
From: GREEN, BRENDA
Sent: Tuesday, January 17, 2023 3:21 PM
To: TERAN, STACY
Subject: FW: Placentia, W 19th designs

Same process, thanks.

Brenda Green
City Clerk
City of Costa Mesa
714/754-5221

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From: SETHURAMAN, RAJA <RAJA.SETHURAMAN@costamesaca.gov>
Sent: Tuesday, January 17, 2023 3:19 PM
To: CITY COUNCIL <CITYCOUNCIL@costamesaca.gov>; BARLOW, KIMBERLY HALL <KIMBERLY.BARLOW@costamesaca.gov>
Cc: FARRELL HARRISON, LORI ANN <LoriAnn@costamesaca.gov>; ROSALES, JENNIFER <JENNIFER.ROSALES@costamesaca.gov>; YANG, SEUNG <SEUNG.YANG@costamesaca.gov>; THOMAS, BRETT ATENCIO <BRETTATENCIO.THOMAS@costamesaca.gov>; GREEN, BRENDA <brenda.green@costamesaca.gov>
Subject: FW: Placentia, W 19th designs

PLEASE DO NOT REPLY ALL!

The following are staff's responses to questions received from Council Member Reynolds on Placentia Avenue and West 19th Street Improvements project. Thank you.

Raja Sethuraman
Public Works Director
City of Costa Mesa
714-754-5343

Begin forwarded message:

From: "REYNOLDS, ARLIS" <ARLIS.REYNOLDS@costamesaca.gov>
Date: January 16, 2023 at 12:03:05 AM PST
To: "SETHURAMAN, RAJA" <RAJA.SETHURAMAN@costamesaca.gov>, "ROSALES, JENNIFER" <JENNIFER.ROSALES@costamesaca.gov>, "THOMAS, BRETT ATENCIO" <BRETTATENCIO.THOMAS@costamesaca.gov>
Cc: "REYNOLDS, ARLIS" <ARLIS.REYNOLDS@costamesaca.gov>
Subject: NB-1 Placentia, W 19th designs

Hello again – here are some questions/notes on the Placentia/W. 19th projects.

Did AT Committee provide feedback on these? I don't recall seeing these before but missed several meetings.

I spent a lot of time on these streets, so I've got a lot of questions!!

Placentia

1. Love to see the lanes at 10.5 along Placentia and 10' near the intersections and when approaching EHS southbound AND THE WHOLE REST OF THE WAY SOUTH. FANTASTIC! Thank you.
2. For the delineators between Adams and EHS – are we committed to green? I wonder if people would want brown given that we are near Fairview Park. I know we used Brown instead of green for bike racks based on feedback...
Yes. Green is used for bike marking nationwide. Other colors do not meet State and Federal standards.
3. For the crosswalk at the entrance on West side of Fairview Park and entrance to Estancia S (entrance across the fire station), the extra green paint for a bike lane parallel to the crosswalk seems unnecessary. Can we take out?
Due to the presence of two high use bicycle facilities crossing Placentia Avenue at Fairview Park entrance, it is recommended to implement the current design. Staff also recommends implementing the design at Estancia South to encourage use of Joann Street trail and Placentia bike facilities.
4. We have not addressed the challenges of getting to the Joann Bike Trail when heading SB from EHS. What is the recommended path to get from Estancia to the entrance to the Joanne Bike Trail? I'm concerned about students biking the wrong way in the NB bike lane. Can we improve paint or add signage to make this more clear and avoid/mitigate potential issues here?
This is a future project and will be designed with input from AT Committee.
5. Placentia/Wilson Intersection
 1. I had really hoped we would see bulbouts at the intersections here, given the high walk-to-school rates and potential for the elementary school. Especially the northeast corner has just a tiny tiny sidewalk. We really need to protect this intersection ---- **can we AT LEAST do painted bulbouts with the bollards to force drivers to slow at those turns and prevent cars from cutting the corners short? We need more space between elementary kids standing on those corners and cars.**
Due to the addition of green bike lanes with buffer, the benefit of bulbouts are achieved in essence. The bike lanes and buffer will create a separation of vehicles and pedestrians. We can consider a bulbout in the northwest corner as part of future Wilson Street pavement project.
 2. Why no bike boxes for bikes going NB or SB on Placentia?
We will evaluate the addition of bike boxes where feasible.
 3. Why no bike box for the eastbound Wilson St bikes (is that the next Wilson project?). This would be very helpful for kids biking from the Sunshines neighborhood to EHS.
There is no bike lane at this time in the eastbound direction. We will evaluate addition of this as part of future Wilson Street project.
 4. NOTE – this is a frequent spot for “donuts” – there is just so much space at this intersection.
If this continues to be an issue, it can addressed by adding markers.
6. Why no crosswalk at Placentia & Congress? This is a walking route to/from school.

Yes, we can add this.

7. Is that a crosswalk on Governor? (not sure why it's black). There should definitely be a crosswalk here – this is a walking route to/from school.

It will be standard white crosswalk.

8. As we near the Placentia/Victoria intersection ---- the southbound lanes on Placentia cross the bike lane for the right-turn-only lane. The traffic can back up a bit here during rush hour. How do we make sure cars do not block the bike lane?

The proposed design is the best possible option given the right-of-way constraints.

1. The resident in the home here says drives will often drive onto the curb/sidewalk to squeeze past cars going straight and to get into the right turn lane. You can see tire marks as evidence of this. Can we put something on the curb there to prevent drivers from doing this?

A new sign is being added at the beginning of the right-turn lane stating "Yield to Bikes". This sign post will deter drivers getting over the curb at this location.

9. We really, really, really need to find ways to make the Placentia/Victoria intersection safer. This intersection is notorious for near misses, it's terrifying, it's well-used – and as you know, people have died here.

We have "ladder" crosswalk striping on the north and south legs. We will add them to east and west legs also. We will review other potential measures as part of Victoria Corridor project.

10. Are we doing NOTHING just south of the Placentia/Victoria intersection? Are all those lanes already 10 feet? We put 10' turning lanes at the Placentia/Adams intersection – why can't we do the same here???

The lane widths are already being narrowed to minimum of 10' south of Victoria. No further reduction in lanes or lane widths are recommended.

11. Crossing at W. 20th – thank you for adding the yield signs. This is a terrifying crossing.. what can we do to make it better? Should we just try to turn this into a signalized crossing, which would help people turning left out of W. 20th as well? (I know we can't add that to this project..)

1. OH.. I see later, are we adding flashing lights on the ground? If so, GREAT!!

Yes. Flashing lights will be implemented at this location. Changing to signalized intersection is a future project.

12. Placentia/W. 19th intersection.

1. Why no bike boxes for bikers traveling on Placentia? (This would actually help cars/trucks turning left onto Placentia as well...)

We will evaluate addition of bike boxes where feasible.

2. Are we painting crosswalks over the bricks?

As part of the project, the bricks within the crosswalk area are being removed and replaced with asphalt pavement. This with the ladder crosswalk, will make the crossing even more visible.

13. Placentia & W. 18th is a route to school and to the library/DRC, etc. I really like the wide and high-visibility crosswalk – would love to see the corners protected as well.

The addition of bike lanes with 2' buffer provides extra space between vehicles and curbs and pedestrians, essentially providing similar benefits to pedestrians as a bulbout.

14. Placentia/Shalimar – it would be great to have a ramp or opening for bicyclists to turn on and off of Placentia from/to Shalimar. Are we doing any curb work here where we can add a ramp or opening? Otherwise, a person has to get off their bike in the bike lane to life onto the curb.

