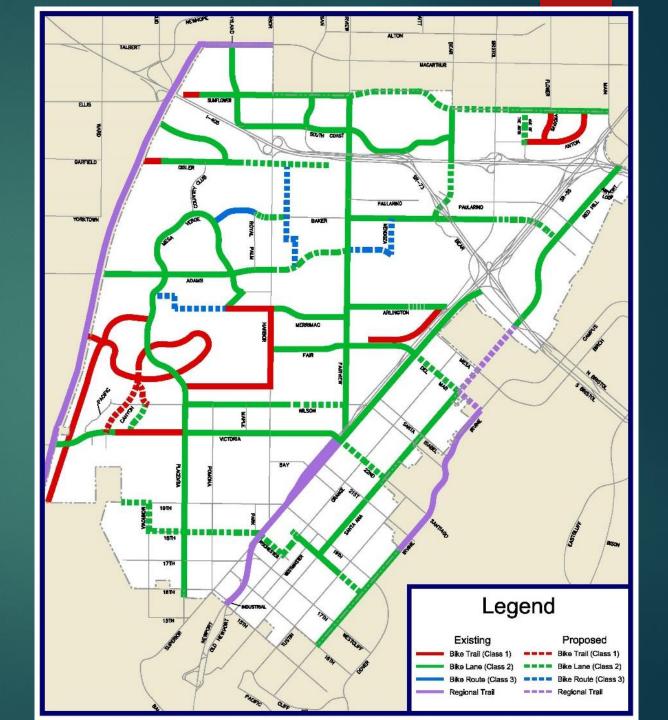
CITY OF COSTA MESA BIKEWAY & WALKABILITY COMMITTEE

JUNE 10, 2015

- Master Plan of Bikeways
 - Class 1 Multi-Use Trails
 - Class 2 Bike Lanes
 - Class 3 Bike Routes



Class 1 – Multi Use Paths

- ▶ Dedicated Facility
- Serves Pedestrians and Bicycles
- ▶ Minimizes Cross Flow





Optimal Bike Paths

- ► Long, Uninterrupted Segments
 - ▶ River Trails
 - ▶ Water Fronts
 - ► Flood Control Channel Corridors





Class 2 – Bike Lanes

- ▶ 5 ft. Beyond Marked Parking Stalls
- ▶ 4 ft. Beyond Pavement Edge
- ▶ 3 ft. Beyond Gutter

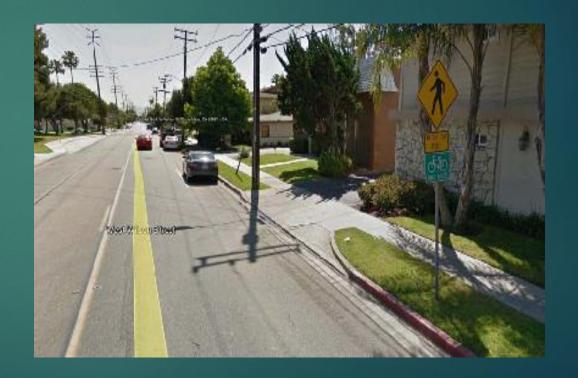




Class 3 – Bike Routes

► On-Street Signed Routes





Other Bicycle Facility Options

- ▶ Sharrows
- ▶ Bicycle Boulevards
- ▶ Bicycle Boxes
- ▶ Others?

Sharrows

- ▶ New, US Standard Pavement Marking
- ► Advises Motorists to Expect Bicyclists
- ► Advises Bicyclists to Ride in Safer Location
 - away from Parked Car Doors
- Useful with Class 3 Bikeways



New Standard Signs

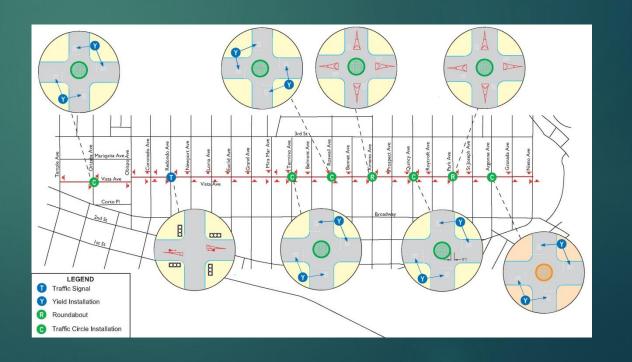




Bicycle Boulevard

- ► Minor Street Modified to Suit Bicycling
- ► Low Auto Traffic and Speeds
- ▶ Traffic Controls Optimized for Bicycling





KEY BICYCLE ISSUES

- Established Circulation System
- ▶ Past Focus on Movement of Vehicles
- Right-of-way Constraints
- Bicycle Population Growth Recreation and Commuter
- Renewed Interest on Bicycle Facilities at State Level and Local Level
- Complete Streets

Common Bicyclist Challenges

- Signals Cannot Detect Bicycles
- Network Connectivity
- Guide Signing
- Double Right Turn Lanes
- Major Arterials / High Speeds

Bicycle Facility Ideas for Built Communities

- ► Improve Bicycle Connectivity
- Update General Plan Policies
- Restripe to Narrow Lanes
- ▶ Prohibit Parking, if Possible
- ▶ Don't Discount Class III Facilities
- ▶ Tailor to Existing Funding Sources
- ▶ Look for Road Diets

