



Costa Mesa Community Pedestrian & Bicycle Safety Training Summary and Recommendations Report



OCTOBER 2020



Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.



City of Costa Mesa, California

Acknowledgements

A special thank you to the Planning Committee for inviting us into their community and partnering with us to make Costa Mesa a safer place to walk and bike!

Planning Committee

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David Martinez	Community Member
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We would like to express our gratitude to Arlis Reynolds, Costa Mesa City Councilmember, for bringing the Planning Committee together. Thank you to Valerie Hernandez of KTI Translations for the simultaneous live interpretation from English to Spanish. We would also like to acknowledge the community members who participated in the workshop. Their collective participation meaningfully informed and strengthened the workshop's outcomes.

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Executive Summary

The Community Pedestrian and Bicycle Safety Training (CPBST) is a statewide project of California Walks (Cal Walks) and the University of California at Berkeley’s Safe Transportation Research and Education Center (SafeTREC). The CPBST engages residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities.

The Costa Mesa CPBST was collaboratively planned and facilitated by the Planning Committee, Cal Walks, and SafeTREC (Project Team) to:

- 1. Improve walking and biking in Costa Mesa; and
- 2. Create a community vision with neighbors.

The August 28, 2020, training consisted of:

- An overview of the 3 E’s strategies to improve walking and biking safety: Equity, Engineering, and Education;
- Walking and biking assessments along three (3) key routes; and
- Action-planning sessions to prioritize and plan for community programs, and infrastructure projects.

Data

The Project Team and Planning Committee reviewed data which demonstrated a safety concern in the area. From 2014 to 2018, there were 162 pedestrian victims and 238 bicycle victims in Costa Mesa. Over the 10-year period, 2009 to 2018, pedestrian injuries appeared to be mostly stable with a trend that remains constant while bicycle injuries appeared to be on a downward trend. A full discussion of pedestrian and bicycle collisions can be found in the CPBST report.

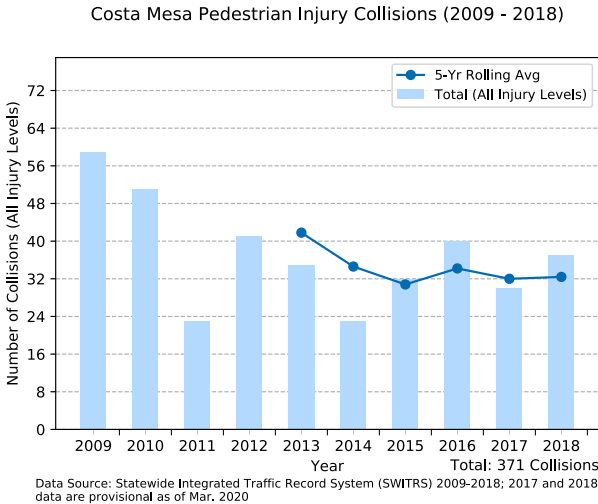


Figure 1: Pedestrian Injury Collisions (2014-2018)

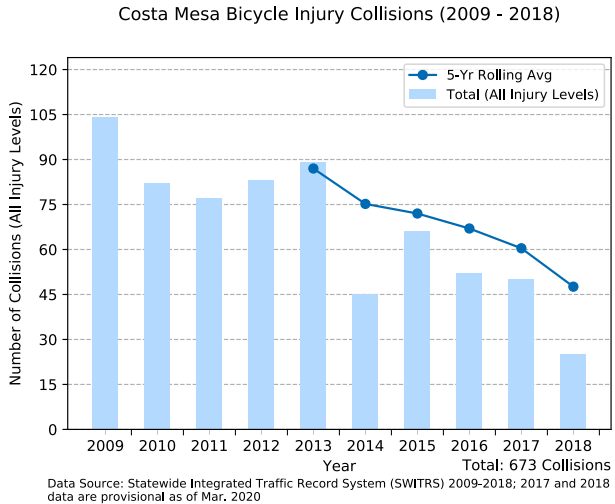


Figure 2: Bicycle Injury Collisions (2014-2018)

PLANNING COMMITTEE

The Planning Committee consisted of representatives from the Costa Mesa City Council, the Newport-Mesa Unified School District, Costa Mesa Alliance for Better Streets, and members of the City's Bikeway and Walkability Committee.

WORKSHOP PARTICIPANTS

Workshop participants were community members and/or representatives from the Planning Committee, parents, and students from Orange Coast College.

For a more detailed discussion of the workshop, please download the full report on the SafeTREC or Cal Walks website.

Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.

Walking & Biking Assessment

Workshop participants conducted walking and biking assessments along three (3) key routes used by Costa Mesa residents to walk, bike, drive, and use public transit along town. Participants were asked to:

- Identify community assets;
- Assess infrastructure conditions; and
- Observe how road users are engaging with the built-environment.

Participants expressed concerns around:

- Crossing challenges;
- Lack of bike infrastructure; and
- Driver behavior.

Community Recommendations

During the action planning sessions, participants prioritized and outlined preliminary plans for the following community programs and infrastructure projects aimed at increasing the health and safety of the community:

- Pedestrian & Bicycle Infrastructure Enhancements along West 19th Street;
- A Bike Lane Demonstration; and
- A Community Engagement Campaign.

Cal Walks & SafeTREC Recommendations

The following are recommendations for bicycle and pedestrian safety improvements:

- Implement a Safe Routes to School Walking School Bus for hybrid learning;
- Conduct a Shade Tree Assessment along the 19th Street Corridor;
- Start a Costa Mesa City Streets Bike Rack Program; and
- Administer a Senior Safety Zone Assessment.

Introduction

The Community Pedestrian and Bicycle Safety Training (CPBST) is a statewide project of California Walks (Cal Walks) and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC). The CPBST engages residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities.

The Costa Mesa CPBST was collaboratively planned and facilitated by the Planning Committee, Cal Walks, and SafeTREC (Project Team) to:

1. Improve walking and biking in Costa Mesa; and
2. Create a community vision with neighbors.

The training took place on August 28, 2020 via Zoom and convened 48 participants, including Orange Coast College students, Costa Mesa Planning Department staff, and Caltrans representatives.

The training consisted of:

- An overview of the 3 E's strategies to improve walking and biking safety: Equity, Engineering, and Education;
- Walking and biking assessments along three (3) key routes; and
- Action planning sessions to prioritize and plan for community programs, and infrastructure projects.

This report summarizes the workshop proceedings, including the community and Project Team's recommendations for community programs, and infrastructure projects to improve walking and biking safety in Costa Mesa.

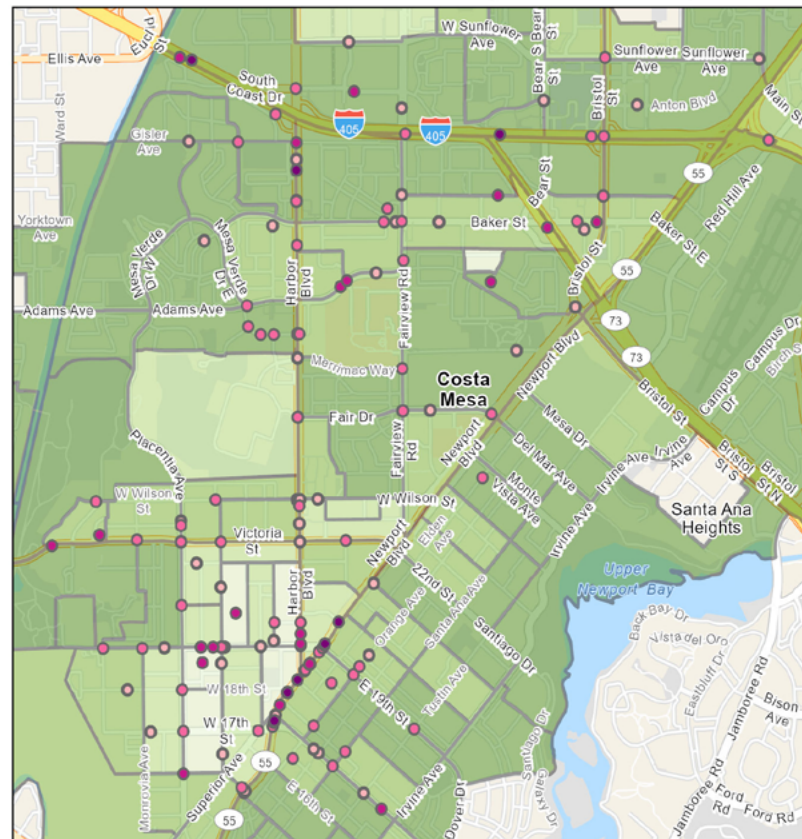
Pedestrian and Bicycle Collision History

The following data is based on police-reported pedestrian and bicycle collisions resulting in injuries to pedestrians¹ and bicyclists within the city of Costa Mesa. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2009 to 2018. Collision data for 2017 and 2018 are provisional as of December, 2019. A full discussion of the pedestrian and bicycle crash data can be found in Appendix A.

Pedestrian Collisions

Over the 10-year period between 2009 and 2018, pedestrian collisions appear to be mostly stable with a trend that remains constant. In the most recent five years of data available, 2014 to 2018, fatal and severe collisions occurred mostly along Newport Boulevard. The second most prominent cluster of crashes were near Orange Coast College on Harbor Boulevard and along West 19th Street. There were nine collisions in which pedestrians suffered fatal injuries, six on Newport Boulevard, two on Interstate 405 and one on Harbor Boulevard. Pedestrian collisions occurred primarily during the late afternoon/evening time, with a peak on Fridays and Saturdays from 3 p.m. to 9 p.m. The two major collision factors were due to driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk (25.2 percent) and pedestrian failure to yield right-of-way to vehicles when crossing outside

Costa Mesa Pedestrian Collision Map with Income (2014 - 2018)



Collision Severity (2014-2018)

- Fatal (9)
- Injury (Severe) (21)
- Injury (Other Visible) (71)
- Injury (Complaint of Pain) (56)

2017 Median Household Income

- < 35K
- 35K - 50K
- 50K - 75K
- > 75K

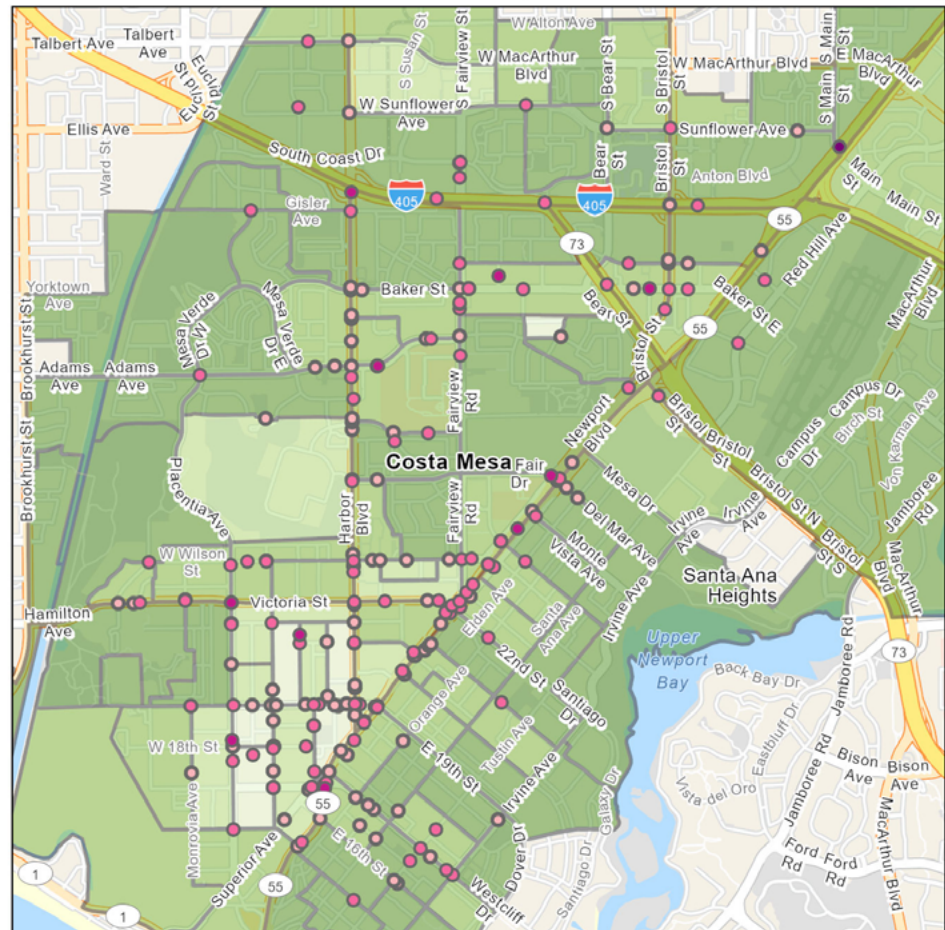
of a marked or unmarked crosswalk. There were 162 pedestrian victims, including 9 fatalities and 21 severe injuries. Over 61 percent of victims were male, while about 38 percent were female or unidentified. 43 percent of victims were between the ages of 15 and 34.

¹ A pedestrian is defined as any person who is afoot or using a non-motorized personal conveyance other than a bicycle. This includes skateboards, strollers, wheelchairs, and any electric assistive mobility device. Pedestrians have the right-of-way at marked and unmarked crossings, and drivers are legally required to yield to pedestrians in these instances. However, when pedestrians cross outside of a marked or unmarked crosswalk, pedestrians must yield the right-of-way to drivers. A pedestrian is legally allowed to cross outside of a marked or unmarked crossing between two intersections where one or none of the intersections is signalized but only after the pedestrian yields the right-of-way to oncoming drivers. This is not the same as "jaywalking," which refers to crossing outside of a marked or unmarked crossing between two signalized intersections.