Staff recently implemented landscape improvements on the parkway. We will evaluate potential Active Transportation access as a separate project.

W. 19th.

1. West of Sundance ---- can we reduce the width of the Northbound driving lane? We have 14' width right in front of a park. Residents have also expressed concerns about the noise of cars braking and accelerating out of the stop sign at Sundance --- let's start them slow and keep cars slow this whole stretch. Why do we need 11' and 13' lane widths here? Why do we need a left bound turning lane into Sundance?

A portion of this project is within the City of Newport Beach including the left-turn lane into Sundance. The design was coordinated with their staff. As part of this project, the only improvements include addition of bollards west of Sundance. Rest of the striping was implemented earlier.

2. Are there TWO westbound driving lanes between Monrovia and Sundance? Why?

The existing pavement is very wide. It was modified to add a bike lane, 10' right-turn lane and one westbound through lane.

3. 19th & Whittier

1. Why don't we have a 4-way crosswalk here?

There are no sidewalks in the northwest corner and therefore, those legs do not have crosswalks.

4. 19th & Monrovia

1. I still prefer a traffic circle 😊

2. This is another high pedestrian area – residents on the south side walk to/from Canyon Park; residents on the north side walk to/from the grocery and restaurants. Lots of elderly and children --- would like to see painted something preventing drivers from cutting corners

The addition of bike lanes provide a buffer between vehicles and pedestrians realizing similar benefit as bulbout. In addition, ladder crosswalks are being added on all four legs to provide increased visibility to pedestrians.

5. Do we have examples anywhere of the 7' parking, 7' bike lane (no buffer), 11' driving lane? I'm concerned about being in that bike lane and getting "doored." Did we look at swapping the park and bike lanes so that we would have parking-protected lanes?

7' wide bike lane provides about 2' of buffer decreasing the likelihood of "dooring" incidents. We considered parking protected bicycle lane option as suggested by you. However, due to the number of driveways, it was determined to be a safety hazard.

6. Why can't we keep the eastbound lane at 11' all the way to Placentia? We are opening up this lane right where there's so many potential collision points (cars entering/existing the shopping center, cars existing the neighborhood at Federal... keep people moving carefully here!

Yes. We will implement this as part of striping.

7. 19th & Federal

1. drivers turning left onto W. 19th from Federal have depending on the center lane that is no longer there.. and westbound cars often sit in that center lane to turn left into the shopping center... I could see this turning into a mess. What can we do to mitigate?

8. 19th, between Federal and Placentia

1. Drivers will completely ignore the yellow painted line when they are planning to turn left onto Placentia... do you need that extra paint? This stretch is very confusing.
2. On the north side of 19th, just west of Placentia (in front of the shops), we need to make very clear where people can and cant park. I'm concerned the bike lane there will turn into a parking lane.
3. **The more I look at this stretch the more concerned I get. There are so many things happening here, including people walking across the street a lot... we need to find a way to improve this section, too, too many potential issues with all the different runs... Come study this stretch during morning rush hour.**

The proposed design is aimed at maximizing safety and mobility benefits to bicyclists and reducing vehicle speeds. To accommodate above comments, we will have to eliminate the bicycle buffer and restore the current striping to provide two-way turn lane at this location.

9. 19th and Placentia

1. Why no bike box for the east bound cyclist? I would want to use that to turn left onto Placentia. We are already pushing the left most turn lane back a bit..

There are no bicycle lanes in eastbound direction to justify a bike box. It is not standard practice.

2. We got 10' lanes all along Placentia --- why isn't every lane coming into and out of this intersection 10'?

The intersection was designed to meet minimum turning requirements for trucks and emergency vehicles.

10. 19th and Wallace – again, why isn't everything 10' or close to that.... There seems to be room to have a separate bike lane eastbound.

There will not be adequate space to provide minimum required bicycle lane width with narrowing of lanes.

11. 19th and Pomona

1. this is a very high pedestrian activity area, especially for seniors who walk to/from the Senior Center and Smart & Final. A senior was injured last year stepping back onto the sidewalk to avoid a vehicle turning right at high speed. An important place for bulbouts.
2. Why no bike box? Help those bikers turn left onto Pomona!

The West 19th Street project resurfacing and restriping limits are from west of Pomona. Improvements at West 19th/Pomona intersection would be a separate project.

12. The sharrows west of Pomona are just nuts... Looking at this plan from west to east, it feels like the engineer just got tired and gave up. These driving lanes are so wide, there had got to be room for some dedicated bike lane space. At LEAST get people to Park St or just across Park so they can get to the gym.

This is in accordance with the ATP designation of West 19th Street in section as a Class III facility. Bicycle lanes cannot be accommodated within the existing roadway width.

Arlis Reynolds (she/her/hers)
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From: GREEN, BRENDA
Sent: Tuesday, January 17, 2023 11:44 AM
To: TERAN, STACY
Subject: FW: CMABS 2023 Resolutions - CC Meeting Jan 17
Attachments: CMABS 2023 Resolutions - CC Meeting Jan 17.pdf

Brenda Green
City Clerk
City of Costa Mesa
714/754-5221

E-mail correspondence with the City of Costa Mesa (and attachments, if any) may be subject to the California Public Records Act, and as such may, therefore, be subject to public disclosure unless otherwise exempt under the act.

From: Jenn Tanaka <jenn@cmabs.org>
Sent: Tuesday, January 17, 2023 11:40 AM
To: CITY COUNCIL <CITYCOUNCIL@costamesaca.gov>; CityManager <CityManager@costamesaca.gov>; SETHURAMAN, RAJA <RAJA.SETHURAMAN@costamesaca.gov>
Cc: THOMAS, BRETT ATENCIO <BRETTATENCIO.THOMAS@costamesaca.gov>; ROSALES, JENNIFER <JENNIFER.ROSALES@costamesaca.gov>; GREEN, BRENDA <brenda.green@costamesaca.gov>; Ralph Taboada <ralph@cmabs.org>; Russell Toler <russell@cmabs.org>; Marc Vukceovich <marcv@cmabs.org>; Flo Martin <flo@cmabs.org>; David Martinez <david@cmabs.org>; Mike Lingle <mike@cmabs.org>
Subject: CMABS 2023 Resolutions - CC Meeting Jan 17

Dear Members of the City Council, City Manager Farrell Harrison and Director Sethuraman:

Happy New Year from the Costa Mesa Alliance for Better Streets! We think 2023 is going to be a big year for Costa Mesa, so we've put together what we think the city's top eight transportation goals should be. We would welcome the chance to discuss these further and you can be sure they will be guiding our advocacy in the coming year.

Best,
Jenn Tanaka, on behalf of the Board of the Costa Mesa Alliance for Better Streets

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COSTA MESA ALLIANCE FOR BETTER STREETS

January 17, 2023

Via Email

Costa Mesa City Council
Lori Ann Farrell Harrison, City Manager
Raja Sethuraman, Public Services Director
77 Fair Drive
Costa Mesa, CA 92626
citycouncil@costamesaca.gov
citymanager@costamesaca.gov
raja.sethuraman@costamesaca.gov

Dear Members of the City Council, City Manager Farrell Harrison and Public Services Director Sethuraman:

Happy New Year from the Costa Mesa Alliance for Better Streets! With the election firmly behind us, the new year brings new opportunities to improve our public spaces. Reflecting upon Costa Mesa's past progress inspires us to count our blessings but also to dream BIG. Here are our **eight goals** for the City in 2023:

Get kids to school safely, no matter how they get there.

