



CITY OF COSTA MESA

PLANNING COMMISSION

Agenda

Monday, March 11, 2024

6:00 PM

**City Council Chambers
77 Fair Drive**

The Commission meetings are presented in a hybrid format, both in-person at City Hall and as a courtesy virtually via Zoom Webinar. If the Zoom feature is having system outages or experiencing other critical issues, the meeting will continue in person.

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<https://zoom.us/j/96060379921?pwd=N2lrbzhJM2hWU3puZkk1T3VYTXhoQT09>

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- Select “Join Audio via Computer.”
- The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
- During the Public Comment Period, use the “raise hand” feature located in the participants’ window and wait for city staff to announce your name and unmute your line when it is your turn to speak. Comments are limited to 3 minutes, or as otherwise directed.

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During the Public Comment Period, press *9 to add yourself to the queue and wait for city staff to announce your name/phone number and press *6 to unmute your line when it is your turn to speak. Comments are limited to 3 minutes, or as otherwise directed.

4. Additionally, members of the public who wish to make a written comment on a specific agenda item, may submit a written comment via email to the PCPublicComments@costamesaca.gov. Comments received by 12:00 p.m. on the date of the meeting will be provided to the Commission, made available to the public, and will be part of the meeting record.

5. Please know that it is important for the City to allow public participation at this meeting. If you are unable to participate in the meeting via the processes set forth above, please contact the City Clerk at (714) 754-5225 or cityclerk@costamesaca.gov and staff will attempt to accommodate you. While the City does not expect there to be any changes to the above process for participating in this meeting, if there is a change, the City will post the information as soon as possible to the City’s website.

Note that records submitted by the public will not be redacted in any way and will be posted online as submitted, including any personal contact information.

All pictures, PowerPoints, and videos submitted for display at a public meeting must be previously reviewed by staff to verify appropriateness for general audiences. No links to YouTube videos or other streaming services will be accepted, a direct video file will need to be emailed to staff prior to each meeting in order to minimize complications and to play the video without delay. The video must be one of the following formats, .mp4, .mov or .wmv. Only one file may be included per speaker for public comments. Please e-mail to PCPublicComments@costamesaca.gov NO LATER THAN 12:00 Noon on the date of the meeting.

Note regarding agenda-related documents provided to a majority of the Commission after distribution of the agenda packet (GC §54957.5): Any related documents provided to a majority of the Commission after distribution of the Agenda Packets will be made available for public inspection. Such documents will be posted on the city's website and will be available at the City Clerk's office, 77 Fair Drive, Costa Mesa, CA 92626.

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As a LEED Gold Certified City, Costa Mesa is fully committed to environmental sustainability. A minimum number of hard copies of the agenda will be available in the Council Chambers. For your convenience, a binder of the entire agenda packet will be at the table in the foyer of the Council Chambers for viewing. Agendas and reports can be viewed on the City website at <https://costamesa.legistar.com/Calendar.aspx>.

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PLANNING COMMISSION REGULAR MEETING**MARCH 11, 2024 – 6:00 P.M.****ADAM ERETH**
Chair**RUSSELL TOLER**
Vice Chair**JOHNNY ROJAS**
Planning Commissioner**ANGELY ANDRADE**
Planning Commissioner**KAREN KLEPACK**
Planning Commissioner**JON ZICH**
Planning Commissioner**JIMMY VIVAR**
Planning Commissioner**TARQUIN PREZIOSI**
Assistant City Attorney**SCOTT DRAPKIN**
Assistant Director**CALL TO ORDER****PLEDGE OF ALLEGIANCE****ROLL CALL****ANNOUNCEMENTS AND PRESENTATIONS****PUBLIC COMMENTS – MATTERS NOT LISTED ON THE AGENDA**
Comments are limited to three (3) minutes, or as otherwise directed.**PLANNING COMMISSIONER COMMENTS AND SUGGESTIONS****CONSENT CALENDAR:**

All matters listed under the Consent Calendar are considered to be routine and will be acted upon in one motion. There will be no separate discussion of these items unless members of the Planning Commission, staff, or the public request specific items to be discussed and/or removed from the Consent Calendar for discussion. The public can make this request via email at PCPublicComments@costamesaca.gov and should include the item number to be addressed. Items removed from the Consent Calendar will be discussed and voted upon immediately following Planning Commission action on the remainder of the Consent Calendar

1. [FEBRUARY 12, 2024 UNOFFICIAL MEETING MINUTES](#) [24-091](#)

RECOMMENDATION:

Planning Commission approve the regular meeting minutes for the February 12, 2024 Planning Commission meeting.

Attachments: [February 12, 2024 Unofficial Meeting Minutes](#)

PUBLIC HEARINGS:

1. [PLANNING APPLICATION 23-15 FOR A CONDITIONAL USE PERMIT 24-089 TO RENOVATE AND EXPAND CHRIST LUTHERAN CHURCH AND SCHOOL LOCATED AT 760 VICTORIA STREET](#)

RECOMMENDATION:

Staff recommends that the Planning Commission adopt a Resolution to:

1. Find that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15301 (Class 1), Existing Facilities; and
2. Approve Planning Application 23-15, based on findings of fact and subject to conditions of approval.

Attachments: [Agenda Report](#)

[1. Draft Planning Commission Resolution](#)

[2. Applicant Letter](#)

[3. Vicinity Map](#)

[4. Zoning Map](#)

[5. Site Photos](#)

[6. Project Plans](#)

2. [GENERAL PLAN AMENDMENT PGPA-23-0001 TO AMEND THE 24-090 2015-2035 GENERAL PLAN CIRCULATION ELEMENT BY ADDING A REFERENCE TO THE COSTA MESA PEDESTRIAN MASTER PLAN AND REVISING POLICIES UNDER GOALS C-1 TO C-12; AND REVIEW OF THE DRAFT COSTA MESA PEDESTRIAN MASTER PLAN](#)

RECOMMENDATION:

Staff recommends that the Planning Commission:

1. Find that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15262 (Feasibility and Planning Studies), 15276 (Transportation Improvement Programs), and 15061 (b)(3) (Common Sense Exemption);
2. Recommend to the City Council to approve the Draft Pedestrian Master Plan as recommended by the City's Active Transportation Committee (ATC); and
3. Recommend to the City Council to approve General Plan Amendment PGPA-23-0001 amending the Circulation Element to revise and include new policies outlined in the Pedestrian Master Plan.

Attachments: [Agenda Report](#)

[1. Planning Commission Resolutions](#)

[2. Draft Pedestrian Master Plan](#)

[3. Draft Pedestrian Master Plan Appendices](#)

[4. Excerpt of Revised Circulation Element, PGPA-23-0001](#)

[5. Letter dated March 6, 2024 from The Active Transportation Committee](#)

OLD BUSINESS: NONE

NEW BUSINESS: NONE

DEPARTMENTAL REPORTS:

1. PUBLIC WORKS REPORT
2. DEVELOPMENT SERVICES REPORT

CITY ATTORNEY REPORTS:

ADJOURNMENT

PLANNING COMMISSION MEETING:

Costa Mesa Planning Commission meets on the second and fourth Monday of each month at 6:00 p.m.

APPEAL PROCEDURE:

Unless otherwise indicated, the decision of the Planning Commission is final at 5:00 p.m., seven (7) days following the action, unless an affected party files an appeal to the City Council, or a member of City Council requests a review. Applications for appeals are available through the City Clerk's Office; please call (714) 754-5225 for additional information.

CONTACT CITY STAFF:

77 Fair Drive, Costa Mesa, CA 92626
Planning Division (714) 754-5245
planninginfo@costamesaca.gov



CITY OF COSTA MESA

Agenda Report

77 Fair Drive
Costa Mesa, CA 92626

File #: 24-091

Meeting Date: 3/11/2024

TITLE:

FEBRUARY 12, 2024 UNOFFICIAL MEETING MINUTES

DEPARTMENT: ECONOMIC AND DEVELOPMENT SERVICES DEPARTMENT/ PLANNING DIVISION

RECOMMENDATION:

Planning Commission approve the regular meeting minutes for the February 12, 2024 Planning Commission meeting.

UNOFFICIAL UNTIL APPROVED

MEETING MINUTES OF THE CITY OF COSTA MESA PLANNING COMMISSION

February 12, 2024

CALL TO ORDER

The Chair called the meeting to order at 6:00 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG

Chair Ereth led the Pledge of Allegiance.

ROLL CALL

Present: Chair Adam Ereth, Vice Chair Russell Toler, Commissioner Karen Klepack, Commissioner Johnny Rojas, Commissioner Jimmy Vivar, Commissioner Jon Zich

Absent: Commissioner Angely Andrade

Officials Present: Assistant City Manager and Interim Economic and Development Services Director Cecilia Gallardo-Daly, Assistant Director of Development Services Scott Drapkin, Planning and Sustainable Development Manager Bill Rodrigues, Public Works Director Raja Sethuraman, City Engineer Seung Yang, Assistant City Attorney Tarquin Preziosi, Assistant Planner Chris Aldana, and Recording Secretary Anna Partida

ANNOUNCEMENTS AND PRESENTATIONS

None.

PUBLIC COMMENTS – MATTERS NOT LISTED ON THE AGENDA:

Wendy Simo spoke on the noise coming from Gym 12, bicycle safety and road maintenance.

Shirley McDaniel's spoke on the proposed Jamboree Housing project at the Senior Center on 19th Street. She expressed concerns about short-term and long-term parking impacts, public safety, and against the possibility that the Senior Center may be temporarily closed.

Ida Wolf expressed concerns about potential impacts from the proposed senior housing project and suggested an alternative location for the project.

PLANNING COMMISSIONER COMMENTS AND SUGGESTIONS:

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Commissioner Vivar thanked the public for their attendance and encouraged the public to continue to attend future meetings.

Commissioner Zich spoke on the comment by Wendy Simo. He informed Ms. Simao that the sound study for Gym 12 will be heard at a City Council meeting and encouraged her to sign up for informative alerts for future meetings. He also commented on Ms. McDaniel's and Ms. Wolf's comments and informed them that the City Council will have a screening review for the senior center project at the next City Council meeting.

Chair Ereth informed the public that he attended the Chamber of Commerce's coffee with the Police Chief, Mesa Water District Citizens Water Issues Group, and Trellis meeting for city leaders. He informed the public that he has been appointed as Chair for the Newport-Mesa School District Surplus Land Committee and encouraged the public to attend the next meeting on March 4, 2024 at 5:30 p.m.

CONSENT CALENDAR:

No member of the public or Commissioners requested to pull a Consent Calendar item.

1. APPROVAL OF MEETING MINUTES: JANUARY 22, 2024

MOVED/SECOND: Vivar/Klepack

MOTION: Approve recommended action for Consent Calendar Item No. 1.

The motion carried by the following roll call vote:

Ayes: Ereth, Toler, Rojas, Klepack, Vivar, Zich

Nays: None

Absent: Andrade

Abstained: None

Motion carried: 6-0

ACTION: Planning Commission approved the minutes of the regular meeting of the January 22, 2024.

PUBLIC HEARINGS:

- 1. MINOR CONDITIONAL USE PERMIT APPLICATION ZA-22-11 FOR A DRIVE-THROUGH OPERATION AND A REDUCTION OF REQUIRED PARKING; DEVELOPMENT REVIEW (PDVR-23-0003) TO ALLOW THE DEMOLITION OF AN EXISTING 25,159-SQUARE-FOOT COMMERCIAL BUILDING AND TO CONSTRUCT A NEW 2,913-SQUARE-FOOT RAISING CANES RESTAURANT WITH 1,303 SQUARE FEET OF COVERED OUTDOOR PATIO AREA; MINOR MODIFICATION PMND-23-0003 TO ALLOW FOR A DECREASE OF 20% IN REQUIRED FRONT YARD/LANDSCAPE SETBACK; FOR A PROPERTY LOCATED AT 1595 OLD NEWPORT BOULEVARD**

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Project Description: Zoning Application (MCUP) 22-11, Development Review PDVR-23-0003, and Minor Modification PMND-23-0003 is a request to demolish an existing 25,159-square-foot furniture store and to construct a new 2,913-square-foot drive-through restaurant (Raising Cane's) and a 1,303-square-foot outdoor patio. The proposed hours of operation are 9 a.m. to 2 a.m. Sunday through Wednesday, 9 a.m. to 3:30 a.m., Thursday through Saturday. The proposed request also involves a reduction of the drive-through lane width from the standard 11-foot width to 10-feet, a deviation from required parking by seven spaces, and a 20% reduction in the required front building setback.

Environmental Determination: The project is exempt from the provisions of the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15303 (Class 3), for new construction and conversion of small structures, and section 15332 (Class 32) in-fill development projects.

Five ex-parte communications reported:

- Commissioner Rojas met with the adjacent property owner.
- Commissioner Zich visited the site and the location on Harbor Boulevard. He also received an email from the applicant.
- Chair Erath communicated with the applicant team by phone and also discussed the project with the Chamber of Commerce.
- Commissioner Vivar received an email from the applicant and spoke with City staff.
- Commissioner Klepack met with the applicant's consultant and visited the Harbor Boulevard site.

Chris Aldana, Assistant Planner, presented the staff report.

The Commission asked questions of staff including discussion of upgrades to ADA ramp, queuing analysis, reduction in width of the driveway, location to nearby Seabreeze Villa Mobile Home Park, hours of operation, employee parking, applicants request for a reduction of required parking, data from the traffic study, funding for bus stop, and about land uses in the surrounding area.

The Chair opened the Public Hearing.

Kristin Roberts, representative for the applicant, stated that she had read the staff report and agrees to the conditions of approval, then presented an overview of the proposed project, and introduced other members of her team to address questions.

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The Commission asked questions of the applicant including discussion of parking requirements, setbacks, proposed drive-thru, landscaping, queuing overflow, pedestrian access and safety, drive-aisle width, bike racks, bike storage, hours of operation, community outreach, ambient noise, and the traffic safety.

The Chair opened public comments.

Patrick Powers spoke in favor of the item.

Greg Kelly spoke in opposition to the item.

Kelly Barmutler spoke in favor of the item.

Nick Kelly spoke in opposition to the item.

Speaker five spoke in favor of the item.

Speaker six spoke in favor of the item.

Speaker seven spoke in favor of the item.

Antonia Course spoke in favor of the item.

Even Griffen spoke in favor of the item.

Speaker ten spoke in favor of the item.

Speaker eleven spoke in favor of the item.

Mark Richer spoke in favor of the item.

Ty Handson spoke in opposition to the item.

David Swerdlin spoke in opposition to the item.

Speaker fifteen spoke in opposition to the item.

Dan King spoke in opposition to the item.

Steve Shriner spoke in opposition to the item.

Andy Ta spoke in opposition of the item.

The Chair closed public comments.

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The Commission, Applicant and Staff continued their discussion on driveway-aisle reconstruction, curb work and community input from occupants at Sea Breeze Villas.

The Chair closed the Public Hearing.

The Commission discussed the motion including adding a condition to narrow the driveway, queuing issues, noise concerns, neighborhood compatibility, concerns related to traffic and ingress and egress concerns, hours of operation, redesign, and seasonal traffic issues.

Commissioner Vivar modified his motion to include limiting the hours to 11:00 p.m. seven days a week.

Commissioner Klepack expressed concern for the modified motion. Chair Ereth and Commissioner Zich expressed support.

Commissioner Klepack and Vice Chair Toler asked to re-open the public hearing to hear the applicant's thoughts about the proposed modification to the hours of operation.

The Chair re-opened the public hearing.

Ms. Micha, a representative for the applicant, expressed her concerns about the modification to hours. She stated the change would not allow their business to provide their customers with quality service. Another member of the applicant team, Kristin Roberts, commented that they would not accept that modification because it would not be operationally sound for their business.

The Commission, Applicant and Staff had a discussion on the impact that the hours of operation change would have on their business, noise concerns for surrounding neighborhoods and a suggestion for a one-year review.

The Chair closed the Public Hearing.

The Commission discussed the modified motion including possibly adding a requirement for the Planning Commission to conduct a one-year post-opening review.

Commissioner Vivar then amended his modified motion by reverting back to his original motion with the added condition to require Planning Commission review of operations one-year after business commences. Seconded by Commissioner Klepack.

MOVED/SECOND: Vivar/Klepack

MOTION: Approve application with added conditions to narrow the driveway width and require Planning Commission review of operations one-year after the business begins

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operating.

The motion carried by the following roll call vote:

Ayes: Toler, Klepack, Vivar, Zich

Nays: Ereth, Rojas

Absent: Andrade

Abstain: None

Motion carried: 4-2-1-0

ACTION: The Planning Commission adopted a resolution to:

1. Find that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15303 (Class 3), New Construction and Conversion of Small Structures and Section 15332 (Class 32 In-fill Development Projects); and
2. Approve ZA-22-011, PDVR-23-0003, and PMND-23-0003 with the addition of conditions to narrow the Old Newport Boulevard driveway width from 36-feet to 26-feet and to return to the Planning Commission one year after business operations commence to review drive-through operations.

RESOLUTION PC-2024-04 - A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA, CALIFORNIA APPROVING MINOR CONDITIONAL USE PERMIT APPLICATION ZA-22-11 FOR A DRIVE-THROUGH OPERATION AND A REDUCTION OF REQUIRED PARKING; DEVELOPMENT REVIEW (PDVR-23-0003) TO ALLOW THE DEMOLITION OF AN EXISTING 25,159-SQUARE-FOOT COMMERCIAL BUILDING AND TO CONSTRUCT A NEW 2,913-SQUARE-FOOT RAISING CANES RESTAURANT WITH 1,303-SQUARE-FEET OF COVERED OUTDOOR PATIO AREA; MINOR MODIFICATION PMND-23-0003 TO ALLOW FOR A DECREASE OF 20% IN REQUIRED FRONT/LANDSCAPE DEPTH; FOR A PROPERTY LOCATED AT 1595 OLD NEWPORT BOULEVARD

The Chair explained the appeal process.

OLD BUSINESS:

None.

NEW BUSINESS:

None.

DEPARTMENTAL REPORTS:

1. Public Works Report – Mr. Yang announced that the new traffic signal at West 19th Street and Wallace Avenue is operational.

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2. Development Services Report – None.

CITY ATTORNEY'S OFFICE REPORT:

1. City Attorney – None.

ADJOURNMENT AT 9:06 PM

Submitted by:

SCOTT DRAPKIN, SECRETARY
COSTA MESA PLANNING COMMISSION



CITY OF COSTA MESA

Agenda Report

77 Fair Drive
Costa Mesa, CA 92626

File #: 24-089

Meeting Date: 3/11/2024

TITLE:

PLANNING APPLICATION 23-15 FOR A CONDITIONAL USE PERMIT TO RENOVATE AND EXPAND CHRIST LUTHERAN CHURCH AND SCHOOL LOCATED AT 760 VICTORIA STREET

DEPARTMENT: ECONOMIC AND DEVELOPMENT SERVICES DEPARTMENT/ PLANNING DIVISION

PRESENTED BY: GABRIEL VILLALOBOS, ASSISTANT PLANNER

CONTACT INFORMATION: GABRIEL VILLALOBOS, 714-754-5610;
GABRIEL.VILLALOBOS@COSTAMESACA.GOV

RECOMMENDATION:

Staff recommends that the Planning Commission adopt a Resolution to:

1. Find that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15301 (Class 1), Existing Facilities; and
2. Approve Planning Application 23-15, based on findings of fact and subject to conditions of approval.



PLANNING COMMISSION AGENDA REPORT

MEETING DATE: March 11, 2024

ITEM NUMBER: PH-1

SUBJECT: PLANNING APPLICATION 23-15 FOR A CONDITIONAL USE PERMIT TO RENOVATE AND EXPAND CHRIST LUTHERAN CHURCH AND SCHOOL LOCATED AT 760 VICTORIA STREET

**FROM: ECONOMIC AND DEVELOPMENT SERVICES DEPARTMENT/
PLANNING DIVISION**

PRESENTATION BY: GABRIEL VILLALOBOS, ASSISTANT PLANNER

FOR FURTHER INFORMATION CONTACT: GABRIEL VILLALOBOS
714-754-5610
GABRIEL.VILLALOBOS@COSTAMESACA.GOV

RECOMMENDATION:

Staff recommends that the Planning Commission adopt a Resolution to:

1. Find that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15301 (Class 1), Existing Facilities; and
2. Approve Planning Application 23-15, based on findings of fact and subject to conditions of approval.

APPLICANT OR AUTHORIZED AGENT:

The applicant/authorized agent is James Cleveland and the property owner is Christ Lutheran Church & School.

PLANNING APPLICATION SUMMARY

Location:	760 Victoria Street	Application Number:	PA-23-15
Request:	Planning Application 23-15 is a Conditional Use Permit (CUP) to allow for the renovation and expansion of an existing school ("Christ Lutheran School"). The proposed school expansion would add 3,078 square feet of enclosed space to the second floor of the gymnasium including a 2,000 square foot mezzanine, a 108 square foot office, and 970 square feet of storage with circulation space, as well as, 400 square feet of additional classroom space on the first floor. To accommodate these changes, the slope for a portion of the existing gymnasium's roofline will be modified and several new clerestory windows added. The building height modifications are subject to CUP approval. In addition, 2,900 square feet of classroom area and a 711-square-foot church café & kitchen would be renovated as well. The previously approved maximum student capacity is not proposed to change.		

SUBJECT PROPERTY:

SURROUNDING PROPERTY:

Zone:	R1 (Single-Family Residential)	North:	R1 (Single-Family Residential), R2-MD (Multi-Family Residential, Medium Density)
General Plan:	Medium Density Residential	South:	R1 (Single-Family Residential)
Lot Dimensions:	320 FT x 595 FT	East:	R1 (Single-Family Residential)
Lot Area:	190,400 SF	West:	R1 (Single-Family Residential), R2-MD (Multi-Family Residential, Medium Density)
Existing Development:	Existing church and school campus which includes a 10,205-square-foot chapel, a 5,992-square-foot preschool building, a 3,575-square-foot administrative building, a 1,299-square-foot fireside building, a two-story 13,447-square-foot classroom building, a 6,021-square-foot gym, and 3,905 square feet of additional classroom and kitchen area.		

DEVELOPMENT STANDARDS COMPARISON

Development Standard	Required/Allowed R1 Dev. Standard	Proposed/Provided
Building Height	2 Stories / 27 ft.	2 Stories / 26 ft. 4 in.
Setbacks:		
Front	20 ft.	38 ft.
Side (left/ right)	5 ft. / 5 ft.	33 ft. / 81 ft.
Rear	20 ft.	168 ft.
Landscape Setback – front	20 ft.	20 ft.
Parking	1 space for each 3 fixed seats (682 fixed seats) 227 spaces required	260 including 68 overflow spaces ¹
Floor area ratio (FAR)	0.25 ²	0.25 ²
Open Space	40% min.	40.8%
¹ Overflow parking approved through ZE-74-103		
² General Plan Land Use Element establishes that permitted non-residential uses in Medium Density Residential shall have comparable FAR to Neighborhood Commercial land use designation.		
CEQA Status	Exempt per CEQA Guidelines Section 15301 (Existing Facilities)	
Final Action	Planning Commission	

BACKGROUND:

The subject property is located at 760 Victoria Street near the intersection of Victoria Street and Placentia Avenue. The property is accessed via two driveway approaches. Primary access is from Victoria Street and secondary access is obtained from Congress Street.

The subject property has a General Plan Land Use Designation of Medium Density Residential and is zoned Single-Family Residential (R1). Similarly zoned R1 properties are located to the north, east, and south and are improved with detached single-family homes. Properties generally located to the west have several different zoning designations that include the R2-MD zone, which is improved with apartment buildings; the R1 zone, which is occupied by Canopy Church; and the C1 zone, which contains several uses such as a convenience store ("7-11"), a five-bay self-service car wash, a laundromat, and Pacific Staging (interior design, home staging, furniture rental business).

The subject property (Christ Lutheran Church and School) is developed and operates as a church and school. Christ Lutheran is a California accredited school that includes a preschool and grades Kindergarten through eight. Pursuant to approval of Planning Application (PA) 94-07, the school operations are permitted a maximum student enrollment of 410 students (including all grade levels). The school's current enrollment is 350 students.

The subject property has an extensive entitlement history and was originally constructed in 1957 under Variance No. 179, which allowed for a church and school. Subsequent additions occurred circa 1960, 1963, and 1967, with a Master Plan Amendment that allowed for the construction of the current church sanctuary with a ridge height of 36 feet and tower height of 51 feet. In January 1975, the City Council approved ZE-74-103, which allowed a reduction in parking for the addition of a 5,000 square foot classroom and a 9,400 square foot fellowship hall. Based on the 610-person capacity of the sanctuary, required parking for 194 vehicles was satisfied by providing 148 spaces in a surface parking lot and 68 spaces on a playing field.

On June 23, 1986, the Planning Commission approved PA-86-101 to construct one additional classroom, a library, and a youth room. On April 13, 1992, the Planning Commission approved PA-92-25 to construct a 900-square-foot addition for a classroom. On February 14, 1994, the Planning Commission approved PA-94-07 to construct another 7,780 square feet of classroom area and a day care facility. On January 26, 2009, the Planning Commission approved PA-08-23 to demolish the 1,800 square-foot fireside (ancillary congregational area) and 2,580 square foot parsonage (church related dwelling unit) buildings so a new two-story administration building and fireside building could be constructed. The Planning Commission's decision was appealed to the City Council and on April 7, 2009, the City Council approved a modified application with conditions of approval.

Currently, the site is comprised of a 10,205-square-foot chapel, a 5,992-square-foot preschool building, a two-story 3,575-square-foot administrative building, a 1,299-square-foot fireside building, a two-story 13,447-square-foot classroom building, a 6,021-square-foot gym, and a 3,905-square-foot classroom and kitchen area.

The site also includes three outdoor play areas, 260 surface parking spaces, including spaces located on a playing field, and approximately 72,563 square feet of open space area. The property is 4.37 acres in total size.

Exhibit 1 - Vicinity Map

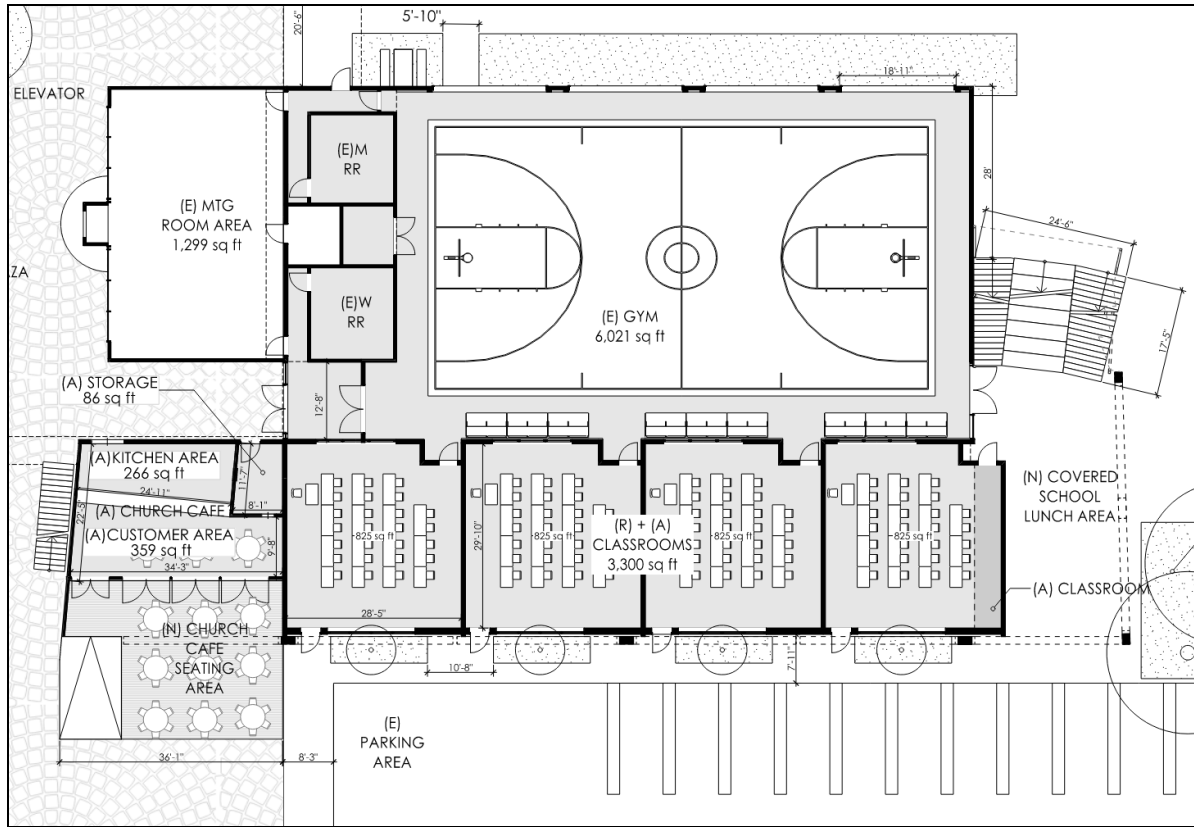


REQUEST:

Planning Application 23-15 requests approval of a conditional use permit (CUP) to renovate and expand portions of the existing school (“Christ Lutheran School”). The CUP is required for the following components of the project:

- Modifications to a school (non-residential use) in the R1, Single-Family Residential District. The Planning Commission must consider and evaluate the proposed project with the CUP findings contained in Costa Mesa Municipal Code (CMMC) Section 13-29; and

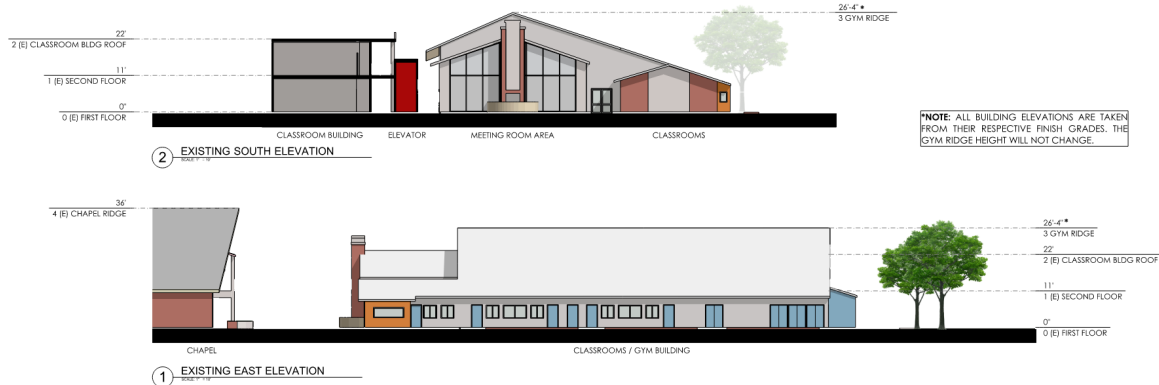
Exhibit 3 - First Floor Improvements



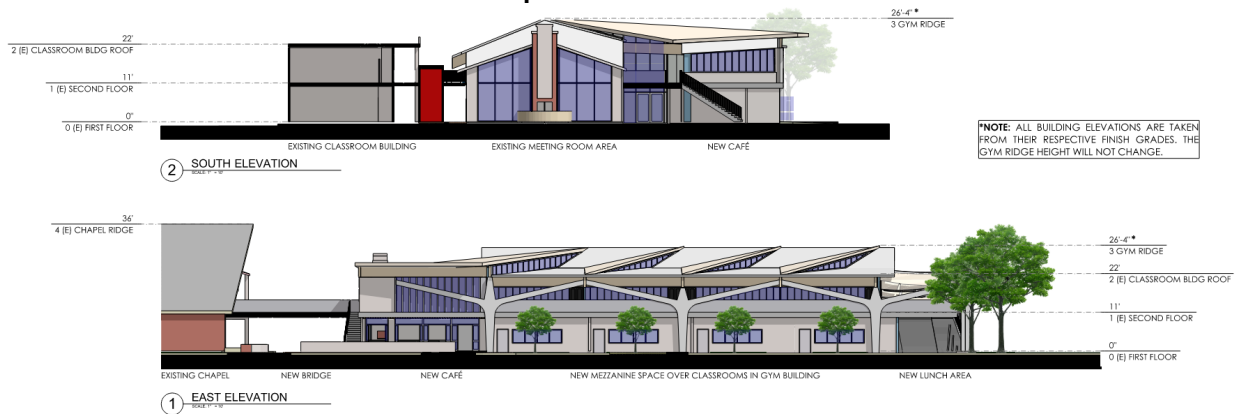
To accommodate these first and second floor changes along the easterly side of the gymnasium building, a portion of the existing roofline will be modified and several new clerestory windows are proposed. The clerestory windows would allow natural light into the gymnasium building at the roof level.

The existing gymnasium building is designed with a non-symmetrical gable-roof with the easterly side of this gable extending approximately 10 feet above ground level. As proposed, the gable's ridgeline height would not change; however, the pitch of the gable roof's easterly side would change to accommodate the height of the new ground floor classrooms and the second-floor mezzanine areas (see the below Exhibit 4).

Exhibit 4 - Existing Elevations



Proposed Elevations



As shown in Exhibit 4 (comparison of Existing and Proposed Elevations), the proposed easterly and southerly elevations include additional massing; however, the maximum height would not change. Architecturally, the proposed improvements are designed in a contemporary style having significant window glazing at the second-floor level and a roofline that is supported by an external structural skeleton. Colors used for the improvements generally include a gray, beige, and blue palette. Materials include a standing seam metal roof and asphalt roof tiles, with a mix of stucco, brick and stone veneers.

The project will also preserve parking, open spaces, and enhance approximately 5,000 square feet of landscape and flatwork (i.e. pavers and other hardscape). An existing lunch area canopy will be demolished and replaced with the previously mentioned covered outdoor lunch area.

ANALYSIS:

Schools including primary, secondary and colleges may be conditionally permitted in the R1, Single-Family Residential, zone if the Planning Commission affirmatively makes the CUP findings contained in CMMC Section 13-29. The findings require that the project:

- 1) be substantially compatible with developments in the area and not have materially detrimental effects;
- 2) not be materially detrimental to the public's health, safety, and welfare or injurious to property or improvements nearby; and
- 3) not allow a use, density, or intensity that is not in accord with the General Plan designation and any applicable specific plan.

Additionally, the allowed height and number of stories for nonresidential land structures (e.g., the proposed school's gymnasium building modifications) in the R1 zone is to be determined by the Planning Commission through the conditional use permit process and also must be consistent with the aforementioned findings.

Staff believes that the proposed changes included in this application are substantially compatible with developments in the area as the proposed height of the building will not exceed the height of other buildings existing on the Christ Lutheran campus. In addition, the footprint of the building in which the changes are proposed is setback at a distance that would prevent negative impacts to adjacent residences along the eastern portion of the project site. Important to note is that the proposed changes do not include an increase in the previously approved maximum permitted student capacity. The maximum student enrollment was previously considered and was determined through a traffic study to not result in substantial impacts to local traffic and circulation. Lastly, the proposal is consistent with the allowable General Plan floor area ratio (FAR) of 0.25 for a nonresidential land use.

School Operations

The applicant anticipates that the proposed school improvements would accommodate approximately 60 more students; however, the school is currently operating under capacity and the additional students would not exceed the previously entitled maximum 410 students capacity.

The school operates between the hours of 8:00 AM and 3:00 PM Monday through Friday. The morning drop-off window is from 7:00 AM to 8:00 AM and the after-school pick-up window is from 3:00 PM to 6:00 PM. There are no changes proposed to the school's hours or daily operations. During construction, however, the classrooms and kitchen attached to the existing gymnasium will be closed. As shown in the project's phasing plan (Sheet Annex 3), three temporary classrooms and a lunch shelter would be brought on-site. The project is conditioned to obtain approval of a minor conditional use permit before implementing the temporary facilities during construction.

Development Standards

CMMC Section 13-32 indicates that the project shall comply with all requirements of the Zoning Code (CMMC, Title 13), including but not limited to building height, building setbacks, parking, landscaping, floor area ratio (FAR) and sign requirements. As illustrated

in the development standards table provided in this report, the proposed project meets all development standards.

As previously indicated, building height for the proposed non-residential development is subject to Planning Commission consideration, and the required CUP findings must be made (see the below CUP “Findings” section of this report). The proposed project changes in height would not exceed other buildings that exist on the project site including the sanctuary building, which has a height of 36 feet and the two-story administration building, which has a height of 30 feet.

The project site’s FAR of 0.25 was established with the approval of PA-94-07 because Christ Lutheran’s operations were determined to generate moderate traffic volumes akin to a Neighborhood Commercial land use. The proposed modifications do not exceed the site’s established maximum 0.25 FAR.

The project proposes to provide 77,731 square feet of open space (40.8 percent). Pursuant to the CMMC, the minimum requirement of open space is 40 percent in the R1 zone.

Landscaping

Pursuant to CMMC Section 13-101.1(a), landscaping standards, including Sections 13-106(a)(1) through 13-106(a)(4), do not apply to properties in the R1 zone except for the provision of shrubs, ground cover and/or trees in all landscape setbacks that are visible from the public rights-of-way (Victoria Street and Congress Street). Although there are several trees immediately adjacent to the gymnasium building that would be impacted due to proposed construction, the scope of this project will not remove existing landscaped areas adjacent to the public right-of-way. In total, the project site includes approximately 40,500 square feet of irrigated landscape area and 51 trees. The proposal specifies that 42 mature trees will be retained. Staff is recommending a condition of approval requiring that a landscape plan be submitted for review and approval prior to issuance of building permits. The planning division will ensure that those trees removed from the site will be replaced. As indicated above, 5,000 square feet of landscaping will be enhanced with this project.

Parking

The site is developed with 192 surface parking spaces and is also permitted to provide 68 additional parking spaces during church services (ZE-74-103). In 1994, the Planning Commission approved Planning Application (PA) 94-07, which allowed a maximum student enrollment of 410 pre-school and primary school students. The school’s current enrollment is 350 students. Although an additional capacity of 60 students is anticipated with the proposed project, the student enrollment would not exceed the maximum entitles 410 student capacity.

Traffic Study

A traffic study was completed following the City's approval of PA-94-07, which is the entitlement that established the school's maximum capacity of 410 students. The traffic study specifically considered traffic volumes on residential streets north of the subject site and concluded that there would not be an adverse impact because the church and school would not generate a substantial amount of the traffic on these streets. However, the study did determine that Victoria Street would see an increase in the morning peak hour. As a result, the study recommended that the gate on Congress Street not be permanently closed but instead remain open for a limited time during the morning drop-off period to help relieve the demand on the Victoria Street driveway. Since this application does not propose a student capacity in excess of the aforementioned approval of PA-94-07 (410 students), further traffic analysis was not required with this project review and traffic impacts are not anticipated. The City's Transportation Division reviewed the scope of this project and the prior entitlement and concurs with this assessment.

GENERAL PLAN CONFORMANCE:

The Costa Mesa General Plan establishes the long-range planning and policy direction that preserves the qualities that define the community and guides future change. The 2015-2035 General Plan focuses on protecting and enhancing Costa Mesa's diverse residential neighborhoods, accommodating an array of businesses that both serve local needs and attract regional and international spending, and continuing to provide cultural, educational, social, and recreational amenities that contribute to the quality of life in the community. Over the long term, General Plan implementation will ensure that development decisions and improvements to public and private infrastructure are consistent with community goals and objectives. The following analysis evaluates the proposed project's consistency with applicable policies and objectives of the 2015-2035 General Plan.

1. **Policy LU-2.9:** Require appropriate building setbacks, structure orientation, and placement windows to consider the privacy of adjacent residential structures within the same project and on adjacent properties.

Consistency: The project is designed to minimize privacy impacts to adjacent residences through a setback that exceeds twice the height limit of the development proposed. The addition of clerestory windows will allow for natural light into the gymnasium building while orienting windows away from adjacent properties. The second-story concourse will include a mix of open air and glazed windows and will include a floor height of 11 feet that will limit views across the parking lot and over the existing 6-foot block wall separating the church campus from the adjacent residences. Landscaping is also included throughout the site that provides additional screening.

2. **Policy LU-3.10:** Minimize effects of new development on the privacy and character of surrounding neighborhoods.

Consistency: The project is designed to ensure that potential impacts to the privacy and character of the surrounding residential neighborhood are minimized. As proposed, the project new/modified fenestration location, height and intervening improvements will avoid direct views into the residential properties. Lastly, proposed school/church operations are generally unchanged with the proposed project.

FINDINGS:

Pursuant to CMMC Section 13-29(g)(2), Conditional Use Permit, of the Costa Mesa Municipal Code, in order to approve the project, the Planning Commission must find that, based on the evidence presented in the administrative record, the proposed project substantially meets specified findings. Staff recommends approval of the requests based on the following facts, which are also reflected in the draft resolution.

“The proposed development or use is substantially compatible with developments in the same general area and would not be materially detrimental to other properties within the area”.

The proposed development is substantially compatible with the residential and institutional uses in the vicinity and would not be materially detrimental to other properties. The church and school use has existed at this location for several decades with minimal code violations. An existing gymnasium at the project site will be renovated with a minor expansion to its footprint and the addition of a mezzanine area. In addition, other updates to existing on-site classrooms and kitchen/cafe facilities are proposed. The scope of the modifications will modernize the school to meet the needs of its student population. While the gymnasium building's east elevation will have a different appearance, the height of the building is equal to or less than the height of other on-site buildings. The first and second floor along the easterly side of the gymnasium building will be modified by raising the pitch of the roof (without modifying the existing ridgeline maximum height) and adding several new clerestory windows. The clerestory windows would allow natural light into the gymnasium building at the roof level without impacting neighborhood privacy.

“Granting the conditional use permit will not be materially detrimental to the health, safety and general welfare of the public or otherwise injurious to property or improvements within the immediate neighborhood”.

The school's operations, including circulation, parking, and operational hours are not proposed to change and were previously entitled to minimize conflicts with surrounding properties and improvements within the immediate neighborhood. The proposed improvements have been reviewed by City staff including Transportation and no design or operational deficiencies were noted. The site layout and operations will remain substantially the same as it has been for many years. For example, vehicle queuing within the project site is well coordinated to minimize mixing of pedestrians and

vehicles and to provide clearly defined walkways for safe pedestrian travel. There is also sufficient parking lot area to avoid vehicle queuing onto the adjacent public rights-of-way. Outdoor activity areas are centrally located on the site to prevent adjacent residential neighborhood impacts.

“Granting the conditional use permit will not allow a use, density or intensity which is not in accordance with the general plan designation and any applicable specific plan for the property”.

This application is for the on-site expansion of an existing school use that generally includes additions and modifications to existing structures within the limits of previously approved entitlements. The site's floor area would be increased but will remain within the allowable Floor Area Ratio of 0.25. The existing use of a school and church would remain the same and are permitted uses within the Medium Density Residential (MDR) General Plan land use designation and Single-Family Residential (R1) zoning classification subject to approval of a conditional use permit. Per the Land Use Element of the City's General Plan, the MDR land use designation is appropriate for both schools and religious institutions provided those uses do not exceed the applicable Neighborhood Commercial FAR. There are no Specific Plans provisions applicable to this site. The proposed school renovation would provide for an improved educational environment that supports the City's goals of providing high quality and diverse services to residents.

ENVIRONMENTAL DETERMINATION:

The project is categorically exempt from the provisions of CEQA pursuant to CEQA Guidelines Section 15301 for the permitting and/or minor alteration of Existing Facilities, involving negligible or no expansion of the existing use. Additions to existing structures are exempt provided that the addition will not result in an increase of more than 10,000 square feet if the project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and the area in which the project is located is not environmentally sensitive. This proposal includes the expansion of a building including 3,078 square feet of floor area for a mezzanine and circulation areas and 400 square feet of additional classroom area on the first floor. The cumulative added square footage to the site is consistent with the allowable FAR for the land use designation of the site. The location of the project site is within an area where all public services and facilities are available and is not within an environmentally sensitive area. The project site is developed with an existing school and church, and the proposed renovations would not pose any new significant environmental impacts to the site or surrounding area as previous entitlements have accounted for incremental changes made to the site.

The project is consistent with the applicable General Plan land use designation and General Plan policies as well as with the applicable zoning designation and regulations. Furthermore, none of the exceptions that bar the application of a categorical exemption pursuant to CEQA Guidelines Section 15300.2 applies. The Project would not result in a

cumulative impact; would not have a significant effect on the environment due to unusual circumstances; would not result in damage to scenic resources; is not located on a hazardous site or location, and would not impact any historic resources. Lastly, the project is exempt from the requirement of a VMT analysis.

ALTERNATIVES:

Other than the recommended action, the Planning Commission may:

Approve the project with modifications. The Planning Commission may require specific changes that are necessary to alleviate concerns. If any of the additional requested changes are substantial, the item should be continued to a future meeting to allow a redesign or additional analysis. In the event of significant modifications, staff will return with a revised Resolution incorporating new findings and/or conditions of approval.

Deny the project. If the Planning Commission believes there are insufficient facts to support the findings for approval, the Planning Commission must deny the application, provide facts in support of denial, and direct staff to incorporate the findings into a Resolution for denial. If the project is denied, the applicant could not submit substantially the same type of application for six months.

LEGAL REVIEW:

The draft Resolution and this report have been approved as to form by the City Attorney's Office.

PUBLIC NOTICE:

Pursuant to CMMC Section 13-29(d) three types of public notification have been completed no less than 10 days prior to the date of the public hearing:

1. **Mailed notice.** A public notice was mailed to all property owners and occupants within a 500-foot radius of the project site. The required notice radius is measured from the external boundaries of the property.
2. **On-site posting.** A public notice was posted on each street frontage of the project site.
3. **Newspaper publication.** A public notice was published once in the Daily Pilot newspaper.

As of the date of this report, no written public comments have been received. Any public comments received prior to the March 11, 2024 Planning Commission meeting will be provided separately.

CONCLUSION:

The proposed project is consistent with City's Zoning Code and General Plan, the required CUP findings can be made, and staff recommends that the Planning Commission approve the project, subject to the conditions of approval.

RESOLUTION NO. PC-2024-**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA, CALIFORNIA APPROVING PLANNING APPLICATION TO RENOVATE AND EXPAND CHRIST LUTHERAN CHURCH AND SCHOOL LOCATED AT 760 VICTORIA STREET**

THE PLANNING COMMISSION OF THE CITY OF COSTA MESA, CALIFORNIA FINDS AND DECLARES AS FOLLOWS:

WHEREAS, Planning Application 23-15 was filed by James Cleveland, authorized agent for the property owner, Christ Lutheran Church, requesting approval of the following: Planning Application 23-15 is a Conditional Use Permit (CUP) to allow for the renovation and expansion of an existing school ("Christ Lutheran School");

WHEREAS, a duly noticed public hearing was held by the Planning Commission on March 11, 2024 with all persons having the opportunity to speak for and against the proposal;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), the project is exempt from the provisions of the California Environmental Quality Act (CEQA) per Section 15301 (Class 1), for Existing Facilities; and

WHEREAS, the CEQA categorical exemption for this project reflects the independent judgement of the City of Costa Mesa.

NOW, THEREFORE, based on the evidence in the record and the findings contained in Exhibit A, and subject to the conditions of approval contained within Exhibit B, the Planning Commission hereby APPROVES Planning Application 23-15 with respect to the property described above.

BE IT FURTHER RESOLVED that the Costa Mesa Planning Commission does hereby find and determine that adoption of this Resolution is expressly predicated upon the activity as described in the staff report for Planning Application 23-15 and upon applicant's compliance with each and all of the conditions in Exhibit B, and compliance of all applicable federal, state, and local laws. Any approval granted by this resolution shall be subject to review, modification or revocation if there is a material change that occurs in the operation, or if the applicant fails to comply with any of the conditions of approval.

BE IT FURTHER RESOLVED that if any section, division, sentence, clause, phrase or portion of this resolution, or the document in the record in support of this resolution, are for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions.

PASSED AND ADOPTED this 11th day of March, 2024.

Adam Ereth, Chair
Costa Mesa Planning Commission

STATE OF CALIFORNIA)
COUNTY OF ORANGE)ss
CITY OF COSTA MESA)

I, Scott Drapkin, Secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution No. PC-2024- __ was passed and adopted at a regular meeting of the City of Costa Mesa Planning Commission held on March 11, 2024 by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Scott Drapkin, Secretary
Costa Mesa Planning Commission

Resolution No. PC-2024-__

EXHIBIT A

FINDINGS

- A. Pursuant to Title 13, Section 13-29(g)(2), Conditional Use Permit, of the Costa Mesa Municipal Code, in order to approve the project, the Planning Commission must find that, based on the evidence presented in the administrative record, the proposed project substantially meets specified findings. Staff recommends approval of the requested use based on the following assessment of facts and findings, which are also reflected in the draft resolution.

Finding: The proposed development or use is substantially compatible with developments in the same general area and would not be materially detrimental to other properties within the area.

Facts in Support of Findings: The proposed development is substantially compatible with the residential and institutional uses in the vicinity and would not be materially detrimental to other properties. The church and school use has existed at this location for several decades with minimal code violations. An existing gymnasium at the project site will be renovated with a minor expansion to its footprint and the addition of a mezzanine area. In addition, other updates to existing on-site classrooms and kitchen/cafe facilities are proposed. The scope of the modifications will modernize the school to meet the needs of its student population. While the gymnasium building's east elevation will have a different appearance, the height of the building is equal to or less than the height of other on-site buildings. The first and second floor along the easterly side of the gymnasium building will be modified by raising the pitch of the roof (but not modifying the existing ridgeline maximum height) and adding several new clerestory windows. The clerestory windows would allow natural light into the gymnasium building at the roof level without impacting neighborhood privacy.

Finding: Granting the conditional use permit will not be materially detrimental to the health, safety and general welfare of the public or otherwise injurious to property or improvements within the immediate neighborhood.

Facts in Support of Finding: The school's operations, including circulation, parking, and operational hours are not proposed to change and were previously entitled to minimize conflicts with surrounding properties and improvements within the immediate neighborhood. The proposed improvements have been reviewed by City staff including Transportation and no design or operational deficiencies were noted. The site layout and operations will remain substantially the same as it has been for many years. For example, vehicle queuing within the project site is well coordinated to minimize mixing of pedestrians and vehicles and to provide clearly defined walkways for safe pedestrian travel. There is also sufficient parking lot area to avoid vehicle queuing onto the adjacent public rights-of-way. Outdoor activity

areas are centrally located on the site to prevent adjacent residential neighborhood impacts.

Finding: Granting the conditional use permit will not allow a use, density or intensity which is not in accordance with the general plan designation and any applicable specific plan for the property.

Facts in Support of Finding: This application is for the on-site expansion of an existing school use that generally includes additions and modifications to existing structures within the limits of previously approved entitlements. The site's floor area would be increased but will remain within the allowable Floor Area Ratio of 0.25. The existing use of a school and church would remain the same and are permitted uses within the Medium Density Residential (MDR) General Plan land use designation and Single-Family Residential (R1) zoning classification subject to approval of a conditional use permit. Per the Land Use Element of the City's General Plan, the MDR land use designation is appropriate for both schools and religious institutions provided those uses do not exceed the applicable Neighborhood Commercial FAR. There are no Specific Plans provisions applicable to this site. The proposed school renovation would provide for an improved educational environment that supports the City's goals of providing high quality and diverse services to residents.

- B. The project is categorically exempt from the provisions of CEQA pursuant to CEQA Guidelines Section 15301 for the permitting and/or minor alteration of Existing Facilities, involving negligible or no expansion of the existing use. Additions to existing structures are exempt provided that the addition will not result in an increase of more than 10,000 square feet if the project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and the area in which the project is located is not environmentally sensitive. This proposal includes the expansion of a building including 3,078 square feet of floor area for a mezzanine and circulation areas and 400 square feet of additional classroom area on the first floor. The cumulative added square footage to the site is consistent with the allowable FAR for the land use designation of the site. The location of the project site is within an area where all public services and facilities are available and is not within an environmentally sensitive area. The project site is developed with an existing school and church, the proposed renovations would not pose any new significant environmental impacts to the site or surrounding area as previous entitlements have accounted for incremental changes made to the site.

The project is consistent with the applicable General Plan land use designation and General Plan policies as well as with the applicable zoning designation and regulations. Furthermore, none of the exceptions that bar the application of a categorical exemption pursuant to CEQA Guidelines Section 15300.2 applies. The Project would not result in a cumulative impact; would not have a significant effect on the environment due to unusual circumstances; would not result in damage to scenic resources; is not located on a hazardous site or location, and would not impact

any historic resources. Lastly, the project is exempt from the requirement of a VMT analysis.

- C. The project is not subject to a traffic impact fee, pursuant to Chapter XII, Article 3 Transportation System Management, of Title 13 of the Costa Mesa Municipal Code.

EXHIBIT B

CONDITIONS OF APPROVAL

- Plng. 1. The use shall be limited to the type of operation described in the staff report and applicant's letters dated March 6, 2024, subject to conditions. Any change in the operational characteristics including, but not limited to, hours of operation, maximum enrollment number, or reducing onsite parking, shall be subject to Planning Division review and may require an amendment to the minor/conditional use permit, subject to either Zoning Administrator or Planning Commission approval, depending on the nature of the proposed change. All previously approved entitlements and conditions of approval shall be complied with except where superseded by this approval. The applicant is reminded that Code allows the Planning Commission to modify or revoke any planning application based on findings related to public nuisance and/or noncompliance with conditions of approval [Title 13, Section 13-29(o)].
2. Approval of the planning/zoning application is valid for two years from the effective date of this approval and will expire at the end of that period unless applicant establishes the use by one of the following actions: 1) a building permit has been issued and construction has commenced, and has continued to maintain a valid building permit by making satisfactory progress as determined by the Building Official, 2) a certificate of occupancy has been issued, or 3) the use is established and a business license has been issued. A time extension can be requested no less than 30 days or more than sixty (60) days before the expiration date of the permit and submitted with the appropriate fee for review to the Planning Division. The Director of Development Services may extend the time for an approved permit or approval to be exercised up to 180-days subject to specific findings listed in Title 13, Section 13-29 (k) (6). Only one request for an extension of 180 days may be approved by the Director. Any subsequent extension requests shall be considered by the original approval authority.
3. Any change in the operational characteristics of the use shall be subject to Planning Division review and may require an amendment to the conditional use permit, subject to either Zoning Administrator or Planning Commission approval, depending on the nature of the proposed change.
4. The applicant, the property owner and the operator (collectively referred to as "indemnitors") shall each jointly and severally defend, indemnify, and hold harmless the City, its elected and appointed officials, agents, officers and employees from any claim, legal action, or proceeding (collectively referred to as "proceeding") brought against the City, its elected and appointed officials, agents, officers or employees arising out of City's approval of the project, including but not limited to any proceeding under the California Environmental Quality Act. The indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and cost of suit, attorney's fees, and other costs, liabilities

and expenses incurred in connection with such proceeding whether incurred by the applicant, the City and/or the parties initiating or bringing such proceeding. This indemnity provision shall include the indemnitors' joint and several obligation to indemnify the City for all the City's costs, fees, and damages that the City incurs in enforcing the indemnification provisions set forth in this section.

5. If any section, division, sentence, clause, phrase or portion of this resolution is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions.
6. Address assignment shall be requested from the Planning Division prior to submittal of working drawings for plan check. The approved address of individual units, suites, buildings, etc., shall be blueprinted on the site plan and on all floor plans in the working drawings.
7. A copy of the conditions of approval for the conditional use permit must be kept on premises and presented to any authorized City official upon request. New business/property owners shall be notified of conditions of approval upon transfer of business or ownership of land.
8. The school shall not accommodate more than 410 students. The applicant shall also meet all State and local (Building and Fire) occupancy limitations or requirements.
9. The regular hours for which children are present shall be from 7:00 AM to 6:00 PM, Monday through Friday. Special events may occur beyond these hours.
10. The school shall maintain a minimum of 260 parking spaces.
11. During operation, the Applicant shall maintain and enforce the pick-up and drop-off schedule set forth in the Applicant's Operation Plan to prevent adverse traffic conditions.
12. During operation, the Applicant shall evaluate site access during peak times to identify any operational issues with vehicle parking and queueing. If operational problems arise, the Applicant shall recruit a qualified professional to prepare a traffic circulation study identifying causes and solutions. Recommended actions from the traffic circulation study shall be implemented to the satisfaction of the Public Works Department.
13. Prior to issuance of a building permit, project plans shall demonstrate location of designated staff parking stalls along vehicle queueing path.
14. The project is subject to compliance with all applicable Federal, State, and local laws. A copy of the applicable Costa Mesa Municipal Code requirements has been forwarded to the applicant and, where applicable, the Authorized Agent, for reference.
15. The conditions of approval, code requirements, and special district requirements for PA-23-15 shall be blueprinted on the face of the site plan as part of the plan check submittal package.
16. The applicant shall contact the Planning Division to arrange Planning inspection of the site prior to the Building Division's final inspections.

This inspection is to confirm that the conditions of approval and Code requirements have been satisfied.

17. No modification(s) of the approved building elevations including, but not limited to, change of architectural type, changes that increase the building height, removal of building articulation, or a change of the finish material(s), shall be made during construction without prior Planning Division written approval. Failure to obtain prior Planning Division approval of the modification could result in the requirement of the applicant to (re)process the modification through a discretionary review process or a variance, or in the requirement to modify the construction to reflect the approved plans.
18. It is recommended that the project incorporate green building design and construction techniques where feasible. The applicant may contact the Building Safety Division at (714) 754-5273 for additional information.
19. The subject property's ultimate finished grade level may not be filled/raised unless necessary to provide proper drainage, and in no case shall it be raised in excess of 30 inches above the finished grade of any abutting property. If additional fill dirt is needed to provide acceptable on-site stormwater flow to a public street, an alternative means of accommodating that drainage shall be approved by the City's Building Official prior to issuance of any grading or building permits. Such alternatives may include subsurface tie-in to public stormwater facilities, subsurface drainage collection systems and/or sumps with mechanical pump discharge in-lieu of gravity flow. If mechanical pump method is determined appropriate, said mechanical pump(s) shall continuously be maintained in working order. In any case, development of subject property shall preserve or improve the existing pattern of drainage on abutting properties.
20. Demolition permits for existing structure(s) shall be obtained and all work and inspections completed prior to final building inspections. Applicant is notified that written notice to the Air Quality Management District may be required ten (10) days prior to demolition.
21. Transformers, backflow preventers, and any other approved above-ground utility improvement shall be located outside of the required street setback area and shall be screened from view, under direction of Planning staff. Any deviation from this requirement shall be subject to review and approval of the Development Services Director.
22. Two (2) sets of detailed landscape and irrigation plans, which meet the requirements set forth in Costa Mesa Municipal Code Sections 13-101 through 13-108, shall be required as part of the project plan check review and approval process. Plans shall be forwarded to the Planning Division for final approval prior to issuance of building permits.
23. A landscaping plan shall be submitted for Planning Division Review and shall comply with the City's landscaping requirements and any applicable guidelines (i.e. Water Efficient Landscape Guidelines)".

24. Existing mature trees shall be retained wherever possible. Should it be necessary to remove existing trees, the applicant shall submit a written request and justification to the Planning Division. A report from a California licensed arborist may be required as part of the justification. Replacement trees shall be of a size consistent with trees to be removed and may be required on a 1:1 basis. This requirement shall be completed under the direction of the Planning Division
25. All landscaped areas shall be separated from paved vehicular areas by 6" high continuous Portland Cement Concrete curbing.
26. Prior to issuance of grading permits, developer shall submit for review and approval a Construction Management Plan. This plan features methods to minimize disruption to the neighboring uses to the fullest extent that is reasonable and practicable. The plan shall include construction parking and vehicle access and specifying staging areas and delivery and hauling truck routes. The plan should mitigate disruption during construction. The truck route plan shall preclude truck routes through residential areas and major truck traffic during peak hours. The total truck trips to the site shall not exceed 200 trucks per day (i.e., 100 truck trips to the site plus 100 truck trips from the site) unless approved by the Development Services Director or Transportation Services Manager. Any construction access from the neighboring properties will require property owner permission.
27. Prior to issuance of grading permits, developer shall identify to the Development Services Director a construction relations officer to act as a community liaison concerning on-site activity, including resolution of issues related to dust generation from grading/paving activities.
28. No exterior roof access ladders, roof drain scuppers, or roof drain downspouts are permitted. This condition relates to visually prominent features of scuppers or downspouts that not only detract from the architecture but may be spilling water from overhead without an integrated gutter system which would typically channel the rainwater from the scupper/downspout to the ground. An integrated downspout/gutter system which is painted to match the building would comply with the condition. This condition shall be completed under the direction of the Planning Division.
29. Trash facilities shall be screened from view, and designed and located appropriately to minimize potential noise and odor impacts to residential areas either within the garages or within the side yard areas (behind fences).
30. Coordinate with the Public Services department for the selection and siting of new street trees and comply with adopted streetscape standards.
31. A Lot Line Adjustment (LLA) application will be required by the Planning division prior to the issuance of building permits for the merging of parcels 422-412-39 and 422-412-40.

32. A Minor Conditional Use Permit (MCUP) application will be required by the Planning division prior to the issuance of building permits for the approval and operation of any temporary structures constructed onsite, including but not limited to, temporary classrooms and lunch shelters.
- Eng 33. E1. In order to comply with the 2003 Drainage Area Management Plan (DAMP), the proposed Project shall prepare a Water Quality Management Plan conforming to the Current National Pollution Discharge Elimination System (NPDES) and the Model WQMP, prepared by a Licensed Civil Engineer or Environmental Engineer, which shall be submitted to the Department of Public Works for review and approval.
- a) A WQMP (Priority or Non-Priority) shall be maintained and updated as needed to satisfy the requirements of the adopted NPDES program. The plan shall ensure that the existing water quality measures for all improved phases of the project are adhered to.
- b) Location of BMPs shall not be within the public right-of-way.

CODE REQUIREMENTS

The following list of federal, state, and local laws applicable to the project has been compiled by staff for the applicant's reference. Any reference to "City" pertains to the City of Costa Mesa.

- Plng. 1. Development shall comply with all requirements of Article 1, Chapter 5, Title 13, of the Costa Mesa Municipal Code relating to development standards for residential projects.
2. All noise-generating construction activities shall be limited to 7 a.m. to 7 p.m. Monday through Friday and 9 a.m. to 6 p.m. Saturday. Noise-generating construction activities shall be prohibited on Sunday and the following Federal holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.
3. All on-site utility services shall be installed underground.
4. Installation of all utility meters shall be performed in a manner so as to obscure the installation from view from any place on or off the property. The installation vault, wall cabinet, or wall box under the direction of the Planning Division.
7. Landscaping and irrigation shall be installed in accordance with the approved plans prior to final inspection or occupancy clearance.
8. All unpaved areas visible from public right-of-ways shall be landscaped and the landscaping shall be maintained in a healthy condition, free of dying, dead, diseased, decayed, discarded, and/or overgrown vegetation.
9. Trash facilities shall be screened from view, and designed and located appropriately to minimize potential noise and odor impacts to neighbors.

10. Any mechanical equipment such as air-conditioning equipment and duct work shall be screened from view in a manner approved by the Planning Division.
11. Transformers, backflow preventers, and any other approved above-ground utility improvements shall be located outside of the required street setback area and shall be screened from view, under direction of Planning staff. Any deviation from this requirement shall be subject to review and approval of the Development Services Director.
- Bldg. 12. Prior to building permit issuance, the conditions of approval shall be on the approved Architectural plans.
13. Plans shall be prepared under the supervision of a registered California Architect or Engineer. Plan shall be stamped and signed by the registered California Architect or Engineer
14. Comply with the requirements of the current adopted codes, 2022 California Building Code, California Electrical code, California Mechanical code, California Plumbing code, California Green Building Standards Code, California Energy Code, and California Code of Regulations also known as the California Building Standards Code, as amended by the City of Costa Mesa. Requirements for accessibility to sites, facilities, buildings and elements by individuals with disability shall comply with chapter 11B of the California Building Code.
15. A change of occupancy shall require compliance with 2022 California Building codes and Disabled access requirements of Chapter 11B of the 2022 California Building Code.
16. Prior to building permit issuance, the Applicant shall submit a plan to the County of Orange Health Dept. for review and approval.
17. A change of occupancy shall require compliance with 2022 California Building codes and Disabled access requirements of chapter 11B of the 2022 California Building Code.
20. Submit a precise grading plans, an erosion control plan and a hydrology study. A precise grading plan shall not be required if any of the following are met: 1- An excavation which does not exceed 50 CY on any one site and which is less than 2 ft in vertical depth, or which does not create a cut slope greater than 1 ½:1 (excluding foundation area). 2- A fill less than 1 foot in depth placed on natural grade with a slope flatter than 5:1, which does not exceed 50 CY on any one lot and does not obstruct a drainage course. 3- A fill less than 3 ft in depth, not intended to support structures, which does not exceed 50 CY on any one lot and does not obstruct a drainage course. Prior to issuing the Building permit, the rough grading certificate shall be submitted to the Building Div.
20. Submit a soils report for this project. Soil's Report recommendations shall be blueprinted on both the architectural and the precise grading plans.
- Fire 21. Comply with the requirements of the 2022 California Fire Code and referenced standards as amended by the City of Costa Mesa.

22. Comply with the requirements of the California Fire Code as adopted by the Costa Mesa Fire & Rescue Department. Comply with NFPA 13 for sprinklers, NFPA 72 for the alarm, and CFC 2022 section 452 for the classrooms.
- Bus. Lic. 18. All contractors and subcontractors must have valid business licenses to do business in the City of Costa Mesa. Final inspections, final occupancy and utility releases will not be granted until all such licenses have been obtained.

SPECIAL DISTRICT REQUIREMENTS

The requirements of the following special districts are hereby forwarded to the applicant:

- AQMD 1. Applicant shall contact the Air Quality Management District (800) 288-7664 for potential additional conditions of development or for additional permits required by AQMD.
2. Prior to the Building Division (AQMD) issuing a demolition permit, contact South Coast Air Quality Management District located at:
21865 Copley Dr.
Diamond Bar, CA 91765-4178
Tel: 909-396-2000

OR

Visit their web site:

<http://www.costamesaca.gov/modules/showdocument.aspx?documentid=23381>

The Building Division will not issue a demolition permit until an identification number is provided by AQMD.

- Cable 3. The applicant shall contact the current cable company prior to issuance of building permits to arrange for pre-wiring for future cable communication service.
- Sani. 4. It is recommended that the applicant contact the Costa Mesa Sanitary District at (949) 645-8400 for current district requirements.
- State 5. Comply with the requirements of the California Department of Food and Agriculture (CDFA) to determine if red imported fire ants (RIFA) exist on the property prior to any soil movement or excavation. Call CDFA at (714) 708-1910 for information.
- Water 6. Customer shall contact the Mesa Water District – Engineering Desk and submit an application and plans for project review. Customer must obtain a letter of approval and a letter of project completion from Mesa Water District.



CUP APPLICATION LETTER

Tuesday, March 5, 2024

To: Bill Rodrigues, Gabriel Villalobos, Costa Mesa Planning
Re: Amendment to PA-08-23
Project: Christ Lutheran Costa Mesa, Church & School
Address: 760 Victoria St
cc: Pastor Drew Ross

SUBMITTAL

\$7500 application check
Application Form
Application Letter
Public Notice Map, Labels & Certification Letter
Plans, including:
3 ct folded sets @ 18X24 + 2 ct site plans
4 ct folded sets @ 11x17 + 12 ct site & floor plans
1 ct 8.5x11 set
1 ct USB w/ hi-res PDF
1 ct color elevations
1 ct Material Board

LETTER: TABLE of CONTENTS

Intro.	The Project Why
i.	Executive Summary
ii.	Project Scope
iii.	Campus Operations
iv.	Attendance
v.	Parking & Traffic
vi.	Compliance
vii.	Impact

INTRO: THE PROJECT WHY

Where Faith, Academics, and Families Come Together

This campus remodel presents an opportunity to strengthen the 65+ year legacy between Christ Lutheran Church and School, and the community it serves through conscientious masterplan expansion to realize the 410 true student enrollment potential. The campus is functionally limited to a 350 pre-school and day-school student enrollment and has seen increased demand for faith-based enrollment.

The school is WASC and NLSA accredited, and students are challenged thru innovation and S.T.E.A.M. studies from a Biblical world view. Class size is capped at 25 students and tailored for individual attention with opportunity to exceed state standards. Student extracurricular activities include: competitive regional sports (ie. flag football, volleyball, basketball, track, soccer, e-sports), exceptional music and performing arts studies, hands-on television broadcast and production training, access to California science camps, and national Youth Ministry programs.

With surging admissions interest, the challenge is to enhance campus sports & rec facilities, offer multi-purpose arts classrooms, and modernize classrooms to meet the needs of the modern student and family, while meeting zoning guidelines, and being a courteous neighbor and community staple.

In summary, the intent is to strengthen the bond between campus and community through inviting spaces for serving, gathering & learning while transcending traditional classroom boundaries. Campus administration is committed to open neighborhood communication through the entitlement process, ensuring this expansion testifies a commitment to community growth and enrichment.

i. EXECUTIVE SUMMARY

To expand upon the 2009 campus masterplan in a manner imperceptible to the surrounding community, with a new 10 YR masterplan which enables a 25% campus FAR, AND fulfills a 410 max student enrollment, AND creates a first-class arts, sports & rec facility, AND classroom modernization, suited for a destination church & school.

ii. PROJECT SCOPE

2nd story multi-purpose mezzanine addition to expand an existing sports & rec gym by 3,078 SF, while preserving the existing gym ridge height. Add 400 SF of classroom, and remodel 2,900 SF of classroom. Combine 711 SF of church café & kitchen. Add 1,600 SF of new outdoor school lunch area, and 800 SF of church meeting area. Preserve 269 parking stalls, 42 mature site trees, maintain +40% open space, and enhance 5,000 SF of existing landscape & flatwork.

iii. OPERATIONS SUMMARY

The campus presently operates the following:

SCHOOL

- September-May school season; pre-school (18mo's-5yo), and day school (K-8th)
- June-August summer program; pre-school (18mo's-5yo), and day school (K-8th)
- School hours M-F 8am-3pm
- Before-school care M-F 7-8am
- After-school care M-F 3-6pm
- Special programs Seasonal evening programs
- Sports programs Seasonal sports programs 3-5pm
- PTA Meetings Monthly evening programs
- Festivals Fall & spring Saturday afternoon festivals

CHURCH

- Weekly services Sunday 8am & 10:30am
- Holiday services Traditional Lutheran calendar
- Small ministries Varied, operates outside of school hours
- Food distribution One Saturday per month 9 am – 12pm
- Special services Occasional weekend afternoons
- Family events Occasional weekday evenings & weekends

SPECIAL PROGRAMS

- Scouts Every Monday evening, every other Thursday evening, every other Saturday afternoon
- Community groups Basketball teams, Dance teams, Multilingual school

iv. ATTENDANCE

SCHOOL	410 max allowable enrollment*	
○ Pre-school	7 classrooms w/ 120 max enrollment	(capacity)
○ Day-school	15 classrooms w/ 230 CURRENT enrollment	(near capacity)
○ CURRENT TOTAL	350 total enrollment	(near capacity)

*The present classrooms cannot accommodate the max allowable enrollment

FUTURE

○ Pre-school	7 classrooms w/ 120 max enrollment	(capacity)
○ Day-school	19 classrooms w/ 290 FUTURE enrollment	(capacity)
○ FUTURE TOTAL	410 total enrollment	

CHURCH

- Weekly services 200+ attendees/ service
- Large services 500+ attendees/ service**

** The chapel max functional limit will NOT change

v. PARKING & TRAFFIC

Event visitors are parked on-site, occasionally using overflow field parking. The 269 campus parking spaces are determined by the 708 max capacity church attendees. For special events when parking demand may exceed capacity, a shared parking agreement exists with the neighboring church campus

STAFF

- There is an average of 50 FTE Church & School Staff on campus Mon-Fri
- Staff avoid peak traffic times by arriving early, & parking remotely via a shared parking agreement with parking demand may exceed capacity, a shared parking agreement exists with the neighboring church campus

SCHOOL

- 4+ parking attendants assist during routine school hour drop-off 7:45-8:15am
- Families use the Victoria front entrance for drop-off after 7am, AND
- Families ONLY use the Congress rear entrance for drop-off between 7:45-8:15am
- 4+ parking attendants assist during routine school hour pick-up 3-3:30pm
- Families ONLY use the Victoria front entrance for pick-up between 3-6pm

CHURCH

- Attendees use the Victoria front entrance between 7am-5pm Monday thru Saturday, AND
- Attendees use the Victoria front entrance plus the Congress rear entrance between 7am-1:00pm on Sundays

EVENTS

- 5+ parking attendants for large programs and evening events
- Attendees use the Victoria front entrance between 7am-10pm, AND
- Attendees ONLY use the Congress rear entrance 7am-2:30pm
- When needed, a shared parking agreement exists with the neighboring church campus

vi. COMPLIANCE

The project will comply with city zoning, and state building codes. Further, although the '09 masterplan was partially completed, and the incomplete entitlements & unbuilt phase of work are not eligible to be improved, this newly proposed expansion plan is smaller in footprint and functionally similar in use, demonstrating this administrations dedication to be conscientious of neighbors, and to respect previous approval and effort.

vii. IMPACT

The campus will continue to operate similarly with the potential impacts:

SCHOOL

- Day-school
 - 4 new classrooms & teachers will bring faith-based learning to the lives of 60 new students, and will minimally impact local traffic patterns and parking
- Parking*
 - School families are largely 2+ student families, and 60 new students introduce the potential for 30-40 new daily vehicle trips.
 - Student drop-off and pick-up use safe and fluid vehicle patterns, and do not typically require short, or long-term parking.