Bicycle Collisions

Over the 10-year period between 2008 and 2019, bicycle collisions appear to be on a downward trend. In the most recent five years of data available, 2014 to 2018, bicycle collisions are concentrated on Harbor Boulevard, West 19th Street, and Newport Boulevard. Bicycle collisions occurred mainly on weekdays during lunch hours, with a peak on Wednesdays and Thursdays noon to 6 p.m. The top primary collision factor was driver failure to yield right-of-way when entering/crossing a highway (22.7 percent)². There were 238 bicyclist victims, including 1 fatality and 10 suspected serious injuries. About 77 percent of bicyclist victims were male, and about 42.7 percent of bicyclist victims were between the ages of 15 and 34.

Costa Mesa Bicycle Collision Map with Income (2014 - 2018)



Collision Severity (2014-2018)

- Fatal (1)
- Injury (Severe) (10)
- Injury (Other Visible) (103)
- Injury (Complaint of Pain) (119)

2017 Median Household Income

- < 35K
- 35K - 50K
- 50K - 75K
- > 75K

² These violations could have either been committed by a motor vehicle driver or bicyclist, since bicycles are considered vehicles and therefore must follow all the same rules of the road as vehicles

Costa Mesa Asset Map

During the virtual site visit, the Project Team led the Planning Committee through an Asset Mapping exercise to identify resources and assets in the West Costa Mesa neighborhood that could help them achieve their walking and biking safety goals. Together, they identified the following resources and assets in the Costa Mesa community:

People

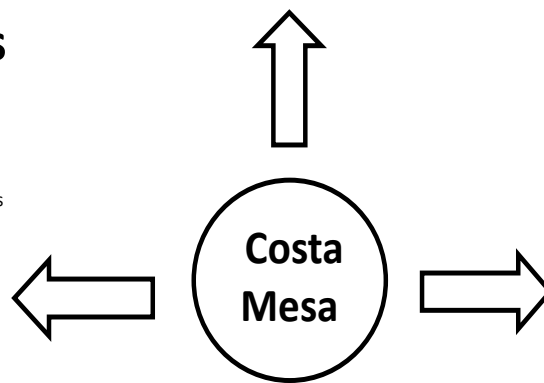
- Alex Crawford, Runs local nonprofit news show (Good Morning Newport)
- Salina Mendoza, Local artist
- Sarah Goodman, Artist
- Anais Tangie ,Local business community leader and engagement specialist
- Manuel Chavez, Councilmember
- Ian Stevenson, Trellis Director
- Kyle Kennelly and Becca, Semi-Tropic wine owners on West 19th Street and they have a coffee shop nearby
- Marbella, ELAC
- Rebekah Robeck, Be Kind Campaign in Costa Mesa
- Heyward Bradford, Student at Costa Mesa HS, National Honors Society Pres.
- Armando, ELAC
- David Yardley, Runs Moongoat Coffee
- Miriam, ELAC
- Jesse Fortune, Artist, 1980
- Caitlyn Roum and Alexis Votran, CMHS students and influencers
- Cynthia MdDonald and Rick Huffman, Chair of Bikeway and Walkability
- Jim Erickson, Chair of Costa Mesa Parks and Rec Committee
- Ally Garvin, Neat Coffee Owner
- Olga Parra, Community Volunteer
- Tyler, Owner of Triangle Square at SR 55 and 19th Street

Organizations

- Save Our Youth (SOY)
- Associated Students of Orange Coast College
- Costa Mesa Alliance for Better Streets
- Trellis
- Wilson Learning Center
- Boys and Girls Club
- Bikeway/Walkability Committee
- NHS and Key Club at CMHS
- YMCA
- Share Our Selves (SOS)
- Someone Cares Soup Kitchen
- Costa Mesa Historical Society
- Costa Mesa Senior Center
- Costa Mesa Women’s Club
- Girls Inc.
- Friends of the Costa Mesa Library
- I heart CM
- PTA’a at local schools

Institutions

- Melinda HOAG Center for Healthy Living/Family Resource Center
- Orange Coast College
- OC Public Libraries—Kristina Jones
- Estancia High School
- Costa Mesa High School
- First United Methodist Church on 19th Street
- Costa Mesa Police Dept., Traffic Safety Bureau-Capt. Vic Bakkila
- Downtown Recreation Center
- Early College High School
- Newport Mesa Unified School District
- Mesa Water District
- CalTrans District 12-Ryan Chamberlain
- OCTA-Board Chair Steve Jones and Active Transportation Coordinator Peter Sotherland
- Newport Harbor High School
- Costa Mesa Chamber of Commerce—Eileen Benjamin



In collaboration with:
California Walks | UC Berkeley SafeTREC | California Office of Traffic Safety

The Planning Process



Step 1: Assemble a Planning Committee - May 2020

- Enlist key stakeholders to serve as the Planning Committee to define the CPBST workshop goals and refine curriculum to meet the community's needs



Step 2: Review and Analyze Existing Plans and Data - June 2020

- Review existing community documents (policies and plans)
- Analyze injury collision data and identify trends



Step 3: Conduct CPBST Site Visit - July 2020

- Review current pedestrian and bicycle safety data and conditions
- Discuss workshop logistics
- Conduct preliminary walk assessments
- Identify instructional activities and goals for the workshop
- Develop outreach and recruitment plan for the workshop



Step 4: Conduct CPBST Workshop - August 2020

- Conduct a walking and/or biking assessment
- Participate in workshop instructional activities
- Develop an action plan, including identifying actionable next steps for advancing workshop goals



Step 5: Implement CPBST Actions - Ongoing

- Review CPBST report summarizing workshop proceedings and recommendations
- Work with partners to secure resources for programs/projects identified during the CPBST
- Update California Walks and SafeTREC about changes as a result of the CPBST workshop

Last Updated: 5/14/19

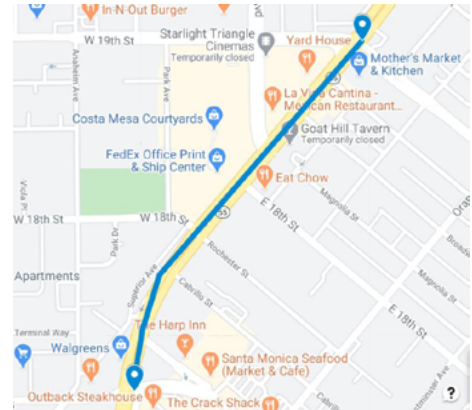
Walking & Biking Assessment

Along the three virtual walking and biking assessment routes, participants were asked to:

1. Identify community assets;
2. Assess infrastructure conditions; and
3. Observe how road users are engaging with the built environment.

Walk and Bike Assessment Route 1: Newport Boulevard

Focus: Newport Boulevard between 17th Street and 19th Street is owned and operated by the California Department of Transportation (Caltrans). This corridor is highly trafficked by motorists accessing the 55 freeway and Planning Committee members expressed concern over walking and biking on Newport Boulevard.



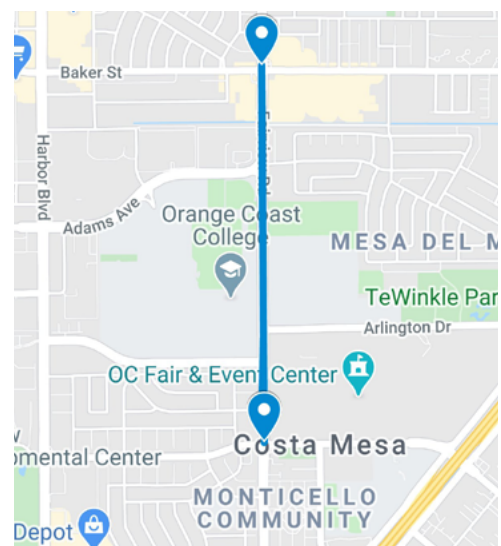
Walk and Bike Assessment Route 2: West 19th Street

Focus: West 19th Street is an important commercial corridor and main street. Drivers, public transit users, pedestrians, and bicyclists travel on West 19th Street to shop, dine, and access gyms, churches, and the Senior Center.



Walk and Bike Assessment Route 3: Orange Coast College

Focus: Students and families walk, bike, and drive along Fairfield Boulevard to get to and from Orange Coast College, Costa Mesa High School, and the Orange County Fairgrounds.



Assessment Reflections

Following the walking and biking assessments, participants shared the following reflections:

Community Assets

- Costa Mesa residents are very active in their neighborhood. Costa Mesa residents walk, bike and jog. West 19th Street is a very popular East to West corridor for cyclists.
- There was strong community participation during the training. This high community engagement and involvement was due to the local advocacy coalition, the Costa Mesa Alliance for Better Streets. This group of advocates will ensure that the community recommendations are adequately implemented to address the challenges faced by those walking and biking in Costa Mesa.

Crossing Challenges

- The West 19th Street/Harbor Boulevard intersection is a wide 8-lane corridor. Pedestrians feel they do not have enough time to cross on all legs of the intersection. This is especially hard for the elderly and people using assisted mobility devices who are often still in the crosswalk while opposing traffic gets a green light. A visually impaired participant echoed this concern and also noted that the traffic noise is a hindrance to crossing this intersection safely.



Crosswalk along Harbor Boulevard at the 19th Street/ Harbor Boulevard intersection is 8 lanes wide and pedestrians do not feel there is enough time to cross in a safe and calm manner.

Crossing Challenges, continued

- The West 19th Street/Wallace Avenue intersection is unsignalized with unmarked crosswalks on all four legs and stop signs only along the Wallace Avenue legs. Residents walk through this intersection to get to the shopping centers along Wallace Avenue. The lack of high visibility, marked crosswalks along Wallace Avenue poses a risk to pedestrians. Participants mentioned that near misses are too frequent at this site.



The 19th Street/Wallace Avenue intersection is heavily used by pedestrians to cross from residential areas to businesses across the street.

- Participants expressed that 17th Street/Newport Boulevard is one of the most intimidating intersections in the City because of the high traffic volumes, high motorist speeds, and long crossing distances. This intersection has a lot of pedestrian traffic, including pedestrians with strollers and wheelchair users. The Southwest corner of the intersection is difficult to navigate for wheelchair users due to poor ramp infrastructure. Wheelchair users must wait in the middle of the dangerous street to cross the intersection because there is not enough space on the sidewalk to wait for the signal changes.



The sidewalk on the Southwest corner of 17th Street/Newport Boulevard, in front of Chase, is narrow and forces wheelchair users to wait on the street to cross the intersection.

- Crossing Newport Boulevard on Rochester Street is difficult due to high vehicular traffic for children and families who need to access the new library on Park Avenue.



The intersection of Newport Boulevard and Rochester Street is crossed often by children and families accessing the Costa Mesa/Donald Dungan Library.

Bicycle Infrastructure

- Bicyclists often ride on the narrow sidewalk along West 19th Street because the corridor does not have a bike lane, forcing pedestrians to step into the street while the bicyclist passes. The sidewalks are further narrowed by bikes locked to railings and poles because of the lack of bike parking. Additionally, at the intersection of Placentia Avenue/West 19th Street, there are many commercial vehicles making deliveries to businesses. Large trucks and trailers travel along 19th Street, making bicyclists feel unsafe since there are no bike lanes or protection.



West 19th Street has frequent large trailer and truck traffic.

- There is a Class 1 bike trail on the southside of Arlington Drive, but because of the entrance to Orange Coast College, the trail cuts off at the Arlington Drive/Fairview Road intersection. Participants shared how this confuses bicyclists as to which direction to travel towards Baker Street.



The bike trail ends at the Arlington Drive/Fairview Road intersection, which presents challenges to bicyclists who have to navigate Fairfield Road.

Bicycle Infrastructure, continued

- There are no bike lanes on Fairview Road between Village Way and Adams Avenue. Participants shared that most bicyclists ride on the residential streets that parallel Fairview Road. Participants felt that driving near the curb limits the driver's ability to see them.



The bike lane ends abruptly as bicyclists approach Village Way.

Driver Behaviors

- Residents avoid crossing the east and west crosswalks at the West 19th Street/Park Avenue intersection because drivers often run the red lights. Pedestrians fear getting hurt through potential crashes by drivers rushing to get across the street.
- Drivers appear to be driving above the 35 mph posted limit on 19th Street. Speeding drivers make the West 19th Street/Pomona Avenue intersection difficult to cross because drivers run the red light.
- The West 19th Street/Harbor Boulevard intersection has standard parallel crosswalks on all four legs. Drivers often do not yield to pedestrians in the crosswalk when making a right turn and leave pedestrians having to wait even if they have the green light to walk. Additionally, drivers turning right often encroach into the crosswalk, forcing pedestrians to walk outside of the crosswalk.
- Residents are eager to walk to and from businesses around the West 19th/Harbor Boulevard intersection, but the heavy traffic flow from drivers heading to and from Highway 55 make it feel unsafe. Residents are also concerned these drivers are distracted.



The 19th Street/Harbor Boulevard intersection is heavily used by all types of road users. Pedestrians have difficulties crossing here because of unsafe driver behaviors.

Driver Behaviors, continued

- Drivers on Maple Avenue attempting to make a left turn to head east on West 19th Street encroach in the unmarked crosswalk along West 19th Street. Participants shared that there are frequent near misses as drivers turn into West 19th Street and do not yield to pedestrians.
- Drivers use West 19th Street as a way to get to Newport Boulevard to head to the beach, to Highway 55, or to neighboring cities such as Huntington Beach and appear to be traveling above the 35 mph posted speed limit along West 19th Street. There are no bike lanes along West 19th Street so that bicyclists can travel safely and comfortably. Drivers often honk and try to pass them, causing near misses and forcing bicyclists into the sidewalk.
- There is an In-n-Out restaurant at the northeast corner of the West 19th Street/Anaheim Avenue intersection. There is a lot of traffic caused by drivers attempting to get into the drive-through lane and queuing on the street. This makes it difficult for 1) pedestrians walking nearby who have to maneuver through the cars to cross along West 19th Street and 2) bicyclists who are riding west on West 19th Street who must move to the next lane to get around driver traffic.