Costa Mesa has been blessed with flat land and wonderful community schools. But we are squandering our inheritance and putting children at risk by expecting them to commute along and across fast, car-dominated streets. Parents drive their children to otherwise walkable or bikeable schools because they know it isn't safe, which makes the journey even more dangerous for the students who choose (or through economic necessity, are forced) to walk or bike to school. Therefore, this year we call on the City to make school zone policies a top transportation priority:

1. **Implement AB 43, especially in school zones.** We know that speed kills¹. We also know that speed reduces the likelihood a driver will stop at an unsignalized crosswalk² and that speed narrows the field of vision of the driver³. Thankfully, the passage of AB 43 provides the City with the authority to lower speed limits on qualifying streets, which will help to combat speeding and slow down vehicles. The City should identify commercial and residential corridors that qualify for

¹ <https://aaaafoundation.org/impact-speed-pedestrians-risk-severe-injury-death/>

² <https://www.kittelton.com/ideas/why-crosswalk-design-matters/>

³ <https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/>

a reduction in the posted speed limit, especially in school zones. ***We call on the City to implement at least two such reductions in 2023.***

2. **Expand bicycle patrols and prioritize school zones at pick-up and drop-off times.** Bicycles allow officers to efficiently patrol the streets while interacting with neighbors and building community trust. This makes bicycle patrol the perfect tool to police traffic violations in and around schools during drop-off and pick-up times. Reckless driving, road rage and parking/bicycle lane infractions, as well as failures to yield at stop signs and crosswalks by both motorists and bicyclists, are all too common around our schools. ***Before a child is hurt by these chaotic conditions, we ask that at least one additional sworn officer is added to the CMPD bicycle unit, and that dedicated patrols be scheduled intermittently by bicycle officers in school zones at pick-up and drop-off times.***
3. **Create and implement a comprehensive traffic calming policy.** Due to the presence of fast-moving cars, our neighborhoods are no longer as safe for students walking and bicycling to school as they used to be. Traffic calming can work very well to return slower, manageable speeds to our residential streets. While we applaud the City's attempts at traffic calming in 2022, we think the outreach, execution and implementation of traffic calming devices can be significantly improved in 2023. ***The City should adopt a comprehensive traffic calming policy that establishes a clear procedure for traffic calming requests, including resident outreach procedures, demonstration timelines and implementation guidelines, and publish this policy on its website.***

Expand beyond the 15-minute car city to the 15-minute transit, bicycle and walking city.

Costa Mesa is close to the ideal of a 15-minute city⁴ – by car. Unfortunately, the City falls far short of this ideal if you use a bicycle, transit, or your own two feet to get around. Wide, dangerous “stroads”⁵ bisect the City along strong pedestrian and bicycle desire paths, and our transit stops submit riders to the indignities of long wait times and lack of shelter from the sun and rain. Meanwhile, we implicitly subsidize drivers with free and abundant parking that burdens our public rights of way and the flexibility of land use. We are at the very beginning of the City's transition from a car-centric, suburban city to an urban, multi-modal city. *The time is now* to take concrete steps towards this transition:

4. **Reinstall bus shelters and review pedestrian facilities around bus stops.** We know that some of our bus shelters and benches are sitting in City storage. We strongly disagree with a prior administration's decision to remove them. It is unfair to ask our transit riders, who are already shouldering long wait times and imperfect routes, to also sit *on the ground or on overturned paint buckets* in the baking sun or driving rain while they wait. ***We urge the City to, at a minimum, reinstall all bus furniture in storage in 2023. We further recommend that the City formally prioritize pedestrian infrastructure improvements in and around bus stops,***

⁴ A “15-minute city” is one where all residents have ready access to essential urban services and popular amenities with 15 minutes of travel time. The concept most often refers to a city where such services and amenities are available within a 15 minute walk, bike ride or transit ride, rather than by private vehicle. See: <https://www.15minutecity.com/blog/hello>.

⁵ A “stroad” derisively refers to a “street-road hybrid” and the term was first coined by Charles Marohn of Strong Towns. A stroad combines the pedestrian and bicycle activities of a street with the vehicle throughput-centered architecture of a road, which often puts road users in conflict with deadly results. <https://www.strongtowns.org/journal/2018/3/1/whats-a-stroad-and-why-does-it-matter>

as well as adding additional shelters, benches and trash cans. If Emeryville can do it⁶, so can we.

5. **Bridge the gaps in our walking and bicycling networks.** Costa Mesa took a huge step forward when it approved the Active Transportation Plan. However, we have implemented only a fraction of the ATP. Our network still frequently strands residents with disappearing bicycle lanes or missing crosswalks. Worse, it neglects bicyclists and pedestrians at intersections, where conflicts with motorists too often end with life-altering collisions. Finishing the linkages between major walking and bicycle thoroughfares will allow pedestrians and bicyclists to take full advantage of Costa Mesa's compact layout and excellent amenities. ***Executing on the proposed W. 19th Street and Placentia Avenue improvements would be a huge accomplishment for 2023. We challenge the City to also complete at least three smaller ATP projects, such as striping missing leg crosswalks, adding leading pedestrian intervals to existing signals, or removing "right on red" for vehicles at intersections with high pedestrian traffic.***
6. **Implement the parking permit program approved in 2022.** Last year, thanks to this Council's leadership and vision, the City adopted a best-in-class parking permit program for our residential neighborhoods. We look forward to seeing this farsighted program in action. ***In particular, we expect the City to actively advertise the program, in English and Spanish, to the residents and to process the application for at least one permit district.***

Build Costa Mesa's emerging reputation as an alternative transportation city.

Costa Mesa is quickly becoming the leading example of good active transportation policy in Orange County. In fact, we understand that our bicycle mode share is one of the best in the area. Let's continue to build on that reputation. With our neighboring cities are either standing still or moving backward in this area, this year is the perfect opportunity to separate ourselves from the pack and demonstrate the power and benefits of a transformative transportation policy:

7. **Create and implement a comprehensive pop-up bicycle lane and bicycle parking policy for known Citywide events.** Our wildly popular Concerts in the Park and the Lions Club Fish Fry are more than just great entertainment – they are also throwbacks to an era when everything moved a bit slower. The idea of bicycling to these events is so nostalgic that hundreds did so with minimal bicycle facilities and ad hoc bicycle parking. And by doing so, they took cars off the road and freed up significant amounts of parking for other attendees. Imagine what a comprehensive policy aimed at creating safe bicycle routes to and secure bicycle parking at these events could accomplish! ***In 2023, we challenge the City to use at least one upcoming City event to showcase pop-up bicycle lanes and bicycle parking, and to use this event to establish a policy for including such facilities for all City events that meet certain criteria.***
8. **Rebalance the transportation budget to prioritize transit and active transportation improvements and maintenance.** Time and again, active transportation improvements pay for

⁶ Using quick builds, Emeryville added seating to every bus stop in town within seven months. <https://usa.streetsblog.org/2022/12/21/what-it-takes-to-put-a-seat-at-every-bus-stop-in-town/>. For more information about the importance of bus stop seating and shelters, please see the attached guide, which emphasizes how much street furniture can improve the transit experience: <https://transitcenter.org/publication/sorry-to-superb/>

themselves by lowering the wear and tear on roadways,⁷ growing revenue in commercial districts,⁸ and improving the health and well being of residents.⁹ With so much potential for active transportation, Costa Mesa is leaving money on the floor when it continues to emphasize vehicle throughput at the expense of relatively inexpensive improvements such as protected bicycle lanes and sidewalks. So today we repeat our request from our April 2022 letter to get serious about making Costa Mesa a place to *come to*, not just a place to *drive through*, and reflecting this priority in our budget. ***The City should allocate a sufficient portion of the 2023-2024 FY transportation budget to complete the Active Transportation Plan within six years, and it should continue to aggressively pursue state and federal grants to fund active transportation projects.***

This is a big year for Costa Mesa. We expect big things and we will be here to help the City achieve them. We look forward to working with you.