*For reference, large holiday church events with 500+ people and 200+ vehicles are typically the busiest campus events. These events minimally impact local traffic patterns, and volunteer parking attendees safely assist with no known traffic incidents in the past 10+ years
- Pre-school
 - Enrollment will not change. The 3-4 new classrooms are dedicated to day-school

CHURCH

This campus expansion should minimally impact routine church event patterns EXCEPT, for the potential addition of 60+ students to the occasional all-student church event, which parking lot attendees are equipped to handle.

NEIGHBORS

- Raleigh neighbors with visibility of the sports & rec gym façade should find the design unique & inspiring, and be proud of the building enhancement.
- The building elevation and roofline do not increase, and other neighbors should experience no impact to line-of-site
- Drivers on the surrounding arterial roads will have no direct knowledge or line-of-site to the improvements within
- Weekday traffic patterns will increase by 30-40 cars for drop-off between 7:45-8:15AM, and pick-up between 3-6PM.
- Neighbors should expect child playground noise to increase by the permitted 60 students at peak hours, however, daily lunch noise should reduce with the introduction of 2 lunch areas

CONSTRUCTION

Construction would ordinarily be expected to take 8+ mo's of continuous work, with a June 1st, 2024 target launch, and 7am-7pm summer work. However, this expansion requires phasing around the school schedule. In order to ensure school programs will continue during through construction, the following are proposed:

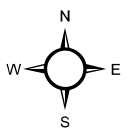
- Temporary portable classrooms will be placed in the rear lot as replacements for classrooms unavailable during construction, accommodating 3 portables of 25 students ea.
- Sports and physical education classes using the gym will be moved to the parking lot courts and sports field on a temporary basis.
- With the temporary lack of gym, the school will rent a local gym for competitive indoor sporting events like basketball, and volleyball
- A large outdoor tent structure will be temporarily installed on the sports field as a covered outdoor lunch area, and as a gathering space during inclement weather.
- The existing bathrooms are not impacted during construction and will continue to function to capacity.
- Phase 1b - campus plaza construction, will occur during the summer months when minimal impact to the community. Circulation will be rerouted around the plaza construction to ensure safety and preserve summer programs.

Legend

-  City Limit
-  Streets
-  Silver



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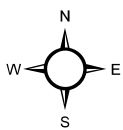
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The City of Costa Mesa makes no guarantee as to the accuracy of any of the information provided and assumes no liability for any errors, omissions, or inaccuracies.

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Legend

-  City Limit
-  Streets
-  Silver
- Zoning**
-  AP - Administrative Professional
-  IR-MLT - Institutional Recreational Multi-Use
-  R1 - Single-Family Residential
-  R2-MD - Multiple-Family Residential, Medium Density
-  R2-HD - Multiple-Family Residential, High Density
-  R3 - Multiple Family Residential
-  MG - General Industrial
-  MP - Industrial Park
-  PDI - Planned Development Industrial
-  C1 - Local Business
-  C2 - General Business
-  C1-S - Shopping Center
-  TC - Town Center
-  PDR-NCM - Planned Development Residential - North Costa Mesa
-  I&R - Institutional Recreational
-  I&R-S - Institutional Recreational - School
-  P - Parking
-  CL - Commercial Limited



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© City of Costa Mesa

PA-23-15
760 Victoria St

Photo 1 – School Parking Lot



Photo 2 – Eastern Elevation of Gym Building



Photo 3 – Fireside & Classroom Buildings



Photo 4 – Sanctuary Building



Photo 5 - Gym





CLCM CAMPUS
RENOVATION PROPOSAL
3/6/2024

ATTACHMENT 6

SHEET INDEX

A1.0	TITLE PAGE
A1.1	CAMPUS REMODEL SUMMARY
A1.2a	AS-BUILT CAMPUS PLAN
A1.2b	CAMPUS PLAN AREAS
A1.3	CAMPUS SITE PLAN
A1.4	CAMPUS ROOF PLAN & TABULATIONS
A1.5	CAMPUS PARKING PLAN
A1.6	CAMPUS OPEN SPACE PLAN
A1.7	PROPOSED MASTER PLAN REVISION
A1.8	ENLARGED 1ST FLOOR PLAN
A1.9	ENLARGED 2ND FLOOR PLAN
A1.10	AS-BUILT ELEVATIONS
A1.11	ENLARGED ELEVATIONS
A1.12	COLOR & MATERIAL PALETTE BACK COVER

ANNEX 1	- STREET & AOW ELEVATIONS
ANNEX 2	- MATERIAL BOARD & LEGEND
ANNEX 3	- PHASING DIAGRAM

CLIENT

CHRIST LUTHERAN COSTA MESA
PASTOR DREW ROSS
PRINCIPAL ROBBIE BOUSLAUGH
PRESCHOOL DIRECTOR LISA HOLLOWAY

ARCHITECT

C2 METHOD, INC
853 ATLANTIC AVENUE, SUITE 203
LONG BEACH, CA 90813
(562) 567-6775
JAMES CLEVELAND
LIC NO. 33428

LOCATION

CHRIST LUTHERAN
760 VICTORIA ST
COSTA MESA, CA 92626
(949) 548-6866



SUMMARY :

Christ Lutheran Church & School
760 Victoria Avenue, Costa Mesa

- (E) 49,517 SF Campus
- Built 1967
- 708 max church occupants
- 410 max student enrollment
- 290 max K -8 student occupants → 15 (E) classrooms
- 120 max preschool occupants → 7 (E) classrooms
- 269 parking stalls provided

CLIENT:

Pastor Drew Ross
Principal Robbie Bouslaugh
Preschool Director Lisa Holloway

ARCHITECT:

James Cleveland, james@c2mod.com

- KEYWORDS:
- **Christ Lutheran Church**
 - **Christ Lutheran School** - Noble Knights
 - Gym & Sports Rec facility expansion
 - Campus classroom remodel & modernization

EXECUTIVE SUMMARY:

To expand upon the 2009 campus masterplan in a manner imperceptible to the surrounding community, with a new 10 YR masterplan which enables a 25% campus FAR, AND fulfills a 410 max student enrollment, AND creates a first-class arts, sports & rec facility, AND classroom modernization, suited for a destination church & school.

PROJECT SCOPE :

2nd story multi-purpose mezzanine addition to expand an existing sports & rec gym by 3,078 SF. Add 400 SF of classroom, and remodel 2,900 SF of classroom. Combine 711 SF of church café & kitchen. Add 1,600 SF of new outdoor school lunch area, and 800 SF of church meeting area. Preserve 260 parking stalls, 42 mature site trees, maintain +40% open space, and enhance 5,000 SF of existing landscape & flatwork. Existing gym building height will remain the same.

LAND AREA	4.37 AC
	190,516 SF
BUILDING AREA	
(E) Campus	44,444 SF
(E) FAR	23.32%
Net available (N) area	3,185 SF
GROSS POTENTIAL AREA	47,629 SF
MAX FAR	25.00%

PROPOSED MASTERPLAN REMODEL & ADDITION

BUILDING AREA TO REMAIN

(E) Chapel	10,205 SF
(E) Preschool	5,992 SF
(E) Admin	3,575 SF
(E) Fireside	1,299 SF
(E) 2-story Classrooms	13,447 SF

44,444 SF (E) CAMPUS

AREA OF REMODEL & ADDITION

(E) Gym	6,021 SF
(E) Classrooms & Kitchen	3,905 SF
<i>Demo (E) Classrooms & Kitchen</i>	<i>(3,905) SF</i>

1st STORY

Classrooms	3,300 SF
Café/ kitchen/stg	711 SF

2nd STORY

Office	108 SF
Multi-purpose Mezzanine + circulation	2,000 SF
Equipment platform + circulation	970 SF

GROSS	47,628 SF
FAR	25.00%

EXCLUDED from FAR

Outdoor lunch & outdoor meeting areas	2,400 SF
Outdoor circulation	1,430 SF

CAMPUS SUMMARY

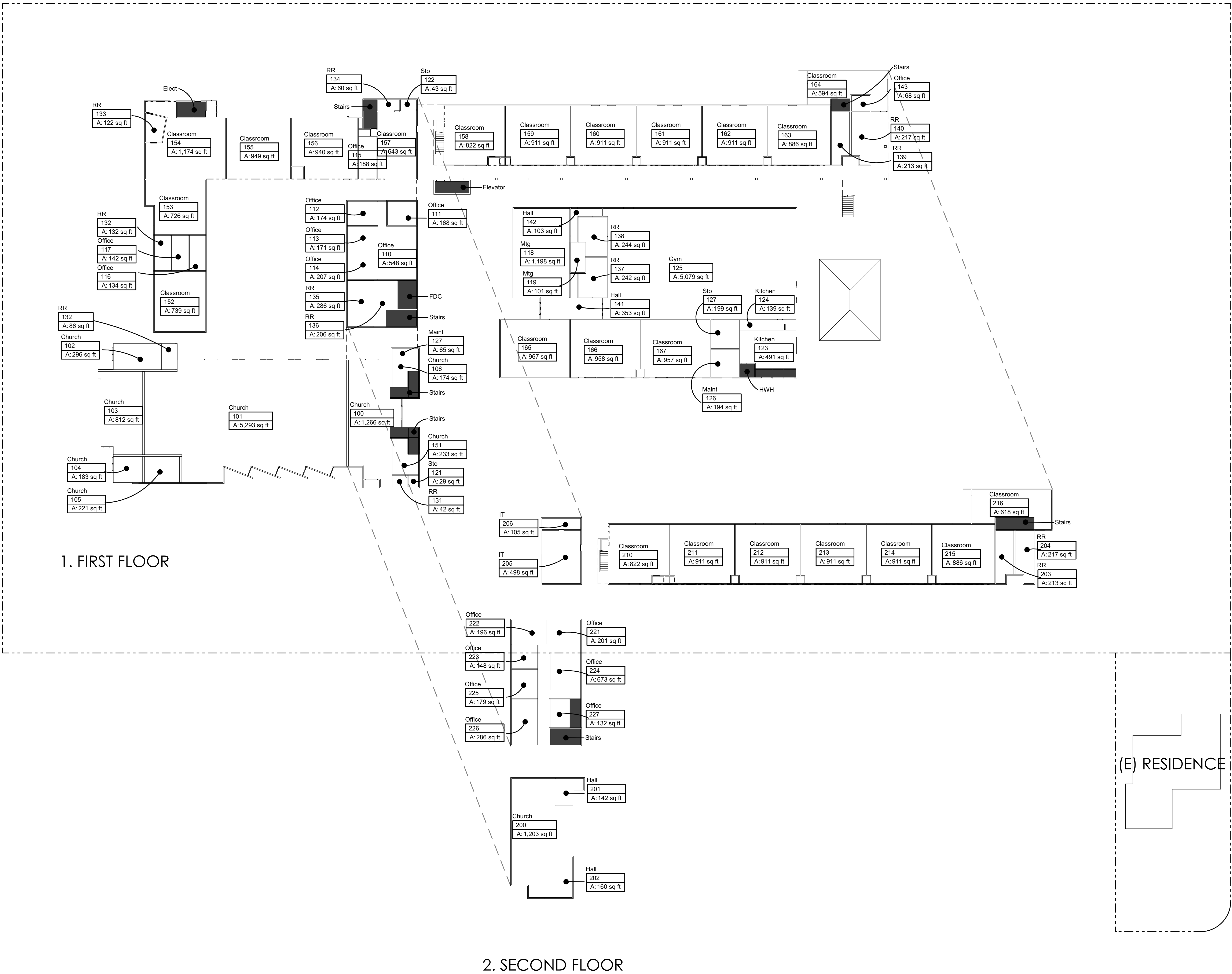
SITE
760 Victoria = 179,641 SF
758 Victoria = 10,875 SF
COMBINED = 190,516 SF/ 4.37 AC

BUILDING (per '09)
760 Victoria = 47,100 SF (Victoria FAR = 24.7%)

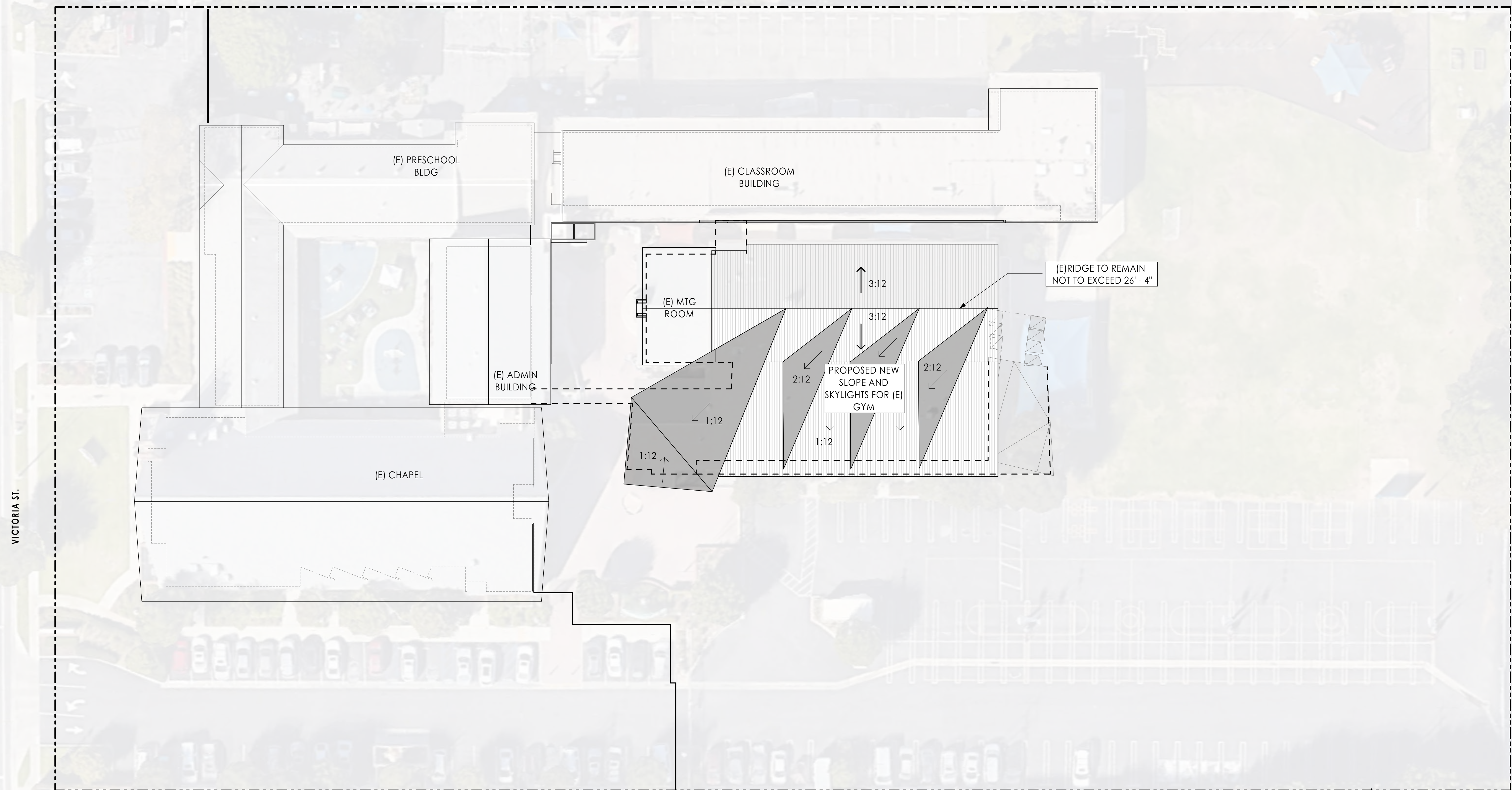
BUILDING AREA* (calculated '23 - Baseline*)
760 Victoria = 44,444 SF (Victoria FAR = 23.32%)

ALLOWABLE BLDG AREA* Victoria
25% FAR X 190,516 SF site = 47,629 SF

NET AVAILABLE AREA* Victoria
47,629 SF - 44,444 SF = 3,185 SF



GROSS AREAS		
Zone Number	Zone Name	Measured Area
100	Church	1,286
101	Church	5,293
102	Church	296
103	Church	812
104	Church	183
105	Church	221
106	Church	174
110	Office	548
111	Office	168
112	Office	174
113	Office	171
114	Office	207
115	Office	188
116	Office	134
117	Office	142
118	Mtg	1,188
119	Mtg	101
121	Sto	29
122	Sto	43
123	Kitchen	491
124	Kitchen	139
125	Gym	5,079
126	Maint	194
127	Maint	95
127	Sto	199
131	RR	42
132	RR	86
132	RR	132
133	RR	122
134	RR	89
135	RR	286
136	RR	206
137	RR	242
138	RR	244
139	RR	213
140	RR	217
141	Hall	353
142	Hall	103
143	Office	68
151	Church	233
152	Classroom	739
153	Classroom	726
154	Classroom	1,174
155	Classroom	949
156	Classroom	940
157	Classroom	843
158	Classroom	822
159	Classroom	911
160	Classroom	911
161	Classroom	911
162	Classroom	911
163	Classroom	886
164	Classroom	594
165	Classroom	967
166	Classroom	958
167	Classroom	957
168	Classroom	957
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195	Classroom	911
196	Classroom	911
197	Classroom	911
198	Classroom	911
199	Classroom	911
200	Church	1,203
201	Hall	142
202	Hall	160
203	RR	213
204	RR	217
205	IT	498
206	IT	105
210	Classroom	822
211	Classroom	911
212	Classroom	911
213	Classroom	911
214	Classroom	911
215	Classroom	886
216	Classroom	818
221	Office	201
222	Office	196
223	Office	148
224	Office	673
225	Office	179
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567	Office	132



TABULATION - EXISTING

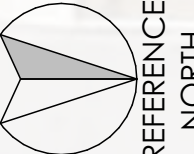
LAND AREA	
(E) SITE	4.37 AC
TOTAL	4.37 AC
	190,516 SF
(E) ZONING	R-1 (PA-94-07)
(E) PARKING VARIANCE	ZE-74-103
GENERAL PLAN DESIGNATION	MED DENSITY RESID
BUILDING AREA (CALC PER CITY STDS)	
(E) Chapel	10,205 SF
(E) Preschool	5,992 SF
(E) Admin	3,575 SF
(E) Fireside	1,299 SF
(E) 2-story Classrooms	13,447 SF
(E) Gym	6,021 SF
(E) Classrooms & Kitchen	3,905 SF
(E) TOTAL	44,445 SF
FAR	23.32%
OPEN SPACE	40%
LANDSCAPE AREA	76,221 SF
PARKING REQUIRED	
1 PER 3 FIXED SEATS (682/3)	227 SPACES
PARKING PROVIDED	
STANDARD	182 SPACES
COMPACT	12 SPACES
HC	7 SPACES
SUB	201 SPACES
OVERFLOW	68 SPACES
TOTAL	269 SPACES

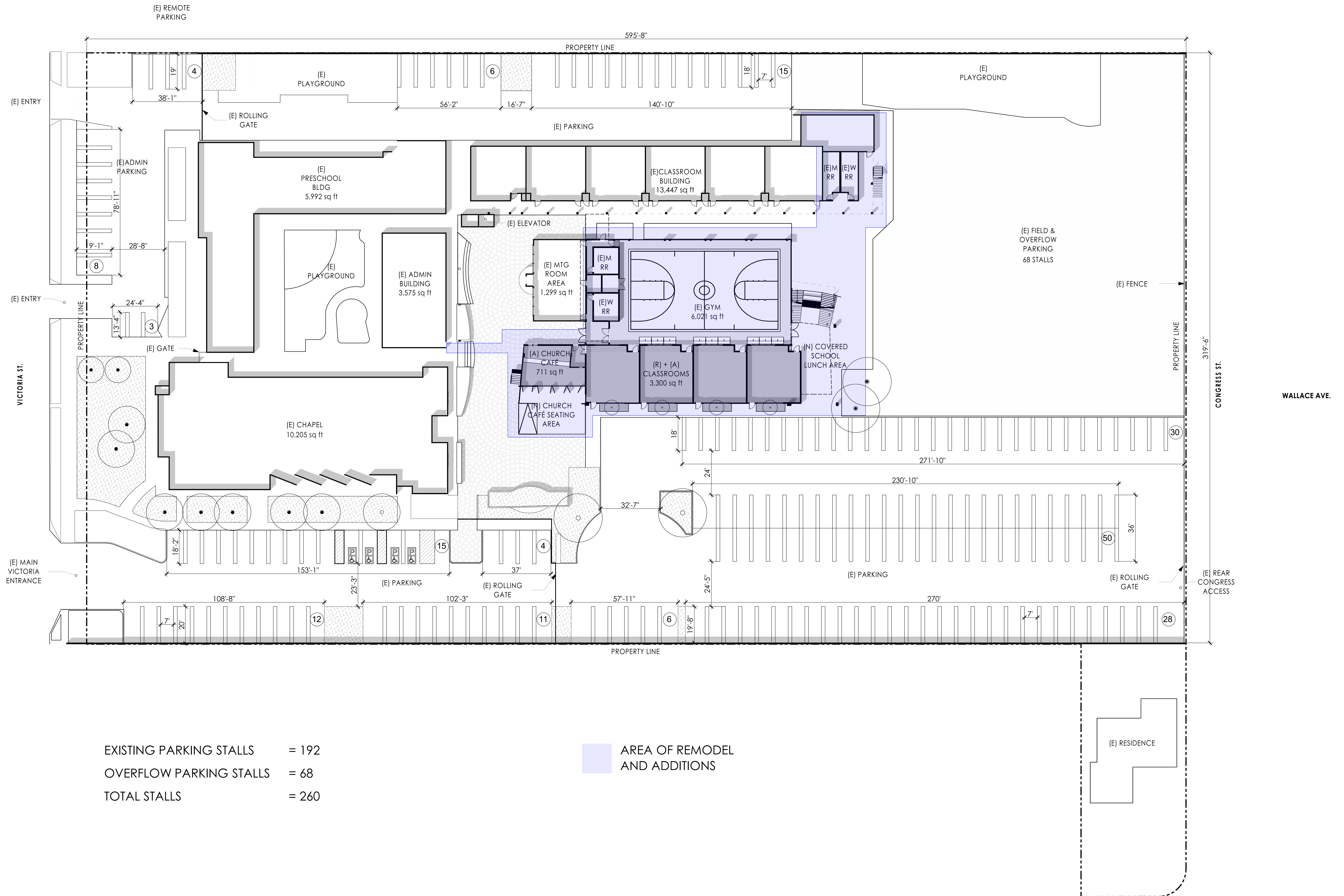
TABULATION - PROPOSED

LAND AREA	
(E) SITE	4.37 AC
TOTAL	4.37 AC
	190,516 SF
BUILDING AREA (CALC PER CITY STDS)	
(E) Chapel	10,205 SF
(E) Preschool	5,992 SF
(E) Admin	3,575 SF
(E) Fireside	1,299 SF
(R) 2-story Classrooms	13,447 SF
(E) Gym	6,021 SF
(R+A) Classrooms	3,300 SF
(A) Café + Kitchen	711 SF
(A) Office	108 SF
(A) Multi-purpose Mezzanine + circulation	2,000 SF
(A) Equipment platform + circulation	970 SF
(E) TOTAL	47,629 SF
FAR	25%
OPEN SPACE	40.80%
LANDSCAPE AREA	77,731 SF

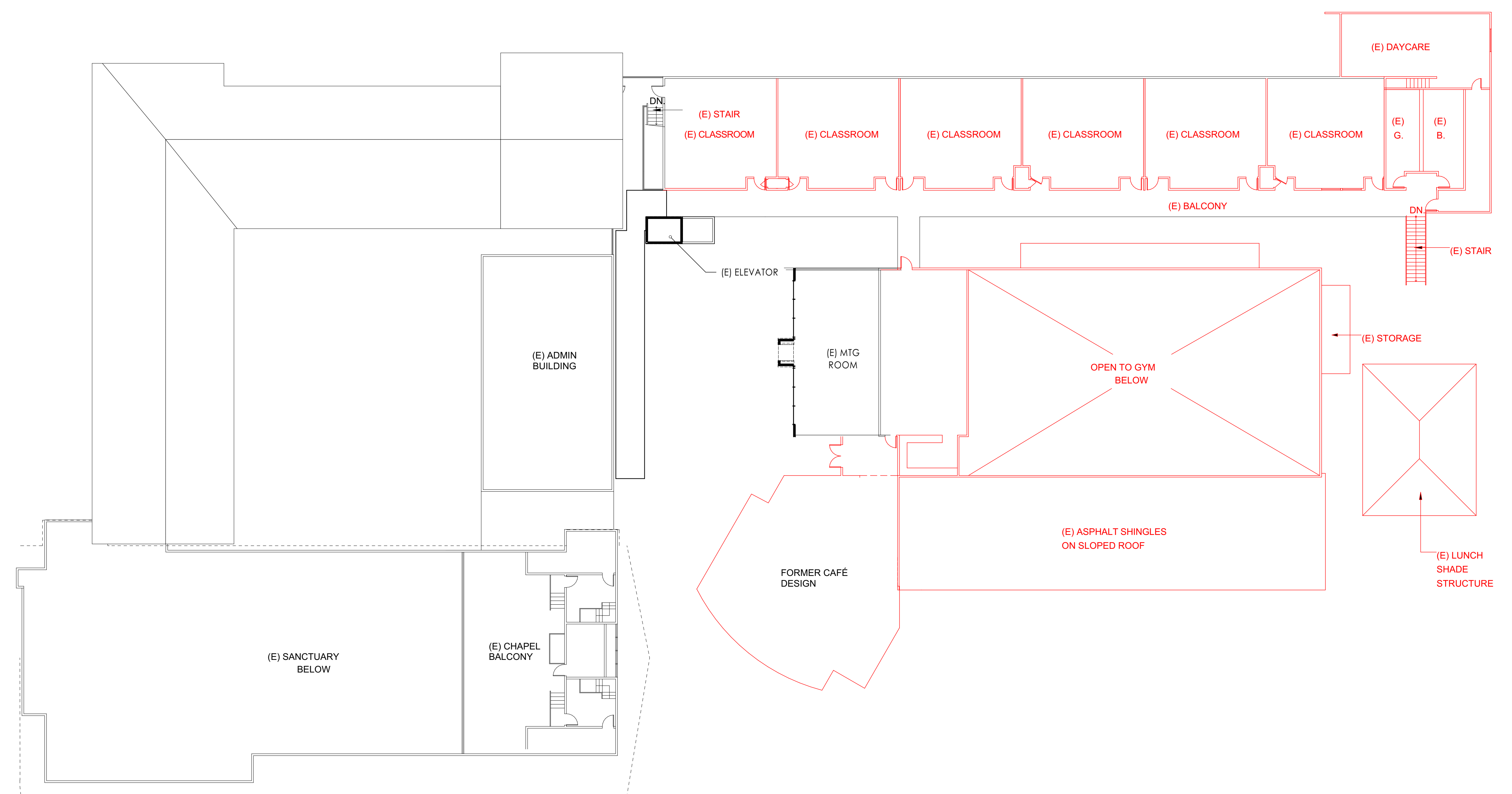
(E) RESIDENCE

SCALE 1" = 20'





PREVIOUSLY APPROVED MASTER PLAN



PROPOSED MASTER PLAN REVISION

OPEN AREAS

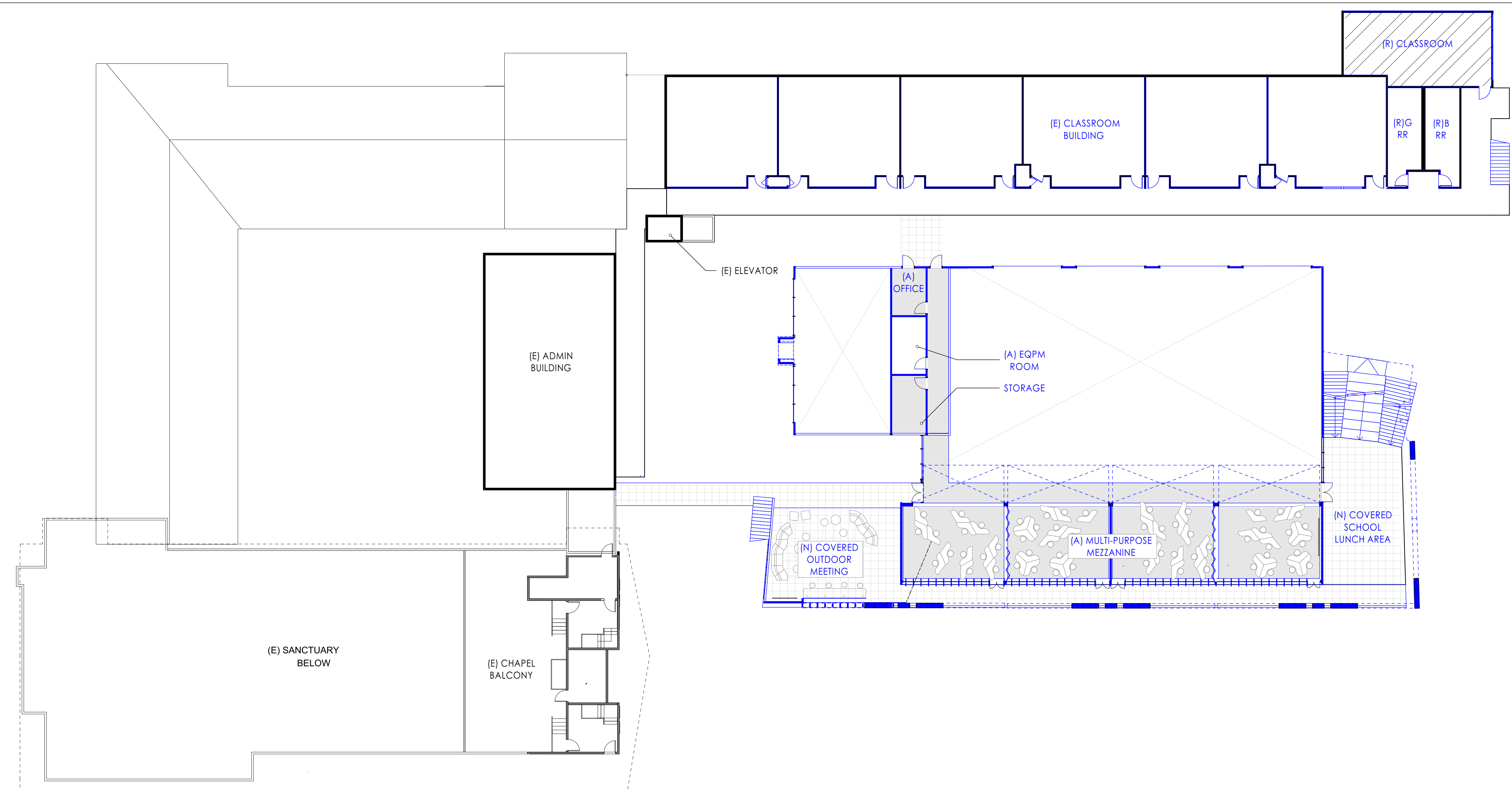
- (A) NEW BALCONY EXIT STAIR RELOCATION (OUTDOOR)
- (A) OUTDOOR LUNCH AREA RELOCATION
- (A) BRIDGE FROM MEZZANINE ADDITION TO ADMIN BLDG & ELEVATOR

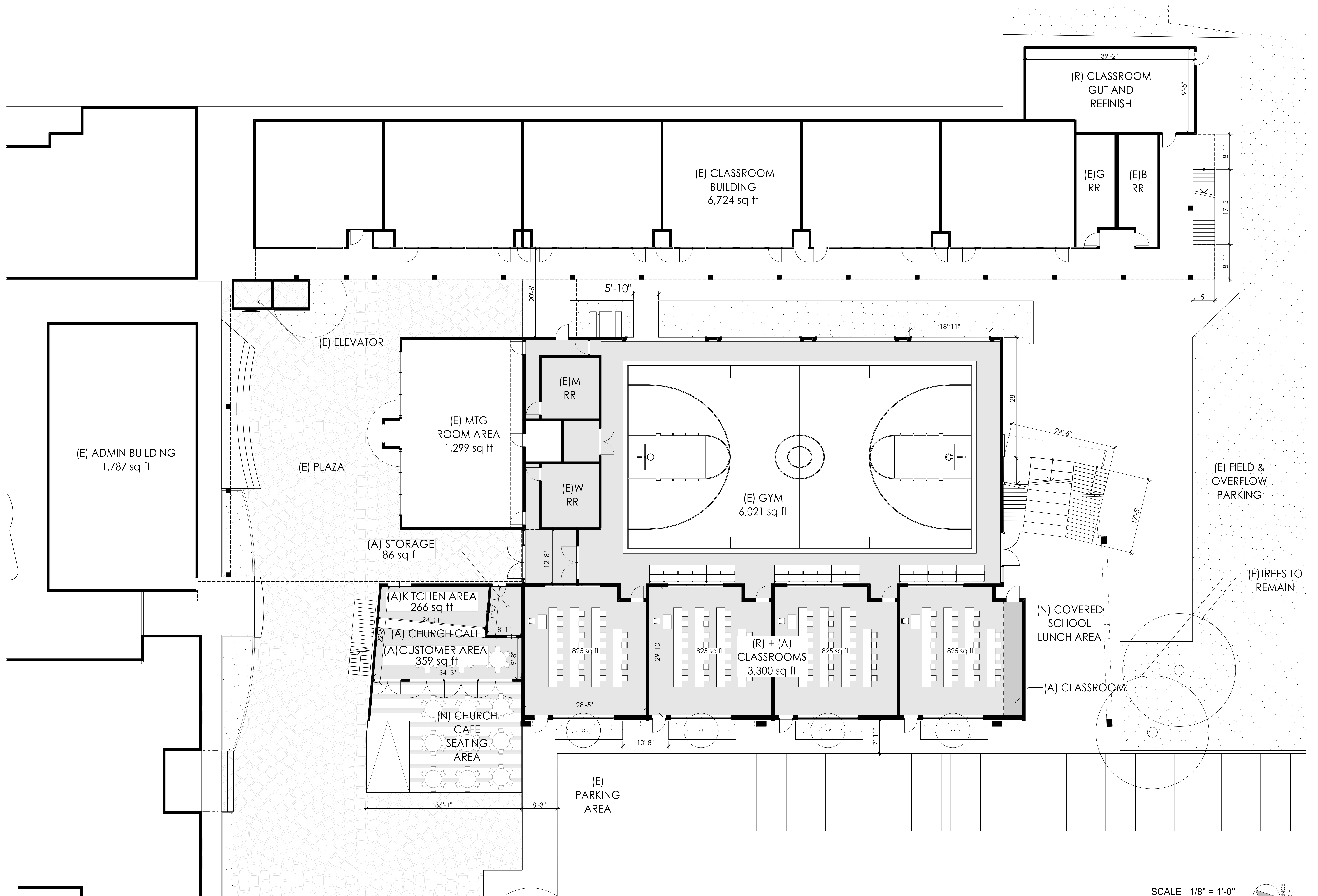
ADDITIONS

- (A) MULTI-PURPOSE MEZZANINE & EQUIPMENT PLATFORM ADDITION
- (A) CONSOLIDATE AND RELOCATE CAFE, KITCHEN AND OFFICE

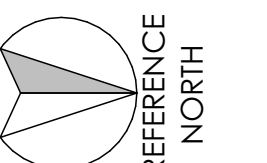
REMODEL

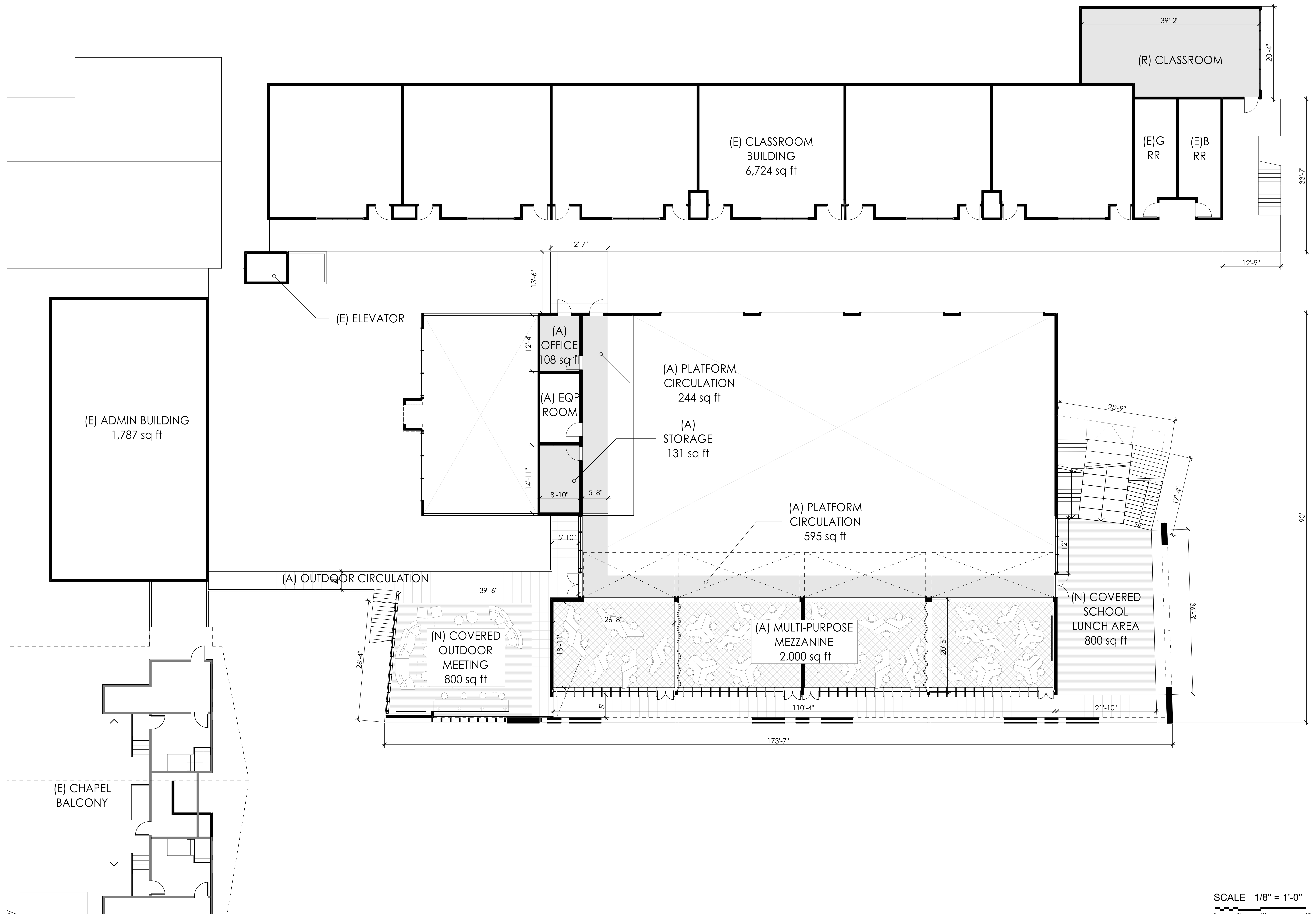
- (R) CLASSROOM MODERNIZATION



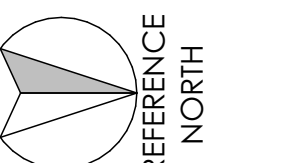


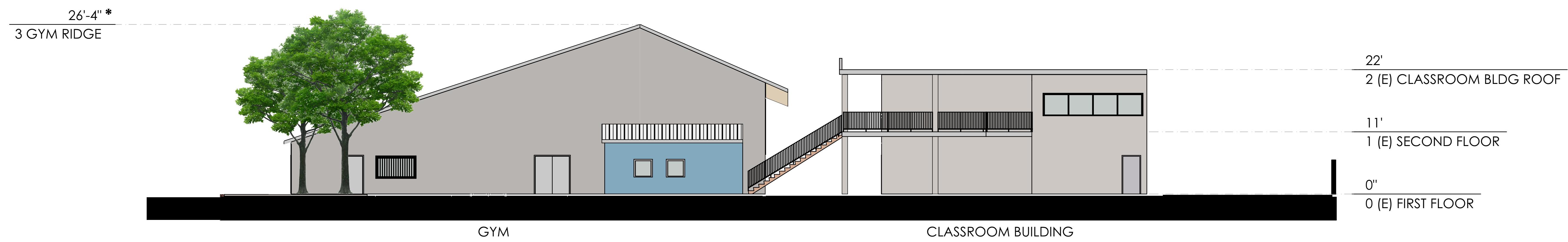
SCALE 1/8" = 1'-0"



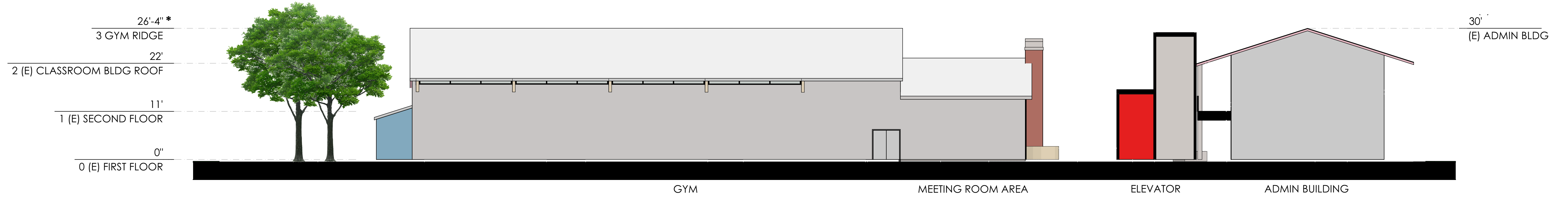


SCALE 1/8" = 1'-0"

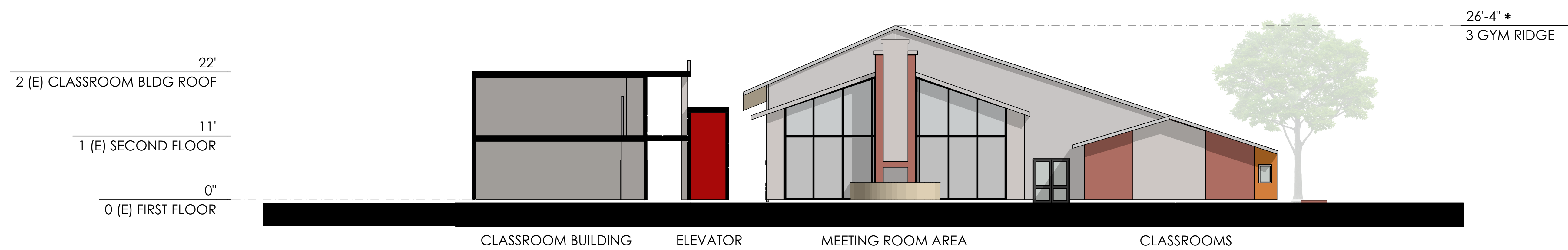




4 EXISTING NORTH ELEVATION
SCALE: 1" = 10'

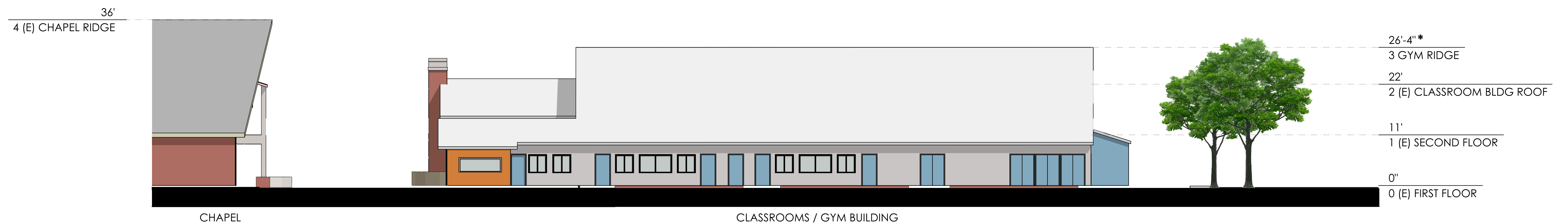


1 EXISTING WEST ELEVATION
SCALE: 1" = 10'

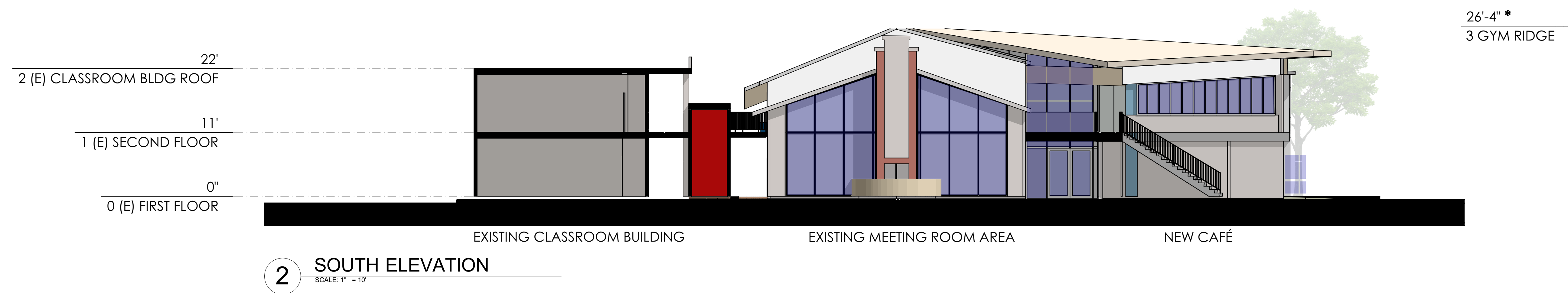
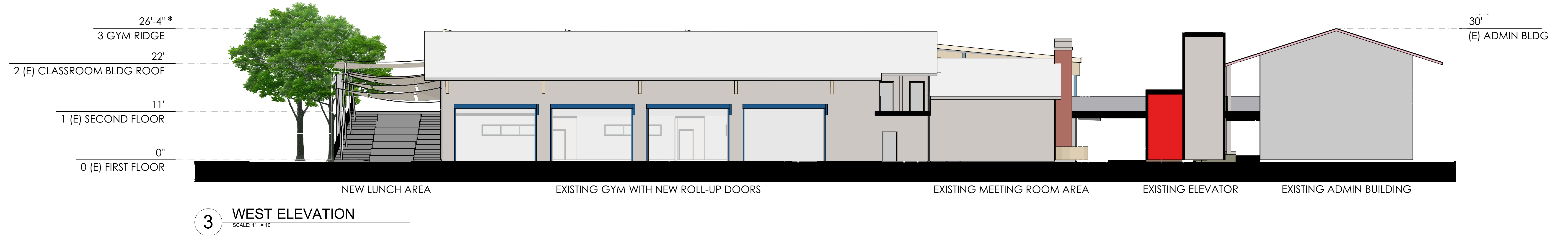
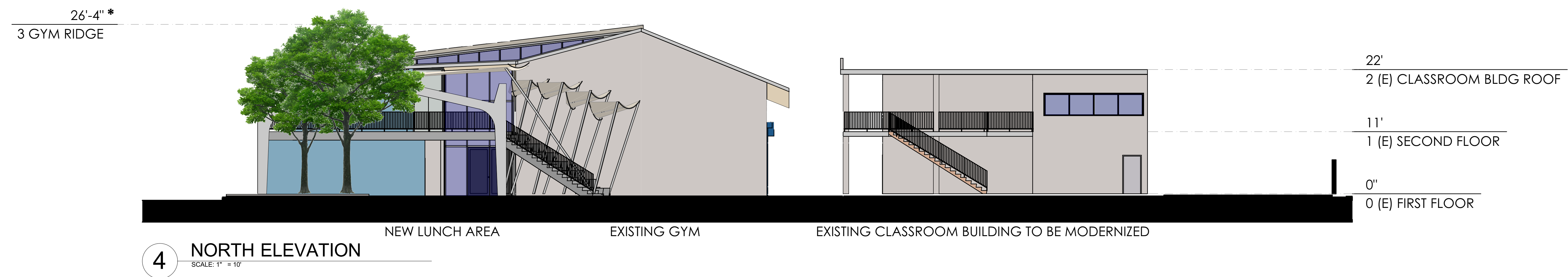


2 EXISTING SOUTH ELEVATION
SCALE: 1" = 10'

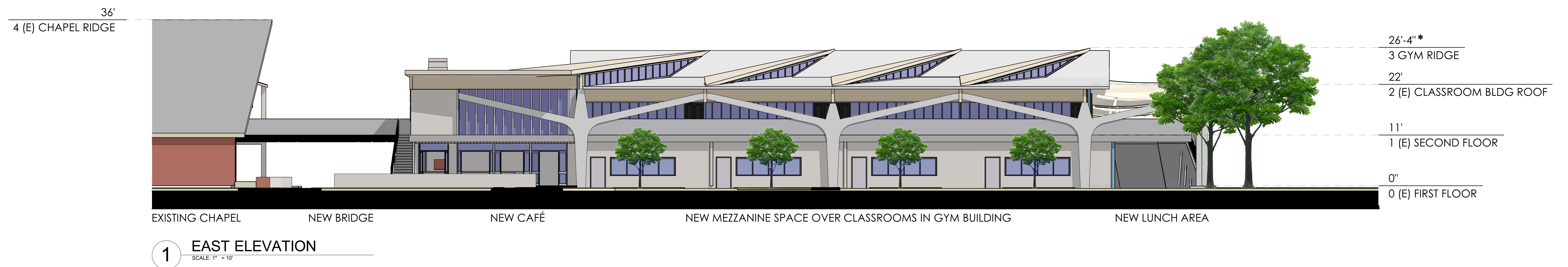
***NOTE:** ALL BUILDING ELEVATIONS ARE TAKEN FROM THEIR RESPECTIVE FINISH GRADES. THE GYM RIDGE HEIGHT WILL NOT CHANGE.

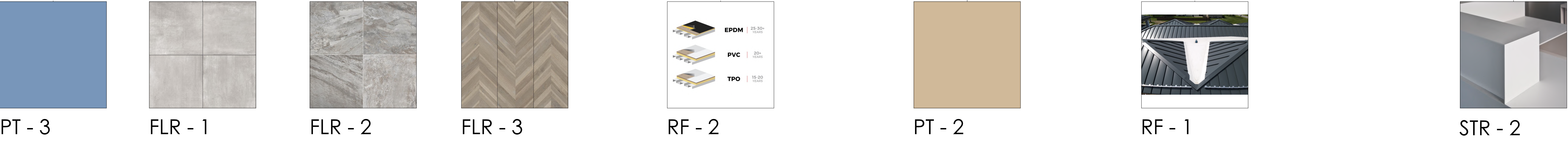
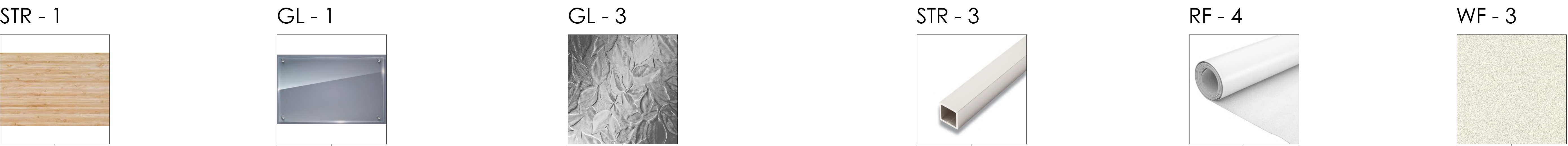


1 EXISTING EAST ELEVATION
SCALE: 1" = 10'



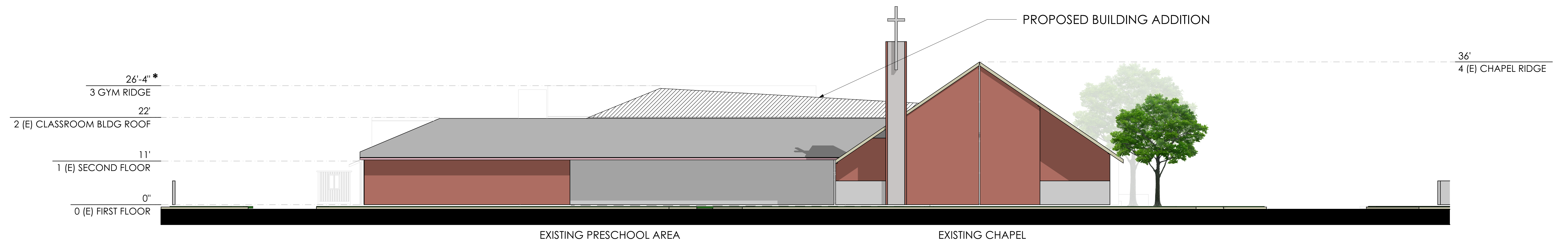
***NOTE:** ALL BUILDING ELEVATIONS ARE TAKEN FROM THEIR RESPECTIVE FINISH GRADES. THE GYM RIDGE HEIGHT WILL NOT CHANGE.



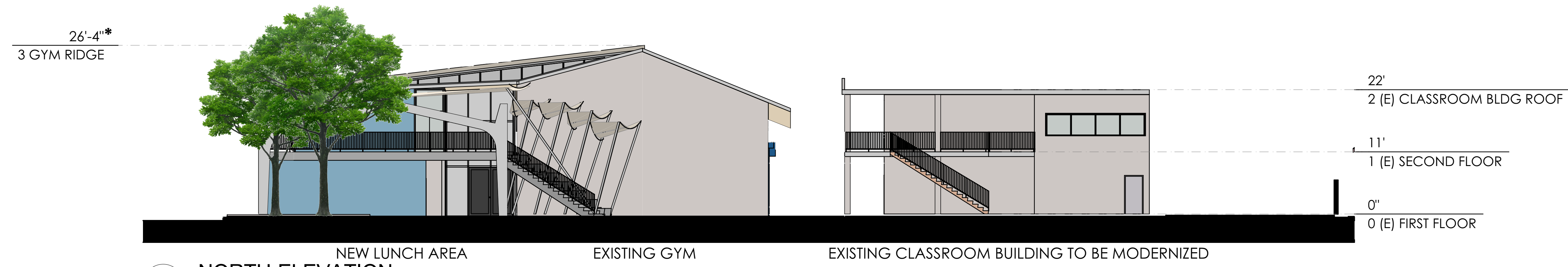


LEGEND:

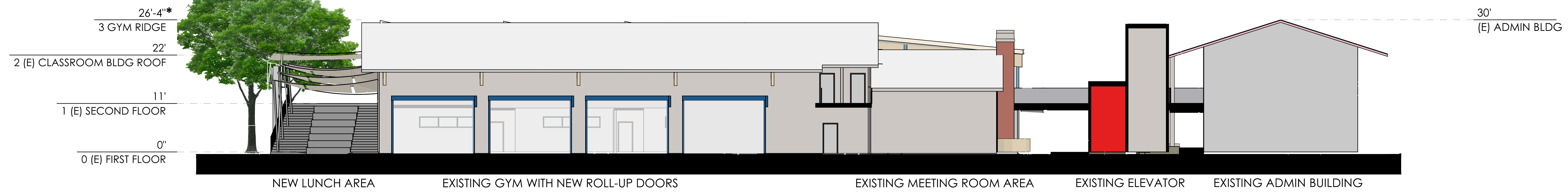
CONC - 1	CAST-IN-PLACE CONC FLATWORK
CONC - 2	PRE-CAST CONC FLATWORK
CONC - 3	OUTER WALLS, MATTE, "SAND"
FLR - 1	PRE-CAST CONCRETE TILE
FLR - 2	PORCELAIN TILE PAVER
FLR - 3	PORCELAIN TILE PAVER
STR - 1	CLASS 'A' GLU-LAM
STR - 2	POWDER COATED STL COMPLEX FORM
STR - 3	POWDER COATED ALUM FINIS
RF - 1	STANDING SEAM MTL ROOF
RF - 2	ALT: PVC / TPO COOL ROOF
RF - 3	ALT: ASPHALT TILE
RF - 4	SAIL-CLOTH ANTICLASTIC SUNSHADE
WF - 1	CEMENT PANEL SYSTEM
WF - 2	BRICK / STONE VENEER
WF - 3	ALT: SANDED STUCCO FINISH
GL - 1	DUAL-PANE, LOW 'E', TEMPERED, MONOLITHIC
GL - 2	DUAL-PANE, LOW 'E', TEMPERED, STOREFRONT
GL - 3	SINGLE-PANE, TEMPERED, PATTERNED, LAMINATE
PT - 1	EXTERIOR WHITE SEMI-GLOSS
PT - 2	EXTERIOR BEIGE EGGSHELL
PT - 3	EXTERIOR BLUE EGGSHELL



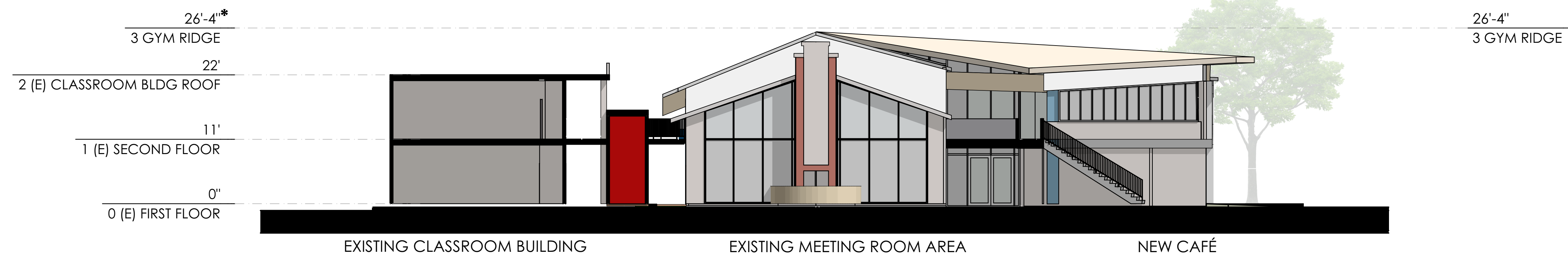
1 VICTORIA ST ELEVATION
NOT TO SCALE



4 NORTH ELEVATION
NOT TO SCALE

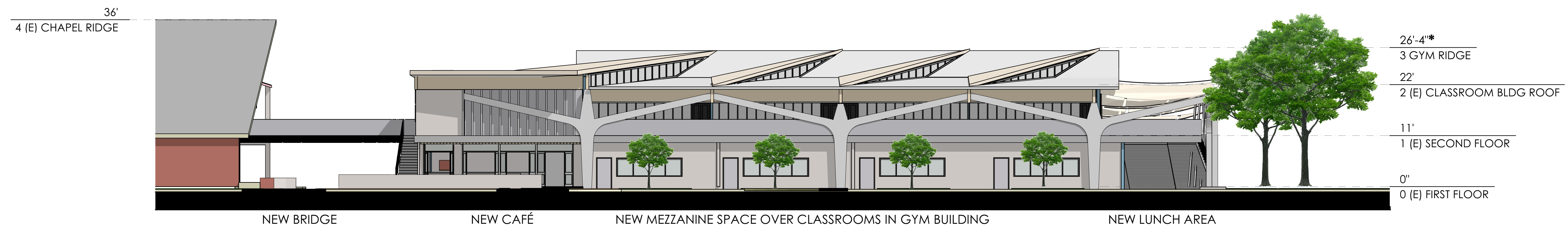


3 WEST ELEVATION
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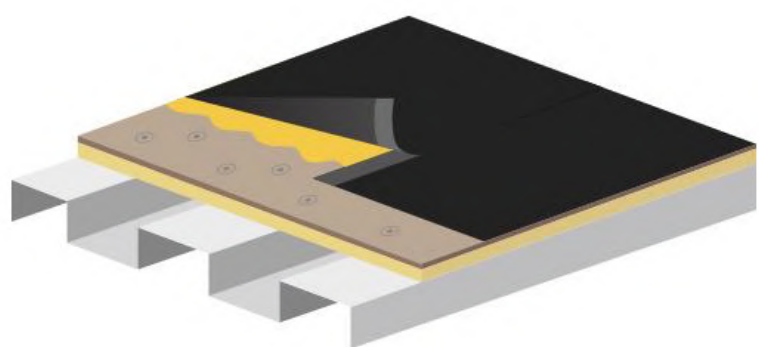


2 SOUTH ELEVATION
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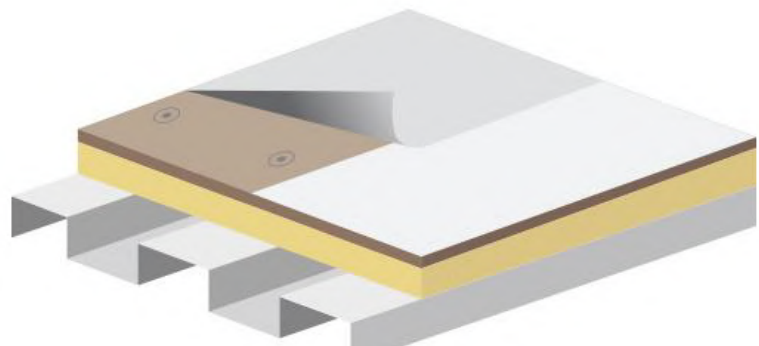
***NOTE:** ALL BUILDING ELEVATIONS ARE TAKEN FROM THEIR RESPECTIVE FINISH GRADES. THE GYM RIDGE HEIGHT WILL NOT CHANGE.



