

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

November 18, 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, November 18, 2015.

1. CALL TO ORDER

The meeting was called to order by Chair Ralph Taboada at 6:33 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 Flo Martin,
Member James Kane,
Member Jim Erickson,
Member John C. Merrill,
Member Richard Huffman II,
Member Tony Capitelli,
Brent Stoll, Chamber of Commerce

Committee Members Absent: Member Andrea Marr,
Member Brian Valles,
Member Jim Kerins,
Member Kathleen Brown,
Member Leah Ersoylu,
Dr. Kirk Bauermeister, NMUSD

City Council Liaison Absent: Katrina Foley

Staff Present: Raja Sethuraman, Transportation Services Manager,
Pritam Deshmukh, Associate Engineer,
Elizabeth Palacio, Engineering Technician II

Consultant Present: Rock Miller, Stantec

3. PUBLIC COMMENTS

1. Geoff West recognized that the process was slow but the committee was doing a great job. As a resident of the city, he thanked the committee for their work and encouraged them to keep it up.
2. Beth Refakes called for a plan to educate bicyclists. She gave an example of a bicyclist running a stop sign while riding with a child. She said that bicyclists not only endanger themselves, they also endanger drivers.

4. APPROVAL OF MINUTES

Chair Ralph Taboada opened the items for discussion. Member Jim Erickson made a motion to approve the October 28, 2015 minutes, Member James Kane seconded the motion, the motion passed 7-0, and Member Tony Capitelli abstained.

Member Flo Martin made a motion to approve the November 4, 2015 minutes, Vice-Chair Cynthia McDonald seconded the motion, the motion passed 6-0, Member Jim Erickson and Member Brent Stoll abstained.

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 John C. Merrill moved to accept objective 4.1, **as written in the attached draft**, Member Jim Erickson seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Tony Capitelli moved to accept policies 4.1.1 through 4.1.7, **as written in the attached draft**, Member Flo Martin seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Flo Martin moved to accept objective 4.2, **as written in the attached draft**, Member Richard Huffman II seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Richard Huffman II moved to accept policies 4.2.1 through 4.2.4, **as written in the attached draft**, Member Brent Stoll seconded the motion. The motion passed unanimously.

After discussion by the committee, Member John C. Merrill made a motion to move objective 4.1 and policies 4.1.1 through 4.1.7 as new objective 2.4 and new policies 2.4.1 through 2.4.7, **as written in the attached draft**, Member Jim Erickson seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Richard Huffman II made a motion to move policy 4.2.1 as new policy 2.1.7, **as written in the attached draft**, Member Brent Stoll seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Richard Huffman II made a motion to move objective 4.2 and policies 4.2.2 through 4.2.4 as new objective 2.5 and new policies 2.5.1 through 2.5.3, **as written in the attached draft**, Member Brent Stoll seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Richard Huffman II made a motion to create a new goal number five, **as written in the attached draft**, Member Brent Stoll seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Flo Martin moved to accept objective 5.1, Member Jim Erickson seconded the motion. The motion passed unanimously.

After discussion by the committee, Member John C. Merrill moved to re-open objective 5.1 for further discussion, Vice-Chair Cynthia McDonald seconded the motion. The motion passed unanimously.

After discussion by the committee, Member John C. Merrill moved to accept amended objective 5.1, **as written in the attached draft**, Member Brent Stoll seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Richard Huffman II moved to accept policies 5.1.1 through 5.1.6, **as written in the attached draft**, Member Jim Erickson seconded the motion. The motion passed 7-0, Member John C. Merrill abstained.

After discussion by the committee, Member Jim Erickson moved to accept objective 5.2, **as written in the attached draft**, Member Richard Huffman II seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Flo Martin moved to accept policies 5.2.1 through 5.2.3, **as written in the attached draft**, Member Jim Erickson seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Tony Capitelli moved to accept objective 6.1, **as written in the attached draft**, Member John C. Merrill seconded the motion. The motion passed unanimously.

After discussion by the committee, Member John C. Merrill moved to accept policies 6.1.1 through 6.1.4, **as written in the attached draft**, Member Jim Erickson seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Tony Capitelli moved to accept objective 6.2, **as written in the attached draft**, Member Jim Erickson seconded the motion. The motion passed unanimously.

