

GOALS, OBJECTIVES, AND POLICIES

The following goals, objectives, and policies work in concert with those in the Land Use Element.

Goal C-1: Implement “Complete Streets” Policies on Roadways in Costa Mesa

Plan, develop, and implement a comprehensive transportation system that serves all users and modes of travel.

Objective C-1A: *Create a transportation network that meets the mobility needs of all Costa Mesa residents, businesses, and visitors.*

Policy C-1.1: Update the City’s engineering standards for public and private streets to provide for safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages, abilities, and modes of travel.

Policy C-1.2: Allow for flexible use of public rights-of-way to accommodate all users of the street system while maintaining safety standards.

Policy C-1.3: Complete and annually maintain a needs assessment for traffic service levels and traffic safety. Develop and annually update a priority list of improvement projects, with priorities based on: 1) correcting identified hazards; 2) accommodating multimodal trips; 3) improving and/or maintaining peak-hour traffic volumes at critical intersections; 4) improving efficiency of existing infrastructure utilization; and 5) intergovernmental coordination.

Policy C-1.4: Pursue downgrade of arterials that no longer have the demand requiring their buildout to planned capacity.

Policy C-1.5: Implement road diets on street segments with excess capacity to enhance bicycle and pedestrian facilities. For roadways with excess vehicle capacity, consider the reduction of travel lanes and use the reclaimed space for active modes of transportation including pedestrian and bicycle.

Policy C-1.6: Encourage the conversion of excess on-street parking spaces for expanded sidewalk gathering places or landscaping.

Policy C-1.7: Encourage community participation in City processes and programs focused on improving mobility and transportation facilities.

Policy C-1.8: Pursue downgrade of 17th Street from 6-lane Major Arterial to 4-lane Primary Arterial between Orange Ave and Tustin Avenue, through Master Plan of Arterial Highways (MPAH) Amendment process with the Orange County Transportation Authority.

Circulation Element

Objective C-1B: *Preserve the character of our residential neighborhoods.*

Policy C-1.9: Implement traffic calming measures that discourage speeding and cut-through traffic on residential streets. Identify opportunities to update signal timing and phases with high collision frequencies.

Policy C-1.10: Encourage non-motorized transportation in residential areas by providing sidewalks, ~~and~~ implementing bicycle friendly design of local streets, and incorporating street trees in new projects wherever feasible.

Policy C-1.11: Reduce or eliminate intrusion of traffic related to non-residential development on local streets in residential neighborhoods.

Policy C-1.12: Prioritize intersection improvements which improve through traffic flow on Major, Primary, and Secondary Arterials, and reduce impacts on local neighborhood streets with emphasis on pedestrian safety.

Policy C-1.13: Promote engineering improvements such as physical measures constructed to lower speeds, improve safety, and otherwise reduce the impacts of motor vehicles.

Policy C-1.14: Design and Implement transportation projects to meet local and regional system capacity needs in accordance with the Master Plan of Streets and Highways.

Policy C-1.15: Implement neighborhood approved traffic-calming measures in residential neighborhoods and appropriate commercial areas, such as street narrowing, curb extensions, roundabouts, landscaped medians, and radar speed feedback signs.

Policy C-1.16: Establish priority-ranking system to evaluate traffic-calming requests for implementation throughout the City.

Policy C-1.17: At regular intervals, conduct a study to re-evaluate speeds along the city's roadways, and Pursue programs that reduce vehicle speeds and cut-through traffic on local streets in accordance with the most recent version of the California Manual on Uniform Traffic Control Devices (CA MUTCD).

Policy C-1.18: Leverage the tools discussed in the Pedestrian Master Plan Infrastructure Toolbox (e.g. sidewalk connectivity, curb ramps, and crosswalks) to continue to develop a pedestrian network that is accessible by users of all ages and abilities.

Policy C-1.19: Develop a network of walking paths in different commercial districts and neighborhoods to encourage community members to walk. The walking paths could be artistic and each path could have its own wayfinding signs and stylistic flair to create a sense of place.

Goal C-2: Effectively Manage and Improve the Roadway System

Develop and maintain a robust and efficient ~~vehicular~~-multimodal circulation network.

Objective C-2A: *Implement policies that encourage and accommodate all users while maintaining the efficiency of the circulation system.*

Policy C-2.1: Establish a citywide crosswalk policy to address installation, maintenance, removal, and enhancements of crosswalks at intersections and mid-block locations. Crosswalk locations and treatment will be based on criteria including, but not limited to safety, traffic volume, and concentration of pedestrian activity. Potential enhancements may include leading pedestrian intervals at signalized intersections, bulb-outs, and median refuges to reduce crossing distances.

Policy C-2.2: Avoid creation of frequent driveways for new development access in active pedestrian areas that create conflict points between pedestrians and vehicles.

Policy C-2.3: Encourage commercial property owners to use shared driveway access and interconnected roads within blocks, where feasible. Require driveway access closures or consolidations, or both when a site is remodeled or redeveloped.

