

**MINUTES OF THE REGULAR MEETING OF THE BIKEWAY AND WALKABILITY
COMMITTEE**

October 28, 2015

These meeting minutes represent an “action minute” format. A copy of the meeting audio tape can be obtained at the Public Services Department’s front counter located on the 4th floor of Costa Mesa City Hall. The Bikeway and Walkability Committee (BWC) of the City of Costa Mesa, California met in a regular meeting session at 6:30 p.m. on Wednesday, October 28, 2015.

1. CALL TO ORDER

The meeting was called to order by Chairman Ralph Taboada at 6:30 p.m. at the Costa Mesa Senior Center 695 West 19th Street, Costa Mesa, California.

2. ROLL CALL AND INTRODUCTIONS

Committee Members Present:

Chair, Ralph Taboada,
Vice-chair, Cynthia McDonald,
Member Andrea Marr,
Member Brian Valles,
Member Flo Martin,
Member James Kane,
Member Jim Erickson,
Member John C. Merrill,
Member Leah Ersoylu,
Member Richard Huffman II

Committee Members Absent:

Member Kathleen Brown,
Member Tony Capitelli,
Member Jim Kerins,
Brent Stoll, Chamber of Commerce,
Dr. Kirk Bauermeister, NMUSD

City Council Liaison Present:

Katrina Foley

Staff Present:

Ernesto Munoz, Public Services Director,
Raja Sethuraman, Transportation Services Manager,
Pritam Deshmukh, Associate Engineer,
Elizabeth Palacio, Engineering Technician II

Consultant Present:

Melissa Dugan, Stantec

3. PUBLIC COMMENTS

1. Beth Refakes recently attended the Fair board meeting where the Arlington Drive Bioswale project was presented and approved. She hopes that staff considers the issues with the gate access and the proposed trail and that they are looked at in depth. She hopes all alternatives are explored.
2. Dr. Dean Abernathy would like to suggest starting to plan out bike incentives with the Fair board to promote bicycle riding to the fair.
3. Student from the Honor Society at Orange Coast College would like to work with the Police Department to start a youth program that would teach young children about bike safety using bicycles that have been confiscated by the police. At the end of the program, the students would keep the bicycles that would otherwise be auctioned off.
4. Bob Graham is concerned with the "bike culture" at Fairview Park. He is concerned with the lack of consideration of bicycle riders not warning people as they approach pedestrians and other users on the trails.

4. APPROVAL OF MINUTES

The approval of the October 14, 2015 was rescheduled to be reviewed and approved at the next regular meeting on November 4, 2015.

5. OLD BUSINESS

- a. Review of Goals/Objectives/Policies/Programs for the Bicycle and Pedestrian Master Plan –Committee Discussion.

After discussion by the committee, Member Jim Erickson moved to accept objective 2.1 and approve all policies under objective 2.1, ***as written in the attached draft***, Vice-Chair Cynthia McDonald seconded the motion. The motion passed unanimously.

After discussion by the committee, Vice-Chair Cynthia McDonald moved to accept objective 2.2 and approve all policies under objective 2.2, ***as written in the attached draft***, Member John C. Merrill seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Andrea Marr moved to accept objective 2.3 and approve all policies under objective 2.3, ***as written in the attached draft***, Vice-Chair Cynthia McDonald seconded the motion. The motion passed unanimously.

After discussion by the committee, Vice-Chair Cynthia McDonald moved to accept objective 3.1 and approve all policies under objective 3.1, ***as written in the attached draft***, Member Jim Erickson seconded the motion. The motion passed unanimously.

- b. Presentation of September 2013 Public Outreach Meeting, Stantec

The presentation was rescheduled to be presented at the next regular meeting on November 4, 2015.

6. NEW BUSINESS

a. Approval Process for New Bicycle Lanes/Routes - Discussion

The discussion was rescheduled to the next regular meeting on November 4, 2015.

b. Items for Next Agenda

1. Continuation of the review of the revised draft of the Goals/Objectives/Policies/Programs for the Bicycle and Pedestrian Master Plan
2. Presentation of September 2013 Public Outreach Meeting, Stantec
3. Approval Process for New Bicycle Lanes/Routes - Discussion

7. COMMITTEE MEMBER COMMENTS

1. Member Flo Martin made a PowerPoint presentation on the current Costa Mesa Bicycle Parking Regulations. She highlighted many instances where the existing regulations were violated. The presentation is available on the City of Costa Mesa website.
2. Member James Kane brought up recently vacated right-of-way on 19th Street to the committee and asked if the City could reacquire that property. He mentioned a link to Massachusetts's new design guidelines for bikeway design, made on the Costa Mesa Bikeability Facebook page by Dr. Dean Abernathy.
3. Chair Ralph Taboada encouraged the committee to look at NATCO website. He attended the Fair board meeting where the Arlington Drive bio-swale project was approved. He asked staff to present that project to the committee in the future and give the residents an opportunity to comment on the project. He also requested that the Harbor Bicycle Trail project be presented to the committee in the future.
4. Richard Huffman II requested staff to look into a smaller and warmer meeting room.

8. CITY COUNCIL LIAISON COMMENTS

9. STAFF COMMENTS

10. NEXT REGULAR MEETING

Next regular meeting November 4, 2015 at 6:30 p.m. at the Costa Mesa Senior Center, 695 West 19th Street, Costa Mesa, California.

11. ADJOURNMENT

The meeting was adjourned at 9:20 p.m.

Submitted by:



Ralph Taboada, Chair

1.1 TABLE 1: GOALS, OBJECTIVES & POLICY ACTIONS – WORKING DRAFT

Goal 1.0: 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 5 E's (Education, Encouragement, Enforcement, Engineering, and Evaluation).

