

City of Costa Mesa
Active Transportation Measures Per City Plans

ATTACHMENT 2

City Plans:

Pedestrian Master Plan (PMP)
Active Transportation Plan (ATP)
Local Road Safety Plan (LRSP)

Treatment	PMP	ATP	LRSP
Leading Pedestrian Intervals (LPI)	Chapter 4.4, B18, Page 87 Chapter 4.5, 19th Street, Page 99 Chapter 4.5, Baker Street, Page 101		Executive Summary, Countermeasure Toolbox, (5/81) Chapter 9.3, Table 6, Page 35, (43/81) Appendix A, Case Study Victoria & Pomona, (59/81)
Accessible Pedestrian Signal (Audible Push Buttons)	Chapter 4.4, B15, Page 85		
Countdown Heads	Chapter 4.4, B13, Page 83 Chapter 4.5, 19th Street, Page 99 Chapter 4.5, Baker Street, Page 101		
Video Detection		Chapter 4, Table 4.3, Page 38: Inability in existing vehicle detection equipment to detect bikes. Chapter 5, Goal 2.0, Page 54: issue of inoperable bicycle detection loops (is video detection easier to maintain/determine when maintenance is needed?).	Dilemma zone detection, does not specify auto or bike: Executive Summary, Countermeasure Toolbox (5/81) Chapter 9.3, Table 6, Page 35, (43/81) Appendix A, Case Study Victoria & Pomona, (59/81)
Other potential references	PMP	ATP	LRSP
Improve ped crossing times on 19th Street	Chapter 4.5, 19th Street, Page 99 Chapter 4.5, Baker Street, Page 101		
Improve ped crossing times on Baker Street			
Decrease excessive traffic volumes/Separation between vehicles and pedestrians	Chapter 4.4, D1, Page 97		
Dedicated bike phase (extended green?)		Chapter 3, Page 22	
Reduction of conflict points (LPI?)		Chapter 5, Goal 2.0, Page 53	
Incorporate bike/ped facilities into CIP, where appropriate to maximize leveraging of funds		Chapter 5, Goal 3.0, Page 55	
Integration of pedestrian-oriented improvements and amenities within the circulation system to improve walkability		Chapter 3, Page 29	
Victoria Street and Pomona Ave			Appendix A, Case Study Victoria & Pomona, (58/81), signal timing will be updated in TSSP
Baker Street (Bear Street to Century)			N/A
Improve Signal Timing Citywide			Executive Summary, Countermeasure Toolbox, (5/81)
Continue to use best practices for pedestrian crossings at high pedestrian traffic areas			Executive Summary, Countermeasure Toolbox, (7/81)