The West 19th/Maple Avenue intersection is a difficult intersection for pedestrians to cross because of left-turning drivers.



West 19th Street is used by bicyclists, but does not have a bike lane to offer protection from the high amount of vehicle traffic.



The West 19th Street/Anaheim intersection gets heavily backed up by drivers going into the In-n-Out drive-through. Pedestrians and bicyclists have to maneuver their way through the vehicles when heading west on West 19th Street.

Driver Behaviors, continued

- The intersection of Placentia Avenue/ West 19th Street is a signalized intersection with standard parallel crosswalks. Participants noted that Placentia Avenue is locally used as a highway because of how it connects to neighboring cities and drivers travel at high speeds. Drivers appear to be driving faster than the 40 mph speed limit when they get to the West 19th Street/ Placentia intersection. They avoid using this intersection because of the high vehicle traffic and drivers running red lights.



West 19th Street/Placentia Avenue is a difficult intersection to cross because of high vehicle traffic and driver speed.

- Drivers appear to travel above the posted speed limit of 40 miles per hour on Fairview Road, as they exit east off of Freeway 409, towards Orange Coast College. This creates an unsafe environment for pedestrians and bicyclists traveling to the college.

Recommendations to Improve Walking and Biking Safety

Community Recommendations

During the action planning sessions, participants prioritized and outlined preliminary plans for community programs and infrastructure projects aimed at increasing the health and safety of the community. Participants considered the following programs/projects:

- Install raised crosswalks at key unsignalized crosswalks along West 19th Street;
- Enhance key West 19th Street crosswalks with creative crosswalk designs;
- Install pedestrian head starts at key signalized intersections along West 19th Street;
- Reconfigure West 19th Street with bike lanes and pedestrian enhancements such as planters and curb extensions;
- Install bike racks and bike parking along West 19th Street and the Pomona Avenue/West 19th Street commercial area;
- Install a traffic circle at the West 19th Street/Wallace Avenue and West 19th Street/Monrovia Avenue intersections;
- Lower the speed limit to 25 m.p.h. along West 19th Street;
- Install bicycle safe grates along West 19th Street from Harbor Avenue to Whittier Avenue, and on the eastside of West 19th Street/Monrovia Avenue;
- Install shade trees along West 19th Street;
- Create a business bike rack program in the City of Costa Mesa;
- Create a bike button survey to assess which signal buttons are functional;
- Develop a walking school bus program for schools moving towards a hybrid school model;
- Install continuous bike lanes along Fairview Road, preferably protected bike lanes;
- Install a bike box where bikes lanes merge into right-hand turn lanes at the Adams Avenue/Fairview Road intersection;
- Install high-visibility crosswalks at each intersection between Baker Street and Fair Drive;
- Reconfigure Fairview Road, between Baker Street and Fair Drive, to include standard or protected bike lanes;
- Improve accessibility for disabled residents along Fairview Road;
- Install marked crosswalks at all legs of intersections on Newport Boulevard between 17th Street and 19th Street;
- Decrease the speed limit on Newport Boulevard between 17th Street and 19th Street; and
- Install more shade trees on Fairview Road between Baker Street and Fair Drive.

The following tables summarize the recommendations identified as the highest priority by workshop participants.

Engineering Project Name: Pedestrian & Bicycle Infrastructure Enhancements along West 19th Street

Project Description: The Costa Mesa Planning Committee and the Costa Mesa Alliance for Better Streets will work with the City of Costa Mesa’s Bikeway and Walkability Committee to install key pedestrian and bicycle infrastructure enhancements along 19th Street, including but not limited to: high-visibility creative crosswalks, bulb-outs, and bike lanes. These enhancements not only improve the walking and biking experience of drivers, but they are also effective strategies for slowing driver traffic. Community buy-in and input at all stages of this project development are necessary to ensure the infrastructure serves the residents.

Project Goals:

1. To continue the work of the **Costa Mesa Alliance for Better Streets** and [Reimagine 19th Street](#) to develop a community-led outreach and advocacy for pedestrian and bicycle enhancement along West 19th Street;
2. To encourage more trips by foot and bike and decrease the number of vehicle trips to the commercial hub along West 19th Street, from Anaheim Street to Harbor Avenue; and
3. To reflect the Costa Mesa community with visible community designs crosswalk enhancements.

Action Steps	Timeline	Responsible Party	Resources
<p>Planning Committee to plan virtual meeting with key staff at the City</p> <ul style="list-style-type: none"> • Review the Costa Mesa Summary & Recommendations Report with the City to review community priorities. • The City to determine which crosswalks to be slated for enhancements. • The City to determine budget for outreach as well as hard cost for enhancements. 	<p>2021</p>	<p>Planning Committee</p>	<p>Family for Safe Streets Resource Guide</p> <p>Families for Safe Streets Spanish Resources Guide</p>

Engineering Project Name: Pedestrian & Bicycle Infrastructure Enhancements along West 19th Street, continued

Action Steps	Timeline	Responsible Party	Resources
<p>Develop a Community Art Design Contest to inform the crosswalk and bike lane design</p> <ul style="list-style-type: none"> • Create an Art Contest Design committee, including the Planning Committee and students. • Create a social media campaign to encourage community entries. • Create entry criteria and judging guidelines. • Develop a Community Art Design selection process and roll out a plan with the City of Costa Mesa. 	<p>2021-2022</p>	<p>Planning Committee</p>	<p>City of Oakland 90th Ave Repaving & Redesign</p> <p>Safe Routes to School National Partnership: Effective Messaging for Promoting Biking and Walking Best Practices and Media Inventory</p> <p>California Office of Traffic Safety Pedestrian and Bicycle Safety Grants</p>

Education Project Name: Bike Lane Demonstration on Fairview Road

Project Description: Costa Mesa residents and members of the Costa Mesa Alliance for Better Streets recalled a successful protected bike lane demonstration project that took place on Merrimac Way a couple of years ago. Representatives from the Orange Coast College Facilities Committee, Costa Mesa School District, and the City’s Bikeway and Walkability Committee will work with the City of Costa Mesa to set-up a bike lane demonstration along Fairview Road. The group is especially interested in getting community feedback on a potential bike lane heading north towards Costa Mesa High School and Orange Coast College.

Project Goals:

- Incorporate community feedback on the bike lane demonstration for the permanent installment of a bike lane along Fairview Road;
- Encourage greater collaboration between Orange Coast College and City leaders; and
- Increase bike ridership among Costa Mesa High School and Orange Coast College students.

Action Steps	Timeline	Responsible Party	Resources
<p>Plan for demonstration</p> <ul style="list-style-type: none"> • Plan for a 1-month demonstration some-time in 2021. • Host a community event, including a bike rodeo on the weekends of the month-long demonstration: <ul style="list-style-type: none"> ○ The community event can motivate and empower the high school and college students to ride bikes. • Provide residents with a survey to provide feedback on the temporary bike lane: <ul style="list-style-type: none"> ○ Provide incentives to residents for completing surveys. • The Planning Committee has identified the following organizations to collaborate with on this project: <ul style="list-style-type: none"> ○ Bike Advocacy Club Bikeways ○ Facilities Committee Orange Coast College ○ Costa Mesa School District ○ Costa Mesa Bikeway and Walkability Committee 	<p>2021</p>	<p>Planning Committee</p>	<p>SCAG grant Orange Coast College Student Organizations Costa Mesa Alliance for Better Streets</p>

Equity Project Name: Community Engagement Campaign

Project Description: Newport Boulevard between 17th Street and 19th Street is a Caltrans-owned and operated right-of-way. This corridor is in Costa Mesa and is also a site of study for a potential Bus Rapid Transit (BRT) network, which would be operated by the Orange County Transportation Authority (OCTA). Community input will inform the plans and projects implemented along this corridor.

Project Goals:

1. Ensure residents and stakeholder groups can express their top infrastructure priorities for the Newport Boulevard corridor;
2. Include community support as criteria to prioritize projects along Newport Boulevard; and
3. Educate residents about upcoming active transportation projects in their community.

Action Steps	Timeline	Responsible Party	Resources
<p>Develop a Power Map</p> <ul style="list-style-type: none"> • A Power Map identifies responsible agencies and elected officials who plan to implement both infrastructure changes on Newport Boulevard from 17th Street to 19th Street. • This Power Map can also identify relevant stakeholders along this corridor to provide input regarding which programs, projects, and policies are most appropriate given their local expertise. 	Winter 2020	Costa Mesa CPBST Planning Committee	<p>Power Mapping: A Tool for Strategy & Influence</p> <p>Costa Mesa CPBST Community Asset Map</p>
<p>Develop an Outreach Plan</p> <ul style="list-style-type: none"> • Using the Power Map and the Costa Mesa CPBST Asset Map as a reference, the City and Caltrans will work together to develop a detailed outreach plan to ensure various stakeholders on Newport Boulevard from 17th Street to 19th Street are engaged. 	Spring 2021	Costa Mesa CPBST Planning Committee	<p>How to Create an Outreach Work Plan</p>

Equity Project Name: Community Engagement Campaign, continued

Action Steps	Timeline	Responsible Party	Resources
<p>Implement an Outreach Plan</p> <ul style="list-style-type: none"> The City of Costa Mesa and Caltrans may implement its outreach plan in-person if COVID-19 restrictions are lifted. The City and Caltrans will follow County and State Public Health regulations. 	<p>Summer 2021</p>	<p>Costa Mesa CPBST Planning Committee City of Costa Mesa Caltrans District 12</p>	<p>Principles for Equitable Public Outreach & Engagement During COVID-19 & Beyond</p>
<p>Conduct Community Input Sessions</p> <ul style="list-style-type: none"> The City of Costa Mesa will work with Caltrans to conduct community input sessions to receive feedback regarding road improvements along Newport Boulevard from 17th Street to 19th Street. 	<p>Fall 2021</p>	<p>Costa Mesa CPBST Planning Committee City of Costa Mesa</p>	<p>Conducting Public Forums and Listening Sessions Authentic Community Engagement Requires Vulnerability James Rojas on Community Engagement</p>

Project Team Recommendations

The Project Team submits the following recommendations for consideration based on short-term, and long-term projections. Implementation of recommendations may take more or less time dependent on individual community factors.

Short-Term Recommendations

Implement A Safe Routes to School Walking School Bus for Hybrid Learning

The Project Team recommends the Planning Committee, City of Costa Mesa, Newport-Mesa Unified School District and the Costa Mesa Planning Committee collaborate to develop a Safe Routes to Schools Walking School Bus Programs for schools along West 19th Street moving into a hybrid teaching model. A walking school bus program for schools using West 19th street to get to school could build upon the established suggested routes to school like those of [Rea Elementary School Suggested Route to School Map](#) and [Pomona Elementary Suggested Route to School Map](#). The [Safe Routes Partnership Back to School 2020: Hybrid Learning](#) resource can help inform the district, schools, and families on addressing challenges that the hybrid schooling model might create for students and parents. The [SRTS Guide: Steps to Creating a Safe Routes to School Program](#) may also help.

Long-Term Recommendations

Conduct a Shade Tree Assessment Along the 19th Street Corridor

The Project Team recommends **the Costa Mesa Planning Committee partner with the City of Costa Mesa Public Works Department to conduct a community tree assessment** to assess where trees can be planted to provide shade for pedestrians along key streets and intersections. Trees give canopy coverage and create green space to alleviate heat when walking and biking in Costa Mesa. Residents have identified West 19th Street and Harbor Avenue as intersecting corridors where shade trees are needed to provide a more comfortable walking and biking environment. The City may make use of existing empty landscaping strips to plant shade trees. We recommend that the City and residents collaborate with the [UC Master Gardeners](#) and [Shade Tree Partnership](#) to develop community education, volunteer planning, and public shade tree donations.

Start a Costa Mesa City Streets Bike Rack Program

The Project Team recommends **the Planning Committee and Costa Mesa Alliance for Better Streets work with the City of Costa Mesa to develop a Bike Rack Program to encourage people to take more trips by bike**. Bicycle theft is a significant deterrent for would-be bike users. The lack of bike parking can lead to bicyclists locking up in areas that block ADA access and narrow sidewalks for pedestrians. Providing a designated high-quality bike parking space prevents bikes from being locked in areas that might inhibit ramps and pathway access. Installing visible high-quality bike parking in the public right-of-ways and in front of businesses may improve safety, lead to increased business foot traffic, and reduce vehicle trips. See the [Dero: Bike parking guide](#) for more detailed bike parking information and [LADOT's Sidewalk Parking Program](#).

Administer a Senior Safety Zone Assessment

The Project Team recommends **the City of Costa Mesa conduct a Senior Safety Zone Assessment from Placentia Avenue/West 19th Street to Anaheim Avenue/West 19th Street**. West 19th Street from Placentia Avenue to Anaheim Avenue is home to the Costa Mesa Senior Center. These streets are used by seniors and other road users to access businesses and services, such as a medical center. Currently, the speed limit is 35 m.p.h. An assessment on behalf by the City would 1) assess if the current speed limit could be lowered and 2) determine if the signal timing ensures pedestrians have enough time to cross at these intersections.

Create a Youth that Bikes Organization

The Project Team recommends **the Planning Committee, City of Costa Mesa, Costa Mesa High School faculty and Orange Coast College faculties committee collaborate** on the development of a committee composed of students from Costa Mesa High School and Orange Coast College. This group could help city leaders gain insight of student experiences cycling to and from campus and decide on immediate needs along Fairview Road between Baker Street and Fair Road.

Appendix A: Data Analysis

Pedestrian and Bicycle Crash Data Analysis

- Costa Mesa CPBST Workshop Data Factsheet
- Costa Mesa CPBST Site Visit Data Presentation

Análisis de datos de peatones y ciclistas en Costa Mesa

Entrenamiento Comunitario sobre la Seguridad Peatonal y Ciclista
Costa Mesa, CA | 28 de agosto del 2020

En California, más de una en cada cuatro personas que mueren en un choque es un peatón o ciclista. Hubo un aumento de 0.8 por ciento en las muertes peatonales del 2016 al 2017 y una disminución de 6.5 por ciento en las muertes de ciclistas (FARS 2016 and 2017). En este taller, le proporcionamos datos locales de choques para que podamos identificar formas de hacer que caminar y andar en bicicleta sean más seguros en su comunidad.

