

APRIL 20, 2011 6:40 PM - 7:45 PM
SHERMAN LIBRARY & GARDENS

"NAVIGATING THROUGH CORONA DEL MAR--STREET SAFETY"

- A. Welcome & Introductions by CdMRA President Karen Tringali, with thanks to Wade Roberts at Sherman Library & Gardens for allowing us to host our annual meeting, to Joe and his helpers for setting up & with applause to the Expo volunteers for all their contribution and effort. Our recent CdMRA newsletter was longer than usual, included more information and obviously drew a larger crowd here tonight. Next year will be CdMRA's Silver Jubilee so expect lots of activities to enjoy for the 6,300 households and 26 HOA's we serve. We currently have 800 active homes as members. Tonight's main topic is bicycle safety in Corona del Mar.
- B. Mayor Pro Tem Nancy Gardner introduced tonight's topic and reminds us that the original BID Vision continues to encourage pedestrians in CdM, and was realized in part by the installation of the flashing signal at the crosswalk at Orchid and the stop-light at Iris which slows traffic down. Unfortunately, tragic deaths have occurred as bicyclists have been struck by vehicles which resulted in our focus tonight of safety for cyclists of every level and age in our community. Ordinarily, learning to ride a bike at the age of four or five is about the last of our education. One method of educating cyclists being implemented by the city is mapping our streets with routes that are less dangerous, have less traffic and those that are less strenuous to navigate for families.
- C. Police Chief Jay Johnson had been with the Long Beach Police Department for 23 years and they are well ahead of our City's cycling program. He considers Newport Beach the crown jewel of Southern California cities but we have close to 100 reported bike accidents per year in NB. His goal is to reduce that number and one way is to get motorists and cyclists to realize the key to life is relationships which includes the bicycling community, the Police Department and motorists. By introducing an education & enforcement campaign into elementary schools, bike clubs & organizations to help us all understand the "Rules of the Road", his goal is to reduce the number of accidents per year. Similar to the DARE program that educates youth within our schools of the risks and dangers of drugs, having greater knowledge about bicycle safety will be a huge benefit. Over the last five years the PD has been accumulating data about bicycle accidents, how they occur, the time of day, and at what intersections to ultimately reduce the accident rate.
- D. Tony Petros, a member of the NB Bicycle Safety Committee introduced the "Sharrows" Program that incorporates the relationship of motorists, cyclists and pedestrians safely sharing the road. Sharrows is indicated by pavement markings of

directional arrows and a bicycle to remind motorists that per California Vehicle Code, bikes have a right to be in the center of a motor lane when it is not safe to be at the far right of the lane and helps to get cyclists off the sidewalk for pedestrian safety. The committee is currently obtaining analysis from the PD, receiving positive feedback from the test area along Bayside Drive and is making presentations to different groups like CdMRA and BID.

E. Question & Answer:

- Are "reflectives" required for cyclists to wear? YES, each cyclist riding after dark is required to have a front lamp visible to 300 ft., a rear deflector visible to 500' and white or yellow deflectors on each pedal visible to 200'. Additionally, each cyclist under 18 is required to wear a helmet and all cyclists should carry ID. *[This response was corrected; Board moved to approve corrected minutes at the May 2011 meeting.]*
- Why do cyclists run in "packs" known as pelotons? While they should break up for safety, cyclists can take the lane over & are not required to be all the way to the right. While cyclists generally keep up with the 35 mph speed limit along Coast Highway, some drivers become impatient having to wait for cyclists to get started especially after stopping at a light or stop sign. Common courtesy and patience are encouraged by motorists.
- Are cycling groups allowed to ride 3 to 4 abreast? The answer is, that depends on if there is room on the right side of the lane they should be in a single file, otherwise they can take over the lane.
- Temper your impatience as a motorist: would you rather see 30 cyclists in front of you or 30 additional cars? Think about it.
- Cyclists don't always look before they enter a car lane. Well, they SHOULD! We should all remember, cars are different sizes and have different blind spots.
- Newport Beach has three racing teams and there has been extensive outreach to them. Huntington Beach and Laguna Beach PD's have been stepping up their enforcement campaigns, too.
- Does California Vehicle Code allow a peloton to take up more than one lane? They must take the right hand lane.
- Where is the proposed Sharrows to be in CdM? It would begin at Hazel Drive and end at Avocado.
- Is it legal for joggers to use the bicycle lane? NO
- How is the PD enforcing regulations? By mixing enforcement with training programs called "Bicycle Rodeos", including presentations to the Boy Scouts and schools, to teach kids how to safely ride a bike, wear helmets, not ride on sidewalks, etc.
- How would Sharrows impact the proposed metered parking Pilot Program in CdM? After the parking study was completed, that proposal was dismissed for not being an effective solution to our parking issues.

-
- Is texting on a cell phone legal while riding a bike? NO, the same "driving safely" standard is applied to all vehicles, motorized or not.
 - Posting signage to prevent cyclists from descending the steep hill on Fernleaf is about the best preventative measure the City can do to eliminate that dangerous activity. Police do their best to monitor the hill.
 - How difficult is it to change the speed limit on PCH? CalTrans sets the State standard and the City is limited by their decisions.
 - If the average yearly reported bicycle accidents in NB are 100, how can the integration of the Sharrows Program reduce that number? Studies show that the number of accidents in Long Beach didn't increase after Sharrows was introduced, hopefully helping. Studies show and books published that the increase of cyclists increases awareness and reduces accidents in general.
 - The timing of the pedestrian and left-turn traffic signals at Marguerite and PCH seem dangerous; can anything be done? Councilperson Gardner will check.
 - The Bicycle Committee meets the first Monday of every month at Main Library at 4:30 PM. Community participation is encouraged.
- G. Disaster Preparedness: The new City Hall will have a unified Emergency Command Disaster Center, Tsunami warning system, ham operator network, etc. The CERT Program (Community Emergency Response Team) training offered by the City encourages resident's participation in being prepared to help family, neighbors and the community in case of a disaster. If participation in the training program isn't possible, we can at least all have food, water, emergency supplies, medications and first aid kits set aside for our families.
- H. City Manager Dave Kiff tells us he is very aware of the complaints of more airplane flights going over CdM recently. In March of 2011, the FAA made yet a third departure pattern change, narrowing the flight paths of planes leaving JWA. Additionally, the City is working with JWA and FAA to correct an error in the instructions for one of the noise monitors: it currently reads "Fly By" and should read "Fly Over". The FAA has sole responsibility to direct those flights and has been disinterested in our opinion of those implemented flight changes. The Airport Committee meetings are held the 4th Monday of each month at 8 AM in the Friends Room at the Central Library.

Meeting Adjourned at 7:45 PM

Respectfully Submitted,
Liz Torelli, Secretary CdMRA