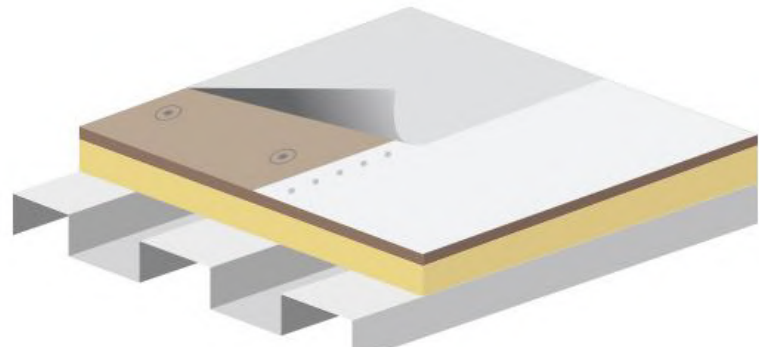
1 EAST ELEVATION
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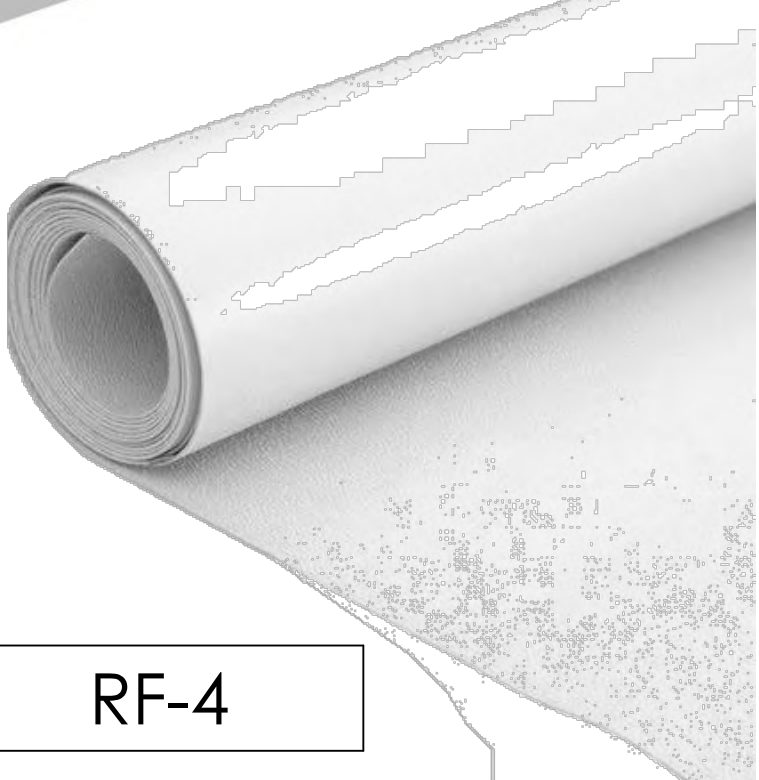
EPDM



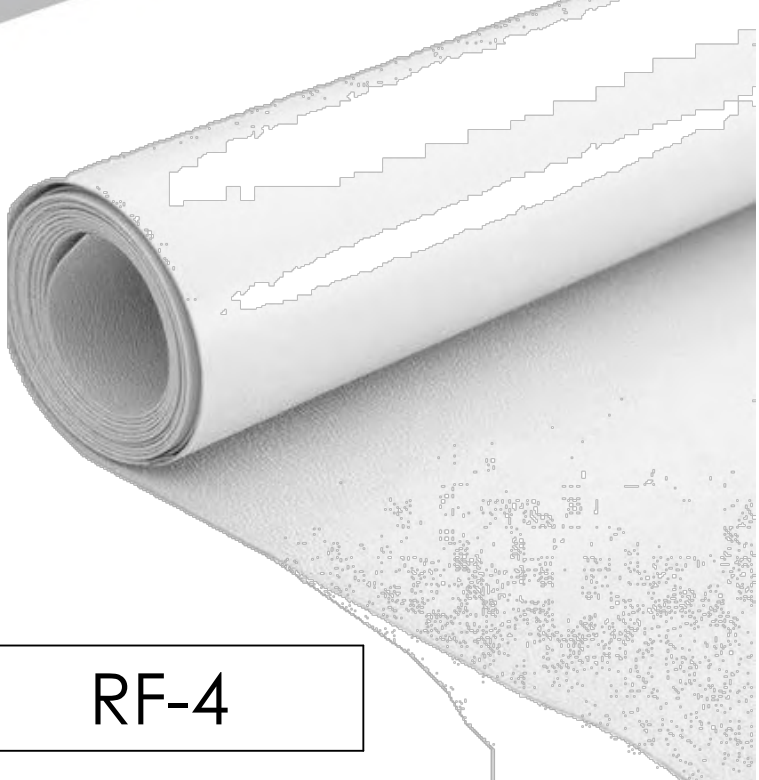
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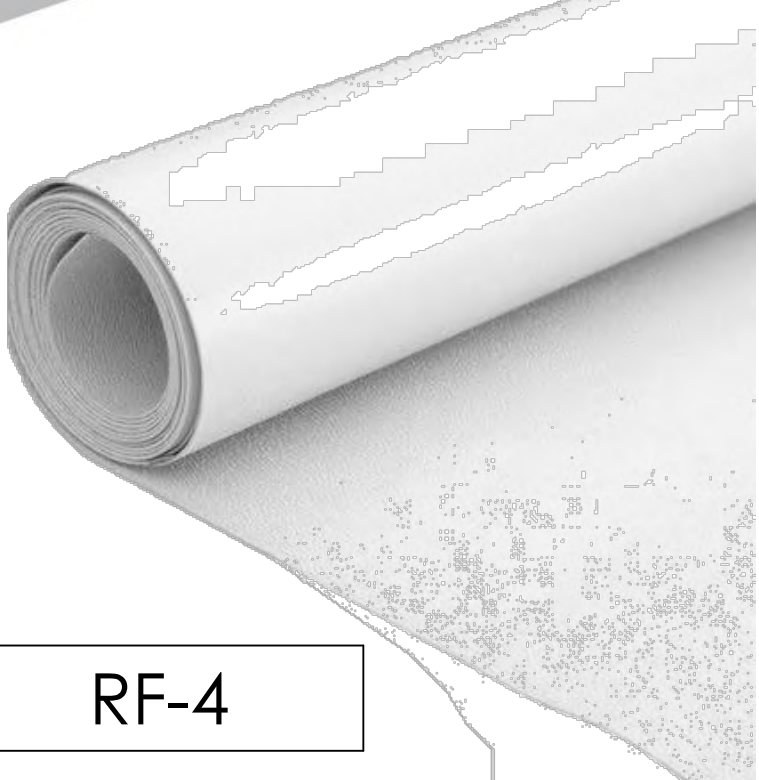
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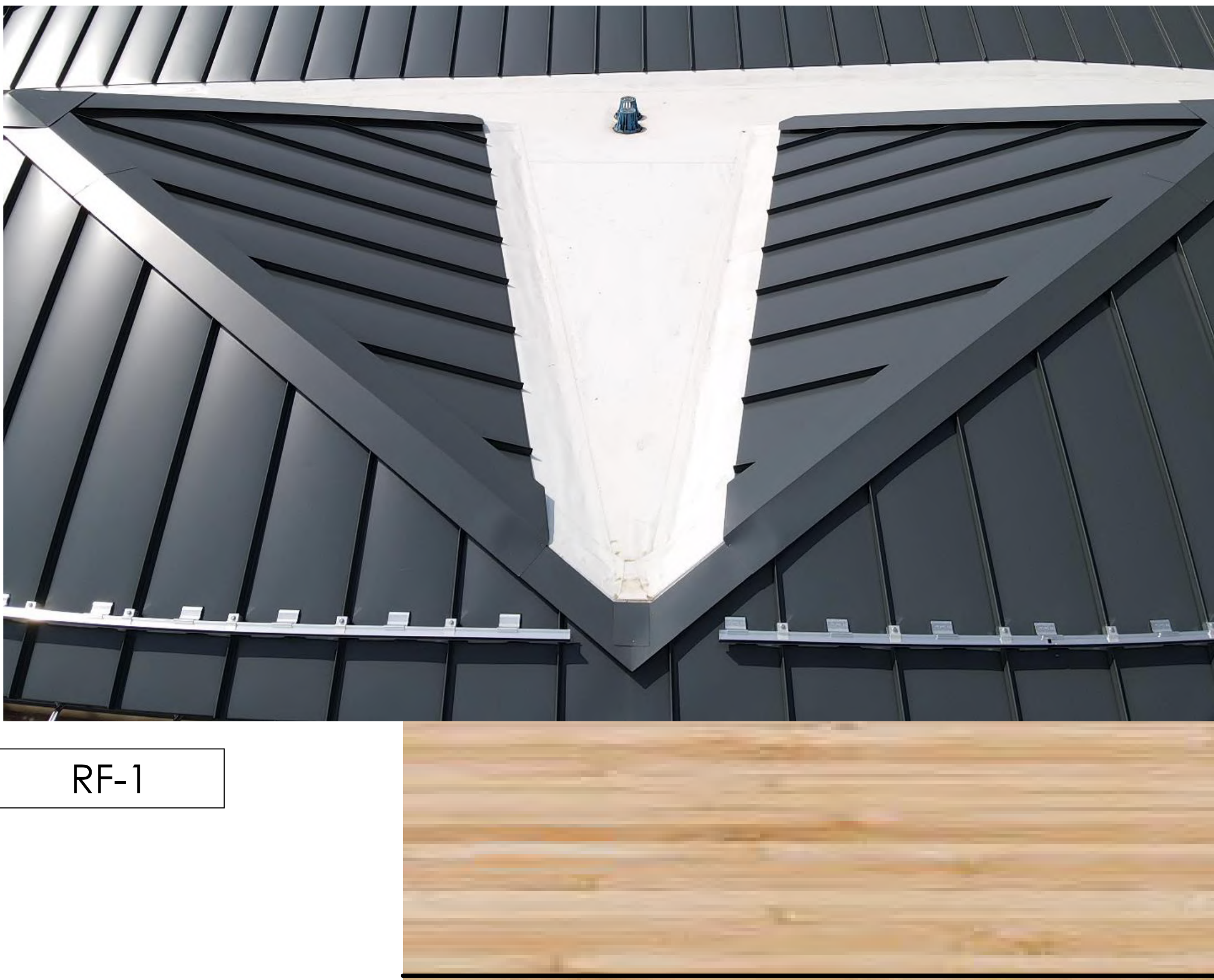
RF-2



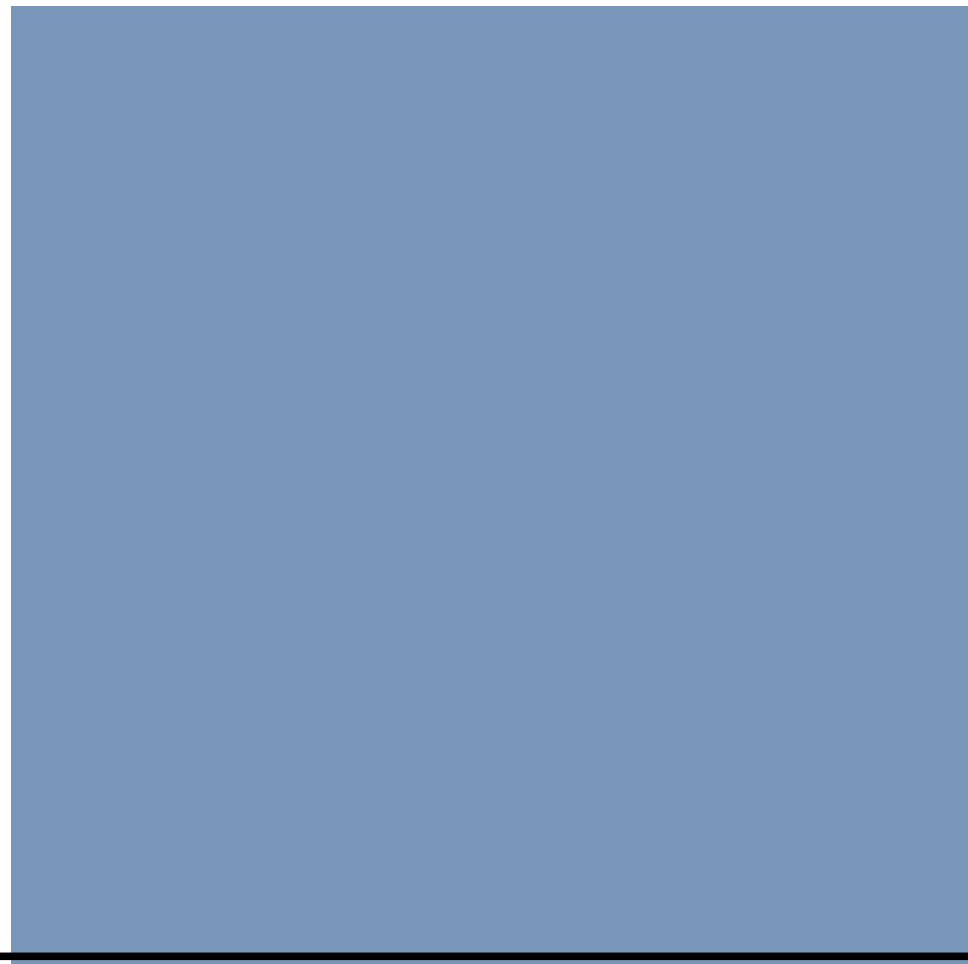
RF-1



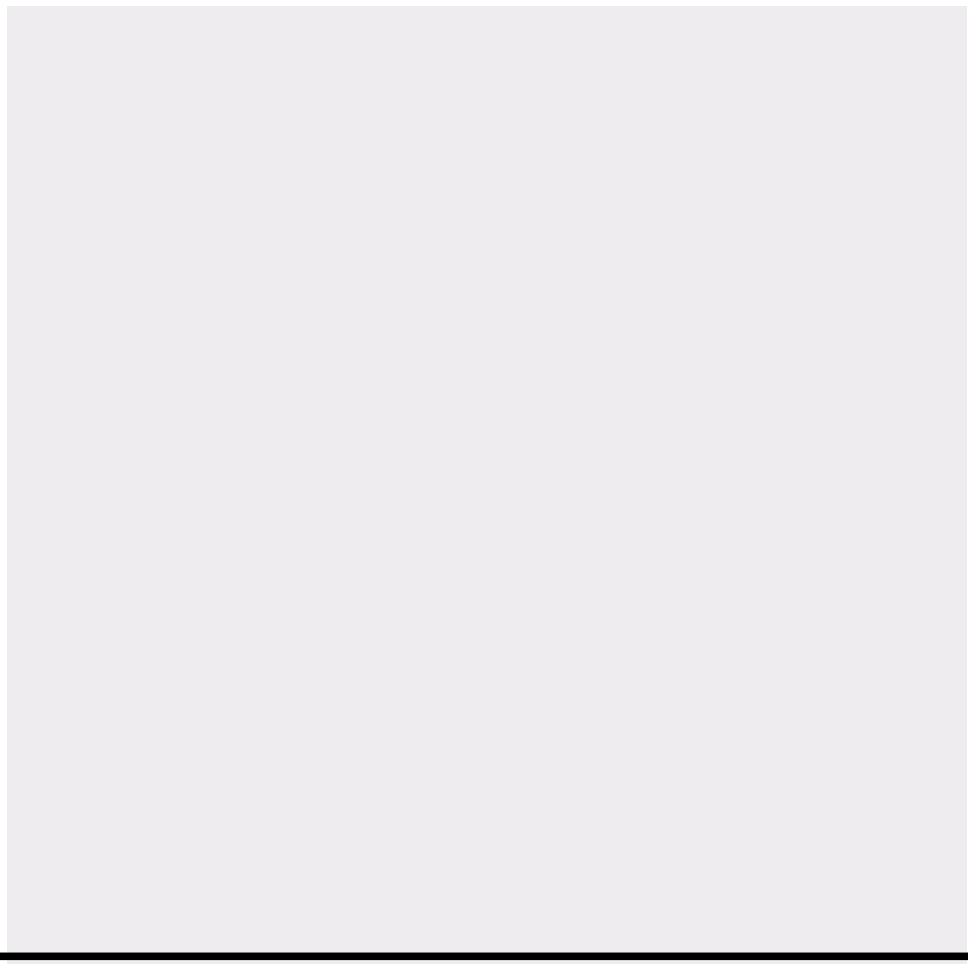
RF-4



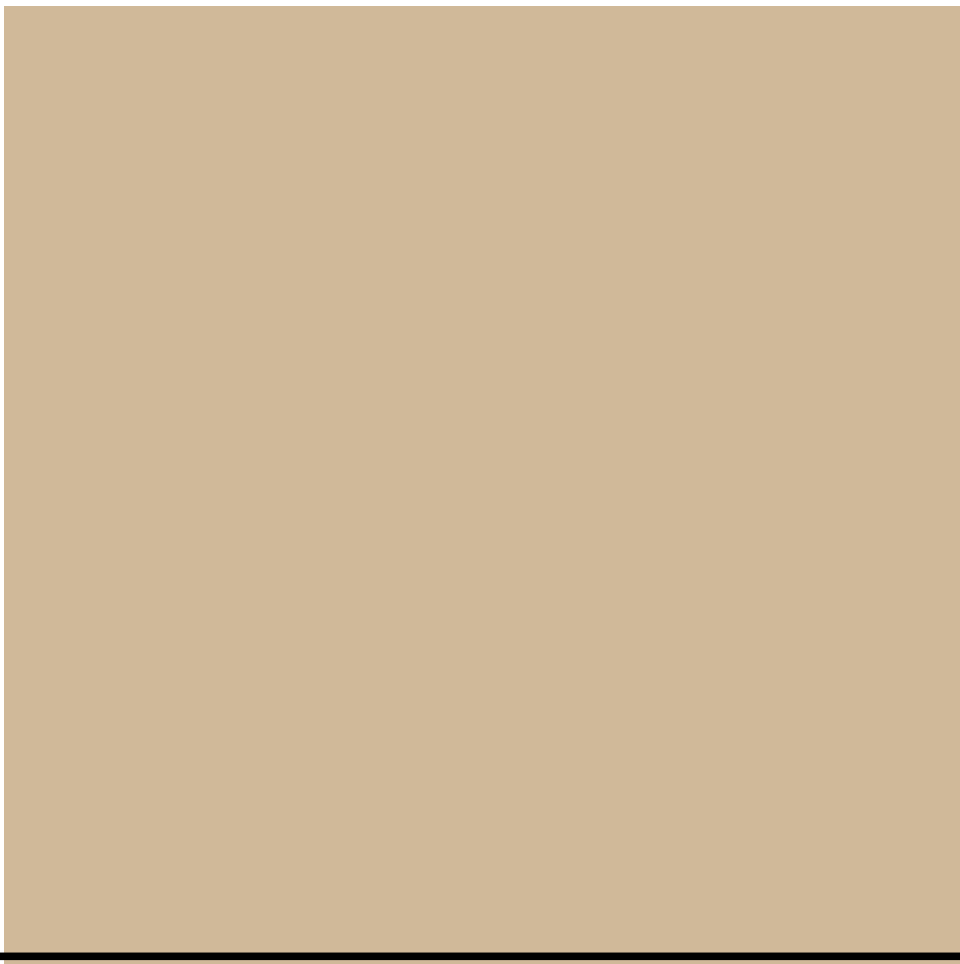
STR-1




PT-3




PT-1




PT-2



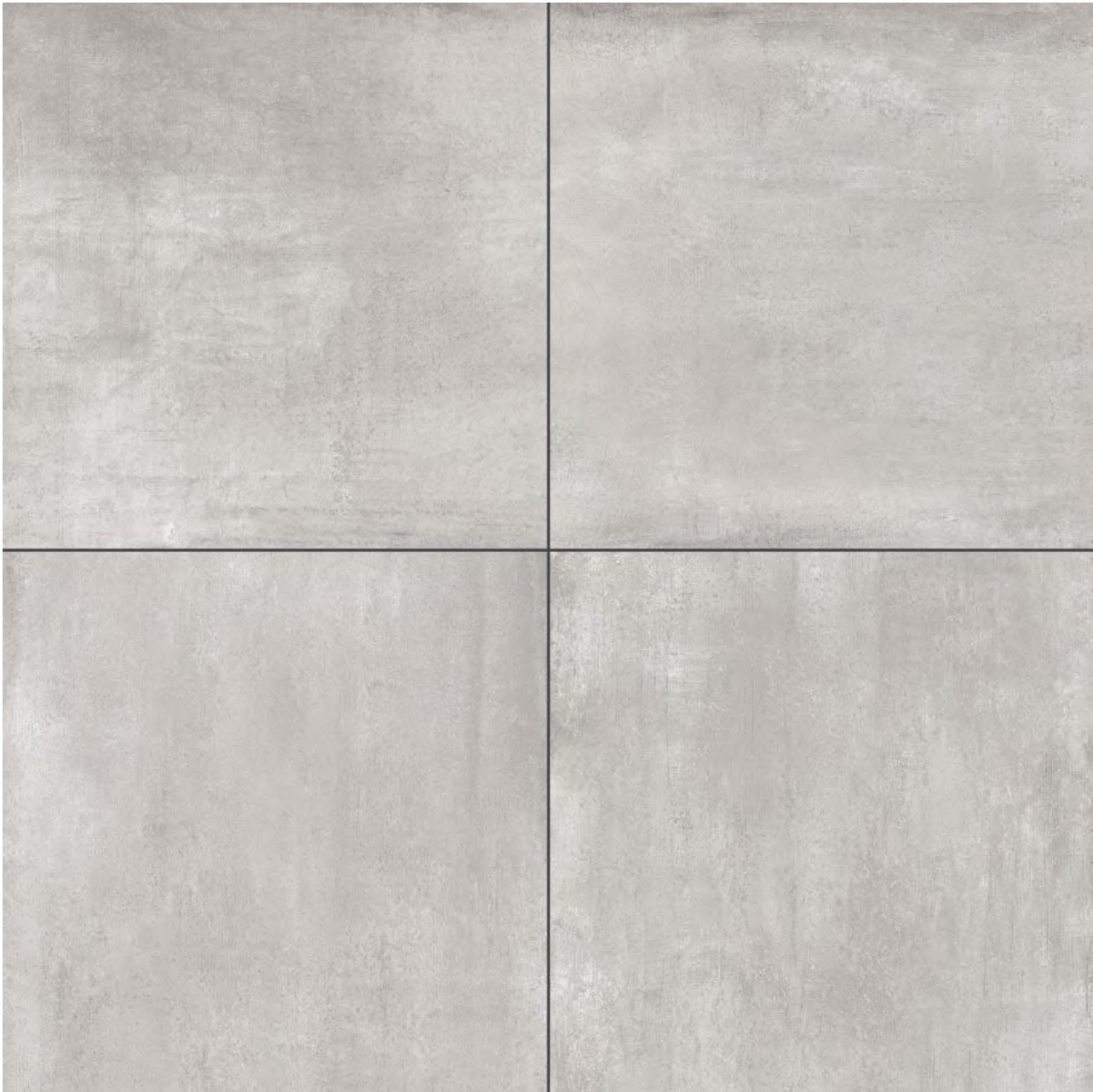
GL-1




WF-3




WF-2



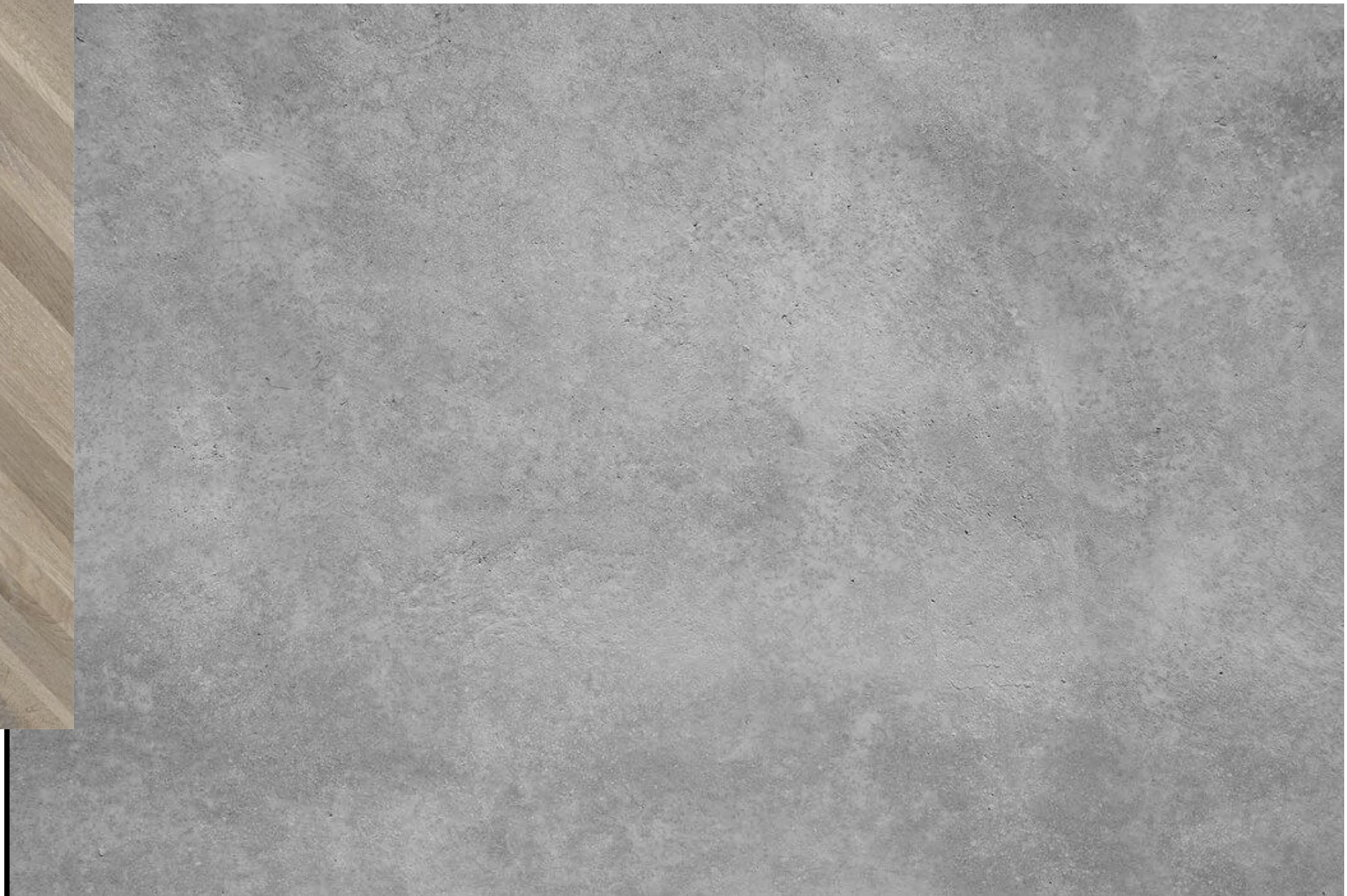
FLR-1



FLR-2



FLR-3



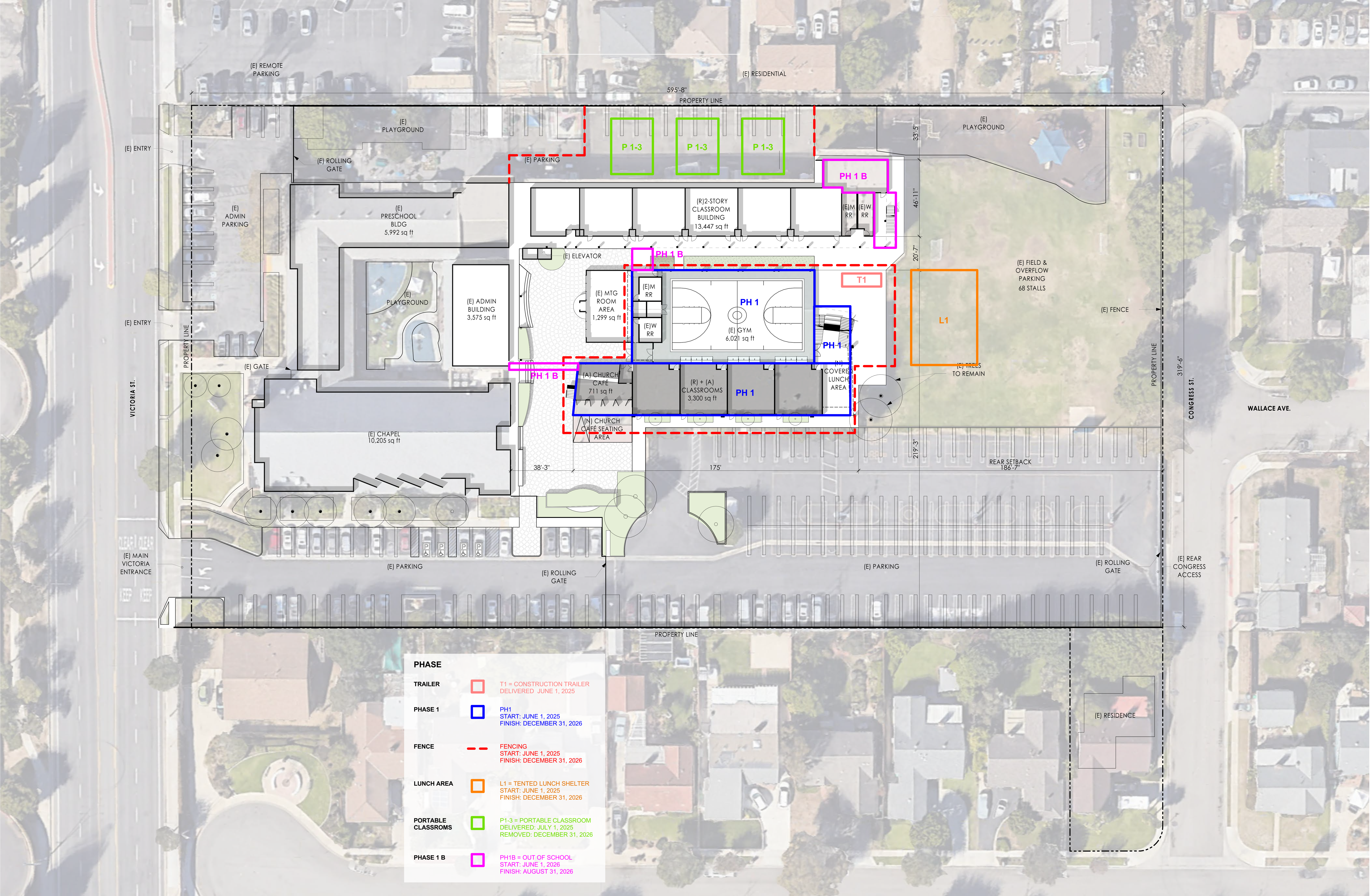
CONC-1

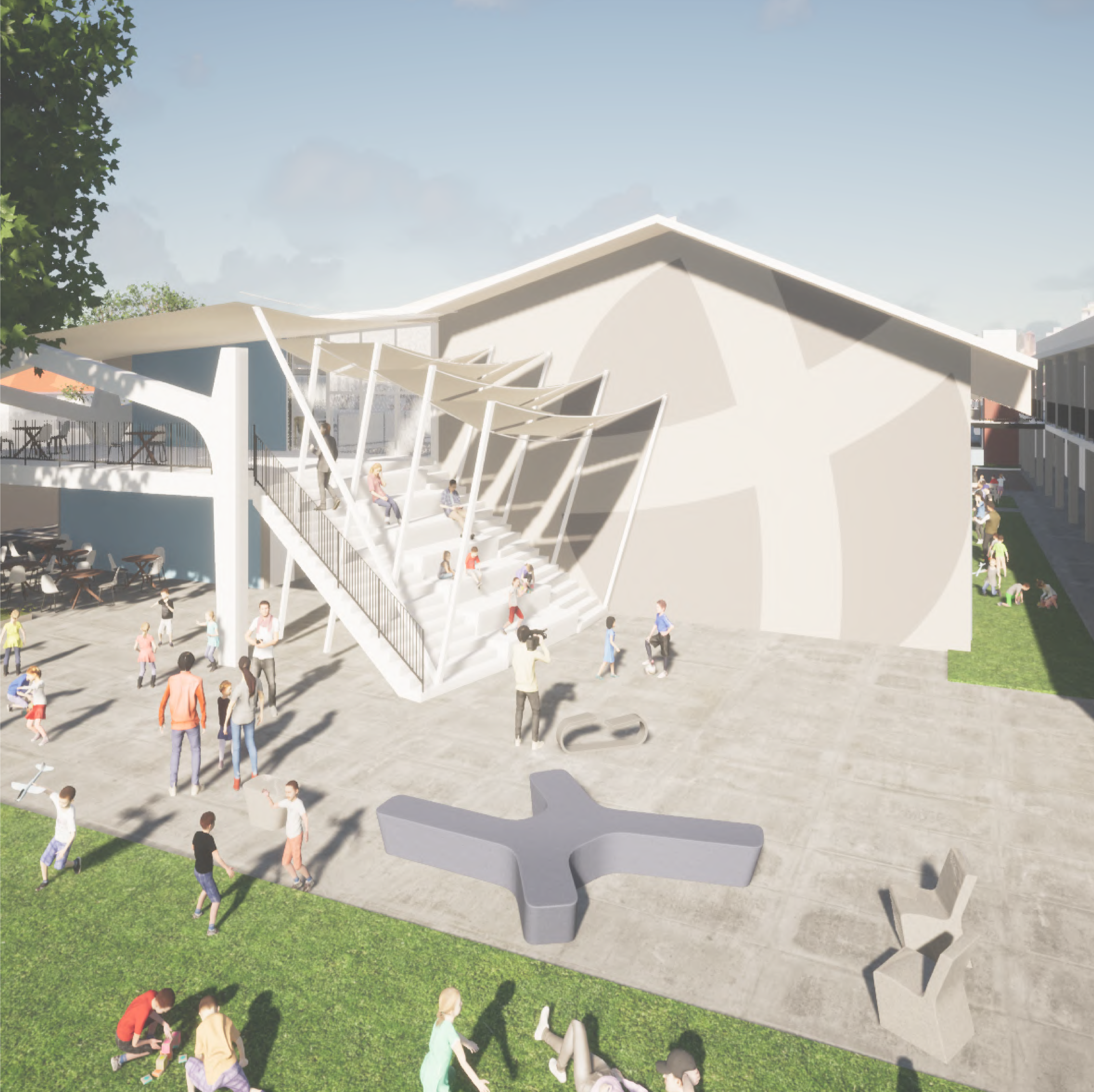
EXTERIOR FINISH SCHEDULE

	SYMBOL
CONCRETE	CONC-1
FLOOR	FLR-1 FLR-2 FLR-3
STRUCTURE	STR-1 STR-2 STR-3
ROOF	RF-1 RF-2 RF-3 RF-4
WALL	WF-1 WF-2 WF-3
GLASS	GL-1
PAINT	GL-3 PT-1 PT-2 PT-3

EXTERIOR FINISH SCHEDULE

	Symbol	Description	Use
CONCRETE	CONC-1	Cast-in-place CONC flatwork	Broom finish site flatwork
	CONC-2	Pre-cast CONC flatwork	
	CONC-3	-	-
FLOOR	FLR-1	Pre-cast CONC tile	Elevated walkway
	FLR-2	Porcelain tile paver	Café finish surface
	FLR-3	Porcelain tile paver	Café finish surface
STRUCTURE	STR-1	Class 'A' Glu-lam	Gym/ long-span roof
	STR-2	Powder coated STL complex form	Complex vertical forms
	STR-3	Powder coated ALUM fins	Lightweight fins & posts
ROOF	RF-1	Standing seam MTL roof	Gym roof field
	RF-2	Alt: PVC/ TPO Cool Roof	Gym roof skylight
	RF-3	Alt: Asphalt tile	Gym roof alternate
	RF-4	Sail-cloth anticlastic sunshade	Lunch area roof
WALL	WF-1	Cement panel system	Gym and classroom wall
	WF-2	Brick/ stone veneer	Enhanced finish near chapel
	WF-3	Alt: Sanded stucco finish	Exterior wall alternate
GLASS	GL-1	Dual-pane, Low 'E', tempered, monolithic	
	GL-2	Dual-pane, Low 'E', tempered, storefront	System storefront
	GL-3	Single-pane, tempered, patterned laminate	Raised walkway railing
PAINT	PT-1	Exterior White semi-gloss	MTL trim & accents
	PT-2	Exterior Beige eggshell	Field color
	PT-3	Exterior Blue eggshell	Accent color







CITY OF COSTA MESA

Agenda Report

77 Fair Drive
Costa Mesa, CA 92626

File #: 24-090

Meeting Date: 3/11/2024

TITLE:

GENERAL PLAN AMENDMENT PGPA-23-0001 TO AMEND THE 2015-2035 GENERAL PLAN CIRCULATION ELEMENT BY ADDING A REFERENCE TO THE COSTA MESA PEDESTRIAN MASTER PLAN AND REVISING POLICIES UNDER GOALS C-1 TO C-12; AND REVIEW OF THE DRAFT COSTA MESA PEDESTRIAN MASTER PLAN

DEPARTMENT: TRANSPORTATION SERVICES DIVISION/PUBLIC WORKS DEPARTMENT

PRESENTED BY: JENNIFER ROSALES, TRANSPORTATION SERVICES MANAGER AND BRETT ATENCIO THOMAS, ACTIVE TRANSPORTATION COORDINATOR

CONTACT INFORMATION: JENNIFER ROSALES, (714) 754-5343;
JENNIFER.ROSALES@costamesaca.gov

RECOMMENDATION:

Staff recommends that the Planning Commission:

1. Find that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15262 (Feasibility and Planning Studies), 15276 (Transportation Improvement Programs), and 15061 (b)(3) (Common Sense Exemption);
2. Recommend to the City Council to approve the Draft Pedestrian Master Plan as recommended by the City's Active Transportation Committee (ATC); and
3. Recommend to the City Council to approve General Plan Amendment PGPA-23-0001 amending the Circulation Element to revise and include new policies outlined in the Pedestrian Master Plan.



PLANNING COMMISSION AGENDA REPORT

MEETING DATE: March 11, 2024

ITEM NUMBER: PH-2

SUBJECT: GENERAL PLAN AMENDMENT PGPA-23-0001 TO AMEND THE 2015-2035 GENERAL PLAN CIRCULATION ELEMENT BY ADDING A REFERENCE TO THE COSTA MESA PEDESTRIAN MASTER PLAN AND REVISING POLICIES UNDER GOALS C-1 TO C-12; AND REVIEW OF THE DRAFT COSTA MESA PEDESTRIAN MASTER PLAN

**FROM: TRANSPORTATION SERVICES DIVISION/PUBLIC WORKS
DEPARTMENT**

**PRESENTATION BY: JENNIFER ROSALES, TRANSPORTATION SERVICES
MANAGER AND BRETT ATENCIO THOMAS, ACTIVE TRANSPORTATION
COORDINATOR**

**FOR FURTHER INFORMATION
CONTACT:**

**JENNIFER ROSALES (714) 754-5343
JENNIFER.ROSALES@costamesaca.gov**

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Find that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15262 (Feasibility and Planning Studies), 15276 (Transportation Improvement Programs), and 15061 (b)(3) (Common Sense Exemption);
2. Recommend to the City Council to approve the Draft Pedestrian Master Plan as recommended by the City's Active Transportation Committee (ATC); and
3. Recommend to the City Council to approve General Plan Amendment PGPA-23-0001 amending the Circulation Element to revise and include new policies outlined in the Pedestrian Master Plan.

PROJECT SUMMARY

The proposed project includes the following:

- Review and recommend approval of the Draft Pedestrian Master Plan (Attachments 2 and 3).
- A General Plan Amendment (PGPA-23-0001) to update the City's 2015-2035 General Plan Circulation Element as follows:

- Revise policies and recommendations under Goals C-1 through Goal C-12 to incorporate the recommended policies outlined in the Draft Pedestrian Master Plan (Attachment 4).

ENVIRONMENTAL DETERMINATION

Adoption of the Pedestrian Master Plan (PMP) and the proposed General Plan Amendment are exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15262 (Feasibility and Planning Studies), Section 15276 (Transportation Improvement and Congestion Management Program) and Section 15061(b)(3) (Common Sense Exemption).

The project is specifically excluded from CEQA pursuant to statutory exemptions defined under Sections 15262 and 15276. Section 15262 excludes a project from CEQA if it involves only feasibility or planning studies for possible future actions which the City has not approved, adopted, or funded and does not require the preparation of an environmental impact report or negative declaration, but does require consideration of environmental factors. Section 15276 states that CEQA does not apply to the development or adoption of a regional transportation improvement program.

The draft PMP complements the City's 2018 Active Transportation Plan (ATP) by providing pedestrian programs, pedestrian infrastructure toolbox, and policy recommendations to improve the pedestrian experience in the City. The proposed project will update the Circulation Element to incorporate the PMP by reference and will include policies to ensure that future projects will consider and include street design elements to enhance pedestrian mobility. Therefore, the project is statutorily exempt from CEQA pursuant to Sections 15262 and 15276.

Furthermore, the proposed project is exempt from CEQA pursuant to Section 15061 (b)(3), which states that "where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA." The PMP provides guidance on improving the environment where pedestrian activities occur and does not implement any specific project, action, or funding. Therefore, there is no possibility that the project (adoption of the PMP and General Plan Amendment) will have a significant effect on the environment.

BACKGROUND AND ANALYSIS

In June 2018, the City Council approved an Active Transportation Plan (ATP) and adopted an amendment to the General Plan Circulation Element to revise the City's Conceptual Bicycle Master Plan and to revise associated policies. The ATP outlines the vision, strategies and actions that will improve the active transportation experience in Costa Mesa. The ATP developed a Bicycle Facilities Map and primarily focused on completing the local bicycle network.

In accordance with the General Plan Circulation Element, Goal C-12: *Monitor, Evaluate, and Pursue Funding for Implementation of the Bicycle and Pedestrian Master Plan*, Staff have sought out grant funding for the development of a Pedestrian Master Plan

from various sources since 2018. In January 2020, City staff secured grant funding from the Southern California Association of Governments (SCAG) to develop a Pedestrian Master Plan through its Sustainability Planning Grant Program in the amount of \$125,000, and City Council approved a local match in the amount of \$75,000 for a Pedestrian Master Plan project. Following the initiation of the Pedestrian Master Plan project, the City Council identified the following Strategic Objective: “Present the Pedestrian Master Plan update to the City Council for direction,” under the City Council Goal to Advance Environmental Sustainability and Climate Resiliency. This is one of City Council’s current strategic objectives.

The proposed PMP includes additional General Plan policies and tools specific for improving the pedestrian experience to support the following ATP vision for active transportation in the City: “The City of Costa Mesa will have a comprehensive and visible active transportation network and will promote safety, education, health, recreation and access to important locations within the City while connecting to the larger regional network.”

2015-2035 General Plan

During the preparation of the General Plan, the City held various workshops and study sessions that helped shape the 2015-2035 20-year General Plan update that was adopted on June 21, 2016. One outcome of the General Plan workshops was the formation of the Bikeway and Walkability Committee. The City Council created the Bikeway and Walkability Committee on April 7, 2015, and renamed it to the Active Transportation Committee (ATC) in 2022. The ATC makes recommendations for active transportation related improvements to the City Council.

On June 5, 2018, the City Council approved General Plan Amendment GP-18-01 to revise the Conceptual Bicycle Master Plan and revise policies of the Circulation Element and adopted the ATP. The ATP focuses on non-motorized travel modes with a primary focus on bicycling. An additional plan is needed to complement the ATP by providing a primary focus on walking for users of all types, ages, and abilities.

Pedestrian Master Plan (PMP)

As previously mentioned, presentation of the Pedestrian Master Plan to the City Council for direction is one of the strategic objectives identified by the City Council under the following City Council Goal: Advance Environmental Sustainability and Climate Resiliency.

In addition, Goal C-12 of the General Plan Circulation Element indicates: “Monitor, Evaluate, and Pursue Funding for Implementation of the Bicycle and Pedestrian Master Plan”. At the January 21, 2020, City Council meeting, City Council authorized a local match funding for a SCAG grant for the development of a Pedestrian Master Plan (PMP).

The Draft PMP expands upon the pedestrian opportunity zones developed in the ATP with further analysis and provides pedestrian programs, a pedestrian infrastructure treatment toolbox, and specific policy recommendations to improve the pedestrian experience in the city. The draft PMP also provides programs, pedestrian toolbox, and

policy recommendations to improve and enhance the pedestrian environment. The draft PMP is intended to:

1. Promote a pedestrian-friendly transportation system in Costa Mesa;
2. Create a safer place to walk;
3. Integrate pedestrian elements into the circulation system and land use planning;
4. Promote a culture of walking;
5. Promote the positive air quality, health, and economic benefits of walking; and
6. Monitor, evaluate, and pursue funding for implementation of the Pedestrian Master Plan.

Community outreach and engagement played a central role in the development of the draft PMP. A combination of in-person public events, electronic and in-person surveying, and online mapping exercises were employed to help the project team understand community sentiment on pedestrian infrastructure. Community members participated throughout the development of the plan through the following opportunities:

- Six (6) Walk Audits
- Three (3) Community Workshops
- Five (5) Active Transportation Committee (ATC) Presentations
- One (1) Project Survey
- One (1) Online Mapping Tool

From these community engagement efforts, a total of 551 unique community member comments were received. A qualitative analysis was conducted from the comments gathered to identify common concerns and input shared by community members. This analysis is reflected in the PMP.

Components of the PMP

The draft PMP contains seven chapters and seven supporting appendices that outline the vision, strategies, and actions that will be implemented to improve the pedestrian experience in Costa Mesa. The chapters of the PMP follow:

1. **Introduction** – provides a plan overview and summary of the City’s policies and programs;
2. **Community Engagement** – discusses community participation in plan development;
3. **Existing Conditions** – documents the planning context to the pedestrian environment;
4. **Policy Recommendations** – outlines policies and recommendations to create a pedestrian-friendly environment for users of all types, ages, and abilities.
5. **Pedestrian Infrastructure Toolbox** – provides treatment options to be considered for ongoing and planned projects;
6. **Infrastructures Projects** – provides recommendations to help advance the PMP and ATP vision; and
7. **Implementation Strategy** – provides a list of grant opportunities.

In June 2022, the ATC unanimously voted to recommend the Draft PMP, as prepared, to the Planning Commission and City Council and recommend that staff proceed with next steps on a General Plan amendment. In December 2023, the ATC discussed the Draft PMP for a second time, and re-affirmed their support of the draft PMP along with the following provisions:

- Inclusion of the 2022 *City of Costa Mesa Local Road Safety Plan* and 2021 *Berkeley SafeTREC City of Costa Mesa Complete Streets Safety Assessment* as appendices to the PMP;
- Additional language to the PMP for future expansion of the scope of the PMP including additional corridors; and
- A one (1) year project implementation horizon.

The above was included in a letter supporting approval of the PMP.

Staff can incorporate the two documents identified for inclusion as appendices to the PMP. The pedestrian treatments identified in the PMP as well as walk-audits along additional corridors can be included as part of the City's ongoing capital improvement projects and proposed five-year capital improvement program. However, staff cannot commit to timelines and further additions to the PMP, such as an implementation plan, outlined in the ATC letter due to current workloads. In addition, the upcoming Safe Routes to School Action Plan will significantly complement the PMP.

General Plan Amendment

The proposed General Plan Amendment (PGPA-23-0001) will update the Circulation Element policies to ensure that the PMP goals and provisions are considered and implemented as private and public projects are approved by the City. The proposed Circulation Element policy amendments can be found in Attachment 4 to this report.

The intent of the revised and additional policies is to add long-term programs and policy recommendations that would enhance the pedestrian environment for all pedestrian types, ages, and abilities. This will help the City achieve the vision identified in the ATP and further highlighted in the PMP that states that "the City of Costa Mesa will have a comprehensive and visible active transportation network and will promote safety, education, health, recreation, and access to important locations within the City while connecting to the larger regional network."

Applicable to this project, Senate Bill (SB) 18 (Government Code Section 65352.3), requires that prior to the adoption of a general plan amendment the City shall provide an opportunity for consultation to the Native American tribes as informed by the Native American Heritage Commission. The purpose of the consultation is to avoid and protect impacts to cultural places when creating or amending General Plans, Specific Plans and Community Plans. In May 2023, staff notified the local Native American tribes identified by the Native American Heritage Commission of the opportunity for consultation as required by SB 18. Following the notification to the tribes, staff did not receive any requests for consultation. However, the Gabrielino Band of Mission Indians – Kizh Nation requested notification if any ground disturbances would occur in the future. The City will include the

Gabrielino Band of Mission Indians – Kizh Nation in the notification lists for any future implementation pedestrian projects that require ground disturbances.

ALTERNATIVES:

The Planning Commission may recommend to the City Council modifications to the proposed amendments to the Circulation Element and the Draft Pedestrian Master Plan. Any comments will be forwarded to the City Council for consideration and final approval.

LEGAL REVIEW:

The proposed Resolutions and General Plan Amendment (draft Circulation Element policies) have been reviewed and approved as to form by the City Attorney's Office.

PUBLIC NOTICE:

Pursuant to Title 13, Section 13-29(d), of the Costa Mesa Municipal Code, a 1/8th page public notice was published once in the Daily Pilot newspaper no less than 10 days prior to the March 11, 2024 public hearing. At the time of the posting of the staff report, the City received one comment letter from ATC in response to the public notice. The comment letter reiterates the ATC's December 7, 2022 recommendations for the PMP which are summarized in this staff report under the "Components of the PMP" section (Attachment 5).

CONCLUSION

The Draft PMP and recommended Circulation Element policies have been reviewed at Active Transportation Committee meetings and public workshops. Approval of the PMP and the General Plan Amendment will promote a pedestrian-friendly environment and complete streets network. The recommended policies and PMP will help the City achieve the vision identified in the City's Active Transportation Plan for a comprehensive and visible active transportation network promoting safety, education, health, recreation, and access to important locations within the city while connecting to the larger regional network.

- Attachments:
1. Planning Commission Resolutions
 2. Draft Costa Mesa Pedestrian Master Plan
 3. Draft Costa Mesa Pedestrian Master Plan Appendices
 4. Excerpt of Revised Circulation Element, PGPA-23-0001
 5. Letter dated March 6, 2024 from The Active Transportation Committee

RESOLUTION NO. PC-2024-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA, CALIFORNIA RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF COSTA MESA ADOPT GENERAL PLAN AMENDMENT PGPA-23-0001 TO AMEND THE CIRCULATION ELEMENT OF THE CITY OF COSTA MESA GENERAL PLAN BY ADDING A REFERENCE TO THE COSTA MESA PEDESRIAN MASTER PLAN AND REVISING POLICIES ASSOCIATED WITH CIRCULATION ELEMENT GOALS C-1 THROUGH C-12.

THE PLANNING COMMISSION OF THE CITY OF COSTA MESA, CALIFORNIA FINDS AND DECLARES AS FOLLOWS:

WHEREAS, the City of Costa Mesa's 2015-2035 General Plan was adopted on June 21, 2016;

WHEREAS, the 2015-2035 General Plan includes ten elements, one of which is known as the Circulation Element;

WHEREAS, the Circulation Element includes policies to implement Goals C-1 through C-12;

WHEREAS, the City of Costa Mesa approved the Active Transportation Plan and an amendment (GP-18-01) to the General Plan's Circulation Element on June 5, 2018;

WHEREAS, the City of Costa Mesa, through its consultant, conducted a series of public workshops and meetings from 2020 through 2022 concerning active transportation matters, including opportunities to improve pedestrian circulation;

WHEREAS, these outreach meetings resulted in the preparation of a draft Costa Mesa Pedestrian Master Plan ("PMP");

WHEREAS, the PMP includes policies that require the Circulation Element of the City of Costa Mesa General Plan be amended in order to provide consistency and implement the PMP;

WHEREAS, the PMP policies have been reviewed and recommended by the City Council-appointed Active Transportation Committee to be included as part of the General Plan's Circulation Element;

WHEREAS, General Plan Amendment PGPA-23-0001 includes revisions to the policies contained in Circulation Element Goals C-1 through C-12, which are included as an attachment (Exhibit 1) to this resolution; and

WHEREAS, the Planning Commission of the City of Costa Mesa considered the staff report and public testimony on General Plan Amendment PGPA-23-0001 at a duly-noticed public hearing held on Monday, March 11, 2024.

NOW, THEREFORE, THE COSTA MESA PLANNING COMMISSION RESOLVES AS FOLLOWS:

1. To recommend that the City Council of the City of Costa Mesa find that General Plan Amendment PGPA-23-0001 is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15262 (Feasibility and Planning Studies), Section 15276 (Transportation Improvement and Congestion Management Program) and Section 15061(b)(3) (Common Sense Exemption). The draft PMP complements the City's 2018 Active Transportation Plan (ATP) by providing pedestrian programs, pedestrian infrastructure toolbox, and policies to improve the pedestrian experience in the City. Section 15262 excludes a project from CEQA if it involves only feasibility or planning studies for possible future actions which the City has not approved, adopted, or funded and does not require the preparation of an environmental impact report or negative declaration but does require consideration of environmental factors. Section 15276 states that CEQA does not apply to the development or adoption of a regional transportation improvement program. Furthermore, the proposed project is exempt from CEQA pursuant to Section 15061 (b)(3), which states that "where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA." While the general plan amendment revises policies to support improved pedestrian circulation in Costa Mesa, it does not include funding or any specific programs to implement these policies at this time. In fact, implementation would occur in conjunction with individual future projects that are, themselves, subject to future review pursuant to CEQA. Therefore, there is no possibility that the General Plan Amendment PGPA-23-0001 will have a significant effect on the environment.

2. To recommend that the City Council adopt General Plan Amendment PGPA-23-0001 amending the Circulation Element to add reference to the Costa Mesa Pedestrian Master Plan and revise the policies of the General Plan Circulation Element for Goals C-1 through C-12, as shown in the attachment entitled Exhibit 1.

BE IT FURTHER RESOLVED that the CEQA determination for this project reflects the independent judgement of the City.

BE IT FURTHER RESOLVED that if any section, division, sentence, clause, phrase or portion of this resolution, or the documents in the record in support of this resolution, are for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions.

PASSED AND ADOPTED this 11th day of March 2024.

Adam Ereth, Chair
Costa Mesa Planning Commission

STATE OF CALIFORNIA)
COUNTY OF ORANGE)ss
CITY OF COSTA MESA)

I, Scott Drapkin, Secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution No. PC-2024-___ was passed and adopted at a regular meeting of the City of Costa Mesa Planning Commission held on March 11, 2024 by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Scott Drapkin, Secretary
Costa Mesa Planning Commission

Resolution No. PC-2024-___

RESOLUTION NO. PC-2024-

**A RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF COSTA MESA RECOMMENDING APPROVAL OF
THE PEDESTRIAN MASTER PLAN**

THE PLANNING COMMISSION OF THE CITY OF COSTA MESA, CALIFORNIA FINDS
AND DECLARES AS FOLLOWS:

WHEREAS, the City of Costa Mesa's 2015-2035 General Plan was adopted on
June 21, 2016;

WHEREAS, the City of Costa Mesa approved the Active Transportation Plan
("ATP") and an amendment to the General Plan Circulation Element (GP-18-01) on June 5,
2018;

WHEREAS, the ATP focused on completion of the bicycle network by identifying
existing and absent bikeway segments to improve connectivity and providing
recommendations for potential improvements to the system and programs;

WHEREAS, in accordance with the General Plan Circulation Element Goal C-12,
*Monitor, Evaluate, and Pursue Funding for Implementation of the Bicycle and Pedestrian
Master Plan*, the City was secured grant funding from Southern California Association of
Governments to develop a Pedestrian Master Plan ("PMP");

WHEREAS, following the initiation of the Pedestrian Master Plan project, the City
Council identified the following Strategic Objective: "Present the Pedestrian Master Plan
update to City Council for direction" under the City Council Goal to Advance Environmental
Sustainability and Climate Resiliency;

WHEREAS, the Community outreach played a central role in the development of the
draft PMP;

WHEREAS, following a series of workshops and public meetings in 2020 through
2022, a draft Costa Mesa Pedestrian Master Plan have been reviewed and recommended
for approval by the City's Active Transportation Committee;

WHEREAS, the PMP expands upon the pedestrian opportunity zones developed in
the ATP with further analysis and provides pedestrian programs, a pedestrian infrastructure
treatment toolbox, and specific policy recommendations to improve the pedestrian
experience in the City; and

WHEREAS, the PMP is exempt from the California Environmental Quality Act
(CEQA) pursuant to pursuant to Section 15262 (Feasibility and Planning Studies), Section
15276 (Transportation Improvement and Congestion Management Program) and Section

15061(b)(3) (Common Sense Exemption). The draft PMP complements the City's 2018 Active Transportation Plan (ATP) by providing pedestrian programs, pedestrian infrastructure toolbox, and policies to improve the pedestrian experience in the City. Section 15262 excludes a project from CEQA if it involves only feasibility or planning studies for possible future actions which the City has not approved, adopted, or funded and does not require the preparation of an environmental impact report or negative declaration but does require consideration of environmental factors. Section 15276 states that CEQA does not apply to the development or adoption of a regional transportation improvement program. Furthermore, the proposed project is exempt from CEQA pursuant to Section 15061 (b)(3), which states that "where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA." While the PMP includes strategies and actions that will be implemented to improve the pedestrian experience in Costa Mesa and recommends revisions to General Plan policies to support improved pedestrian circulation in Costa Mesa, it does not include funding or any specific programs to implement these policies at this time. In fact, implementation would occur in conjunction with individual future projects that are, themselves, subject to future review pursuant to CEQA. Therefore, there is no possibility that the PMP will have a significant effect on the environment.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby recommend that the City Council approve the draft Costa Mesa Pedestrian Master Plan included as Exhibit 1.

PASSED AND ADOPTED this 11th day of March 2024.

Adam Ereth, Chair
Costa Mesa Planning Commission

STATE OF CALIFORNIA)
COUNTY OF ORANGE)ss
CITY OF COSTA MESA)

I, Scott Drapkin, Secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution No. PC-2024-____ was passed and adopted at a regular meeting of the City of Costa Mesa Planning Commission held on March 11, 2024 by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Scott Drapkin, Secretary
Costa Mesa Planning Commission

Resolution No. PC-2024-____



Costa Mesa

Pedestrian Master Plan

June 2022

ACKNOWLEDGMENT

Mayor and City Council

John Stephens, Mayor

Andrea Marr, Mayor Pro Tem

Manuel Chavez, Council Member

Loren Gameros, Council Member

Jeff Harlan, Council Member

Don Harper, Council Member

Arlis Reynolds, Council Member

City of Costa Mesa

Raja Sethuraman, Public Services Director

Jennifer Rosales, Transportation Services Manager

Seung Yang, City Engineer

Ramin Nikoui, Associate Engineer

Brett Atencio Thomas, Active Transportation
Coordinator

Southern California Association of Governments (SCAG)

Cory Wilkerson

Hannah Keyes

Active Transportation Committee *

Cynthia McDonald, Chair

Jim Erickson, Vice Chair

Bryan Estrada, Member

Bridget Gleason, Member

Richard Huffman II, Member

Flo Martin, Member

David Martinez, Member

Michael Moses Nolf, Member

Ralph Taboada, Member

Emily Webb, Member

Trace Yulie, Member

John Lux, Alternate Committee Member

Jimmy Vivar, Alternate Committee Member

Consultant Team

KOA Corporation, Prime Consultant

Katherine Padilla & Associates

Rock E. Miller & Associates

*This plan was funded by a grant from the Southern California
Association of Governments (SCAG).*

**The Committee is formerly known as the Bikeway and
Walkability Committee.*

TABLE OF CONTENTS

Chapter 1: Introduction

1.1 Introduction	6
1.2 Plan Location	6
1.3 Project Context	7

Chapter 2: Community Engagement

2.1 Introduction	12
2.2 Public Outreach And Information Sharing	14
2.3 Walk Audits	15
2.4 Community Workshops	15
2.5 Active Transportation Committee	16
2.6 Community Feedback & Input Tools	16
2.7 Findings From Outreach Effort	17

Chapter 3: Existing Conditions

3.1 Introduction	22
3.2 Demographic characteristics	23
3.3 travel characteristics	26
3.4 Land use and destinations	29
3.5 Roadway Characteristics	31
3.6 Pedestrian Infrastructure	35
3.7 Pedestrian Safety	42

Chapter 4: Policy Recommendations

4.1 Introduction	52
4.2 Policy recommendations	53

Chapter 5: Toolbox

5.1 Introduction	74
5.2 Sidewalk-Related Treatments	75
5.3 Crossing-Related Treatments	77
5.4 General Traffic Behavior and Other Concerns	81
5.5 Cost Estimates	83

Chapter 6: Infrastructure Projects

6.1 introduction	85
6.2 Pedestrian Project Corridors	86
6.3 Project Factsheets	86

Chapter 7: Implementation Strategy

7.1 Introduction	113
7.2 Project Prioritization	113
7.3 Time and cost	115
7.4 funding Opportunities	116

Appendices

Appendix A: Plan And Policy Review	
Appendix B: Walk Audit Event Summaries	
Appendix C: Community Workshop Summaries	
Appendix D: Project Survey	
Appendix E: Toolbox Reference	
Appendix F: Pedestrian Counts	

List of Figures

Figure 2.1 Process Diagram	13
Figure 3.1 Total Population by Census Block	24
Figure 3.2 Median Household Income	25
Figure 3.4 Pedestrian Count Locations	28
Figure 3.5 Land Use Map	30
Figure 3.6 Average Daily Traffic Volumes	32
Figure 3.7 Posted Speed Limits in the City of Costa Mesa on MPAH Streets of Collector Arterial and Higher	34
Figure 3.8 Sidewalk Coverage in North Pedestrian Opportunity Zone	36
Figure 3.9 Sidewalk Coverage in South Pedestrian Opportunity Zone	37
Figure 3.10 Crosswalk Types	38
Figure 3.11 OCTA Bus Stops	40
Figure 3.12 OCTA Bus Ridership Heat Map	41
Figure 3.13 Heat Map of Pedestrian Collisions	43
Figure 3.14 Heat Map of Police Citations	47
Figure 6.1 Pedestrian Project Corridors	86

List of Tables

Table 2.1 Overview of Walk Audits	15
Table 2.2 Overview of Community Workshops	15
Table 2.3 Overview of Bikeway and Walkability Committee Presentations	16
Table 2.4 Summary of Comment Themes, Sub-themes, and Number of Comments	19
Table 3.1 Population Distribution by Median Household Income	23
Table 3.2 Age Distribution	23
Table 3.3 Commute to Work	26
Table 3.4 Commute to Work - Five Year Trend	26
Table 3.5 Pedestrian Counts at Selected Locations	27
Table 3.6 Average Daily Traffic (ADT) within the Opportunity Zones	31
Table 3.7 Percentage of Posted Speed Limit on MPAH Streets of Collector Arterial and Higher	33
Table 3.8 Summary of Sidewalk Coverage in Pedestrian Opportunity Zones	35
Table 3.9 Top Five Collision Hotspots, Citywide and at Pedestrian Opportunity Zones, from July 2015 to June 2020	44
Table 3.10 Top Five Collision Corridors, Citywide and at Pedestrian Opportunity Zones, from July 2015 to June 2020	45
Table 3.11 Summary of Citations Given	48
Table 5.1 Pedestrian Treatment Cost Estimates	83
Table 6.1 Pedestrian Project Corridors Details	86
Table 6.2 Crosswalk Improvement Locations On Minor Streets Along Major Corridors	109
Table 7.1 Project Prioritization Criteria	113
Table 7.2 Ranked Projects List	114
Table 7.3 Infrastructure Cost and Time Continuum	115
Table 7.4 Funding Opportunities	116

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Executive Summary

PURPOSE

The Costa Mesa Pedestrian Master Plan, also known as the Plan or CMPMP, offers additional support to the City's 2018 Active Transportation Plan (ATP). The ATP provides a bold vision for active transportation in the city: "The City of Costa Mesa will have a comprehensive and visible active transportation network and will promote safety, education, health, recreation and access to important locations within the City while connecting to the larger regional network."

The CMPMP supplements the ATP by providing additional infrastructure, programs, and policy recommendations specific to improving the pedestrian experience in the city.

PLAN STRUCTURE

The Plan contains seven chapters and seven supporting appendices.

Chapter 1: Introduction provides a Plan overview and a summary of the City's policy, program, and existing/planned infrastructure projects.

Chapter 2: Community Engagement discusses the strategies used to gather community input for the planning process and outcomes of the community engagement effort.

Chapter 3: Existing Conditions documents the planning context through different analyses that pertain to the pedestrian environment in the city.

Chapter 4: Policy Recommendations provides a list of goals, objectives, and recommendations to help achieve the vision identified in the ATP, offering additional long-term recommendations to enhance the pedestrian environment.

Chapter 5: Pedestrian Infrastructure Toolbox provides a starting point on what infrastructure treatments (tools) can be considered for ongoing and planned projects that would enhance the pedestrian environment and increase the safety and accessibility for pedestrians.

Chapter 6: Infrastructure Projects discusses a set of infrastructure projects the City can begin work on to help advance the CMPMP and ATP Vision. These recommendations provide a short-term roadmap that complement the recommendations discussed in Chapter 4, Policy Recommendations, and Chapter 5, Pedestrian Infrastructure Toolbox, by providing Project Factsheets for five identified pedestrian project corridors.

Chapter 7: Implementation Strategy offers a list of prioritized projects that the City could start with to implement the Plan and a list of grant opportunities that the City could seek to fund the projects.

PLANNING CONTEXT

The project team analyzed five categories of data to better understand the existing conditions of the study corridors and to help identify and develop new recommendations to help enhance the pedestrian environment:

- Demographic statistics & travel characteristics
- Land use and destinations
- Roadway characteristics
- Pedestrian infrastructure
- Pedestrian safety

The analysis was concentrated in the Pedestrian Opportunity Zones. The opportunity zones were first discussed in the General Plan and were included in the Active Transportation Plan. According to the General Plan, the City will pursue street enhancements to create pedestrian-friendly environments in the Pedestrian Opportunity Zones.

COMMUNITY ENGAGEMENT

Community outreach and engagement played a central role in the Plan development. A combination of in-person public events, electronic and in-person surveying, and online mapping exercises were employed to help the project planning team (the team) understand community sentiment on pedestrian infrastructure. The engagement strategy was

continuously adapted to challenges stemming from the COVID-19 pandemic.

Community members participated in the planning efforts through the following opportunities:

- Six (6) walk audits
- Three (3) Community workshops
- Five (5) Active Transportation Committee presentations
- One (1) Project survey
- One (1) Online mapping tool

A qualitative analysis was conducted from the comments gathered in the outreach effort to identify common concerns and input shared by community members. Community members provided a total of 547 location-specific comments.

RECOMMENDATIONS

The Plan provides four separate, yet interrelated components of recommendations for pedestrian improvements that the City could implement to realize the vision for the Plan.

Plan goals and long-term program and policy

recommendations: The Plan has six (6) goals and 62 objectives and policies that were adapted from the Active Transportation Plan and 35 new recommendations to



enhance and better support the ATP vision.

Pedestrian project corridors: The Plan contains ten Pedestrian Project Corridors. The corridors were identified through the Existing Conditions Analysis and comments received from the community engagement effort and the Active Transportation Committee. These project corridors revolve around the Pedestrian Opportunity Zones identified in the City's General Plan.

Pedestrian infrastructure framework: The Pedestrian Infrastructure Framework is a toolbox that provides guidance on a variety of infrastructure treatments that could be incorporated in ongoing and planned projects to enhance the pedestrian network and increase pedestrian safety.

Priority project factsheets:

The Plan provides project factsheets for five Pedestrian Project Corridors. Each factsheet contains a description of the corridor, along with a summary of existing conditions and concerns as well as proposed treatment recommendations including photos and a sample concept plan of a specific treatment for the corridor.

01

Introduction

1.1 INTRODUCTION

Walking is an important form of transportation and a valuable recreation activity. As a transportation mode, it allows people to access destinations with minimal assistance from mobility devices, unlike a vehicle or bicycle. As a recreational activity, walking brings many health benefits.

The Costa Mesa Pedestrian Master Plan, also known as the Plan or CMPMP, offers additional support to the City's 2018 Active Transportation Plan (ATP) and the Circulation Element of the General Plan. The ATP provides a bold vision for active transportation in the city, "The City of Costa Mesa will have a comprehensive and visible active transportation network and will promote safety, education, health, recreation and access to important locations within the City while connecting to the larger regional network."

The Plan also contains a policy framework with many goals, objectives, policies, and recommendations that would help the city achieve the Vision.

The Circulation Element of the General Plan identified four Pedestrian Priority Areas, also known as Pedestrian Opportunity Zones, where the City will pursue street enhancements to create pedestrian-friendly environments.

The CMPMP supplements the ATP and the General Plan by providing additional infrastructure, programs, and policy recommendations that are specific to improving the

pedestrian experience in the city. In particular, the CMPMP focuses on improvements at the Pedestrian Opportunity Zones.

1.2 PLAN LOCATION

The City of Costa Mesa is home to more than 113,000 residents according to the 2019 America Community Survey. It is located in central Orange County and shares a border with the cities of Huntington Beach, Fountain Valley, Santa Ana, Irvine, and Newport Beach, as well as the John Wayne (JWA) Santa Ana Airport. The City is well-connected via three major freeways – Interstate 405 (I-405), State Route 55 (SR-55), and State Route 73 (SR-73), and has a network of existing pedestrian facilities. The City is host to major employers in Orange County, including: the Auto Club of Southern California, Fairview Developmental Center, South Coast Plaza, and OC Fair and Event Center. The City is comprised of different neighborhoods, which include Eastside Costa Mesa, South Coast Metro, Mesa Verde, and Westside Costa Mesa. Each neighborhood features unique roadway characteristics and built environments, which range from high-density residential units surrounded by wide roadways (such as in South Coast Metro) to single-family residential housing with curvilinear residential streets like those found in the Mesa Verde neighborhood.



1.3 PROJECT CONTEXT

The Pedestrian Master Plan builds upon many local and regional planning and engineering efforts. These are summarized below while Appendix A, Plan And Policy Review contains more detailed information.

CITYWIDE PLANNING EFFORTS

Costa Mesa General Plan Circulation Element (2015)

The Circulation Element of the General Plan includes goals, objectives, and policies that the City uses to make decisions about transportation network improvements. The Plan emphasizes expanding travel mobility for bicycles and pedestrians, as well as implementing complete streets strategies in the city.

Costa Mesa Active Transportation Plan (2018)

The Costa Mesa Active Transportation Plan (ATP), provides strategies and actions that will improve the active transportation experience in Costa Mesa. It analyzes existing pedestrian and bicycle facilities in the city, provides a policy framework behind the City's active transportation vision, and proposes facilities for future funding.

Complete Street Safety Assessment (2021)

The assessment was completed as a collaboration between the City and SafeTREC at UC Berkeley. It reviewed several corridors in the City and provided recommendations for infrastructure improvements.



Multi-Purpose Trails Plan (2016)

Completed in June 2016, the Costa Mesa Multi-Purpose Trails Plan analyzes the strategies needed for implementing a multi-use trail system within the City, focusing on the area between the Santa Ana River Trail and Newport Bay in the middle of the City.

Local Roadway Safety Plan (LRSP)

The City's Local Road Safety Plan identifies safety countermeasures for all travel modes including walking and bicycling. The Plan helps ongoing efforts to make safety improvements by analyzing crash data, selecting emphasis areas, and identifying countermeasures through public outreach and diverse stakeholder collaboration.

LOCAL PROGRAMS AND PROJECTS

Go Human Explore Merrimac (2018)

On April 21, 2018, Costa Mesa hosted a SCAG Go Human demonstration project on Merrimac Way from Harbor Boulevard to Fairview Road to explore potential pedestrian and bicycle improvements. The demonstration project led to the construction of pedestrian and bicycle facilities in 2021.

Reimagining 19th Street

In the summer of 2020, the Costa Mesa Alliance for Better Streets, a community organization, collaborated with the Costa Mesa community and the City on the "Reimagine 19th Street" project. The project resulted in a tactical urbanism

demonstration on 19th Street to showcase potential new infrastructure improvements along the corridor and to gather community feedback

Costa Mesa Community Pedestrian & Bicycle Safety Training

The Costa Mesa Active Transportation Committee, California Walks, and the University of California, Berkeley's Safe Transportation Research and Education Center (SafeTREC) collaboratively planned a training on August 28, 2020, which included walking and biking assessments. Assessments were conducted along three routes: Newport Boulevard from 17th Street to 19th Street, 19th Street from the western city limit to Harbor Boulevard, and Fairview Road from Baker Street to Fair Drive (adjacent to Orange Coast College)

Other Planned and Funded Active Transportation Projects Within Costa Mesa

The City is currently working on many projects with pedestrian elements. Examples of such projects include: Mesa Del Mar multi-modal access and circulation improvements, Mesa Drive and Santa Ana Avenue bicycle facility improvements, Randolph Avenue parking and pedestrian improvements, W 18th Street at Lions Park HAWK Signal, Wilson Street HAWK Signal, and Adams Avenue and Pinecreek Drive Intersection Project.

REGIONAL & ADJACENT CITY EFFORTS

OC Active (2019)

OC Active is Orange County's Bike and Pedestrian Plan. It provides a framework for bikeway and pedestrian planning across the county. OC Active replaces the Orange County Commuter Bikeways Strategic Plan developed in 2009.

Connect SoCal (2020):

Connect SoCal is the 2020 Regional Transportation Plan/ Sustainable Communities Strategy from Southern California Association of Governments (SCAG). The Plan includes a technical report outlining the existing state of active transportation and the impacts of active transportation investments within the SCAG region.

City of Newport Beach Bicycle Master Plan (2014)

The Plan guides the development and maintenance of a comprehensive bicycle network and set of programs until 2034. The City contains 18.9 miles of Class I Shared-Use Paths which allow joint pedestrian and bicycle use. In 2014, there were 93 miles of existing bikeways, which include 26 miles of sidewalks that allow bicycling.

City of Irvine Strategic Active Transportation Plan (2020)

The 2020 Plan seeks to balance new technologies, innovative pedestrian treatments, and bicycle transportation options to establish an environment that is



comfortable and convenient for users. On-street facility connections are planned via Red Hill Avenue and along Main Street.

City of Huntington Beach Bicycle Master Plan (2013)

The Bike Master Plan discusses opportunities for pedestrian travel via off-street shared-use paths. Connections are made to Costa Mesa via the Santa Ana River Trail. The Santa Ana River Trail is maintained and operated by the County of Orange.

City of Santa Ana Active Transportation Plan (2019)

The goal of the Santa Ana Active Transportation Plan (2019) document is to create a City that provides multi-modal access for walking, biking, and rolling. Santa Ana forms the northern boundary with the City of Costa Mesa along Sunflower Avenue.

City of Fountain Valley General Plan Update (forthcoming)

The City is currently working on updating its General Plan, and it may include discussions on active transportation. The City shares a short border with Fountain Valley.

A photograph of a community engagement activity outdoors. In the foreground, a man in a plaid shirt and a green cap is looking at a clipboard. To his left, a woman in a green safety vest and a wide-brimmed hat is also looking at the clipboard. In the background, another person in a green safety vest is pointing at a large map or plan on an easel. The scene is set on a grassy area next to a sidewalk. In the background, there are trees, a building, and a sign for 'BOS Home Services'. A large white number '02' is overlaid on the right side of the image.

02

Community Engagement

2.1 INTRODUCTION

Interactive community feedback outlets were foundational to the development of the Plan. A combination of in-person public events, electronic and in-person surveying, and online mapping exercises were employed to help the project team understand community sentiment on pedestrian infrastructure. The engagement strategy was continuously adapted to challenges from the COVID-19 pandemic.

Opportunities made available for community members to participate in included:

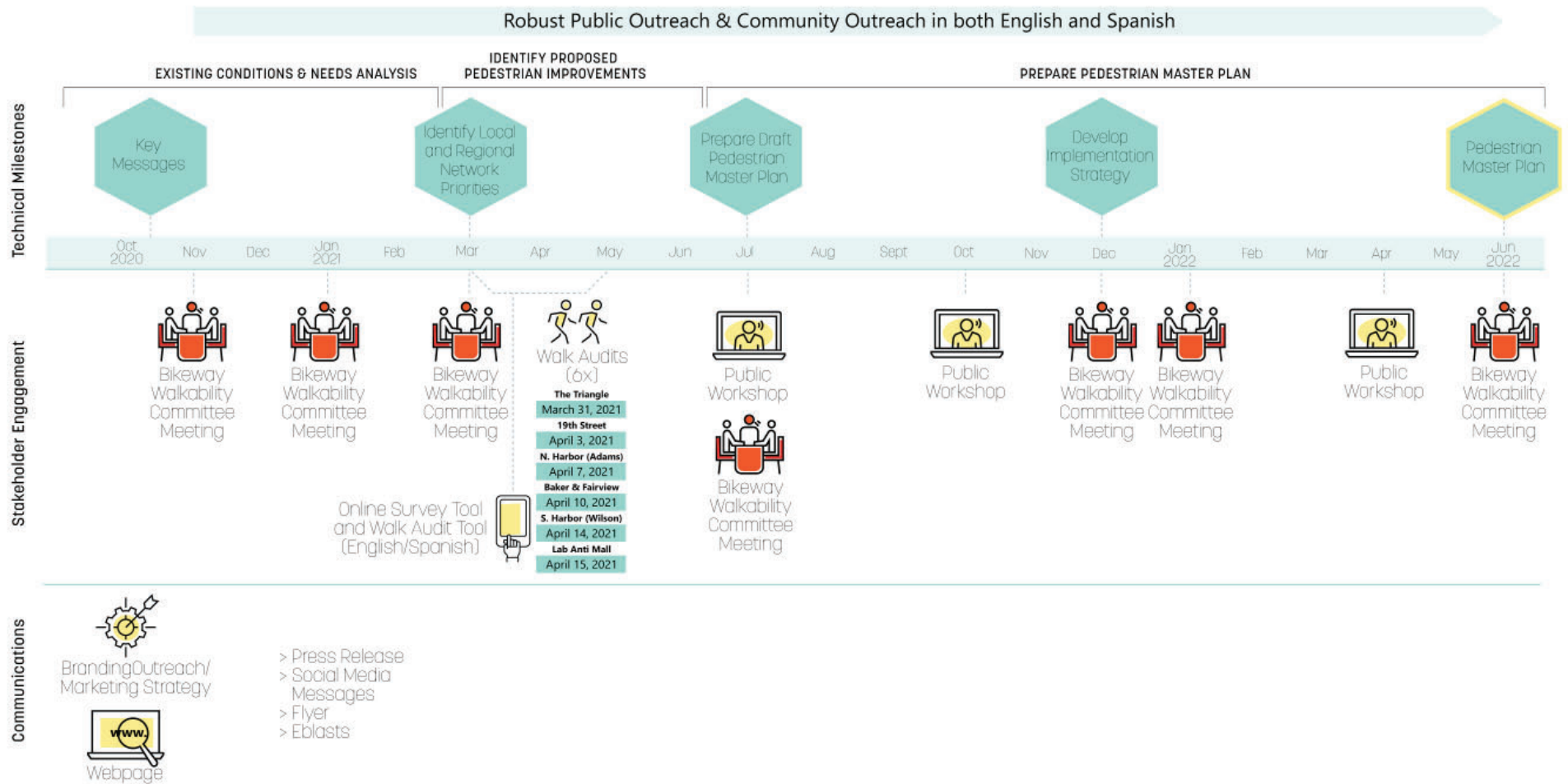
- Walk audits
- Community workshops
- Active Transportation Committee presentations
- Project survey
- Online mapping tool

The engagement effort was conducted between November 2020 and April 2022. It focused on two primary audiences: the general public and key stakeholders as represented by the Bikeway and Walkability Committee.

Figure 2.1, Process Diagram, shows how the engagement effort aligned with the overall development of the Plan.



Figure 2.1 Process Diagram





Project logo

2.2 PUBLIC OUTREACH AND INFORMATION SHARING

The project team employed many strategies to inform the Costa Mesa community about opportunities to participate in the planning effort.

Project Branding

A logo and branding style were created to establish a project identity. The logo and branding style were used across all project communication materials.

VIRTUAL COMMUNITY MEETING

October 6, 2021, 6:00 PM - 7:30 PM



The development of a Pedestrian Master Plan for Costa Mesa is underway to serve as a road map to identify solutions to improve walkability in the City. The Plan will propose pedestrian infrastructure improvements aimed at connecting communities to schools, parks, businesses and other destinations in Costa Mesa. In the development of the Pedestrian Master Plan, six walk audits were conducted on Costa Mesa streets in March and April with Bikeway and Walkability Committee members, City staff, project consultant team members, and members of the community. In addition, an online survey was conducted in April and May for additional input to the Pedestrian Master Plan.

The City of Costa Mesa invites you to the second virtual community meeting to review Pedestrian Master Plan proposed recommendations.

- Learn about the feedback collected during the walk audits, online survey, and safety analysis.
- Provide input into proposed recommendations
- Learn about next steps

Virtual Community Meeting
Via Zoom

www.zoom.us

Or join by phone: +1-669-900-6833 or
+1-346-248-7799 or +1-253-215-8782

Webinar ID: 982 5155 7097

Passcode: 506054

Live Spanish interpretation will be provided.



Event flyer using project branding

Communication Channels

Project communications and outreach content such as press releases, flyers, and social media messages were developed to inform community members about opportunities to provide input on the Costa Mesa Pedestrian Master Plan. The flyers and social media messages were in both English and Spanish, allowing more community members to participate in the planning process. The project team worked collaboratively with the City's communications team to deliver the information through various communication channels.