Policy C-2.4: Collaborate with law enforcement and public safety organizations to coordinate policies and programs that would reduce injuries and deaths on the roadways.

Policy C-2.5: Designate routes for truck traffic to minimize potential conflicts between trucks and cars, pedestrians, bicycles, transit, and vehicle access and circulation. Establish by ordinance a truck map that depicts allowable truck routes within the City.

Policy C-2.6: Periodically review and update traffic signal timing at all signalized intersections to maintain traffic signal coordination and to accommodate bicycle and pedestrian needs.

Policy C-2.7: Develop new traffic level of services criteria in accordance with SB 743 to meet the California Environmental Quality Act (CEQA).

Policy C-2.8: Continue the use of the Intersection Capacity Utilization (ICU) methodology to address local traffic level of service and impacts, with Level of Service “D” as the threshold for meeting the City’s significance criteria.

Objective C-2B: *Construct street improvements and apply congestion management tools to obtain efficient performance of the transportation system.*

Policy C-2.9: Incorporate the street system improvements identified in the General Plan Environmental Impact Report (EIR) into the Capital Improvement Program.

Circulation Element

- Policy C-2.10:** Continue to deploy intelligent transportation systems (ITS) strategies—such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, and real-time parking availability information—to reduce traffic delays, lower greenhouse gas emissions, improve travel times, and enhance safety for ~~drivers,~~ pedestrians, ~~and cyclists,~~ and motorists.
- Policy C-2.11:** Investigate all operational measures, including the use of one-way streets, to improve traffic circulation and to minimize congestion for all travel modes.
- Policy C-2.12:** Investigate and utilize state-of-the-art transportation system management technology and industry practices to address recurring and non-recurring traffic events (i.e., special events, incident/emergency management).
- Policy C-2.13:** Continue to evaluate and pursue design and operational improvements (medians, driveway closures, signal synchronization or phasing, prohibited or regulated right-turn movements on red, parking ~~or turn~~ restrictions or setbacks, ADA Accessibility etc.) to improve the efficiency and safety of intersections.

Goal C-3: Enhance Regional Mobility and Coordination

Encourage development of a regional transportation network that addresses regional mobility needs for all modes of travel.

- Objective C-3A:** *Promote development of transportation projects along regional corridors.*
- Policy C-3.1:** Maintain compliance with Orange County Congestion Management Plan (CMP) requirements, including consistency with CMP level of service standards, adoption of a seven-year capital improvement program, analysis of impacts of land use decisions on the CMP highway system, and adoption and implementation of deficiency plans when intersections do not meet adopted performance standards.
- Policy C-3.2:** Support the goals and objectives of the Orange County Long Range Transportation Plan, including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure.
- Policy C-3.3:** Support the goals and objectives of the SCAG Regional *Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure.
- Policy C-3.4:** Coordinate signal timing on all major arterials with a local signal synchronization program consistent with the Orange County Traffic Signal Synchronization Master Plan (TSSMP).

Policy C-3.5: Ensure Costa Mesa’s input, participation, and discretionary review of applicable region-wide transportation system policies, programs, and construction.

Policy C-3.6: Develop short-term and long-term improvements to the SR-55 corridor in coordination with Caltrans and OCTA to address regional mobility needs.

Policy C-3.7: Promote the City’s preferred alternative of undergrounding the SR-55 freeway south of 19th Street within the City limits.

Policy C-3.8: Collaborate with Caltrans, OCTA, and other local agencies to re-envision the future of Newport Boulevard in the area between and adjacent to 17th Street and 19th Street as a destination that facilitates placemaking and pedestrian and bicycle activities by implementing enhanced pedestrian and bicycle infrastructure that provides for connectivity, especially in the east-west direction.

Objective C-3B: *Coordinate and partner with local and regional agencies to promote projects and policies that improve regional mobility.*

Policy C-3.89: Coordinate with adjacent jurisdictions to maintain or improve mobility within the City to achieve a standard Level of Service no worse than “D” at all intersections under State or joint control. Intersection Level of Service analyses for General Plan conditions for locations under State or joint control will be updated periodically and presented to the City Council.

Policy C-3.910: Consult with Caltrans and OCTA regarding the I-405 widening project to minimize adverse impacts to Costa Mesa’s neighborhoods, businesses, and streets.

Policy C-3.1011: Coordinate with OCTA and other jurisdictions to remove Gisler Avenue Bridge over the Santa Ana River from the City’s Master Plan of Streets and Highways and County’s Master Plan of Arterial Highways.

Policy C-3.1112: Collaborate with Caltrans and neighboring jurisdiction to improve signal timing and coordination along major arterials across jurisdictional boundaries.

Policy C-3.1213: Work closely with the State of California and other government agencies to control traffic-related impacts of uses on State- or other agency-owned land (i.e., Orange County Fairgrounds, Orange Coast College, etc.).

