

Comparison between Approved Capital Improvement Program and Staff Proposed Projects			
For Fiscal 24/25		\$ Thousands	
Recommended Format			
	Current Proposed	Capital Improve Program	Variance Increase/ (Decrease)
<u>Energy &amp; Sustainability</u>			
City Hall - Solar Rooftop/Canopy Project		200	-200
City Hall - HVAC Retrofit Project		600	-600
Citywide - Costa Mesa Green Bus Project		50	-50
Citywide - Drought Resistant Landscape & Veg Replace		200	-200
Citywide Energy Efficiency Projects		100	-100
Fire Stations - Electric Vehicle Charging Stations		220	-220
Various Facilities - Electric Vehicle Charging Stations		150	-150
Total Energy & Sustainability	0	1,520	-1,520
<u>Parks</u>			
Butterfly Gardens		50	-50
Fairview Park - Educational Hubs and Signage		88	-88
Fairview Park - Fencing - Signage - Trail Restoration		75	-75
Fairview Park - Master Plan Implementation	75	200	-125
Gisler Park - Light Poles Replacement		90	-90
Harper Park - Playground Replacement		190	-190
Jack Hammett Sports Complex - Relevel Fields 1 and 2	400		400
Lions park - Open Space improvements		50	-50
Luck Davis Field Improvements	45		45
Marina View Park - Playground Replacement		190	-190
Park Security Lighting Replacement Program		100	-100
Park Sidewalk / Accessibility Program	50	50	0
TeWinkle Athletic Fields - Batting Cage & Other	325		325
Various Parks - Parking Lot Rehabilitation		50	-50
Various Parks - Playground Repairs & Replacement	50	50	0
Victoria Avenue Corridor Development		650	-650
Westside Park Development		3,000	-3,000
Wimbledon Park - Exercise Equipment Replacement	110	110	0
Total Parks	1,055	4,943	-3,888
Facilities	25,701	10,940	14,761
Parkway & Medians	915	1,085	-170
Streets	9,240	7,580	1,660
Transportation	10,990	8,340	2,650
Grand Total	47,901	34,408	13,493
The Capital Improvement Program info is readily available. For illustration purposes only itemized Energy & Sustainability and Parks. Actual report would itemize projects for all categories. Only showed total dollar amounts for the other four categories.			
Source: FY 23/24 Budget Book and Staff's Proposed Capital Improvement Program Budget presented to FiPAC dated April 18, 2024.			
		taboada 4/24	

**From:** [Cynthia McDonald](#)  
**To:** [REYNOLDS, ARLIS](#); [CHAVEZ, MANUEL](#); [STEPHENS, JOHN](#); [HARPER, DON](#); [GAMEROS, LOREN](#); [MARR, ANDREA](#); [HARLAN, JEFFREY](#)  
**Cc:** [CITY CLERK](#)  
**Subject:** City Council Study Session - FY 24-25 Proposed CIP Budget and Five-Year CIP  
**Date:** Tuesday, April 23, 2024 1:53:40 PM  
**Attachments:** [Bristol and Fairview Road photos.pdf](#)

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Honorable City Council Members:

I appreciate the number of active transportation projects on the CIP list. Many have been on the list of projects since the Active Transportation Plan was adopted in 2018, and some going back to the General Plan update in 2016. They are part of the complete streets approach to planning, which aims to support the safe mobility of cyclists, pedestrians, transit users, and motorists.

What we see however, is a lack of commitment by the City to building out a gridwork of active transportation facilities. Projects that are built often do not connect to other projects or do not consider the extra step needed to link projects together.

For example, on Attachment 2, the Five-Year CIP list, item 134 is Bristol Street (Bear St to Santa Ana Avenue) – Bicycle Facility. This project was partially completed a few years ago with the bike lanes and green bollards from Randolph Avenue to the Bristol offramp for the NB 55 freeway. This item will complete that work, but what was not constructed with the prior work was one block of Bristol Street between Randolph Avenue and Baker Street, which would have connected these lanes to the Baker Street bike lanes. Since the City anticipated completing the project at a future time, when the repaving of that one block of Bristol was done during a landscape/median/crosswalk project, the bike lanes were not installed. Where was the follow-up when the Randolph and Bristol projects were being planned and put out to bid? That one block of bike lanes on Bristol is not listed on the CIP project list, but clearly should be. That work should be performed as part of the project that completes the lanes to Santa Ana Avenue. See attached photo below of missing bike lanes on Bristol.