Objective 1.1: 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.

Policies

1.1.1. Develop an extensive bicycle and pedestrian back-bone network through the use of standard and appropriate innovative treatments.

1.1.2. Plan and install new bicycle lanes on major arterials, where feasible and appropriate.

1.1.3. Plan and install shared lane markings ("sharrows") and signage on appropriate existing and planned bicycle routes where bicycle lane implementation is demonstrated to be not feasible.

1.1.4.

1.1.5. Where feasible, Class I shared-use paths should be a priority for future developments.

1.1.6. Plan and install new shared-use paths in utility corridors and/or along flood control channels, and extend existing bicycle and shared-use paths.

1.1.7. Plan and complete north/south multi-purpose and bicycle routes through the City to augment the east/west route.

1.1.8. 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.

1.1.9. 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

1.1.10. Encourage bicycle projects that connect local facilities and neighborhoods to major bicycle corridors

1.1.11. 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.

1.1.12. 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.

1.1.13. Explore favorable opportunities to remove parking to accommodate bicycle lanes.

1.1.14. Identify favorable opportunities to retain parallel parking adjacent to sidewalks to maintain pedestrian safety.

1.1.15. Consider every street in Costa Mesa as a street that cyclists could use.

1.1.16. Link on-road and off-road bicycle and pedestrian facilities within Costa Mesa to existing and planned facilities in adjacent and regional jurisdictions.

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

1.1.18. Establish designated safe routes to schools for biking and walking.

1.1.19. Designate walkable districts in the City.

Objective 1.2: Provide end of trip facilities that support bicycle network.

Policies

1.2.1. Provide bike parking and bike-related amenities at public facilities and along public right-of-way.

1.2.2. Pursue public-private partnerships to furnish local businesses with secure bike parking and other related amenities.

1.2.3. 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.

1.2.4. Work with local schools and colleges to provide ample and secure bike parking and other related amenities for students and employees.

1.2.5. Work with OCTA to maximize bicycle amenities, such as bus stop solar lighting and bicycle lockers, at high-volume transit stops.

1.2.6. Prioritize the installation of bicycle-scale and/or pedestrian-scale lighting.

1.2.7. Encourage and incentivize providing attended bicycle parking services, such as a bicycle valet, at major City events, OC Fair, Farmer's Markets, holiday festivals, and other community events.

1.2.8. 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.

Objective 1.3: 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).

Policies

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

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

1.3.3. Develop and implement a bicycle sharing system.

1.3.4. Proposed new mode split goals:

50% motor vehicles

10% transit

10% bicycles

20% walking

10% carpools, taxi, Uber and other forms

1.3.5. Establish a goal for all trips of less than 3 miles to be 30 percent by bicycle, and establish a goal for all trips of less than 1 mile to be 30 percent by walking.

1.3.6. Consider implementing a small scale transportation system to encourage mode shift to popular destinations as defined by users.

Goal 2.0: Create a Safer Place to Walk and Ride a Bicycle

Provide a safe, convenient and attractive bicycling and pedestrian environment through application of design standards, uniform signage, enforcement of traffic laws and maintenance practices to encourage and increase the use of bicycle and pedestrian facilities.

Objective 2.1: Develop bicycle and pedestrian facilities with approved uniform design standards, and implementation of wayfinding signage providing information on various destinations.

Policies

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

2.1.2. Provide and maintain bicycle and pedestrian signal detectors, informational signage, and lighting, along City bikeways.

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

2.1.4. 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 (shared use path) feature. Encourage the use of sustainable drainage designs, such as bio-swales.

2.1.5. 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.

2.1.6. Crosswalks will include high visibility crossing treatments.

Objective 2.2: Continue and expand enforcement activities that enhance safety of bicyclists on bike paths and roadways.

Policies

2.2.1. Enforce laws that reduce bicycle/pedestrian/motor vehicle incidents and conflicts.

2.2.2. Train police officers on bicyclists' rights and responsibilities and bicycle/pedestrian/vehicle collision evaluation.

2.2.3. 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.

2.2.4. Promote efficient reporting mechanisms for behaviors that endanger cyclists and pedestrians

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

Objective 2.3: Maintain bicycle and pedestrian facilities that are clear of debris and provide safe conditions for all users.

Policies

- 2.3.1. Establish routine maintenance schedule/standards for bicycle and pedestrian facilities for sweeping, litter removal, landscaping, repainting of striping, signage, and signal actuation devices.
- 2.3.2. 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.
- 2.3.3. Establish procedures for responding to citizen reports in a timely manner.
- 2.3.4. Where feasible reduce or eliminate conflict points such as driveways that cross the sidewalk.

Goal 3.0: 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.

Objective 3.1: Consider bicycle and pedestrian facilities during land use planning process.

Policies

- 3.1.1. Incorporate the Costa Mesa Bicycle and Pedestrian Master Plan into the City's General Plan Update.
- 3.1.2. Ensure that all current and proposed land use planning is consistent with the Costa Mesa Bicycle and Pedestrian Master Plan.
- 3.1.3. Require new developments provide adequate bicycle parking and pedestrian access.
- 3.1.4. Collaborate with property owners to increase bicycle parking over time.
- 3.1.5. Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.
- 3.1.6. Provide a fully integrated network of modern active transportation facilities to and from major activity centers and residential centers.
- 3.1.7. Identify areas where an increase in the need for active transportation can reasonably be anticipated due to housing/business growth.
- 3.1.8. Make commercial and recreational areas more enjoyable for pedestrians by implementing measures such as providing shade, planting trees, eliminating visible parking lots, vacant lots, and long stretches of bland building fascia.
- 3.1.9. Develop creative, artistic and functional bicycle parking solutions and install them throughout the City as a standard.