Los datos locales que proporcionamos a continuación reflejan datos de choques de los últimos 5 años (2014-2018) dentro del límite: la ciudad de Costa Mesa.

Choques de peatones a través del tiempo

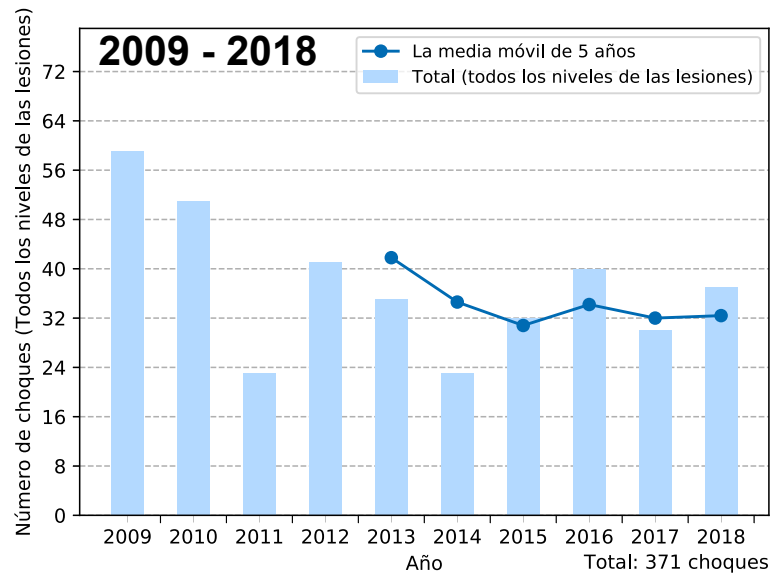
El número de choques parece estar ***casi estable***.



424 personas lesionadas

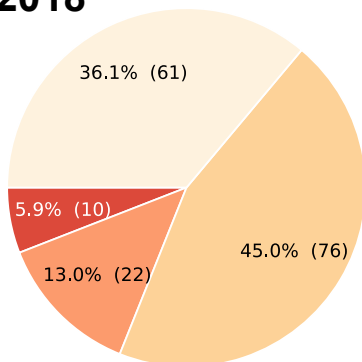


371 choques peatonales



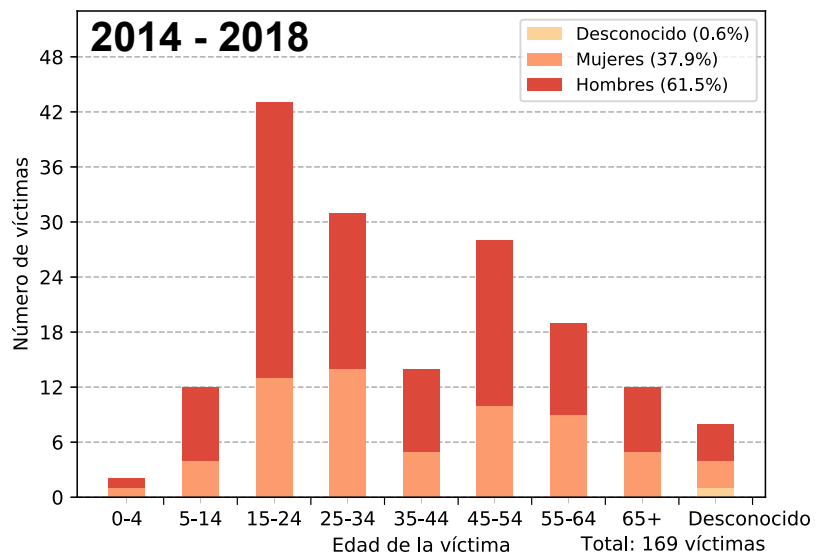
Gravedad de lesión — Demográficas de las víctimas

2014 - 2018



■ Mortalidades ■ Lesión posiblemente grave
■ Lesión posiblemente menor ■ Posiblemente hubo una lesión

18.9% muertes o lesiones graves



43.8% de las víctimas tenían entre 15 y 34 años

Choques de ciclistas a través del tiempo

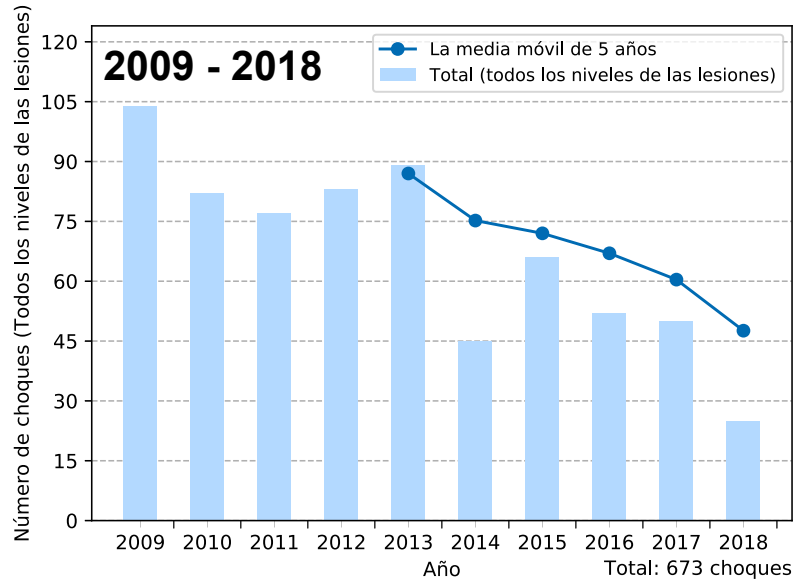
El número de choques parece estar **disminuyendo**.



682 personas lesionadas

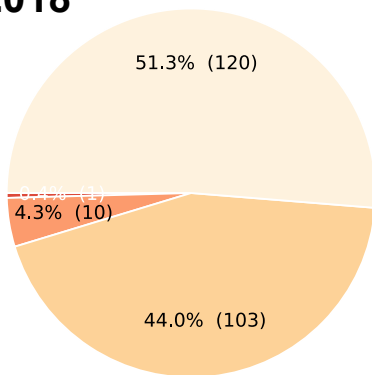


673 choques ciclistas



Gravedad de lesión — Demográficas de las víctimas

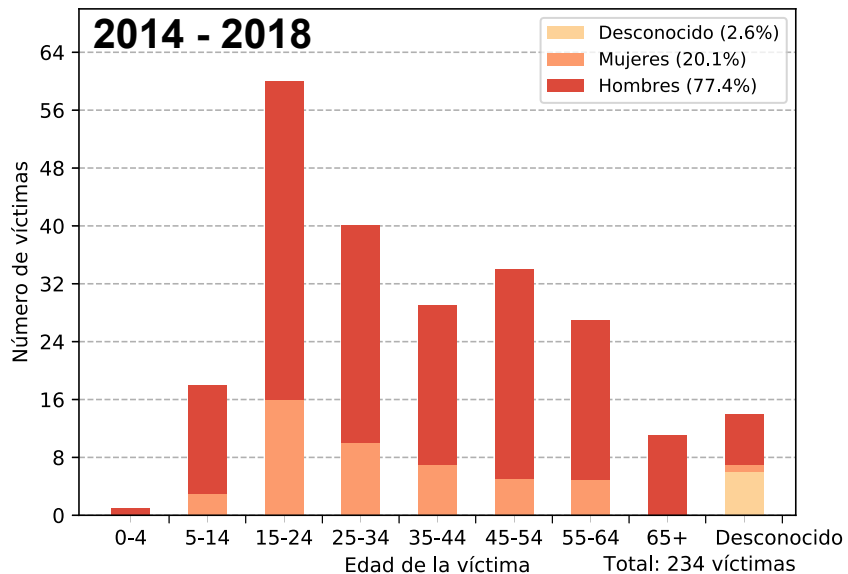
2014 - 2018



Total: 234 víctimas



4.7% muertes o lesiones graves



42.7% de las víctimas tenían entre 15 y 34 años

¿Qué otros datos podrían ayudar a informar la toma de decisiones?

Si bien estos números no cuentan toda la historia, ¿resuenan con su experiencia en su comunidad?

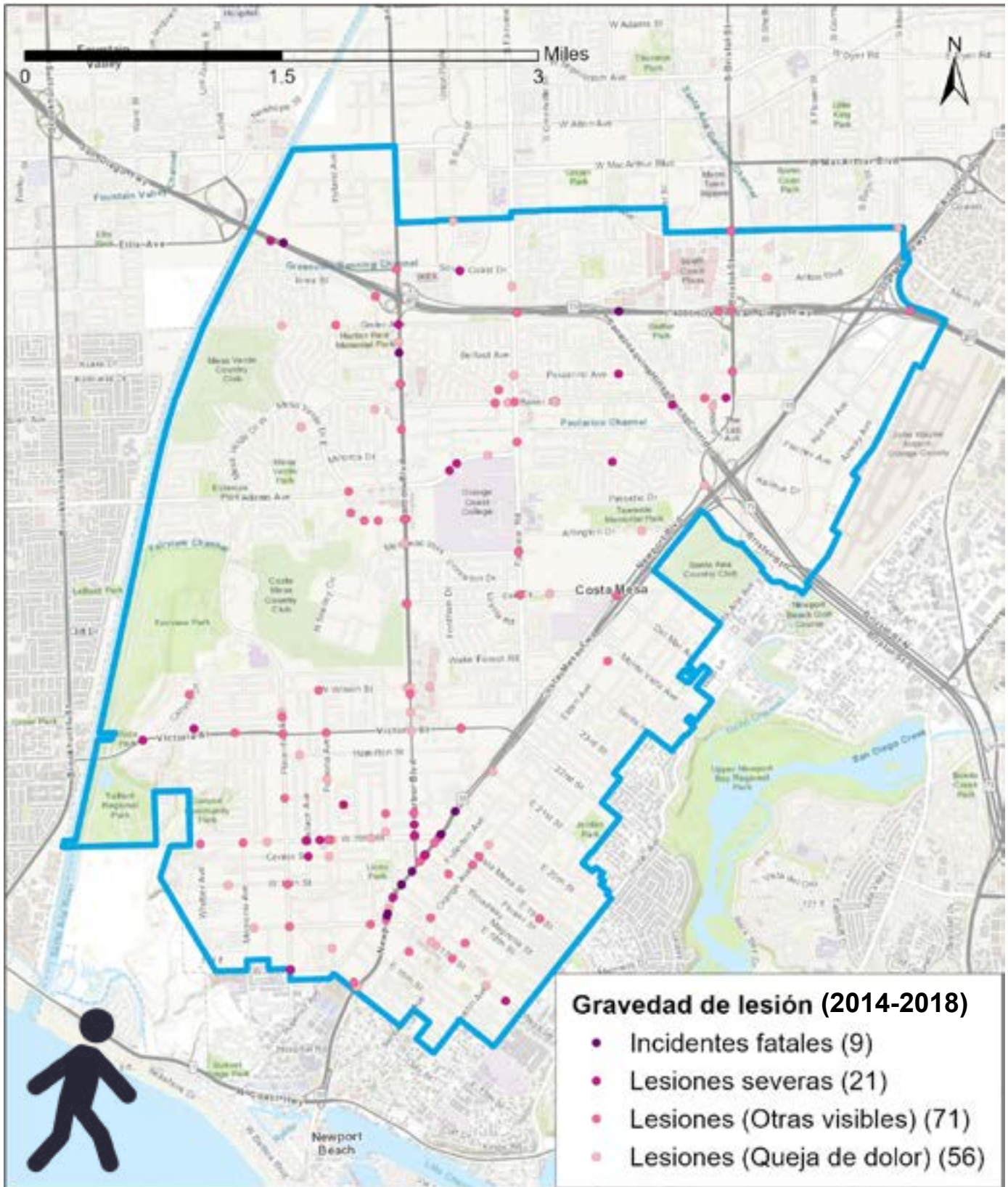
¿Qué tipo de mejoras crees que podría ayudar a que caminar y andar en bicicleta sea más seguro en tu comunidad?

Para obtener más información sobre los datos de choque en su comunidad, visite las herramientas gratuitas disponibles a través del Sistema de cartografía para las lesiones del transporte (tims.berkeley.edu).