Policy C-3.1314: Coordinate with other responsible agencies the planning, funding, prioritization, and implementation of bicycle, pedestrian, and transit programs and supporting infrastructure.

Goal C-4: Promote Transportation Demand Management, Transit, and Efficiency

Utilize Transportation Demand Management strategies to manage demand and maximize available capacity.

Objective C-4A: *Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.*

Policy C-4.1: Support South Coast Air Quality Management District (SCAQMD) trip reduction programs, including park and ride lots, transit subsidies, carpool and vanpool programs, flexible working hours, bicycle facilities, and other traffic reduction strategies.

Policy C-4.2: Support local and multi-jurisdictional car-sharing and bike-sharing programs.

Policy C-4.3: Consider implementing park-once approaches for multiuse districts and regional destinations areas.

Policy C-4.4: Embrace innovative parking solutions that reduce the required spaced needed for parking, such as automated parking lifts and elevators.

Policy C-4.5: Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles, and flex cars.

Policy C-4.6: Encourage and support programs that increase vehicle occupancy, including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods.

Policy C-4.7: Promote the combination of TDM measures as much more effective than any single measure.

Policy C-4.8: Require discussion of transportation system management (TSM) and TDM measures in all EIRs prepared for major projects.

Policy C-4.9: Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.

Policy C-4.10: Allow the application of transportation management rideshare programs, integration of complementary land uses, and other methods to reduce project related average daily and peak hour vehicle trips to achieve consistency with allocated trip budgets.

Objective C-4B: *Promote regional and local transit services as an alternative to automobile travel.*

- Policy C-4.11:** Ensure that roadways designated as transit routes can accommodate transit vehicle circulation and convenient pedestrian access to and from transit stops.
- Policy C-4.12:** Review all capital improvement projects to ensure improvements located on existing and planned transit routes include modification of street, curb, and sidewalk configurations to allow for easier and more efficient transit operations and improved passenger access.
- Policy C-4.13:** Provide transit stop amenities that facilitate access to and from transit stops and transfer locations. These may include pedestrian pathways approaching stops, high-quality benches and shelters, traveler information systems (real-time transit arrival information), and bike storage and bicycle connections. Bus stops should accommodate timed transfers between buses and other transit services where necessary.
- Policy C-4.14:** Encourage new development along major transit corridors to provide efficient and safe access to transit stops and public sidewalks.
- Policy C-4.15:** Support and participate with OCTA ACCESS Service in providing transportation assistance to senior citizens and the disabled.
- Policy C-4.16:** Consult with OCTA for transit services, such as changes to bus routes, bus stops, and hours of operation. Additionally, coordinate with OCTA for changes to transit services provided for seniors, the disabled, and transit dependent populations.
- Policy C-4.17:** Consult with the Newport-Mesa Unified School District to maintain school bus services provided for local schoolchildren.
- Policy C-4.18:** Coordinate with OCTA to improve transit services in the City, including strategies such as bus rapid transit, express services, community circulators, and other strategies.
- Policy C-4.19:** Encourage new local transit programs in coordination with OCTA, consisting of shuttle services to local and regional destinations.
- Policy C-4.20:** Coordinate with OCTA to construct bus turnouts at appropriate locations, with attractive shelters designed for safe and comfortable use.
- Policy C-4.21:** Require discussion of transit service needs and site design amenities for transit ridership in EIR for major projects.

Goal C-5: Ensure Coordination between the Land Use and Circulation Systems

Facilitate close coordination between development of land use and circulation system.

Objective C-5A: *Coordinate land use policies and development activities that support a sustainable transportation system.*

Policy C-5.1: Ensure that new development projects are consistent with the vehicular trip budgets, where adopted.

Policy C-5.2: Require that large developments and redevelopments provide short-term and long-term vehicular traffic impact studies.

Policy C-5.3: Encourage permitted General Plan land uses which generate high traffic volumes to be located near major transit and transportation corridors to minimize vehicle use, congestion, and delay.

Policy C-5.4: Maintain balance between land use and circulation systems by phasing new developments to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.

Policy C-5.5: Promote development of mixed-use projects to reduce number of vehicle trips.

Policy C-5.6: Coordinate the design and improvement of pedestrian and bicycle ways in major residential, shopping and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks with adjacent cities.

Policy C-5.7: Require dedication of right-of-way, in an equitable manner, for development that increases the intensity of land use.

Policy C-5.8: Minimize circulation improvements that will necessitate the taking of private property on existing developed properties.

Policy C-5.9: Require that circulation necessary to provide or attain the minimum traffic level of service standard at an intersection to which a development project contributes measureable traffic be completed within three years of issuance of the first building permit for such development project, unless additional right-of-way or coordination with other government agencies is required to complete the improvement. Improvements may be required sooner if, because of extraordinary traffic generation characteristics of the project or extraordinary impacts to the surrounding circulation system, such improvements are necessary to prevent significant adverse impacts.