2.3 WALK AUDITS

A Walk Audit is an event that allows participants to walk along a predefined route and discuss opportunities and barriers to walking along the route with the project team members leading the walk audits.

The project team conducted in-person Walk Audits at six focus areas. The focus areas were identified during Bikeway and Walkability Committee meetings and in the Pedestrian Opportunity Zones in the General Plan Circulation Element. In response to the COVID-19 pandemic, a project website was created with information detailing how community members could conduct a self-guided Walk Audit. Table 2.1 offers an overview of the Walk Audits while Appendix B provides a summary of each Walk Audit.

2.4 COMMUNITY WORKSHOPS

The project team conducted three community workshops to gather input from community members for the Plan. The workshops were held virtually via Zoom due to the COVID-19 pandemic. Workshop participants included community members, members of the Bikeway and Walkability Committee, elected officials, and commissioners.

Table 2.2 provides a snapshot of the Community Workshops. Appendix C offers a summary of each event.

Table 2.1 Overview of Walk Audits

Event #	Event Date	Focus Area
1	Wednesday, March 31, 2021 1:00 pm - 3:00 pm	The Triangle
2	Saturday, April 3, 2021 10:00 am - 12:00 pm	19th Street Commercial
3	Wednesday, April 7, 2021 1:00 pm - 3:00 pm	North Harbor Commercial (Adams)
4	Saturday, April 10, 2021 10:00 am - 12:00 pm	Baker Street and Fairview Road
5	Wednesday, April 14, 2021 1:00 pm - 3:00 pm	South Harbor Commercial (Wilson)
6	Thursday, April 15, 2021 9:00 am - 11:00 am	LAB Anti-Mall

Table 2.2 Overview of Community Workshops

Event #	Event Date	Topic
1	Tuesday, July 27, 2021 6:00 pm - 7:00 pm	Project overview and potential pedestrian treatments
2	Wednesday, October 6, 2021 6:00 pm - 7:30 pm	Draft recommendations
3	Wednesday, April 27, 2022 6:00 pm - 7:30 pm	Draft report

2.5 ACTIVE TRANSPORTATION COMMITTEE

The project provided five presentations to the Active Transportation Committee, formerly the Bikeway and Walkability Committee (BWC), to update committee members on key milestones and gather feedback on the next steps. The committee provided valuable comments and input that helped shape the Plan. Table 2.3 gives an overview of the presentations.

Table 2.3 Overview of Active Transportation Committee Presentations

Event #	Event Date	Presentation Topics
1	Wednesday, November 4, 2020: 3:00 pm - 4:00 pm	Expectations from the BWC, Strategic objectives, Project schedule, and Outreach & engagement
2	Wednesday, January 6, 2021: 3:00 pm - 4:00 pm	Project recap, Preliminary collision analysis, and Potential Walk Audit locations
3	Wednesday, March 3, 2021 3:00 pm -4:00 pm	Project update, walk audit events, bicycle racks,
4	Wednesday, July 7, 2021 4:00 pm - 6:00 pm	Project overview, Update on outreach & engagement, and Sample of pedestrian treatments
5	Wednesday, December 1, 2021: 6:00 pm -7:30 pm	Draft recommendations
6	Wednesday, January 19, 2022: 6:00 pm -7:30 pm	Draft report
7	Wednesday, June 22, 2022: 4:00 pm -6:00 pm	Updated report review

2.6 COMMUNITY FEEDBACK & INPUT TOOLS

A project survey and online mapping tool were created to allow community members to share their input.

Project Survey

Between February and May, 2021, the project team administered an online survey offering community members an opportunity to participate in the planning process on their own time. It also allowed Walk Audit participants to provide additional detailed feedback after each event. All materials were available in English and Spanish.

Appendix D, Project Survey, provides a discussion of the survey results.

Online Mapping Tool

An online mapping tool was developed for community participants to identify active transportation-related concerns or desired areas of improvement in the Pedestrian Opportunity Zones. The team received more than 350 comments from the online mapping tool.

2.7 FINDINGS FROM OUTREACH EFFORT

A qualitative analysis was conducted from the comments gathered in the outreach effort to identify common concerns and input shared by community members. The analysis was focused on location-based comments in order to identify potential infrastructure improvements that could address the concerns.

The data used in this analysis focused on comments received from the following sources:

- Walk audits
- Online mapping tool
- Virtual workshops
- Project survey
- Bikeway And Walkability Committee (BWC) meetings

Top Corridors and Spot Locations/Destinations

Community members provided a total of 547 location-specific comments. Of these comments, 68 pertained to corridors and 479 were associated with a particular location or destination. The most popular corridors and intersections are shown in the following lists.

Note: The number of comments associated with the corridor is in the parentheses.

Top corridors, with comments:

1. Newport Boulevard (6)
2. Harbor Boulevard (5)
3. Bristol Street (5)
4. Wilson Street (4)
5. Baker Street (4)
6. Fairview Road (4)
7. Paularino Avenue (3)
8. Pomona Avenue (2)
9. W 19th Street (2)
10. W 17th Street (2)

Top intersections or destinations, with comments:

1. Fairview Road and Adams Avenue (12)
2. Bristol Street and Paularino Avenue (9)
3. Bristol Street and Hotel Way (9)
4. Fairview Road and Village Way (9)
5. Harbor Boulevard and Adams Avenue (9)
6. Harbor Boulevard and Gisler Avenue (9)
7. Victoria Street and Maple Street (8)
8. Wilson Street and Center Way (8)
9. Bristol Street and Sobeca Way (8)
10. Baker Street and Jeffrey Drive (8)

Common Themes

Comments provided by community members can be categorized into four major themes and many sub-themes. The major themes are:

- Sidewalk-related infrastructure
- Crossing-related infrastructure
- Other crossing improvements
- Other roadway infrastructure

The most popular theme is "other infrastructure" with 250 comments. This is followed by sidewalk-related infrastructure with 153 comments and crossing-related infrastructure with 131 comments. Other items with high number of comments include the sub-themes "lack of crossings (at intersections)" and "missing ramps/not ADA compliant" under the "crossing-related infrastructure characteristics" theme, and "destinations" under the "other" theme.

Table 2.4, Summary of Themes, shows the themes, sub-themes, and the total comments received. A detailed summary of the majority of comments received, along with their locations, is available in Appendix B, Walk Audit Summaries.

Note: Some comments fall into multiple themes; as a result, the total number of comments evaluated in this section of the analysis exceeds the total comments received in the outreach effort.



Table 2.4 Summary of Comment Themes, Sub-themes, and Number of Comments

Theme	Sub-Theme		Comments Received
Sidewalk-related infrastructure	<ul style="list-style-type: none"> Missing sidewalk/connection Narrow sidewalk Buckled (raised) sidewalk 	<ul style="list-style-type: none"> Sidewalk obstructions Bicyclists on sidewalk 	153
Crossing-related infrastructure	<ul style="list-style-type: none"> Lack of crossings (in-between long roadway stretches) Lack of crossings (at intersections) 3 legged crosswalk intersection Half-delta ramps Not ADA compliant ramps/missing ramps 	<ul style="list-style-type: none"> Other curb issues Traffic control: insufficient countdown/push button Traffic control: insufficient signal timing Visibility 	131
Crossing Improvements	<ul style="list-style-type: none"> Lack of crossings No right turn on red Pedestrian refuge island 	<ul style="list-style-type: none"> Lead pedestrian interval Curb extension 	17
Other roadway infrastructure	<ul style="list-style-type: none"> Road diet/traffic calming/speeding Destination Compliment Project-relevant notes Non-project related General walking Other specific comments Landscaping/shade Traffic volume 	<ul style="list-style-type: none"> Bike improvement Motorist behavior Driveway issues Roadway rehabilitation Lighting Drainage Transit 	250

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03

Existing Conditions



3.1 INTRODUCTION

The existing city fabric presents many opportunities and constraints for improving walkability in Costa Mesa. The City has an area of 15.81 square miles, which includes 0.96 square miles of park and outdoor spaces. On average, it also has a walk score of 65, which means residents can travel to some destinations by walking.

This section examines some of the essential existing conditions that pertain to walking. Many datasets were also analyzed to position the city for a future application for the Walk Friendly Community designation.

The project team analyzed five categories of data for the effort:

- Demographic statistics & travel characteristics
- Land use and destinations
- Roadway characteristics
- Pedestrian infrastructure
- Pedestrian safety

The analysis is concentrated on the Pedestrian Opportunity Zones. The opportunity zones were first discussed in the General Plan and were included in the Active Transportation Plan.

3.2 DEMOGRAPHIC CHARACTERISTICS

POPULATION

The population in the city serves as a proxy for understanding the origins of walking trips and possible community needs for walking infrastructure improvements and programs. According to the 2019 American Community Survey (ACS), the City is home to 113,011 residents, with a population density of 7,148 person per square mile. The Median Household Income (MHHI) in the city is \$84,138, which is higher than the state MHHI (\$75,235), but lower than the MHHI for Orange County (\$90,234). Approximately a quarter of residents are under the age 20 (24.5%).

According to the 2019 ACS, the areas with the highest populations (3,001 to 4,000 people) are located north of Interstate 405 (I-405), around Anton Boulevard, where large townhomes and apartment developments are located. Several areas in Westside Costa Mesa also have a large number of townhomes and apartment developments.

Table 3.1, Population Distribution by Median Household Income, Table 3.2, Age Distribution, Figure 3.1, Total Population by Census Block, and Figure 3.2, Median Household Income provide additional detail about each demographic characteristic.

Note: The level of analysis used for this portion of the analysis is Census block groups, which are smaller units of area than Census tracts.

Table 3.1 Population Distribution by Median Household Income

Median Household Income Group	Total Households (Estimate)	Percent of Households (citywide)
< \$50,000	1,981	4.76%
\$50,001 - \$75,000	8,338	20.04%
\$75,001 - \$100,000	1,8261	43.9%
\$100,001 - \$125,000	6,048	14.54%
> \$125,000	5,832	14.02%
No MHHI data	1,138	2.74%

Note: For Census block groups within Costa Mesa that extend outside city boundary, a ratio was applied to estimate total number of households in the Census block group (based on percent area of Census block group that exists within Costa Mesa city limits).

Table 3.2 Age Distribution

Age	Percent of Households (citywide)
Under 20	24.5%
20-64	63%
65-84	10.8%
Over 85	1.8%

Note: The total % is over 100 (100.1) because these are rounded estimates.

Figure 3.1 Total Population by Census Block

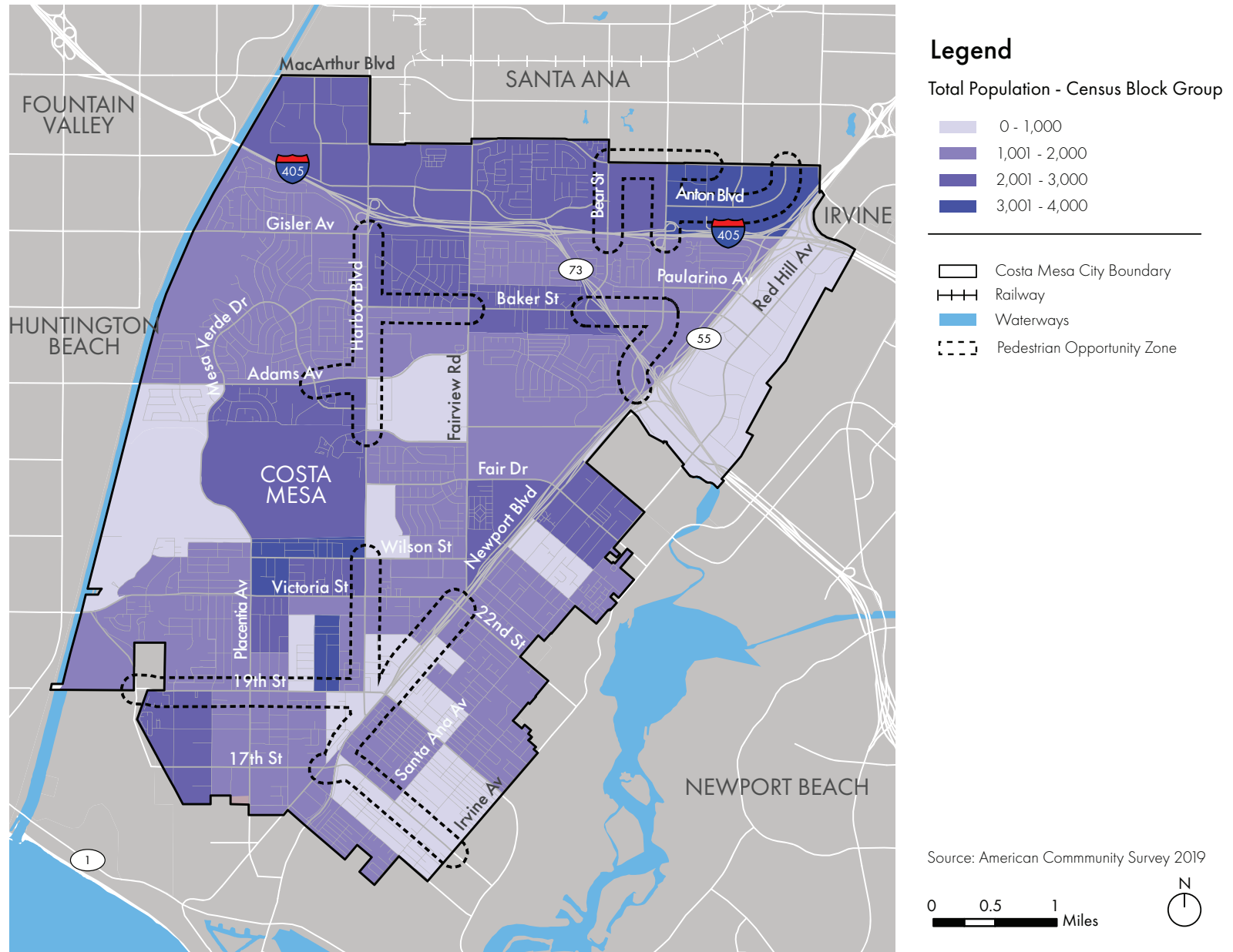
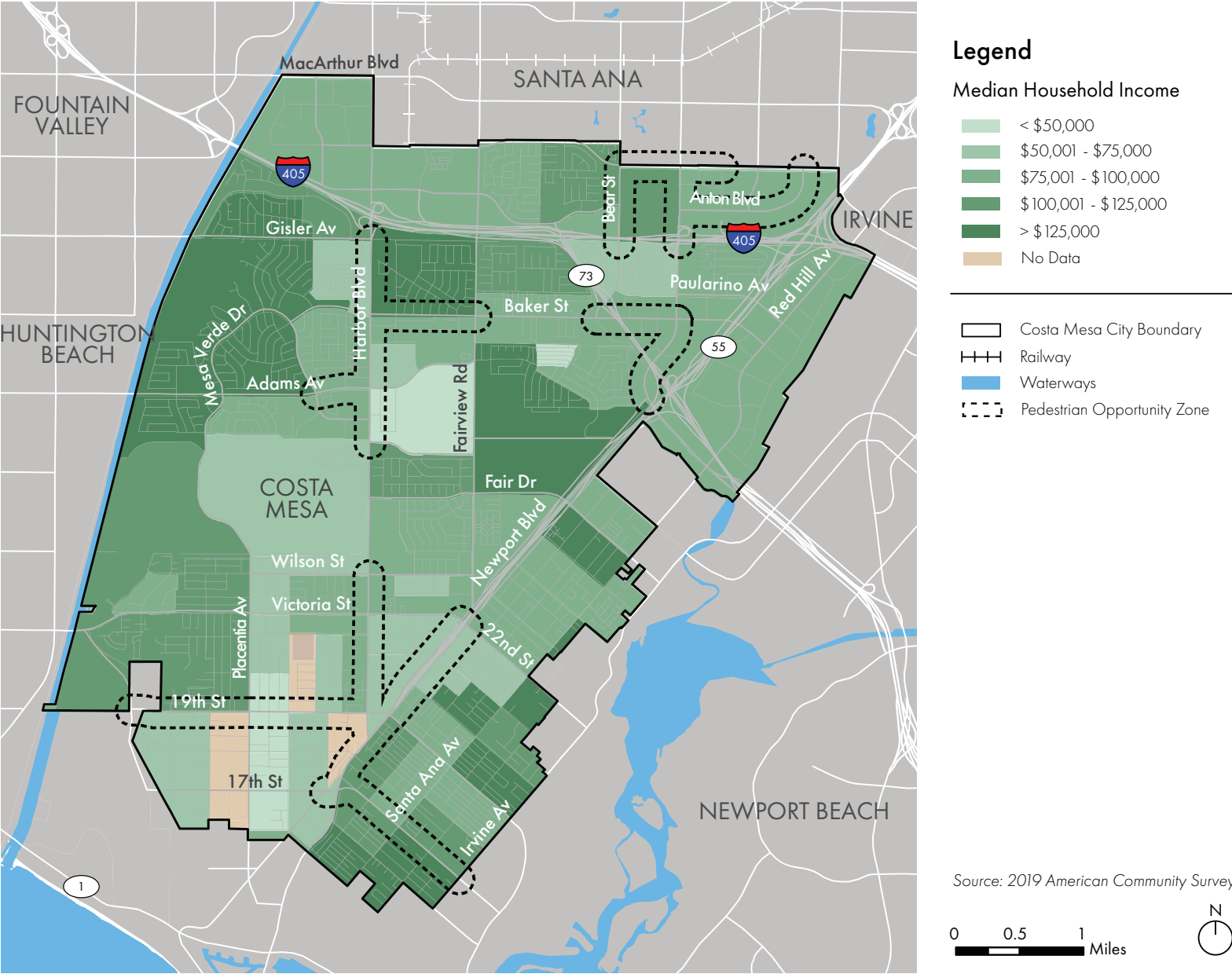


Figure 3.2 Median Household Income



3.3 TRAVEL CHARACTERISTICS

MODE SHARE

Mode share is a breakdown of the travel modes that travelers take to reach a destination. The U.S. Census Bureau collects data on the travel mode share for commuters. According to the 2010 Census, 3.4% of people walk to work in Costa Mesa, while 73.8% drive to work in single-occupancy vehicles, as shown in Table 3.3 Commute to Work. A review of the five-year trend since 2010 shows that a slightly lower percentage of people were walking to work, as shown in Table 3.4, Commute to Work- Five Year Trend. The information will be useful in the application for the Walk Friendly Community designation.

Data collected for the CMPMP, however, suggests that many community members walk in the opportunity zones. Of the 63 responses collected, 74.6% selected walking as an option for how they most frequently get around within the opportunity zones. This was followed by 60.3% of the participants who preferred getting around by car. The third most popular selection was bike at 41.3%. Lastly, scooter and bus were the two least popular selections which only 3.2% of participants used to get around. Figure 3.3, Travel Mode Preferences in the Opportunity Zones summarizes this finding.

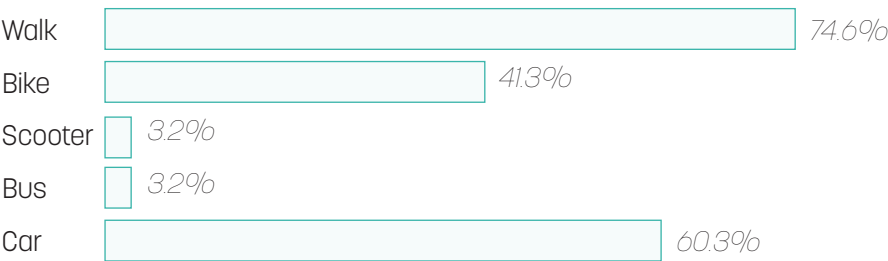
Table 3.3 Commute to Work

Mode	Percent of Households (citywide)
Walking	3.4%
Bicycling (and other means)	3.7%
Public Transit	3.4%
Single Occupant Vehicles	73.8%
Carpool	10.5%

Table 3.4 Commute to Work - Five Year Trend

Mode	Percent of Households (citywide)
Walking (2006-2010)	3.4%
Walking (2010-2014)	2.1%
Public transit (2006-2010)	3.4%
Public transit (2010-2014)	2.9%

Figure 3.3 Travel Mode Preferences in the Opportunity Zones



PEDESTRIAN COUNTS

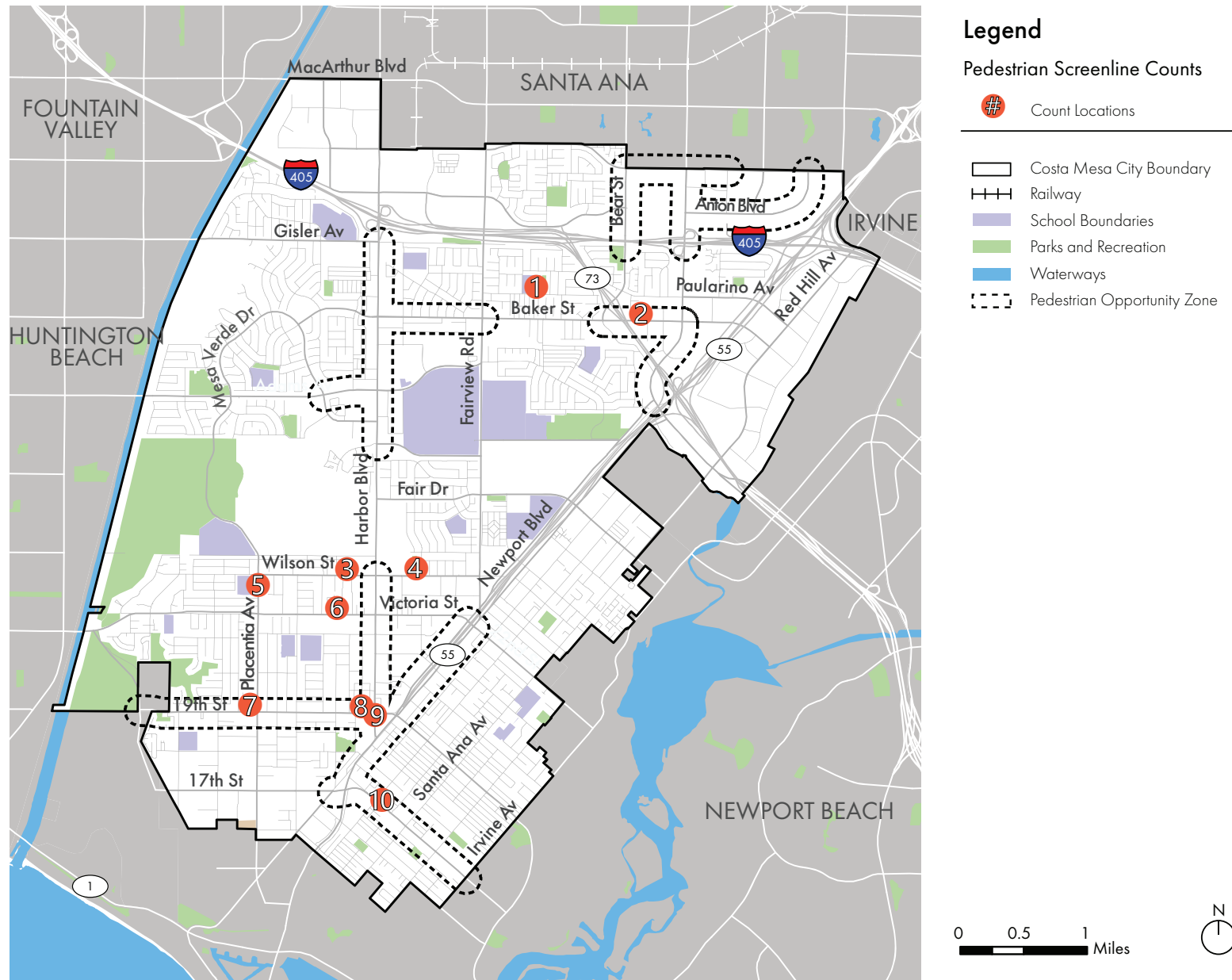
Pedestrian counts were conducted at 10 locations to better assess pedestrian sidewalk traffic along major corridors across the city. The counts were collected on a typical weekday in Fall 2021 during morning and afternoon peak

intervals (7-9 AM and 4-6 PM, respectively). The counts documented pedestrian activities for either side of the street at the locations listed in Table 3.5. Appendix G: Pedestrian Counts provides a more refined breakdown of the pedestrian counts collected.

Table 3.5 Pedestrian Counts at Selected Locations

#	Location	Sides of Street	North/East - AM Peak	North/East - PM Peak	South/West - AM Peak	South/West - PM Peak
1	Paularino Avenue btwn Garfield Avenue and Madison Avenue	N/S	62	19	13	10
2	Baker Street btwn Jeffrey Drive and Century Place	N/S	12	11	9	5
3	Wilson Street btwn Maple Street and Miner Street	N/S	31	34	26	25
4	Wilson Street btwn College Avenue and Fordham Drive	N/S	11	15	29	42
5	Placentia Avenue btwn Wilson Street and Congress Street	E/W	95	54	56	18
6	Victoria Street btwn San Michel Drive and Maple Street	N/S	17	12	33	30
7	19th Street btwn Federal Avenue and Placentia Avenue	N/S	30	28	12	19
8	19th Street btwn Park Avenue and Harbor Boulevard	N/S	12	25	43	64
9	Harbor Boulevard btwn 19th Street and Newport Boulevard	E/W	18	63	4	16
10	17th Street btwn Orange Avenue and Westminster Avenue	N/S	10	23	4	8

Figure 3.4 Pedestrian Count Locations





3.4 LAND USE AND DESTINATIONS

LAND USE

Existing land uses within the City identify the locations of where people live, work, and play. Land uses such as low, medium, and high-density residential areas highlight population centers. Meanwhile commercial and public/institutional land uses suggest typical destinations for shopping and entertainment.

Comparing land uses in opportunity zones to the city as a whole, citywide distributions show a higher allocation of residential uses, while opportunity zones are largely comprised of commercial and industrial uses. Land within the opportunity zones accounts for 22% of all city land.

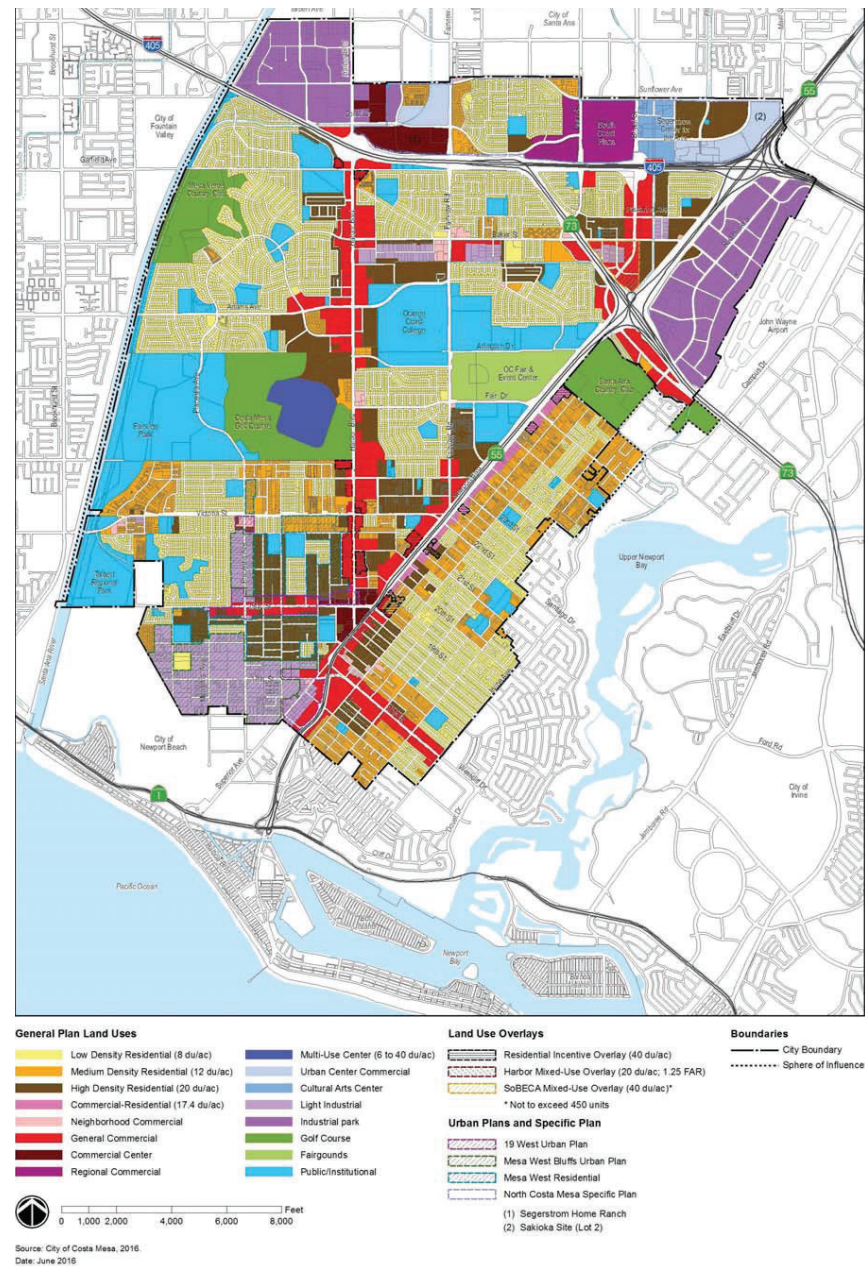
Figure 3.5 Land Use Map shows the spatial distribution of existing land uses at a citywide scale.

ACTIVITY CENTERS

Activity centers are destinations that community members can reach through non-motorized transportation. Examples of activity centers include schools, parks, commercial areas, and municipal facilities.

The City of Costa Mesa has many local and regional destinations. Some of the popular attractors include South Coast Plaza, Segerstrom Center for the Arts, Downtown, The Triangle, commercial areas on 19th Street and 17th Street, the LAB Anti-Mall, the Camp, Orange Coast College, Herzog Community Center and the OC Fair and Event Center.

Figure 3.5 Land Use Map



3.5 ROADWAY CHARACTERISTICS

ROADWAY NETWORK

The roadway network in the City of Costa Mesa provides inter-and intra-city multimodal connectivity. Major and primary arterials such as Harbor Boulevard, Fairview Road, Placentia Avenue, and Bristol Street offer access in the north-south direction. Meanwhile, roadways such as Sunflower Avenue, Baker Street, Adams Avenue, Victoria Street, 19th Street, and 17th Street allow travelers to move in the east-west direction. Local streets form the bulk of the roadway network and offer access to predominately residential land uses.

AVERAGE DAILY TRAFFIC VOLUME

The Average Daily Traffic (ADT) volumes shows the vehicular trip volume along a corridor on a given date. It gives an understanding on where roadways have higher or lower vehicular usage. ADT data was sourced from the City of Costa Mesa, Transportation Services Division for the years 2014 to 2020.

The roadways with the highest ADT volume mirror the roadway classifications for major and primary arterials. These include Harbor Boulevard, Fairview Road, Adams Avenue, Victoria Street, and Bristol Street.

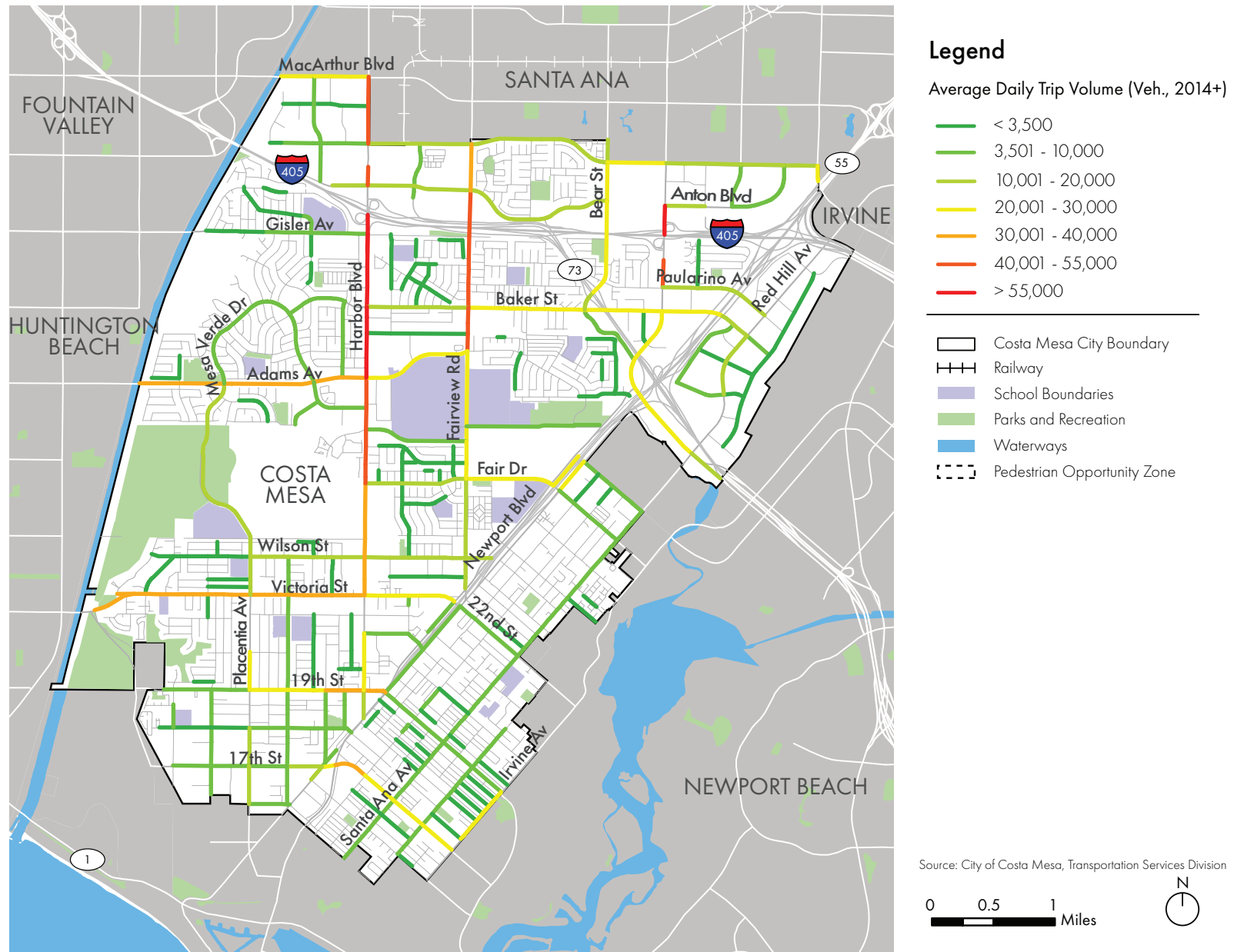
Within the Pedestrian Opportunity Zones, slightly more than a third (39.51%) of all centerline miles where ADT data was available had vehicular volumes between 20,001 and 40,000.

ADT volumes are shown in more detail in Table 3.6 Average Daily Traffic within Pedestrian Opportunity Zones and Figure 3.6 Average Daily Traffic Volumes.

Table 3.6 Average Daily Traffic (ADT) within the Opportunity Zones

ADT Category	Length (mi)	%
0-3,500	1.57	9.54
3,501-10,000	4.31	26.2
10,001-20,000	1.99	12.1
20,001-30,000	4.4	26.75
30,001-40,000	2.1	12.77
40,001-55,000	0.72	4.38
> 55,000	1.36	8.27
Grand Total	16.45	100%

Figure 3.6 Average Daily Traffic Volumes





POSTED SPEED LIMIT

Posted speed limits indicate how fast motorists are legally allowed to drive, with optimal conditions in place, along each roadway. Data on posted speed limits were sourced from the 2019 City of Costa Mesa Speed Map. The dataset shows primary corridors that represent non-residential roadways where the speed limit is over 25 Miles Per Hour (MPH), and only refers to streets on OCTA’s Master Plan of Arterial Highways (MPAH) with classifications of Collector Arterial, Secondary Arterial, Primary Arterial, and Major Arterial.

The roadways with the highest speed limits are along Red Hill Avenue between SR-73 and I-405 (50 MPH) and Adams Avenue where the speed limit is 45 MPH. Except for a short portion of Adams Avenue, speed limits within the Pedestrian Opportunity Zones are 40 MPH.

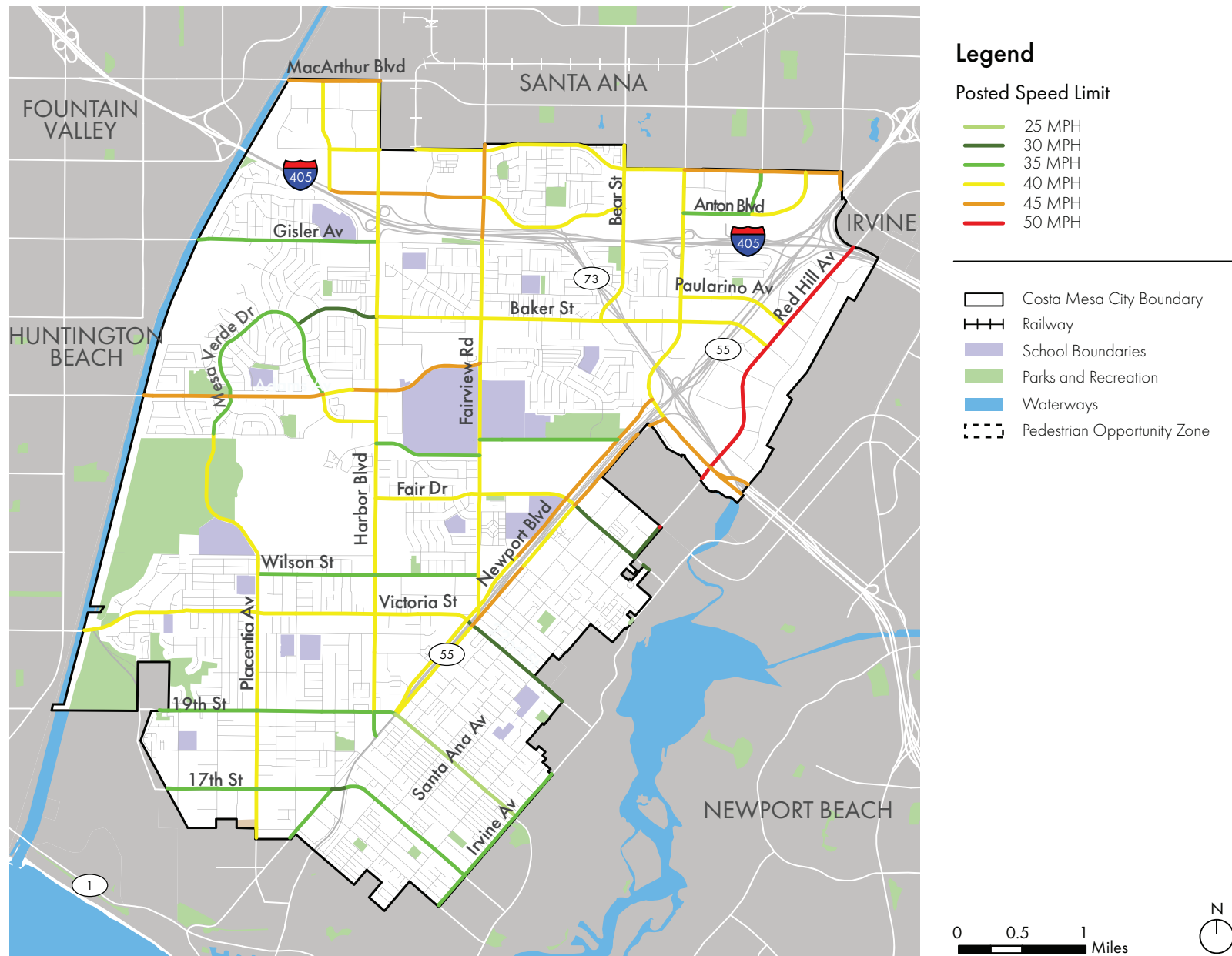
The distribution of speed limits across the City roadways is shown in Table 3.7, Percentage of Posted Speed Limit on

Primary Corridors and Figure 3.7 Posted Speed Limits in the City of Costa Mesa on MPAH Streets of Collector Arterial and Higher.

Table 3.7 Percentage of Posted Speed Limit on MPAH Streets of Collector Arterial and Higher

Speed Limit	Total Centerline (ft)	%
Blank	2,433	0.87%
25	2,755	0.99%
30	11,785	4.24%
35	64,777	23.28%
40	144,423	51.91%
45	42,367	15.23%
50	9,692	3.48%
Total	278,231	100%

Figure 3.7 Posted Speed Limits in the City of Costa Mesa on MPAH Streets of Collector Arterial and Higher



3.6 PEDESTRIAN INFRASTRUCTURE

SIDEWALKS

Sidewalks provide a designated right-of-way for pedestrians and separate pedestrian activities from other travel modes. Sidewalk coverage was analyzed in the Pedestrian Opportunity Zones.

Overall, there are 42.77 miles of roadway curb edges on both sides of roadways in the Pedestrian Opportunity Zones. Of these, 39.06 miles (91.33%) have sidewalk infrastructure and 3.71 miles (8.67%) have missing sidewalks. Table 3.8 Summary of Sidewalk Coverage in Pedestrian Opportunity Zones illustrates the sidewalk coverage discussed in this section.

The Northern Pedestrian Opportunity Zones, as shown in Figure 3.8, Sidewalk Coverage in North Pedestrian Opportunity Zones, has 20.3 miles of sidewalk, and 0.88 miles of missing sidewalks. Most of the missing sidewalks are clustered around South Coast Plaza, particularly along Sunflower Avenue. Several roadway segments along Bristol Street also lack sidewalk facilities.

The Southern Pedestrian Opportunity Zones, as shown in Figure 3.9, Sidewalk Coverage in South Pedestrian Opportunity Zones, contain more areas with missing sidewalks. Of the 21.56 roadway curb miles in the area, 2.83 miles have missing sidewalk infrastructure, which account for 13.11% curb space. Many of the missing sidewalks are located around the intersection of Newport Boulevard and

17th Street and along Superior Avenue. The area offers several retail options and could generate more pedestrian traffic with enhanced sidewalk coverage.

There are also several key missing sidewalk segments along Harbor Boulevard. Just south of the intersection of Harbor Boulevard and Victoria Street, southbound Harbor Boulevard is missing small portions of sidewalks from Victoria Street to Hamilton Street, where parking overflow of adjacent auto-related businesses use the space. This is an important pedestrian corridor, linking some of the highest-traffic OCTA bus stops along Harbor Boulevard to relatively dense residential areas.

Another area with limited sidewalk connectivity is the Westside neighborhood. Roadways such as Arbor Street, Whittier Avenue, and Continental Avenue in the neighborhood have front yards that extend to the end of the curb.

Table 3.8 Summary of Sidewalk Coverage in Pedestrian Opportunity Zones

Opportunity Zone	Length - Sidewalks (Miles)	Length – Sidewalks Missing (Miles)	Sidewalk Availability (%)
North	20.30	0.88	95.85%
South	18.76	2.83	86.89%
Total	39.06	3.71	91.33%

Figure 3.8 Sidewalk Coverage in North Pedestrian Opportunity Zone

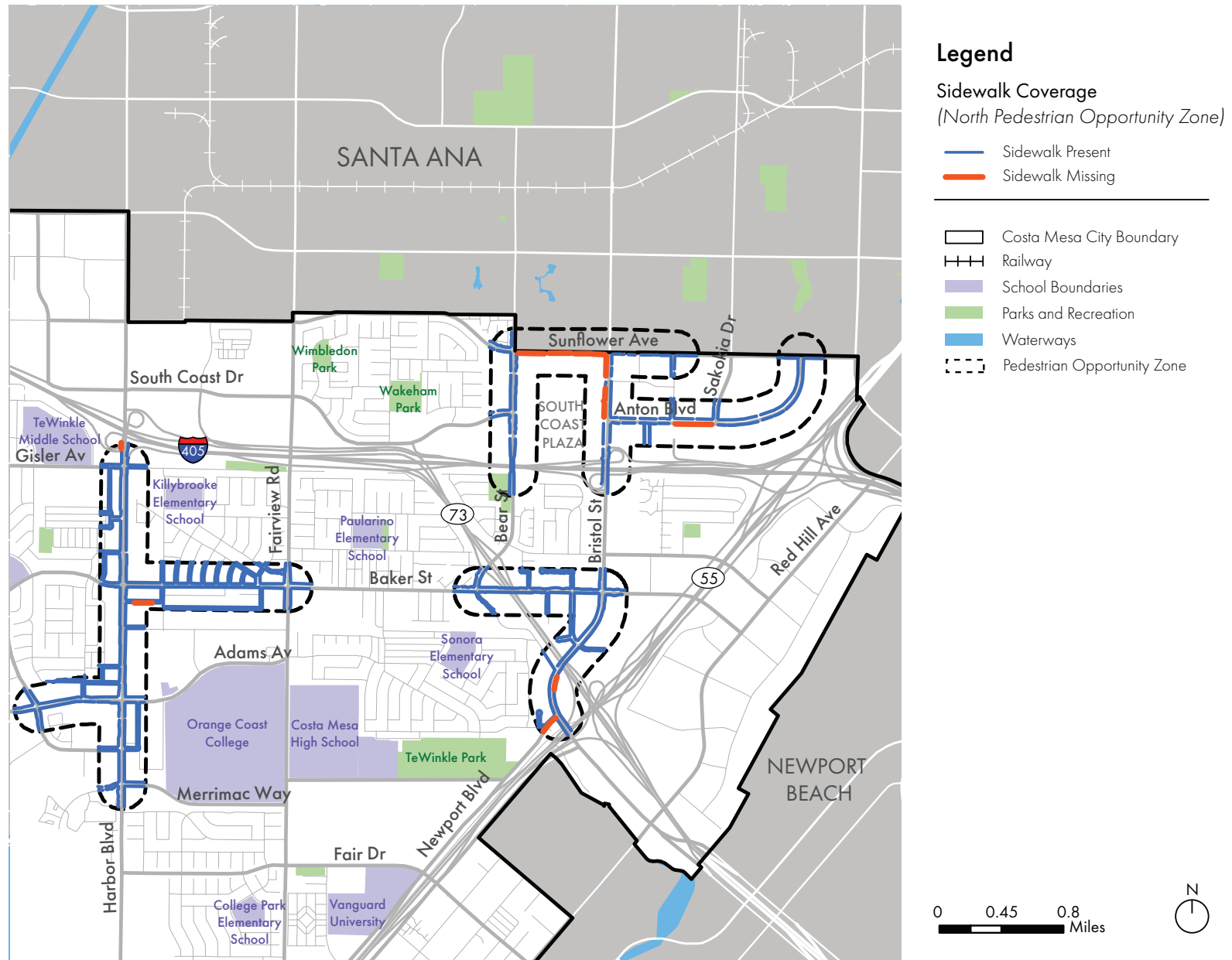
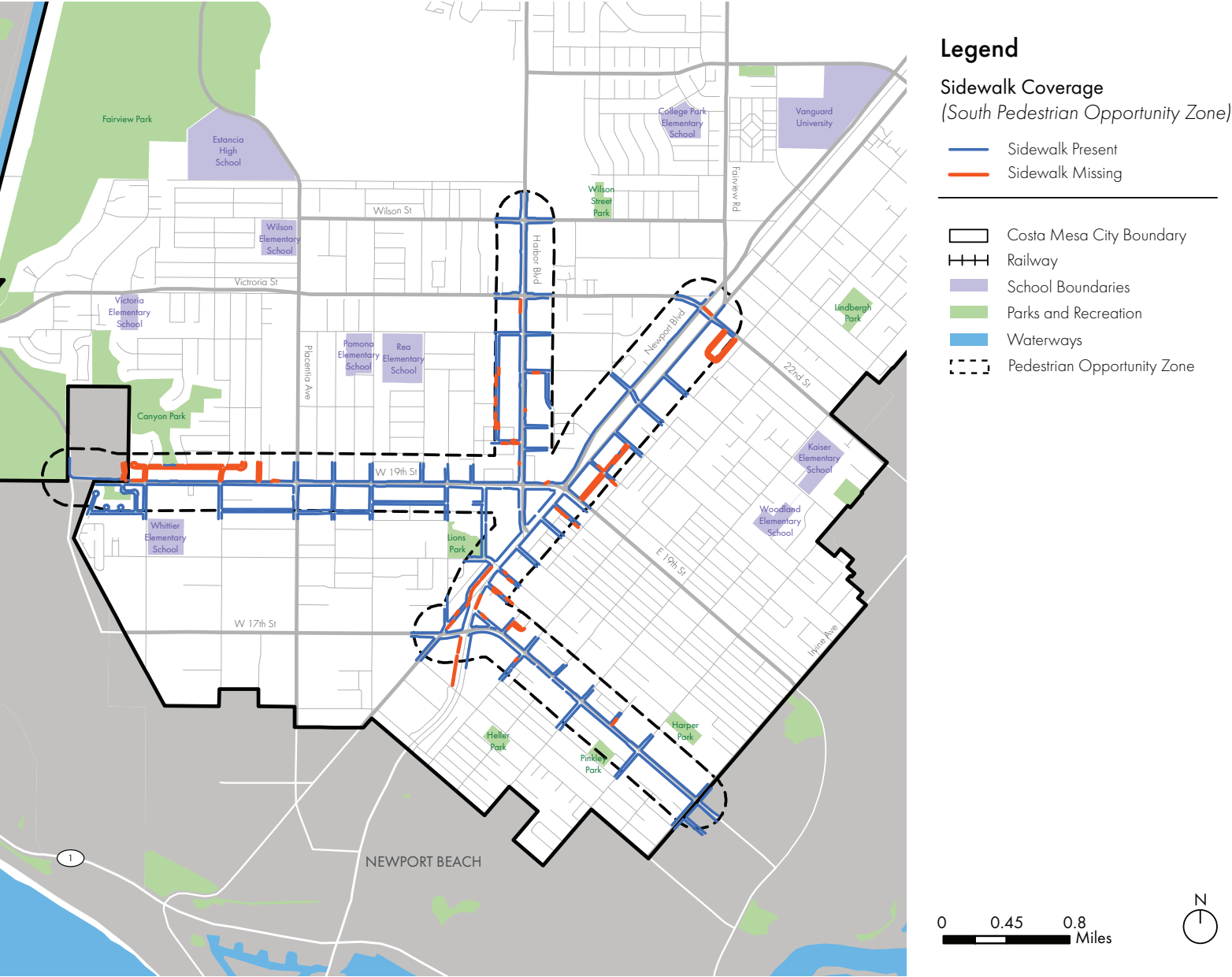


Figure 3.9 Sidewalk Coverage in South Pedestrian Opportunity Zone



CROSSWALKS

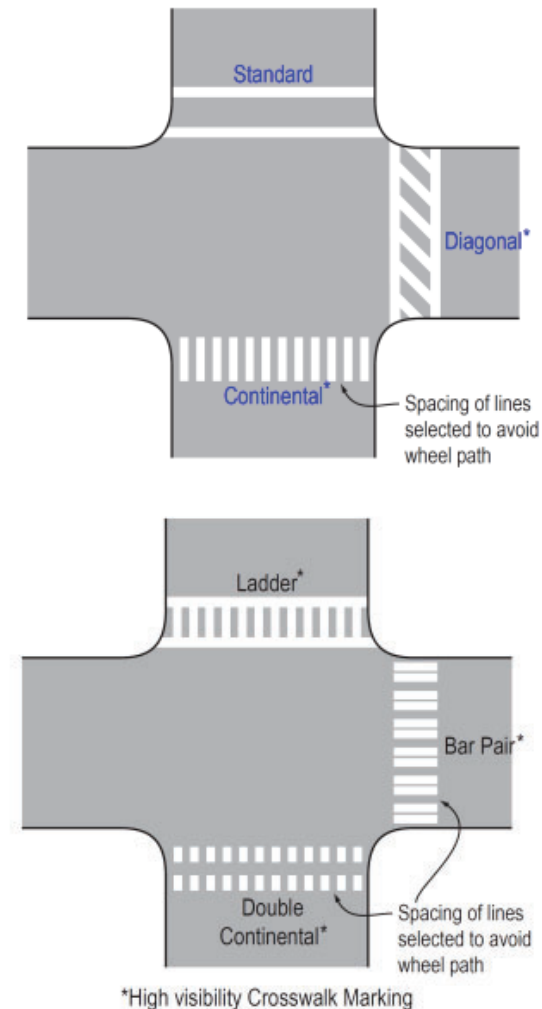
Crosswalks clearly delineate the pedestrian right-of-way at areas where crossings may likely occur, and they are typically located at intersections. Figure 3.10, Crosswalk Types details the different kinds of crosswalks available.

Currently, the City has four types of crosswalks that help facilitate pedestrian crossings: continental, ladder, decorative, and standard crosswalks. There are many intersections that have marked crosswalks on three legs of four-leg intersections. The lack of a fourth leg may present additional barriers for pedestrians to cross the intersection. Several of these three-legged crosswalk intersections are in high pedestrian traffic areas, such as The Triangle and along Harbor Boulevard. The City is in the process of upgrading all crosswalks to either ladder or continental for arterials and high pedestrian volume intersections and school crossings.

PEDESTRIAN COUNTDOWN SIGNALS

Pedestrian signals with countdown timers show the remaining time left for pedestrians to cross the roadway. Pedestrian countdown signals exist at intersections where new construction or signal improvements have been made (typically in the last five years). In situations where signal upgrades have yet to take place, these pedestrian countdown signals flash without a countdown. It is a City and ADA standard to upgrade any signal heads with pedestrian countdown flashers for all new construction

Figure 3.10 Crosswalk Types



Source: CA MUTCD



or signal upgrades. Over time the City will have more widespread offerings of such features.

TRANSIT ACCESS

Walking is an important mode of transportation for travelers to travel to/from transit hubs. It allows transit users to complete their “First/Last Mile” trips. The Orange County Transportation Authority (OCTA) is the primary service provider within the city. Bus transit stop locations are shown in Figure 3.11, OCTA Bus Stops.

There are 215 OCTA bus stops within the city. Of these, 94 (44%) are located within the Pedestrian Opportunity Zones. From the average daily boarding bus ridership data acquired from OCTA for June 2019, the major hubs of bus ridership can be found in the opportunity zones. Ridership is particularly concentrated near South Coast Plaza (Bristol Street), major retail destinations along Harbor Boulevard

between Wilson Street and Victoria Street, and along 19th Street in Westside Costa Mesa. Figure 3.12, OCTA Bus Ridership Heat Map, further highlights the higher bus ridership in these major destinations.

Despite the opportunities available for community members in Costa Mesa to take transit, there are some constraints. Bus ridership is much lower in low-density residential (single-family home) neighborhoods such as Victoria Street, around Mesa Verde, and along E 17th Street near Newport Beach. For certain routes such as the ones along Wilson Street and Harbor Boulevard, transit users must walk a long distance to transfer between routes. Additionally, there are minimal transit connections between Downtown Costa Mesa and the Newport Pier area, a popular local destination.

Figure 3.11 OCTA Bus Stops

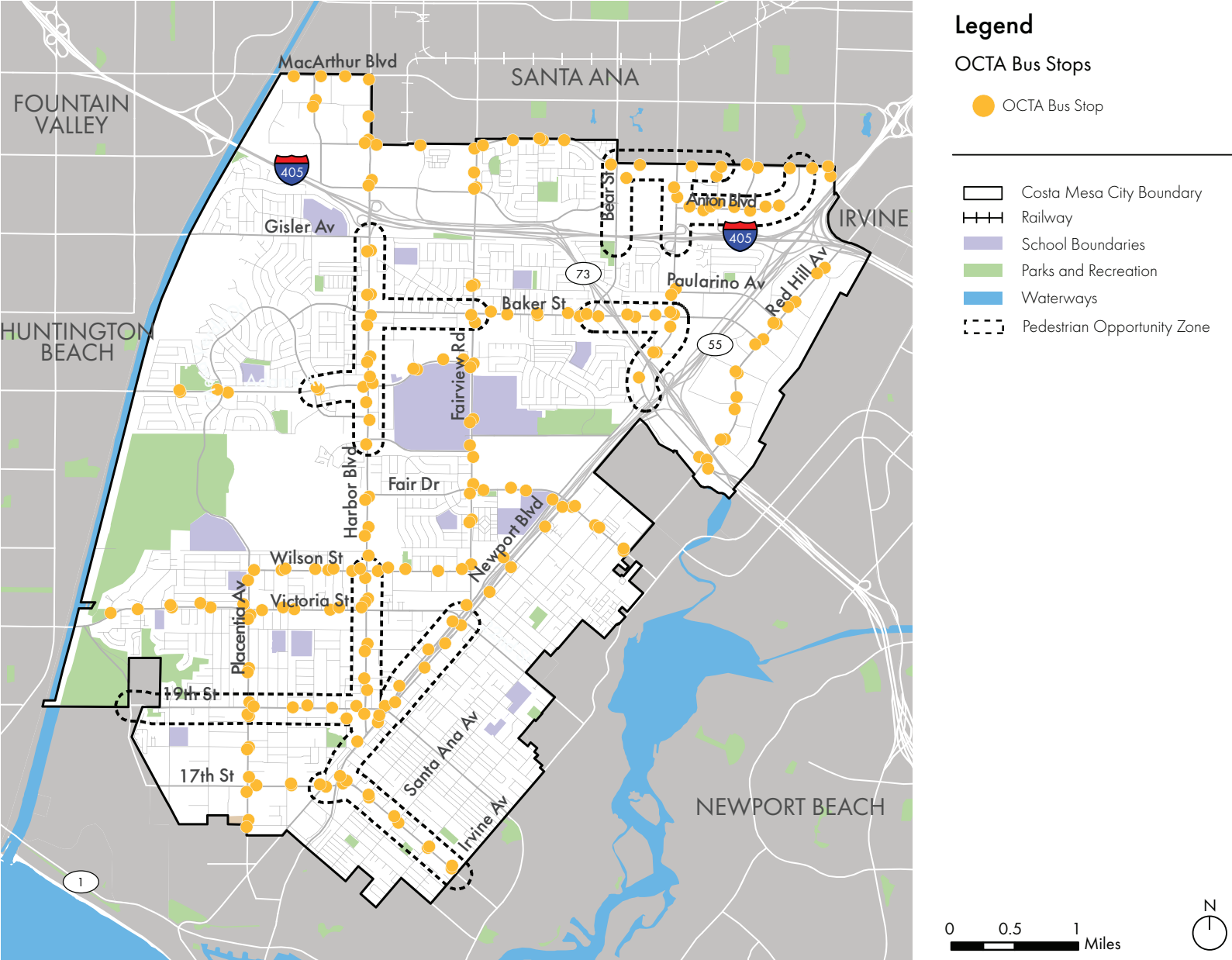
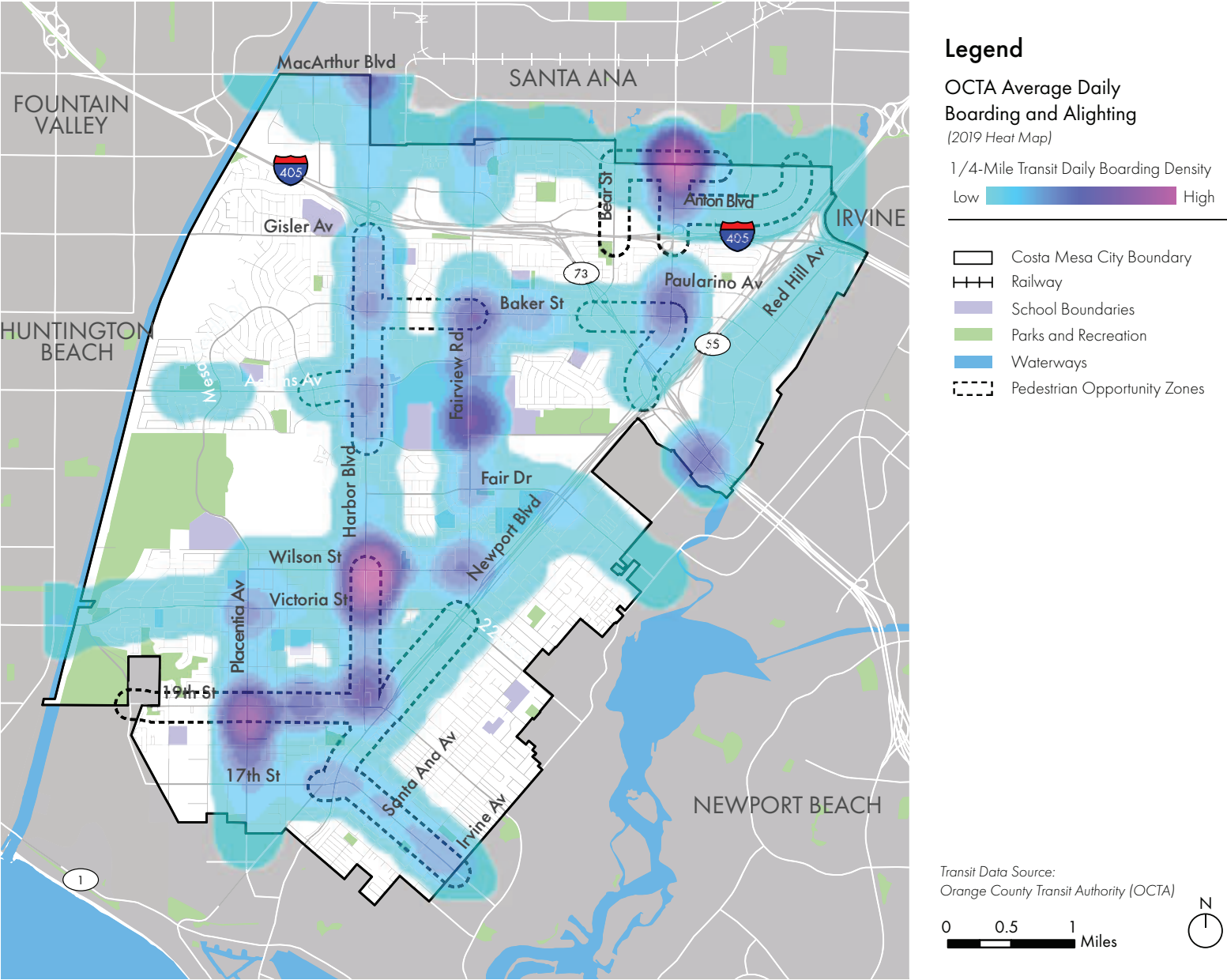


Figure 3.12 OCTA Bus Ridership Heat Map



3.7 PEDESTRIAN SAFETY

To understand pedestrian safety, the project team evaluated vehicular collisions and police citations given to motorists who exhibited behaviors that could create an unsafe environment for pedestrians. Traffic collisions are incidents where a vehicle collides with a bicyclist, pedestrian, and/or vehicle. For this study, pedestrian-involved collisions were assessed. Pedestrian-involved collisions typically result from a vehicle or bicyclist colliding with one or more pedestrians. Police citations could be interpreted as “near-miss” collisions. While not all citation indicate a collision, the locations of police citations can indicate hotspots that may be prone to collisions. A full report of pedestrian safety in the city is available in Appendix E: Pedestrian Safety Analysis.

PEDESTRIAN COLLISION ANALYSIS

Citywide vehicular collision data from July 1, 2015 to June 30, 2020 was obtained through the Statewide Integrated Traffic Records System (SWITRS) published by the California Highway Patrol. This analysis focused on pedestrian-involved collisions. At the citywide scale, a total of 175 collisions over the 5-year timeframe involved a pedestrian. Within opportunity zones, 83 collisions involved a pedestrian.

Top Collision Hotspots

Collision hotspots are classified as intersections with high collision density within 250 feet of the intersection. Pomona Avenue and 19th Street had the highest number of pedestrian-involved collisions at the citywide scale and within the opportunity zones. Figure 3.13, Heat Map of Pedestrian Collisions and Table 3.9, Top Five Collision Hotspots, Citywide and at Pedestrian Opportunity Zones, shows the top five collision hotspots across the city and in the Pedestrian Opportunity Zones, with the corresponding collision severity.

Top Collision Corridors

A “corridor” is defined as the primary road of travel where a collision occurs. The collisions may occur at intersections along the corridor or outside of an intersection. The top five collision corridors are showcased in Table 3.10, Top Five Corridors. Harbor Boulevard had the highest pedestrian-involved collision density across all scales of analysis. Newport Boulevard also had high collision density at the citywide scale and within opportunity zones.

Figure 3.13 Heat Map of Pedestrian Collisions

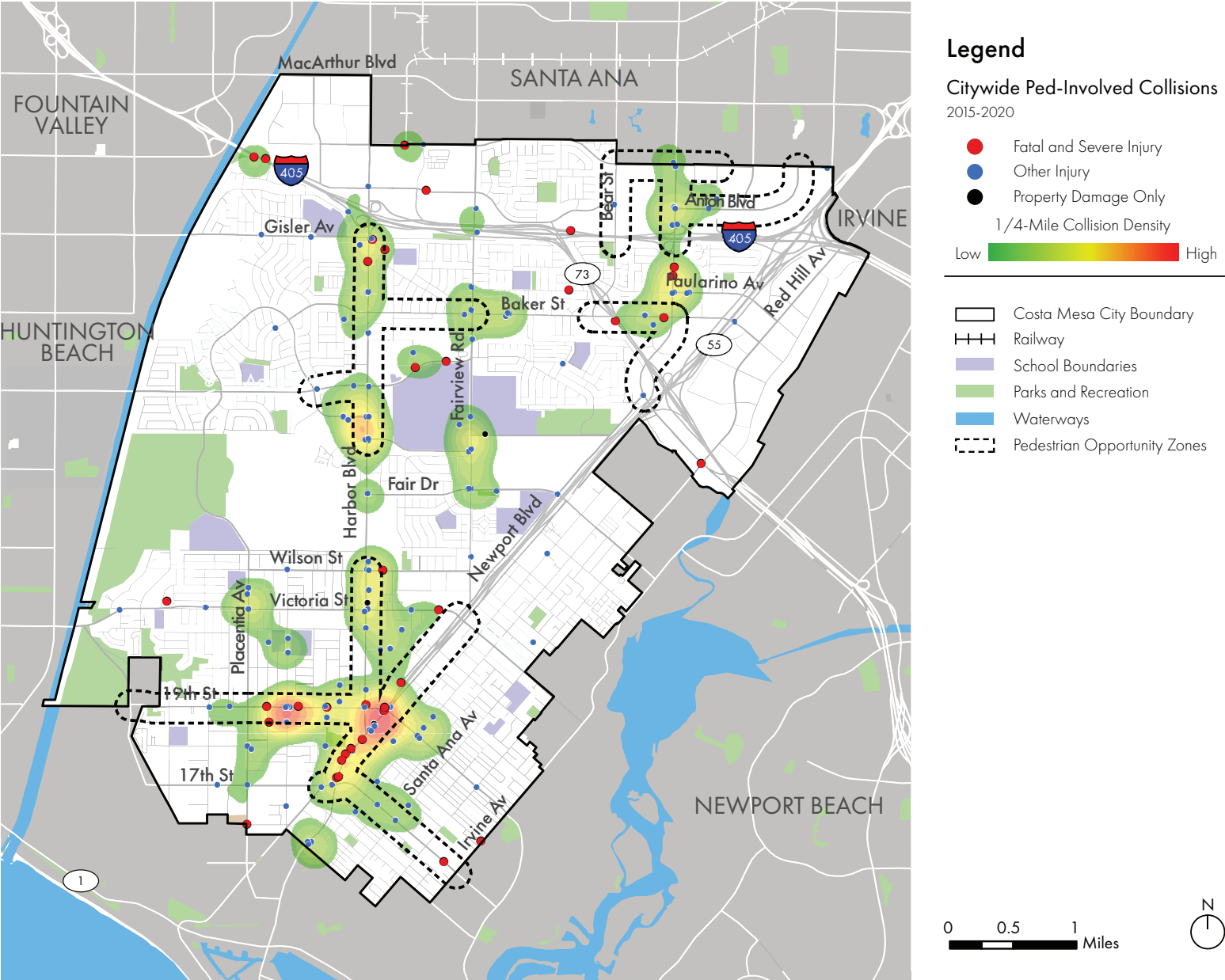


Table 3.9 Top Five Collision Hotspots, Citywide and at Pedestrian Opportunity Zones, from July 2015 to June 2020

Corridor	Fatal or Severe Injury	Visible Injury	Complaint of Pain	Property Damage Only	Total ¹
Citywide					
Pomona Avenue and 19th Street	0	2	4	0	6
Harbor Boulevard and Merrimac Way	0	1	3	0	4
Gisler Avenue and Harbor Boulevard	2	1	0	0	3
19th Street and Harbor Boulevard	0	0	3	0	3
Fairview Road and Merrimac Way	0	2	1	0	3
Opportunity Zones					
Pomona Avenue and 19th Street	0	2	4	0	6
Harbor Boulevard and Merrimac Way	0	1	3	0	4
Harbor Boulevard and Victoria Street	0	1	1	1	3
19th Street and Newport Boulevard	0	3	0	0	3
Broadway and Newport Boulevard	0	2	0	1	3

Table 3.10 Top Five Collision Corridors, Citywide and at Pedestrian Opportunity Zones, from July 2015 to June 2020

Corridor	Fatal or Severe Injury	Visible Injury	Complaint of Pain	Property Damage Only	Total ¹
Citywide					
Harbor Boulevard ¹	4	10	9	1	24
Newport Boulevard ²	9	7	5	1	22
Bristol Street	3	5	2	0	10
19th Street	2	4	4	0	10
Fairview Road	0	5	4	0	9
Opportunity Zones					
Harbor Boulevard ¹	3	8	9	1	21
Newport Boulevard ²	9	6	3	1	19
19th Street	2	4	4	0	10
Bristol Street	0	4	2	0	6
17th Street	1	1	1	0	3

1- A safety improvement project on Harbor Boulevard was completed in 2019, which installed medians and landscaping between sidewalks.

2- Includes Caltrans Right of Way.



POLICE CITATION ANALYSIS

Police citation data from January 2016 to January 2021 was acquired from the City of Costa Mesa Police Department. A total of 20,419 citations were recorded citywide between January 2016 and January 2021. Within the Pedestrian Opportunity Zones, 11,141 citations were recorded, which account for approximately 54% of all citations. The major clusters of citations were centered around 19th Street and Newport Boulevard, and along Harbor Boulevard between Baker Street and Adams Avenue.

The top five locations with police citations are:

- Harbor Boulevard & Village Way
- Newport Boulevard & W 19th Street
- Newport Boulevard & W 18th Street
- Placentia Avenue & Swan Circle
- Harbor Boulevard & Victoria Street

Figure 3.14, Heat Map of Police Citations, illustrates the hotspots where police citations were issued. Table 3.11, Summary of Citations Given shows a list of the citations given out based on different violation categories.