Best,

The Board of the Costa Mesa Alliance for Better Streets

Russell Toler

Mike Lingle

Flo Martin

Ralph Taboada

David Martinez

Marc Vukceovich

Jenn Tanaka

CC:

Jennifer Rosales (jennifer.rosales@costamesaca.gov)

Brett Atencio Thomas (brettatencio.thomas@costamesaca.gov)

Brenda Green (brenda.green@costamesaca.gov)

⁷ Road damage per trip is directly related to the size and weight of the vehicle. Compared to even lighter cars, bicycles and pedestrians effectively produce zero wear and tear on our road surfaces.

<https://streets.mn/2016/07/07/chart-of-the-day-vehicle-weight-vs-road-damage-levels/>

⁸ Pedestrians and bicyclists, on average, spend more per trip than motorists, especially at retail stores and restaurants.

<https://www.bloomberg.com/news/articles/2015-03-13/every-study-ever-conducted-on-the-impact-converting-street-parking-into-bike-lanes-has-on-businesses>

⁹ The CDC has identified the lack of active lifestyles as a contributor to a number of debilitating and expensive health conditions, such as obesity, anxiety, depression, high blood pressure, and chronic disease.

<https://www.cdc.gov/physicalactivity/activepeoplehealthnation/everyone-can-be-involved/transportation.html>

From: cmcdonald.home@gmail.com
Sent: Monday, January 16, 2023 9:37 PM
To: STEPHENS, JOHN; REYNOLDS, ARLIS; MARR, ANDREA; HARLAN, JEFFREY; CHAVEZ, MANUEL; GAMEROS, LOREN; HARPER, DON
Cc: CITY CLERK; THOMAS, BRETT ATENCIO
Subject: 1/17/23 City Council Agenda Item NB-1 - Placentia Ave., W 19th Striping Improvement Project, Project No. 22-08
Attachments: Placentia Ave Presentation.pdf

Mr. Mayor and City Council Members:

This is a project that is greatly needed on West 19th and Placentia. I am glad to see the West 19th project finally come to fruition as it is something that has been discussed for about six or seven years.

Placentia is one of the most dangerous streets in Costa Mesa for cyclists. Motor vehicle traffic often exceeds the posted speed limits. The addition of bollards near Estancia High and Fairview Park will help deter some motorists from using the bike lane as a passing lane, which I've seen more than once.

What is missing in the Agenda Report is whether the City intends to deal with the hazardous situation that occurs nearly every Monday and the occasional Tuesday: the trash cans that line the bike lane from Victoria to Wilson on the east side of Placentia. This is the only section where this occurs, but it creates a hazard for cyclists and pedestrians because it forces cyclists to decide between riding on the sidewalk that is already narrowed by utility poles and boxes, or riding in the street with faster cars, trucks and buses.

See the attached photos taken on Monday, January 16, 2023. Note the overturned trash cans blocking the bike lane and how rainwater has backed up in the gutter due to the trashcan wheels obstructing the flow of water. These pictures were taken in mid-afternoon, after the rain had stopped in the morning.

The City needs to address this safety hazard before it commences the project. It appears that the bike lane is a standard 5-foot lane in this block. If the motorized vehicle lanes aren't already narrowed as much possible to widen the eastern bike lane, then please do so. If the bike lane cannot be widened, then the property owners and tenants should be instructed to keep their trash cans on the sidewalk as close to the street as possible.

In addition, there is no indication of any improvements to either side of Placentia south of Victoria. There are no markings for the northbound right turn lane, which is clearly a conflict zone. This needs to be added, along with signage cautioning motorists. The west side of the street, which lost its bike lane at Governor Street doesn't have any improvements until the existing bike lane that starts right before El Ranchito restaurant. This is a missing gap and also needs to have some safety improvements so motorists know to yield to cyclists, such as signage and sharrows. The signs need to be better than the "Bicylists May Use Full Lane" because motorists ignore those as they are already using the full lane and like to make a sport out of coming close to cyclists.

While I appreciate the intent of work done here, it falls short of what is needed to make Placentia a safe road on which to bicycle. Award the contract if you must, but please alter the plans to improve safety.

Thank you for your consideration.

Cynthia McDonald

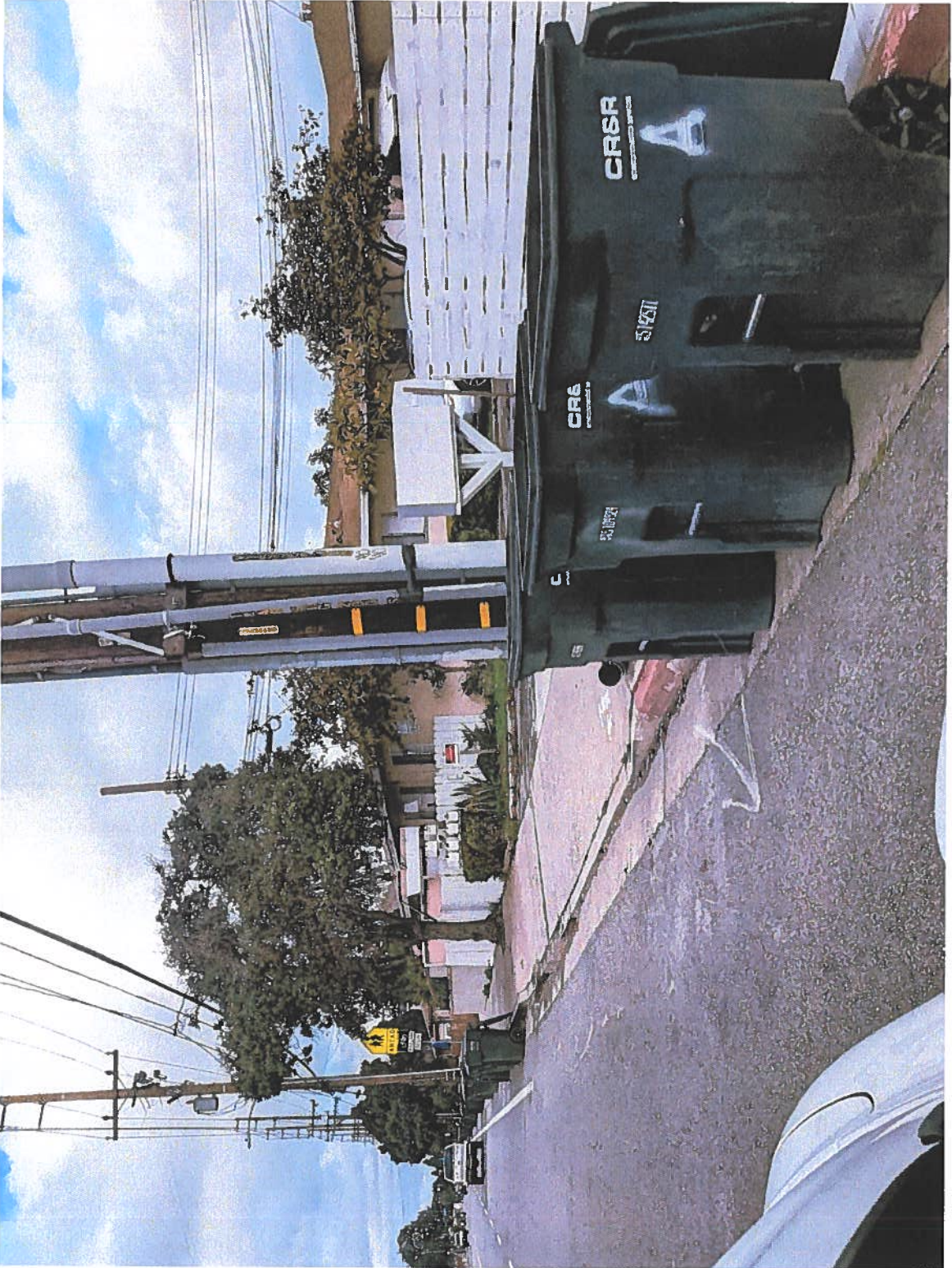
?S. What ever happened to putting in the green conflict zone paint on Victoria going WB at Placentia? That should be done at the same time as this project.