- Policy C-5.10:** Allow for construction of circulation improvements for a phased development project to be constructed commensurate with the project construction, based upon the findings of a traffic study approved by the City of Costa Mesa.
- Policy C-5.11:** Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.
- Policy C-5.12:** Support consistency with the Orange County *Sustainable Communities Strategy* (OC SCS) and SCAG RTP/SCS by providing an integrated land use and transportation plan to meet mandated emissions reduction targets consistent with SB 375.
- Objective C-5B:** *Establish strategies and processes that allow large developments to analyze and mitigate traffic impacts and infrastructure needs.*
- Policy C-5.13:** Require that new development projects improve access to and accommodations for multimodal transportation, provide pedestrian access that serves the intensity of use and compliments the existing pedestrian network, and whenever feasible incorporate pedestrian improvements in to the public right-of-way as a part of conditions of approval.
- Policy C-5.14:** Require developers of new building and redevelopment/reuse projects as part of the project development review process that are located along bus routes to pay a designated fair share of the cost of providing improved bus stop facilities and related street furniture or, where appropriate, dedicate land for improved bus stop facilities.
- Policy C-5.15:** Consider the needs of the transportation and infrastructure system early for large developments and coordinate with developers to design projects that minimize traffic impacts and infrastructure demands, and implement complete streets wherever feasible. Alternatively, address transportation and infrastructure system impacts through the implementation of development agreements.
- Policy C-5.16:** Develop a hierarchy of pedestrian classification types linked to the land uses they serve, and an approach to design or redesign pedestrian infrastructure based upon the classification.

Goal C-6: Fund and Evaluate the City’s Transportation Network

Explore opportunities to secure funding for enhancing the circulation system.

Circulation Element

Objective C-6A: *Pursue funding sources to maintain and enhance the transportation and infrastructure system.*

Policy C-6.1: Evaluate traffic collision data regularly, and identify top collision locations for ~~automobiles, bicycles,~~ pedestrians, bicycles, transit, ~~and automobiles~~ in Costa Mesa. Develop appropriate countermeasures and pursue funding from all available sources to implement them.

Policy C-6.2: Continue to develop and maintain long-range capital improvement programs consistent with the General Plan and M2 eligibility requirements.

Policy C-6.3: Develop an annual list of Active Transportation projects to be proposed as part of the City's Capital Improvement Program (CIP).

Policy C-6.~~34~~: Coordinate with OCTA to fund, develop, and maintain a Master Plan of Streets and Highways consistent with the Master Plan of Arterial Highways (MPAH).

Policy C-6.~~45~~: Require a locally collected and administered traffic mitigation fee program to guarantee that new development pays for its fair share toward improvements resulting in reductions in air pollutant and GHG emissions and traffic impacts generated by the development.

Policy C-6.~~56~~: Actively pursue local, State, and federal funding to implement, maintain, and evaluate the transportation and infrastructure system.

Policy C-6.~~67~~: Supplement funding from annual fees or assessments on existing and new development with grants and other nonlocal sources.

Policy C-6.~~78~~: Develop strategies to implement an infrastructure and transportation system to be consistent with State policies on resiliency and sustainability.

Policy C-6.~~89~~: Amend the General Plan, if necessary, to be responsive to evolving funding requirements and to comply with State and federal regulations affecting the goals and policies of the Circulation Element.

Policy C-6.~~910~~: Coordinate with OCTA and Caltrans to seek funding and implementation solutions to improve Newport Boulevard at the terminus of the State Route 55 freeway to relieve congestion from regional traffic.

Policy C-6.~~1011~~: Review the City's transportation impact fee program on a regular basis, and adjust fees as needed to ensure that funding is available for planned transportation improvements that will benefit all travel modes.

Policy C-6.~~1112~~: Prioritize funding and timing for implementing transportation improvements. Consider prioritizing multimodal projects that provide the most benefit to all users.

- Policy C-6.1213:** Require that every new development project pay its share of costs associated with the mitigation of project generated impacts.
- Policy C-6.1314:** Measure M2 sales tax revenues shall not be used to replace private developer funding which has been committed for any project.
- Policy C-6.1415:** The City’s seven-year capital improvement program shall be adopted and maintained in conformance with the provisions of Measure M2 for the purpose of maintaining the established level of service standard.
- Policy C-6.1516:** Maintain a traffic impact fee for circulation system improvements to the Master Plan of Streets and Highways; review and update fees on a regular basis.
- Objective C-6B:** *Evaluate the transportation system to ensure that it meets the City’s circulation goals.*
- Policy C-6.1617:** Provide an annual Capital Improvement Program General Plan consistency report.
- Policy C-6.1718:** Provide annual public review of implementation status reports of goals, policies, and objectives stated in the Circulation Element.
- Policy C-6.1819:** Adopt and seek out methods and processes that provide appropriate and accurate data for evaluating the performance of the transportation and infrastructure system.