Figure 3.14 Heat Map of Police Citations

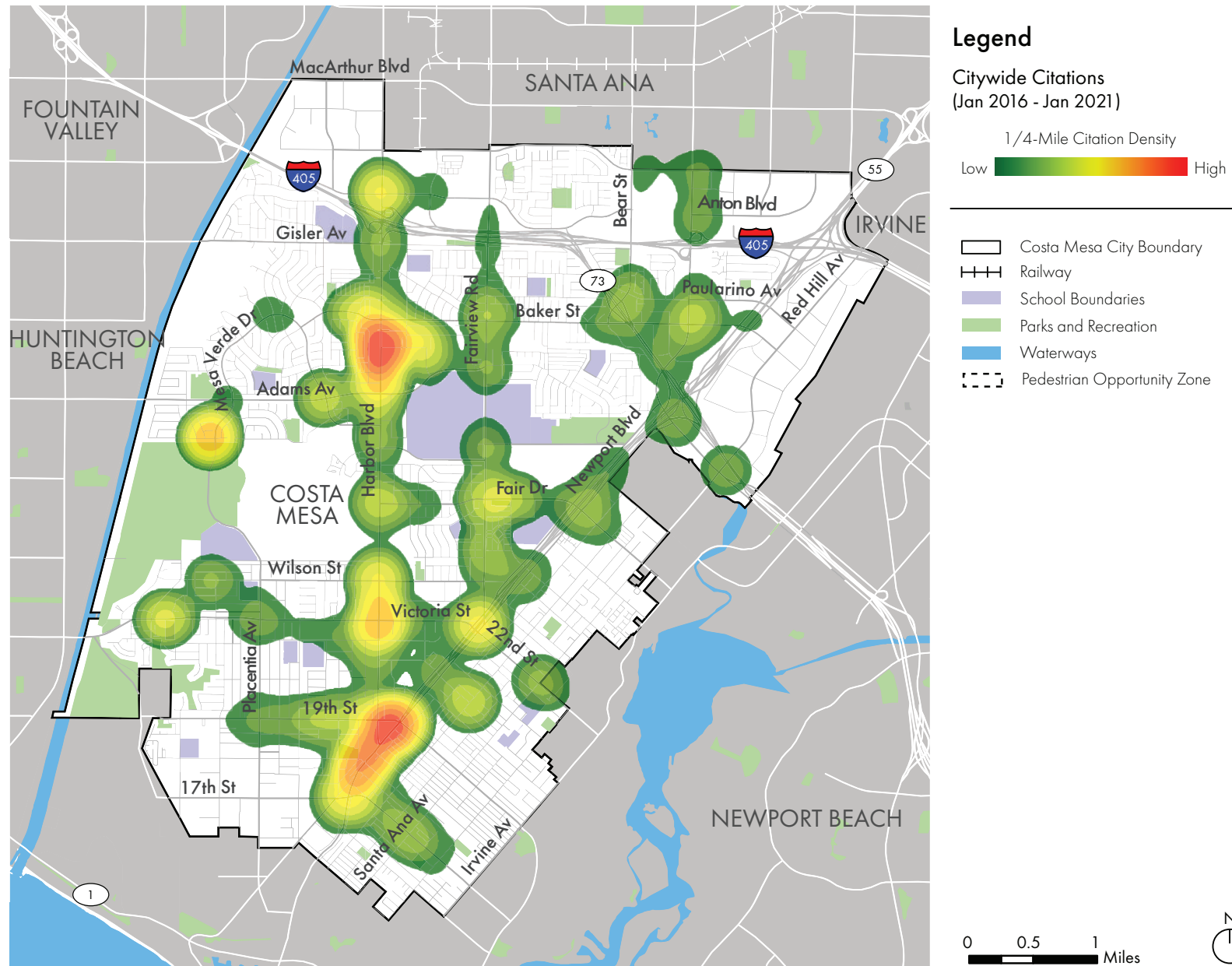


Table 3.11 Summary of Citations Given

Violation Code	Description	Count	Percent
Cell Phone Use		6364	31.17%
23123-5A	Prohibit text-based communication while driving	4566	22.36%
23123A	Using wireless phone while driving	1798	8.81%
Speeding		5463	26.75%
22350	Unsafe speed for prevailing conditions	5225	25.59%
22349A	No person should travel at speeds greater than 65 mph	226	1.11%
21703	Vehicle follow too closely	12	0.06%
Signals and Signs		5140	25.17%
22450A	Failure to stop at stop sign limit line, crosswalk, or entrance of intersection	1757	8.60%
21453A	Driver failing to stop at traffic signal limit line	1223	5.99%
21461A	Failure to obey sign or signal	1184	5.80%
22101D	Disobeying the directions of a traffic control device	330	1.62%
21453C	Failure to obey red arrow signal	264	1.29%
21950	Crosswalks, failure to yield to pedestrians within.	158	0.77%
38300	Failure to obey sign	67	0.33%
21802	Fail to yield right of way at stop sign/intersection	75	0.37%
38300	Failure to obey sign	67	0.33%
21451A	Driver shall proceed straight through or right, left, or U-turn on green signal unless U-turn sign is present	11	0.05%
21457B	Driver shall stop at flashing red signal	4	0.02%

Table 3.11 Summary of Citations Given (Cont.)

Violation Code	Description	Count	Percent
DUI		1177	5.76%
23152A	Unlawful for a person under the influence of alcohol to operate a vehicle	1102	5.40%
23153A	Unlawful for a person under the influence of alcohol to operate a vehicle and concurrently do any act forbidden by law	75	0.37%
Wrong Side of Road		483	2.37%
21650	Failure to drive on right half of roadway	483	2.37%
Pedestrian		935	4.58%
21955	Jaywalking	412	2.02%
21954A	Pedestrian failing to yield to traffic (not in crosswalk)	183	0.90%
21456	Pedestrian failing to abide to pedestrian control signal at crosswalk	159	0.78%
21456B	Pedestrian failing to obey to "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol with a countdown	152	0.74%
21453D	Pedestrian failing to obey to red or red arrow signal	24	0.12%
21956A	No pedestrian may walk upon any roadway	5	0.02%
Unsafe Turning		681	3.34%
22107	Unsafe turn and/or without signal	244	1.19%
21804A	Driver of vehicle about to enter or cross a highway from public/private property or an alley shall yield the ROW to all traffic	132	0.65%
21651A2	Improperly making left, semicircular, or U-turn on divided highway	121	0.59%
21801A	Vehicle intending to turn left or to complete a U-turn shall yield the ROW to traffic in the opposite direction	105	0.51%

Table 3.11 Summary of Citations Given (Cont.)

Violation Code	Description	Count	Percent
21453B	Failing to properly turn right or left from a one-way street onto a one-way street	74	0.36%
21800A	Driver of vehicle approaching an intersection shall yield the ROW to any vehicle which has entered the intersection from a different highway	2	0.01%
21803A	Driver of vehicle approaching an intersection controlled by a yield ROW sign shall yield to the ROW to any vehicles that have entered the intersection	2	0.01%
21952	The driver of any motor vehicle, prior to driving over or upon any sidewalk, shall yield the right-of-way to any pedestrian approaching thereon	1	0.00%
Unsafe Lane Change		171	0.84%
21658A	Vehicle shall not move from a lane until movement can be made with reasonable safety	163	0.80%
21750	Overtake vehicle/bike:left pass violation	4	0.02%
21755	Use shoulder/etc to pass on right	4	0.02%
24400B	Vehicle headlamps not equipped or improperly equipped	72	0.35%
Lights		72	0.35%
24400B	Vehicle headlamps not equipped or improperly equipped	72	0.35%
TOTAL		20,419	100%

The background of the slide is a photograph of a college campus, featuring a paved road, a grassy area, and several buildings in the distance. The entire image is covered with a semi-transparent blue overlay. A large white number '04' is positioned in the upper right quadrant of the slide.

04

Policy Recommendations



4.1 INTRODUCTION

This chapter provides a list of goals, objectives, and recommendations that will help the City achieve the vision identified in the Active Transportation Plan: “The City of Costa Mesa will have a comprehensive and visible active transportation network and will promote safety, education, health, recreation, and access to important locations within the city while connecting to the larger regional network.”

The goals, objectives, and recommendations mirror those in the Costa Mesa Active Transportation Plan (ATP) by offering additional long-term programs and policy recommendations that would enhance the environment where pedestrian activities occur.

Adapted from the ATP, the Costa Mesa Pedestrian Master Plan, has the following goals:

- Goal 1.0: Promote a pedestrian-friendly system in Costa Mesa
- Goal 2.0: Create a safer place to walk
- Goal 3.0: Integrate pedestrian elements into the circulation system and land use planning
- Goal 4.0: Promote a culture of walking
- Goal 5.0: Promote the positive air quality, health, and economic benefits of walking
- Goal 6.0: Monitor, evaluate, and pursue funding for implementation of the Pedestrian Master Plan

Objectives and policies that are identified in blue-green are adapted from the Active Transportation Plan, while the objectives and policies in orange are additional recommendations from the Pedestrian Master Plan.



4.2 POLICY RECOMMENDATIONS

GOAL 1.0: PROMOTE A PEDESTRIAN-FRIENDLY SYSTEM IN COSTA MESA

Create a pedestrian-friendly environment for users of all types, ages, and abilities. The pedestrian-friendly environment will be designed in accordance with the six “Es”: Education, Encouragement, Enforcement, Engineering, Evaluation, and Equity.

OBJECTIVES & RECOMMENDATIONS

Pedestrian Network

A pedestrian network offers pedestrians a protected right-of-way for walking activities to occur. It also allows pedestrians to safely reach their destinations within and outside of the city.

ATP Objective 1.1

Expand, enhance, and protect the existing pedestrian network to provide a comprehensive system to increase connectivity between homes, jobs, schools, transit, and recreational resources in Costa Mesa.

ATP Policy 1.1

Develop an extensive pedestrian backbone network through the use of standard and appropriate innovative treatments.



ATP Policy 1.4

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.

ATP Policy 1.8

Designate walkable districts in the city.

ATP Policy 1.9

Pursue the following mode split goal for walking: 20%.

ATP Recommendation 1.4

Identify citywide infrastructure needed to create the interconnected multi-trail system.

ATP Recommendation 1.5

Low-stress design techniques should be considered where necessary to attract a wide variety of users.

ATP Recommendation 1.9

Improve the quality, aesthetics and safety of high-use pedestrian corridors.

ATP Recommendation 1.10

Establish a goal for all trips of less than 1 mile to be 30 percent by walking.

ATP Recommendation 1.14

Establish designated suggested routes to schools for biking and walking.

Recommendation 1.1

Develop an annual list of pedestrian projects to be proposed as part of the city's Capital Improvement Program (CIP). Use the Pedestrian Project Corridors Map and the project factsheets in Chapter 6 Infrastructure Projects as a starting point.

Recommendation 1.2

Leverage the tools discussed in the Pedestrian 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.

Recommendation 1.3

Continue to work with the ADA Coordinator (or someone in a similar role) to ensure that new roadway projects, particularly pedestrian infrastructure projects, are ADA compliant.

Recommendation 1.4

Collaborate with adjacent jurisdictions and Caltrans to develop and seek funding for pedestrian projects along corridors that promote intercity connectivity. Examples of such projects include Bristol Street which provides access to South Coast Plaza, commercial centers, residential neighborhoods within Costa Mesa, and adjacent jurisdiction (Santa Ana); Victoria Street which provides access to commercial centers, schools, residential neighborhoods within Costa Mesa, and adjacent jurisdiction (Huntington Beach); 17th Street which offers connectivity to commercial areas, residential neighborhoods within Costa Mesa, and adjacent jurisdiction (Newport Beach); and Newport Boulevard along Caltrans jurisdiction.

Recommendation 1.5

Conduct an analysis to identify roadways that have excess vehicle capacity. For roadways with excess vehicle capacity, consider the reduction of travel lanes and use the reclaimed space for other purposes. Examples include widening the sidewalk





and expanding the frontage zones (as identified in the General Plan, Circulation Element), adding in street landscaping, offering more transit amenities, providing diagonal parking, and converting the space into a small parklet or other public space. Examples of such corridors could include Placentia Avenue and South Coast Drive.

Recommendation 1.6

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 activities with enhanced pedestrian infrastructure that provide for connectivity in the east-west direction.

First and Last Mile Programs

“First/Last Mile” refers to the first and last-mile connections that transit users typically have to take to reach a transit stop or hub from the trip origin to the final destination. Walking is an important mode of transportation that allows transit users to complete the trip.

ATP Objective 1.3

Encourage walking to fill gaps between the first and last miles of trips.

Lighting

Pedestrian-scaled lighting provides additional visibility for pedestrians walking along the roadway. Nicely designed lighting could also enhance the character of the roadway.

Recommendation 1.7

Conduct a study on pedestrian network lighting conditions with a focus to increase the presence of pedestrian-scaled lighting across the city's pedestrian network. Corridors that could benefit from more pedestrian-scaled lighting include: Wilson Street, Pomona Avenue, Orange Avenue, and Santa Ana Avenue.

Street Canopies

Street trees and landscaping offer many benefits that enhance the pedestrian environment. They provide shade for pedestrians and can contribute to a more comfortable and pleasant environment for pedestrian activities to occur.

Recommendation 1.8

For new pedestrian infrastructure projects, incorporate street trees that provide shade whenever possible.

Recommendation 1.9

Address areas where the pedestrian infrastructure is disrupted by street trees. Examples of such concerns include buckled sidewalks and sidewalk obstruction caused by street trees. Corridors identified from the Walk Audits that had concerns include Fairview Road and Wilson Street.

Refer to Appendix F: Toolbox Reference for recommendations on how to address concerns related to street trees and landscaping.

GOAL 2.0: CREATE A SAFER PLACE TO WALK

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

OBJECTIVES & RECOMMENDATIONS

Design & Wayfinding

There are many manuals that contain approved uniform design standards, as well as guidance for pedestrian infrastructure treatments. Examples include the Federal Highway Administration (FHWA) and California Manual on Uniform Traffic Control





Devices (CAMUTCD), Caltrans Highway Design Manual (HDM), Public Right of Way Accessibility Guidelines (PROWAG), ADA Guidance, and National Association of City Transportation Officials (NACTO) Urban Street Design Guide.

ATP Objective 2.1

Develop pedestrian facilities with approved uniform design standards, and implementation of way-finding signage providing information on various destinations.

ATP Policy 2.1

Utilize Complete Streets elements as demonstrated in most recent version of National Association of City Transportation Officials (NACTO) Urban Street Design Guide.

ATP Policy 2.2

Develop, install, and maintain a pedestrian wayfinding signage program to indicate route turns, the presence of intersecting bikeways, streets and distances to nearby local and major destinations.

ATP Policy 2.5

Where feasible reduce or eliminate conflict points such as driveways that cross the sidewalk.

ATP Recommendation 2.1

Require that all facilities be designed in accordance with the latest federal, state, and local standards.

ATP Recommendation 2.2

Provide and maintain pedestrian signal detectors, informational signage, and lighting, along city bikeways.

ATP Recommendation 2.3

Crosswalks will include high-visibility treatments.

Safe Roadway Conditions

Safe roadway conditions provide a more comfortable environment for pedestrian activities to occur. Many infrastructure tools are available to create a safer walking environment.

ATP Objective 2.3

Maintain pedestrian facilities that are clear of debris and provide safe conditions for all users.

ATP Recommendation 2.4

Establish an expedited process to report maintenance and safety concerns.

ATP Recommendation 2.5

Establish routine maintenance schedule/standards for pedestrian facilities for sweeping, litter removal, landscaping, repainting of striping, signage, and signal actuation devices.

ATP Recommendation 2.12

Promote efficient reporting mechanisms for behaviors that endanger pedestrians.

ATP Recommendation 2.15

Encourage and empower citizens to report maintenance issues that impact pedestrian safety including, but not limited to, potholes, sidewalk lifting, and overgrown vegetation.

ATP Recommendation 2.16

Establish procedures for responding to citizen reports in a timely manner.





Recommendation 2.1

Identify traffic calming infrastructure improvements in areas with high collision frequencies across the city. Reference the Local Road Safety Plan for projects. Examples of such corridors could include Harbor Boulevard, Newport Boulevard, Bristol Street, 17th Street, 19th Street, and Fairview Road.

Recommendation 2.2

Identify opportunities to update signal timing and phases in different areas across the city.

Recommendation 2.3

At regular intervals, conduct a study to re-evaluate speeds along the city's roadways in response to AB 43.

Recommendation 2.4

Assess and implement enhanced crossing treatments to reduce pedestrian-automobile collisions at multi-lane crossings, including median refuge islands, rapid-rectangular flashing beacons, pedestrian hybrid beacons, raised crosswalks and other treatments. Reference Chapter 5 Pedestrian Infrastructure Toolbox for treatments that address different concerns.

Recommendation 2.5

Conduct analysis to identify intersections to prohibit or regulate right-turn-on-red (RTOR) movement at intersections with high frequencies of this collision/citation type. Consider the use of blank-out signs and add Lead Pedestrian Interval (LPI) where feasible.

Recommendation 2.6

Develop a program to help maintain clear zones for pedestrians waiting and crossing areas, including increased parking setbacks.

Recommendation 2.7

Develop a program to review traffic signal locations with prohibited pedestrian crossings and where feasible and appropriate, modify to restore prohibited crossings.

Education

Educational programs help educate the public on how to safely walk and use pedestrian facilities along the City's roadways. For example, a pedestrian traffic safety program for school children may teach students on when to safely cross an intersection. It is important that all program materials are available in both English and Spanish to accommodate the City's large Hispanic population.

ATP Objective 2.4

Increase education of bicycle and pedestrian safety through programs and training of school children and the public.

ATP Policy 2.6

Support marketing and public awareness campaigns aimed at improving pedestrian safety.

ATP Recommendation 2.19

Develop and distribute education material regarding pedestrian responsibilities and laws.

Recommendation 2.8

In tandem with new pedestrian or multi-modal projects, promote a campaign to educate roadway users of all modes on new active transportation infrastructure projects and how the projects will promote safety for all users.





Safety Data

An important component of evaluating pedestrian safety is analyzing pedestrian collisions along the City's roadways. The California Highway Patrol maintains the Statewide Integrated Traffic Record System (SWITRS), a statewide database of vehicle, pedestrian, and bicycle collisions that is accessible for to the public.

ATP Objective 2.5

Monitor and analyze bicycle and pedestrian safety.

ATP Recommendation 2.9

Request pedestrian collision reports from local law enforcement periodically and consider improvements to address problem areas.

ATP Recommendation 2.10

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.

Recommendation 2.9

Develop a program to regularly collect and share citywide pedestrian count data, and add as a requirement for all traffic studies/impact analyses conducted within the city's jurisdiction.

GOAL 3.0: INTEGRATE PEDESTRIAN ELEMENTS INTO THE CIRCULATION SYSTEM AND LAND USE PLANNING

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

OBJECTIVES & RECOMMENDATIONS

ATP Objective 3.1

Consider pedestrian facilities during land use planning process.

ATP Objective 3.2

Integrate pedestrian facility improvements during planning, design and implementation of transportation projects.

ATP Policy 3.1

Require new developments to provide adequate pedestrian access.

ATP Recommendation 3.1

Provide a fully integrated network of modern pedestrian facilities to and from major activity centers and residential centers.

ATP Recommendation 3.2

Identify areas where an increase in the need for pedestrian activities can reasonably be anticipated due to housing/ business growth.

ATP Recommendation 3.4

Improve the safety of all road users through the implementation of neighborhood traffic calming treatments.

ATP Recommendation 3.5

Make commercial and recreational areas more enjoyable for pedestrians by implementing measures such as providing shade, planting trees, eliminating visible parking lots and vacant lots, and long stretches of bland building façade.

ATP Recommendation 3.6

Support the incorporation of pedestrian facilities into capital improvement projects, where appropriate to maximize leveraging of funds.





ATP Recommendation 3.8

Proactively seek new opportunities for acquisition of abandoned rights-of-way and other lands for the development of new multi-use pathways that integrates with the planned network.

ATP Recommendation 3.10

Detours through or around construction zones should be designed for safety and convenience, and with adequate signage for pedestrians.

Recommendation 3.1

Encourage new developments to provide pedestrian access that serves their intensity of use and complements the existing pedestrian network.

Recommendation 3.2

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.

Recommendation 3.3

Whenever feasible, incorporate pedestrian improvements to the public right-of-way as a part of the conditions of approval or development agreement with the city.

Recommendation 3.4

At commercial corridors (such as 19th Street and Harbor Blvd), update design standards on surface parking and driveways to reduce surface parking and driveways along the pedestrian infrastructure network. Whenever possible, have storefronts face the street to encourage pedestrian traffic.

GOAL 4.0: PROMOTE A CULTURE OF WALKING

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

OBJECTIVES & RECOMMENDATIONS

ATP Objective 4.1

Encourage more people to walk by supporting programs that foster community support for walking, and raise public awareness about walking.

ATP Policy 4.1

Support marketing and public awareness campaigns through a variety of media aimed at promoting walking as a safe, healthy, cost-effective, environmentally friendly transportation choice.

ATP Policy 4.3

Support programs aimed at increasing walk trips by providing incentives, recognition, or services that make walking a more convenient transportation mode.

ATP Policy 4.4

Promote walking at city-sponsored and public events, such as Earth Day, Bike to Work Day/Month, farmers' markets, public health fairs, concerts in the park, art walks, craft fairs, civic events, etc.

Safe Routes to School

Safe Routes to School is an approach that focuses on infrastructure treatments that improve safety on routes to school and non-infrastructure programs that educate and encourage students to walk and bike to school.





ATP Recommendations 2.7

Develop a partnership with the school community to establish and update suggested routes to schools for bicycling and walking.

Recommendation 4.1

Expand student and school participation in Walk to School Week events with the Newport-Mesa Unified School District.

Recommendation 4.2

Seek funding for a permanent citywide Safe Routes to School non-infrastructure program.

Recommendation 4.3

Develop a Safe Routes to School Plan for all elementary, middle, and high schools located in Costa Mesa.

Recommendation 4.4

On a regular basis, have meetings with school representatives and active parents to discuss opportunities to improve pedestrian safety and connectivity to schools and school facilities.

Recommendation 4.5

Encourage the Safe Routes and Accessibility Subcommittee from the Active Transportation Committee to continue to actively participate in projects related to schools.

Engagement and Encouragement Programs

Engagement and encouragement programs help promote new walking routes and changes to the existing roadway. Programs such as tactical urbanism demonstrations and quick-builds allow community members to experience

infrastructure change on the roadway on a temporary basis and provide feedback. "Open Streets" events close down a portion of a roadway altogether for the public to reclaim the roadway as an open space. Meanwhile, walking tours and walking groups encourage community members to enjoy the experience of being a pedestrian.

ATP Recommendation 4.4

Promote walking events in Costa Mesa to raise awareness and encourage walking, including, but not limited to, those that may involve temporary road closures, historic walks, and ciclovias.

ATP Recommendation 4.6

Encourage participation in pedestrian promotion activities by education facilities, arts programs, active transportation clubs, and entertainment providers.

Recommendation 4.6

Plan and install tactical urbanism demonstrations and/or quick-build projects along corridors or at areas with high pedestrian activity to showcase potential new traffic calming and pedestrian infrastructure treatments to improve the pedestrian environment. Potential projects could be located on Park Avenue, Arlington Drive, Mesa Verde Drive, and various residential roadways near commercial centers.

Recommendation 4.7

Host "Open Streets" events where a portion of the roadway is closed off from vehicular traffic and converted into a public space. Collect and evaluate public feedback and conduct traffic operational and other studies to consider closing the streets for longer period of time or even permanently for pedestrian activities.

Recommendation 4.8

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.

Recommendation 4.9

Build partnerships with local businesses and community groups such as Parks and Community Services, R.O.C.K.S Afterschool Program, Costa Mesa Historical Society, and Costa Mesa Walk Tour to host regular walk tours and other walking-related activities, and promote walking as a form of physical exercise.

GOAL 5.0: PROMOTE THE POSITIVE AIR QUALITY, HEALTH, AND ECONOMIC BENEFITS OF WALKING

Encourage active transportation by promoting air quality, health, and economic benefits.

OBJECTIVES & RECOMMENDATIONS

ATP Objective 5.1

Improve air quality and public health and reduce ambient noise by promoting walking programs.

ATP Policy 5.1

Coordinate with appropriate federal, state, and county health agencies on active transportation/ pedestrian programs to achieve health benefits.

ATP Policy 5.2

Encourage developers to include features, amenities and programs that are proven to increase walking.

ATP Policy 5.3

Encourage the Chamber of Commerce and the business community to promote active transportation in commercial areas to stimulate economic vitality.

ATP Recommendations 5.1

Determine baseline emissions levels, then track and communicate changes in emissions as modes of transportation trips shift to encourage more walking.

ATP Recommendations 5.3

Offer incentives for businesses whose employees walk to work.

ATP Recommendations 5.4

Incentivize the business community to support pedestrians in tangible ways.

ATP Recommendations 5.5

Improve the quality of life in Costa Mesa by reducing neighborhood traffic and noise.

ATP Recommendations 5.6

Increase pedestrian trips, thereby reducing vehicle trips and vehicle miles traveled.

Recommendation 5.1

Provide economic incentives for expanding and enhancing pedestrian facilities.

Recommendations 5.2

Collaborate with major employers and civic institutions such as Orange Coast College and the OC Fair and Event Center to increase multi-modal access.

GOAL 6.0: MONITOR, EVALUATE, AND PURSUE FUNDING FOR IMPLEMENTATION OF THE PEDESTRIAN MASTER PLAN

Observe and assess the usage of pedestrian facilities periodically and pursue funding for projects that will help achieve the overall implementation of the Pedestrian Master Plan.





OBJECTIVES & RECOMMENDATIONS

ATP Objective 6.1

Continuously monitor and evaluate Costa Mesa's implementation progress on the Pedestrian Master Plan policies, programs, and projects.

ATP Objective 6.2

Pursue grants and other sources of funding for pedestrian projects.

ATP Policy 6.1

Establish a monitoring program to measure the effectiveness and benefits of the Plan by tracking citywide trends in walking through the use of Census data, pedestrian counts, travel surveys, and online surveys as part of annual reviews of the General Plan.

ATP Policy 6.2

Ensure that programs and projects are implemented in an equitable manner, geographically, socioeconomically, and serving disadvantaged communities.

ATP Policy 6.3

Consider designating a portion of development traffic impact fees to fund pedestrian facilities.

ATP Recommendations 6.1

Strategize the use of resources on developing effective and efficient grant application and program administration.

ATP Recommendations 6.2

Pursue multiple sources of funding and support efforts to maintain or increase federal, state and local funding for the implementation of the Pedestrian Master Plan.

Recommendations 6.1

Develop a program to evaluate the citywide collected pedestrian count data and identify areas of increased pedestrian activity to evaluate the potential development of new pedestrian-related improvements to further enhance the pedestrian environment.

Recommendations 6.2

Develop a program to evaluate new technologies and infrastructure treatments on a regular basis that will support a safe pedestrian environment. Update the Pedestrian Infrastructure Toolbox with any new findings.



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The background image shows a street scene with a crosswalk, pedestrian crossing signs, and cars. The entire image is overlaid with a semi-transparent teal color. A large white number '05' is centered in the upper half of the image.

05

Pedestrian Infrastructure Toolbox



5.1 INTRODUCTION

Costa Mesa has many improvements and features that improve walkability. Although Costa Mesa has won awards for walkability in recognition of its historical efforts, improving walkability continues to be an ongoing goal of the City.

This chapter is meant to provide a starting point on what infrastructure treatments (tools) can be considered when designing safer and connected streets for pedestrians. It complements the policy recommendations discussed in Chapter 4, Policy Recommendations.

The tools were selected to help address many of the comments received from the community engagement process.

They fall into in following three categories:

- Sidewalk-Related Treatments: Infrastructure that could enhance the pedestrian right-of-way on the sidewalk realm.
- Crossing-Related Treatments: Infrastructure that could improve pedestrian crossings on the roadway.
- General Traffic Behavior and Other: Discussions of strategies to address broader concerns that tangentially impact walkability in the city.

Oftentimes, pedestrian infrastructure is available on the roadway; however, the infrastructure could be better designed to better accommodate pedestrians' needs. Cost estimate for each type of treatments are provided at the end of the chapter to serve as a guide for approximately how much each treatment cost. Appendix E, Toolbox Reference builds upon this chapter to include discussions of the benefits of each tool and their design considerations.

5.2 SIDEWALK-RELATED TREATMENTS

Many comments from the community engagement efforts refer to the general condition of sidewalks and the function of the overall sidewalk network. Many principles of sidewalk design can apply to all sidewalks, while others apply based upon the land use in the area, with commercial, high-density residential, and heavily used sidewalks requiring more area for walking than lower density residential areas.

SIDEWALKS

Sidewalks are perhaps the most important component of the pedestrian network. Whenever feasible, they should be provided on both sides of all roadways within the city. The Americans with Disabilities Act (ADA) sets minimum requirements for width and grades, but wider sidewalks can improve walkability.

PROPOSED IMPROVEMENTS TO THE SIDEWALK NETWORK

Improve sidewalk connectivity: Address gaps in the sidewalk network, and through retrofit of existing sidewalks when adding new developments, widen the pedestrian right-of-way and limit the size and frequency of curb cuts along major corridors to increase pedestrian comfort and reduce conflicts between pedestrians and motorists.

Provide for a clear, continuous sidewalk: For new construction, any required obstructions for streetlights, utilities, poles, and other above-ground features should be located within the parkway area (street side) so that the sidewalk is generally continuous and does not require

pedestrians to be watchful to follow the clear, direct path.

Improve the bicycle network: To reduce the use of bicycle riding on sidewalks, it is necessary to examine and improve the bicycle network so that bicyclists of all ages and skill levels would be comfortable riding in the dedicated facilities.

Improve sidewalk connectivity to land uses: When evaluating the site plans for development proposals, include an analysis of the condition and directness of walking routes. Providing direct walking paths from street corners to the commercial areas can reduce the overall walking distances and time needed to travel to and from these destinations, while also encouraging pedestrians to more frequently opt for walking trips.

Address buckled, lifted, stained, physical defects on sidewalks: Develop a citywide program to identify sidewalk locations that are buckled, lifted, or have physical defects, such as cracks and voids, and scheduled remedial repairs. In areas with ongoing root issues, conduct routine inspections to monitor the situation.

Redesign driveways: Every driveway that crosses a sidewalk is a potential location for conflict between motorists and pedestrians. Driveways should be designed to be no wider than necessary. The rise from street level to curb level should be kept as short as possible so that the walking surface can be preserved as a level surface

Incorporate new sidewalk treatments into the existing network: Consider including some of the tools identified in the following section to improve the sidewalk realm.



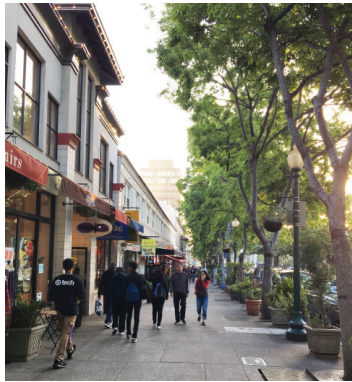
Bus Stops and Amenities

Bus stops are locations where sidewalks experience multiple uses, such as walking, waiting for buses, and bus boarding and alighting. Amenities are often provided at bus stops, including benches, shelters, trash disposals, and system service information.



Curb Extension / Bulb-out

Curb extensions / bulb-outs generally narrow the roadway at intersections or at mid-block locations, primarily to reduce the crossing distance for pedestrians, widen the sidewalk, and/or slow down vehicular right turns.



Street Trees and Landscaping

Street trees and landscaping are typically located between the curb and the sidewalk within the landscaped parkway. They are typically planted at regular intervals in a thematic manner. Many varieties of street trees provide shade for sidewalk users.



Pedestrian Lighting

Tall streetlights can provide adequate illumination to permit walking after dark. Lower-level lighting is often provided in commercial areas. These treatments increase the illumination level along the sidewalk and provide for a more constant level of illumination.



Curb Ramp

Curb ramps are required by ADA at all street corners where sidewalks are present and where pedestrians may cross. ADA guidelines encourage provision of directional ramps at corners rather than a single diagonal curb ramp.



Destination Wayfinding Signs

Pedestrian wayfinding signs are often used in walkable areas to help visitors and locals know where to go. They can also be helpful in advising that the walking travel time may be lower than expected.

*Photo Credits: Wayfinding Signage –
Downtown Long Beach Alliance*



5.3 CROSSING-RELATED TREATMENTS

Many comments received from the community engagement process also discussed the general condition of crossings and the function of crossings overall in the pedestrian infrastructure network. Many principles of crosswalk design apply to all crossings, while others may be applied based upon the land use in the area. Heavily used pedestrian crossings require additional visibility and improvements than lower-density residential areas.

PROPOSED IMPROVEMENTS FOR PEDESTRIAN CROSSINGS

Consider appropriate design for uncontrolled pedestrian crossings: An appropriate design will consider the surrounding context, roadway cross-section, volume of pedestrians crossing, vehicular Average Daily Traffic, and

prevailing speeds. Reducing the number of travel lanes and crossing distance for an uncontrolled crossing helps reduce pedestrian exposure in the roadway. Crossings may be enhanced with other treatments discussed in this section such as median refuge islands, advance yield lines, Rectangular Rapid Flashing Beacons (RRFB), Pedestrian Hybrid Beacons (HAWK signal), signalized crosswalks, and street lights.

Maintain crosswalk markings: Develop a citywide program to identify faded/poorly maintained crosswalks and other pavement markings, and routinely maintain them.

Improve sight distances at crosswalks and intersection corners: Use strategies such as prohibiting parking along the curb approaching the crosswalk and providing curb extensions (bulb-outs) that allow pedestrians to have better visibility of motorists.

Add missing crosswalks at traffic signals: Conduct a study to evaluate for adding crosswalks at traffic signals where crosswalks are not provided across all legs of the signalized intersection.

Improve pedestrian crossing times: Minimum crossing times are specified in the California MUTCD. Often the minimum times are present and adequate, but pedestrians may not fully understand the operation. Pedestrian Countdown Signals could better communicate how much time is left for pedestrians to cross.

Provide Pedestrian Push Buttons (PPBs) at appropriate locations: Pedestrian Push Buttons are generally prescribed to be located near the crosswalk and at a location that meets ADA requirements, and per MUTCD guidelines, preferably near the level landing. The location should be intuitive and generally allow for actuation while standing or waiting near the beginning of the crosswalk.

Regulate Right Turn on Reds: Conduct a study to evaluate for Right Turn on Red restrictions and explore using the red turn arrows, extinguishable (blank out) message signs, or regular signs to seek compliance for the restrictions. Prohibiting right turns on red can improve safety for pedestrians.

Redesign Slip Turn Lanes: Uncontrolled free right turn lanes, also known as slip lanes, are not friendly to pedestrians, because they help vehicles make the turns at much higher speeds, take motorists' eyes off of the pedestrian crosswalk within the slip lane, and do not provide pedestrian signals

to facilitate the crossing. Programs to remove or modify these turn lanes are common, and design approaches that minimize their future need are preferred.

Manage Pedestrian Delays: Pedestrians experience substantial delays at signalized intersections. The average delay per pedestrian is equal to about one-half of the amount of time that the signal does not display a WALK indication. It can amount to 45 seconds or more at typical large intersections.

Incorporate pedestrian crossing treatments into the existing network: The tools identified in the following sections can improve the experience of pedestrian crossings. Consider including some of the tools in new projects, and reference Appendix E, Toolbox Reference, on the design considerations of the treatments.



High Visibility Crosswalks

Marking of crosswalks more clearly indicates where pedestrians are given the right-of-way. Their presence may better remind drivers to watch for pedestrians, and there also may be a traffic calming effect.



Mid-Block Crosswalk

Mid-block crosswalks facilitate crossings to places that people want to go but are not well served by the existing traffic network.



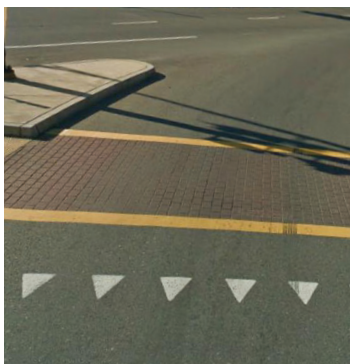
Advanced Stop Bars

Advance stop bars help improve the visibility of pedestrians by motorists as it provides an indication of where the vehicle must stop at the intersection approach.



Median Refuge Islands

Median refuge islands are protected spaces placed in the center of the street to facilitate pedestrian crossings. The median refuge islands help shorten the crossings, especially at large intersections.



Advanced Yield Lines

Advanced yield lines are roadway markings that provide guidance as to where drivers should wait while a pedestrian is crossing. They are placed in advance to provide separation between the crossing pedestrians and vehicles.



Pedestrian Scramble

A crosswalk scramble operation is a special traffic signal operation and phasing design that stops motor vehicle traffic in all directions while allowing pedestrians to cross between all corners at the same time.

*Photo Credits: Raised Crosswalk- Jeff Gulden |
Mid-Block Crosswalk - Josh Mello | Advanced
Yield markings - ATS Traffic*



Countdown Pedestrian Signals

Pedestrian countdown signals indicate how many seconds of DON'T WALK remain before the traffic signal turns to yellow. The use of countdown indications is required for all signalized crosswalks except for extremely short crossings.



Accessible Pedestrian Signal (APS) Push Buttons

Accessible Pedestrian Signal (APS) push buttons are devices that communicate information about the "WALK" and "DON'T WALK" intervals at signalized intersections in non-visual formats (audible tones and vibrotactile surfaces) to pedestrians who are visually impaired.



Pedestrian Hybrid Beacon (HAWK Signal)

A pedestrian hybrid beacon provides traffic control to existing uncontrolled or newly proposed marked crosswalk locations. It is only activated by pedestrians when the push button is pressed.



Rectangular Rapid Flashing Beacon (RRFB)

RRFBs are a traffic control device that uses a strobing LED light bar and pedestrian warning signs to inform motorists that there is someone at the crosswalk and that they must yield. They are activated through a pedestrian push button or by passive pedestrian detection.



Leading Pedestrian Interval (LPI)

This traffic signal operation technique provides a head start for pedestrians at crossings, allowing them to leave the curb and establish a presence in the crosswalk before conflicting traffic is given a green to proceed. Typical leading pedestrian intervals (LPIs) range from 3-7 seconds.



Flashing Yellow Arrows (FYA)

Flashing Yellow Arrows (FYA) are implemented on traffic signals for left turn movements. The FYA indicates to motorists that they may turn left only when there is no oncoming traffic and crosswalks are clear of pedestrians and bicyclists.

Photo Credits: Flashing Yellow Arrows - City of Roseville

5.4 GENERAL TRAFFIC BEHAVIOR AND OTHER CONCERNS

A majority of comments received from the community engagement process were either related to the sidewalk realm or pedestrian crossings. However, there were a handful of comments that pertain to general motor vehicle traffic behaviors or that are well beyond the scope of the Plan. The following tools could improve general traffic behavior on the roadway. Reference Appendix F, Toolbox, on the design considerations of the treatments.

Roadway Reconfiguration

In many communities, multilane arterials have been modified to reduce the number of through travel lanes. It is especially common for roadways with 4-lanes undivided (no left turn lanes) to be reduced to 2 lanes (with left turn lane), where traffic needs are clearly met by fewer lanes. Roads that carry fewer than 20,000 vehicles per day and have no more than 4 lanes are the best candidates. The figure below shows an example of a roadway reconfiguration.

Before



After



Roadway Pavement Rehabilitation

Paving in pedestrian crossing areas can be important to providing a safe walking surface and should be monitored. Pavement condition in the travel way that does not serve walking is less important to walkability. But when streets are repaved, it is an appropriate time to review issues regarding how the street is used.



Speed Feedback Sign

A dynamic message sign that uses radar or laser technology to determine the speed of an approaching vehicle and then displays the speed to the driver. If motorists are speeding, the sign flashes the exceeded speed along with "SLOW DOWN" or "YOUR SPEED".

Photo Credits: Roadway Pavement Rehabilitation - City of San Mateo | Speed Feedback Sign - Richard Drdul



OTHER CONCERNS HEARD FROM THE COMMUNITY ENGAGEMENT EFFORT:

Transit access: Walking is an important consideration in encouraging or using transit. A typical walkshed of ¼ mile is considered in transit planning around each bus stop. Special attention to the walkability for all potential routes to bus stops is appropriate. Walking routes from bus stops to nearby shopping centers should be reviewed to ensure that the route is direct and relatively free of high-traffic aisles.

Excessive traffic volumes: Traffic volume, high speeds, and traffic noise detract from a positive walking environment. However, achieving reductions in traffic is difficult. Agencies who have removed traffic lanes or taken action to discourage traffic have often encountered intense public resistance. It is generally more successful to increase the separation between pedestrians and motor vehicles,

provide buffers to add to the separation, ensure that convenient crossing locations are available to meet walking needs, and improve overall conditions for walking.

Motorist Behavior: Some of the most common concerns heard from the community engagement effort pertained to vehicle speeds, improper turns, and disregard for traffic controls. Many of the strategies in this Plan could help to reduce these behaviors. Police enforcement can help reduce speeds in regulating improper motorist behavior.


Drainage: Urban road systems are generally designed to incorporate a drainage system that carries water along the curb line to storm drain inlets. On occasions, the roadway will develop a condition that causes pools of water to persist in areas that are desirable for walking. When concerns over standing water are received, the location should be researched to determine if it can be corrected through routine maintenance.

5.5 COST ESTIMATES

Cost estimates were derived from similar recent projects across Southern California in 2022. Each pedestrian treatment has two cost estimates: a low-range estimate and a high-range estimate to account for the variability in existing conditions. When developing cost estimates for a project, it is recommended to include additional costs for design, environmental, construction management, mobilization, construction, and a 30% contingency to ensure that cost estimates cover the full financial expectations of each project.

Table 5.1 Pedestrian Treatment Cost Estimates

Treatment	Unit of Measurement	Low-Range	High-Range	Average Cost
Advanced Yield Lines	each	\$75	\$300	\$188
Mid-Block Crosswalk	square foot	\$5.00	\$7.00	\$6
Median Refuge Islands/ Pedestrian Refuge Islands	square foot	\$10	\$15	\$13
Pedestrian Scramble (includes signal equipment and signing and striping)	each	\$50,000	\$100,000	\$75,000
Countdown Pedestrian Signals (includes removal and replacement)	each	\$2,000	\$2,500	\$2,250
Accessible Pedestrian Signal (APS) Push Buttons	each	\$750	\$1,500	\$1,125
Pedestrian Hybrid Beacon (HAWK Signal)	each	\$21,000	\$128,000	\$74,500
Rectangular Rapid Flashing Beacon (RRFB)	each	\$4,500	\$8,000	\$6,250
Leading Pedestrian Interval (LPI)	lump sum	\$500	\$5,000	\$2,750
Flashing Yellow Arrows (FYA) (includes retrofit installation)	each	\$1,500	\$1,650	\$1,575
Roadway Reconfiguration	linear foot	\$16	\$26.10	\$21
Roadway Pavement Rehabilitation	square yard	\$1.50	\$2.25	\$2
Speed Feedback Sign	each	\$1,900	\$7,500	\$4,700

A photograph of a residential street with a crosswalk, overlaid with a large white number 06. The street has a crosswalk with white stripes and a manhole cover. In the background, there are houses, trees, and a street sign. The entire image has a blue tint.

06

Infrastructure Projects



6.1 INTRODUCTION

This chapter discusses a set of infrastructure projects that the City can start to help advance the Plan vision. The recommendations identified are short-term treatments that the City can install in a small amount of time. They complement the recommendations discussed in Chapter 4, Policy Recommendations, and Chapter 5, Toolbox. Infrastructure projects are comprised of two components: Pedestrian Project Corridors and Project Factsheets.

Pedestrian Project Corridors (PPC): PPCs are corridors that would benefit from pedestrian improvements, such as those identified in the toolbox. The corridors are concentrated in the Pedestrian Opportunity Zones to directly address the

General Plan's priority of pursuing street enhancements to create pedestrian-friendly environments within the zones.

Project Factsheets: Project factsheets provide more information about recommended pedestrian improvements for the projects. Each factsheet contains a project description, roadway characteristics of the project location, and pictures. The projects were selected based on the feasibility of completion within a short time frame.

6.2 PEDESTRIAN PROJECT CORRIDORS

Nine [9] corridors citywide are designated as Pedestrian Project Corridors. The corridors provide connectivity throughout the Pedestrian Opportunity Zones, and they were identified based on the Walk Audits that were conducted as part of the community engagement effort. Figure 6.1, Pedestrian Project Corridors and Table 6.1, Pedestrian Project Corridors Details, show the location and extent of each corridor.

Table 6.1 Pedestrian Project Corridors Details

Corridor	From	To	Length (Miles)
19th Street	Whittier Avenue	Santa Ana Avenue	2.28
Wilson Street	Canyon Drive	Newport Boulevard	2.51
Baker Street	Mesa Verde Drive	Bristol Street	2.99
Harbor Boulevard	Gisler Avenue	Newport Boulevard	3.84
Bristol Street	Sunflower Avenue	Bear Street	1.63
Fairview Road	McCormack Lane	Merrimac Way	1.45
Adams Avenue	Mesa Verde Drive	Fairview Road	0.84
Newport Boulevard	19th Street	17th Street	0.44
17th Street	Superior Avenue	Irvine Avenue	1.27

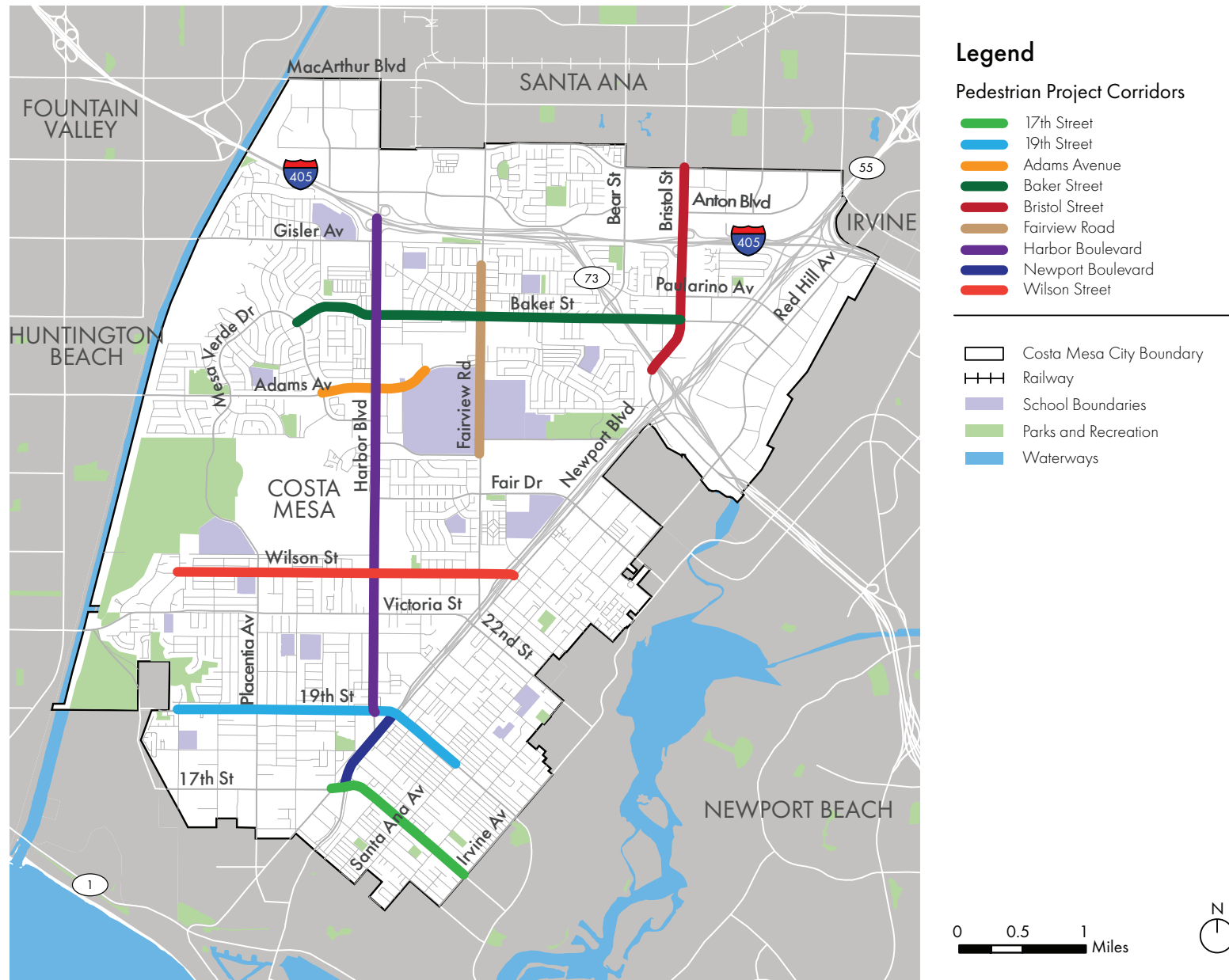
6.3 PROJECT FACTSHEETS

The following section presents factsheets for six projects. The projects include five corridors and a citywide project.

Projects with factsheets include:

- 19th Street Corridor
- Baker Street Corridor
- Harbor Boulevard Corridor (North)
- Harbor Boulevard Corridor (South)
- Wilson Street
- Citywide: High-Visibility Crosswalk Markings

Figure 6.1 Pedestrian Project Corridors



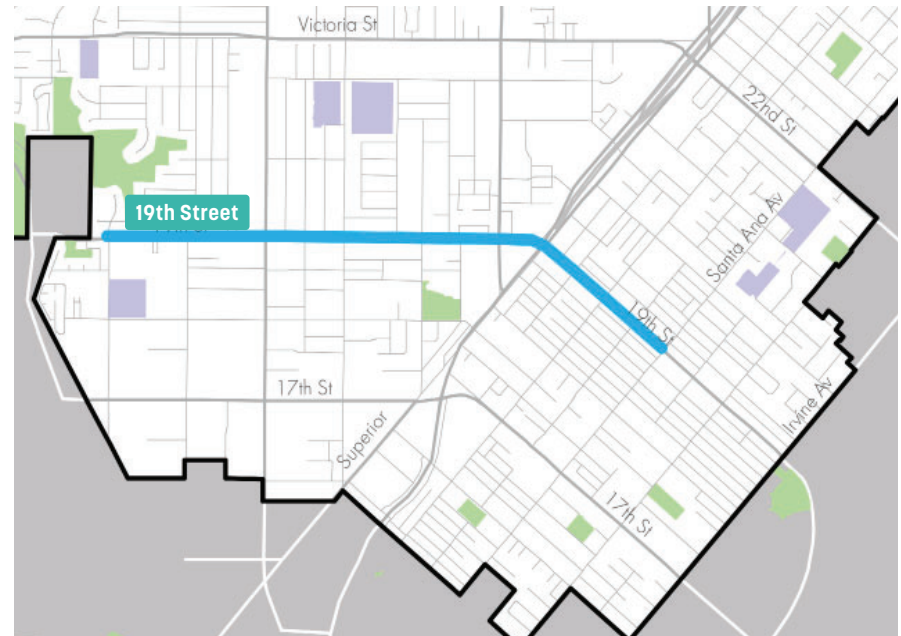
19TH STREET CORRIDOR

PROJECT LOCATION

The 19th Street corridor is located between Whittier Avenue and Santa Ana Avenue in the southern portion of the city. The corridor is classified as a Primary Arterial* west of Newport Boulevard and a Collector Arterial east of Newport Boulevard. Average Daily Traffic (ADT) volumes are noted to be in the 3,500 – 40,000 vehicles per day range. The corridor provides direct access to State Route 55 (SR-55) at Newport Boulevard. The posted speed limit along this corridor is 35 MPH.

The corridor is located in the Westside Costa Mesa area and adjacent to the Downtown area to the south. Some local destinations include Canyon Park, Talbert Regional Park, Marina View Park, The Triangle Square, Lions Park, Costa Mesa-Donald Dungan Library, Downtown Recreation Center, and several commercial centers.

* OCTA's 2021 Master Plan of Arterial Highways (MPAH) and City of Costa Mesa General Plan



Pedestrian crossing on a yellow light



Pedestrian activity at 19th Street and Pomona Avenue



Sidewalk interrupted by driveway on 19th Street

19TH STREET CORRIDOR

EXISTING CONDITIONS & CONCERNS

No Bicycle Facilities: Corridor is not cyclist-friendly as there is signage indicating that cyclists are not allowed on the sidewalk, yet the corridor does not provide on-street bike lanes.

Sidewalks: Some areas along the corridor provide sidewalks that are not wide enough for two pedestrians to walk side by side. Obstructions in the sidewalk network were noted to be present throughout the corridor.

Intersection Crossings: The intersection of 19th Street and Meyer Place provides high visibility crosswalks, but does not provide a crossing on the east leg of the intersection.

Pavement Markings: Crosswalk markings at the intersection of 19th Street and Pomona Avenue show signs of wear, which can be less visible to motorists.

Pedestrian Crossing Times and Right Turns: Motorists have been observed to make right turn movements on red in front of pedestrians that are in the crosswalk. Pedestrian crossing times have been observed by the community to be too short for pedestrians of all ability levels.

High Vehicle Speeds: Vehicles traveling at higher than the posted speed limit were observed along the corridor.

Street Trees: Community members noted there is a lack of shade along areas of the corridor.

Sidewalk Conditions: Lifted and cracked sidewalks.

PROPOSED TREATMENTS

Bicycle Facilities: Reconfigure the roadway to install Class II bike lanes on West 19th Street from Sundance Drive to Pomona Avenue and Class III bike sharrows from Pomona Avenue to Park Avenue, according to the West 19th Street Improvement project. Providing bicycle facilities along the corridor will provide separation between cyclists and pedestrians along the corridor.

Sidewalks: Evaluate the sidewalk network along the corridor to identify, remove, and/or relocate obstructions that may create challenges for pedestrians of all ability levels to navigate around.

High-Visibility Crosswalks: Install high-visibility crosswalks at existing marked crossings along the corridor (Fullerton Avenue, Orange Avenue, Whitter Avenue, Monrovia Avenue, and Orange Avenue). Additionally, install high visibility crosswalks at Sundance Drive, Whittier Avenue, Monrovia Avenue, Federal Avenue, and Wallace Avenue, according to the West 19th Street Improvement project.

Curb Ramps: Install new ADA-compliant curb ramps at locations where new crossings are installed.

Pavement Markings: Conduct a study to evaluate adding crosswalks at traffic signals where crosswalks are not provided across all legs of the signalized intersection, such as Meyer Place, and at unsignalized intersections such as Fullerton Avenue and Santa Ana Avenue.

19TH STREET CORRIDOR

Improved Pedestrian Crossing Times: Evaluate traffic signal timing to adjust/improve pedestrian crossing times, as needed at all signalized intersections.

Countdown Pedestrian Signals: Install countdown pedestrian signals at the intersection of 19th Street and Newport Boulevard.

Leading Pedestrian Intervals: Evaluate traffic signal timing to include a Leading Pedestrian Interval (LPI), especially for pedestrian crossings adjacent to high vehicle right-turn movements.

Regulate Right Turn on Reds: Consider installation of a "blank out" No Right Turn changeable message sign that activates during the LPI WALK interval, then simply shuts off once pedestrians are in the crosswalk and can be seen.

Pedestrian Lighting: Install pedestrian lighting/safety lighting at intersections where new pedestrian crosswalks are to be provided and where pedestrian activities are present.

Speed Feedback Signs: Consider installation of vehicle speed feedback signs on 19th Street between Pomona Avenue and Meyer Place, and between Orange Avenue and Westminster Avenue to help maintain vehicle speeds within the speed limit. (See concept plan on following page)

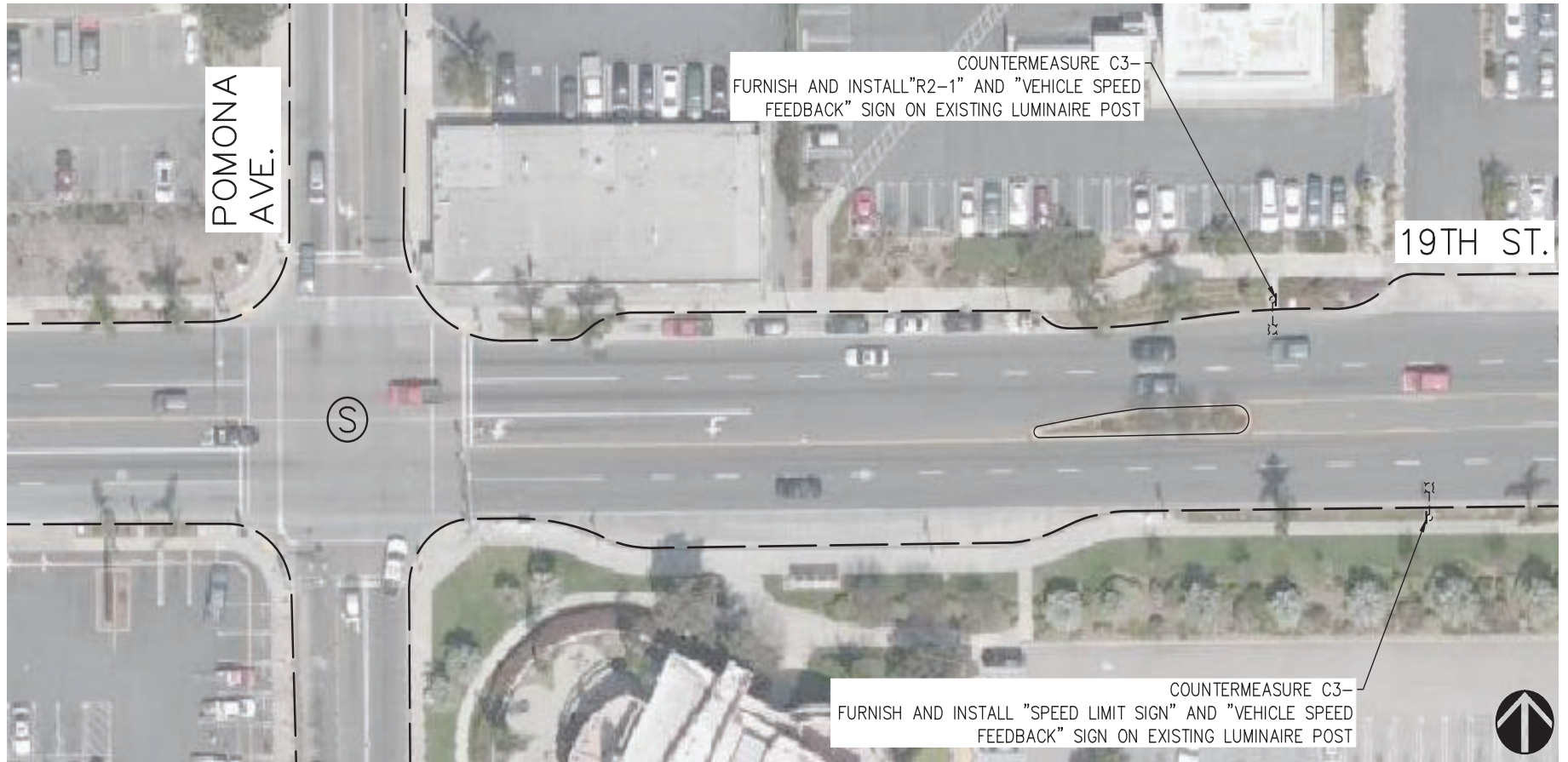
Street Trees: Evaluate the corridor to install new street trees within the City parkway areas where there are gaps in the sidewalk network. City to collaborate with developers to

install new street trees adjacent to the new developments and within the City parkway areas to eliminate any gaps along the corridor.

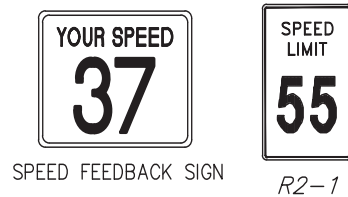
Corridor-wide Improvements/Maintenance: Evaluate the corridor on a six-month or yearly basis to identify and repair sidewalk areas that have physical defects such as buckled or lifted pavement, stains, cracks, voids, or ongoing tree root issues to eliminate potential hazards for pedestrians of all ability levels.

19TH STREET CORRIDOR

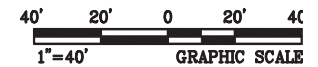
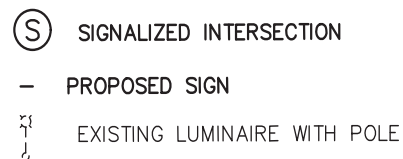
SAMPLE CONCEPT PLAN



SIGN LEGEND



LEGEND

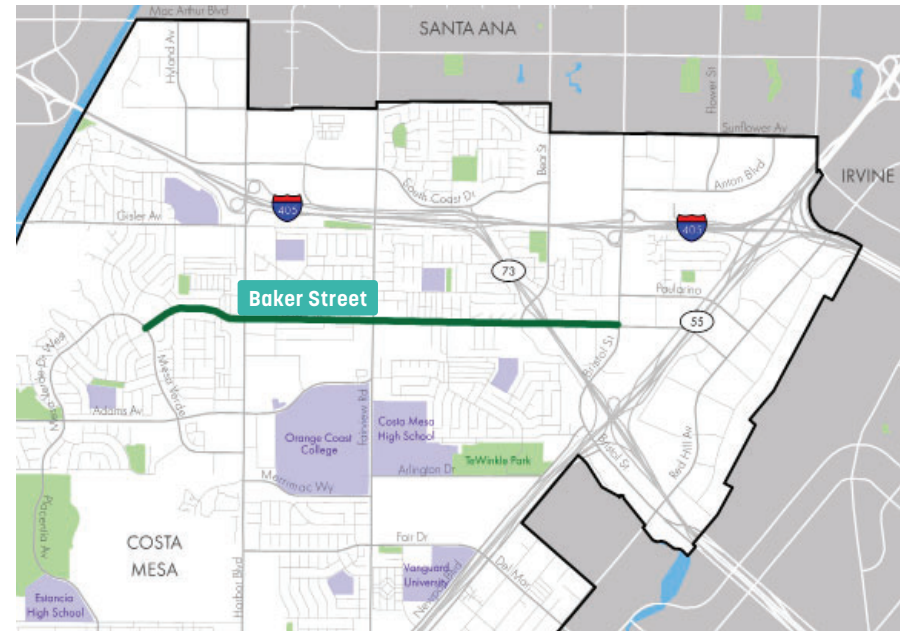


BAKER STREET CORRIDOR

PROJECT LOCATION

The corridor is located on Baker Street between Mesa Verde Drive and Bristol Street. It is classified as a Secondary Arterial from Mesa Verde Drive to Harbor Boulevard, Primary Arterial from Harbor Boulevard to Bear Street, and Major Arterial from Bear Street to Bristol Street. Average Daily Traffic (ADT) volumes are noted to be in the 3,500 – 30,000 vehicles per day range. Baker Street provides access to State Route 73 (SR-73) via Bear Street and access to State Route 55 (SR-55) via Newport Boulevard. The posted speed limit along this corridor is 30 MPH from Mesa Verde Drive to Harbor Boulevard and 40 MPH from Harbor Boulevard to easterly city limit.

The corridor is located in the Halecrest area and adjacent to the Mesa Del Mar area to the south. Some local destinations include commercial areas such as the LAB Anti-mall and The Camp.



Bicyclist crossing Fairview Road at Baker Street



Sidewalk on Baker Street



Multi-lane STOP controlled intersection on Baker Street

BAKER STREET CORRIDOR

EXISTING CONDITIONS & CONCERNS

Sidewalks: Some areas along the corridor provide sidewalks that were noted to not feel wide enough for two pedestrians to walk side by side, and felt narrower especially at locations with utility poles, guy wires, utility boxes, and other obstructions.

Intersection Crossings: The Baker Street corridor contains high pedestrian activity, especially at several intersections such as Mesa Verde Drive, Harbor Boulevard, College Avenue, Fairview Road, Coolidge Avenue, Randolph Avenue, and Bristol Street crossings. Additionally, intersections where crosswalks are not provided at all legs were noted to have a desire for additional crossings to be added.

Pedestrian Crossing Times: Pedestrian crossing times have been noted by the community to be too short for pedestrians of all ability levels.

Pedestrian Crossing at Signalized Intersections: The intersection of Baker Street and Fairview Road is lacking pedestrian countdown signal heads.

High Vehicle Speeds: Vehicles traveling at higher than the posted speed limit were observed along the corridor.

Mid-Block Crossings: Community members noted there is a need for mid-block crossings on Baker Street between College Avenue and Fairview Road. High mid-block pedestrian and bicyclist crossing activity at Loren Drive, across Baker Street

Sidewalk Conditions: Lifted and cracked sidewalks.

Bus Stop Shelters & Amenities: Various bus stops along the corridor do not provide shelters for transit riders.

PROPOSED TREATMENTS

Bicycle Facilities: Evaluate Baker Street from Royal Palm Drive to Coolidge Avenue to design and install a Class II bike lane as identified in the City's Active Transportation Plan to complete the bicycle network on Baker Street and reduce conflicts between pedestrians and bicyclists on the sidewalk.

Sidewalks: Evaluate the sidewalk network along the corridor to identify, remove, and/or relocate obstructions that may create challenges for pedestrians of all ability levels to navigate around.

Marked Crosswalks: Evaluate the traffic operations at signalized intersections where marked crosswalks are not provided at all legs to install new marked crosswalks at intersection legs where not currently provided.

Curb Ramps: Install new ADA-compliant curb ramps at locations where new crossings are installed.

High-Visibility Crosswalks: Install high-visibility crosswalks at existing marked crossings along the corridor to improve motorists visibility of the crossings and potential pedestrians within the crosswalks (Mesa Verde Drive, Labrador Drive, Harbor Boulevard, College Avenue, Fairview Road, Coolidge Avenue, Babb Street, Milbro Street, and Bear Street).

BAKER STREET CORRIDOR

Improved Pedestrian Crossing Times: Evaluate traffic signal timing to adjust/improve pedestrian crossing times, as needed at all signalized intersections.

Countdown Pedestrian Signals: Install countdown pedestrian signals at the intersection of Baker Street and Fairview Road.

Leading Pedestrian Intervals: Evaluate traffic signal timing to include a Leading Pedestrian Interval (LPI), especially for pedestrian crossings adjacent to high vehicle right-turn movements.

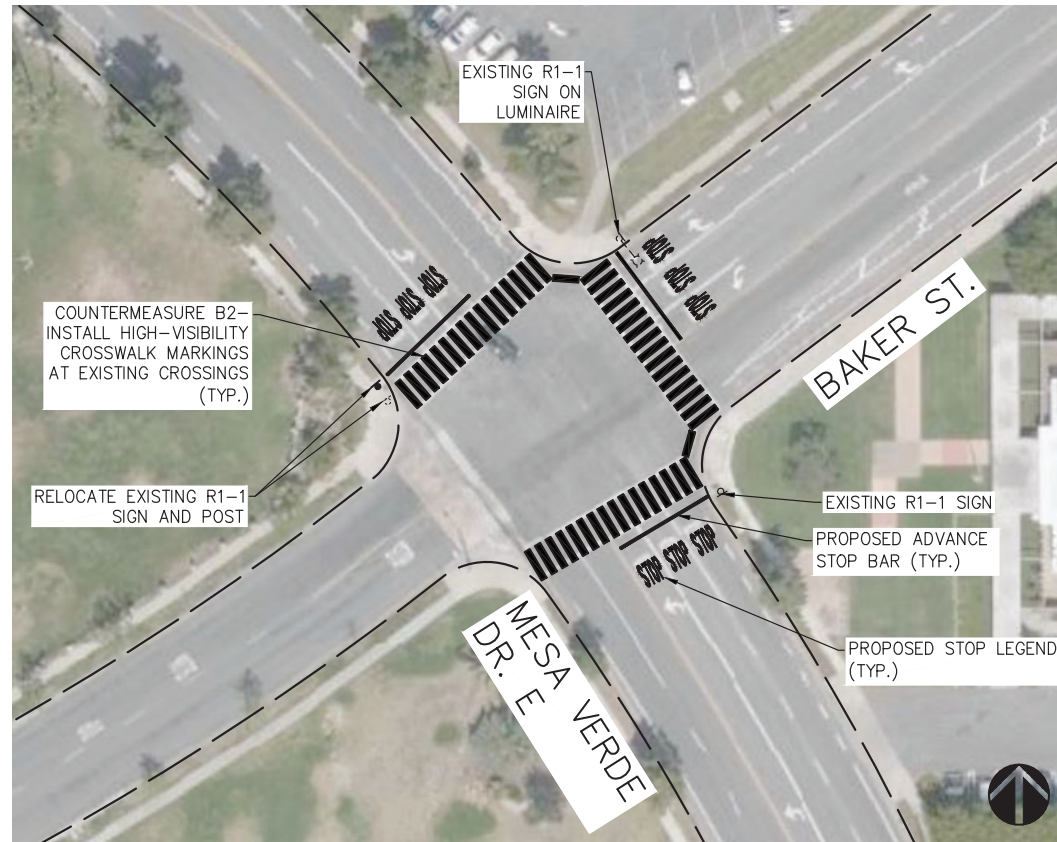
Regulate Right Turn on Reds: Consider installation of a "blank out" No Right Turn changeable message sign that activates during the LPI WALK interval, then simply shuts off once pedestrians are in the crosswalk and can be seen.

Speed Feedback Signs: Consider installation of vehicle speed feedback signs between Bear Street and Century Place to encourage motorists to reduce speeds within the posted speed limit.






Mid-Block Crossing: Evaluate corridor between College Avenue and Fairview Road to install a mid-block crossing with RRFB and push buttons to provide additional crossing areas along this segment of the corridor (potentially at Donnybrook Lane).

Corridor-wide Improvements/Maintenance: Evaluate the corridor on a six-month or yearly basis to identify and repair sidewalk areas that have physical defects such as buckled

or lifted pavement, stains, cracks, voids, or ongoing tree root issues to eliminate potential hazards for pedestrians of all ability levels.



LEGEND

-  PROPOSED HIGH-VISIBILITY CROSSWALK
-  EXISTING LUMINAIRE WITH POLE
-  REMOVED SIGN AND POST
-  EXISTING SIGN AND POST
-  PROPOSED SIGN AND POST

SIGN LEGEND



R1-1

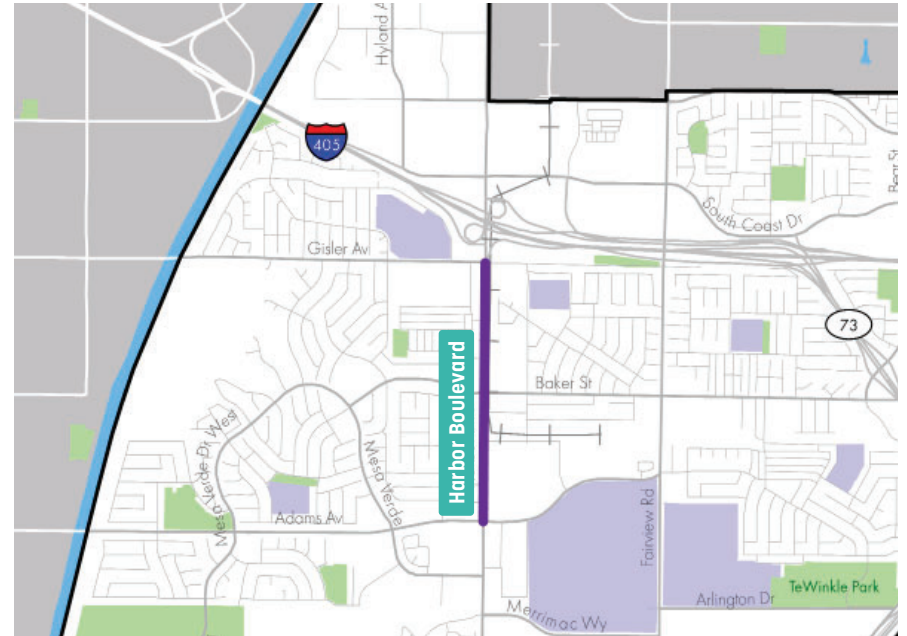
HARBOR BOULEVARD CORRIDOR (NORTH)

PROJECT LOCATION

The corridor is located on Harbor Boulevard between Gisler Avenue and Adams Avenue. It is classified as a Major Arterial based on OCTA's 2021 Master Plan of Arterial Highways (MPAH).

Average Daily Traffic (ADT) volumes are noted to be over 55,000 vehicles per day. Harbor Boulevard provides direct access to Interstate 405 (I-405) at the northern end of the corridor. The posted speed limit along this corridor is 40 MPH.

The corridor is located in the Halecrest Neighborhood and adjacent to the Mesa Del Mar area. Some nearby local destinations include Fairview Development Center, Orange Coast College, Early College High School, and Costa Mesa Golf Course.



Sidewalk on Harbor Boulevard north of Adams Avenue



Decorative Crosswalk at Adams Avenue



Sidewalk on Harbor Boulevard south of Adams Avenue

HARBOR BOULEVARD CORRIDOR (NORTH)

EXISTING CONDITIONS & CONCERNS

Sidewalks: Some areas along the corridor provide sidewalks that are narrower than four feet, especially in front of commercial areas north of Adams Avenue, where wider sidewalks are provided south of Adams Avenue.

Intersection Crossings: Various crosswalk markings are faded, causing visibility issues for motorists approaching the crossings. These faded crosswalk markings have been noted to be at various intersections along the corridor.