After discussion by the committee, Vice-Chair Cynthia McDonald moved to accept policies 6.2.1 through 6.2.5, **as written in the attached draft**, Member Flo Martin seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Brent Stoll moved to accept objective 6.3, **as written in the attached draft**, Member Jim Erickson seconded the motion. The motion passed unanimously.

After discussion by the committee, Vice-Chair Cynthia McDonald moved to accept policies 6.3.1 through 6.3.3, **as written in the attached draft**, Member James Kane seconded the motion. The motion passed unanimously.

After discussion by the committee, Vice-Chair Cynthia McDonald made a motion to delete goal number four, Member Jim Erickson seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Jim Erickson made a motion to move goal number 5, objectives 5.1 and 5.2, and policies 5.1.1 through 5.1.6 and 5.2.1 through 5.2.3 as new goal number 4, objectives 4.1 and 4.2, and policies 4.1.1 through 4.1.6 and 4.2.1 through 4.2.3, **as written in the attached draft**, Member James Kane seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Richard Huffman II made a motion to move goal number 6, objectives 6.1, 6.2, and 6.3, and policies 6.1.1 through 6.1.4, 6.2.1 through 6.2.5, and 6.3.1 through 6.3.3 as new goal number 5, objectives 5.1, 5.2, and 5.3, and policies 5.1.1 through 5.1.4, 5.2.1 through 5.2.5, and 5.3.1 through 5.3.3, **as written in the attached draft**, Member Brent Stoll seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Flo Martin moved to amend goal number 2, **as written in the attached draft**, Vice-Chair seconded the motion. The motion passed unanimously.

The committee briefly discussed the possibility of creating a new goal number six using objective 4.2 and 5.3 as the foundation. No formal action was taken on the discussion. This section of the Goals/Objectives/Policies/Programs for the Bicycle and Pedestrian Master Plan will be discussed at the next regular meeting.

6. NEW BUSINESS

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

The discussion was rescheduled to the next regular meeting on December 2, 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. Approval Process for New Bicycle Lanes/Routes - Discussion

7. COMMITTEE MEMBER COMMENTS

1. Member Jim Erickson asked staff if the Suggested Routes to School Maps were available for the public. Raja Sethuraman agreed to make those maps available online on the Bikeway and Walkability Committee page on the city website.
2. Member John C. Merrill brought the N.A.C.T.O book to the meeting, he will share it with the committee at the next meeting.
3. Chair Ralph Taboada noted that Santa Monica implemented a bike share program last week. He wasn't sure how many kiosks they had.

4. Member Brent Stoll further added to Chair Ralph Taboada's comment regarding Santa Monica's bike share program and explained that the kiosks were located everywhere. He mentioned the bikes can be left anywhere and an operator will balance them out. He said that once the Metro goes in, the bikes will help with the last mile. He also pointed out that the City of Santa Monica has established a zero net trips generation goal.

8. CITY COUNCIL LIAISON COMMENTS

9. STAFF COMMENTS

1. Transportation Services Manager Raja Sethuraman reminded everyone of the upcoming General Plan EIR Scoping Meeting taking place November 30, 2015 at City Hall in the Council Chambers at 6:00 p.m.

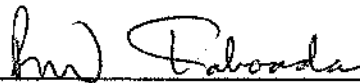
10. NEXT REGULAR MEETING

Next regular meeting December 2, 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 9:25 p.m.

Submitted by:



Ralph Taboada, Chair

1.1 TABLE 1: GOALS, OBJECTIVES & POLICY ACTIONS – 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. Where feasible, Class I shared-use paths should be a priority for future developments.

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

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

1.1.7. 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.

1.1.8. 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

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

1.1.10. 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.

1.1.11. 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.

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

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

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

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

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

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

1.1.18. 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. Apply design standards, enforcement of traffic laws, maintenance practices and safety awareness campaigns 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 bioswales.

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.

2.1.7. Paint direction arrows on all bike lanes and bike paths to reduce the risk of collisions.

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.

Objective 2.4: Increase education of bicycle and pedestrian safety through programs and training of school children and public.