Goal C-7: Promote a Friendly Active Transportation System in Costa Mesa

Create a bicycle and pedestrian friendly environment throughout Costa Mesa for all types of users and all trip purposes in accordance with the five “Es:” Education, Encouragement, Enforcement, Engineering, and Evaluation.

- Objective C-7A:** *Expand, enhance, and protect the existing bicycle and pedestrian network to provide a comprehensive, system of Class I, Class II, Class III, and Class IV facilities to increase connectivity between homes, jobs, schools transit, and recreational resources in Costa Mesa.*

Circulation Element

Bikeways and Pedestrian Paths

- Policy C-7.1:** Develop an extensive bicycle and pedestrian backbone network through the use of standard and appropriate innovative treatments.
- Policy C-7.2:** Plan and install new bicycle lanes on Major Arterials, where feasible and appropriate.
- Recommendation C-7.3:** Plan and install shared lane markings (“sharrows”) and signage on appropriate existing and planned bicycle routes where bicycle lane implementation is demonstrated to be infeasible.
- Policy C-7.4:** Where feasible, Class I shared-use paths should be a priority for future developments.
- Policy C-7.5:** Plan and install new shared-use paths in utility corridors and/or along flood control channels, and extend existing bicycle and shared-use paths.
- Policy C-7.6:** Plan and complete north/south multi-purpose and bicycle routes through the City to augment the east/west route.
- Recommendation C-7.9:** Encourage reallocation of roadway rights-of-way where appropriate to accommodate shared-use path and bicycle facilities, while preserving and respecting the character of each adjacent neighborhood.
- Policy C-7.10:** Support bicycle improvement projects that close gaps in the regional bicycle network either by implementing specific projects recommended in the Plan or through other treatments.
- Recommendation C-7.11:** Encourage bicycle projects that connect local facilities and neighborhoods to major bicycle corridors.
- Recommendation C-7.12:** Work cooperatively with adjoining jurisdictions and local/regional agencies to coordinate bicycle planning, and implementation activities. Where required, develop consistent active transportation plans and policies with regional and adjacent agencies.
- Policy C-7.13:** Prioritize safe access to major regional trails such as the OC Loop/Santa Ana River Trail and the Newport Back Bay Trail System. Where feasible, plan and provide a continuous low-stress Class I and/or Class IV facility from east to west across the city between these facilities.
- Recommendation C-7.14:** Explore favorable opportunities to remove parking to accommodate bicycle lanes.
- Recommendation C-7.15:** Identify favorable opportunities to retain parallel parking adjacent to sidewalks to maintain pedestrian safety.

The following recommendations are aimed at providing the maximum flexibility in meeting the goals and policies in this Circulation Element.

- Recommendation C-7.16:** Consider every street in Costa Mesa as a street that cyclists could use.
- Recommendation C-7.17:** Link on-road and off-road bicycle and pedestrian facilities within Costa Mesa to existing and planned facilities in adjacent and regional jurisdictions.
- Recommendation C-7.18:** Low-stress design techniques should be considered where necessary to attract a wide variety of users.
- Recommendation C-7.19:** Establish designated safe routes to schools for biking and walking.
- Policy C-7.20:** Designate walkable districts in the City.

Bike and Pedestrian Facilities

Objective C-7B: *Provide end-of-trip facilities that support the bicycle network.*

- Recommendation C-7.21:** Provide bike parking and bike-related amenities at public facilities and along public rights-of-way.
- Recommendation C-7.22:** Pursue public-private partnerships to furnish local businesses with secure bike parking and other related amenities.
- Recommendation C-7.23:** Develop and adopt bicycle parking equipment standards for bicycle parking to be installed within the public right-of-way and post on the City website.
- Recommendation C-7.24:** Work with local schools and colleges to provide ample and secure bike parking and other related amenities for students and employees.
- Recommendation C-7.25:** Work with OCTA to maximize bicycle amenities, such as bus stop solar lighting and bicycle lockers, at high-volume transit stops.
- Recommendation C-7.26:** Prioritize the installation of bicycle-scale and/or pedestrian-scale lighting.
- Recommendation C-7.27:** Encourage and incentivize providing attended bicycle parking services, such as a bicycle valet, at major City events, OC Fair, Farmers’ Markets, holiday festivals, and other community events.
- Recommendation C-7.28:** Prioritize schools with the highest auto traffic volume during peak hours and insufficient parking for staff and parents. Plan and install bicycle facilities adjacent those schools.
- Recommendation C-7.29:** Provide bike parking and bike-related amenities at public facilities and along public right-of-way.

“First and Last Mile” Programs

Objective C-7C: *Encourage sustainable modes of transportation to fill gaps between the first and last miles of trips (walking, biking, ride sharing, transit, taxi and car-sharing).*

- Recommendation C-7.30:** Identify citywide infrastructure needed to create the interconnected multi-trail system.

Circulation Element

Recommendation C-7.31: Improve the quality, aesthetics, and safety of high-use pedestrian corridors.