Pedestrian Crossing Times & Right Turns: Pedestrian crossing times have been noted by the community to be too short for pedestrians of all ability levels. Also, many motorists make right turn movements at intersections while pedestrians are starting to cross the street or in the crosswalk, violating the pedestrian right-of-way.

Bus Stop Shelters & Amenities: Various bus stops along the corridor do not provide shelters for transit riders or amenities such as trash receptacles.

Street Trees: The community expressed support for more street trees and landscaping along the corridor.

Sidewalk Conditions: Lifted and cracked sidewalks.

PROPOSED TREATMENTS

Bicycle Facilities: Evaluate Harbor Boulevard from Gisler Avenue to Newport Boulevard to design and install Class II bike lanes as identified in the City's Active Transportation Plan to complete the bicycle network on Harbor Boulevard and reduce conflicts between pedestrians and bicyclists on the sidewalk.

Sidewalks: Evaluate the sidewalk network along the corridor to identify, remove, and/or relocate obstructions that may create challenges for pedestrians of all ability levels to navigate around.

Marked Crosswalks: Evaluate the traffic operations at signalized intersections where marked crosswalks are not provided at all legs to install new marked crosswalks at intersection legs where not currently provided (Date Place and Nutmeg Place).

Curb Ramps: Install new ADA-compliant curb ramps at locations where new crossings are installed.

High-Visibility Crosswalks: Install high-visibility crosswalks at existing marked crossings along the corridor to provide motorists better visibility of the crossings and potential pedestrians within the crosswalks.

Improved Pedestrian Crossing Times: Evaluate traffic signal timing to adjust/improve pedestrian crossing times, as needed at all signalized intersections.

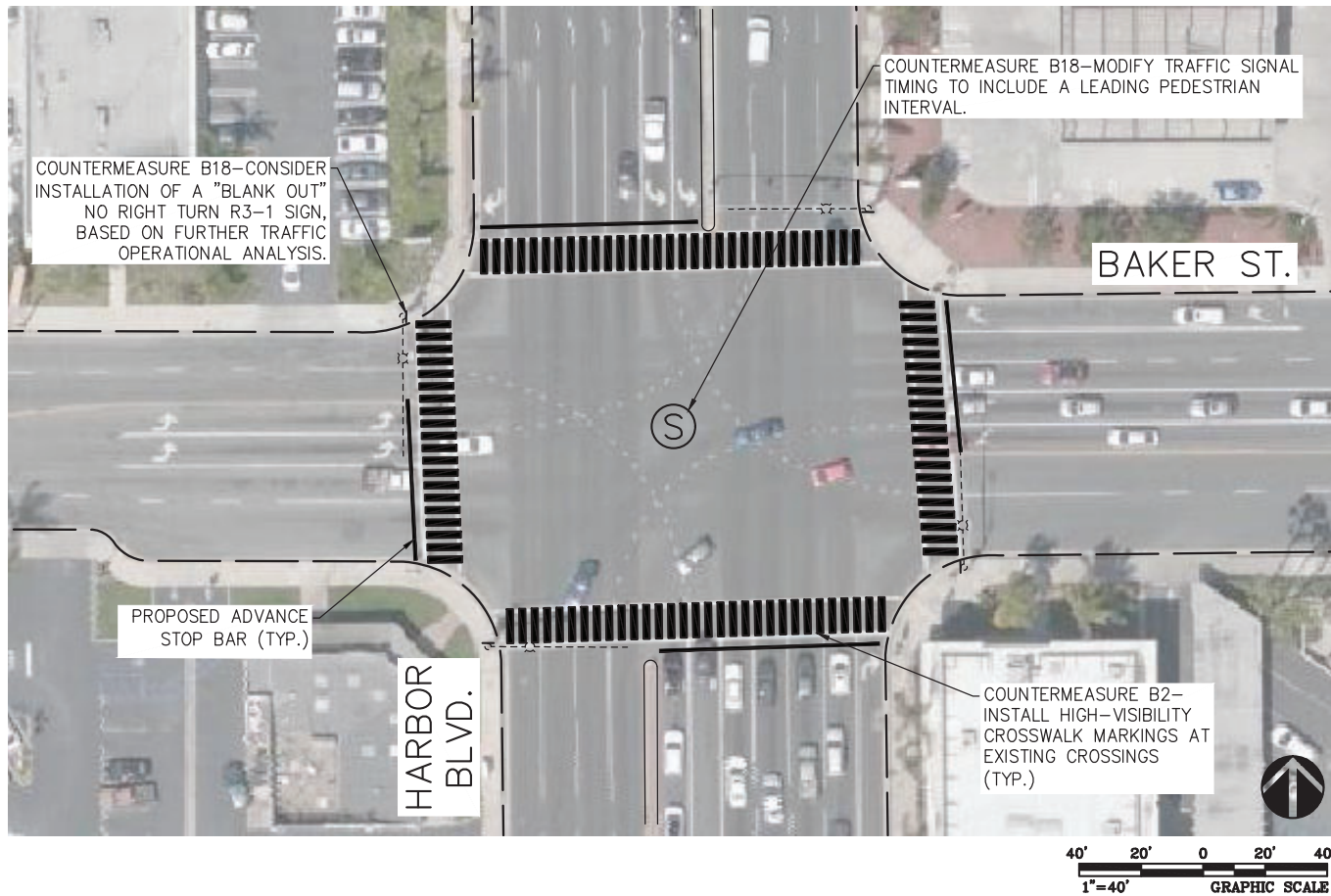
HARBOR BOULEVARD CORRIDOR (NORTH)

Regulate Right Turn on Reds: Consider installation of a "blank out" No Right Turn changeable message sign that activates during the LPI WALK interval, then simply shuts off once pedestrians are in the crosswalk and can be seen.

Leading Pedestrian Intervals: Evaluate traffic signal timing to include a Leading Pedestrian Interval (LPI), especially for pedestrian crossings adjacent to high vehicle right-turn movements.

Corridor-wide Improvements/Maintenance: Evaluate the corridor on a six-month or yearly basis to identify and repair sidewalk areas that have physical defects such as buckled or lifted pavement, stains, cracks, voids, or ongoing tree root issues to eliminate potential hazards for pedestrians of all ability levels.

HARBOR BOULEVARD CORRIDOR (NORTH).....SAMPLE CONCEPT PLAN



LEGEND

- Ⓢ SIGNALIZED INTERSECTION
- ||||| PROPOSED HIGH-VISIBILITY CROSSWALK
- ◊ EXISTING TRAFFIC SIGNAL POLE
- PROPOSED SIGN

SIGN LEGEND

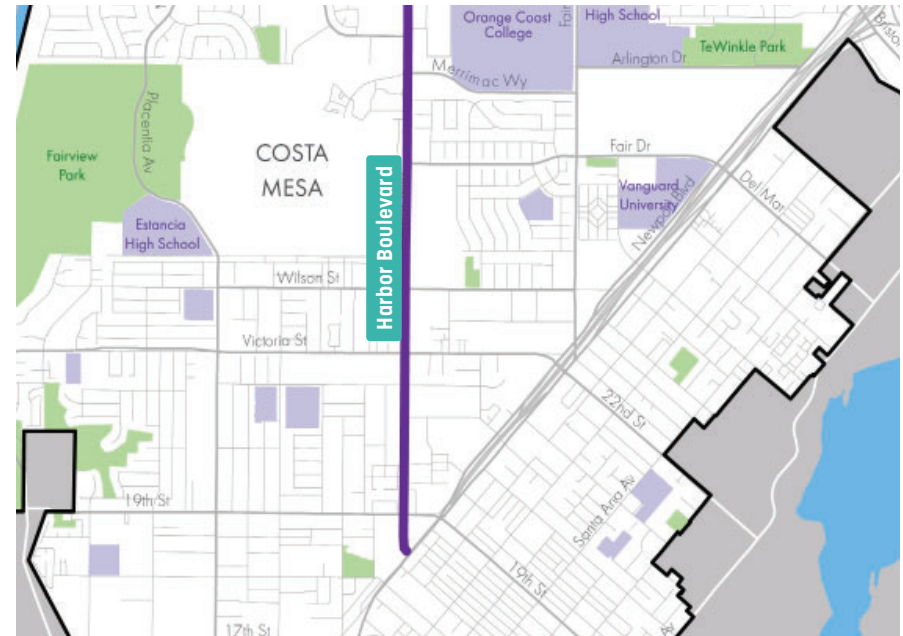


HARBOR BOULEVARD CORRIDOR (SOUTH)

PROJECT LOCATION

The corridor is located on Harbor Boulevard between Adams Avenue and Newport Boulevard. It is classified as a Major Arterial. Average Daily Traffic (ADT) volumes are noted to be in the 10,000 – 55,000 vehicles per day range. Harbor Boulevard provides direct access to State Route 55 (SR-55) at Newport Boulevard at the south end of the corridor. The posted speed limit along this corridor is 40 MPH.

The corridor is located in the Westside Costa Mesa and Downtown area and adjacent to the College Park area to the east. Harbor Boulevard terminates at Newport Boulevard. Some local destinations include Fairview Development Center, Estancia High School, Orange Coast College, Early College High School, Fairview Park, and Lions Park.



North leg of Harbor Boulevard at Fair Drive, looking west



Standard crosswalks at Wilson Street



East leg crossing at Mesa Verde Dr./Peterson Place

HARBOR BOULEVARD CORRIDOR (SOUTH)

EXISTING CONDITIONS & CONCERNS

Sidewalks: Street furniture such as landscaping and utility boxes create obstructions on the sidewalk and reduce the sidewalk width. Additionally, more sidewalk and bicycle infrastructure is desired throughout the corridor to complete gaps in the network and provide a better experience for pedestrians and bicyclists.

Intersection Crossings: The intersections of Harbor Boulevard with Fair Drive, as well as Bay Street and Newport Boulevard do not provide a crossing at all legs of the intersections. The community desires more marked crosswalks at these intersections to facilitate pedestrian crossings from various directions.

Pedestrian Countdown Signals: The intersection of Harbor Boulevard and Newport Boulevard is lacking pedestrian countdown signals.

Right Turns vs Pedestrians: Many motorists make right turn movements at intersections while pedestrians are starting to cross the street or in the crosswalk, violating the pedestrian right-of-way.

Pedestrian Visibility: On-street parking has been noted to present visibility concerns for pedestrians crossing the roadway.

Bus Stop Shelters & Amenities: Various bus stops along the corridor do not provide shelters for transit riders.

Sidewalk Conditions: Lifted and cracked sidewalks.

PROPOSED TREATMENTS

Bicycle Facilities: Evaluate Harbor Boulevard from Gisler Avenue to Newport Boulevard to design and install Class II bike lanes as identified in the City's Active Transportation Plan to complete the bicycle network on Harbor Boulevard and reduce conflicts between pedestrians and bicyclists on the sidewalk.

Sidewalks: Evaluate the sidewalk network along the corridor to identify, remove, and/or relocate obstructions that may create challenges for pedestrians of all ability levels to navigate around. Widen sidewalks along the corridor where right-of-way is available.

Marked Crosswalks: Evaluate the traffic operations at signalized intersections where marked crosswalks are not provided at all legs to install new marked crosswalks at intersection legs where not currently provided (Fair Drive, Bay Street and Newport Boulevard).

Curb Ramps: Install new ADA-compliant curb ramps at locations where new crossings are installed.

Countdown Pedestrian Signals: Install countdown pedestrian signals at the intersection of Harbor Boulevard and Newport Boulevard.

High-Visibility Crosswalks: Install-high visibility crosswalks at existing marked crossings along the corridor to improve motorists visibility of the crossings and potential pedestrians within the crosswalks (Fair Drive, Wilson Street, Victoria Street, Hamilton Street, and Bay Street).

HARBOR BOULEVARD CORRIDOR (SOUTH)

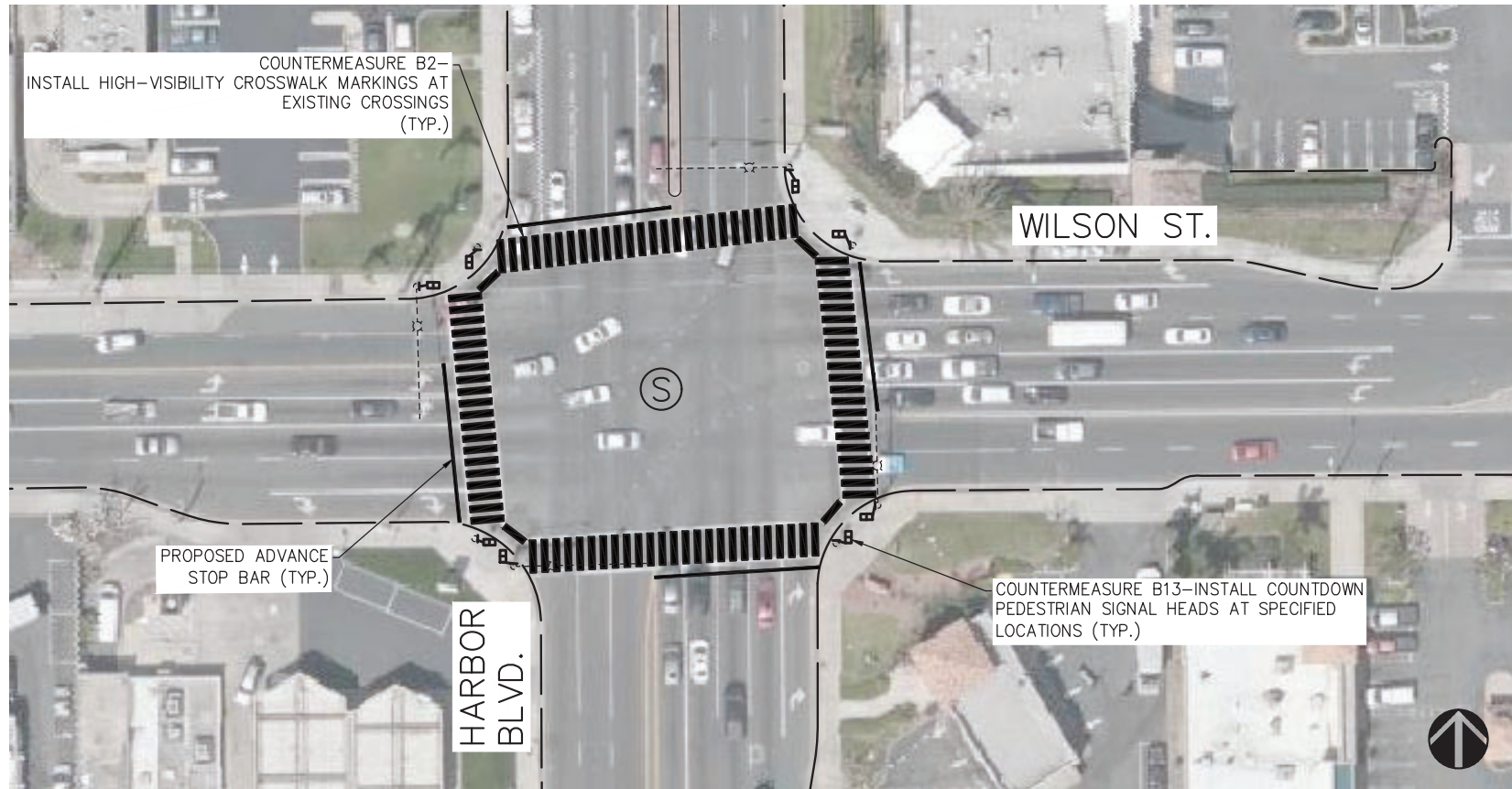
Improved Pedestrian Crossing Times: Evaluate traffic signal timing to adjust/improve pedestrian crossing times, as needed at all signalized intersections.

Regulate Right Turn on Reds: Consider installation of a "blank out" No Right Turn changeable message sign that activates during the LPI WALK interval, then simply shuts off once pedestrians are in the crosswalk and can be seen.

Leading Pedestrian Intervals: Evaluate traffic signal timing to include a Leading Pedestrian Interval (LPI), especially for pedestrian crossings adjacent to high vehicle right-turn movements.

Corridor-wide Improvements/Maintenance: Evaluate the corridor on a six-month or yearly basis to identify and repair sidewalk areas that have physical defects such as buckled or lifted pavement, stains, cracks, voids, or ongoing tree root issues to eliminate potential hazards for pedestrians of all ability levels.

HARBOR BOULEVARD CORRIDOR (SOUTH).....SAMPLE CONCEPT PLAN



LEGEND

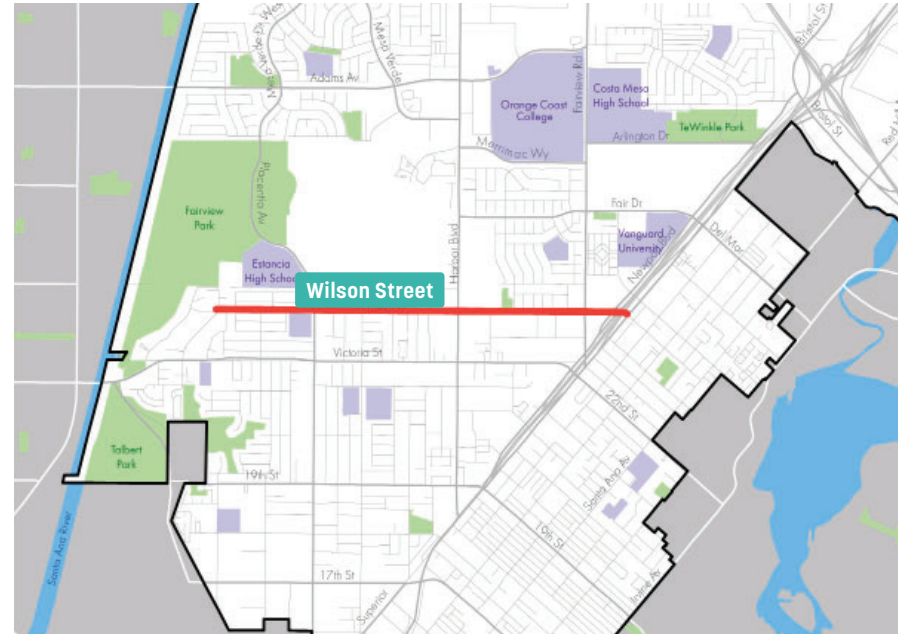
- Ⓢ SIGNALIZED INTERSECTION
- ▤ PROPOSED HIGH-VISIBILITY CROSSWALK
- ▣ PROPOSED PEDESTRIAN SIGNAL HEAD
- EXISTING TRAFFIC SIGNAL POLE
- PROPOSED PEDESTRIAN PUSH BUTTON

WILSON STREET CORRIDOR

PROJECT LOCATION

The corridor is located on Wilson Street between Canyon Drive and Newport Boulevard in the southern portion of the City. It is classified as a Secondary Arterial. Average Daily Traffic (ADT) volumes are noted to reach 10,000 vehicles per day. Major arterial roadways in the vicinity include Harbor Boulevard perpendicular to Wilson Street and Fairview Road at the east end of the corridor. The posted speed limit along this corridor is 35 MPH.

The corridor is located in the Westside Costa Mesa and College Park areas of the city. It provides access to State Route 55 (SR-55) via Newport Boulevard on the east side of the corridor. Some local destinations include Wilson Elementary School, Wilson Street Park, and various residential communities and commercial areas along the corridor.



Pedestrian signage south of Harbor Blvd without mid-block marked crosswalks



Pedestrians crossing College Avenue on Wilson Street



Cracked and buckled sidewalks near Wilson Park

WILSON STREET CORRIDOR

EXISTING CONDITIONS & CONCERNS

Sidewalks: Street furniture such as landscaping and utility boxes create obstructions on the sidewalk and reduce the sidewalk width. Pedestrians were observed to share the sidewalk with bicyclists, despite Wilson Street's designation as a bike route. Additionally, more sidewalk and bicycle infrastructure is desired throughout the corridor to complete gaps in the network, provide a better experience for pedestrians and bicyclists, and provide better access to local destinations, such as Wilson Park.

Intersection Crossings: The intersection of Wilson Street and Pomona Avenue does not provide a crossing at the east leg and the intersection of Wilson Street and Center Way does not provide a crossing at the west leg. The community desires an additional marked crosswalk at these locations to facilitate pedestrians crossing from various directions. Additionally, more marked crosswalks are desired throughout the corridor to facilitate pedestrian crossings.

Pedestrian Crossing Times: Pedestrian crossing times have been noted by the community to be too short for pedestrians of all ability levels.

Street Lighting: Community members expressed the desire for better street lighting along the corridor.

High Vehicle Speeds: Vehicles traveling at higher than the posted speed limit were observed along the corridor and the desire for traffic calming features along the corridor was noted.

Pedestrian Visibility: On-street parking has been noted to present visibility concerns for pedestrians crossing the roadway.

Bus Stop Shelters & Amenities: Various bus stops along the corridor do not provide shelters for transit riders (Wilson-Anaheim and Wilson-College).

Sidewalk Conditions: Lifted and cracked sidewalks.

PROPOSED TREATMENTS

Bicycle Facilities: Evaluate Wilson Street west of Placentia Avenue and from Harbor Boulevard to Newport Boulevard to design and install Class II bike lanes as identified in the City's Active Transportation Plan to complete the bicycle network on Wilson Street and reduce conflicts between pedestrians and bicyclists on the sidewalk.

Sidewalks: Evaluate the sidewalk network along the corridor to identify, remove, and/or relocate obstructions that may create challenges for pedestrians of all ability levels to navigate around. Widen sidewalks along the corridor where right-of-way is available.

Marked Crosswalks: Evaluate the traffic operations at Wilson Street and Pomona Avenue where marked crosswalks are not provided at all legs to install new marked crosswalks at intersection legs where not currently provided.

Curb Ramps: Install new ADA-compliant curb ramps at locations where new crossings are installed.

WILSON STREET CORRIDOR

Pedestrian Hybrid Beacon (HAWK Signal): Install a pedestrian HAWK signal at the west leg of Wilson Street and Fordham Drive intersection. (see concept)

Pedestrian Lighting: Install pedestrian lighting/safety lighting at intersections where new pedestrian crosswalks are to be provided and where pedestrian activities are present. Evaluate the corridor to install additional street lighting in areas where there is a gap in street lighting along the corridor.

Countdown Pedestrian Signals: Install countdown pedestrian signals at Placentia Avenue, Fairview Road, and Newport Boulevard.

High-Visibility Crosswalks: Install high-visibility crosswalks at existing and new marked crossings along the corridor to improve motorists visibility of the crossings and potential pedestrians within the crosswalks.

Speed Feedback Signs: Consider installation of vehicle speed feedback signs on Wilson Street, National Avenue, and Continental Avenue.

Mid-Block Crossing: Evaluate the segment of Wilson Street between Maple Street and Miner Street for the design and installation of a new mid-block crossing with RRFB and push buttons.

Rectangular Rapid Flashing Beacon (RRFB): Evaluate the segment of Wilson Street between Maple Street and Miner Street for the design and installation of RRFBs and push buttons to accompany the new mid-block crossing.

Improved Pedestrian Crossing Times: Evaluate traffic signal timing to adjust/improve pedestrian crossing times, as needed at all signalized intersections.

Leading Pedestrian Intervals: Evaluate traffic signal timing at signalized intersections to include a Leading Pedestrian Interval (LPI), especially for pedestrian crossings adjacent to high vehicle right-turn movements.

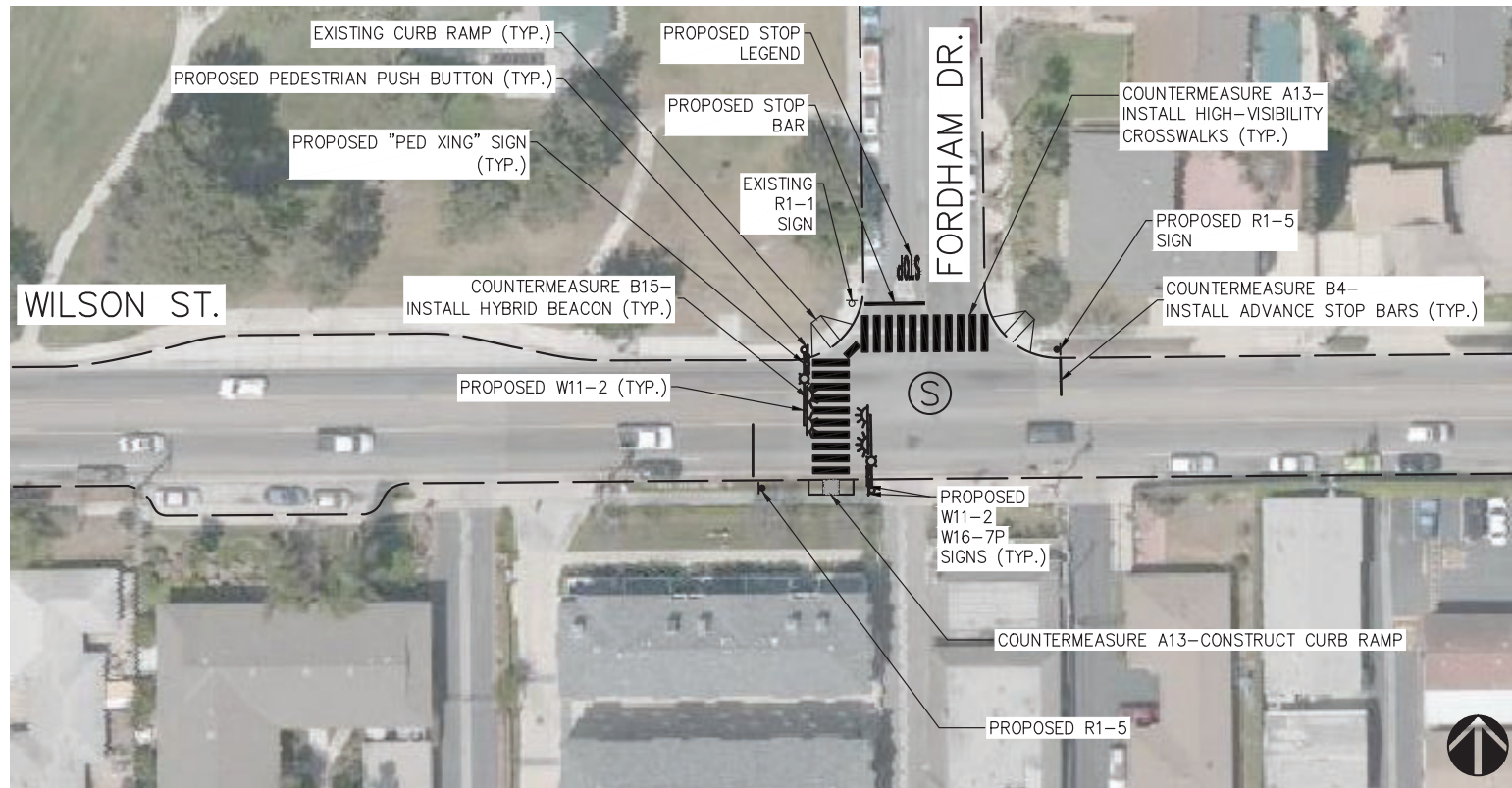
Regulate Right Turn on Reds: Consider installation of a "blank out" No Right Turn changeable message sign that activates during the LPI WALK interval, then simply shuts off once pedestrians are in the crosswalk and can be seen.

Advance Yield Lines: Install advance yield lines at approaches to existing and new mid-block crossings.

Corridor-wide Improvements/Maintenance: Evaluate the corridor on a six-month or yearly basis to identify and repair sidewalk areas that have physical defects such as buckled or lifted pavement, stains, cracks, voids, or ongoing tree root issues to eliminate potential hazards for pedestrians of all ability levels.

WILSON STREET CORRIDOR

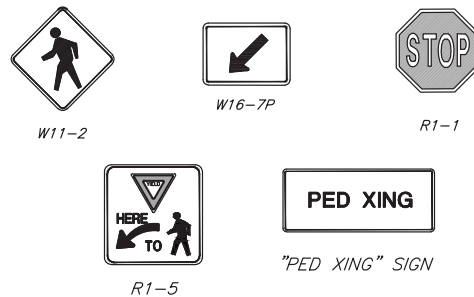
SAMPLE CONCEPT PLAN



LEGEND

- Ⓢ SIGNALIZED INTERSECTION
- ||||| PROPOSED HIGH-VISIBILITY CROSSWALK
- ⦿ PROPOSED SIGN AND POST
- ⦿ PROPOSED MAST ARM WITH HYBRID BEACON
- PROPOSED PEDESTRIAN PUSH BUTTON
- ⦿ EXISTING SIGN AND POST

SIGN LEGEND



40' 20' 0 20' 40'
1"=40' GRAPHIC SCALE

(CITYWIDE) HIGH-VISIBILITY CROSSWALK LOCATIONS

PROPOSED TREATMENTS

Install high-visibility crosswalk markings parallel to the major street and across the minor street, within all commercial corridors and near schools, parks, and regional attractors (such as the OC Fair & Event Center). A list of the locations is illustrated in Table 6.2, Crosswalk Improvement Locations On Minor Streets Along Major Corridors.



Table 6.2 Crosswalk Improvement Locations On Minor Streets Along Major Corridors

Street Name Corridor	Orientation	Minor Street	Signalized Intersection	On Ramps	Total Crosswalks
Sunflower Avenue	Northside	3	6	0	9
	Southside	0	8	0	8
Bear Street	Eastside	1	4	0	5
	Westside	0	4	0	4
South Coast Drive	Northside	2	2	0	4
	Southside	0	4	0	4
Bristol Street	Eastside	1	10	1	12
	Westside	0	13	2	15
Baker Street	Northside	4	6	0	10
	Southside	5	5	2	12
Randolph Avenue	Eastside	0	2	0	2
	Westside	1	2	0	3
Arlington Drive	Northside	2	1	0	3
	Southside	1	1	0	2
Fair Drive	Northside	3	6	1	10
	Southside	2	6	0	8
Harbor Blvd	Eastside	5	14	0	19
	Westside	3	13	0	16
Adams Avenue	Northside	1	6	1	8
	Southside	2	4	1	7

Table 6.2 Crosswalk Improvement Locations On Minor Streets Along Major Corridors (Cont.)

Street Name Corridor	Orientation	Minor Street	Signalized Intersection	On Ramps	Total Crosswalks
Mesa Verde Drive E	Eastside	1	2	0	3
	Westside	2	2	0	4
19th Street	Northside	6	6	0	12
	Southside	2	5	0	7
17th Street	Northside	5	8	0	13
	Southside	1	8	0	9
Baker Street and Fairview Road	Eastside	4	11	0	15
	Westside	4	12	0	16
Newport Boulevard and Del Mar Avenue	Eastside	8	7	0	15
	Westside	0	7	0	7
Bay Street	Northside	1	2	0	3
	Southside	1	2	0	3
Ford Road	Northside	3	0	0	3
	Southside	3	0	0	3
Park Avenue	Eastside	1	1	0	2
	Westside	2	1	0	3
Orange Avenue	Eastside	3	2	0	5
	Westside	0	2	0	2

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The background of the slide is a photograph of a street intersection, likely in a warm climate given the presence of palm trees. The image is covered with a semi-transparent green overlay. A large white number '07' is positioned on the right side of the slide, partially overlapping the green overlay and the background image. The text 'Implementation Strategy' is written in a bold, white, sans-serif font at the bottom center of the slide.

07

Implementation Strategy

7.1 INTRODUCTION

This chapter discusses five approaches the City can take to implement the infrastructure and long-term recommendations discussed in Chapters 4-6. The approaches, both proactive and reactive, could be used together or individually, depending on the resources available. They include:

- Project prioritization: Implement the infrastructure projects by order of priority using a data-driven approach.
- Project cost and time: Construct the infrastructure projects based on the available time and financial resources.
- Funding availability: Develop infrastructure projects based on available funding opportunities. Many funding sources are available for pedestrian improvements.
- Collaboration with different city departments and community stakeholders: Work with city departments and community stakeholders to implement the long-term recommendations.
- Project options: Certain circumstances, such as findings from a new study or community members voicing their concerns, may prompt the City to take a reactive approach to implement the recommendations identified in the Plan.

7.2 PROJECT PRIORITIZATION

The purpose of project prioritization is to develop a list of ranked infrastructure projects based on the recommendations that offer the greatest potential benefit that supports pedestrian activities within a short time frame.

The specific measures for each category, along with the weights, are shown in Table 7.1, Project Prioritization Criteria. Table 7.2, Ranked Projects List, shows the list of prioritized projects, with their respective score out of 100.

Table 7.1 Project Prioritization Criteria

Group	Item	Weight
Need and Equity	Disadvantaged Community (DAC)	20%
	Median Household Income (MHHI)	
Safety	Bicycle and Pedestrian Collisions	30%
	Vehicle Citations	
Community Support	Community Support	30%
Network Connectivity	Transit Accessibility	20%
	Connects to priority destinations including commercial areas, parks, and schools	
Total		100%



Table 7.2 Ranked Projects List

Rank	Corridor	From	To	Length (in Miles)	Score
1	Newport Boulevard	19th Street	17th Street	0.44	62.8
2	Fairview Road	McCormack Lane	Merrimac Way	1.45	53.3
3	Adams Avenue	Mesa Verde Drive	Fairview Road	0.84	52.0
4	Bristol Street	Sunflower Avenue	Bear Street	1.63	51.1
5	Harbor Boulevard	Gisler Avenue	Newport Boulevard	3.84	46.0
6	Wilson Street	Canyon Drive	Newport Boulevard	2.51	30.8
7	17th Street	Superior Avenue	Irvine Avenue	1.27	27.3
8	19th Street	Whittier Avenue	Santa Ana Avenue	2.28	24.2
9	Baker Street	Mesa Verde Drive	Bristol Street	2.99	19.6

7.3 TIME AND COST

Infrastructure improvements roughly follow along a time/cost continuum. Small-scale projects such as signing and striping can be completed in a short amount of time with relatively low cost. On the other hand, large-scale projects such as a roadway configuration and new traffic signals could require more time and cost more. Table 7.3, Infrastructure Cost and Time Continuum, provides some examples of pedestrian improvements that fall into three categories: short-term/low-cost, mid-term/mid-cost, and long-term/high cost.

Table 7.3 Infrastructure Cost and Time Continuum

Type	Description	Estimated Time Frame and Cost	Example of Infrastructure	
short-term/low cost	These types of infrastructure improvements present opportunities for more rapid implementation to address community concerns.	0-2 years \$500 - \$50K	<ul style="list-style-type: none"> • ADA-compliant curb ramps • high visibility crosswalks • pavement markings • signage • rectangular rapid flashing beacons (RRFB) 	<ul style="list-style-type: none"> • pedestrian intersection enhancements • neighborhood traffic calming measures (e.g curb extensions, speed humps, and raised crosswalks)
mid-term/mid cost	These types of projects either require additional research or are ready for implementation, but roadway impacts such as vehicular right-of-way, utility easements, and/or other constraints must be considered.	2-5 years \$50K - \$200K	<ul style="list-style-type: none"> • sidewalk (with curb and gutter) • curb extensions at major intersection and arterial street 	<ul style="list-style-type: none"> • protected intersection • minor traffic control signal improvements
long-term/high cost	This type of projects can be considered as planned projects and require added resources prior to implementation. These projects require more studies, right-of-way acquisition, and/or include the need for coordination with adjacent agencies or county governing bodies.	5+ years >\$200K	<ul style="list-style-type: none"> • traffic signals • roundabouts • projects that require modifying or adding hard wiring infrastructure 	

7.4 FUNDING OPPORTUNITIES

The following section presents potential federal, state, regional, and local funding sources that the City can seek for Plan implementation. Table 7.4, Funding Opportunities, lists different grant programs by source, agency, program name, and project eligibility, with a brief description for context. The City can consider applying for a variety of funding opportunities to implement the recommendations.

Table 7.4 Funding Opportunities

Source	Program	Administering Agency	Program Description
Federal	Congestion Mitigation and Air Quality (CMAQ) Program via FAST Act	OCTA	The program funds transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and are included in the MPO's current transportation plan and transportation improvement program. OCTA directs these funds mainly to transit and high occupancy vehicle lane projects, but 10% is set aside for bike and pedestrian projects.
Federal	Highway Safety Improvement Program (HSIP)	Caltrans	Projects that improve safety for any public road, bicycle facility, pedestrian pathway, or trail.
Federal	Community Development Block Grant (CDBG)	Orange County Housing and Community Development	CDBG is a flexible program that provides communities with resources to address a wide range of unique community development needs. The federally-funded program is administered by the Department of Housing and Urban Development (HUD). On the local level, these funds are administered by the Orange County Housing and Community Development and can fund a range of projects including transportation services, public safety programs, flood and drainage facilities, water/sewer improvements, street improvements/sidewalks, etc.
Federal	(Forthcoming) Safe Streets and Roads for All (SS4A) Grant Program	US Department of Transportation	The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

Note: The program descriptions are retrieved from the program websites.

Table 7.4 Funding Opportunities (Cont.)

Source	Program	Administering Agency	Program Description
Federal/State	Office of Traffic Safety (OTS) Grants	California Office of Traffic Safety	Bicycle and pedestrian projects have been funded through this program. Promotes traffic safety education.
State	Affordable Housing and Sustainable Communities Program (AHSC)	Strategic Growth Council and Department of Housing and Community Development	The program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions.
State	Active Transportation Program (ATP)	Caltrans	Funds active transportation-related infrastructure projects, plans, and education/encouragement/enforcement activities. Consolidates previous programs (Transportation Alternatives Program, Bicycle Transportation Account, and Safe Routes to Schools).
State	Sustainable Transportation Planning Grant Program	Caltrans	Projects that plan for reductions in GHG and VMT, and/or integrate Land Use and Transportation planning are eligible. This includes: SRTS, ATP, trail master plans, pedestrian master plans, bicycle master plans, Vision Zero, bike parking facilities planning, educational outreach, traffic calming, health equity studies, first mile/last mile, station area planning, etc.
Regional/Local	Sustainable Planning Grant	SCAG	The Sustainability Planning Grant Program (formerly known as the Compass Blueprint Grant Program) provides technical support to members in SCAG's jurisdictions. Grants can be used toward planning and policy efforts that allow for the implementation of the regional RTP/SCS. Grants in the program falls into three categories: Integrated Land Use – Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration. Active Transportation – Bicycle, Pedestrian and Safe Routes to School Plans. Green Region – Natural Resource Plans, Climate Action Plans (CAPs) and Green House Gas (GHG) Reduction programs.

Note: The program descriptions are retrieved from the program websites.

Table 7.4 Funding Opportunities (Cont.)

Source	Program	Administering Agency	Program Description
Regional/Local	Comprehensive Transportation Funding Program (CTFP) Project O Regional Capacity Program	OCTA	Approximately \$32 million in M2 funds that are available through the RCP (Project O) for Arterial Capacity Enhancements, Intersection Capacity Enhancements, and Freeway Arterial/Street Transitions.
Regional/Local	Comprehensive Transportation Funding Program (CTFP) Project P Regional Traffic Signal Synchronization Program (RTSSP)	OCTA	Competitive funding from M2 funds that are available for traffic signal synchronization updates.

Note: The program descriptions are retrieved from the program websites.



APPENDIX A

Plan & Policy Review

INTRODUCTION

The Pedestrian Master Plan builds upon many local and regional planning and engineering efforts. The following provides a description of the citywide planning efforts, local programs and projects, and regional and adjacent city efforts that were available at the time of the writing (in 2021).

CITYWIDE PLANNING EFFORTS

Costa Mesa General Plan Circulation Element (2015)

The Costa Mesa General Plan (GP) was last updated in 2015. The Circulation Element of the General Plan includes goals, objectives, and policies that the City uses to make decisions about transportation network improvements. The Plan emphasizes expanding the travel ability for bicycles and pedestrians and implementing “complete streets” strategies in the city, in accordance with the California Complete Streets Act of 2008.

The Circulation Element advocates for pedestrians via the following methods:

- Safe, accessible, and well-maintained sidewalks.
- Sidewalk zones in commercial areas with frontage zone, pedestrian-through zone, street furniture zone, and enhancement/buffer zone.
- Properly designed, marked, and signed crossings.
- Street and intersection improvements for pedestrian safety (pedestrian refuge islands, advance stop and yield lines, flashing lights and beacons, raised crosswalks, etc.)

It also lays out Pedestrian Opportunity Zones, areas where pedestrian improvements should be targeted.

The Circulation Element includes the following goals related to pedestrian planning:

- Goal C-1: Implement “Complete Streets” policies on roadways in Costa Mesa
- Goal C-7: Promote a friendly active transportation system in Costa Mesa (initiating “First and Last Mile” Programs)
- Goal C-8: Create a safer place to walk and ride a bicycle
- Goal C-9: Integrate active transportation elements into circulation system and land use planning
- Goal C-10: Promote an active transportation culture
- Goal C-11: Promote the positive air quality, health, and economic benefits of active transportation
- Goal C-12: Monitor, evaluate, and pursue funding for the implementation of the Bicycle and Pedestrian Master Plan

Costa Mesa Active Transportation Plan (ATP) (2018)

The Costa Mesa Active Transportation Plan, adopted in 2018, provides strategies and actions that will improve the active transportation experience in Costa Mesa. It analyzes existing pedestrian and bicycle facilities in Costa Mesa, provides a policy framework behind the City’s active transportation vision, and proposes facilities for future funding. The existing conditions analysis and recommendations emphasize analysis related to bicycle travel.

The Active Transportation Plan includes the following goals:

- Goal 1.0: Promote a friendly active transportation system in Costa Mesa
- Goal 2.0: Create a safer place to walk and ride a bicycle
- Goal 3.0: Integrate active transportation elements into the circulation system and land use planning

- Goal 4.0: Promote an active transportation culture
- Goal 5.0: Promote the positive air quality, health, and economic benefits of active transportation
- Goal 6.0: Monitor, evaluate, and pursue funding for implementation of the Active Transportation Master Plan.

Recommended pedestrian accommodations mirror those found in the General Plan, with an emphasis on sidewalks located within Pedestrian Opportunity Zones, including suggested routes to school:

Frontage Zone: Functions as an extension of a building, including entryways and sidewalk cafes.

Pedestrian Through Zone: Primary accessible pathway for pedestrians, 5-7 feet wide in residential settings and 8-12 feet wide in commercial areas.

Street Furniture Zone: Location of street furniture such as lighting, benches, utility poles, tree wells, and bicycle parking.

Enhancement/Buffer Zone: Space between street and sidewalk with curb extensions, parklets, or cycle tracks.

The Plan also recommends drought tolerant landscaping for shading and heat reduction, and the development of multiuse trails, which would accommodate both pedestrians and bicycles.

A list of proposed shared-use paths is also included. There is one proposed multiuse trail within a pedestrian opportunity zone along the Paularino Channel adjacent to the Bristol Street opportunity zone.

Complete Street Safety Assessment (2021)

The Complete Street Safety Assessment was completed as a collaboration between the City and SafeTREC at UC Berkeley. It reviewed six focus areas in the city and provided recommendations for improvements. The six corridors include:

- Placentia Avenue

- Placentia Avenue access to Joann Street Path
- Pomona Avenue between 19th Street and Wilson Street
- Wilson Street
- Del Mar Avenue, Newport Boulevard- Santa Ana Avenue
- Bristol Street, Irvine Avenue - Sunflower Avenue

Multi-Purpose Trails Plan (2016)

Completed in June 2016, the Costa Mesa Multi-Purpose Trails Plan analyzes the strategies needed to implement a multi-use trail system within the City, focusing on the area between the Santa Ana River Trail and Newport Bay (in the middle-third of the City). Two public workshops and two stakeholder meetings helped inform the recommendations.

While the proposed multi-use trails largely do not intersect the Pedestrian Opportunity Zones, new facilities are proposed on Tanager Drive and Adams Avenue adjacent to the zone surrounding Harbor Blvd. This includes pedestrian improvements, including sidewalk widening and enhanced crosswalks on Adams Avenue and traffic calming on Tanager Drive. "Project 12" provides an alternate (bicycle) route to Adams Avenue on Mesa Verda Drive, Harla Avenue, and Peterson Place.

Local Roadway Safety Plan (LRSP) (2022)

The City's Local Road Safety Plan identifies safety countermeasures for all travel modes including walking and bicycling. The Plan supports ongoing efforts to make safety improvements by analyzing crash data, selecting emphasis areas, and identifying countermeasures through public outreach and collaboration with diverse stakeholders.

LOCAL PROGRAMS & PROJECTS

Go Human Explore Merrimac (2018)

On April 21, 2018, Costa Mesa hosted a SCAG Go Human demonstration project on Merrimac Way, from Harbor Boulevard to Fairview Road, to explore potential improvements to bicycle and pedestrian safety. Temporary demonstrations included a protected bike lane, sidewalk seating and shade, and an activated community event hub. The project included engagement with Orange Coast College, and was advised by the Costa Mesa Bikeways and Walkability Committee and OCTA. The demonstration project attracted 400 participants.

The top three desired walking improvements (from 93 surveys collected at the event) were:

- Improved sidewalks
- Public space/parks
- Street lighting

Reimagining 19th Street

In the summer of 2020, the Costa Mesa Alliance for Better Streets (CMABS), a community organization, led the Reimagining 19th Street project. CMABS is a non-profit active transportation community group that facilitated and led grassroots activities. For the project, the organization planned and implemented a tactical urbanism demonstration to test out potential active transportation treatments, which included traffic circles, along the 19th Street Corridor. The organization also developed infrastructure recommendations for construction. The project received positive support from community members. However, following the project, the City of Costa Mesa received mixed reviews about the project, particularly regarding the traffic circles.

Costa Mesa Community Pedestrian & Bicycle Safety Training:

The Costa Mesa Planning Committee, California Walks, and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC) collaboratively led a training session on August 28, 2020. The session included walking and biking assessments along three key routes within the City: Newport Boulevard from 17th Street to 19th Street, 19th Street from the western city limit to Harbor Boulevard, and Fairview Boulevard from Baker Street to Fair Drive (adjacent to Orange Coast College). The first two corridors correspond to areas within the Pedestrian Opportunity Zones, which are prioritized as a part of the Pedestrian Master Plan. Following the training, recommendations were proposed for the three corridors.

PLANNED AND FUNDED ACTIVE TRANSPORTATION PROJECTS WITHIN COSTA MESA

Active Transportation Improvements

Several active transportation projects are proposed as part of the FY 2021-22 CIP. These include:

- Bicycle and pedestrian Infrastructure Improvements
- Citywide Bicycle Wayfinding Signage
- Citywide Class II, III, & IV Bicycle Projects
- Mesa Del Mar Multi-Modal Access and Circulation Improvements
- Mesa Drive and Santa Ana Avenue Bicycle Facility Improvements
- Mesa Verde Drive East/Peterson Place Class II Bicycle Facility
- Randolph Avenue Parking and Pedestrian Improvements
- West 18th Street and Wilson Street Crosswalks

The Merrimac Way project final design has been completed. The project create several improvements between Harbor Boulevard and Fairview Road, including cycle tracks, a multi-use path, and pedestrian crossing with pedestrian hybrid beacon. Construction is expected to be completed by end of July 2021.

Adams Avenue Improvements Project – This project will build a raised center median and Class I Multi-Use Path with landscaped buffer from Harbor Boulevard to the Santa Ana River.

Adams Avenue Bicycle Facility Project – This project will add new bike lanes on both directions from Harbor Boulevard to Fairview Road, as well as, provide new lighting on the south side of Adams Avenue.

Adams Avenue & Pinecreek Drive Intersection Project – The project will enhance the traffic patterns and accessibility of the area by adding an additional crosswalk across Adams Avenue, converting the northbound slip lane to a conventional right-turn-lane, reconstructing the eastbound slip lane to slow right-turning vehicular traffic, constructing a wider sidewalk and trail along the west edge of the south leg of the intersection, and providing a crosswalk across the eastbound right turn lane. The project will also include traffic signal modifications at the intersection to accommodate the improvements.

West 19th Street Bicycle Facility Improvements – This project will provide improved bicycle connectivity and multi-modal accessibility between Pomona Avenue and Marina View Park by adding Class II bicycle lanes, bicycle boxes, high-visibility bike lane markings, sharrows, and pedestrian crosswalks.

Project W, Transit stops – This project will improve transit stops and construct new transit shade structures at three

locations: Fairview Road north of Arlington Drive, Harbor Boulevard north of Wilson Street, and Placentia Avenue south of 19th Street.

Traffic signals that are currently in construction:

- Fairview Road HSIP Project (at the intersection of Fairview Road & Village Way)
- Baker Street & Randolph Avenue
- VANS Headquarters driveway along Hyland Avenue
- The Press driveway along S. Coast Drive

Traffic signals and HAWK signals that are currently in design:

- HAWK signal at W. 18th Street between Lions Park and the Westside Police Substation.
- W. 19th Street & Wallace Avenue traffic signal.

Traffic Signal Synchronization Project (TSSP)

- Fairview Road TSSP (implementation complete and O&M underway).
- Bear Street TSSP (implementation is under construction).
- Red Hill Avenue TSSP (design is underway and implementation/construction beginning in 2021).
- Baker, Placentia, Victoria, and 19th Street TSSP – design phase to begin Sept 2021-time frame with construction/implementation starting in 2022.

Roadway Resurfacing Projects

Wilson Street resurfacing project – construction to begin in 2021. The City has a FY 21-22 CIP project for a new pedestrian crossing (location to be determined) on Wilson Street near Wilson Park; improvement likely to include a HAWK signal (pedestrian hybrid beacon).

Neighborhood Traffic Improvements – This project features neighborhood traffic improvements including signs, approved

speed humps, crosswalk enhancements, and other landscape improvements to enhance the neighborhood character.

Randolph Avenue Improvements - This project will construct new signing, striping, and traffic calming improvements along Randolph Avenue and St. Clair Street between Bristol Street and Baker Street. A roundabout at the intersection of Randolph Avenue and St. Clair Street has been designed. The project includes speed cushions on Randolph Avenue, a mid-block raised crosswalk on Randolph Avenue, a Rectangular Rapid Flashing Beacon (RRFB) at the mid-block raised crosswalk, and new street lighting for pedestrian crossings. The project will increase available on-street parking, encourage slower traffic speeds on Randolph Avenue, improve circulation, and improve pedestrian crossings.

Citywide Street Improvements – Several streets in the Westside and Eastside neighborhoods of Costa Mesa were improved as part of this project. Major streets improved over the current fiscal year include Bear Street, Santa Ana Avenue and Hamilton Street. A total of 1.14 million square feet of pavement was reconstructed as part of this project.

REGIONAL AND ADJACENT CITY EFFORTS

OC Active: Orange County's Bike and Ped Plan (2019)

OC Active: Orange County's Bike and Ped Plan aims to enhance walking and biking countywide. The Plan contains seven primary goals:

- Reduce pedestrian and bicyclist collisions
- Advance strategic walking and biking network
- Enhance walking and biking access to transit

- Improve high-need pedestrian areas
- Strengthen stakeholder partnerships
- Incorporate diverse community perspectives
- Leverage funding opportunities

Pedestrian focus area maps were established for the entire county, emphasizing the areas with the greatest activity and demand for pedestrian travel. They were based on a GIS-based analysis of generators, barriers, and attractors. Results from the analysis indicate that pedestrian improvements should be concentrated in the area southwest of Wilson Street and Newport Boulevard.

OC Supervisorial District Bikeway Plan:

OCTA created bikeways strategies by district to promote cross-jurisdictional and regional bicycle corridors. Costa Mesa was included in the OCTA Districts 1 and 2 Bikeways Strategy. This plan primarily focuses on the region's bicycle network rather than pedestrian improvements.

Connect SoCal (2020)

Connect SoCal is the 2020 Regional Transportation Plan/ Sustainable Communities Strategy from the Southern California Association of Governments (SCAG). The Plan includes a technical report outlining the existing state of active transportation and the impacts of investments in active transportation within the SCAG region. The Plan contains ten goals for active transportation in the region:

- Encourage regional economic prosperity and global competitiveness.
- Improve mobility, accessibility, reliability, and travel safety for people and goods.
- Enhance the preservation, security, and resilience of the regional transportation system.

- Increase person and goods throughput and travel choices within the transportation system.
- Reduce greenhouse gas emissions and improve air quality.
- Support healthy and equitable communities.
- Adapt to a changing climate and support an integrated regional development pattern and transportation network.
- Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
- Encourage development of diverse housing types in areas well supported by multiple transportation options.
- Promote conservation of natural and agricultural lands and restoration of critical habitats.

City of Newport Beach Bicycle Master Plan (2014)

The Newport Beach Bicycle Master Plan guides the development and maintenance of a comprehensive bicycle network and set of programs until 2034. Class I Shared-Use Paths are present within the City allowing joint pedestrian and bicycle use for a total of 18.9 miles. There were 93 miles of bikeways in 2014, including 26 miles of sidewalks that allow bicycling

Major existing connections (Class I Shared-Use Paths) are made from Newport Beach, which is geographically southeast of Costa Mesa, at the following streets/shared-use paths: Back Bay Open Space Trail and the Santa Ana River Trail. The Santa Ana River Trail is maintained and operated by the County of Orange.

City of Irvine Strategic Active Transportation Plan (2020)

The 2020 Plan seeks to balance new technologies and innovative pedestrian and bicycle transportation options to establish an environment that is comfortable and convenient for users. The vast array of off-street facilities is complimented by a complete on-street mobility network. On-

street facility connections are made via Red Hill Avenue and along Main Street.

City of Huntington Beach Bicycle Master Plan (2013)

The Bicycle Master Plan discusses opportunities for pedestrian travel via off-street shared-use paths. Connections are made to Costa Mesa via the Santa Ana River Trail. The Santa Ana River Trail is maintained and operated by the County of Orange.

City of Santa Ana Active Transportation Plan (2019)

The goal of the Santa Ana Active Transportation Plan (2019) document is to create a City which provides multi-modal access for walking, biking, and rolling. Santa Ana forms the northern boundary with the City of Costa Mesa along Sunflower Avenue.

City of Fountain Valley General Plan Update (Forthcoming)

The City is currently working on updating its General Plan, and it may include discussions on active transportation. The City shares a small border with Fountain Valley.

APPENDIX B

Walk Audit Event Summaries



INTRODUCTION

In the spring of 2021, the project team hosted walk audits to collect participant feedback on existing street conditions and desired improvements. The input collected helped inform the recommendations development for the Costa Mesa Pedestrian Master Plan. The walk audits allowed community members to explore major pedestrian corridors in the city, as identified in the General Plan as Pedestrian Opportunity Zones.

Community members were provided opportunities to conduct the walk audits in-person or virtually through an

online platform. In response to the COVID-19 pandemic, in-person walk audit events were restricted to a small number of participants who registered on a first-come-first-served basis. For the virtual walk audits, community members were directed to an event website with instructions on how to share their input through an online mapping tool. The website was both in English and Spanish in order to properly include the Hispanic population in the planning process.

This section discusses the findings from the in-person walk audits. Comments received from the virtual walk audits were incorporated into the findings for the overall community engagement efforts, which were discussed in Chapter 2, Community Engagement.



IN-PERSON WALK AUDITS

The in-person walk audits had 39 participants who provided a wealth of input for the Plan. The dates and locations of each in-person walk audit are as follows:

- Wednesday, March 31, 2021 (1pm-3pm) – The triangle
- Saturday, April 3, 2021 (10am-12pm) – 19th Street Commercial
- Wednesday, April 7, 2021 (1pm-3pm) – N. Harbor Commercial (Merrimac)
- Saturday, April 10, 2021 (10am-12pm) – N. Harbor Commercial (Baker)
- Wednesday, April 14, 2021 (1pm-3pm) – S. Harbor Commercial (Wilson)
- Thursday, April 15, 2021 (9am-11am) – LAB Anti Mall

Event Activities

Each in-person walk audit was comprised of three activities: event overview, the walk, and the event debrief.

Event Overview: Participants were introduced to the planning effort for the Costa Mesa Pedestrian Master Plan, the walk audit process, and the walking route.

The Walk: Event attendees took a walk along the pre-determined route. Along the way, participants pointed out areas of concern and brainstormed potential solutions.

Event Debrief: Following The Walk, participants discussed common infrastructure and behavioral themes that they saw on the walk and discussed next steps.



EVENT SUMMARY WALK AUDIT #1

THE TRIANGLE

WEDNESDAY, MARCH 31, 2021

1:00 PM – 3:00 PM

7 ATTENDEES



OVERVIEW

On Wednesday, March 31, 2021, the project team conducted the first scheduled walk audit, held at The Triangle area in Downtown Costa Mesa, which includes Newport Boulevard, 19th Street, and Harbor Boulevard. The event had 7 attendees, excluding the project team and city staff.

The following section documents the key findings and observations discussed at the walk audit.

KEY FINDINGS

- Pedestrian clearance intervals at some locations should be extended to accommodate adequate time for senior pedestrian crossings.
- Tree planters are raised and interfere with the effective width of the sidewalks.
- The pedestrian experience is noisy along major corridors.
- At driveways/intersections, vehicles were observed to block pedestrian crossings.
- Landscaped buffer is more preferred by participants than a wider sidewalk with no buffer.
- Vehicles were observed to make right turns on red without coming to a complete stop.
- Some intersections had high visibility ladder-style crosswalks while others did not.
- Pedestrians were observed crossing outside of marked crosswalks at several mid-block locations.



CORRIDORS

Corridor #1 (19th Street)

- Utility wires create obstructions on the sidewalk network.
- The sidewalk has obstructions due to raised tree planters.
- The corridor is noisy.
- The sidewalk is approximately 6 feet wide and does not have a landscaped area along the curb to provide a buffer between pedestrians and vehicles.
- At driveways/intersections, vehicles were observed to block pedestrian crossings.

Corridor #2 (Newport Boulevard)

- Participants expressed positive feedback for the wide sidewalk with buffer along the corridor.

- The majority of crosswalks are decorative.

Corridor #3 (Harbor Boulevard)

- The corridor has high vehicular volumes.
- Participants expressed positive feedback for the wide sidewalk with buffer along the corridor.
- Vehicles turning in and out of signalized driveways presented some conflict with pedestrian crossings

Corridor #4 (Park Avenue)

- The sidewalk is approximately 6 feet wide.

Corridor #5 (Rochester Street)

- Pedestrians were observed to cross mid-block outside of crossing designations to travel to and from the park and facilities to the south of Rochester Street.

INTERSECTIONS

Intersection #1 (19th Street & Park Avenue)

- Crosswalk markings are not high-visibility style crosswalks.
- Pedestrian countdown signals are present at intersection.

Intersection #2 (19th Street & Anaheim Avenue)

- Crosswalk markings at the intersection are faded.
- High volume of vehicles lined up for the In-N-Out, creating poor visibility of pedestrians crossing the intersection.

Intersection #3 (Newport Boulevard & 19th Street)

- In conversations with community members, drivers have to make quick decisions at the southbound approach of 19th Street coming off the freeway.
- The pedestrian clearance interval is not long enough to accommodate pedestrians.
- The traffic signal does not have pedestrian countdown signals.
- The intersection has high vehicular volumes.
- Location is along Caltrans' right-of-way.

Intersection #4 (Newport Boulevard & Broadway)

- The intersection has decorative crosswalks.

Intersection #5 (Newport Boulevard & Harbor Boulevard)

- The intersection has decorative crosswalks.
- The pedestrian clearance interval is not long enough to accommodate pedestrians.

Intersection #6 (Newport Boulevard & Rochester Street/ Park Avenue)

- Westbound merge lane limits visibility of pedestrians crossing east/west at Park Avenue.
- The crosswalks are not high visibility.



Participants attended a brief overview of the walk audit process prior to the walk



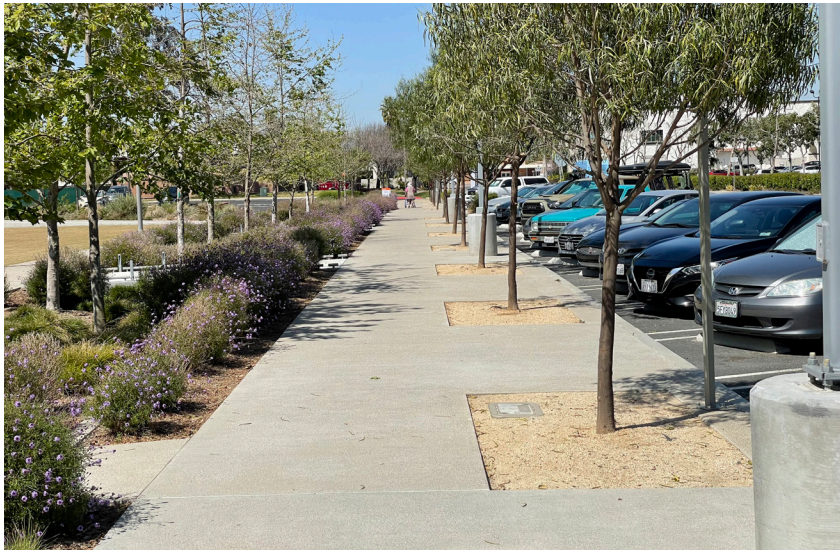
Traffic signal poles obstruct the sidewalk and crosswalk on 19th Street and Park Avenue



Participants crossed a decorative crosswalk on 19th Street and Harbor Boulevard



Vehicle parked on the crosswalk which blocked off access for pedestrians



Nice sidewalk infrastructure on Park Avenue adjacent to the Norma Hertzog Community Center



Transit stop at Broadway and 19th Street



EVENT SUMMARY WALK AUDIT #2

19TH STREET COMMERCIAL AREA

SATURDAY, APRIL 3, 2021

10:00 AM – 12:00 PM

11 ATTENDEES



OVERVIEW

The project team conducted the second scheduled walk audit on Saturday, April 3 2021 at the 19th Street commercial area. The event had 11 participants who gave valuable feedback on how to improve the pedestrian experience of walking on 19th Street, Pomona Avenue, and Placentia Avenue. The following section documents the key findings and observations made at the walk audit.

KEY FINDINGS

- Several areas lack sidewalks, particularly near Pomona Elementary School.
- Signage around the schools is worn out and could be upgraded to include “yield to pedestrians” signs.
- Many locations do not feature enough separation

between vehicular traffic and pedestrians.

- Pedestrians were observed to cross mid-block along 19th Street due to long stretches without designated crossings.
- 19th Street is a loud corridor.
- Participants noted a lack of street lighting along the minor streets that provide connectivity to 19th Street.
- Participants expressed concern that Santa Ana Avenue has a higher speed limit than desired as compared to other areas near schools.



CORRIDORS

Corridor #1 (19th Street)

- Sidewalks are not wide enough to allow two pedestrians to walk side-by-side, from Placentia Avenue to Pomona Avenue.
- Pedestrians crossed outside of marked crosswalks at several mid-block locations
- There are areas where the buffer between sidewalk and street is wider than sidewalk itself.
- Radar speed feedback signs are available to alert motorists of their speeds.
- There is sporadic landscaping (i.e. trees and shrubs) along the corridor.
- Bus stops exist along this corridor and are heavily used.
- E-bikes are allowed on sidewalks except in certain zones.

INTERSECTIONS

Intersection #1 (Meyer Place & 19th Street)

- The intersection has crossings on three sides.

Intersection #2 (Meyer Place & Surf Street)

- There is no sidewalk on either sides of Surf Street.

Intersection #3 (Meyer Place & Beach Street)

- There is no sidewalk on the north side of Beach Street.

Intersection #4 (Pomona Ave & 19th Street)

- Crosswalks are faded.

Intersection #5 (Wallace Avenue & 19th Street)

- A new signalized intersection is being considered at this location.

Intersection #4 (Placentia Avenue & 19th Street)

- The intersection may have sight distance issues that result in vehicles moving forward into the crosswalk and/or turning on red in front of pedestrians.
- The pedestrian clearance interval is not long enough to accommodate pedestrians.
- The intersection lacks shade and participants noted the high noise volumes.

OUTSIDE WALK AUDIT RADIUS

The project team received the following comments from walk audit participants about areas that were not within the walk audit radius.

Corridor (19th Street)

- Participants noted that motorists frequently speed.
- Many locations do not provide enough separation between vehicular traffic and pedestrians.
- This corridor contains wide driveways that interrupt the sidewalk infrastructure.
- Participants expressed the need to beautify and clean the sidewalks.
- The sidewalk has many obstructions that create obstacles for pedestrians.

Corridor (Monrovia Avenue)

- Participants noted that motorists frequently speed.
- There may be a lack of street lighting along Monrovia Avenue.

Corridor (Placentia Avenue)

- Bus stops along the corridor have no shade structure.

Corridor (Center Street)

- The corridor lacks street trees.
- Participants noted sidewalk improvements over the years.

Corridor (Ross Street)

- There are no sidewalks on either side of the street.

Corridor (Seal Street)

- There are no sidewalks on either side of Seal Street (near Meyer Place).

Intersection (Federal Ave & 19th Street)

- Participants noted that motorists frequently speed.

Intersection (Monrovia Ave & 19th Street)

- This intersection has high pedestrian volumes and provides access to many bus stops.

Intersection (Placentia Ave & Center Street)

- Participants noted that motorists frequently speed.

Intersection (Monrovia Ave & Center Street)

- Participants observed pedestrians cross Monrovia Avenue despite the lack of designated markings or pedestrian facilities.

Intersection (Meyer Place & Cove Street)

- A utility pole and street light create an obstruction to the pedestrian path at the curb of the intersection.



The project team reviewed the walk audit route with participants



Sidewalk interrupted by driveway into a strip mall on 19th Street



Pedestrian crossing on a yellow light



Pedestrians at the intersection of 19th Street and Pomona Avenue



EVENT SUMMARY WALK AUDIT #3

NORTH HARBOR COMMERCIAL AREA (ADAMS AVENUE)

WEDNESDAY, APRIL 7, 2021

1:00 PM – 3:00 PM

3 ATTENDEES



OVERVIEW

On Wednesday, April 7, 2021, the project team conducted the third scheduled walk audit. At the event, the participants walked along Harbor Boulevard, Adams Avenue, Merrimac Way, and Baker Street. The event had 3 attendees, excluding the project team and city staff. The following section documents the key findings and observations made at the walk audit.

KEY FINDINGS

- Adams Avenue has wide sidewalks that get narrower in each direction as you move away from Adams Avenue and Harbor Boulevard.
- ADA access could be improved as various driveways are not wheelchair accessible.
- Many roads and driveways show signs of deterioration, especially along Harbor Boulevard.
- Participants expressed support for having more street trees and landscaping along the corridors.
- Orange Coast College also has plans to make improvements that could benefit pedestrians traveling to and from the college.
- The roadways near the car sales lots could benefit from pavement rehabilitation.
- Several bus stops lack covered canopies.
- Participants observed bicyclists biking on the sidewalk due to the lack of bike lanes on the roadways.
- Participants observed pedestrians crossing Mesa Verde Drive mid-block between Harbor Boulevard and Harla Avenue to reach the shopping on the south side.



CORRIDORS

Corridor #1 (Adams Avenue)

- Several sections of the sidewalk are buckled.
- Participants provided positive feedback for the separation between vehicular traffic and pedestrians.

Corridor #2 (Harbor Boulevard)

- The sidewalk width north of Adams Avenue is narrower than that south of Adams Avenue.
- The Harbor-Ponderosa bus stop does not have a bus shelter.
- Participants noted that more trash cans are desired along Harbor Boulevard.
- Roads and driveways along Harbor Boulevard show signs of deterioration.
- Drainage issues were observed, north of Adams Avenue, along Harbor Boulevard's east sidewalk.

INTERSECTIONS

Intersection #1 (Adams Ave & Harbor Boulevard)

- Crossing times were observed to be insufficient and motorists were observed to violate the pedestrian right-of-way when turning at intersections.
- Crosswalks are faded.
- Curb ramps are not ADA compliant.

Intersection #2 (Adams Ave & Peterson Place)

- Pedestrians cross Peterson Place without a designated crosswalk.

Intersection #3 (Adams Ave & Royal Palm Drive)

- A countdown pedestrian signal is missing at the east leg.

OUTSIDE WALK AUDIT RADIUS

The project team received the following comments from walk audit participants about areas that were not within the walk audit radius.

Corridor (Harbor Boulevard)

- North of Adams Avenue, Harbor Boulevard has various sidewalks on the east side that are 3 feet wide.
- Many curb ramps are not ADA compliant.
- Participants reported an incorrectly placed curb ramp along the median island north of Dale Way.
- There is no separation between pedestrians and traffic on the east side of Harbor Boulevard between Dale Way and Village Way.

Corridor (Baker Street)

- This corridor has heavy pedestrian activity.

Corridor (College Avenue)

- Participants supported having more curbs painted red at intersections and more street trees to provide shade.
- The corridor has wide sidewalks.

Corridor (Pinecreek Drive)

- Curb ramps are missing on Pinecreek Drive, Village Way, and residential streets to the south of Village Way.

Intersection (Adams Avenue & Mesa Verde Drive)

- This intersection provides pedestrian crossings along the north, east, and south legs of the intersection. Crossing along the west leg is prohibited.

Intersection (Adams Avenue and Pinecreek Drive)

- The City is in the process of redesigning the intersection.
- Pedestrians cross mid-block along Adams Avenue, west of Pinecreek Drive.

Intersection (Harbor Boulevard & Village Way)

- The intersection lacks crosswalks in all directions.

Intersection (Mesa Verde Drive & Harla Avenue)

- Participants noted the popularity of the intersection for pedestrian and bicycle crossings.

Intersection (Baker Street & College Avenue)

- Participants noted the popularity of the intersection for pedestrian crossings.



Staff waiting for participants to arrive



Decorative crosswalk at Harbor Boulevard and Adams Avenue



Bicyclists ride on the sidewalk along College Avenue



Participants walk along the walk audit corridor



EVENT SUMMARY WALK AUDIT #4

BAKER STREET & FAIRVIEW ROAD

SATURDAY, APRIL 10, 2021

10:00 AM – 12:00 PM

7 ATTENDEES



OVERVIEW

On Wednesday, April 10 2021, the project team conducted the fourth scheduled walk audit. Participants had an opportunity to walk along Baker Street, Fairview Road, and Adams Avenue, and discussed areas of concern and improvement with the project team. The following section documents the key findings and observations made at the walk audit.

KEY FINDINGS

- Sidewalk along the south side has no separation while the north side does have separation, along Baker Street.
- There are various obstructions (trees, signs, utility boxes) throughout the walk audit areas.
- Participants reported observing pedestrians cross mid-block on Fairview Road to get to and from commercial areas.
- At various intersections, traffic signal poles block the curb ramps and obstruct the pedestrian path.
- Where curb ramps are available, many are not ADA compliant.
- Many portions of the sidewalk along Fairview Road are buckled due to uprooted trees. However, participants expressed support for street trees since they provide shade.
- At the intersection of Fairview Road and Adams Avenue, curb ramps do not face the direction of crosswalks, and the north leg of the intersection does not have a crosswalk.
- Slip lanes on Adams Avenue create challenges for



pedestrians. Pedestrian push buttons are located on the pork chop islands; consequently, pedestrians first have to navigate through the slip lanes, which do not have instructions on how to safely do so.

- Along Fairview Road between Baker Street and Adams Avenue, the City is going to install new pedestrian upgrades which include a new traffic signal near Paularino Channel, as well as crosswalks and sidewalk improvements.
- Orange Coast College is planning new sidewalk improvements.

CORRIDORS

Corridor #1 (Baker Street)

- Baker Street contains narrow sidewalks that

participants reported to feel narrower at locations with utility pole, guywires, utility boxes, and other obstructions.

- Certain sidewalk segments are buckled.
- Pedestrians cross mid-block between Fairview Road and McClintock Way to get to and from businesses and apartments on south side of Baker Street.
- Radar speed sign flashes during school hours.
- Participants noted that bicyclists and pedestrians use Donegal Place/Paularino Avenue and the residential neighborhoods to travel east/west as an alternative to using Baker Street.

Corridor #2 (Fairview Road)

- Participants observed high vehicular speeds.
- The corridor has sidewalks that are between 6-7 feet

wide. Participants reported sidewalk space feeling cramped especially in areas where pedestrians and bicyclists need to share the sidewalk.

- Trees, utility boxes, and street light poles obstruct the sidewalk and present challenges for pedestrians.
- Many sections of the sidewalk are buckled.
- Participants expressed concern for walking near the Paularino Channel at night due to insufficient lighting.
- Participants observed bicyclists riding on the sidewalk due to the lack of bicycle facilities on Fairview Road.
- Between the I-405 freeway and Paularino Avenue, there are no designated crossings for pedestrians to cross Fairview Road.
- The City is planning a new traffic signal near the Paularino Channel, south of Baker Street.

