encouragement of bicycle use
- Community outlook/perception on bike ridership

### Other Comments

- Destinations- Where do I bike to? A park? A business?

## TAC Meeting Group Exercise Comments

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### Additional Notes on Challenges

- Wide roads
- Signage of speed change from 55 mph to 25 mph
- Obey speed limits and enforcement
- Non-profit organizations do not have available funding
- Roadway vs. sidewalk
- Car vs. pedestrians
- Crime/predators
- Choice dynamic
- Congestion leads to frustration
- Lack of capacity
- In/out of vehicles during drop off affects safety
- Conflict with bus in/out
- Roundabout and conflicts with pedestrians, vehicles, and buses
- Congestion during pick/up drop off at schools; trying to work with law enforcement for solutions
- Bus parking on streets cause safety concerns/added congestion
- Sidewalks leading up to schools/designation between roadway and sidewalk
- Crime and predators- safety concern of parents
- Parents may still not want kids to walk even with improve facilities (sidewalks, crossing guards, etc.)
- High speeds around some schools, even with signs to reduce speeds during school hours
- Flooding
- Heat/Cold
- Wind
- Lack of education to encourage biking
- Lack of education, etc.
- There has been an increasing number of lawsuits related to pedestrian/bike safety; therefore, it is important to make sure that language used in goals and policies does not constrain the City

## Opportunities

### Comments from TAC Members (via teleconference from SCAG LA Office)

- Reduce speeds with bulb-out, raised median, etc.
- Land use decisions relate to safety
- Throughout- More context, relate
- Circulation Element goals focus on bike/pedestrian vs. vehicle; adjust four more balance
- “Old Town” revitalization (i.e. neighborhoods/scale); attract development in focus areas; attract money to funding

### Comments from TAC Members at Meeting (Post-It Notes)

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#### Community Education and Programs

- Pedestrian and bike safety education and encouragement (students and parents)
- Sheriff/City provide bike safety programs for kids
- Community encouragement and education; Promote safety; Market “getting active”; Partner “getting active” with programs that already exist and do well; low-income programs (i.e. healthy eating, etc.)
- Hold events to use bike paths, sidewalks; (i.e. walking school bus, bike day w/ volunteer parents)
- Developer mitigation fees to help funding
- Why Spend? PR Campaign; how to provide choices; “sell” ideas/plan; marketing program

#### Design and New Facilities for Bike and Ped

- Increase safety of local streets
- Right turn red lights to allow pedestrians to cross safely
- Technology and new types of treatments (bulb-out sidewalks, radar signs, yellow/green school signs, etc.)
- Clear and logical street markings for crossings and bike lanes
- Many ongoing efforts to look at transit/bike/ped oriented development
- Better road design with sidewalks, bikeways, buffers and road diets incorporated
- Class IV cycle tracks; two way or one way each direction

#### Work Closer with Schools

- Work closer with schools to have an efficient safe routes to schools program
- Sheriff’s Dept to work with schools for solutions to drop off/pick up problems

#### Prioritize Seeking Funding

- Increased visibility of “complete streets” is opening some grant funding opportunities

## TAC Meeting Group Exercise Comments

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- Actively prioritizing/seeking funding for complete street improvements
- Apply for grants that provide funding for installation of traffic control devices to protect pedestrians

### Coordination with Public Agencies, Development Community

- Work closer with state Dept. of Education when designing schools to provide safer loading/unloading zones
- Coordinate with other local agencies for increased benefit
- Ongoing coordination with community and developers

### Additional Notes on Opportunities

- Parlay existing programs/actions
  - Expand, First Five CA, WIC Program, etc.
  - Get Active programs
- Local TV use
- Hold events to see benefits
- Non-profits to help implementation partnership
- Funding
  - Ped Fund
  - F.A.S.T. Act Legislation
  - TIFIA Loan Program
- Training partner with non-profits; school priority