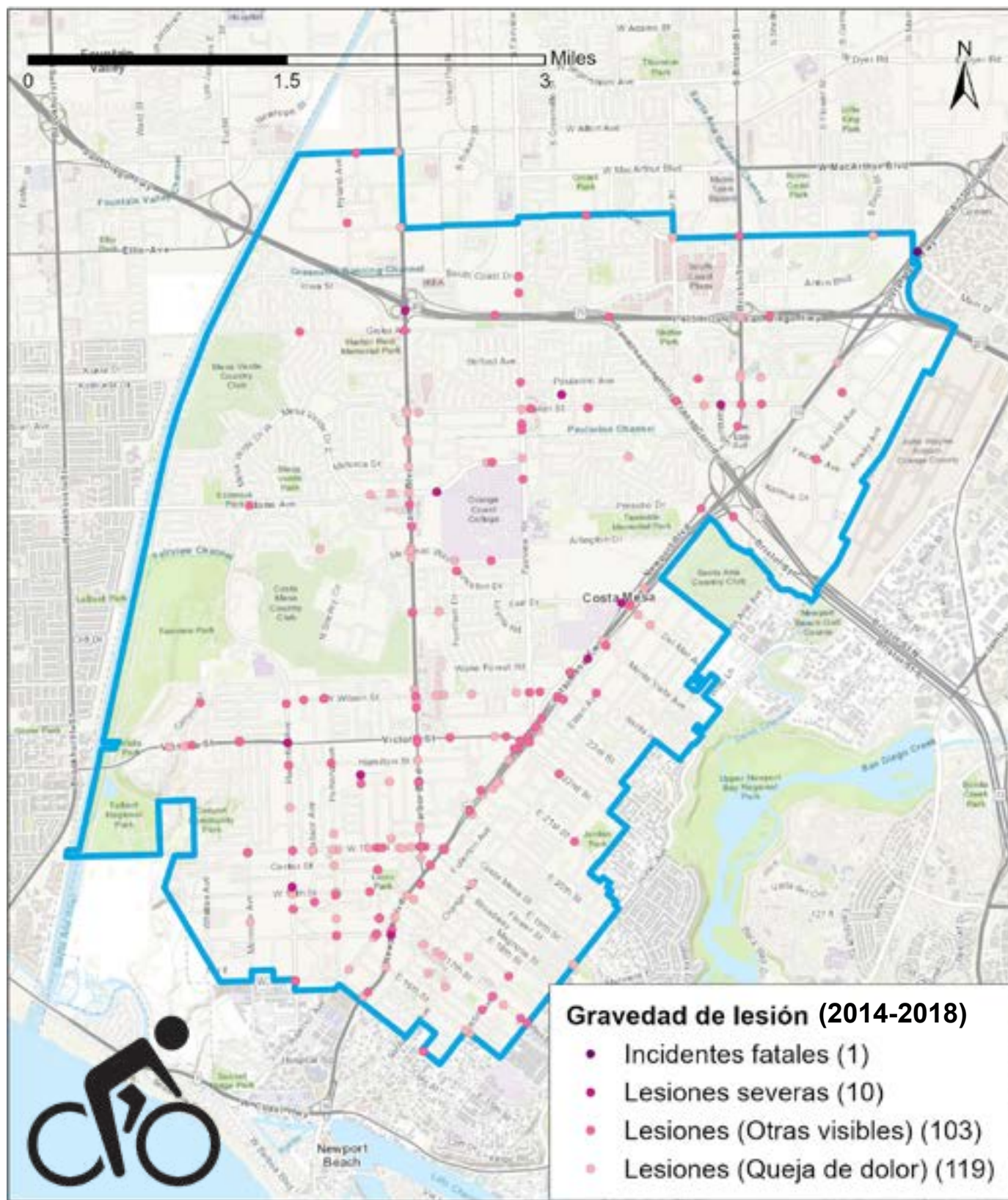
Para obtener asistencia adicional, envíenos un correo electrónico a safetrec@berkeley.edu.



Mapa de choques que involucraron a peatones en Costa Mesa



Mapa de choques que involucraron a ciclistas en Costa Mesa



Fuente de datos: Registro integrado del tráfico estatal (Statewide Integrated Traffic Records System, SWITRS) del 2014 al 2018. Los datos de 2017 y 2018 son provisional a partir de Dic. 2019. Fondos para este programa fueron proporcionados por una beca de la Oficina de Seguridad de Tráfico de California (California Office of Traffic Safety, en inglés), por medio de la Administración Nacional para la Seguridad de las Carreteras (National Highway Traffic Safety Administration, en inglés).

Pedestrian and Bicycle Collision History

Costa Mesa, California

CPBST Site Visit

Tuesday, July 7, 2020

Kaori Kuroda, Program and Policy Analyst

kkuroda@berkeley.edu

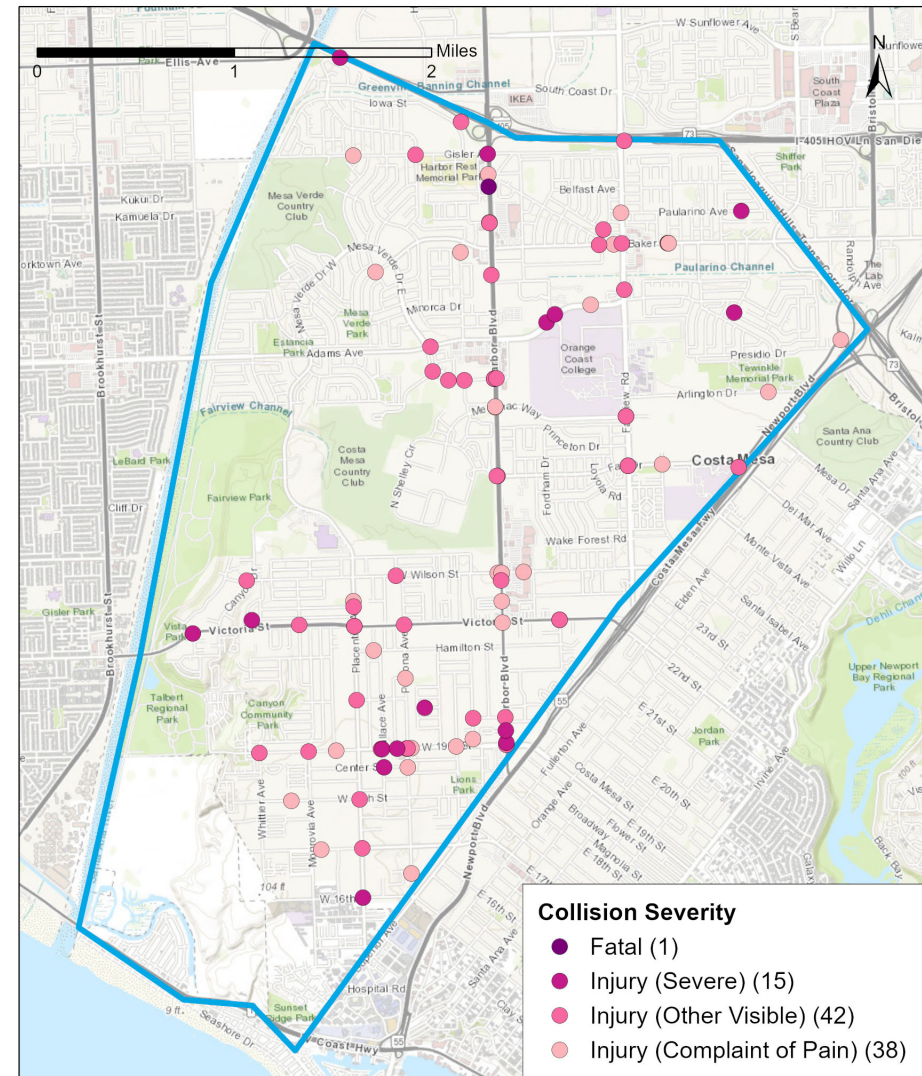
Pedestrian Injury Collision Map (2014 - 2018)

Focus Area

City of Costa Mesa

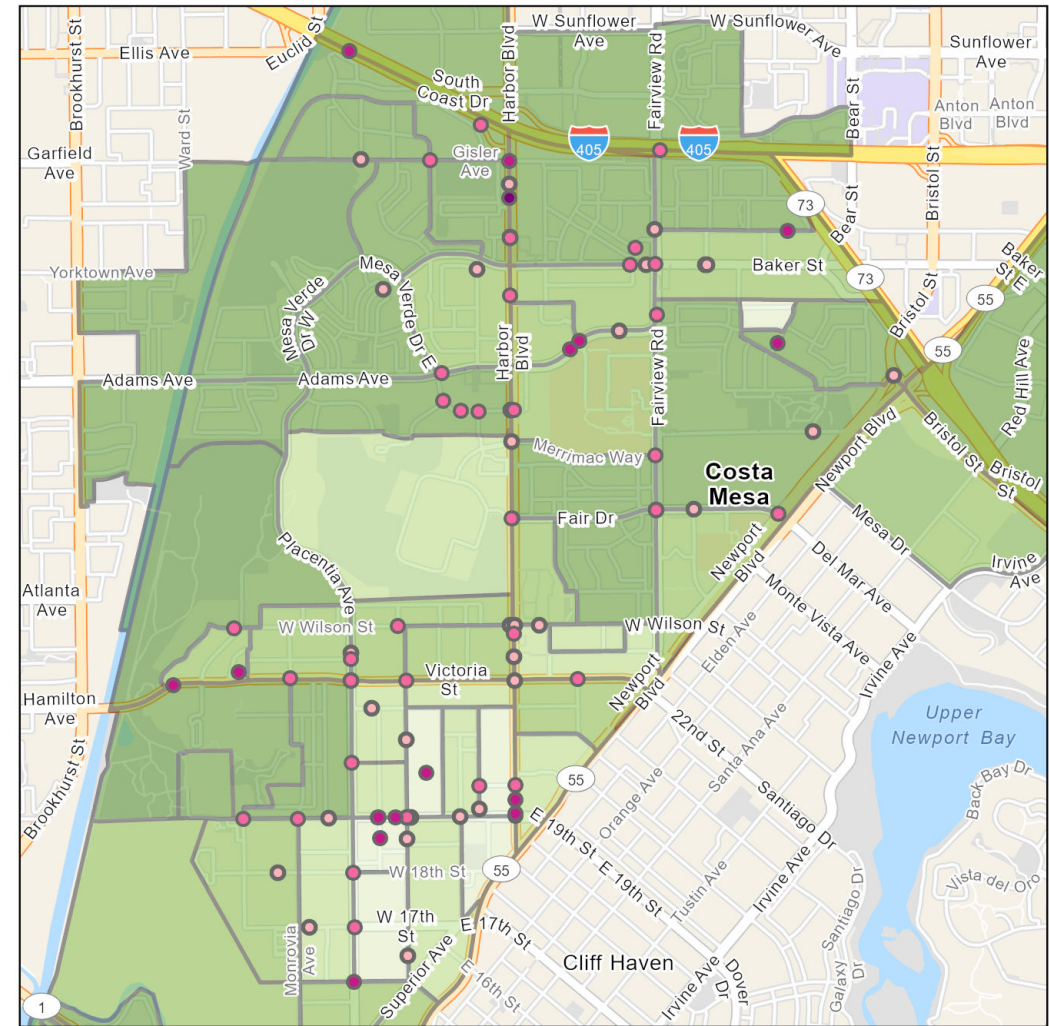
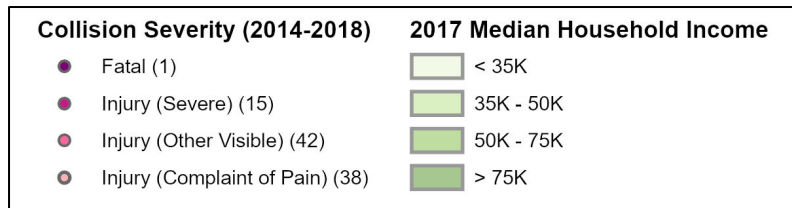
104 pedestrian collisions resulting in an injury to or fatality of a pedestrian

96 of 104 pedestrian collisions are geocoded on the following map



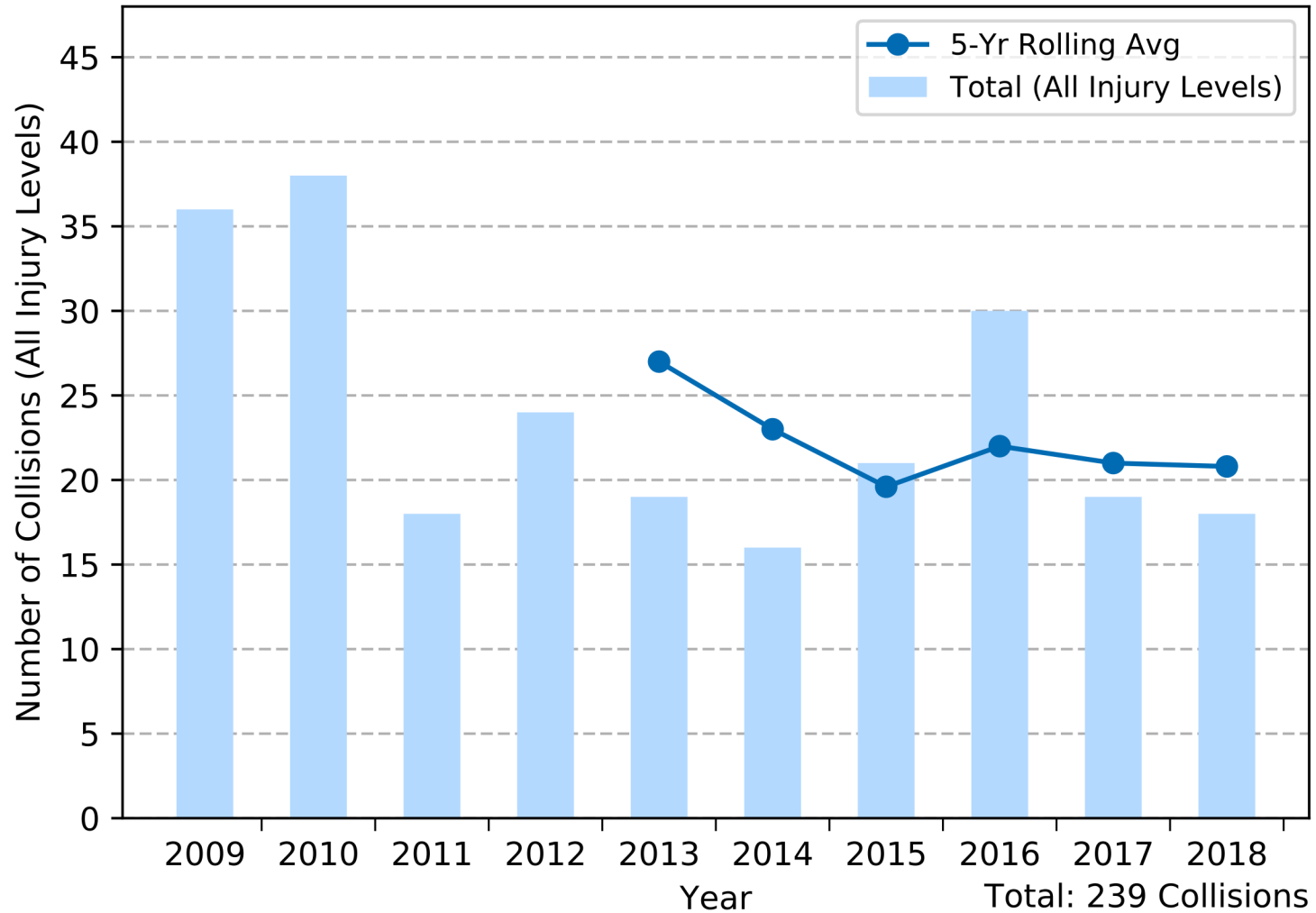
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Pedestrian Injury Collisions Map with Income (2014-2018)