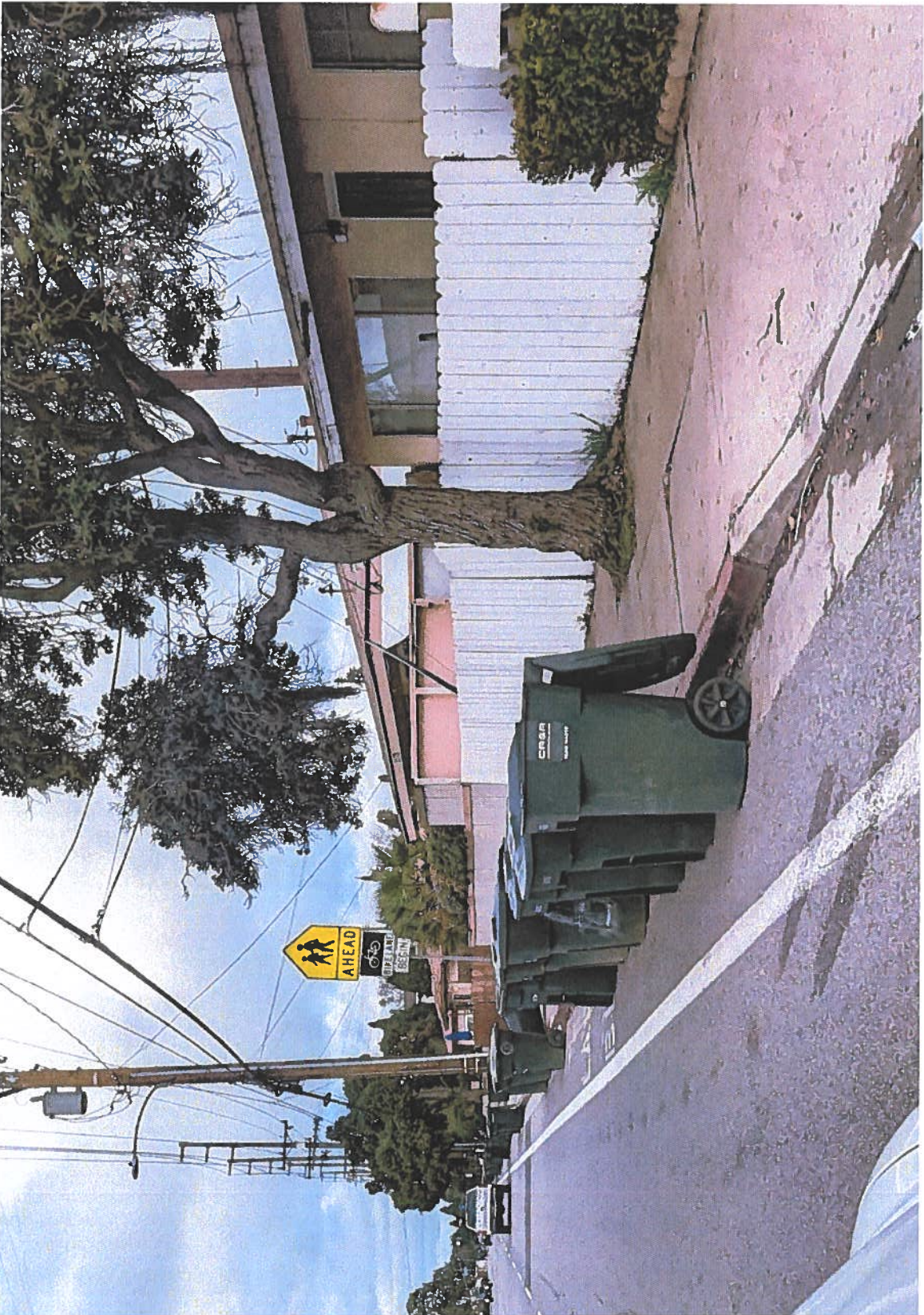
Placentia Avenue

Striping improvements, Project 22-08

Trash cans line NB Placentia from
Victoria to Wilson, obstructing bike lane

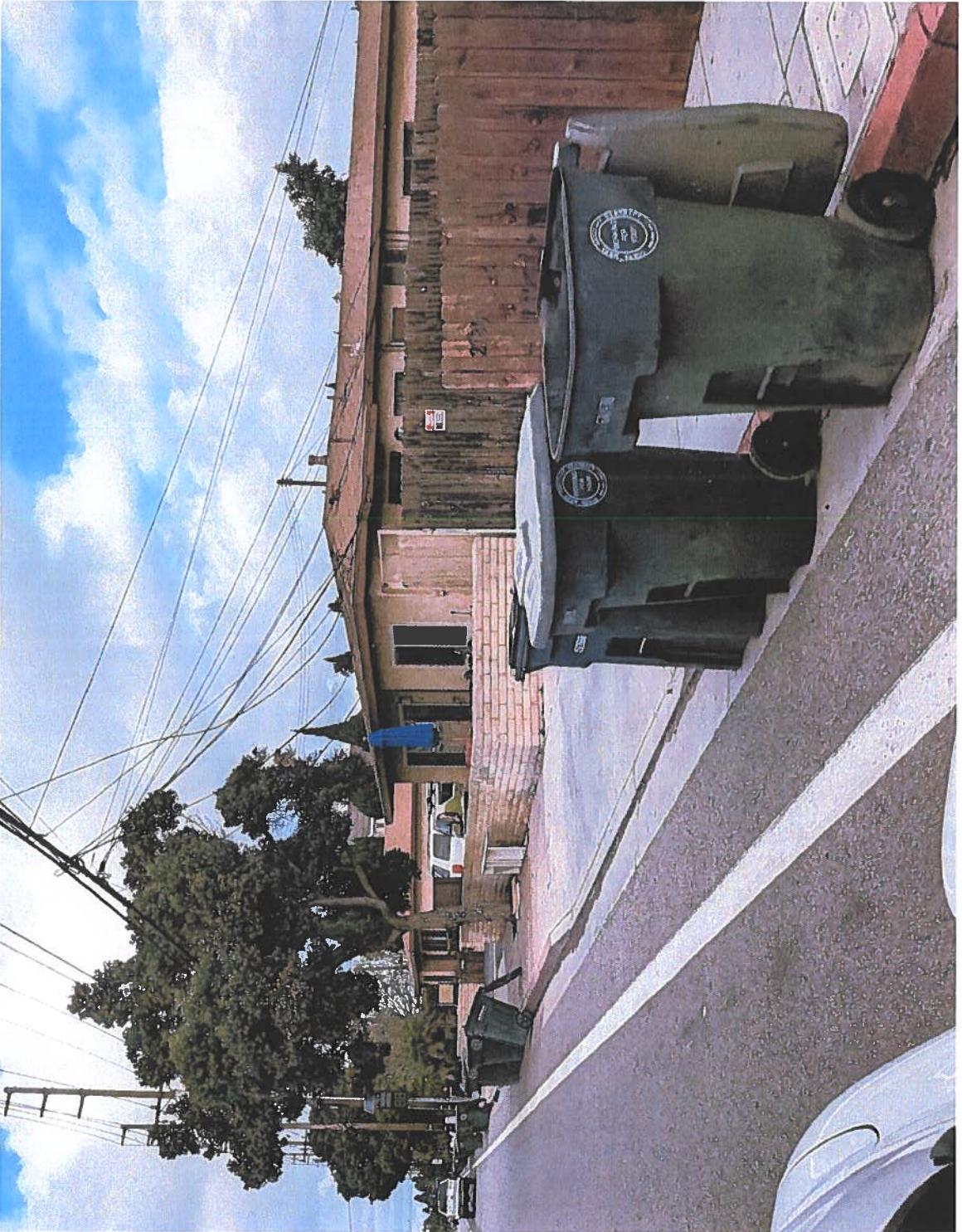










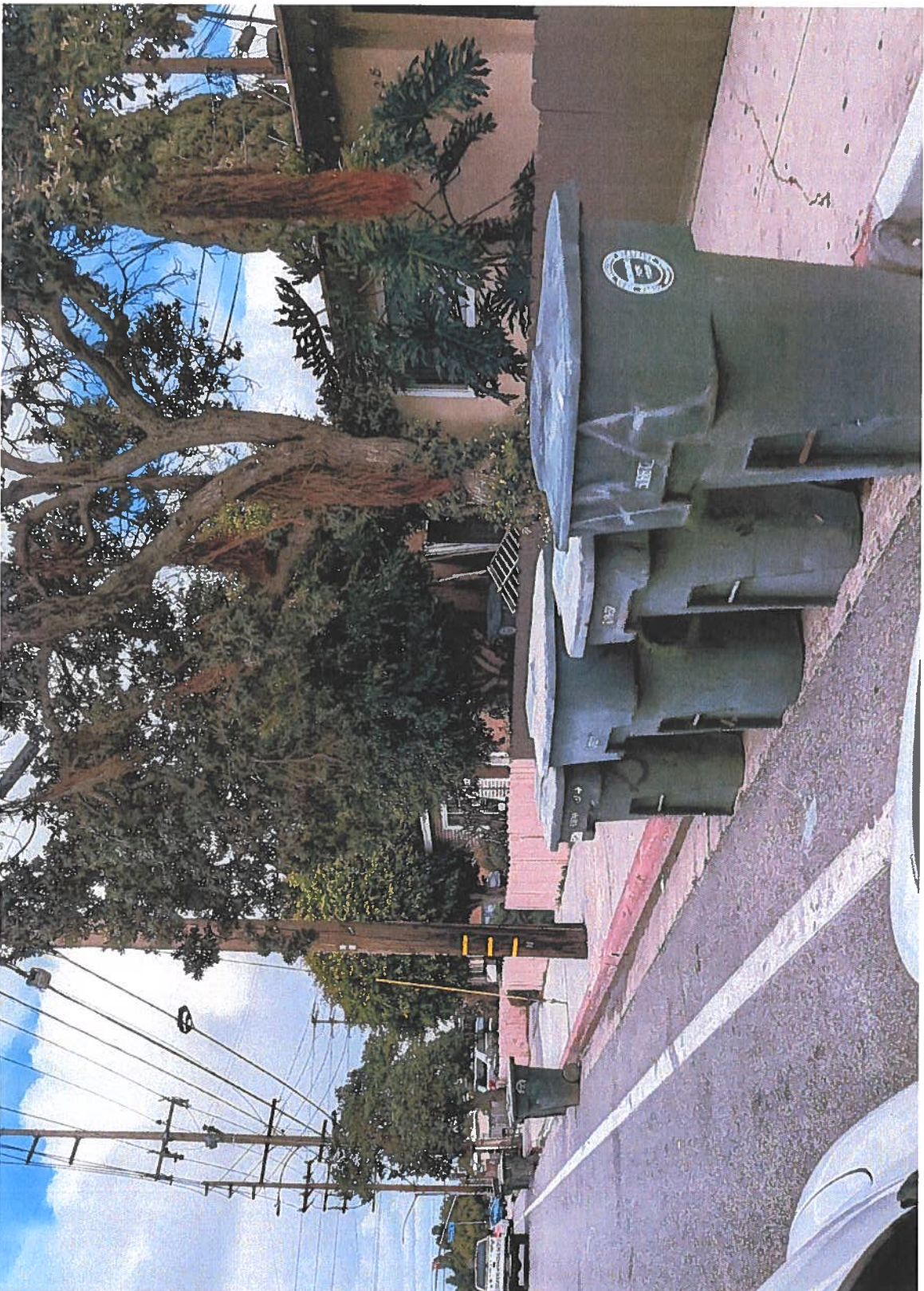




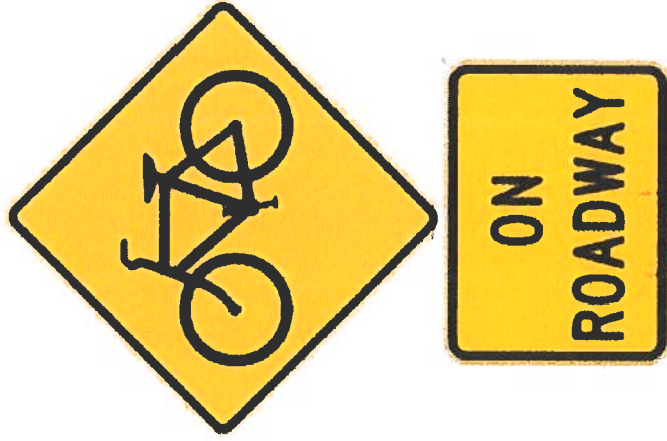








Examples of better signage for Class III areas



From: GREEN, BRENDA
Sent: Tuesday, January 17, 2023 2:17 PM
To: TERAN, STACY
Subject: FW: NB-1 Signal and HAWK signal projects

Hello Stacy,

This needs to be added to both binders – at the counter and red, and add to additional info on website.
thanks

Brenda Green

City Clerk

City of Costa Mesa

714/754-5221

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From: SETHURAMAN, RAJA <RAJA.SETHURAMAN@costamesaca.gov>
Sent: Tuesday, January 17, 2023 2:00 PM
To: CITY COUNCIL <CITYCOUNCIL@costamesaca.gov>; BARLOW, KIMBERLY HALL <KIMBERLY.BARLOW@costamesaca.gov>
Cc: FARRELL HARRISON, LORI ANN <LoriAnn@costamesaca.gov>; ROSALES, JENNIFER <JENNIFER.ROSALES@costamesaca.gov>; THOMAS, BRETT ATENCIO <BRETTATENCIO.THOMAS@costamesaca.gov>; YANG, SEUNG <SEUNG.YANG@costamesaca.gov>; GREEN, BRENDA <brenda.green@costamesaca.gov>
Subject: FW: NB-1 Signal and HAWK signal projects

PLEASE DO NOT REPLY ALL!

The following are staff responses to questions received from Council Member Reynolds on the traffic signal and HAWK projects. Thank you.