INTERSECTIONS

Intersection #1 (Baker Street & Fairview Road)

- Traffic signal poles and street furniture are located adjacent to non-ADA-compliant curb ramps that block pedestrians from accessing the crosswalks.
- The traffic signals do not have pedestrian countdown timers.
- The City will repaint the intersection and provide new stop bars at the intersection.

Intersection #2 (Baker Street & Coolidge Avenue)

- The pedestrian clearance interval is not long enough to accommodate pedestrians.
- The Baker-Coolidge bus stop is missing shaded cover.

Intersection #3 (Fairview Road & Paularino Avenue)

- The west leg of the crosswalk does not provide direct access to curb ramps.
- Pedestrian push buttons are located far away from the crosswalks.

- Participants reported high vehicular speeds.
- This intersection does not provide a crosswalk on the south leg.

Intersection #4 (Baker Street & Loren Lane)

- Participants identified this intersection as a high priority crossing; they observed heavy pedestrian and bicycle activity.

OUTSIDE WALK AUDIT RADIUS

The project team received the following comments from walk audit participants about areas that were not within the walk audit radius.

Corridor (Fairview Road)

- Buckled and uneven sidewalks that also have various obstructions along this corridor.
- Driveways along this corridor do not have standard ramps, based on City's Standard Plans for commercial and multi-use areas.
- The curb on Fairview Road, in front of Costa Mesa High School, has a curb cut but no crosswalk or signage to the north east.

Corridor (Paularino Avenue)

- Participants noted high vehicular speeds.
- The corridor has pedestrian signage around Paularino Park.

Corridor (Cheyenne Street)

- Sidewalks are buckled along the corridor.
- Intersections are uncontrolled and do not have crosswalks.

Intersection (Fairview Road & Adams Avenue-El Camino Drive)

- Curb ramps are not aligned with the crosswalks.

- The north leg of the intersection does not have a crosswalk.
- Slip lanes on Adams Avenue create challenges for pedestrians. Pedestrian push buttons are located on the pork chop islands; consequently, pedestrians first have to navigate through the slip lanes, which do not have instructions on how to safely do so.

Intersection (Fairview Road & Monitor Way)

- The north leg of the intersection does not have a crosswalk.

Intersection (Paularino Avenue & Coolidge Avenue)

- Pavement markings show signs of deterioration.

Intersection (Coolidge Avenue & Austin Street)

- Pavement markings shows signs of deterioration.



Walk audit participants walked along Fairview Road



Participants and the project team gathered for an overview of the walk audit



Bicyclist riding on the crosswalk



High wall gives the impression that the sidewalk feels narrower



Intersection with high visibility crosswalks and pedestrian signage



Residential street with landscape parkway between the sidewalk and the road



Participants discussed opportunities for pedestrian improvements on the roadways adjacent to Orange Coast College



A utility box creating an obstruction for pedestrians walking along the sidewalk on Fairview Road



A utility pole creating an obstruction for pedestrians walking along the sidewalk on Fairview Road



Bicyclist crossing mid-block on Fairview Road



EVENT SUMMARY WALK AUDIT #5

HARBOR BOULEVARD & WILSON
STREET

WEDNESDAY, APRIL 14, 2021

1:00 PM – 3:00 PM

5 ATTENDEES



OVERVIEW

On Wednesday, April 10 2021, the project team conducted the fifth scheduled walk audit. At the event, participants discussed challenges and opportunities for walking along Harbor Boulevard, Wilson Street, Victoria Street, and Maple Street. The event had 5 attendees, excluding the project team and city staff. The following section documents the key findings and observations made at the walk audit.

KEY FINDINGS

- Pedestrians were observed sharing the sidewalk with bicyclists, despite Wilson Street's designation as a bike route.
- Many intersections would benefit from new crosswalks which would help facilitate safer pedestrian crossings.

- Utility boxes and other street furniture create obstructions on the sidewalk.
- Many portions of the sidewalk facilities are buckled or uneven.
- Participants expressed the desire for improved pedestrian connectivity to Wilson Park.
- Pedestrian clearance intervals at some locations should be extended to better accommodate senior pedestrian crossings.

CORRIDORS

Corridor #1 (Harbor Boulevard)

- The sidewalk is uneven or buckled.
- Street furniture such as landscaping and utility boxes create obstructions on the sidewalk and reduce the sidewalk width.



- The bus stop at Harbor Boulevard and Wilson Street has no bus shelter.
- Participants noted that the driveway adjacent to the Motel Tahiti Inn does not provide enough space for pedestrian access.

Corridor #2 (Wilson Street)

- The corridor has “Watch for Peds” signs; however, it could benefit from additional pedestrian treatments to provide access to Wilson Park.
- Pedestrians were observed to share the sidewalk with bicyclists, despite Wilson Street’s designation as a bike route.
- The Wilson-Anaheim and Wilson-College bus stops do not have bus shelters.
- The sidewalk has many obstructions from street

furniture and is uneven or buckled at many locations.

- Participants observed high vehicular speeds.
- Many pedestrians travel along Wilson Street to reach the Harbor Center.
- Participants expressed desire for better street lighting, sidewalk infrastructure, and traffic calming measures.

Corridor #3 (Maple Street)

- Participants observed high vehicular speeds.
- The corridor could benefit from additional pedestrian and traffic calming treatments to provide access to Ketchum-Libolt Park. Participants showed support for speed bumps or signage.
- Participants noted that motorists who turn right on red encroach on the crosswalk to have improve their of oncoming vehicular traffic.

Corridor #4 (Victoria Street)

- The corridor has areas with adequate sidewalks and bicycle infrastructure; however, they are not continuous. Participants expressed the desire for more continuous pedestrian and bicycle infrastructure.
- The corridor contains widespread on-street parking which presents visibility concerns for pedestrians crossing the roadway.

INTERSECTIONS

Intersection #1 (Harbor Boulevard & Wilson Street)

- Curb ramps at all four corners may not be ADA-compliant.

Intersection #2 (Wilson Street & College Avenue)

- The roadway width transitions from 40 feet east of the intersection to 65 feet west of College Avenue.

Intersection #3 (Wilson Street & Center Way)

- The east leg has pedestrian countdown timers; however, the pedestrian clearance interval is not sufficient for pedestrians to safely cross Wilson Street.
- The south and west legs do not have marked crossings.
- The curb ramps on all corners may not provide truncated domes.

OUTSIDE WALK AUDIT RADIUS

The project team received the following comments from walk audit participants about areas that were not within the walk audit radius.

Corridor (Wilson Street)

- Portions of the sidewalk infrastructure are missing, uneven, or buckled.
- Street furniture such as landscaping and utility boxes create obstructions on the sidewalk and reduce the

sidewalk width.

- Participants expressed support for parkways which act as a separation between motorists and pedestrians.
- The City has plans for pedestrian improvements along the corridor, south of Wilson Park.

Intersection (Wilson Street & Placentia Avenue)

- Traffic signals do not have pedestrian countdown timers.
- Participants noted that the curb ramps do not provide adequate space for pedestrian access.

Intersection (Wilson Street & Pomona Avenue)

- The intersection is a dog leg intersection which has a staggered cross street.
- The east intersection is signalized, while the west intersection is STOP-controlled on the southbound direction.
- The east intersection does not have a crosswalk on its east leg and the curb ramps may not be ADA-compliant.
- The west intersection does not have a marked crosswalk.

Intersection (Wilson Street & Meyer Place)

- The intersection is a dog leg intersection which has a staggered cross street.
- Both intersections are STOP-controlled on the north/southbound directions and do not have marked crosswalks in any direction.

Intersection (Wilson Street & Fordham Drive)

- The City is planning to provide pedestrian improvements.
- Participants expressed support for pedestrian treatments that facilitate access across Wilson Street and connect the residential area to Wilson Park.

Intersection (Wilson Street & Rutgers Drive)

- There are no marked crosswalks in any direction.
- Pedestrian signage is posted to warn motorists of pedestrian crossings.

Intersection (Wilson Street & Colgate Drive)

- The west leg has pedestrian signage to warn motorists of pedestrian crossings. The southwest corner also has a curb ramp. However, the intersection does not have a crosswalk on the west leg.
- There are no delineated crosswalks in any direction.

Intersection (Wilson Street & Avalon Street)

- Intersection is not ADA-accessible.
- South leg of intersection features a wide crossing but no crosswalk.

Intersection (Wilson Street & Columbia Drive)

- There are no marked crosswalks in any direction.

Intersection (Wilson Street & Fairview Road)

- Participants expressed support for curb ramps on the northwest and southwest corners. The corners each have two curb ramps that align with the crosswalks.
- Traffic signals do not have pedestrian countdown timers.



Participants gathered at the beginning of the event to learn about the walk audit process



Participants walking on the sidewalk



Pedestrian signage adjacent to an intersection without crosswalks on Wilson Street



Speed feedback sign



Bus stop without a shelter



Pedestrians crossing a minor street without a marked crosswalk



Driveway ramp that hampers pedestrian using sidewalk



Sidewalk condition along Fordham Drive



Pedestrians walking across Wilson Street and College Avenue



Walk audit participants documenting the sidewalk condition



EVENT SUMMARY WALK AUDIT #6

LAB ANTI- MALL AREA

THURSDAY, APRIL 15, 2021

9:00 AM – 11:00 AM

6 ATTENDEES



OVERVIEW

On Thursday, April 15, 2021, the project team hosted a walk audit at The LAB Anti-Mall area. The event site included Bristol Street, Randolph Avenue, Paularino Avenue, and Bear Street. The event had 6 attendees, excluding the project team and city staff. The following section documents the key findings and observations discussed at the time of the walk audit.

KEY FINDINGS

- Many portions of the sidewalk infrastructure along the corridors were buckled.
- Several intersections along Bristol Street (with marked crosswalks) have broken countdown pedestrian timers (participants were able to see numbers but the timers do not light up).

- The Camp and The LAB Anti-Mall could help encourage high pedestrian activity on the roadways adjacent to the attractors.
- The SR-73 underpass has dirt run-off that accumulates on the sidewalk which presents challenges for pedestrians using the facility.
- Many intersections have curb ramps; however, they do not connect or align directly to crosswalks.

ORRIDORS

Corridor #1 (Baker Street)

- Many portions of the sidewalk infrastructure were buckled.
- Has a bus stop on Baker Street and Randolph Avenue.
- Trees, utility boxes, and poles obstruct the south side of the sidewalk.



- Participants expressed support for the landscaped parkway by the Baker Fire Station 2.

Corridor #2 (Bristol Street)

- The corridor has wide sidewalks. However, various sections are uneven or buckled and/or have obstructions.
- Some commercial areas have steep driveways.
- Participants expressed support for the landscaped parkway in front of The LAB Anti-mall; however, they noted that the sidewalk is narrow.
- Participants also showed their support for street trees. But they acknowledged that tree roots could buckle the sidewalk.

Corridor #3 (Randolph Avenue)

- Participants reported insufficient street lights at night.
- The corridor provides access to several breweries,

eateries, as well as The Camp and The LAB Anti-Mall.

- Many curb ramps may not be ADA-compliant.
- The City is working on new traffic calming, pedestrian, and bicycle facilities along the corridor.

INTERSECTIONS

Intersection #1 (Baker Street & Bristol Street)

- Traffic signal poles on the northeast corner create obstructions along the pedestrian path.
- The intersection has high vehicular traffic volumes.

Intersection #2 (Bristol Street & Paularino Avenue)

- The traffic signal poles on the west leg create obstructions along the pedestrian path.
- Participants noted that motorists turn right on the red light and do not respect the traffic signals.

- Curb ramps do not align with the crosswalks.

Intersection #3 (Baker Street & Randolph Avenue)

- The City is working on installing a traffic signal to connect the commercial area on the south side with residential communities on the north side.
- The curb ramps are not ADA-compliant.

Intersection #4 (Bristol Street & Sobeca Way)

- A crosswalk is not provided along the north leg of the intersection.
- Participants noted that the Camp driveway is uncomfortable to cross.
- Participants commented that pedestrians used the crosswalk to get between The Camp and The LAB Anti-Mall.

OUTSIDE WALK AUDIT RADIUS

The project team received the following comments from walk audit participants about areas that were not within the walk audit radius.

Corridor (Baker Street)

- Participants commented that pedestrians cross mid-block.
- The SR-73 underpass has dirt run-off that accumulates on the sidewalk which presents challenges for pedestrians using the facility.

Intersection (Baker Street & Jeffrey Drive)

- The intersection has wide curb radii and lacks curb ramps.

Intersection (Baker Street & Bear Street)

- The intersection does not have a crosswalk on the east leg.

Intersection (Bristol Street & Bear Street)

- The intersection does not have a crosswalk on the east leg.
- South of Bear Street, the corridor does not have sidewalk on the south side.



Participants gathered for an overview of the walk audit



Artistic utility box on Bristol Street



Faded crosswalks at the intersection of Bristol Street and Randolph Avenue



Construction workers installing new curb ramp



Sidewalk facility underneath SR-73 at Bristol Street



Sidewalk with a manicured landscape at the entrance to The LAB Anti-Mall

APPENDIX C

Community Workshop Summaries

COMMUNITY WORKSHOP #1 EVENT SUMMARY

EVENT INFORMATION

Date: Tuesday, July 27, 2021

Time: 6:00 PM – 7:00 PM

Location: Virtual via Zoom

EVENT OVERVIEW

The City of Costa Mesa organized a Virtual Workshop to gather input from community members for the Costa Mesa Pedestrian Plan. The workshop was held virtually via Zoom due to the COVID-19 pandemic. The Virtual Workshop had 26 participants that included community members, city staff, and members of the consultant team. The Participant List shown in Exhibit A documents the participants that were present during the Virtual Workshop. Community participants included elected officials, members of the Bikeway Walkability Committee, and Costa Mesa residents.

The Virtual Workshop was comprised of three parts: 1) PowerPoint presentation, 2) Q&A session, and 3) discussion of next steps. The PowerPoint presentation provided a project overview, status update of the stakeholder engagement efforts, highlights of findings from the Existing Conditions Analysis, and an overview of different preliminary pedestrian treatments recommended for the City. Following the presentation, the project team (which consisted of the consultant team and City Staff) fielded questions from community participants. Comments received will help guide the development of the recommendations to address community concerns.

SUMMARY OF COMMENTS

Community members provided input on many different topics. These include:

- Support for different pedestrian infrastructure treatments presented in the PowerPoint presentation
- Identified areas that could benefit from pedestrian infrastructure treatments
- Safety concerns in different areas within the city, such as the interaction between pedestrians and bicyclists, and high vehicular speeds
- Integration of the Plan with new planned developments
- Opportunities for tactical urbanism demonstrations or quick-build projects
- Overall vision for a more pedestrian-friendly city

COMMUNITY QUOTES

“When the OCC [Orange City College] starts again, there will be a lot of pedestrian activity.”

“Thank you for hosting this workshop!”

“I really like the raised crosswalks, and pedestrian refuge island, especially on Newport Blvd.”

“I am concerned about three-legged intersection; there are so many in Costa Mesa. I would like to see greater emphasis to finish intersections with four crosswalks.”

“What makes for a good pedestrian experience? Big shade trees, bulb-outs, and traffic calming measures.”

“I would love to see a design that is really pedestrian infrastructure in the city so that folks can really see what it can be.”

Costa Mesa to Host Virtual Community Meeting for a Pedestrian Master Plan on July 27



The development of a Pedestrian Master Plan for Costa Mesa is underway to serve as a road map to identify solutions to improve walkability in the City. The Plan will propose pedestrian infrastructure improvements aimed at connecting communities to schools, parks, businesses and other destinations in Costa Mesa. In the development of the Pedestrian Master Plan, six walk audits were conducted on Costa Mesa streets in March and April with Bikeway and Walkability Committee members, City staff, project consultant team members, and members of the community. In addition, an online survey was conducted in April and May for additional input to the Pedestrian Master Plan.

The community is invited to attend a Virtual Community Meeting to discuss solutions to improve walkability in the City on **July 27, 2021 from 6:00 p.m. to 7:30 p.m.** At the meeting, the City will present findings from community engagement and data collection efforts, offer opportunities to receive additional feedback from the community, and discuss next steps.

The goal of the Costa Mesa Pedestrian Master Plan is to make it easier, safer, and more comfortable to walk for recreation, commuting, and other daily needs, such as getting to schools or local businesses. The benefits of walking are numerous, such as boosting economic activity, improving health, and reducing greenhouse gas emissions as we drive less and walk more. The Plan fits community values around healthy lifestyles, sustainability, and economic vitality.

Virtual Community Meeting via Zoom

[WWW.ZOOM.US](https://www.zoom.us)

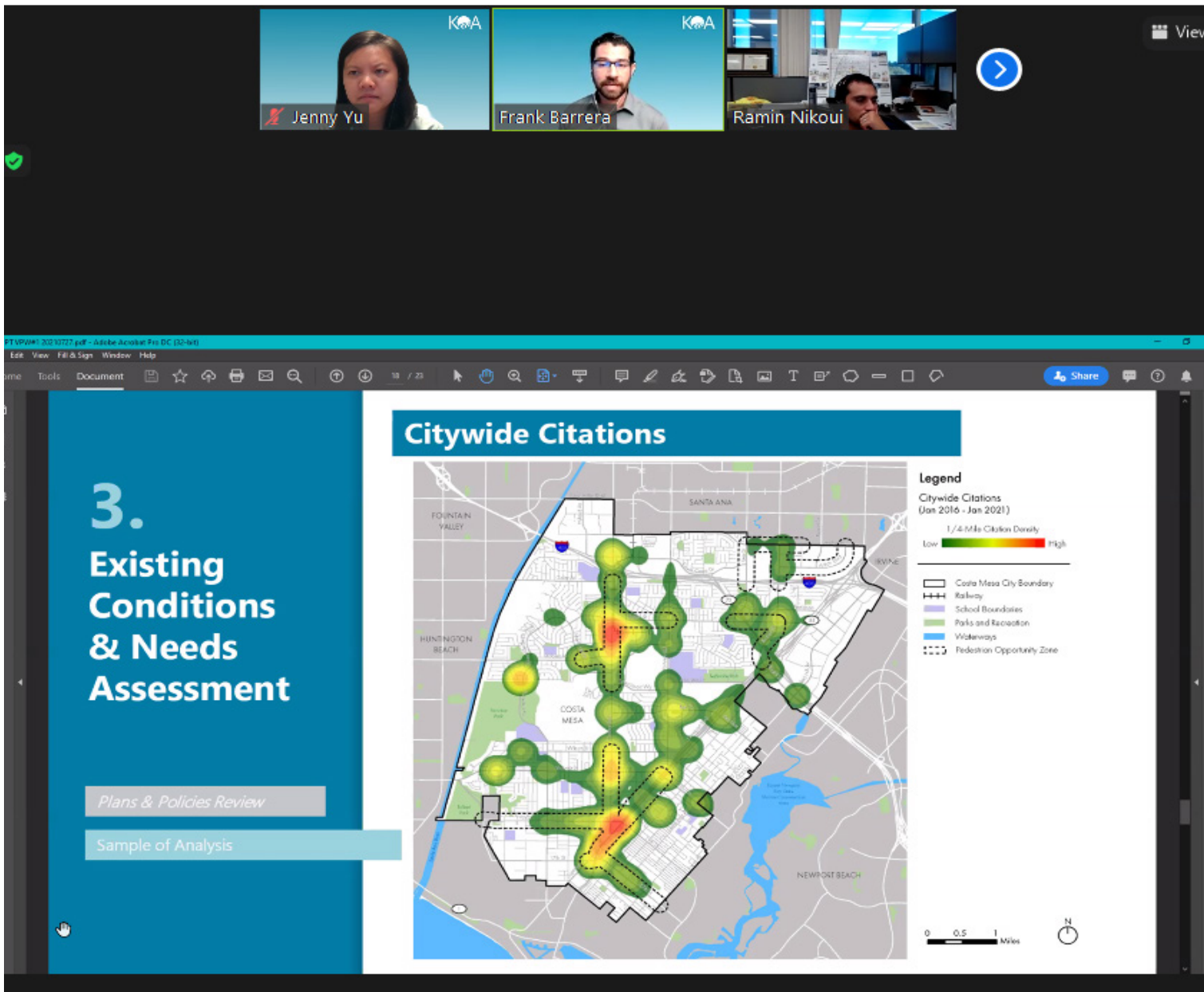
Or join by phone: 1-669-900-6833

Webinar ID: 982 5155 7097

Passcode: 506054

Live Spanish interpretation will be provided.





Screenshot of Community Workshop #1 held via Zoom

COMMUNITY WORKSHOP #2 EVENT SUMMARY

EVENT INFORMATION

Date: Wednesday, October 6, 2021

Time: 6:00 PM – 7:00 PM

Location: Virtual via Zoom

EVENT OVERVIEW

On Wednesday, October 6, 2021, the City of Costa Mesa organized the second Virtual Workshop to solicit feedback from community members on the Costa Mesa Pedestrian Master Plan. The primary purpose of the workshop was to draft preliminary recommendations. The workshop was held virtually via Zoom due to the COVID-19 pandemic.

The Virtual Workshop had 22 attendees that included community members, city staff, and members of the consultant team. Community participants included elected officials, members of the Bikeway Walkability Committee, and Costa Mesa residents.

The Virtual Workshop had three parts: 1) PowerPoint presentation, 2) Q&A session, and 3) discussion of next steps. The primary focus of the PowerPoint presentation was to share the draft recommendations with the community. Following the presentation, the project team answered questions from workshop participants. Comments received were incorporated into the draft report.

SUMMARY OF COMMENTS

Community members shared a lot of feedback about the draft recommendations. Their comments are categorized into the following themes:

- Include discussions on new technology, such as the pedestrian scramble crossings and upgrading traffic signals to include APS systems (Accessible Pedestrian Signals)
- Provide bigger and bolder recommendations that contribute to a more walkable city
- Address right turn-on red vehicular movements, intersections with crosswalks on three out of four sides, and obstructions along the sidewalk infrastructure
- Provide traffic calming infrastructure treatments where appropriate
- Add more street trees and landscaping
- Provide bicycle facilities so bicyclists won't ride on the sidewalk and conflicts with pedestrians
- Specific infrastructure improvements on certain corridors or locations such as Newport Boulevard and pedestrian refuge islands on Wilson Street.

COMMUNITY QUOTES

"Want to see more technology discussed, e.g. pedestrian scramble, and pedestrian push button."

"I'm in favor of slowing traffic as a tradeoff for better pedestrian safety."

"We need a bigger and bolder plan in a vision for a longer future."

"The City needs a grand vision, like closing down streets like Paris. We need more trees."

VIRTUAL COMMUNITY MEETING



Costa Mesa Pedestrian Master Plan

*Join us in making a more walk-friendly city
with your input.*

October 6, 2021, 6:00 PM - 7:30 PM

The development of a Pedestrian Master Plan for Costa Mesa is underway to serve as a road map to identify solutions to improve walkability in the City. The Plan will propose pedestrian infrastructure improvements aimed at connecting communities to schools, parks, businesses and other destinations in Costa Mesa. In the development of the Pedestrian Master Plan, six walk audits were conducted on Costa Mesa streets in March and April with Bikeway and Walkability Committee members, City staff, project consultant team members, and members of the community. In addition, an online survey was conducted in April and May for additional input to the Pedestrian Master Plan.

The City of Costa Mesa invites you to the second virtual community meeting to review Pedestrian Master Plan proposed recommendations.

- Learn about the feedback collected during the walk audits, online survey, and safety analysis.
- Provide input into proposed recommendations
- Learn about next steps

Virtual Community Meeting Via Zoom

www.zoom.us

Or join by phone: +1-669-900-6833 or
+1-346-248-7799 or +1-253-215-8782

Webinar ID: 982 5155 7097

Passcode: 506054

Live Spanish interpretation will be provided.





Costa Mesa

Pedestrian Master Plan

*Join us in making a more walk-friendly city
with your input.*

October 6, 2021

Virtual Public Workshop


Meeting #2



Title Page of PowerPoint Presentation presented at the Community Workshop #2

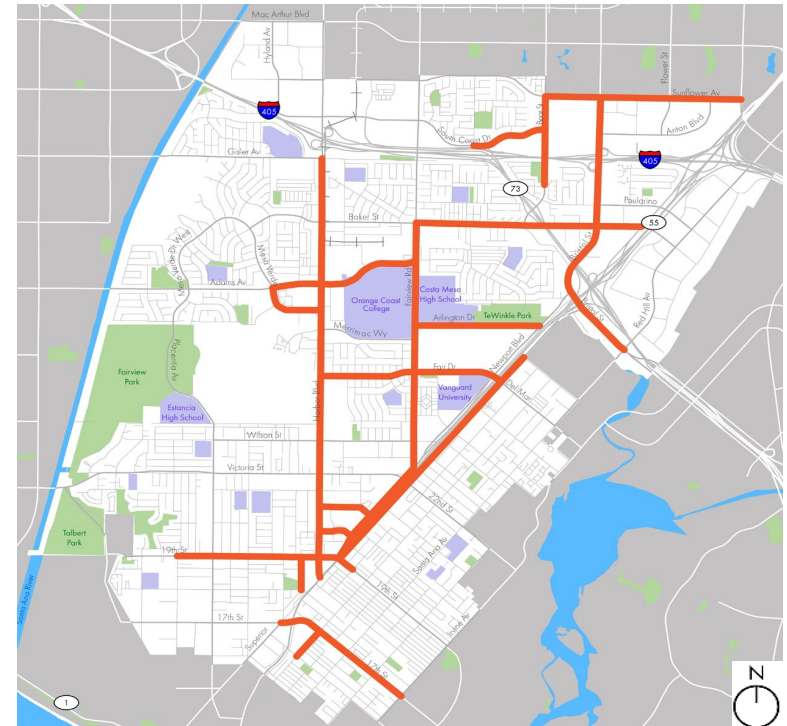
3. Draft Recommendations

Citywide Improvements

 High-Visibility Crosswalks within commercial corridors and near schools, parks and regional attractors (OC Fairgrounds, etc.)*

Citywide – High Visibility Crosswalk Markings

- Sunflower Avenue
- South Coast Drive
- Baker Street
- Adams Avenue
- Mesa Verde
- Arlington Drive
- Fair Drive
- Bay Street
- 19th Street
- 17th Street
- Harbor Boulevard
- Park Avenue
- Orange Avenue
- Fairview Road
- Bristol Street
- Newport Boulevard



* Parallel to the major street and across the minor street

COMMUNITY WORKSHOP #3 EVENT SUMMARY

EVENT INFORMATION

Date: Wednesday, April 27, 2022

Time: 6:00 PM – 7:30 PM

Location: Virtual via Zoom

EVENT OVERVIEW

The City of Costa Mesa organized a third Virtual Workshop on Wednesday, April 27 to engage with the community about the Costa Mesa Pedestrian Master Plan (CM PMP). The primary focus of the event was to gather input for the Draft Costa Mesa Pedestrian Master Plan. The workshop was conducted virtually through Zoom.

The Virtual Workshop had 33 attendees, with 22 community participants and 11 members of the project team. Community participants included elected officials, members of the Bikeway Walkability Committee, and Costa Mesa residents.

The event was comprised of three parts: 1) PowerPoint presentation, 2) Q&A session, and 3) discussion of next steps. For the presentation, the project team shared highlights of the Draft CM PMP. Following the presentation, the project team fielded questions from workshop participants. The public had an opportunity to continue providing feedback until the end of May.

SUMMARY OF COMMENTS

Community members gave many inputs about the Draft Costa Mesa Pedestrian Master Plan. Their comments are categorized into the following overarching themes:

- Overall appreciation for the updates to the CM PMP based on the previous workshop and input received from the Active Transportation Committee, formerly known as the Bikeway and Walkability Committee
- Connection between the CM PMP and changes to land use and urban design
- Placement of street trees and furniture along the roadway to increase pedestrian comfort
- Consistency between the CM PMP and other planning documents/ studies
- Opportunities to provide additional input for the Draft CM PMP
- Additional coordination between the Active Transportation Committee and the City

COMMUNITY QUOTES

"I appreciate that the Plan is really readable and easy to digest."

"Everyone in Costa Mesa is a pedestrian in the city and as we work to make the city more walkable and safe, it benefits everyone."

"It would be nice to have more references to Safe Routes to School in this plan."

VIRTUAL COMMUNITY MEETING



Wednesday, April 27, 2022 at 6:00 PM

The City of Costa Mesa invites you to a virtual community meeting to review a Draft Pedestrian Master Plan developed with the participation of the Active Transportation Committee and community members.

The Draft Plan is ready for community review. The Plan proposes pedestrian improvements to connect communities to schools, parks, businesses and other key destinations.

To review the Draft Plan, visit:
<https://www.costamesaca.gov/city-hall/commissions-and-committees/active-transportation-committee>

We would love to hear your ideas for the plan!

The City of Costa Mesa invites you to a community meeting to review the Pedestrian Master Plan with proposed recommendations.

Virtual Community Meeting Via Zoom

www.zoom.us

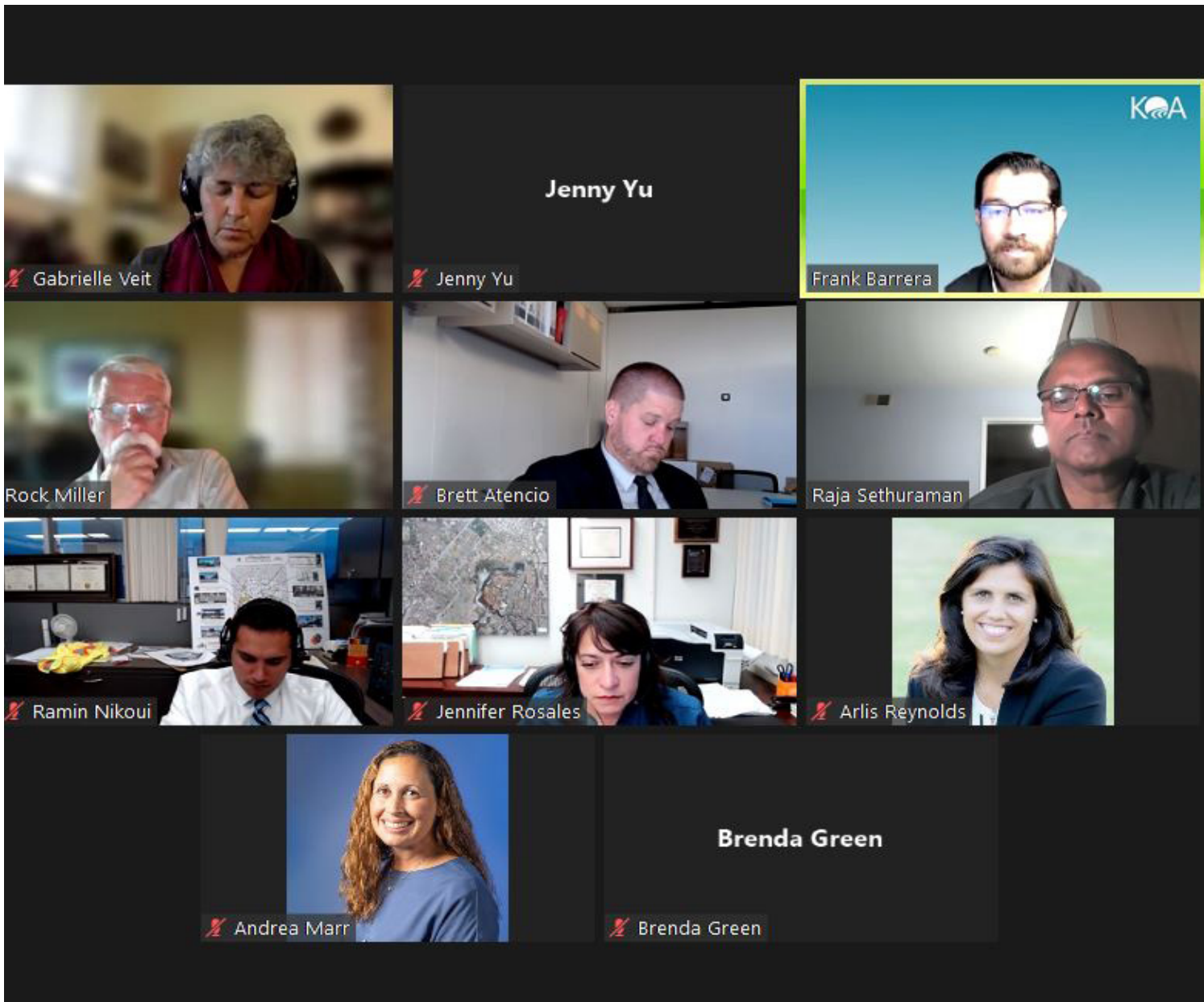
Or join by phone: (669) 900 6833

Webinar ID: 858 5073 7643

Passcode: 590594

Live Spanish interpretation will be provided.



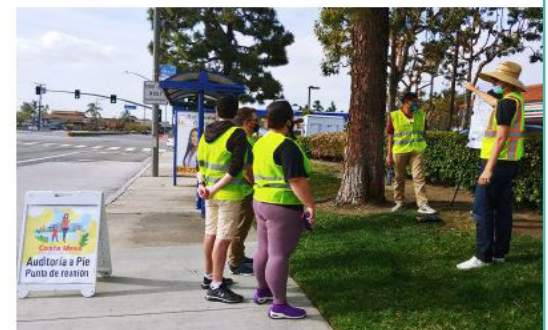
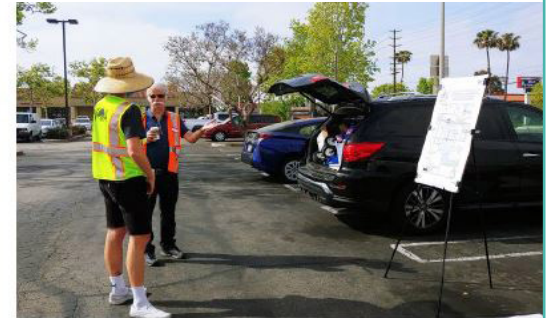


Screenshot of Community Workshop #3 held via Zoom

2. Draft Pedestrian Master Plan

Opportunities for Community Engagement

- *Six (6) walk audits*
- *Three (3) Community workshops*
- *Five (5) Bikeway and Walkability Committee (BWC) presentations*
- *One (1) Project survey*
- *One (1) Online mapping tool*



Slide of PowerPoint Presentation presented at the Community Workshop #3

APPENDIX D

**Project
Survey**

BACKGROUND AND PURPOSE

The Costa Mesa Pedestrian Master Plan (CMPMP) online survey was created as an opportunity to engage stakeholders who were unable to participate in the Walk Audits that were conducted in Spring 2021. The survey also provided stakeholders who participated in the Walk Audits with an opportunity to give additional detailed feedback.

The survey was hosted on the website developed for the project (cmpmp-wa.weebly.com). Stakeholders who visited the website landed on a welcome page that included links to the following:

- Project survey
- Walk audit sign ups
- Short video on how to use the Public Feedback Tool
- Public Feedback Tool

All materials were available in English and Spanish.

The survey was available on the website from February 18, 2021, to May 25, 2021. The following report summarizes the responses received.

SURVEY OVERVIEW

The survey had seven questions. Five of the seven survey questions were multiple choice and participants could select more than one response. Questions #3 and #7 were open-ended. In addition to the project-relevant questions, the survey included six optional questions to gather survey respondents' contact information.

PARTICIPANTS

A total of 64 responses were received. Of these, 63 participants provided their names and email addresses and 42 participants also provided a phone number. Four participants identified themselves as being part of the Costa Mesa Bikeway and Walkability Committee.

Zip codes were sourced from 58 participants. Participants live in the following zip codes: 92627 (34), 92626-2012 (22), 92663 (1), and 92704 (1).

Of the 63 responses, 96.8% selected English as their preferred language. Spanish and Other each accounted for 1.6%.

SUMMARY OF FINDINGS

Participants' responses to the key questions are presented below using their own words as much as possible.

QUESTIONS

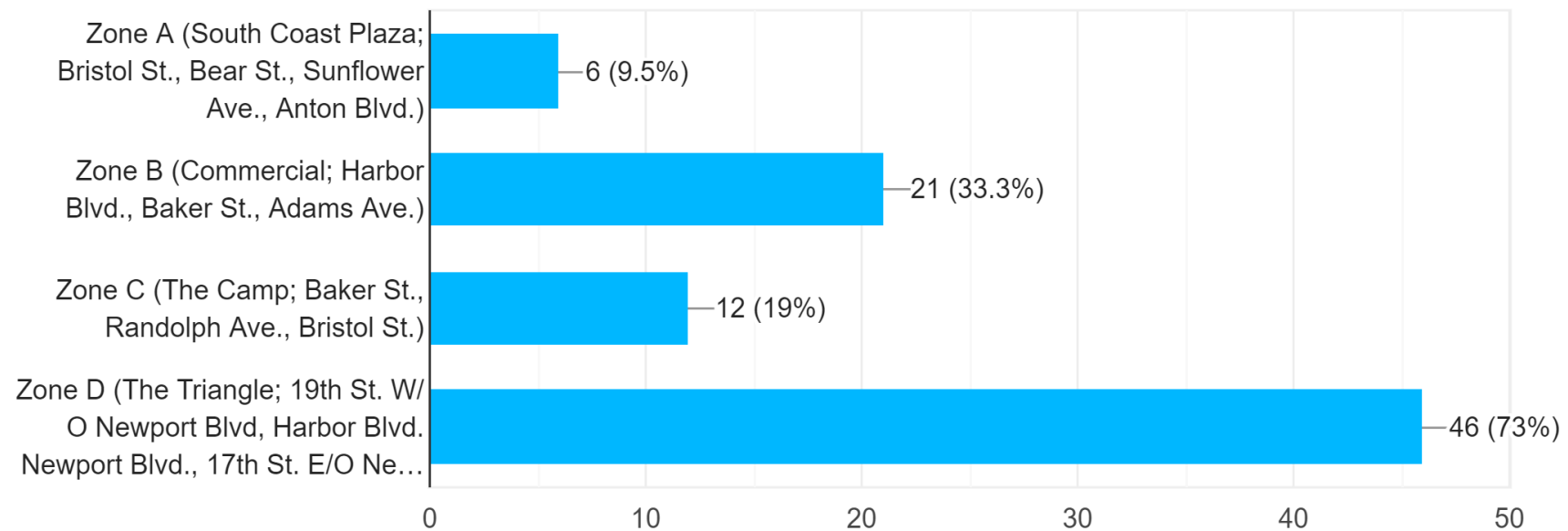
1. Do you live/work/attend school within ½ mile of a pedestrian zone?

Of the 63 responses, 88.9% said yes and 11.1% said no.

2. Which pedestrian zone(s) would you be most likely to use?

The pedestrian area most likely to be used by the respondents was Zone D (The Triangle). A total of 73% of participants selected this zone. This was followed by Zone B (Commercial, Harbor Boulevard, Baker Street, and Adams Avenue) with 33.3%. The least used areas were Zone C with 19% and Zone A with 9.5%. Figure C.1 Pedestrian Zone Preferences shows the breakdown of the survey responses.

Figure D.1 Pedestrian Zone Preferences



3. Please identify top pedestrian destinations within your selected pedestrian zone.

The most frequently selected top destinations within the selected pedestrian zone were:

- 17th Street
- 19th Street
- Harbor Boulevard
- Newport Boulevard

These were followed by:

- Ogle Street and Santa Ana Avenue
- Baker Street and Fairview Road
- Wilson Street-between Harbor Boulevard & Fairview Road
- E. Bay St/Newport Boulevard
- Bus stop on Harbor Boulevard and W. Bay Street
- Harbor Boulevard & Baker Street and Fairview Road & Baker Street
- Mesa Verde North to anywhere south of the 405
- Harbor Boulevard near Adams Avenue
- Gisler Avenue to get to the Santa Ana River Trail (SART)

The Triangle received the greatest number of comments as a top destination. This area was followed by Sprouts, parks (Lions Park, Canyon Park, Talbert Regional Park, Tanager Park, and Ketchum-Libolt Park), the Donald Dungan Library, Target, The Camp, Vons, and numerous stores located on both 17th Street and 19th Street.

Four schools were also mentioned by survey respondents:

- Ensign Middle School
- Harbor High School
- Newport Heights Elementary School
- Costa Mesa High School

4. How do you most frequently get around the pedestrian zone selected above?

Of the 63 responses collected, 74.6% selected walking as an option for how they most frequently get around. This was followed by 60.3% getting around by car. The third selection was bike at 41.3%. Lastly, only 3.2% of respondents selected scooter and bus as a travel mode preference. Figure C.2 Travel Mode Preferences in the Pedestrian Zones illustrates the survey responses.

5. What would most improve your walk within your selected pedestrian zone?

Answers to this question were spread out and divided among several options. The two options with the most responses were safe and visible street crossings, and accessible sidewalks, with 73% and 65.1% respectively. This was followed by 49.2% selecting street trees/shade and 47.6% choosing to regulate the speed of vehicles. The last group of responses were all in the 30% range and included traffic signal timing changes with 39.7%, a flashing beacon supported crossing systems (Rectangular Rapid Flashing Beacon or Pedestrian Hybrid Beacon) with 34.9%, accessible countdown pedestrian signal heads with 33.3%, and curb extensions with 30.2%. The two options with the lowest responses were pedestrian wayfinding signage with 17.5% and accessible sidewalk ramps with 11.1%. Survey responses to this question are illustrated in Figure C.3 Pedestrian Improvement Preferences in the Pedestrian Zones

Figure D.2 Travel Mode Preferences in the Pedestrian Zones

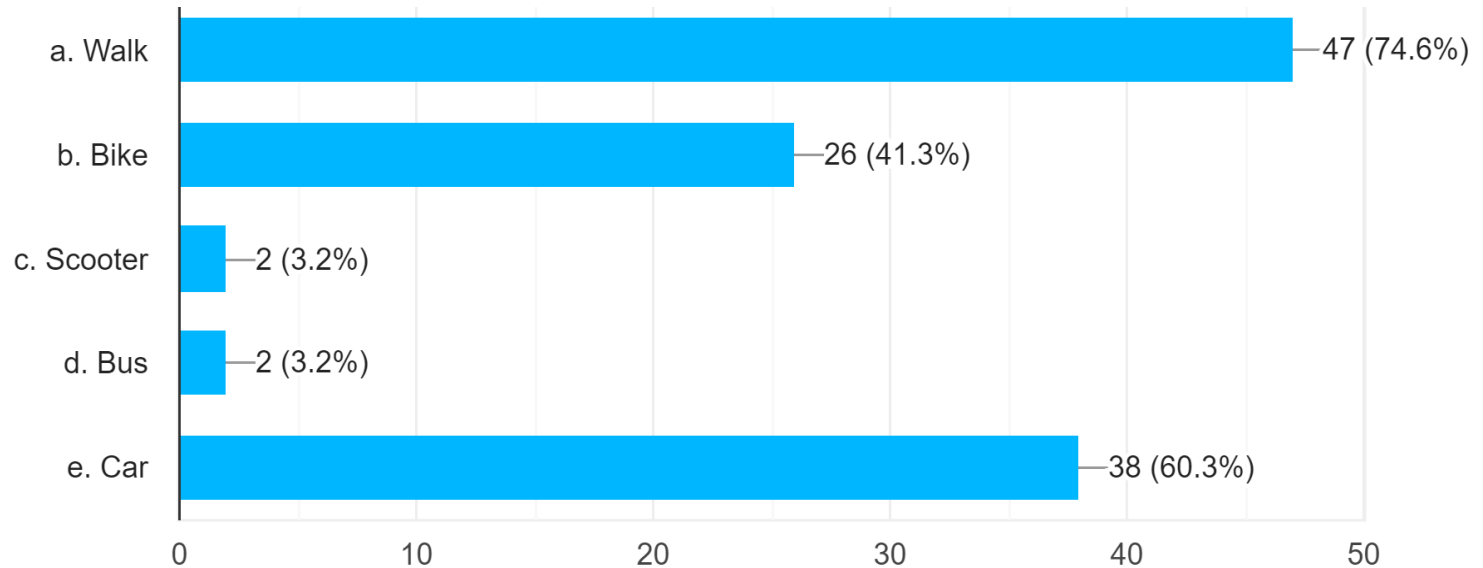
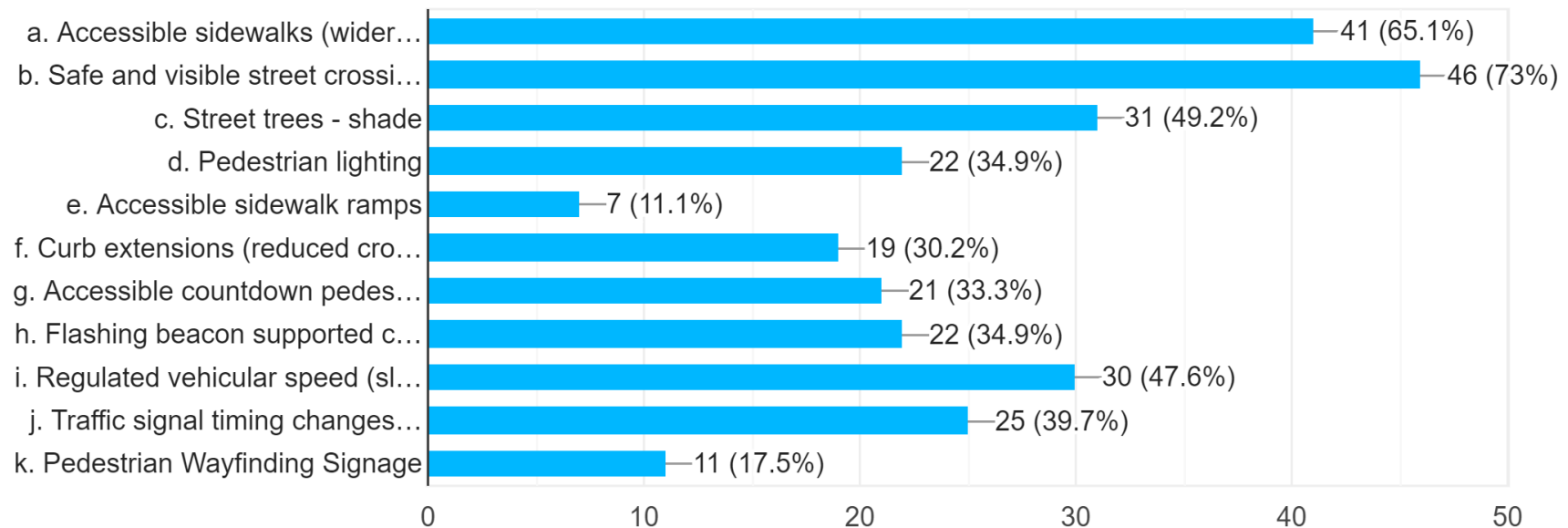


Figure D.3 Pedestrian Improvement Preferences in the Pedestrian Zones



6. What would make it easier to walk or roll from your home/neighborhoods within your selected pedestrian zone?

Survey participants identified safe street crosswalks and connected, safe sidewalks as their top treatments which would make it easier to walk or roll from their home/neighborhood, both receiving 69.8% of selections. This was followed by sidewalks/pathways widening (49.2%); ramps, curb cuts, signage to remind people of the presence of wheelchair accessibility (28.6%); and sidewalk lighting (25.4%). Lastly, ADA accessibility received 12.7%.

Survey responses to this question are shown in Figure C.4 Pedestrian Treatments Preferences in the Pedestrian Zones.

7. Please provide any comments for us:

A total of 52 responses were submitted for this question. Received responses are listed below (in each respondent's own writing with minor grammar edits):

- Fear of getting hit by a car
- Concern over mailboxes on the sidewalks
- Speed limit signs should be posted
- Maintenance of sidewalks is needed
- Cleanliness/upkeep of sidewalks is needed
- Lighted street crossings are needed
- Sidewalks are missing, incomplete, and/or narrow
- High speed / reduce speed
- Right turns on red
- Lack of trees/shade
- No bike lanes
- Create more distance between roads and sidewalks

- There are a lot of blind spots from shopping center/businesses' driveways
- Cars don't slow down near freeway ramps
- Add protection from automobiles
- Transient issues

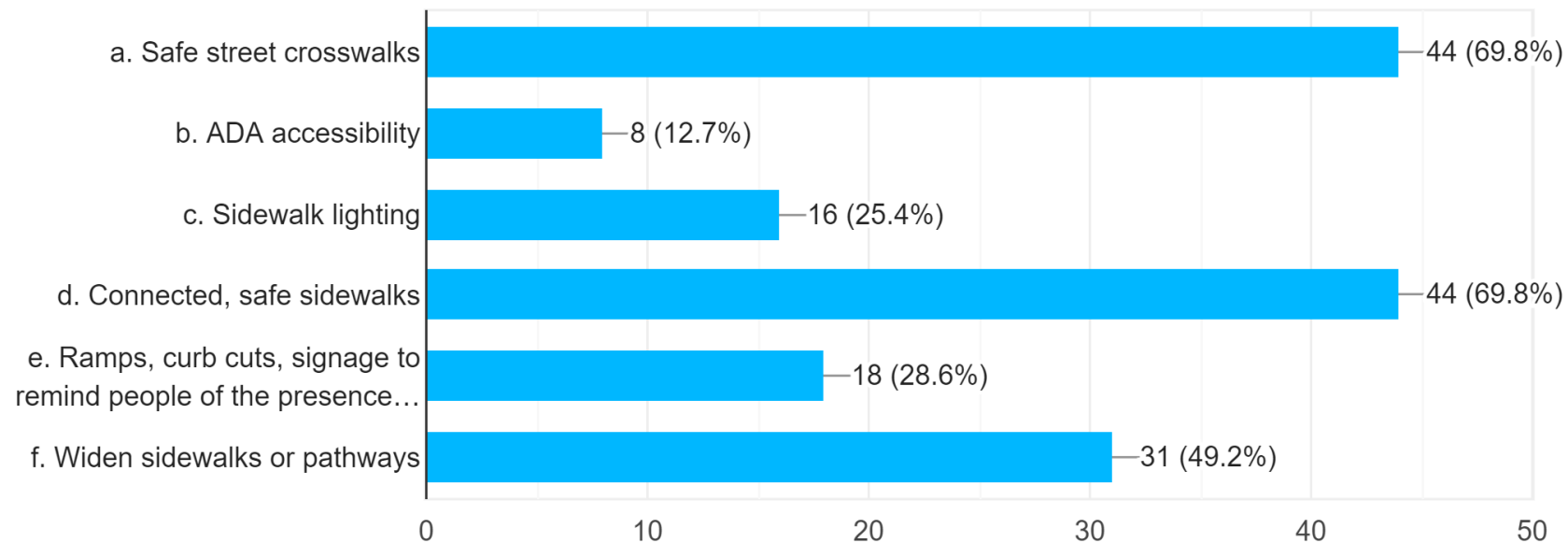
Locations outlined in the responses include:

- Wilson Street at Rutgers Drive
- Newport Boulevard
- Harbor Boulevard
- Rochester Street / West 18th Street
- Harbor Boulevard and Gisler Avenue
- Wallace Street
- Weelo Drive
- Fullerton Avenue
- I-405 at Bristol Street
- Bristol Street
- Baker Street
- Mesa Verde North
- Ogle Street and Santa Ana Avenue
- Irvine Avenue and 19th Street

Noteworthy:

- CM (Costa Mesa) has potential for pedestrian and biking activities
- Would like to see bicycle boulevards
- Shared bike paths
- The In-N-Out has generated a lot of traffic

Figure D.4 Pedestrian Treatments Preferences in the Pedestrian Zones



Excerpts:

- Eliminate free street parking on a street like Pomona Avenue and separate cars from pedestrians/cyclists OR make speed limits 15 miles per hour with up/down curbing on pedestrian-friendly streets.
- Walkability and bikeability need to go hand-in-hand. High density and low parking requirements should also be a part of this.
- My household enjoys walking to destinations in the Area B and Area C zones. We would like to walk more than drive for additional exercise as well as eliminating drinking and driving and need to call an Uber.
- Wide protected and continuous sidewalks along with friendly plantings would be a huge improvement for pedestrians...

improve them and they will come. Walking spaces need to be inviting and safe.

- Bicycle space and accessibility are extremely poor, especially on Tustin Avenue between 17th Street and 15th Street where there is no space for cars and bikes. It would be best to remove parking on one side of the street or make it a one-way street with speed controls (such as on Broadway). More bike lanes everywhere!!!
- There are bricks over the grass on Superior Avenue and E 17th Street to walk to the Del Taco. However, there is no sidewalk or crosswalk to those bricks, and the street doesn't have lighting. There is one STOP sign with no crosswalk. There should be two crosswalks or a sidewalk.
- Create safe and highly visible bike lanes and bike crossing access.
- A protected path on Bear Street.

- It would be very nice if there was a protected bike route up to South Coast Plaza/Crystal Court/ Metro Pointe in addition to Area C.
- Need longer time to cross street (especially Harbor Boulevard and Gisler Avenue)
- Need to increase time for pedestrians to safely cross intersections
- We live in the Del Mesa neighborhood, and Paularino Avenue and Baker Street are busy/unsafe cross streets for pedestrians and cyclists. My son goes to CM High School and I am not comfortable with the bike lanes/access from our neighborhood to CM High School. I would really like to see Bristol Street/Baker Street/Paularino Avenue add much-needed wider bike lanes and signage.
- The ramps at the crosswalks force you to walk or ride your bike, stroller, scooter, etc into the green light traffic lanes in order to walk across the street that has the red light specifically on Irvine Avenue and 19th Street because that's the one we use most frequently
- More crosswalks would be great. There are no crosswalks on Wilson Street between Harbor Boulevard and Fairview Road. This makes it challenging to safely access Wilson Street Park for neighborhoods south of Wilson Street. It is also challenging to get across Newport Boulevard/ the 55 since crossings at 19th Street, Bay Street, 22nd St, Santa Isabel Avenue, Del Mar Avenue, and Bristol Street are at roughly 1/2 mile intervals.
- Wilson Street between Fairview Road and Harbor Boulevard, Fairview Road between Wilson Street and Fair Drive, and Fair Drive between Harbor Boulevard and Loyola Road are great examples of stretches that have FAR too much distance between crosswalks which causes people to dash across the street. It would be great to add some pedestrian-triggered crossing opportunities to them.
- Please provide better bike-ability and walkability in and around the Harbor Boulevard Corridor. Also, note the lack of a northbound Harbor Boulevard bus stop at Merrimac Way. This is a huge problem for my community as I have a lot of disabled neighbors who utilize what used to be the bus stop here, which is now moved to in front of the former Ace Hardware.

APPENDIX E

Toolbox Reference

E.1 INTRODUCTION

While Costa Mesa features several qualities that improve its walkability, and has won awards in recognition of its historical efforts for enhancing the pedestrian experience, improving walkability continues to be an ongoing goal of the City.

This appendix builds upon Chapter 5, Infrastructure Toolbox to include discussions of each tool's benefits and design considerations.

The tools were selected to help address many of the comments received from the community engagement process. They fall into three categories:

- Sidewalk-Related Treatments: Infrastructure that could enhance the pedestrian right-of-way on the sidewalk realm.
- Crossing-Related Treatments: Infrastructure that could improve pedestrian crossings on the roadway.
- General Traffic Behavior and Other: Discussions of strategies to address broader concerns that tangentially impact walkability in the city.

The guide consolidates information from various state, national, and well-recognized institution design standards. These include, but are not limited to, California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans Design

Standards and Specifications, and Caltrans Highway Design Manual. Additionally, many standards were referenced from the following organizations: Federal Highway Administration (FHWA), National Association of City Transportation Officials (NACTO), and American Association of State Highway and Transportation Officials (AASHTO).

The Design Guidelines do not contain discussions of additional infrastructure that may be needed to fully install the infrastructure. Examples of such infrastructure include signage, striping, and traffic signal modifications.

E.2 SIDEWALK-RELATED TREATMENTS

A large number of comments from the community engagement efforts refer to the general condition of sidewalks and the function of the overall sidewalk network. Many principles of sidewalk design can apply to all sidewalks, while others are applied based upon the land use in the area, with commercial, high-density residential, and heavily used sidewalks requiring more area for walking than lower density residential areas.



Wide sidewalk with street trees at the Donald Dungan Library

SIDEWALK NETWORKS

Sidewalks are perhaps the most important component of the pedestrian network. Whenever feasible, they should be provided on both sides of all roadways within the city. The Americans with Disabilities Act (ADA) sets minimum requirements for width and grades, but expanding sidewalk widths beyond this minimum requirement can improve walkability. Most of the city's roadways contain sidewalks, but the network has gaps in some neighborhoods, requiring pedestrians to walk off the sidewalk and along the roadway, resulting in discomfort and greater exposure to traffic. Many sidewalks have been constructed to a minimum width and are adjacent to the curb, which can require pedestrians to yield to pedestrians traveling in the opposite direction and also generally increases pedestrian discomfort. These barriers to the pedestrian experience can occur in areas with higher pedestrian activity or near transit stops.

Through retrofit of existing sidewalks or for new developments, widening the pedestrian right-of-way and limiting the size and frequency of curb cuts along major corridors can increase pedestrian comfort and reduce conflicts between pedestrians and drivers.

Benefits

A well-designed sidewalk network encourages walking, and also improves safety by discouraging walking on the roadway. Proper placement of sidewalks also ensures that potential obstructions to the pedestrian walkway are located between the sidewalk and the curb line of the roadway, known as the "parkway", and not within the direct travel route along the sidewalk.

Design Considerations

A minimum total width of 8 feet is desired from the curb face to the back of the sidewalk with a minimum sidewalk width of 4 feet. In residential areas, a planter strip should be located between the curb and the sidewalk (parkway), and the sidewalk should be continuous with minimum obstructions. Driveway ramps should be located between the roadway and the nearest edge of the sidewalk, to maintain a level sidewalk at driveways. Above ground utilities, sign posts, street trees, and other obstructions should be located in the parkway, if possible, and alternatively on the side of the sidewalk closest to the street. Residential driveway standards should be evaluated and modified as appropriate. Ensure that driveway flares rise only 4 feet from the nearest curb, in order to maintain a level sidewalk. Sidewalks should be level wherever possible.

Walkable commercial areas often provide areas for sidewalks that are wider than 8 feet. A 12-foot area can allow for street trees in two parallel rows, with one row adjacent to the street curb and a second row behind the sidewalk. When applied to north/south streets, this can provide shade for most typical sun angles. Many cities provide special treatments such as installing unique scoring patterns or tactile treatments such as bricks directly behind the curb. These treatments are most appropriate in commercial areas and are used as a cohesive design feature for place-making within the commercial areas and to provide a visual element for pedestrians as a separating buffer between the roadway and the sidewalk areas.

CLEAR CONTINUOUS SIDEWALK

Well-designed residential sidewalks provide for a minimum 4-foot-wide walking surface that is free of obstructions. For new construction, any required obstructions such as streetlights, utilities, poles, and other above-ground features should be located within the parkway area (street side) so that the sidewalk is generally continuous and does not require pedestrians to be alert to potential obstructions in their walking path. Placing required obstructions within the parkway area also provides greater separation between pedestrians and adjacent traffic, which further enhances the pedestrian experience.

Benefits

A straight and direct walking path minimizes travel time and effort for walking. Maintaining a clear 4-foot passage allows two people to walk side-by-side, which is preferable for walking together. Walkable communities strongly emphasize the need for direct walking routes. There are many places in the city where the walking route deviates from being immediately adjacent to the curb to being further from the roadway, separated by a parkway (and vice versa). This varied sidewalk design can provide for more interesting landscape architecture, but it can also increase the difficulty of walking to destinations, requiring pedestrians to be alert to obstructions and walk longer distances.

Design Considerations

As street and sidewalk design has evolved, the best practices from several decades are no longer appropriate to meet current active transportation and complete street goals. Sidewalks along streets and in walkable areas should have distinct and purposeful designs. They should follow new best practice design principles that make walking more accessible and enjoyable. Some sidewalk enhancements can include relocation of obstructions, widening of sidewalks, and realignment of sidewalks to provide more direct routes. On some streets, widening sidewalks may require relocating the curbs further into the street; however, this will be to detriment of other uses of the street area and studies may be needed to identify the optimal street configuration.

Program Considerations

In addition to the Design Considerations for new sidewalk facilities, it is recommended for City to develop several programs that could address obstructions on the sidewalk. These include:

- Study the potential to relocate street furniture, utility poles, access covers/vaults, and obstructions within the pedestrian right-of-way, with a goal to provide more direct walking routes by placing obstructions outside of the direct walking path.
- Update permitting requirements and enforcement policies for outdoor dining, construction zones, and temporary sidewalk closures to ensure the pedestrian right-of-way remains accessible and clear for pedestrians.

- Expand education/outreach efforts focused on sidewalk maintenance for property owners and businesses.
- Coordinate with street cleaning and maintenance divisions to ensure that curb ramps, crossings and other pedestrian facilities are regularly maintained and kept clean, well-lit and in a state of good repair.
- Implement a sidewalk inspection program focused on pro-active efforts to identify and repair sidewalk and curb ramp damage.

3

SEPARATE BICYCLE FACILITY

To the detriment of pedestrians, bicyclists often use sidewalks to reach their destinations. Riding bicycles on sidewalks is legal except where signage prohibits the use, or where there is a dedicated on-street bicycle lane. Even with a dedicated bicycle facility, use of sidewalks by very young bicyclists is normal and expected. However, if used by older bicyclists, this usually indicates that the existing bicycle facility is unappealing or uncomfortable. To reduce the frequency of bicycle riding on sidewalks, it is necessary to examine and improve the bicycle network so that bicyclists of all ages and skill levels may be comfortable riding in the dedicated facilities.

Benefits (of separate bicycle facilities)

Bicycle use on sidewalks creates excessive and unnecessary conflicts with pedestrians, especially in commercial areas where sidewalk use by pedestrians is high. The walking experience is improved if bicyclists are drawn away from sidewalks in these areas. This provides a more

comfortable and enjoyable pedestrian experience without the concern of potential conflicts with bicyclists on the sidewalks. Bicycle use on sidewalks, especially while riding opposite the direction of adjacent traffic, can cause safety concerns for bicyclists as motorists are less likely to observe a bicyclist moving against the adjacent flow of traffic especially while turning into or out of driveways and side streets.

Design Considerations

Class I Multi-Use Paths need to be carefully designed to ensure safe use for both bicyclists and pedestrians. If substantial frequencies of both modes are present, it is often more appropriate to separate their flows into parallel channels, which can be done through striping, signage, pavement textures, and/or physical separation. When separating the flows, the bicycle pathway is usually placed closer to the vehicular traffic.

Many arterials in the city have bicycle lanes, but many of the existing lanes currently provide the minimum width. There may be opportunities to widen existing bike lanes to provide buffers between the bikeway and the travel way. If travel way lanes are 11 feet or wider, a buffer may be feasible and may increase the attractiveness of the bicycle lanes.

Class IV bike lanes provide additional separation from vehicle travel lanes by placing flexible posts or other vertical elements in the buffer area to create more protected and inviting/attractive bicycle facility.

The City's Active Transportation Plan and proposed bicycle network goals align with providing separate bicycle facilities to reduce conflicts with pedestrians.

4

SIDEWALK CONNECTIVITY TO LAND USES

In its current state, the sidewalk network can often result in out-of-direction travel for pedestrians. A common example is the location of a landscaped strip near street corners, which requires pedestrians to travel a longer distance to reach destinations such as shopping areas. For example, commercial centers with landscaped strips along the street frontage - without any breaks or pedestrian access points- require pedestrians to walk from the street corner to the nearest driveway to access the commercial center, rather than providing pedestrians direct access to driveways located near the street corners, which creates a more direct walking route. When evaluating the site plans for development proposals, the length and directness of walking routes should be considered.

Benefits

This concept is very important to encourage transit usage and walking to destinations. While unintended, current walking routes can be up to three times longer than the direct distance because of failure to provide walking connections to buildings. Providing direct walking paths from street corners to the commercial areas can reduce the overall walking distances and time needed to travel to and from these destinations, while encouraging pedestrians to make more frequently walking trips.

Design Considerations

There may be limited opportunities to address these issues in residential areas, but improvements can be made to the commercial/business areas. Improving a sidewalk connection over a landscaped area that separates the sidewalk from the business parking lots can increase connectivity and access.

5

SIDEWALK NETWORK GAPS

Sidewalk gaps can discourage walking and expose pedestrians to traffic. The City's long-term goal should be to provide a continuous sidewalk network on all streets. During the Costa Mesa Pedestrian Master Plan (CM PMP) walk audits, community members identified several critical gaps in the system that should be prioritized for improvements, especially in commercial areas and areas that connect to commercial areas.

Benefits (of gap closures)

Filling sidewalk gaps, with special focus on walking routes to destinations, removes barriers to walking and eliminates the need for pedestrians to walk along the roadway to reach another sidewalk.

Design Considerations

The City should review and revise its standard plans for construction of sidewalks to ensure that it incorporates the best practices for sidewalk design. These include clear width, providing a separate zone for obstructions, and amenities. Filling of sidewalk gaps can be controversial in some neighborhoods or with some homeowners especially if the area is heavily landscaped.

Areas with minimal landscaping and worn paths ("goat tracks") may be high priorities for filling sidewalk gaps. Landscaping provides no value to pedestrians, but a worn path indicates that a significant walking demand is present.

6

BUCKLED AND LIFTED SIDEWALKS

Community outreach efforts resulted in many comments regarding sidewalks that were uneven, buckled, raised by tree roots, or other factors that made walking uncomfortable. In the past, the City allowed or provided street trees that were later discovered to have invasive roots that raised and damaged the sidewalk. Most of these trees have been replaced where the condition could not be corrected without removal of the trees. Sidewalk deficiencies can impact ADA compliance and can pose trip-and-fall hazards. However, it's important to note that street trees create a sense of enclosure/increased buffer to the street, as well as shade and are a major benefit to overall walkability.

Benefits

Continuous level sidewalks are more pleasant and desirable for walking. Efforts to address sidewalk condition should be a part of any program to improve walkability.

Design Considerations

Uplifted sidewalks of more than one inch are often considered to pose a safety hazard. Uplifted sidewalks of $\frac{3}{4}$ inch may also be an issue if the uplifted sidewalk limits a pedestrian's visibility of the elevation change. An effective program will monitor sidewalks citywide proactively to identify buckled and/or lifted sidewalk locations before they pose a safety

hazard and to then schedule remedial repairs. In areas with ongoing tree root issues, the inspections may be required annually, but there should be a routinely scheduled inspection program.

Temporary ramping can address the uplifted sidewalk immediately but delaying correction can endanger trees if tree roots are involved and allowed to grow further. More aggressive removal and replacement of sidewalk sections may be effective to minimize damage to trees from root pruning. An arborist may be required to properly diagnose the effective remedy to preserving beneficial shade and trees.

7

RAISED CROSSWALK

A raised crosswalk is an internationally accepted design treatment that maintains a raised pedestrian path of travel across a minor street at midblock crossings. Traffic rises from street level over the raised pavement area and drops back to street level, similar to a speed hump. The design indicates that the pedestrian has the right-of-way over crossing vehicles.

Benefits

A raised crosswalk acts as a traffic calming measure, slowing vehicles as they approach from both sides. It makes pedestrians more visible since they are above road-grade. If constructed with asphalt and at sidewalk grade, raised crosswalks can be designed to allow pedestrians to cross a street along a continuous, level grade, without needing to drop down to street level while crossing.

Design Considerations

The treatment works best when the roadway volume is 9,000 daily vehicles or less for a 2 lane roadway or a 3 lane roadway with or without a raised median. The treatment can also be effective for creating a safe crossing for a separated Class IV bikeway adjacent to the walkway. Appropriate locations for raised crosswalks include residential roadways in school areas where mid-block crossings are provided or planned.

8

DRIVEWAY ISSUES

Every driveway that crosses a sidewalk is a potential location for conflict between motorists and pedestrians. Every driveway that causes pedestrians to travel down toward street level, move aside to walk on a level surface, or give apparent right-of-way to motorists increases pedestrian inconvenience, and hampers the walking experience. Pedestrians are supposed to have the right-of-way where sidewalks cross driveways, but the presence of street-type or alley-type entrances, especially with large intersection curb return radii, should be avoided, where possible.

Benefits

Walkability is best served when pedestrians are given the highest priority. Pedestrians should be provided sidewalks that are direct, level, and have a minimum number of conflicts with traffic.

Design Considerations

Driveways should be designed to be no wider than necessary. The rise from street level to curb level should be kept as short as possible, so that the walking surface can be preserved as a level surface (less than 2% crossfall). If the driveway rise can be accomplished to maintain a minimum 4-foot level sidewalk, the sidewalk condition will be improved. In some cases, where parking is allowed, the driveway can be extended out into the street using curb extensions to provide more distance to change grade.

Oftentimes street entrances are provided in conjunction with short deceleration lanes. This design along with signalized intersections where one of the legs is a driveway also causes misleading or confusing right-of-way assignments. Marked crosswalks should be installed along the sidewalk in the direction of foot travel, so that turning vehicles on the roadway understand that they must yield to pedestrians before turning into the driveway. The curb return radius should also be tight enough to require motorists to slow while making right turns.

9

BUS STOPS AND BUS SHELTERS

Bus stops are locations where sidewalks experience multiple uses, such as walking, waiting for buses, and bus boarding and alighting. Amenities are often provided at bus stops, including benches, shelters, trash disposals, and system service information.

Benefits

Transit trips often begin as walking, biking, riding scooters, and other non-motorized modes of travel. The vast majority of transit riders are a pedestrian at some point of their trip. Paying attention to conditions at or near bus stops can be especially important. A bus stop's condition and amenities can encourage (or discourage) transit usage. These conditions include both the surrounding sidewalk network and the design and provision of amenities at the stop.

Design Considerations

ADA space must be provided to access the bus stop area. This includes the ability to use the ADA lift so all users can access the bus. The walking path to the bus stop should generally be direct along the alignment of the sidewalk. Bus benches, shelters, and furniture should not obstruct the walkway and should also provide space in front of the bench or shelter for sitting as well as ADA access. Optimal design of a bus stop may require more space than is available in a typical 8-foot-wide parkway/sidewalk area. Many agencies are using curb extensions to widen the sidewalk area into the street, in part to maximize the area that can be used to meet bus stop needs. This also results in the bus stopping in the curb travel lane. This approach may not be feasible on most corridors, but should be explored where high pedestrian volumes are present and wider sidewalks would benefit the high pedestrian demand. This potentially increases the risk of rear-end or lane change collisions with following vehicles, but it improves travel time and reduces delay for the bus. It is normally a consideration on roadways with speeds of 35 mph or less.

Providing or maintaining space for bicycle infrastructure is also appropriate. This is often accomplished by providing a bikeway behind the bus stop area and a marked or raised crossing that connects the bus stop with the sidewalk.

STREET TREES

Street trees are typically located between the curb and the sidewalk within the landscaped parkway. They are typically planted at regular intervals in a consistent theme to help create a sense of place. Many varieties of street trees provide shade for sidewalk users.

Benefits

The benefits of street trees cannot be underestimated. They include shade, cooling, air quality, traffic calming, and property value enhancement. Street trees are a typical component of all well-designed streets.

Design Considerations

Some tree species are more appropriate than others for planting alongside roadways. Much of the city was developed with Ficus trees. These trees have advantages, but their invasive roots are difficult to control to prevent damage to sidewalks. Tree varieties that are better suited to the street and sidewalk environment should be used for all new tree plantings. Palm trees grow well in the local climate, but they do not offer the shade benefits of other tree types. The City

is recommended to select a sustainable palette of plants that a) provides shade for people walking or standing at gathering points, b) will not uplift or damage sidewalks with their root structures and c) plantings are large enough that they will provide shade canopy within a few years of being planted. Installation of tree well grates in commercial areas allow for maintaining sidewalk widths without requiring a parkway.

A landscape architect can provide advice on optimal street trees. Some cities have established detailed tree plans and employ an arborist on staff or contract.

Many streets considered to be “Great Streets” have dual rows of trees: A row behind the curb and a row between the sidewalk and private property. This treatment is most feasible if 12 feet or more is available behind the curb line.