Policies

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

2.4.2. Provide multilingual bicycle-safety maps & brochures (print and electronic versions) in languages that are widely used in Costa Mesa.

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

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

2.4.5. Provide a user education program developed and promoted to encourage proper trail use and etiquette.

2.4.6. 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.

2.4.7. Develop and distribute education material regarding bicycle and pedestrian responsibilities and laws.

Objective 2.5: Monitor and Analyze Bicycle and Pedestrian Safety.

Policies

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

2.5.2. 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).

2.5.3. Conduct Roadside Safety Audits (RSA's) on a regular basis to provide periodic snapshots of roadway safety, including bicycle, pedestrian, equestrian, skateboard, and other non-motorized modes of travel.

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.

Objective 3.2: Integrate bicycle and pedestrian facility improvements during planning, design and implementation of transportation projects.

Policies

- 3.2.1. 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.
- 3.2.2. Establish Bike Boulevards on streets with low traffic volumes and slow speeds to encourage bicycling.
- 3.2.3. Support the incorporation of bicycle and pedestrian facilities into capital improvement projects, where appropriate to maximize leveraging of funds.
- 3.2.4. 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.
- 3.2.5. Improve the safety of all road users through the implementation of neighborhood traffic calming treatments.
- 3.2.6. Detours through or around construction zones should be designed for safety, and convenience, and with adequate signage for cyclists and pedestrians.
- 3.2.7. 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.

Goal 4.0: 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.

Objective 4.1: 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.

Policies

- 4.1.1. 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.
- 4.1.2. 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.
- 4.1.3. Promote bicycling and walking at City-sponsored and public events, such as Earth Day, Bike to Work Day/Month, farmer's markets, public health fairs, art walks, craft fairs, civic events.
- 4.1.4. Encourage and promote bicycle related businesses within Costa Mesa including, but not limited to, involvement of civic clubs and organizations.
- 4.1.5. 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, bike to work/school, senior walks, historic walks, and ciclovias.
- 4.1.6. 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.
- 4.1.7. Encourage participation in bicycle and pedestrian promotion activities by education facilities, arts programs, active transportation clubs, and entertainment providers.
- 4.1.8. Achieve "Silver Level Bicycle Friendly Community" by League of American Bicyclists by 2025.
- 4.1.9. Achieve "Walk Friendly Community" status from WalkFriendly.org by 2025.
- 4.1.10. Achieve "HEAL City" designation by 2017.

Goal 5.0: 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.

Objective 5.1: Improve air quality, public health and reduce ambient noise by promoting Active Transportation programs.

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

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

5.1.3. Increase pedestrian and bicycle trips, thereby reducing vehicle trips and Vehicle Miles Traveled.

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

Objective 5.2: Provide Economic Incentives for expanding and enhancing bicycle and pedestrian facilities.

5.2.1. Incentivize the business community to support pedestrians and bicycle users in tangible ways.

5.2.2. 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.

5.2.3. Encourage developers to include features, amenities and programs that are proven to increase walking and/or bicycling.

5.2.4. Offer incentives for businesses whose employees walk or bike to work.

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

Goal 6.0: Monitor, evaluate and pursue funding for implementation of Bicycle Master Plan

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

Objective 6.1: Continuously monitor and evaluate Costa Mesa's implementation progress of Bicycle Master Plan policies, programs, and projects.

Policies

6.1.1. Establish a monitoring program or database to measure the effectiveness and benefits of the Costa Mesa Bicycle Master Plan.

6.1.2. Track citywide trends in bicycle commuting through the use of Census data, bicycle counts, travel surveys, and online surveys as part of annual reviews of the General Plan.

6.1.3. Ensure that Bicycle Master Plan programs and projects are implemented in an equitable manner, geographically and socioeconomically.

Objective 6.2: Pursue grants and other sources for funding bicycle and pedestrian projects.

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

6.2.2. Pursue multiple sources of funding and support efforts to maintain or increase federal, state and local funding for the implementation of City's Bicycle Master Plan.

6.2.3. Consider designating a portion of development traffic impact fees to improve bicycle and pedestrian facilities.