Recommendation C-7.32: Development and implement a bicycle sharing system.

Policy C-7.33: Proposed new mode split goals:

- 50 percent motor vehicles
- 10 percent transit
- 10 percent bicycles
- 20 percent walking
- 10 percent carpools, taxi, transportation network company services, and car sharing

Recommendation C-7.34: Establish a goal for all trips of less than three miles to be 30 percent by bicycle, and establish a goal of less than 1 mile to be 30 percent by walking.

Recommendation C-7.35: Consider implementing a small-scale transportation system to encourage mode shift to popular destinations as defined by users.

Goal C-8: Create a Safer Place to Walk and Ride a Bicycle

Provide a safe, convenient, and attractive bicycling and pedestrian environment. Apply design standards, enforcement of traffic laws, maintenance practices, and safety awareness campaigns to encourage and increase the use of bicycle and pedestrian facilities.

Design and Way-finding

Objective C-8A: *Develop bicycle and pedestrian facilities with approved uniform design standards, and implementation of way-finding signage providing information on various destinations.*

Recommendation C-8.1: Require that all facilities be designed in accordance with the latest federal, state, and local standards.

Recommendation C-8.2: Provide and maintain bicycle and pedestrian signal detectors, informational signage, and lighting, along City bikeways.

Policy C-8.3: Develop, install and maintain a bicycle and pedestrian way-finding signage program to indicate route turns, the presence of intersecting bikeways, streets and distances to nearby local and major destinations.

Policy C-8.4: Develop a list of acceptable plant materials for shared use paths that will not damage, create security problems or hazards for bicyclists. Incorporate canopy trees and native, drought-tolerant landscaping as a standard Class I facility (and shared use path) feature. Address areas where the pedestrian infrastructure is disrupted by street trees, such as buckled sidewalk and

sidewalk obstruction. Encourage the use of sustainable drainage designs, such as bio-swales.

Policy C-8.5: Utilize Complete Streets elements as demonstrated in most recent versions of National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Bikeway Design Guide.

Recommendation C-8.6: Crosswalks will include high visibility crossing treatments. Where feasible implement enhanced crossing treatments to reduce pedestrian-automobile collisions at multi-lane crossings including median refuge islands, and Rapid Rectangular Flashing Beacons (RRFB).

Recommendation C-8.7: Review traffic signal locations with prohibited pedestrian crossings and where feasible and appropriate modify crossings.

Recommendation C-8.78: Paint direction arrows on all bike lanes and bike paths to reduce the risk of collisions.

Safety Enforcement and Reporting

Objective C-8B: *Continue and expand enforcement activities that enhance safety of bicyclists on bike paths and roadways.*

Recommendation C-8.89: Enforce laws that reduce bicycle/pedestrian/motor vehicle incidents and conflicts.

Policy C-8.910: Train police officers on bicyclists’ rights and responsibilities and bicycle/pedestrian/vehicle collision evaluation.

Recommendation C-8.1011: Utilize the City’s bicycle-mounted patrol officer program to educate and enforce pedestrian and bicycle user violations not necessarily to punish, but to correct.

Recommendation C-8.1112: Promote efficient reporting mechanisms for behaviors that endanger cyclists and pedestrians.

Recommendation C-8.1213: Develop a partnership with the school community to establish and update suggested routes to schools for biking and walking and expand student and school participation in Walk and Bike to School Week events within Newport Mesa Unified School District.

Safe Roadway Conditions

Objective C-8C: *Maintain bicycle and pedestrian facilities that are clear of debris and provide safe conditions for all users.*

Circulation Element

Recommendation C-8.1314: Establish routine maintenance schedule/standards for bicycle and pedestrian facilities such as sweeping, litter removal, landscaping, repainting of striping, signage, and signal actuation devices.

Recommendation C-8.1415: Encourage and empower citizens to report maintenance issues that impact bicyclist and pedestrian safety including, but not limited to, potholes, sidewalk lifting, and overgrown vegetation.

Recommendation C-8.1516: Establish procedures for responding to citizen reports in a timely manner.

Policy C-8.1617: Where feasible, reduce or eliminate conflict points such as driveways that cross the sidewalk.

Recommendation C-8.18: Study the potential to establish “transition zones” (an area which is communicated to motorists that the roadway environment is changing and their travel speeds or behavior should change as well) between major commercial and employment centers, and residential areas to better support pedestrian access.

Safety Education

Objective C-8D: *Increase education of bicycle and pedestrian safety through programs and training of school children and the public.*

Recommendation C-8.1719: Create, fund, and implement bicycle-safety curricula and provide to the public, tourists, various ethnic groups, diverse ages and disadvantaged communities.

Recommendation C-8.1820: Provide multilingual bicycle-safety maps and brochures (print and electronic versions) in languages that are widely used in Costa Mesa.