11

LANDSCAPING

Landscaping is an important feature when located within or adjacent to the sidewalk. In addition to trees, landscaping may include turf or shrubs.

Benefits

Landscaping can provide walkability benefits when placed alongside of sidewalks. Landscaping is most beneficial when it is located between the curb and the sidewalk as it provides a buffer between vehicles and pedestrians. It also can be a positive amenity if located along the outside edge of the sidewalk within the public right-of-way or on private property.

Design Considerations

There can be a trade-off between landscaping and the providing an adequate width for walking. In commercial areas, sidewalks should be wide enough for pedestrians to pass and preferably wide enough for 3 pedestrians to walk side-by-side. Long sections of sidewalk that are continuously 8 feet wide or wider without poles, posts, or above ground utility equipment next to the curb can benefit from the introduction of landscaping adjacent to the curb. This increases pedestrian comfort especially if there is no curbside parking.

12

SIDEWALK CONDITION

During the walk audits, community members regularly commented on the condition of the city's sidewalks. These comments referred to cosmetic issues such as stains, discoloration, as well as physical defects such as cracks, lifted sections, and voids.

Benefits

Desirable sidewalks create desirable walking conditions. Maintenance can make a difference. This can include maintaining a level surface and ensuring the condition is appealing and appropriate for the location.

Design Considerations

It is important to have an inspection system and a program to manage the sidewalk surface, replacing sidewalk panels or entire sections that are cracked, chipped, or uplifted. Sidewalks in walkable commercial areas may also benefit from a cleaning program that can include sweeping as needed and deep cleaning via pressure washing to remove stains.

13

CURB RAMPS

Curb ramps are required by the ADA at all street corners where sidewalks are present, and pedestrians may cross. the ADA also has requirements for minimum dimensions

and maximum grades. Many curb ramps are located at the midpoint of curb returns at intersections. ADA guidelines encourage the placement of directional ramps at corners rather than a single diagonal curb ramp.

Benefits

Directional curb ramps allow better guidance for visually-impaired pedestrians and provide a level sidewalk surface for wheelchair users at sidewalk level. They also shorten the crosswalk distance for all users and increase the distance from the crosswalk to adjacent traffic lanes.

Design and Other Considerations

Retrofitting existing signalized corners with directional ramps can be difficult and costly. Existing traffic signal poles are often located at the desirable location for these ramps. Also, available space at these corners is often limited due to the radius of the corner curb or the right-of-way available behind the corner, which can make directional ramps impractical. Directional ramps are well suited for newly constructed corners or existing street corners that have been redesigned with curb extensions or bulbouts. Detectable warning surfaces (i.e. truncated domes) signal to the sight impaired/blind that they have entered or exited areas where there may be conflicts with vehicles and/or bicycles. These detectable warning surfaces should be used at curb ramps where width allows for their inclusion. Standard Plans should be reviewed for compliance with current ADA requirements and should provide directional ramps for all new construction projects.

14

CURB EXTENSIONS / BULBOUTS

Curb extensions / bulbouts generally narrow the roadway at intersections or at mid-block locations. They are especially appropriate on roadways where on-street parking is allowed or where the road travel way is wider than necessary. By providing only the width necessary to meet traffic needs, the sidewalks can be greatly expanded, leaving more room for walking. Crossing distances can also be reduced, which shortens the duration of time where a pedestrian is vulnerable to vehicular traffic.

Benefits

The primary benefits for pedestrians are to shorten the crossing length, widen sidewalks, and/or to slow down vehicular right turns. Bulbouts, in combination with other design considerations such as the reduction in curb return radii, can be beneficial for pedestrians because they decrease the crossing distance (which reduces the time pedestrians are in the roadway) and also slow down right turning traffic.

Design and Other Considerations

These improvements can pose design challenges for maintaining existing drainage facilities. They may require adjusting the street elevation or providing new catch basins and storm drain facilities. In other cases, the natural terrain or existing drains may allow for adjustment. When designing for roadways with bicycle facilities, care should be taken to preserve space for bicyclists and provide a continuous surface without requiring the bicyclist to cross onto the gutter in front of the new curb.



Mid-block crossing with pedestrian beacons, pedestrian island, and crosswalk with aesthetic treatment at Gisler Ave, east of California Ave

E.3 CROSSING-RELATED TREATMENTS

The community also discussed the general condition of crossings and the function of crossings overall in the pedestrian infrastructure network. Many principles of crosswalk design apply to all crossings, while others may be applied based upon the land use in the area. Heavily

used pedestrian crossings require additional visibility and improvements than lower-density residential areas.

1

MARKED CROSSWALKS

Though not common knowledge for most motorists, the California Vehicle Code defines intersections as locations of legal crossing, whether or not a crosswalk is marked.

Benefits

Adding a crosswalk marking more clearly indicates that pedestrians have the right-of-way at intersections, and encourages more walking. Their presence may better remind drivers to watch for pedestrians, and there may be a traffic calming effect.

Design Considerations

Cities often mark crosswalks to highlight locations that are frequently crossed by pedestrians. The City may wish to adopt a clear policy on when to mark crosswalks which may include factors such as traffic volumes, lane configurations, pedestrian volumes, sight distance, and if a supplemental traffic control device would be required (RRFB, HAWK or signal) to facilitate safe crossing of the marked crossing. Marking unwarranted crosswalks at uncontrolled locations can lead pedestrians into a false sense of security. Pedestrians are usually more cautious and observant to oncoming vehicles when crossing a location without a marked crosswalk.

2

ADVANCE STOP BARS

Motorists occasionally stop too close to the crosswalk or their vehicle encroaches into the crosswalk when stopped at an intersection, crowding the pedestrians in the crosswalk.

Benefits

Advance stop bars help improve the visibility of pedestrians by motorists as it provides an indication of where the vehicle must stop at the intersection approach, before the crosswalk.

Design Considerations

Communities routinely include advance limit lines located approximately 5 feet in front of all continental style crosswalks. Costa Mesa has done this in some locations but in a few locations the setback distance is less than 4-5 feet. Advance limit lines tend to encourage motorists to stop further from the crosswalk and reduce vehicle encroachment into the crosswalk area.

Traffic loops are also set back to align with these new limit lines. This treatment can also allow for crosswalks to be shifted to better align with the wheelchair ramps, while the limit line continues to advise traffic on where to wait. Staggered advance stop bars can also be used to help combat the multiple-threat situation between stopped cars, pedestrians in the crosswalk, and fast-approaching right turn traffic with impacted sight distance of pedestrians.

3

HIGH-VISIBILITY CROSSWALKS

High-visibility ladder, continental, or triple four (double continental) crosswalks are crosswalk designs that provide greater visibility to motorists to help increase awareness of pedestrians crossings.

Benefits

High-visibility crosswalks are more likely to draw a motorist's attention and have been shown to improve yield behavior. These crosswalks also create a more comfortable crossing experience for pedestrians.

Design Considerations

Costa Mesa uses standard crosswalk markings and high-visibility (continental, ladder, and triple-four (or double continental)) depending on existing factors such as volumes, speeds, grades, available sight distance and surrounding context (schools, commercial areas, major arterials, etc.). These types of crosswalks are typically installed in areas with high pedestrian demand and high vehicle activity to increase the safety of pedestrians. The horizontal bars of a continental or ladder crosswalk should be aligned with the nearest lane alignment (upstream or downstream) to maximize the visual effectiveness of the treatment as motorists approach the crosswalk.

4

ADVANCED YIELD LINES

Advanced yield lines are roadway markings that provide guidance as to where drivers should wait while a pedestrian is crossing. They are placed in advance of a crosswalk to provide separation between the crossing pedestrians and vehicles.

Benefits

Advanced yield lines offer more visibility of pedestrians crossing the roadway and reduce the likelihood of multiple-threat crashes.

Design Considerations

These markings must be placed 20 to 50 feet in advance of the crosswalk and must include R1-5 or R1-5a MUTCD signage. These markings are typically used at mid-block crossings or at unsignalized slip lanes.

5

PEDESTRIAN CROSSING TREATMENTS

Recent pedestrian safety studies continue to indicate that marked uncontrolled pedestrian crossings can increase the risk of collisions with pedestrians, as well as rear-end and other types of collisions between motor vehicles.

Benefits

Pedestrian crossing treatments should be considered wherever an uncontrolled pedestrian crossing exists. These treatments can reduce the risk of collisions with pedestrian and other types of collisions between motor vehicles.

Design Considerations

An appropriate design will consider the surrounding context, roadway cross section, pedestrian crossing volume, vehicular ADT, and prevailing speeds. Reducing the number of travel lanes and crossing distance for an uncontrolled crossing helps reduce pedestrian exposure in the roadway. Other treatments include median refuge islands, advance yield lines, rectangular rapid flashing beacons (RRFB), pedestrian hybrid beacons (HAWK), signalized crosswalks, and special traffic signal operations. The California MUTCD provides minimum guidance on use thresholds for some of these facilities, and guidance for FHWA is also available for selection of crossing treatments. It is also important to note that recent studies have indicated that crosswalk collisions are far more likely during darkness. Evaluation or enhancement of street lighting may be appropriate in locations where uncontrolled crosswalks exist or are planned.

6

MID-BLOCK CROSSING

Mid-block crosswalks facilitate crossings to popular destinations that are not well-served by the existing traffic network. Mid-block crossings may be suitable in roadway segments where there is a large gap between signalized intersections and pedestrians are more likely to cross the roadway at a mid-block location, instead of traveling to one of the signalized intersecting and then crossing the roadway.

Benefits

Mid-block crossings can lessen the amount of walking needed for pedestrians to access a popular destination. These crossings help maintain a pedestrian travel network and minimize the number of mid-block crossings that occur throughout different parts of the block by attracting pedestrians to a marked crossing where there is high pedestrian demand or anticipated demand.

Design Considerations

When considering mid-block crossings, pedestrian demand should be considered for optimal placement and usage. Controlled mid-block crossings require pedestrian crossing treatments to improve visibility and safety. The design of these crossings needs to consider stopping sight distances, effects of grade, cross slope, need for lighting, and other factors.

7

MAINTENANCE OF CROSSWALK MARKINGS

Many community member comments from the walk audits were related to worn or poorly maintained markings. The community is concerned that poorly marked or maintained locations may be less safe than properly and clearly marked sites.

Benefits

Crosswalk markings that are in good condition (free from major cracks, chips or faded color), can maintain conspicuity of the crossing, especially from a long distance. Crosswalks that are properly installed will also retain their retro-reflectiveness.

Design Considerations

Since pedestrians in California have similar rights at both marked and unmarked crossings, the condition of markings is not a large factor in litigation, but poorly marked locations are often noted as a cause of a collision. Gaps in thermoplastic markings are often created by utility trenches or pavement spot repair. Existing pavement quality needs to be accounted for before installing crosswalk markings. Poor pavement quality such as asphalt with major cracks and chips are not ideal for thermoplastic installation as the thermoplastic will then also crack and chip easily. Thermoplastic is also not ideal for installation over existing painted asphalt, or over concrete where a side street has a concrete swale/cross gutter across the street. Thermoplastic should be allowed to properly dry prior to motor vehicle travel, especially for high-visibility crosswalks, which will cause indentations and scuff marks by motor vehicles that cannot be removed.

8

SIGHT DISTANCES AT CROSSWALKS AND INTERSECTION CORNERS

During the walk audits, community members often noted that they witnessed sight distance issues at crosswalks and at intersection corners, generally due to on-street parking near an intersection. It is not necessary to paint red curb around curb returns to provide adequate sight distance, but this treatment is often omitted on the opposite side of the street at T-intersections. Prohibiting parking on the approach to marked uncontrolled crosswalks is also normally encouraged to ensure that motorists and pedestrians can observe each other before the pedestrian enters the roadway.

Benefits

Parking management and providing adequate sight distances is important where pedestrian crossings are expected or encouraged. The key benefit of this practice is safety.

Design Considerations

Providing adequate sight distance at all crossing locations in residential areas is a good practice. This can be accomplished by prohibiting parking along the curb approaching the crosswalk. Sight distance can also be improved by providing a curb extension that allows the pedestrian to step forward and improve their vision of approaching traffic without stepping into the street. Curb extensions also can provide a traffic calming effect that helps achieve more reasonable vehicle speeds in residential areas. General design considerations for curb extensions, including drainage impacts, and bus stop opportunities, are discussed in other sections of this toolbox.

ADDING MISSING CROSSWALKS AT TRAFFIC SIGNALS

Community feedback from the walk audits noted that crosswalk markings were not provided across all legs at many signalized intersections. The absence of crosswalk markings can increase the time and distance required to reach destinations. Crossings are typically prohibited where the efficiency of traffic signalization is improved by eliminating the pedestrian crossing or where allowing the crossing increases the potential for a collision. Typical locations include 4-way intersections with heavy turning movements from one leg of the intersection and light traffic on the opposite direction, such as Newport Boulevard at 19th Street, or Adams Avenue at Fairview Road; intersections that use “split phasing” and prohibit the crosswalk that would operate with the lightly used approach. Crossing movements are also often prohibited for one leg at T-intersections where left turns from the terminating street conflict with pedestrians using the crosswalk at the left leg of the intersection.

Benefits

Providing controlled pedestrian crossings reduces the amount of street crossings, since a pedestrian may be required to use three crosswalks because of a missing crosswalk leg. Many crosswalks are prohibited in commercial areas at this time, and these crossing prohibitions can be an impediment to walkability.

Design Considerations

Prohibiting crossings at signalized intersections should be

carefully considered to verify that the prohibition is justified and that other countermeasures are not suitable. In some cases, the potential inefficiency of requiring increased pedestrian crossing time to travel around the prohibited crossing may not be significant. If the parallel and adjacent through traffic movement already regularly requires enough time to serve a pedestrian crossing, there may be limited justification for the prohibition.

In many cases the added time needed to add a pedestrian crossing can be easily incorporated into the existing signal operation. This may be most relevant at intersections with minor cross streets where surplus time is often available in the signal cycle to meet the needs of the added crossing. Some traffic signal design and phasing treatments can minimize the time lost for vehicles, by allowing non-conflicting traffic movements while the pedestrian crossing continues, including potentially other crosswalk movements or left turns that do not conflict with the crossing movement. While studying whether or not a missing crosswalk should be added, it is important to coordinate with emergency services. Pedestrian crossings can conflict with emergency vehicle preemption because the preemption cannot be triggered during an active and conflicting pedestrian phase.

10

PEDESTRIAN ISLANDS

Pedestrian islands are protected spaces placed in the center of the street to facilitate pedestrian crossings. The pedestrian islands help shorten the crossings especially at large intersections.

Benefits

Pedestrian islands can provide a protected space for pedestrians to wait for an acceptable gap in traffic. They reduce the overall crossing length and a pedestrian's exposure to vehicular traffic. The islands can decrease the amount of delay that a pedestrian will experience to cross a street by not requiring a pedestrian to find gaps in vehicular traffic in order to cross street safely.

Design Considerations

Pedestrian islands should be at minimum 4 feet wide and preferably 8 feet wide to accommodate pedestrian comfort and safety. At mid-block crossings, pedestrian islands, in combination with curb extensions/bulb-outs, can provide traffic calming benefits along with shorter crossings for pedestrians across each direction of travel way.

Detectable warning surfaces (i.e. truncated domes) signal to the sight impaired/blind to inform them that they have entered or exited areas where there may be conflicts with vehicles and/or bicycles. These detectable warning surfaces should be used at pedestrian islands where width allows for their inclusion.

11

CROSSWALK SCRAMBLE OPERATIONS

A crosswalk scramble operation is a special traffic signal operation and phasing design that stops motor vehicle traffic in all directions while allowing pedestrians to cross between all corners at the same time.

Benefits

By eliminating nearly all conflicts between vehicles and pedestrians, this technique can enhance safety at locations with a high number of pedestrians. It is appropriate in areas where pedestrian flows are so heavy that motorists may have difficulty turning through pedestrian streams. They are seeing increased usage in Southern California near beaches, colleges, and in busy walkable retail areas with heavy pedestrian volumes.

Design Considerations

While providing unique service to pedestrians, this technique can also increase delays to pedestrians, especially if a pedestrian can begin their crossing of two consecutive intersection legs as soon as one direction indicates a WALK signal. The time required to serve the crossing is lost to other traffic movements, so heavily used intersections can experience substantial delays and queuing. They are rarely implemented at heavily used intersections between multi-lane roadways.

12

IMPROVED PEDESTRIAN CROSSING TIMES

Community feedback from the walk audits often reported inadequate pedestrian crossing times. Minimum crossing times are specified in the California MUTCD. Providing less time can increase liability and increase the potential for a pedestrian collision. Often the minimum times are present and adequate, but pedestrians may need additional crossing time if they do not fully understand the operation. The use of countdown indications is discussed in this toolbox and is an effective solution for this concern.

Benefits

Providing adequate crossing times allows for the last pedestrian entering at the end of the “walk” cycle to clear the intersection safely before any conflicting vehicular movements begin. This reduces the potential for pedestrian-related collisions.

Design Considerations

The California MUTCD lowered the standard minimum walking rate from 4 feet per second (fps) to 3.5 fps over 10 years ago with an allowance that the times did not need to be implemented until other traffic signal work or retiming was required. In addition to the walking speed of 3.5 fps, the method of measuring the crossing distance greatly affects the crossing time. A conservative approach to measuring the crossing distance is to measure from the bottom of the curb ramps at both ends of the crossing, with the path measured through the center of the crosswalk. This is more conservative than MUTCD guidance and provides pedestrians with sufficient time to cross.

13

PEDESTRIAN COUNTDOWN SIGNALS

Pedestrian countdown signals indicate how many seconds of DON'T WALK remain before the traffic signal turns to yellow. The use of countdown indications is required for all signalized crosswalks except for extremely short crossings.

Benefits

Countdown pedestrian signals have greatly reduced concern that signals do not provide adequate time to complete a crossing. They are extremely useful in allowing pedestrians to gauge whether or not they have sufficient time to cross. Countdown pedestrian signals have significantly reduced collisions caused by pedestrians beginning to cross near the end of the pedestrian phase due to not knowing the remaining time. This type of incident was common prior to the emergence of countdown pedestrian signals.

Design Considerations

It is recommended that all remaining standard pedestrian signals be retrofitted to a pedestrian countdown signal.

PEDESTRIAN PUSH BUTTON LOCATIONS

Pedestrian Push Buttons (PPBs) are generally located near the crosswalk and at a location that meets ADA requirements, and per MUTCD guidelines, preferably near the level landing. The location should be intuitive and generally allow for activation while standing or waiting near the beginning of the crosswalk. PPBs located outside the crosswalk area may provide misleading information about the crossing location, especially to visually impaired pedestrians who may stand beside the push button and begin to cross outside of the crosswalk.

Benefits

Proper design of pedestrian push buttons reduces the chance that a visually-impaired pedestrian will cross against a WALK signal or outside the crosswalk area. This greatly reduces the potential that a pedestrian will be struck by a moving vehicle which then increases walkability.

Design Considerations

Traffic signal design guides and the California MUTCD provide guidance for the optimum location of pedestrian push buttons. Where possible, a 4' x 2.5' level landing should be provided in front of the pedestrian push button for ADA adherence. Push buttons should not be installed in ramp flares. Pedestrian push buttons with older style push buttons consisting of a ½ inch round button need to be replaced with ADA compliant push buttons. Older push buttons are too difficult to press for some and ADA-compliant pedestrian push buttons requires buttons to require less force to push.

A pedestrian will not have difficulty locating a pedestrian push button (PPB) if it is properly designed. Improperly located PPBs are often due to unusual placement of traffic signal poles, mounting the PPB on the wrong side of the pole, or the use of non-standard designs for traffic signals at street corners. Where there is concern for PPB placement, site research will normally confirm if the PPB is placed at a proper location. It may be necessary to install a separate push button and post closer to the crosswalk, but this installation is not as costly as attempting to move a large signal pole to a different location.

15

ACCESSIBLE PEDESTRIAN SIGNALS (APS) PUSH BUTTONS

Accessible Pedestrian Signal (APS) push buttons are devices that communicate information about the “WALK” and “DON’T WALK” intervals at signalized intersections, in non-visual formats (audible tones and vibrotactile surfaces) to pedestrians who are visually impaired.

Benefits

APS pedestrian push buttons benefit the visually-impaired by alerting them to the activation of a “WALK” interval as well as the status of the walk cycle.

Design Considerations

APS pedestrian push buttons should meet the current requirements of the MUTCD and should include features such as a “Locate Tone” that sounds once per second, which is intended to direct a visually impaired pedestrian to the location of the push button. APS pedestrian push buttons should also have a raised tactile arrow pointing in the direction of the crosswalk, which helps orient pedestrians in the direction of the crosswalk. The APS push buttons also emit an audible sound after the button is pushed, using sounding the word “Wait” each time the button is pushed.

16

PEDESTRIAN HYBRID BEACON (HAWK SIGNAL)

A pedestrian hybrid beacon, also known as a HAWK signal, is a traffic control device used to provide additional pedestrian protection to existing uncontrolled or newly proposed marked crosswalk locations. A HAWK signal is distinct from traffic signals and constant flash warning beacons because it is only activated by pedestrians when the push button is pressed.

Benefits

HAWK signals can lead to lower conflict and crash rates for pedestrians and vehicles. They clearly indicate that a crosswalk is being used and that all motorists must come to a complete stop. When the pedestrian phase of the HAWK signal ends, the HAWK signal goes dark until the next activation by a pedestrian.

Design Considerations

HAWK signals should be located outside the functional area of a signalized intersection. CA MUTCD allows for installation at intersections or driveways. In addition to the signal head displays, stop lines and marked crosswalks are required at HAWK signal crossings. Advance stop lines should be used on at crossings to reduce the potential for crashes.

17

RECTANGULAR RAPID FLASHING BEACONS (RRFB)

Rectangular Rapid Flashing Beacons (RRFB) are a traffic control device that uses a combination of a strobing LED light bar and pedestrian warning signs to help facilitate pedestrian crossing at marked crosswalks by informing motorists that there is someone in the crossing and that they must yield. The devices flash when activated through a pedestrian push button or by passive pedestrian detection.

Benefits

RRFBs promote safer driver yielding behavior at crossings because they use an irregular flash pattern similar to emergency flashes on police vehicles to bring awareness to pedestrians using the crosswalk.

Design Considerations

RRFBs should be used in combination with a marked crosswalk, ADA curb ramps, advance warning signs or pavement markings, and overhead lighting. Reserve the use of RRFBs for locations with significant pedestrian safety issues, as over-use of RRFB treatments may diminish their effectiveness.

18

LEADING PEDESTRIAN INTERVALS

This traffic signal operation technique provides pedestrians a head start for crossing, allowing them to leave the curb and establish presence in the crosswalk before adjacent traffic is signaled to proceed. They are most effective where vehicular right turns are frequent, and motorists are highly likely to enter the crosswalk during the first few seconds of WALK. Typical leading pedestrian intervals (LPIs) range from 3-7 seconds.

Benefits

Conflicts between pedestrians and right-turning vehicles are most likely to occur within the first few seconds, so the use of LPIs can be a great safety benefit. Agencies who use the treatment in downtown location or heavily-used crossings report significant reductions in reported pedestrian-related collisions. A reduction of 10-20 percent may arise, according to ongoing safety studies.

Design Considerations

LPI duration is an important consideration in the signal timing of an intersection. LPIs of 3 seconds may be too short to allow pedestrians adequate time to enter the roadway, and LPIs of 7 seconds may be too long and cause unnecessary delays for adjacent through movements where the right turn is not its own dedicated phase. Since motor vehicles are stopped during LPIs, implementing them on every intersection leg can cause significant delays to motorists, especially where pedestrian and vehicular demand is high. LPIs can also be programmed to be active during specific times of the day. This allows the LPI to serve the time period of the highest pedestrian demand, if demand varies throughout the day.

REGULATING RIGHT TURNS ON RED

Pedestrians occasionally mention right turns on red that conflict with pedestrian crossings. Motorists making right turns may not always observe pedestrians to their right because their vision is directed to traffic approaching from the left. The problem may be more pronounced at locations with designated right turn lanes or locations where most of the traffic in the curb lane turns right.

Benefits

Prohibiting right turns on red can improve safety for pedestrians. It is unknown how many pedestrian injuries occur due to allowing Right Turn on Red. However, there can be challenges to effective prohibitions.

Design Considerations

Motorists are highly accustomed to turning right on red and may resist measures without heavy enforcement. The use of red turn arrows or the use of extinguishable (blank out) message signs or regular message signs have been employed to seek better compliance. Prohibited locations normally have visibility issues that discourage motorists from trying to turn on red. Locations where the through lane limit line is set further back from the side street also see better compliance.

Right turn on red restrictions, however, need to be carefully studied before implementation because right turning movements with high volumes can lead to long queues that spill back to the main line which may cause other safety concerns.

FLASHING YELLOW ARROWS (FYA)

Flashing Yellow Arrows (FYA) are implemented on traffic signals for left/right turn movements. The FYA indicates to motorists that they may turn left/right only when there is no oncoming traffic and crosswalks are clear of pedestrians and bicyclists. During the flashing yellow arrow, the left/right turn movement becomes a permissive left/right turn and when the yellow arrow turns solid, vehicles should prepare to stop and not proceed into the intersection to turn left/right.

Benefits

Flashing yellow arrows help make motorists more aware of the permissive situation and makes them more alert to pedestrians. Depending on the traffic volumes and opposing through traffic conditions, the permissive green light may not allow more opportunities than a protected left turn arrow. Therefore, potential locations for flashing yellow arrows will need to be studied to determine the feasibility of this treatment.

Design Considerations

Flashing yellow arrows can be useful for intersections with permissive left/right turns where there is a high level of non-compliance of motorists yielding to pedestrians. Flashing yellow arrows are more conspicuous and bring greater attention to the required yield than a green light

REDESIGN OR REMOVE SLIP TURN LANES

Uncontrolled free right turn lanes, also known as slip lanes, are lanes that allow motorists to turn right at signalized intersections, often without stopping, even when the traffic signal is red for adjacent through traffic. They were designed at intersections to reduce the delays and queues of right turning movements with very large right turning volumes. Slip lanes are usually equipped with a large median “porkchop” island which is used by pedestrians as a refuge. Slip lanes usually require right turning traffic to either yield to cross-traffic or the slip lane has its own dedicated receiving lane which merges onto the side street mainline.

Benefits (of Redesign or Removal)

These types of lanes are not friendly to pedestrians, because they help vehicles make the turns at much higher speeds and divert motorists' attention away from the pedestrian crosswalk within the slip lane. Programs to remove or modify these turn lanes are common, and design approaches that minimize their future need are preferred.

Design Treatments

The most common design treatment is to remove the slip lane median island and, if necessary, reconstruct the corner curb adjacent to the slip lane. This removes the uncontrolled crosswalk across the slip lane and creates a conventional right turn condition. Where such lanes are needed to accommodate the traffic volumes, or where construction funds are limited, their designs can be modified.

This can be done by redesigning the slip lane to have a more perpendicular approach to the cross-street which reduces the angle of a motorist's head turn needed to look for a gap in oncoming traffic. This allows for a better sight distance to pedestrians crossing from the right to the left of the slip lane, which would normally be in the motorist's blind spot as they are looking to the left. Another treatment is to remove the dedicated receiving lane of existing slip lanes. This would slow down vehicles as they approach the crosswalk because then motorists would need to yield to cross-traffic before turning.

22

PEDESTRIAN DELAY MANAGEMENT

Pedestrians experience substantial wait time when they want to cross the minor leg of the intersection, parallel to the major roadway, with a coordinated movement as the cycle lengths during the coordinated phase are longer.

Benefits

Turning on the "Pedestrian re-service" function on a signalized intersection controller, if a pedestrian arrives at the intersection and the coordinated phase has enough time to service the pedestrian phase, then the pedestrian phase will turn on. This prevents pedestrians from needing to wait until the cycle finishes and the coordinated phase starts back up.

Design Considerations

Alternative intersection types have greatly reduced pedestrian delays. These include all-way stops, roundabouts, and crossings of lightly traveled streets where no control is needed for pedestrians. When new traffic signals are being considered, equal consideration to alternative intersections should be included, especially if an alternative intersection can meet expected usage requirements of all users.

23

PEDESTRIAN LIGHTING

Street lighting can be an important amenity. Tall streetlights can provide adequate illumination to permit walking after dark, but lower-level lighting is often provided in commercial areas. These treatments increase the illumination level along the sidewalk and provide for a more constant level of illumination.

Benefits

Higher illumination is especially beneficial in commercial areas. It makes the area more attractive, and it better illuminates pedestrians as they walk along the sidewalk or across driveways. Illumination is less needed in residential areas, but it should be sufficient to allow for walking without carrying flashlights. It can also provide comfort and personal safety benefits for walking alone.

Design Treatments

Adequate lighting needs to be provided for sidewalks, trails/MUPs, and crossings. Lighting at crossings needs to be either adjacent to the crossing or upstream from the crossing as to not create a backlight contrast issue which only allows a silhouette of the pedestrian to be visible.



Pedestrian bridge on Bristol Street

E.4 GENERAL TRAFFIC BEHAVIOR AND OTHER CONCERNS

A majority of comments received from the community engagement process were either related to the sidewalk realm or pedestrian crossings. However, there were a handful of comments that pertain to general motor vehicle traffic

behaviors or that are well beyond the scope of the Plan. The following tools could improve general traffic behavior on the roadway.

ROADWAY RECONFIGURATIONS

In many communities, multi-lane arterials have been modified to reduce the number of through travel lanes. It is especially common for roadways with 4-lanes undivided (no left turn lanes) to be reduced to 2 lanes (with left turn lane), where traffic needs are clearly met by fewer lanes. Roads that carry fewer than 20,000 vehicles per day and have no more than 4 lanes are the best candidates for reconfiguration.

Benefits

Roadway reconfigurations may create reduction in distance to cross active lanes, freeing space for bicycle lanes and other purposes, and slowing the flow of traffic by inhibiting passing, especially along roadways with high pedestrian activity, such as roadways near schools.

Design Considerations

Reducing roadways from 4 lanes to 2 lanes (with traffic volumes of less than 20,000 vehicles per day) can improve pedestrian safety, motorist safety, and result in traffic calming benefits. Furthermore, a traffic analysis may be appropriate for roadways in the 15-20,000 vehicle range to ensure that potential side effects are identified.

The need to initiate a roadway reconfiguration should be considered based upon the identification of safety issues or other needs that can be alleviated by reducing the width required for motor vehicle travel. A project that provides public enhancements will generally be treated more positively than a project which reduces travel lanes.

ROADWAY PAVEMENT REHABILITATION

The roadway pavement conditions was often discussed by community members during the walk audits. Paving in pedestrian crossing areas can be an important factor in providing a safe walking surface and pavement condition should be monitored. But when streets are repaved, it is an appropriate time to review issues regarding how the street is used.

Benefits

When walkability measures are incorporated strategically with pavement rehabilitation, the costs can be reduced substantially. Also the potential to reconstruct a feature that was recently constructed in its existing condition can result in expenditures that could be eliminated or reduced. Integrating potential street changes into the rehabilitation schedule, often a year or more in advance, can save funds or allow for more work with the same amount of funding.

Design Considerations

The marking treatment, alignment, and location of marked crosswalks is best addressed when the existing crosswalk is repaved. The crosswalk can be shifted to better align with wheelchair ramps, the marking treatment can be converted to high visibility, and advance limit lines can be provided to move motorists further from the crosswalk when stopping.

The feasibility of road diets should also be a consideration before and after pavement rehabilitation. The best time to

restripe the roadway to a different configuration is when it is repaved. The best time to test a trial configuration is a few months to a year before it is repaved, if there is a potential that it would be changed back after a demonstration is completed.

If a roadway is being considered for modification to change the location of the curbs, either at an intersection or for a longer distance, consideration of including the curb change may be more affordable if done together with repaving.

There is often hesitancy to changing roadway soon after new pavement or other roadway features is completed. It is better to plan for the future of the roadway, and then undertake maintenance based upon moving toward the future plan.

3

SPEED FEEDBACK SIGNS

A dynamic message sign that uses radar or laser technology to determine the speed of an approaching vehicle and then displays the speed to the driver. If motorists are speeding, the sign flashes the exceeded speed along with “SLOW DOWN” or “YOUR SPEED”.

Benefits

Speed feedback signs activate when drivers exceed posted speed limit by five miles per hour. These can be effective in reducing motorists’ speeds on wide roadways or near high pedestrian areas such as schools.

Design Considerations

Physical constraints in installing speed feedback signs include requiring a special type of pole, space for footing, and if the signs are not solar – a source of electricity. Speed feedback signs should be strategically placed, where warranted, such as locations with historical speeding violations or collisions due to speeding.

4

TRANSIT ACCESS

Walking is an important consideration in encouraging or using transit. A typical walk shed, an area around a central destination that is reachable on foot by the average person, of ¼ mile is considered in transit planning around each bus stop. Special attention to the walkability for all potential routes to bus stops is appropriate. The walking route to high activity generators is especially important. Walking routes from bus stops to nearby shopping centers should be reviewed to ensure that the route is direct and relatively free of high traffic aisles.

Design Considerations

Bus stops should be carefully integrated into the walking environment. Bus stops and shelters can impede the direct travel path of pedestrians. If space is available, they should be located between the travel way of the sidewalk and the curb line. If the space is not adequate, the furniture should be located toward the back of, or behind, the sidewalk.

Costa Mesa has constructed bus bays to move buses out of the flow of vehicle traffic. Many communities are constructing curb extensions to locate transit stops further into the street area. This location improves bus speed and provides more space for bus stop amenities. It can increase conflicts between stopping buses and through traffic, but it can also discourage use of the curb lane, increasing the separation between walkers and heavy traffic. Often, the combination of bus stops, slowing for pedestrians crossing driveways and intersections can greatly reduce the use of the curb travel lane.

APPENDIX F

Pedestrian Counts

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Oct 5, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Garfield and Madison
EAST & WEST: Paularino

PROJECT #: SC3096
LOCATION #: 1
CONTROL: NO CONTROL

		NORTH SIDE																						TOTAL
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female		Child		
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
AM	7:00 AM	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	7:15 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	7:30 AM	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	7:45 AM	1	7	4	5	0	10	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	30	
	8:00 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	9	
	8:15 AM	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	8:30 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	8:45 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	TOTAL AM	6	15	10	16	0	11	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	62	
PM	04:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:15 PM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	5:00 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	5:15 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	5:30 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	5:45 PM	1	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	
		TOTAL PM	3	3	6	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20

		SOUTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
AM	7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:15 AM	1	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	7:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
	7:45 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
	8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL AM		5	1	1	6	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	16		
PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2		
	4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
	5:00 PM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
	5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
	5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
	5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
	TOTAL PM		4	2	2	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	11	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 6, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Garfield and Madison
EAST & WEST: Paularino

PROJECT #: SC3096
LOCATION #: 1
CONTROL: NO CONTROL

		NORTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
AM	7:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
	7:15 AM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
	7:30 AM	1	4	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12		
	7:45 AM	2	5	3	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17		
	8:00 AM	2	2	1	2	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	10		
	8:15 AM	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
	8:30 AM	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
	8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
	TOTAL AM	7	17	9	13	0	9	0	0	0	0	0	0	0	0	1	1	0	0	0	0	57		
PM	04:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
	4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
	4:30 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
	4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
	5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
	5:15 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
	5:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
	5:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
		TOTAL PM	3	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	

		SOUTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:30 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	7:45 AM	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	8:00 AM	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	8:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL AM		3	3	2	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:45 PM	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	5:00 PM	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	5:15 PM	1	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL PM		5	3	3	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sat, Oct 2, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Garfield and Madison
EAST & WEST: Paularino

PROJECT #: SC3096
LOCATION #: 1
CONTROL: NO CONTROL

		NORTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
		0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	11:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	12:15 PM	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	1	1	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
TOTAL MD		2	1	6	3	0	0	1	2	0	3	0	0	0	0	1	0	0	0	0	0	0	19	

		SOUTH SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		EB	WB		
		MD		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
	11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
	12:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
	12:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	TOTAL MD	2	1	1	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Oct 5, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Jeffrey and Century
EAST & WEST: Baker

PROJECT #: SC3096
LOCATION #: 2
CONTROL: NO CONTROL

		NORTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
AM	7:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	
	8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:15 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	5	
	8:30 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
TOTAL AM		2	4	2	2	0	0	2	2	0	0	0	0	0	0	1	0	1	0	0	0	0	16	
PM	04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	5:00 PM	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	5	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	1	1	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	5	
	5:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
TOTAL PM		2	2	3	1	0	0	0	4	0	0	0	0	0	0	0	2	0	1	0	0	0	15	

		SOUTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
AM	7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:15 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	7:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
TOTAL AM		3	1	1	1	0	0	3	0	0	0	0	0	0	0	1	1	0	1	0	0	0	12	
PM	04:00 PM	0	1	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	5:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL PM		0	3	2	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 6, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Jeffrey and Century
EAST & WEST: Baker

PROJECT #: SC3096
LOCATION #: 2
CONTROL: NO CONTROL

		NORTH SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		EB	WB		
AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	7:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	7:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	
	8:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:15 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:30 AM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	8:45 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
TOTAL AM		2	2	3	3	0	0	3	3	0	0	0	0	0	0	1	0	0	0	0	0	0	17	
PM	04:00 PM	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	5:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
TOTAL PM		0	2	3	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11	

		SOUTH SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		EB	WB		
AM	7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:00 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
TOTAL AM		2	0	1	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
PM	04:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:30 PM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	5:00 PM	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	5:15 PM	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
TOTAL PM		5	4	2	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sat, Oct 2, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Jeffrey and Century
EAST & WEST: Baker

PROJECT #: SC3096
LOCATION #: 2
CONTROL: NO CONTROL

		NORTH SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		EB	WB		
MD	11:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	11:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
	11:30 AM	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	5		
	11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	4		
	TOTAL MD	0	4	0	1	0	1	2	4	0	1	0	0	0	0	2	0	0	0	0	0	15		

		SOUTH SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		EB	WB		
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3		
	11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
	11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
	12:00 PM	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
	12:15 PM	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
	12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
	12:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
	TOTAL MD	4	4	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	15		

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Oct 5, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Maple and Miner
EAST & WEST: Wilson

PROJECT #: SC3096
LOCATION #: 3
CONTROL: NO CONTROL

		NORTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
	7:45 AM	1	2	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
	8:00 AM	2	2	1	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	10	
	8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	8:30 AM	1	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	8:45 AM	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
TOTAL AM		4	7	8	6	3	1	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	34	
PM	04:00 PM	1	0	1	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	15	
	4:15 PM	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	4	
	4:30 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3	
	4:45 PM	0	0	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	
	5:00 PM	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
	5:30 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	
	5:45 PM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3	
TOTAL PM		2	2	5	6	2	11	1	4	0	1	1	0	0	0	2	1	2	0	0	0	1	41	

		SOUTH SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		EB	WB		
AM	7:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	0	1	0	1	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	7:30 AM	0	5	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	7:45 AM	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6
	8:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL AM		5	10	3	3	1	3	4	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	32
PM	04:00 PM	1	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	4:15 PM	1	0	0	0	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	4:30 PM	0	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6
	4:45 PM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:15 PM	2	3	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	9
	5:30 PM	2	3	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7
	5:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL PM		8	8	0	3	1	1	9	4	2	0	0	0	0	0	2	1	0	1	0	0	0	0	40

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 6, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Maple and Miner
EAST & WEST: Wilson

PROJECT #: SC3096
LOCATION #: 3
CONTROL: NO CONTROL

		NORTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
AM	7:00 AM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
	7:45 AM	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
	8:00 AM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
	8:15 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4		
	8:30 AM	1	0	0	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	5		
	8:45 AM	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	6		
TOTAL AM		8	1	3	5	6	1	1	1	0	0	0	0	0	0	0	0	1	0	0	1	29		
PM	04:00 PM	2	2	2	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13		
	4:15 PM	1	1	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	6		
	4:30 PM	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	6		
	4:45 PM	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6		
	5:00 PM	0	3	0	0	0	0	1	1	0	0	0	0	1	0	0	1	1	0	0	0	8		
	5:15 PM	0	2	0	1	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	6		
	5:30 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	5		
	5:45 PM	1	1	1	2	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	10		
TOTAL PM		7	11	5	4	4	6	4	9	1	0	0	1	1	2	0	1	2	2	0	0	60		

		SOUTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
AM	7:00 AM	2	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
	7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
	7:45 AM	0	1	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
	8:00 AM	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7		
	8:15 AM	1	2	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6		
	8:30 AM	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
	8:45 AM	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
TOTAL AM		7	9	6	6	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	38		
PM	04:00 PM	1	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5		
	4:15 PM	1	2	0	1	1	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	9		
	4:30 PM	1	3	0	2	0	3	1	3	0	0	0	1	0	0	0	0	0	0	0	0	14		
	4:45 PM	3	1	2	0	0	0	2	1	0	0	2	0	0	0	0	0	0	0	0	0	11		
	5:00 PM	2	0	1	1	0	1	3	2	0	0	0	0	0	1	1	0	0	0	0	0	12		
	5:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	4		
	5:30 PM	0	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
	5:45 PM	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	6		
TOTAL PM		11	10	5	6	1	5	10	6	2	2	2	1	0	0	1	1	1	2	0	0	66		

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sat, Oct 2, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Maple and Miner
EAST & WEST: Wilson

PROJECT #: SC3096
LOCATION #: 3
CONTROL: NO CONTROL

		NORTH SIDE																				TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE								
		Male		Female		Child		Male		Female		Child						Male		Female			Child			
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
MD	11:00 AM	1	1	2	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	9
	11:15 AM	0	0	2	2	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	11:45 AM	0	0	0	2	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	12:00 PM	2	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:15 PM	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
	12:30 PM	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
	12:45 PM	2	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7
TOTAL MD		7	4	6	8	0	0	2	8	1	5	0	0	0	0	1	2	1	0	0	0	0	1	1	1	47

		SOUTH SIDE																				TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE								
		Male		Female		Child		Male		Female		Child						Male		Female			Child			
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
MD	11:00 AM	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	8
	11:15 AM	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:30 AM	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
	11:45 AM	2	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6
	12:00 PM	2	2	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:15 PM	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5
	12:30 PM	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	6
	12:45 PM	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6
TOTAL MD		8	3	7	10	1	0	5	4	1	0	0	0	0	0	0	1	1	2	4	0	0	0	0	0	47

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Oct 19, 21

LOCATION: Costa Mesa
NORTH & SOUTH: College and Fordham
EAST & WEST: Wilson

PROJECT #: SC3096
LOCATION #: 4
CONTROL: NO CONTROL

		NORTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
AM	7:00 AM	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3		
	7:15 AM	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3		
	8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL AM		3	1	5	2	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	15		
PM	04:00 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
	4:30 PM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
	4:45 PM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2		
	5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2		
	5:15 PM	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
	5:30 PM	1	1	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	6		
	5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
TOTAL PM		3	2	5	4	0	0	2	5	0	0	0	0	0	0	0	1	0	0	0	0	22		

		SOUTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
AM	7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
	7:15 AM	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
	7:30 AM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
	7:45 AM	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
	8:00 AM	2	3	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	8		
	8:15 AM	1	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
	8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL AM		7	10	3	7	0	0	3	0	0	0	0	0	0	0	1	1	0	0	0	0	32		
PM	04:00 PM	2	1	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8		
	4:15 PM	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
	4:30 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
	4:45 PM	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4		
	5:00 PM	2	2	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	7		
	5:15 PM	1	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5		
	5:30 PM	2	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12		
	5:45 PM	2	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6		
TOTAL PM		15	8	12	7	0	0	4	4	1	1	0	0	0	0	0	0	0	0	0	0	52		

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 20, 21

LOCATION: Costa Mesa
NORTH & SOUTH: College and Fordham
EAST & WEST: Wilson

PROJECT #: SC3096
LOCATION #: 4
CONTROL: NO CONTROL

		NORTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:15 AM	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:30 AM	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			
	7:45 AM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	8:00 AM	0	1	1	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0			
	8:15 AM	1	3	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
	8:30 AM	2	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
TOTAL AM		7	9	4	4	1	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0			
PM	04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			
	4:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
	5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0			
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0			
	5:30 PM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:45 PM	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0			
TOTAL PM		1	3	3	1	0	0	4	2	1	1	0	0	0	0	1	0	0	0	0	0			

		SOUTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
AM	7:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:15 AM	3	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
	7:30 AM	0	2	2	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	8:00 AM	2	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	8:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
	8:45 AM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
TOTAL AM		6	7	4	6	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0			
PM	04:00 PM	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
	4:15 PM	0	2	1	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0			
	4:30 PM	2	1	3	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0			
	4:45 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:00 PM	2	1	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:15 PM	2	2	2	3	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0			
	5:30 PM	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:45 PM	3	0	5	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0			
TOTAL PM		16	7	16	10	1	2	6	2	0	0	1	0	0	0	0	1	0	0	0	0			

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sat, Oct 23, 21

LOCATION: Costa Mesa
NORTH & SOUTH: College and Fordham
EAST & WEST: Wilson

PROJECT #: SC3096
LOCATION #: 4
CONTROL: NO CONTROL

		NORTH SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
MD	11:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:15 AM	1	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
	12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:45 PM	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
TOTAL MD		3	5	0	6	3	0	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	21	

		SOUTH SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
MD	11:00 AM	1	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:15 AM	1	3	2	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:30 AM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	11:45 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	12:00 PM	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	12:15 PM	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
	12:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	12:45 PM	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
TOTAL MD		6	9	8	7	1	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	35	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Oct 5, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Placentia
EAST & WEST: Wilson and Congress

PROJECT #: SC3096
LOCATION #: 5
CONTROL: NO CONTROL

		EAST SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB			
AM	7:00 AM	2	5	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
	7:15 AM	2	4	2	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13		
	7:30 AM	12	4	5	2	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	31		
	7:45 AM	3	2	5	1	5	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	21		
	8:00 AM	0	1	6	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15		
	8:15 AM	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	4		
	8:30 AM	2	1	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7		
	8:45 AM	1	0	3	3	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	10		
TOTAL AM		22	18	22	13	12	2	13	3	0	0	0	0	0	0	2	0	4	0	0	0	111		
PM	04:00 PM	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
	4:15 PM	1	3	0	2	0	1	2	0	0	0	0	0	0	0	0	1	1	0	0	0	11		
	4:30 PM	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	0	7		
	4:45 PM	1	3	1	2	0	5	2	1	0	0	0	0	0	0	1	1	0	0	0	0	17		
	5:00 PM	3	0	2	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	12		
	5:15 PM	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	4		
	5:30 PM	1	0	0	2	0	1	1	2	0	0	0	0	0	0	0	2	0	0	0	0	9		
	5:45 PM	0	0	1	0	0	3	4	0	0	0	1	1	0	0	0	0	0	0	0	0	10		
TOTAL PM		9	8	6	6	5	10	13	3	0	2	1	1	0	0	0	1	3	5	0	0	74		

		WEST SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB		NB	SB		
AM	7:00 AM	0	2	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
	7:15 AM	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3		
	7:30 AM	8	0	9	0	1	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	25		
	7:45 AM	2	1	7	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16		
	8:00 AM	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	6		
	8:15 AM	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
	8:30 AM	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4		
	8:45 AM	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3		
TOTAL AM		11	5	21	5	8	0	5	5	0	1	0	0	0	0	0	6	0	0	0	0	67		
PM	04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2		
	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2		
	4:30 PM	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5		
	4:45 PM	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3		
	5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
	5:15 PM	0	1	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6		
	5:30 PM	1	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	7		
	5:45 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
TOTAL PM		1	4	6	5	0	0	1	10	0	0	0	0	0	0	0	1	1	0	0	0	29		

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 6, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Placentia
EAST & WEST: Wilson and Congress

PROJECT #: SC3096
LOCATION #: 5
CONTROL: NO CONTROL

		EAST SIDE																								TOTAL
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE								
		Male		Female		Child		Male		Female		Child						Male		Female		Child				
		NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB					
AM	7:00 AM	2	3	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8			
	7:15 AM	3	4	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11				
	7:30 AM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
	7:45 AM	1	1	1	0	2	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	8				
	8:00 AM	5	1	7	3	8	3	1	0	0	0	0	0	0	0	0	0	1	0	0	0	29				
	8:15 AM	11	0	9	1	4	0	5	0	0	0	3	0	0	0	0	0	2	0	1	0	36				
	8:30 AM	3	1	3	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13				
	8:45 AM	2	0	2	0	2	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	9				
TOTAL AM		29	10	26	7	16	5	11	2	0	0	3	0	0	0	3	1	3	0	1	0	117				
PM	04:00 PM	1	1	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	6				
	4:15 PM	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	5				
	4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
	4:45 PM	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3				
	5:00 PM	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	1	0	0	6				
	5:15 PM	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5				
	5:30 PM	1	1	1	0	1	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	8				
	5:45 PM	1	2	1	3	0	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	12				
TOTAL PM		7	6	2	4	1	4	12	4	0	0	2	0	0	0	0	0	3	1	0	0	47				

		WEST SIDE																								TOTAL
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE								
		Male		Female		Child		Male		Female		Child						Male		Female		Child				
		NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB					
AM	7:00 AM	0	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	6			
	7:15 AM	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4				
	7:30 AM	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3				
	7:45 AM	1	0	3	0	4	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	10				
	8:00 AM	3	1	4	5	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	18				
	8:15 AM	2	0	3	1	2	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	10				
	8:30 AM	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	5				
	8:45 AM	1	1	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7				
TOTAL AM		7	3	14	8	12	0	5	9	0	1	0	0	0	0	0	0	2	2	0	0	63				
PM	04:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
	4:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7				
	4:45 PM	1	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7				
	5:00 PM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	4				
	5:15 PM	0	0	1	1	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	6				
	5:30 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
	5:45 PM	1	3	1	1	0	0	0	2	0	1	0	0	0	0	0	0	2	1	0	0	12				
TOTAL PM		2	7	3	4	7	1	0	5	1	2	0	0	0	0	0	0	2	3	0	0	37				

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sat, Oct 2, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Placentia
EAST & WEST: Wilson and Congress

PROJECT #: SC3096
LOCATION #: 5
CONTROL: NO CONTROL

		EAST SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB			
MD	11:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	4
	11:15 AM	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
	11:45 AM	0	2	1	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	7
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	1	0	2	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	8
	12:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4
	TOTAL MD	5	6	4	2	0	0	2	1	2	1	1	0	0	0	0	0	3	1	0	0	4	0	32

		WEST SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB			
MD	11:00 AM	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
	12:15 PM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	TOTAL MD	4	1	1	0	0	0	0	7	0	2	0	0	0	0	1	0	0	0	0	0	0	0	16

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Oct 5, 21

LOCATION: Costa Mesa
NORTH & SOUTH: San Michel and Maple
EAST & WEST: Victoria

PROJECT #: SC3096
LOCATION #: 6
CONTROL: NO CONTROL

		NORTH SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		EB	WB		
AM	7:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	7:15 AM	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	7:30 AM	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	
	7:45 AM	2	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	8:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
TOTAL AM		6	4	2	2	0	0	1	2	0	0	0	0	0	2	0	1	0	0	0	0	0	20	
PM	04:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	4:45 PM	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	5:30 PM	2	1	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
	5:45 PM	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
TOTAL PM		5	3	0	3	1	0	2	6	0	1	0	0	0	0	0	0	0	0	0	0	0	21	

		SOUTH SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		EB	WB		
AM	7:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5
	7:15 AM	2	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	7:30 AM	1	1	1	2	0	0	1	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	9
	7:45 AM	1	0	1	0	1	0	2	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	9
	8:00 AM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5
	8:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL AM		5	7	2	6	6	1	5	2	0	1	0	1	0	0	5	0	1	0	0	0	0	0	42
PM	04:00 PM	1	2	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	4:15 PM	0	1	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	4:30 PM	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:45 PM	1	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	5:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:15 PM	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	5:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:45 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL PM		6	10	4	3	0	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 6, 21

LOCATION: Costa Mesa
NORTH & SOUTH: San Michel and Maple
EAST & WEST: Victoria

PROJECT #: SC3096
LOCATION #: 6
CONTROL: NO CONTROL

		NORTH SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
AM	7:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:45 AM	1	1	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	5	
	8:00 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	
	8:15 AM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL AM		2	7	4	2	0	0	1	2	0	0	0	0	1	2	0	0	0	0	0	0	0	21	
PM	04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	
	4:30 PM	1	1	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	6	
	4:45 PM	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	5:00 PM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	
	5:30 PM	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	5:45 PM	1	0	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
TOTAL PM		3	6	0	2	1	1	2	11	0	0	0	0	0	0	2	0	0	0	0	0	0	28	

		SOUTH SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
AM	7:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	
	7:15 AM	0	0	1	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	
	7:30 AM	1	1	1	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	
	7:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:00 AM	2	1	2	2	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	10	
	8:15 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	
	8:30 AM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	8:45 AM	1	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	
TOTAL AM		7	7	8	7	2	0	3	0	0	0	1	1	0	0	1	2	1	0	0	0	0	40	
PM	04:00 PM	2	0	2	0	0	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	15	
	4:15 PM	0	2	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	6	
	4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	
	4:45 PM	1	1	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
	5:00 PM	1	2	1	2	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	10	
	5:15 PM	3	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	
	5:30 PM	2	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	5:45 PM	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
TOTAL PM		9	10	6	8	1	10	8	1	0	0	0	0	0	0	1	0	2	3	0	0	0	59	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sat, Oct 2, 21

LOCATION: Costa Mesa
NORTH & SOUTH: San Michel and Maple
EAST & WEST: Victoria

PROJECT #: SC3096
LOCATION #: 6
CONTROL: NO CONTROL

		NORTH SIDE																				TOTAL			
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE							
		Male		Female		Child		Male		Female		Child						Male		Female			Child		
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB				
MD	11:00 AM	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
	11:15 AM	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7
	11:30 AM	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:45 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00 PM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:15 PM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:45 PM	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	5
TOTAL MD		2	0	0	0	0	0	4	20	0	3	0	0	0	0	0	1	1	1	0	0	0	0	0	32

		SOUTH SIDE																				TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE								
		Male		Female		Child		Male		Female		Child						Male		Female			Child			
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
MD	11:00 AM	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:15 AM	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	11:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	5	
	12:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	12:15 PM	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	
	12:30 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5	
	12:45 PM	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	
TOTAL MD		4	2	2	3	0	0	6	3	1	1	0	0	0	0	1	3	1	2	0	1	0	0	0	30	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Oct 5, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Federal and Placentia
EAST & WEST: 19th

PROJECT #: SC3096
LOCATION #: 7
CONTROL: NO CONTROL

		NORTH SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
AM	7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
	7:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
	7:30 AM	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7				
	7:45 AM	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	8				
	8:00 AM	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7				
	8:15 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3				
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
	8:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3				
TOTAL AM		15	12	1	0	0	1	1	1	0	0	0	0	0	0	0	1	0	0	32				
PM	04:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4				
	4:15 PM	0	1	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	5				
	4:30 PM	1	1	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	6				
	4:45 PM	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
	5:00 PM	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3				
	5:15 PM	1	2	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	7				
	5:30 PM	3	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	7				
	5:45 PM	1	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	5				
TOTAL PM		9	8	5	4	0	0	3	5	2	2	0	0	0	0	1	1	0	0	40				

		SOUTH SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
AM	7:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4				
	7:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
	7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
	7:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2				
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	8:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
	8:30 AM	0	1	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5				
	8:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2				
TOTAL AM		2	2	3	4	0	1	2	3	1	0	0	0	0	0	0	0	0	0	18				
PM	04:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
	4:15 PM	1	0	2	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	10				
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	4:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4				
	5:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2				
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2				
	5:30 PM	0	1	0	0	1	0	1	1	0	0	0	0	0	0	1	0	0	0	5				
	5:45 PM	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3				
TOTAL PM		3	2	4	5	2	0	6	3	0	0	0	0	0	0	1	0	1	0	28				

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 6, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Federal and Placentia
EAST & WEST: 19th

PROJECT #: SC3096
LOCATION #: 7
CONTROL: NO CONTROL

		NORTH SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	7:30 AM	2	2	3	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
	7:45 AM	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	8:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
TOTAL AM		5	7	5	1	2	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24	
PM	04:00 PM	3	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
	4:15 PM	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	
	4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	5:00 PM	1	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	5:15 PM	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	5:30 PM	2	5	2	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
	5:45 PM	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
TOTAL PM		8	11	4	5	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	39	

		SOUTH SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		EB	WB		
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:15 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	
	8:00 AM	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	8:30 AM	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	
TOTAL AM		3	4	3	0	0	0	3	1	1	0	0	0	0	0	0	0	1	0	0	1	0	17	
PM	04:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:15 PM	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	4:45 PM	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	5:00 PM	0	1	2	1	0	0	3	0	0	0	1	0	0	0	1	0	0	2	0	0	0	11	
	5:15 PM	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	
	5:30 PM	1	3	2	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
	5:45 PM	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	
TOTAL PM		4	5	4	8	1	2	6	3	0	0	1	0	0	0	1	1	1	2	0	0	0	39	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sat, Oct 2, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Federal and Placentia
EAST & WEST: 19th

PROJECT #: SC3096
LOCATION #: 7
CONTROL: NO CONTROL

		NORTH SIDE																		TOTAL					
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE							
		Male		Female		Child		Male		Female		Child						Male			Female		Child		
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB						
MD	11:00 AM	0	1	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	8
	11:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	11:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	11:45 AM	1	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	12:00 PM	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	
	12:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
	12:30 PM	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	12:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	
	TOTAL MD	2	1	2	1	0	0	3	13	1	3	0	0	0	0	0	0	1	2	0	0	0	0	0	29

		SOUTH SIDE																		TOTAL					
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE							
		Male		Female		Child		Male		Female		Child						Male			Female		Child		
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB						
MD	11:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
	11:15 AM	0	0	0	1	0	0	2	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
	11:30 AM	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	11:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	
	12:00 PM	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	
	12:15 PM	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	12:30 PM	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	12:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	TOTAL MD	5	5	2	3	0	0	9	4	0	0	0	0	0	0	2	1	0	2	0	0	0	0	0	33

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Oct 5, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Park and Harbor
EAST & WEST: 19th

PROJECT #: SC3096
LOCATION #: 8
CONTROL: NO CONTROL

		NORTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	7:30 AM	0	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	1	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
	8:15 AM	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
TOTAL AM		2	6	0	4	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
PM	04:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	4:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:45 PM	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	5:00 PM	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	5:15 PM	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	5:30 PM	3	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	
	5:45 PM	2	0	1	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
TOTAL PM		8	9	2	5	0	0	5	6	0	0	0	0	0	0	0	1	0	0	0	0	0	36	

		SOUTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
AM	7:00 AM	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	7:15 AM	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	7:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	7:45 AM	6	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
	8:00 AM	0	1	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
	8:15 AM	2	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
	8:30 AM	1	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	
	8:45 AM	0	4	2	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
TOTAL AM		16	13	8	6	0	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	53	
PM	04:00 PM	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
	4:15 PM	2	3	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
	4:30 PM	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	5	
	4:45 PM	1	2	1	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
	5:00 PM	2	0	4	1	0	0	1	2	1	1	2	2	0	0	0	0	0	0	0	0	0	16	
	5:15 PM	4	3	1	3	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	14	
	5:30 PM	0	5	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
	5:45 PM	5	5	1	2	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
TOTAL PM		17	22	9	14	0	0	10	10	1	1	2	2	0	0	0	2	0	0	0	0	0	90	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 6, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Park and Harbor
EAST & WEST: 19th

PROJECT #: SC3096
LOCATION #: 8
CONTROL: NO CONTROL

		NORTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
AM	7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
	7:15 AM	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	7:30 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	7:45 AM	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
TOTAL AM		8	4	4	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	20	
PM	04:00 PM	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	4:15 PM	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
	4:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL PM		3	3	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	11	

		SOUTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
AM	7:00 AM	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	7:15 AM	4	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
	7:30 AM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	7:45 AM	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
	8:00 AM	3	1	2	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	9	
	8:15 AM	3	4	2	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
	8:30 AM	4	3	3	4	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	20	
	8:45 AM	2	4	5	11	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	23	
TOTAL AM		21	16	17	20	0	0	10	1	0	0	0	0	0	0	2	0	0	1	0	0	0	88	
PM	04:00 PM	0	1	2	3	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
	4:15 PM	4	3	5	4	0	0	2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	20	
	4:30 PM	4	6	2	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
	4:45 PM	1	1	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
	5:00 PM	1	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	5:15 PM	2	3	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
	5:30 PM	3	2	2	1	0	0	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0	13	
	5:45 PM	2	4	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
TOTAL PM		17	20	15	18	0	0	11	11	0	1	1	1	0	0	0	0	0	1	0	0	0	96	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sat, Oct 2, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Park and Harbor
EAST & WEST: 19th

PROJECT #: SC3096
LOCATION #: 8
CONTROL: NO CONTROL

		NORTH SIDE																				TOTAL	
PEDS						BYCICLIST						WHEELCHAIR	STROLLERS	OTHER WHEELED DEVICE									
Male		Female		Child		Male		Female		Child				Male		Female		Child					
EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB	EB	WB	EB	WB				
MD	11:00 AM	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:15 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3
	11:30 AM	1	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:45 AM	1	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	12:00 PM	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	12:15 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:45 PM	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL MD		12	5	7	2	0	0	1	3	0	0	0	0	0	0	0	1	0	0	0	0	0	31

		SOUTH SIDE																				TOTAL	
PEDS						BYCICLIST						WHEELCHAIR	STROLLERS	OTHER WHEELED DEVICE									
Male		Female		Child		Male		Female		Child				Male		Female		Child					
EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB	EB	WB	EB	WB				
MD	11:00 AM	4	2	6	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	11:15 AM	3	1	3	4	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	15
	11:30 AM	5	6	2	2	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	19
	11:45 AM	4	1	2	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	9
	12:00 PM	3	1	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	12:15 PM	3	3	2	2	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	12:30 PM	4	6	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	12:45 PM	1	3	3	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
TOTAL MD		27	23	21	13	1	1	10	6	0	0	0	0	0	0	1	1	2	0	0	0	0	106

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Oct 5, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Harbor
EAST & WEST: 19th and Newport

PROJECT #: SC3096
LOCATION #: 9
CONTROL: NO CONTROL

		EAST SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB			
AM	7:00 AM	1	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	7:45 AM	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	8:00 AM	0	1	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	
	8:15 AM	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
TOTAL AM		7	4	3	4	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	24	
PM	04:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5
	4:15 PM	0	2	0	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	4:30 PM	1	3	2	1	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	11
	4:45 PM	1	1	5	4	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	14
	5:00 PM	3	4	1	1	1	1	0	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	19
	5:15 PM	2	2	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	5:30 PM	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:45 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL PM		9	14	14	18	2	3	2	6	2	2	1	1	0	0	0	0	2	1	0	0	0	0	77

		WEST SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB		NB	SB		
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL AM		1	0	0	2	0	0	1	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	11
PM	04:00 PM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:45 PM	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
TOTAL PM		3	7	3	1	0	0	3	4	0	1	0	0	0	0	0	0	0	1	0	1	0	0	24

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 6, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Harbor
EAST & WEST: 19th and Newport

PROJECT #: SC3096
LOCATION #: 9
CONTROL: NO CONTROL

		EAST SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB			
AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:15 AM	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	7:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	7:45 AM	2	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
	8:00 AM	1	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	
	8:15 AM	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	8:30 AM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
TOTAL AM		6	6	2	1	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	23	
PM	04:00 PM	2	2	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
	4:15 PM	3	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
	4:30 PM	1	1	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
	4:45 PM	4	7	1	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
	5:00 PM	1	1	0	4	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
	5:15 PM	2	1	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
	5:30 PM	1	3	1	3	0	1	0	1	0	0	0	0	0	0	2	1	0	1	0	0	0	14	
	5:45 PM	3	6	3	3	0	0	1	0	1	0	0	0	0	0	0	0	1	2	0	0	0	20	
TOTAL PM		17	22	7	19	1	1	12	7	1	0	0	0	0	2	1	1	3	0	0	0	0	94	

		WEST SIDE																		TOTAL				
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male			Female		Child	
		NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB		NB	SB		
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:45 AM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	8:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	8:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:30 AM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	8:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	4	
TOTAL AM		1	6	1	1	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	18	
PM	04:00 PM	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:30 PM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3	
	4:45 PM	3	0	6	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	12	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
	5:15 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
	5:30 PM	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	5:45 PM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
TOTAL PM		7	6	7	2	0	0	2	4	0	0	0	0	0	0	0	2	0	1	0	0	0	31	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sat, Oct 2, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Harbor
EAST & WEST: 19th and Newport

PROJECT #: SC3096
LOCATION #: 9
CONTROL: NO CONTROL

		EAST SIDE																		TOTAL		
PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
Male		Female		Child		Male		Female		Child						Male		Female			Child	
NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB					
MD	11:00 AM	0	2	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	6			
	11:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
	11:30 AM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
	11:45 AM	3	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	7			
	12:00 PM	1	2	2	3	0	0	0	3	0	1	0	0	0	0	0	0	0	11			
	12:15 PM	1	2	0	3	0	0	3	0	1	0	0	0	0	0	0	0	0	10			
	12:30 PM	2	2	1	1	0	0	1	0	0	2	0	0	0	0	0	1	0	7			
	12:45 PM	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
	TOTAL MD	14	11	6	10	0	1	4	4	1	0	0	0	0	0	0	0	0	51			

		WEST SIDE																		TOTAL		
PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
Male		Female		Child		Male		Female		Child						Male		Female			Child	
NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB					
MD	11:00 AM	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	11:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2			
	11:45 AM	2	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5			
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
	12:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2			
	12:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2			
	TOTAL MD	4	5	2	0	0	0	3	2	0	0	0	0	0	0	0	0	0	16			

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Oct 5, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Orange and Westminster
EAST & WEST: 17th

PROJECT #: SC3096
LOCATION #: 10
CONTROL: NO CONTROL

		NORTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
AM	7:00 AM	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	7:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
	7:30 AM	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	
	7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL AM		4	3	1	0	0	0	2	2	1	0	0	0	0	0	0	0	1	0	1	0	0	0	15
PM	04:00 PM	1	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	4:15 PM	1	1	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	4:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3
	4:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:00 PM	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	5:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
TOTAL PM		5	8	3	5	0	1	1	3	0	2	0	0	0	0	0	0	0	1	0	0	0	0	29

		SOUTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:45 AM	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	
	8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL AM		1	1	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8	
PM	04:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	5:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	5:15 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
TOTAL PM		5	2	0	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 6, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Orange and Westminster
EAST & WEST: 17th

PROJECT #: SC3096
LOCATION #: 10
CONTROL: NO CONTROL

		NORTH SIDE																						TOTAL
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female		Child		
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
AM	7:00 AM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	7:45 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	
	8:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
TOTAL AM		3	4	1	0	0	0	5	0	1	0	0	0	0	0	0	1	0	0	0	0	0	15	
PM	04:00 PM	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	6	
	4:15 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	
	4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	
	4:45 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	5:00 PM	1	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
	5:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	5:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	5:45 PM	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
TOTAL PM		9	5	7	4	0	0	3	1	0	1	0	0	0	0	0	1	1	0	0	0	0	32	

		SOUTH SIDE																						TOTAL
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female		Child		
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
TOTAL AM		0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	5	
PM	04:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	
	4:15 PM	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:45 PM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
TOTAL PM		2	3	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	10	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sat, Oct 2, 21

LOCATION: Costa Mesa
NORTH & SOUTH: Orange and Westminster
EAST & WEST: 17th

PROJECT #: SC3096
LOCATION #: 10
CONTROL: NO CONTROL

		NORTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
MD	11:00 AM	1	1	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6		
	11:15 AM	2	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6		
	11:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
	11:45 AM	1	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	8			
	12:00 PM	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			
	12:15 PM	1	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5			
	12:30 PM	2	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	10			
	12:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2			
	TOTAL MD	9	8	6	4	0	0	3	13	0	2	0	0	0	0	0	0	1	0	0	0	46		

		SOUTH SIDE																				TOTAL		
		PEDS						BYCICLIST						WHEELCHAIR		STROLLERS		OTHER WHEELED DEVICE						
		Male		Female		Child		Male		Female		Child						Male		Female			Child	
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			
MD	11:00 AM	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
	11:15 AM	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3			
	11:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
	11:45 AM	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3			
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	12:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2			
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	TOTAL MD	4	2	3	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	15			

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.

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.

- 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.

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| 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: <i>Evaluate the transportation system to ensure that it meets the City’s circulation goals.</i> | | |
| 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.*

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

- 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.

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.

Date: March 6, 2024

To: Costa Mesa Planning Commission

From: The Active Transportation Committee

Subject: Pedestrian Master Plan

The Active Transportation Committee (ATC) approved the proposed Pedestrian Master Plan (PMP) in June 2022. However, the ATC believes the PMP can be strengthened.

The ATC recommends the Planning Commission approve the proposed PMP but we *urge the Commission to make its approval conditional on the adoption of recommendations listed below.*

In 2018, the City Council approved an Active Transportation Plan (ATP) for Costa Mesa. It includes pedestrian elements but is primarily focused on bicycling. The PMP supplements the ATP and its recommendations align with the six major goals contained in the ATP.

Item 1 – the PMP, unlike the ATP, does not cover the entire area of the city. It includes only preselected “Pedestrian Project Corridors”.

The city’s goal is to establish a bicycle and pedestrian friendly environment *throughout* the city. The PMP is focused on nine defined Pedestrian Project Corridors. While the corridors include major commercial and retail streets with a lot of pedestrian activity there are other areas of the city where pedestrian infrastructure can also be improved.

For example, the city recently contracted with Kimley-Horn to produce a “Local Road Safety Plan”. The report was issued in May of this year. The report surveyed nine specific locations (called segments) and recommended improvements within each segment. Two of the segments are outside of the corridors selected for the PMP. They are Arlington Dr. and the intersection of Pomona and Victoria.

Adding these two locations to the PMP will expand its area of coverage and help with the goal of establishing a pedestrian friendly environment throughout the city.

In the future, other areas of the city need to be considered for inclusion in the PMP and a time frame should be established for making these decisions. Walk audits can help determine if other pedestrian sections should be added to the PMP. The ATC can help in this effort.

Item 1A – the PMP should incorporate two reports related to pedestrian infrastructure.

In 2022, the city received two other reports covering walking and biking. Both were conducted at the city’s request and both include recommendations to improve walking infrastructure. They are the Berkeley SafeTREC Complete Streets Safety Assessment and the previously mentioned Kimley-Horn Local Road Safety Plan.

There is some overlap between the three reports. The SafeTREC and LRSP reports augment the PMP with some of their findings, recommendations, or best practices. Choosing the better recommendations and/or implementation tools from the three reports should provide the city with a first-rate pedestrian network.

Recommendation:

- a.) Incorporate the two referenced reports into the PMP as addendums so they can be utilized in implementing the PMP. This will address issues highlighted in Items 1 and 1A.
- b.) Add a statement to the PMP that states it can be expanded to include other pedestrian areas within the city. We recommend within 12 months of final approval, by Council, additional areas in the city be reviewed to determine if other sections should be included in the PMP.

Item 2 - Implementation Plan.

The PMP is missing a critically important component, an implementation plan or time schedule. Chapter Seven addresses the importance of implementation plans and the prerequisite prioritization of projects. However, no specific language is in the PMP to create a plan.

The most effective way to execute the PMP is to follow a well thought out plan. Some things a plan needs to consider is prioritization of projects, funding, construction time frames, and project management. Also, a plan will provide all stakeholders an estimate of the time and cost to implement the PMP.

The City Council, Planning Commission, Staff, and ATC can all have a role in helping to establish an overall PMP plan.

Recommendation: Within 12 months of document approval add an implementation plan to the PMP.

In summary, the ATC believes implementing these two recommendations will improve the PMP to the benefit of all the residents of Costa Mesa.

If the Planning Commissioners have any questions, please feel free to contact the ATC.

Thank you

Ralph W Taboada – Chair

The overall recommendations in this letter were unanimously approved during our December 7, 2022 committee meeting. Vice Chair – Bridget Gleason Members - Andrew Barns, Bryan Estrada, Richard Huffman, Flo Martin, David Martinez, Jennifer Vavra, Jimmy Vivar, Trace Yulie, Alternates: Benjamin Lechler, Robert Morse