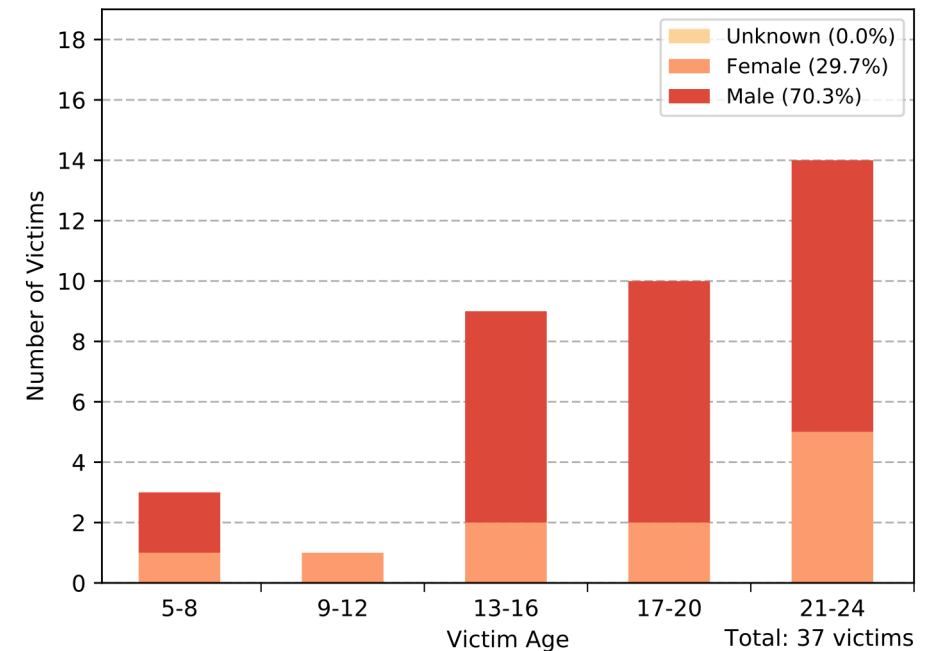
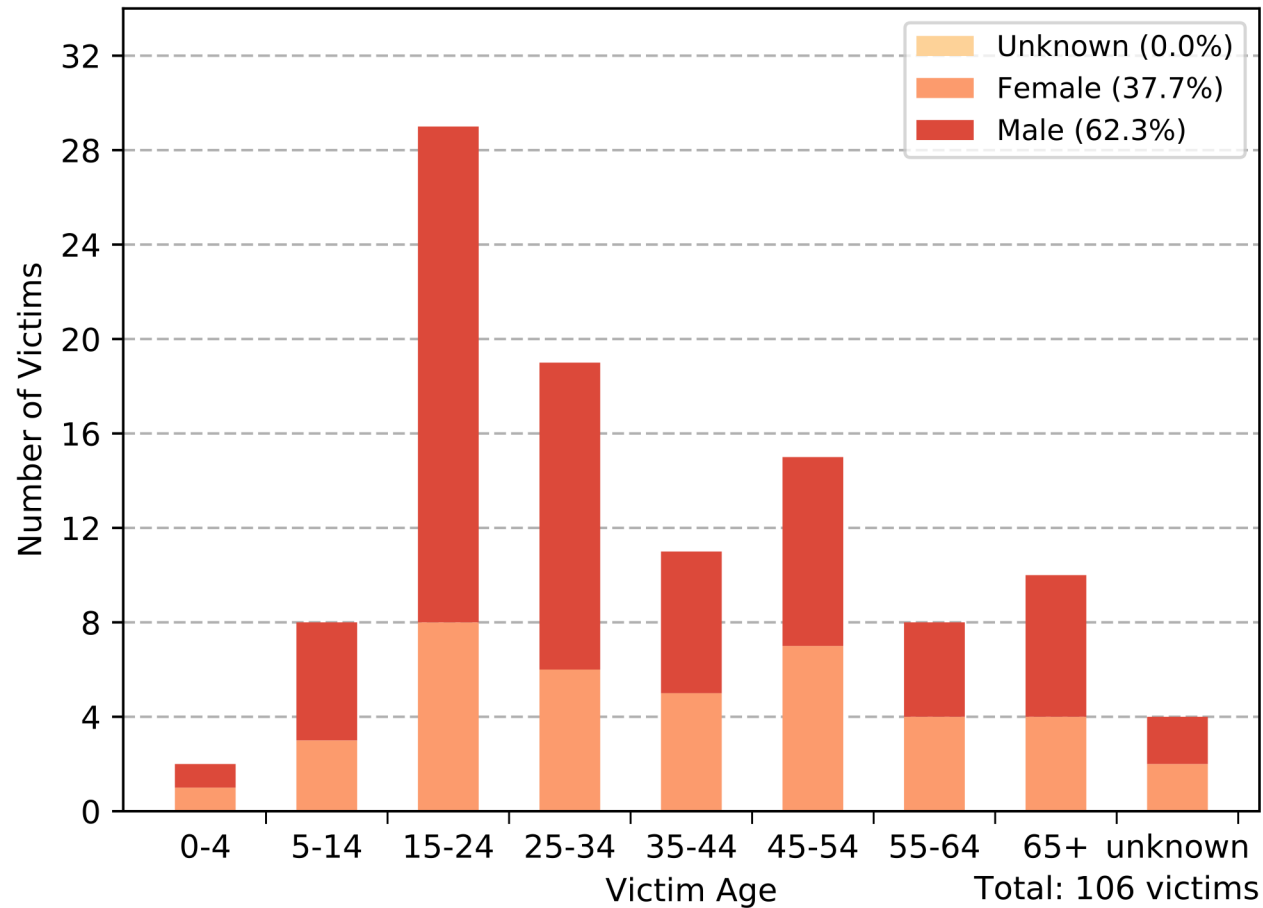
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.
 Demographics – Esri, US Census Bureau, and ACS.

Pedestrian Injury Collisions Trend (2009 – 2018)



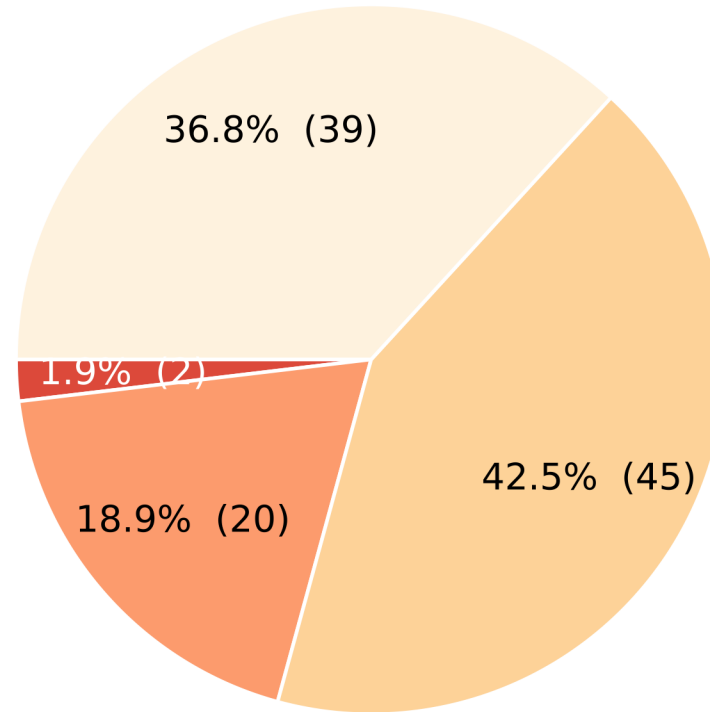
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Pedestrian Victim Injury (2014 – 2018) by age and gender

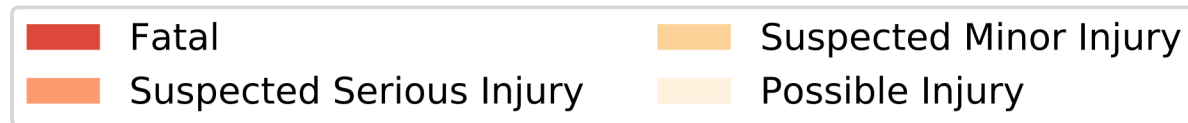


Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Pedestrian Victim Severity (2014 – 2018)



Total: 106 victims



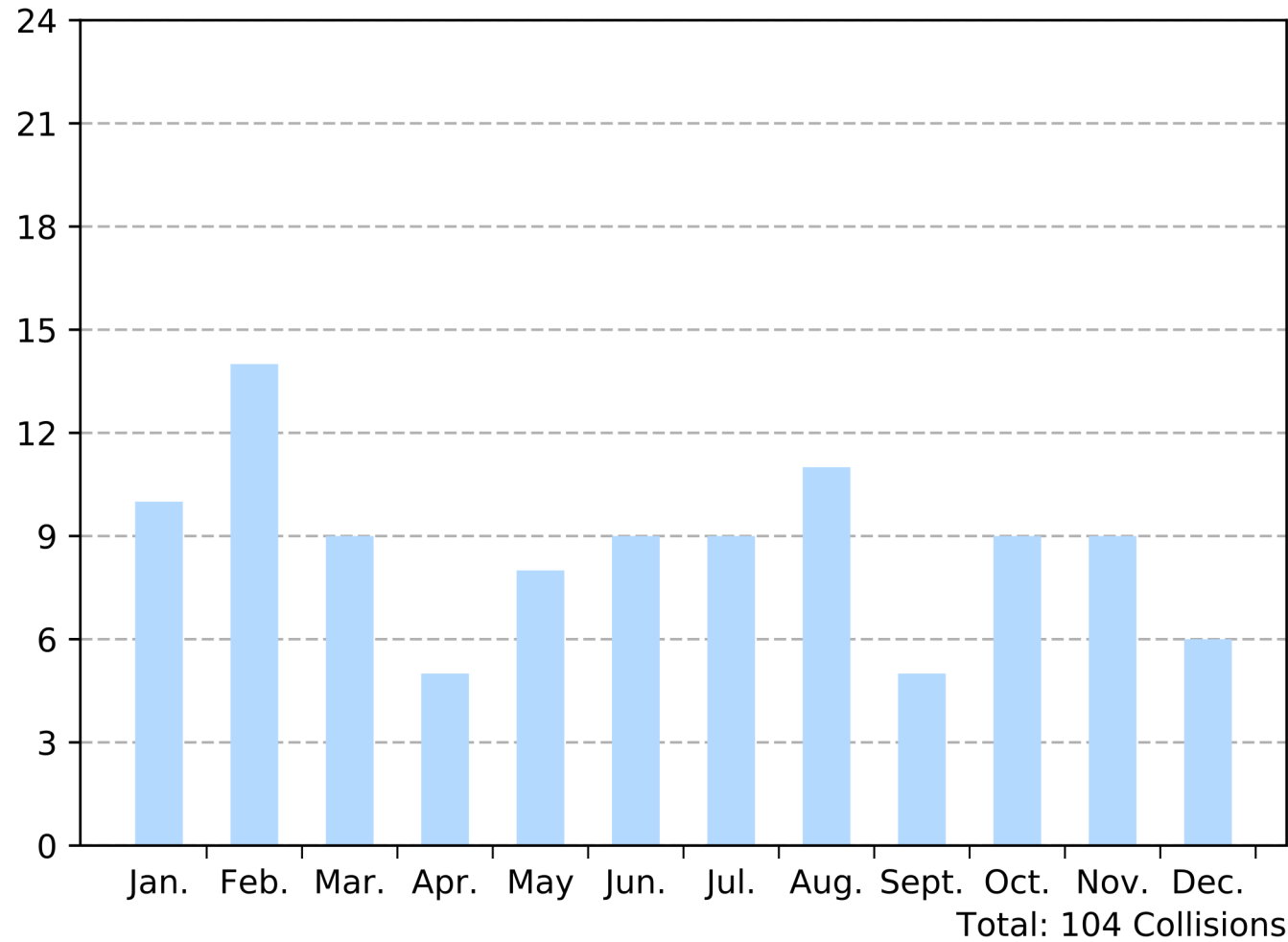
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Pedestrian Collisions (2014 – 2018) by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	1	2	3	0	3	6	1	16
06:00PM-08:59PM	2	4	2	1	2	4	4	19
03:00PM-05:59PM	1	2	2	3	5	4	1	18
Noon-02:59PM	2	4	4	4	1	2	3	20
09:00AM-11:59AM	1	1	2	1	3	1	2	11
06:00AM-08:59AM	2	1	3	0	3	1	0	10
03:00AM-05:59AM	2	2	0	0	0	0	0	4
Midnight-02:59AM	0	0	0	1	1	2	2	6
Total	11	16	16	10	18	20	13	104

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Pedestrian Collisions (2014 – 2018) by Month



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Pedestrian Collisions (2014 – 2018) by Type of Violation (Top Violations)

Total: 104 Collisions

CVC No.	Description	Number of Collisions
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	30 (28.8%)
21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	15 (14.4%)
21453	Failure to stop at a limit line or crosswalk at a red light Failure to yield right-of-way to pedestrian when turning on a red light	9 (8.7%)
21456	Pedestrian failure to yield right-of-way at traffic signal / Failure of pedestrian to yield right-of-way to vehicles already in intersection Failure to obey crosswalk symbols or finish crossing before "countdown" ends	8 (7.7%)
23152	Driving under the influence of alcohol (BAC 0.08+) or drugs	6 (5.8%)