We now see a repeat of this failure with the Fairview Road projects (Items 144 and 145). Last year OCTA completed the 405 widening projects and completed striping and landscaping of the block on either side of the ramps on Fairview. All but one bike lane was installed by OCTA. The remaining proposed bike lane is marked with “cat tracks,” but was not completed, likely due to problems with the traffic lane that is both a right turn and through lane (poor planning by OCTA), but got a "share the road" sign instead, which is not appropriate on a road with motorists going 40+ mph. I was told in or about 2020 that upon completion of OCTA’s work, that the City would address the issues of

ADA sidewalk improvements, missing bike lanes, and median improvements (including landscaping) for the stretch of Fairview Road from McCormick Street to Baker Street.

Item 105 covers the median landscape rehabilitation, but the problems on these blocks of Fairview Road go well beyond that into the areas of active transportation and violation of ADA rules. Compared to the funding for Items 144 and 145, it is obvious that the proposed funding for Item 105 is deficient for the work that is needed to make this stretch of Fairview Road safe.

Given that this is a major gateway to Costa Mesa, I wonder why there was not a coordinated effort with OCTA at the time of its project to at least replant the ugly median with similar drought tolerant plants. Now we are left with lovely landscaping for one block, then a median with landscaping that looks like a forgotten wasteland of dying trees and buckling concrete. There are impassable sidewalks in places for those in wheelchairs or cyclists with trailers, due to utility poles and boxes being in the middle of the sidewalk, and the bike lanes come and go with hardly a care. The asphalt roadway is a patchwork of repairs due to the water main breaking several times. In addition, a crosswalk at McCormick would shorten the long distance between crosswalks at Paularino and South Coast Drive. Most of these are active transportation features that would likely qualify for a grant. If not, removal of the unneeded traffic signal on Belfast and Fairview from the budget would free up \$600,000 towards improving this area.

See attached photos show the areas where work is needed.

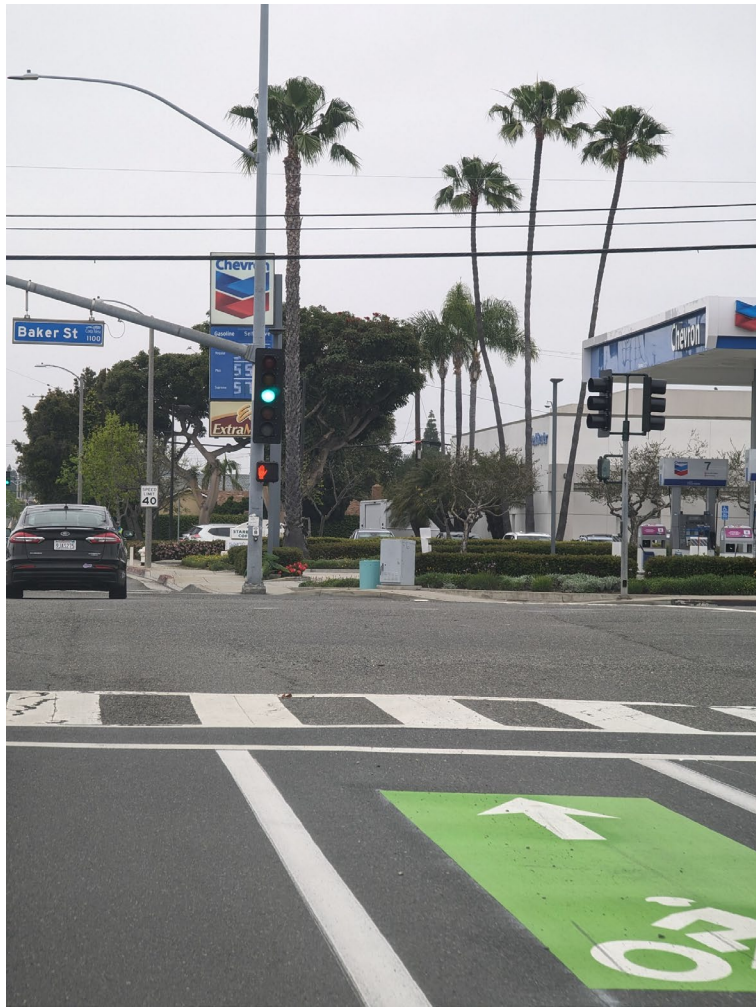
Thank you for your consideration.

Cynthia McDonald

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Missing bike  
lanes on Bristol  
Street



Nice bike lane on  
Fairview Road  
until it  
disappears



Water main  
repair to  
roadway left a  
patchwork quilt



Unfinished bike  
lane



Hard to get wheelchairs and bikes around utility poles and boxes; wheelchairs often seen in street in bike lane



Utility pole and boxes do not allow room for wheelchairs





Ugly and unsafe;  
note the  
wheelmarks



ADA compliant?  
Probably not



ADA compliant?  
Probably not



Unkempt  
landscape,  
buckling  
concrete



More buckling  
concrete