Raja Sethuraman

Begin forwarded message:

From: "REYNOLDS, ARLIS" <ARLIS.REYNOLDS@costamesaca.gov>
Date: January 15, 2023 at 7:20:43 PM PST
To: "SETHURAMAN, RAJA" <RAJA.SETHURAMAN@costamesaca.gov>, "ROSALES, JENNIFER" <JENNIFER.ROSALES@costamesaca.gov>, "THOMAS, BRETT ATENCIO" <BRETTATENCIO.THOMAS@costamesaca.gov>
Cc: "REYNOLDS, ARLIS" <ARLIS.REYNOLDS@costamesaca.gov>
Subject: NB-1 Signal and HAWK signal projects

Hello – a few questions about the designs, crosswalks, etc for the signal projects.

THANKS!

A few questions about the 19th & Wallace design:

1. Did AT Committee have a chance to provide comments on this? I don't recall seeing these designs for the changes in 19th St. lane widths, etc.
This was presented to AT Committee on several occasions. Public outreach meetings at Senior Center held in 2019 and on October 21, 2021; Presentation to AT Committee at November 2021, April 2022 meetings. Plans were sent to full committee on July 18, 2022.
2. LOVE the bulbouts on the northside of intersection. Why not add bulbouts on the south side?
Bulbouts on the south side – Due to right-of-way constraints, the need to maintain two lanes and presence of large trucks and buses, bulbouts on the south side was not feasible.
3. LOVE the buffered bike lane on the west bound lane. Why no buffered bike land on the east bound side? These outside eastbound lanes are very side.
 1. I ride this very often and cars are always rushing past me, sometimes very closely. Can we fit in a separated bike lane?
 2. As designed, many people (especially with kids) will not bike on this street. They will if there is a buffered bike lane and speeds are slower. We are transitioning from two lanes to one lane in the westbound direction west of Pomona Avenue. So a buffered bike lane could be provided in westbound direction. In the eastbound direction, we are not reducing the number of travel lanes as City's and County's Master Plan do not allow for this at this time. A separate bike lane is not feasible due to limited available width. Reduction in travel lane widths by a foot in eastbound will not create the required minimum 5' space for a bike lane.
4. This is a high pedestrian activity area and a pedestrian priority zone in our General Plan; also high injury area for pedestrians. We really need to slow speeds down on this corridor – can we reduce those inside lanes to 10.5? Seems there is room by reducing lanes widths a nudge to create the space needed for a separated bike lane on the eastbound side.
Narrowing to 10.5' will not create the required minimum 5' space to provide a bike lane.
5. I noticed the contract includes painting speed limits on the streets --- have we set those values yet, or will we measure again after the new design is in place to determine new speeds --- or can we just set the speeds at a lower value since this is a pedestrian area?
We will be conducting a speed study following the project completion to identify opportunities to lower posted speed limits where warranted. Painting of speed limits will be deferred until the study is completed.

INSTALL CONTROLLER ASSEMBLY IN NEW 15-2 TYPE-1 "P-44" CABINET ON RAISED 18" FOUNDATION EQUIPPED WITH 32 AND OPTICAL SENSORS, WIRE HARNESSES AND ALL REQUIRED APPURTENANCES INSIDE CONTROLLER CABINET AS NEEDED TO MEET PLANS. INSTALL 8 PORT FIBER PATCH PANEL, FURNISH AND INSTALL POLARIS 365 NAVIGATOR APS SYSTEM FURNISH AND DES (OTU) OPTICAL PHASE SELECTOR MODEL 704 IN NEW 700 CARD RACK COMPLETELY WITH 700 ANALOGY INTERFACE TERMINALS FOR REMOTE OPERATIONS. FURNISH AND INSTALL NEW ETHERNET SWITCHES (S1) WITH 3 FIBER SFP 10000 CDR TO ASSIGN CITY FURNISHED IP ADDRESS TO CONTROLLER AND ETHERNET SWITCH. FURNISH AND INSTALL NEW ITEMS RED DETECTION SYSTEM AND ALL NECESSARY APPURTENANCES INCLUDING MOUSE AND MONITOR SET-UP IN THE CONTROLLER 17Y-FURNISHED IP ADDRESS AND ESTABLISH LAN VIDEO FITD WITH THE TRAFFIC MANAGEMENT CENTER (TMC). CONTRACTOR 1 WITH MANUFACTURER'S REPRESENTATIVE.

1 V TYPE B-B SIGNAL AND LIGHTING SERVICE ENCLOSURE WITH TYPE V PCC ON LEFT SIDE OF CONTROLLER ASSEMBLY 1 100 AMP MAIN BREAKER, 50 AMP SIGNAL BREAKER, 30 AMP LIGHTING BREAKER, 15 AMP LIGHTED STREET NAME SIGN AL CIRCUIT IS 120V METERS AND LIGHTING IS 120V UNMETERED.

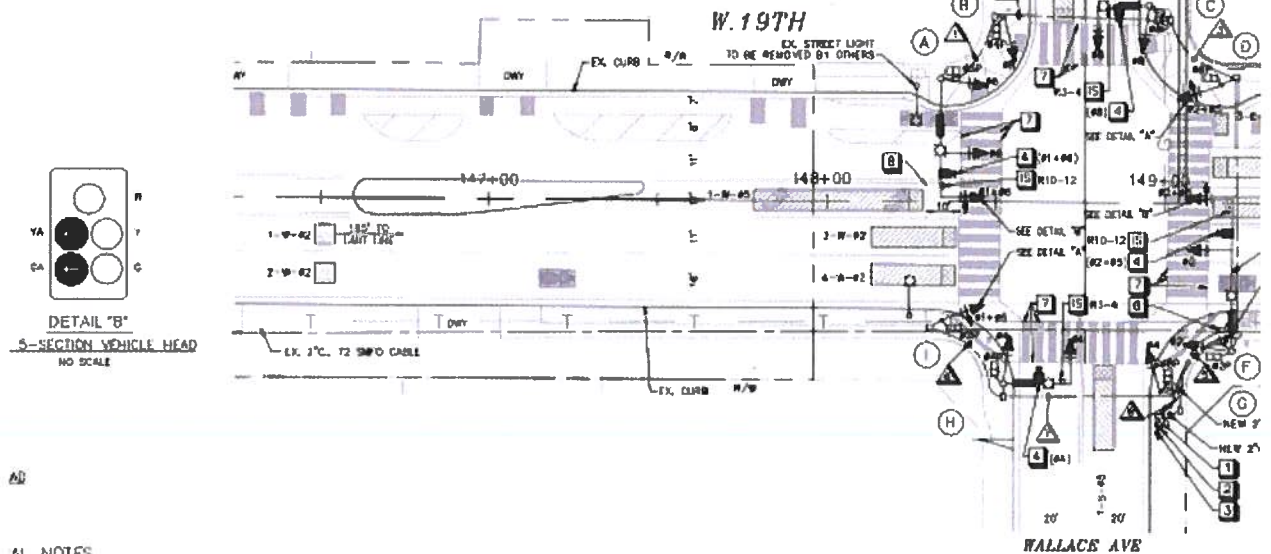
OF SEE PULLBOX TO ALLOW FOR SNEEP. SET SEE DESIGN PLAN NO. 030000X AND CONTACT SEE, 714-835-0291 TO

DE VECTOR HYBRID VIDEO/RADAR CAMERA ON SIGNAL MAST ARM POLE. FURNISH AND INSTALL VIDEO DETECTOR CABLES FOR INSIDE NEW CONDUIT FROM NEW VIDEO CAMERA TO CONTROLLER CABINET AND ALL NECESSARY APPURTENANCES. NO SPLICING ZONES AS SHOWN FOR VEHICLE/BICYCLE LANES AND RADAR DETECTION ZONES FOR ADVANCED DETECTION THROUGH LER OF HIS DESIGN. AND THE MANUFACTURER'S REPRESENTATIVE.