Recommendation C-8.1921: Encourage schools to develop and provide bicycle-safety curricula for use in elementary, middle, and high schools, such as the Bicycle Rodeo events.

Policy C-8.2022: Support marketing and public awareness campaigns aimed at improving bicycle and pedestrian safety.

Recommendation C-8.2123: Provide a user education program developed and promoted to encourage proper trail use and etiquette.

Policy C-8.2224: Work with local bicycle advocacy organizations to develop, promote and support a series of bicycle education classes. Include information on bicycle safety, maintenance, and security.

Recommendation C-8.2325: Develop and distribute education material regarding bicycle and pedestrian responsibilities and laws.

Safety Data

Objective C-8E: *Monitor and analyze bicycle and pedestrian safety.*

Recommendation C-8.2426: Request bicycle and pedestrian collision reports from local law enforcement periodically and consider improvements to address problem areas.

Recommendation C-8.2527: Establish an expedited process to report maintenance and safety concerns, e.g. pavement markings (sharrows, missing bike lane lines), ramps, curb cut-outs, broken walk/bike signal buttons, signage, minor maintenance of bike lanes/paths (street/path sweeping, minor surface patching, inoperable traffic signal bicycle detection).

Recommendation C-8.2628: Conduct Roadside Safety Audits (RSAs) on a regular basis to provide periodic snapshots of roadway safety, including bicycle, pedestrian, equestrian, skateboard, and other non-motorized modes of travel.

Goal C-9: Integrate Active Transportation Elements into Circulation System and Land Use Planning

Provide bikeway and walkway facilities that are integrated with other transportation systems and land use planning decisions.

Land Use Planning Decisions and Active Transportation

Objective C-9A: *Consider bicycle and pedestrian facilities during land use planning process.*

Policy C-9.1: Incorporate the Costa Mesa [Bicycle-Active Transportation](#) and Pedestrian Master Plan into the City’s General Plan.

Policy C-9.2: Ensure that all current and proposed land use planning is consistent with the Costa Mesa [Bicycle-Active Transportation](#) and Pedestrian Master Plan.

Policy C-9.3: Require new developments provide adequate bicycle parking and pedestrian access.

Recommendation C-9.4: Collaborate with property owners to increase bicycle parking over time.

Policy C-9.5: Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.

Recommendation C-9.6: Provide a fully integrated network of modern active transportation facilities to and from major activity centers and residential centers.

Circulation Element

- Recommendation C-9.7:** Identify areas where an increase in the need for active transportation can reasonably be anticipated due to housing/business growth.
- Recommendation C-9.8:** Make commercial and recreational areas more enjoyable for pedestrians by implementing measures such as providing shade, planting trees, eliminating visible parking lots and vacant land, ~~and~~ minimizing long stretches of blank building façade, and orienting new development toward the street where feasible.
- Recommendation C-9.9:** Develop creative, artistic, and functional bicycle parking solutions, and install them throughout the City as a standard.
- Recommendation C-9.9(a):** Support the incorporation of bicycle and pedestrian facilities into capital improvement projects, where appropriate to maximize leveraging of funds.

Active Transportation in Developments

- Objective C-9B:** *Integrate bicycle and pedestrian facility improvements during planning, design and implementation of transportation projects.*
- Policy C-9.10:** Promote the preservation of bicycle access within all roadway rights-of-way, as well as the development of innovative, safety-enhanced on-street facilities, such as bicycle boulevards and cycle tracks.
- Recommendation C-9.11:** Establish bike boulevards on streets with low traffic volumes and slow speeds to encourage bicycling.
- Recommendation C-9.12:** Proactively seek new opportunities for acquisition of abandoned rights-of-way and other lands for the development of new multi-use pathways that integrate with the planned network.
- Recommendation C-9.13:** Improve the safety of all road users through the implementation of neighborhood traffic-calming treatments.
- Recommendation C-9.14:** Detours through or around construction zones should be designed for safety and convenience, and with adequate signage and minimum impacts for cyclists and pedestrians.
- Recommendation C-9.15:** Provide opportunity for public input prior to the removal of an existing bicycle or pedestrian facility or the approval of any development or street improvement that would preclude these planned facilities.
- Recommendation C-9.16: Along commercial corridors, identify opportunities to reduce surface parking and driveways along the pedestrian infrastructure network. Whenever possible, have storefronts face the street to encourage pedestrian traffic.

Goal C-10: Promote an Active Transportation Culture

Develop educational and promotional programs to increase bicycle and pedestrian usage that respects and accommodates all users to foster a more balanced transportation system.

