

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

**October 14, 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 4<sup>th</sup> 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 14, 2015.**

**1. CALL TO ORDER**

The meeting was called to order by Chairman Ralph Taboada at 6:31 p.m. at the Costa Mesa Senior Center 695 West 19<sup>th</sup> Street, Costa Mesa, California.

**2. ROLL CALL AND INTRODUCTIONS**

Committee Members Present: Chair, Ralph Taboada,  
Vice-chair, Cynthia McDonald,  
Member Andrea Marr,  
Member Flo Martin,  
Member James Kane,  
Member Jim Erickson,  
Member John C. Merrill,  
Member Leah Ersoylu,  
Member Richard Huffman II,  
Brent Stoll, Chamber of Commerce,  
Dr. Kirk Bauermeister, NMUSD

Committee Members Absent: Member Brian Valles,  
Member Kathleen Brown,  
Member Tony Capitelli,  
Member Jim Kerins

City Council Liaison Present: 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 mentioned that the last meeting went great.

### 4. APPROVAL OF MINUTES

Chairman Ralph Taboada opened the item for discussion. The committee recommended a few changes to be made to the minutes. Councilmember Foley Chair directed staff to include a "Committee Comments" section in the minutes when committee comments are made. Member Jim Erickson made a motion to approve the corrected minutes, Member Andrea Marr seconded the motion, the motion passed unanimously.

### 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 Richard Huffman II moved to accept objective 1.1, **as written in the attached draft**, Member Flo Martin seconded the motion. The motion passed unanimously.

After discussion by the committee, Member John C. Merrill moved to approve all policies under objective 1.1, **as written in the attached draft**, Member Andrea Marr seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Flo Martin moved to accept objective 1.2, **as written in the attached draft**, Vice-Chair Cynthia McDonald seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Andrea Marr moved to approve all policies under objective 1.2, **as written in the attached draft**, Member Jim Erickson seconded the motion. The motion passed unanimously.

After discussion by the committee, Member Jim Erickson moved to accept objective 1.3, **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 individually approve policy 1.3.4 with no changes under objective 1.3, **as written in the attached draft**, Vice-Chair Cynthia McDonald seconded the motion. The motion passed 9 to 3 with Members Brent Stoll, Jim Erickson, and John C. Merrill voting no.

After discussion by the committee, Vice-Chair Cynthia McDonald moved to approve policies 1.3.1, 1.3.2, 1.3.3, and 1.3.5 under objective 1.3, **as written in the attached draft**, Member Richard Huffman II 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 October 28, 2015.

**6. NEW BUSINESS**

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

The discussion was rescheduled to the next regular meeting on October 28, 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 Jim Erickson brought up the closure of the pedestrian breaks on the walls along Victoria Street and expressed concerns with the lack of proper noticing. He suggested expanding the notification area to include the entire neighborhood and include sending a notice to the principal at Victoria Elementary School and Dr. Bauermeister at the Newport Mesa Unified School District.
2. Member Brent Stoll, made a recommendation to invite Pete Van Nuys, a representative from the OC Bicycle Coalition, to make an educational presentation to the committee at a future meeting.
3. Member James Kane, mentioned a post made on the Costa Mesa Bikeability Facebook page by Dr. Dean Abernathy for the CicLAvia taking place on October 19, 2015.

**8. CITY COUNCIL LIAISON COMMENTS**

**9. STAFF COMMENTS**

**10. NEXT REGULAR MEETING**

Next regular meeting October 28, 2015 at 6:30 p.m. at the Costa Mesa Senior Center, 695 West 19<sup>th</sup> Street, Costa Mesa, California.

**11. ADJOURNMENT**

The meeting was adjourned at 9:07 p.m.

Submitted by:

  
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Ralph Taboada, Chair

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

<p><b>Goal 1.0:</b> 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).</p>
<p><b>Objective 1.1:</b> 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.</p>
<p><b>Policies</b></p> <p><b>1.1.1.</b> Develop an extensive bicycle and pedestrian back-bone network through the use of standard and appropriate innovative treatments.</p> <p><b>1.1.2.</b> Plan and install new bicycle lanes on major arterials, where feasible and appropriate.</p> <p><b>1.1.3.</b> 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.</p> <p><b>1.1.4.</b> Where feasible, Class I shared-use paths should be a priority for future developments.</p> <p><b>1.1.5.</b> Plan and install new shared-use paths in utility corridors and/or along flood control channels, and extend existing bicycle and shared-use paths.</p> <p><b>1.1.6.</b> Plan and complete north/south multi-purpose and bicycle routes through the City to augment the east/west route.</p> <p><b>1.1.7.</b> 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.</p> <p><b>1.1.8.</b> 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.</p> <p><b>1.1.9.</b> Encourage bicycle projects that connect local facilities and neighborhoods to major bicycle corridors</p> <p><b>1.1.11.</b> 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.</p> <p><b>1.1.12.</b> 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.</p> <p><b>1.1.13.</b> Explore favorable opportunities to remove parking to accommodate bicycle lanes.</p> <p><b>1.1.14.</b> Identify favorable opportunities to retain parallel parking adjacent to sidewalks to maintain pedestrian safety.</p>

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.