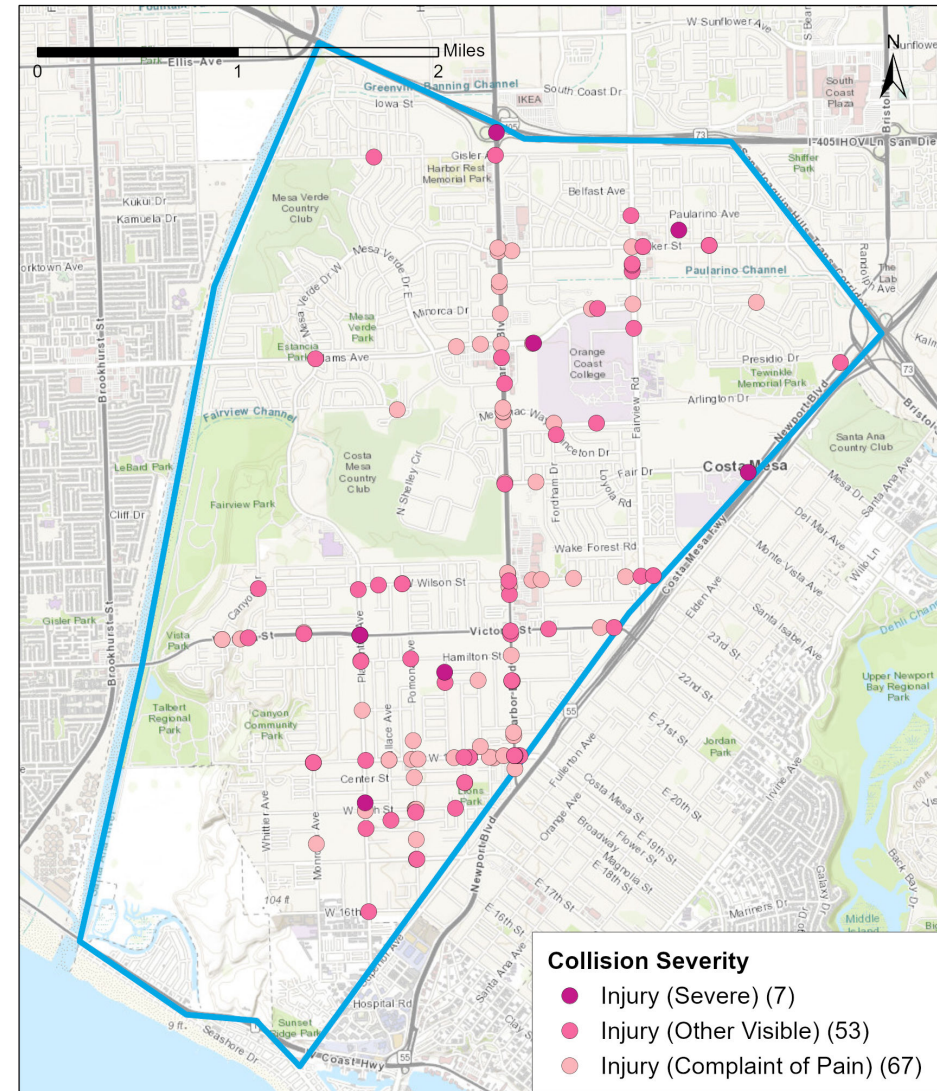
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Bicycle Injury Collisions Map (2014 – 2018)

Focus Area
City of Costa Mesa

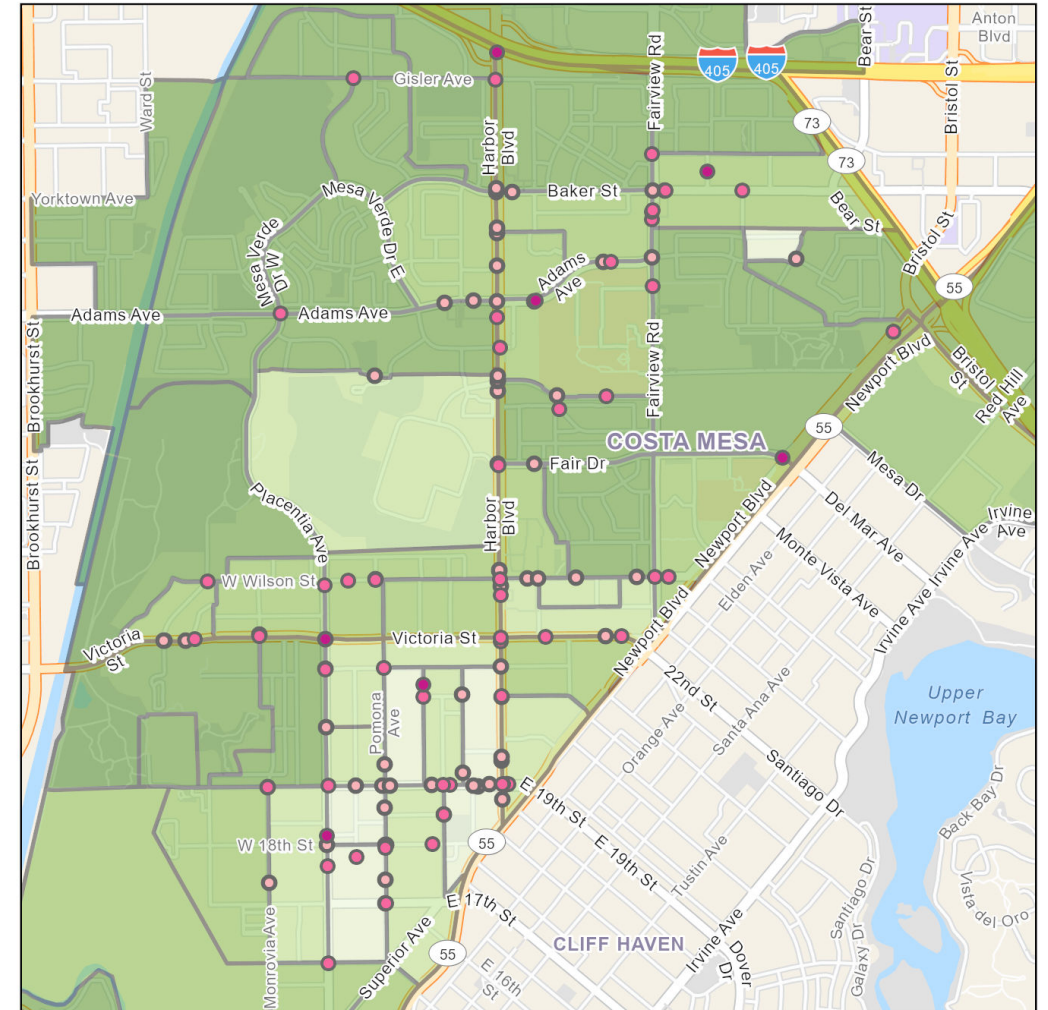
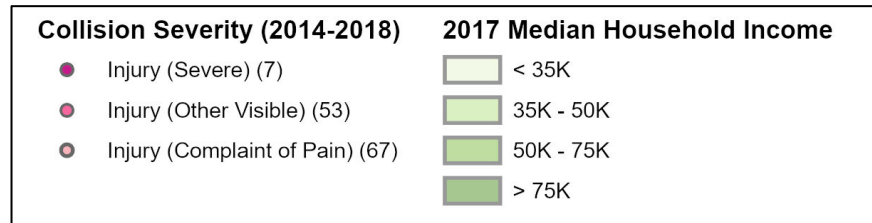
140 bicycle collisions resulting in an injury to a cyclist

127 of 140 bicycle collisions are geocoded on the following map



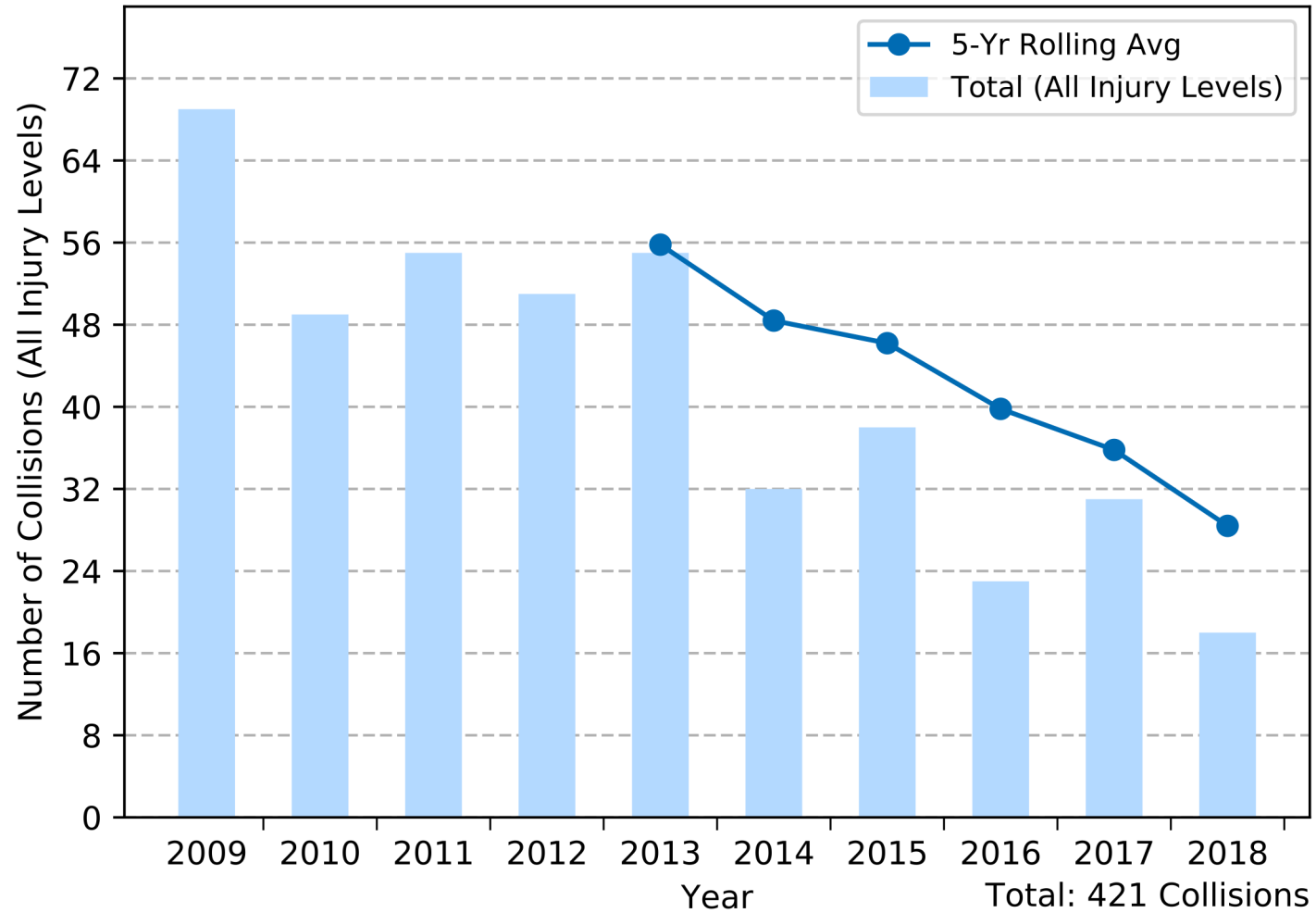
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Bicycle Injury Collisions Map with Income (2014 – 2018)



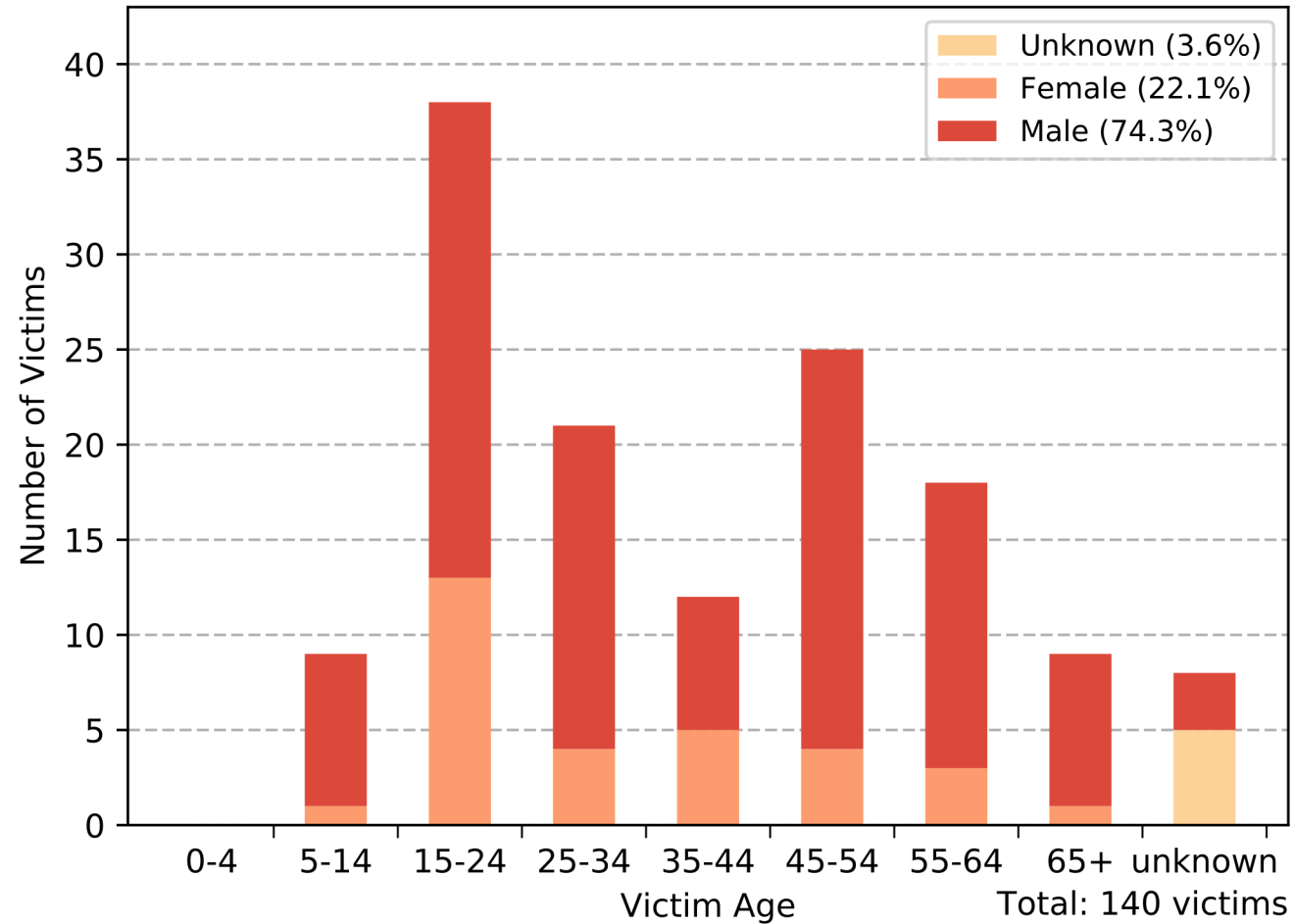
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.
 Demographics – Esri, US Census Bureau, and ACS.