An Active Transportation Culture

- Objective C-10A:** *Encourage more people to walk and bicycle by supporting programs that foster community support for bicycling and walking, and raise public awareness about active transportation.*
- Policy C-10.1:** Support marketing and public awareness campaigns through a variety of media aimed at promoting bicycling and walking as a safe, healthy, cost-effective, environmentally friendly transportation choice.
- Policy C-10.2:** Support programs aimed at increasing bicycle and walk trips by providing incentives, recognition, or services that make bicycling and walking a more convenient transportation mode.
- Policy C-10.3:** Build partnerships with local businesses and community groups to host regular bike and walk tours and other biking and walking-related activities that promote biking and walking as a form of physical exercise.
- Policy C-10.34:** Promote bicycling and walking at City-sponsored and public events, such as Earth Day, Bike to Work Day/Month, farmers' markets, public health fairs, art walks, craft fairs, and civic events.
- Recommendation C-10.45:** Encourage and promote bicycle related businesses within Costa Mesa including, but not limited to, involvement of civic clubs and organizations.
- Recommendation C-10.56:** Promote active transportation events in Costa Mesa to raise awareness and encourage bicycling, including, but not limited to, ~~those that may involve temporary road closures~~ Open Street events, bike to work/school, senior walks, and historic walks, ~~and ciclovías.~~
- Recommendation C-10.67:** Encourage major employment centers and employers to promote commuting by bicycle including the use of flex-time work schedules to support non-rush bicycle commuting. Build a coalition with City, businesses, schools, and residents to promote active transportation.
- Recommendation C-10.78:** Encourage participation in bicycle and pedestrian promotion activities by education facilities, arts programs, active transportation clubs, and entertainment providers.

Recommendation C-10.9: Plan and install tactical urbanism demonstrations and/or quick-build projects along corridors or at areas with high pedestrian and/or bicycle activity to showcase potential new traffic calming and pedestrian infrastructure treatments to improve the pedestrian environment.

Policy C-10.89: Achieve “Silver Level Bicycle Friendly Community” by League of American Bicyclists by 2025.

Recommendation C-10.910: Achieve “Walk Friendly Community” status from WalkFriendly.org by 2025.

Recommendation C-10.1011: Achieve “HEAL City” designation by ~~2017~~2025.

Goal C-11: Promote the Positive Air Quality, Health, and Economic Benefits of Active Transportation

Encourage active transportation by promoting air quality, health, and economic benefits, and by pursuing multiple sources of funding for active transportation programs and facilities.

Improving the Environment with Active Transportation

Objective C-11A: *Improve air quality and public health and reduce ambient noise by promoting Active Transportation programs.*

Recommendation C-11.1: Determine baseline emissions levels, then track and communicate changes in emissions as modes of transportation trips shift to encourage more walking and biking.

Recommendation C-11.2: Improve the quality of life in Costa Mesa by reducing neighborhood traffic and noise.

Recommendation C-11.3: Increase pedestrian and bicycle trips, thereby reducing vehicle trips and vehicle miles Traveled.

Policy C-11.4: Coordinate with appropriate federal, state, and county health agencies on active transportation programs to achieve health benefits.

Economic and Other Incentives

Objective C-11B: *Provide economic incentives for expanding and enhancing bicycle and pedestrian facilities.*

Recommendation C-11.5: Incentivize the business community to support pedestrians and bicycle users in tangible ways.

Recommendation C-11.6: Partner with the business and school communities to create a marketing strategy to encourage individual businesses to market Costa Mesa as a bicycle-friendly City.

- Policy C-11.7:** Encourage developers to include features, amenities and programs that are proven to increase walking and/or bicycling.
- Recommendation C-11.8:** Offer incentives for businesses whose employees walk or bike to work.
- Policy C-11.9:** Encourage the Chamber of Commerce and the business community to promote active transportation in commercial areas to stimulate economic vitality.

Goal C-12: Monitor, Evaluate, and Pursue Funding for Implementation of the Bicycle and Pedestrian Master Plan

Objective 12A: *Continuously monitor and evaluate Costa Mesa’s implementation progress on the Bicycle and Pedestrian Master Plan policies, programs, and projects.*

Policy C-12.1: Establish a monitoring program to measure the effectiveness and benefits of the Costa Mesa Bicycle and Pedestrian Master Plan.

Policy C-12.2: Track citywide trends in active transportation through the use of Census data, bicycle and pedestrian counts, travel surveys, and online surveys as part of annual reviews of the General Plan.

Policy C-12.3: Ensure that Bicycle and Pedestrian Master Plan programs and projects are implemented in an equitable manner geographically, socioeconomically, and serving disadvantaged communities.

Fund the Plans

Objective C-12B: *Pursue grants and other sources of funding for bicycle and pedestrian projects.*

Recommendation C-12.4: Strategize use of resources on developing effective and efficient grant application and program administration.

Recommendation C-12.5: Pursue multiple sources of funding and support efforts to maintain or increase federal, state and local funding for the implementation of the Bicycle and Pedestrian Master Plan.

Policy C-12.6: Consider designating a portion of development traffic impact fees to fund bicycle and pedestrian facilities.

Policy C-12.7: Develop a program to regularly collect and share citywide pedestrian and bicycle count data, and add as a requirement for all traffic studies/impact analysis conducted within the City’s jurisdiction.