MODEL 3020 GPS RADIO UNIT ON TRAFFIC SIGNAL POLE SHAWT AS INDICATED IN THE FIELD BY THE MANUFACTURER'S FULL OPTION MODEL 1070 GPS CABLE THROUGH CONDUIT TO CONTROLLER ASSEMBLY FOR INTENDED OPERATIONS. AND INSTALL NEW BE PULLBOX WITH ENCASE ENCLOSURE. FURNISH AND INSTALL 2" CONDUIT WITH 12 STRAND SMD CABLE SIGNAL FIBERS FROM 72 STRAND SMD CABLE TO 72 STRAND SMD CABLE WITH AVAILABLE UNUSED FIBER PARS FOR ADDITIONAL 25' OF 12 STRAND SMD CABLE IN BE PULLBOX.

DE WHITE LADDER CROSSWALK 2" WIDE BARS @ 4' O.C. WITH 1' WIDE TRANSVERSE CROSSWALK WARNINGS ON BOTH SIDES.

AT LANE.



AL NOTES

UPRIGHT SHALL CONFORM TO THE LATEST EDITIONS OF THE CALTRANS 105, CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA 015).

FOR VERIFICATION OF ALL EXISTING UNDERGROUND UTILITIES, WHETHER OR PLANS, THE CONTRACTOR SHALL CONTACT USA (800-377-3850) AT LEAST 90. THE CONTRACTOR SHALL FORTHOLE ALL PROPOSED TRAFFIC SIGNAL STING UNDERGROUND UTILITIES, PRIOR TO ORDERING TRAFFIC SIGNAL

- ALL ELECTRICAL EQUIPMENT, INCLUDING SIGNAL POLES, PULL BOXES, DETECTORS, AND SERVICE/CONTROLLER CABINETS, ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. PROPOSED FINAL LOCATIONS ARE TO BE APPROVED IN THE FIELD BY THE ENGINEER PRIOR TO EXCAVATION FOR FOUNDATIONS. THE CONTRACTOR SHALL GIVE 48 HOURS NOTICE FOR APPROVAL OF PROPOSED EQUIPMENT LOCATIONS.
- CONTRACTOR SCHEDULE IS FURNISHED AS AN INSTALLATION GUIDELINE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CORRECT

13. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN EXISTING STREET INTERSECTIONS AND ACCESS TO ALL PUBLIC AND NOT RELATED TO THE SPECIFIC PROJECT. CONTRACTOR SHALL I RESIDENTS, BUSINESSES, PROPERTY OWNERS, AND OCCUPANTS ADVANCE REGARDING PLANNED LANE AND ROAD CLOSURES OR AND BLOCK DRIVEWAY ACCESS.

14. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FUEL FROM THE ENGINEER.

18th Street crosswalk:

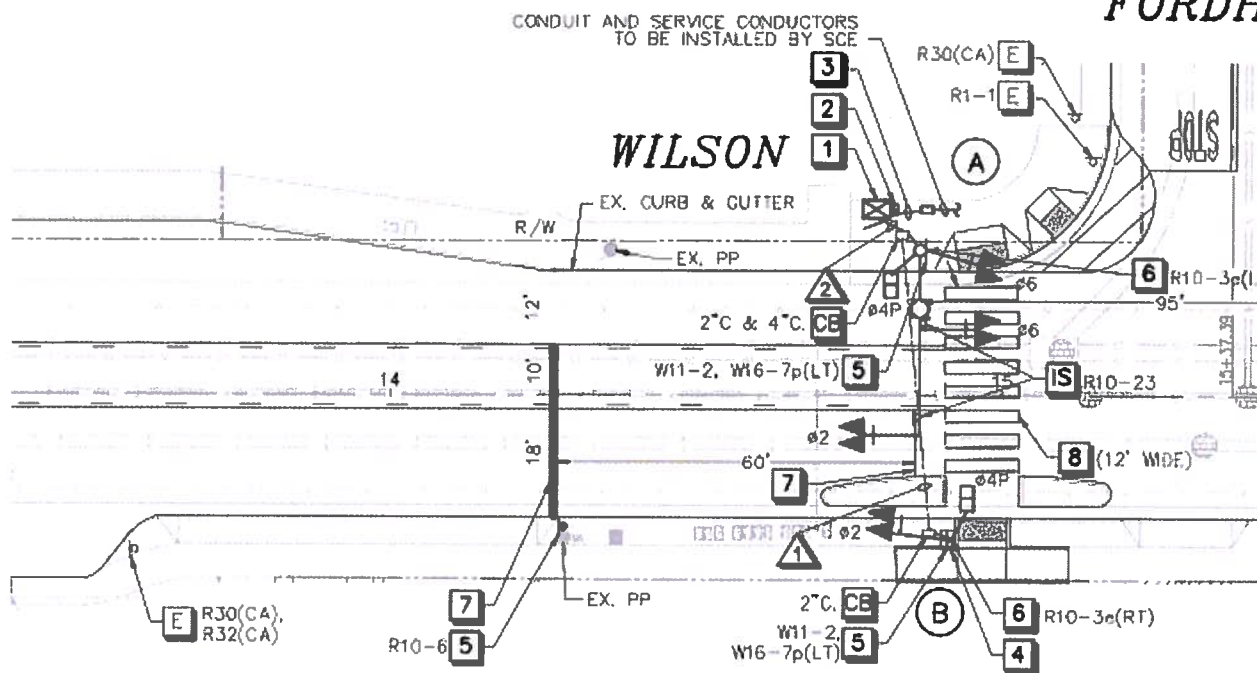
- There are sightlines issues for crossing southbound in the crosswalk if there is a large car parked in the circled spaces... this has happened for me several times, where I have had to step into the street to see if a car is coming.. can we create a bigger buffer there, or perhaps change that to motorcycle parking or other change to prevent a large vehicle in that spot?

The implementation of HAWK signal will address any concerns with limited sightlines. Drivers will be required to stop in advance of the crosswalk when HAWK signal is activated, as they will have red indication.

- Should we have sharrows on these lanes?

Staff is concerned about addition of sharrows with existing angle street parking. In addition, the ATP calls for Class II bike lanes in this area.

FORDH



Arlis Reynolds (she/her/hers)
 Costa Mesa City Council, District 5
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 714-853-2374 | @arlisreynoldscm

From: GREEN, BRENDA
Sent: Tuesday, January 17, 2023 7:55 AM
To: TERAN, STACY
Subject: FW: Jimmy Vivar re-appointment

Brenda Green
City Clerk
City of Costa Mesa
714/754-5221

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From: Carrie Mizera <cmizera@rschools.org>
Sent: Saturday, January 14, 2023 10:47 AM
To: GREEN, BRENDA <brenda.green@costamesaca.gov>
Subject: Jimmy Vivar re-appointment

Hello Branda,

I wanted to send a quick note in support of Jimmy Vivar's re-appointment to the Planning Commission. If you could add this to the communications with the City Council Members before 1/17/23, I'd appreciate it.

Thank you,

Carrie Mizera, Executive Director
Renaissance School International
1701 Baker Street
Costa Mesa, CA 92626
Phone: 714-783-7070
Fax: 714-242-5385
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