Bicycle Injury Collisions Trend (2009 – 2018)



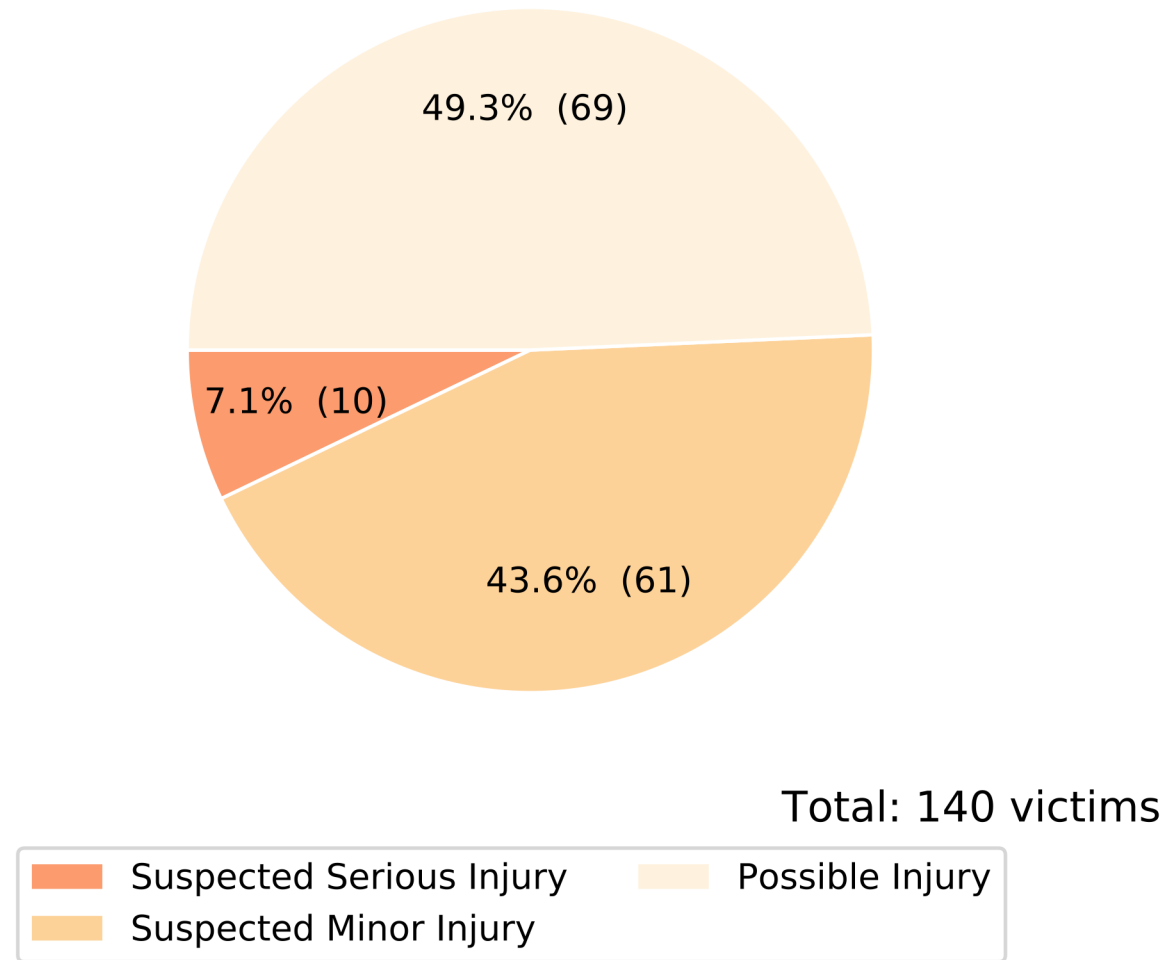
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Bicycle Victim Injury (2014 – 2018) by age and gender



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Bicycle Victim Severity (2014 – 2018)



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

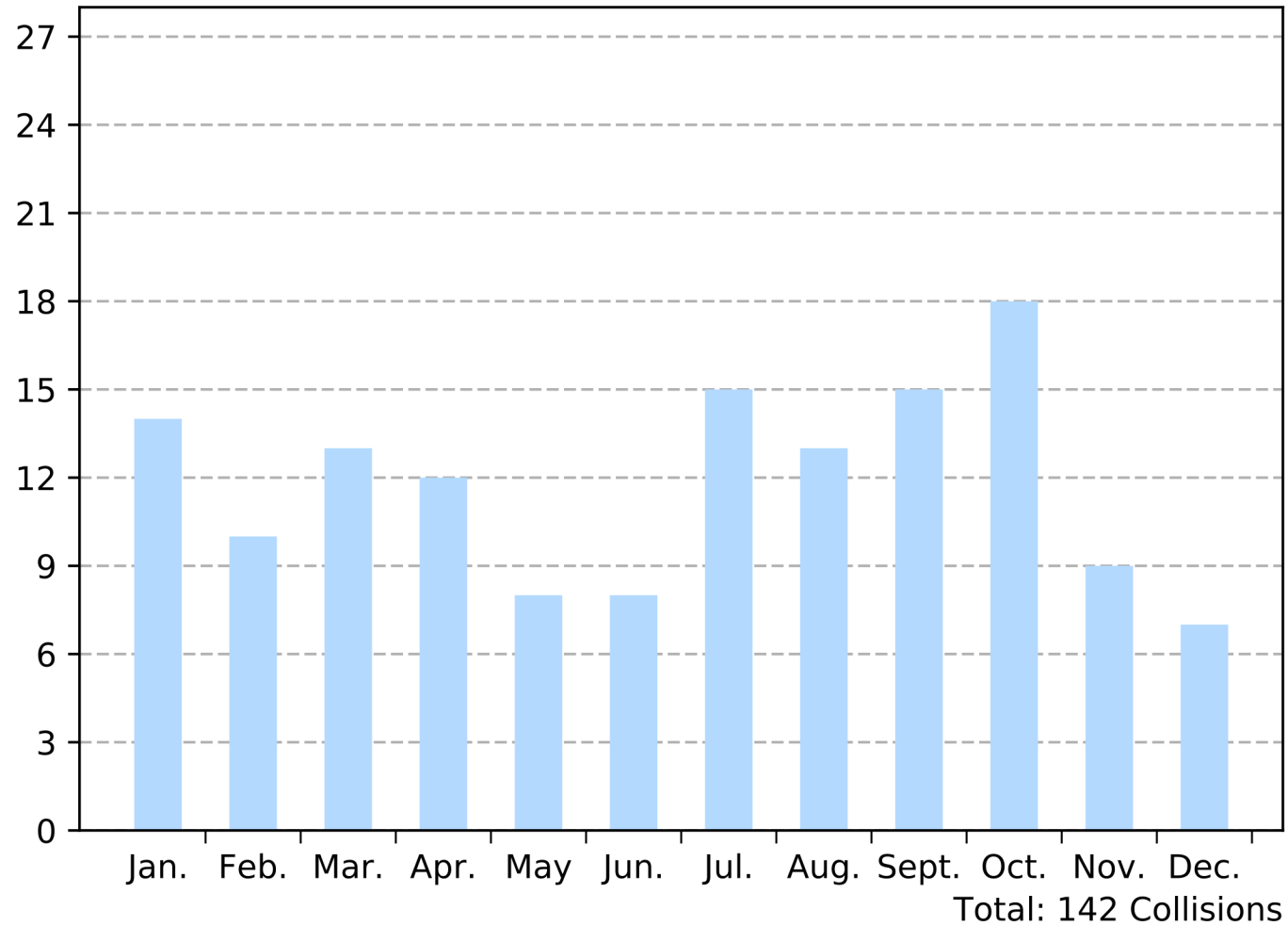
Bicycle Collisions (2014 – 2018)

by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	0	1	2	2	2	1	3	11
06:00PM-08:59PM	2	5	1	11	1	4	1	25
03:00PM-05:59PM	4	3	4	6	2	9	4	32
Noon-02:59PM	6	5	10	2	4	5	0	32
09:00AM-11:59AM	6	3	2	4	3	5	1	24
06:00AM-08:59AM	2	5	1	3	2	0	1	14
03:00AM-05:59AM	0	1	1	1	0	0	0	3
Midnight-02:59AM	0	0	0	0	0	1	0	1
Total	20	23	21	29	14	25	10	142

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Bicycle Collisions (2014 – 2018) by Month



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

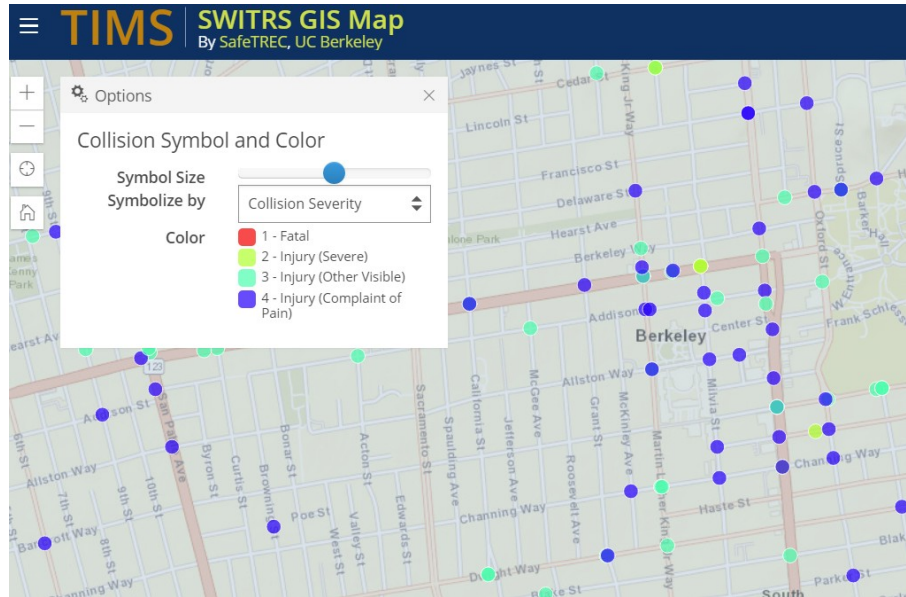
Bicycle Collisions (2014 – 2018) by Type of Violations (Top Violations)

Total: 142 Collisions

CVC No.	Description	Number of Collisions
21804	Driver failure to yield right-of-way when entering/crossing a highway	41 (28.9%)
21650	Failure to drive/ride on right half of the roadway (with some exceptions)	25 (17.6%)
21453	Failure to stop at a limit line or crosswalk at a red light Failure to yield right-of-way to pedestrian when turning on a red light	10 (7.0%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	9 (6.3%)
21801	Driver failure to yield right-of-way when making a left turn or U-turn	9 (6.3%)

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Additional Resources



Transportation Injury Mapping System (TIMS)

TIMS is a web-based tool that allows users to analyze and map data from California's Statewide Integrated Traffic Records System (SWITRS).

To further explore collision data, register for a free account to access the tools and resources on TIMS.

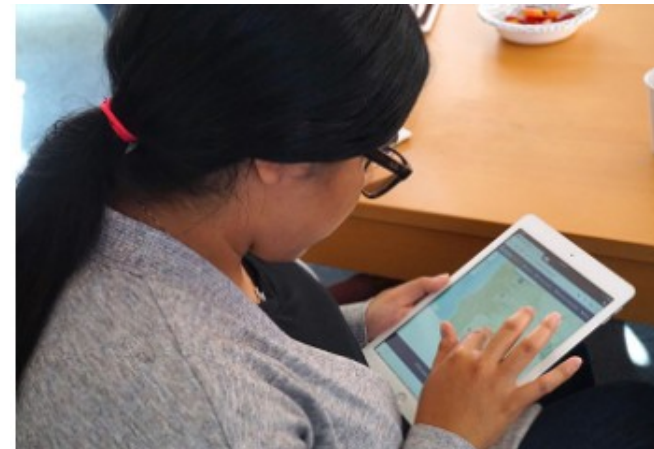
<https://tims.berkeley.edu>

Street Story

Street Story is a tool for collecting community feedback on transportation safety issues.

Share stories on Street Story of where you've been in a crash or near miss, or where you feel safe or unsafe traveling.

<https://streetstory.berkeley.edu>



Summary

Questions?

Thank you for your interest in the Community Pedestrian and Bicycle Safety Program. For more information, please visit:

<https://safetrec.berkeley.edu/programs/cpbst> or <https://www.calwalks.org/cpbst>

safetrec@berkeley.edu or cpbst@calwalks.org

