City of Newport Beach

CIRCULATION ELEMENT

CIRCULATION ELEMENT

A Safe and Convenient Transportation System for All

Introduction

The County of Orange continues to grow as a thriving urban residential and employment region. Over the years, Newport Beach has transformed along with the County. Once a small community and seasonal getaway, Newport Beach is now home to 86,000 residents and is a global destination for travel. As a result, travel in Newport Beach and the surrounding communities has evolved. Demographics and technology are changing the demand for and delivery of different travel modes. The legacy of the pandemic may also further change travel demand and travel habits. The trend from regional and State levels of governments has been to provide greater regulation regarding the planning and programming of transportation. The Circulation Element of the Newport Beach General Plan governs the long-term development of mobility systems in the City of Newport Beach and provides the best opportunity for the City to establish its vision of mobility. The Circulation Element acknowledges the influences of local, regional, State and federal guidance and regulation, and expresses the ultimate vision of mobility to respond to the needs and objectives of Newport Beach residents. The goals and policies in the Circulation Element are balanced with the goals and policies of the Land Use and Housing Elements in order to provide a correlation between land use and transportation planning. In so doing the General Plan provides the best possible balance between the City's future growth, service levels for all travel modes, and community character. The Circulation Element is consistent with the Complete Streets Act (Assembly Bill 1358), the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375), the Vehicle Miles Traveled provisions of Senate Bill 743, the Transportation Demand Management Ordinance, and the Local Coastal Program.

Context

SETTING

Newport Beach is centrally located among the six coastal cities in Orange County. The City of Newport Beach was incorporated in 1906, only ten years after Henry Ford built his first automobile. The community has changed along with transportation options from days of the Pacific Electric Red Car to wide adoption and then reliance on automobiles. Even as freeways came to symbolize Southern California, no freeways traversed Newport Beach until the Corona Del Mar Freeway opened in 1978 providing a short connection between MacArthur Boulevard and the San Diego Freeway (I-405). Today, the Costa Mesa freeway (SR-55) terminates just north of Newport Beach and the San Joaquin Transportation Corridor (SR-73) traverses the city's northern edge. Newport Beach instead relies on regional roadways for connections and transportation including Coast Highway, Newport Boulevard, Jamboree Road, and MacArthur Boulevard). In the future, emerging technology and greater access for alternative transportation modes are anticipated to affect and be affected by Newport Beach as it grows.

Newport Beach is a collection of villages and neighborhoods including Balboa Peninsula, Cannery Village, the Islands of Newport Harbor, Mariners' Mile, Newport Heights, Dover Shores, Corona Del Mar, Newport Coast, Newport Center/Fashion Island, Big Canyon, Back Bay, and Eastbluff. These neighborhoods rely on local streets for transportation and are connected by regional roadways. Regional traffic also uses the regional roadways, which has reduced the City's ability to allocate space to alternative travel modes. Summertime beach traffic has been a predictable source of traffic volumes near or exceeding roadway capacity in the beach areas for a century.

Growth in Orange County, and especially communities neighboring Newport Beach will increase regional through traffic and summertime beach traffic. These increases will occur whether or not Newport Beach plans for it. This Circulation Element plans for anticipated regional growth and seeks regional cooperation to accommodate regional traffic growth.

Roads have been the primary means of getting around Newport Beach, but Newport Harbor presents an opportunity for community specific transportation and recreation alternatives. Water transportation between Newport Beach and Santa Catalina Island, harbors and ports up and down Southern California, and between Balboa Island and the Balboa Peninsula is already present. More water transportation services (public or private) could be established between locations in Newport Beach to reduce the reliance on roadways.

LOCAL ROADWAY SYSTEM

Local roadways are planned to accommodate traffic circulating the local village or neighborhood they serve. Keeping regional traffic off of local streets preserves right-of-way for its intended use and for use by other transportation modes. In recognition of the need to discourage non-local cut-through traffic from using residential streets, the City Council adopted Policy L-26 (Traffic Management Policy) in 2006 (amended in 2015 and 2018). This policy provides tools and a process for managing the speed and volume of vehicles on residential streets and implementing considered responses that do not simply shift cut-through traffic from one residential street to another.

ROADWAY CLASSIFICATION SYSTEM

Much of the traffic traversing Newport Beach uses regional roadways, simply passing through town. Regional serving roadways are categorized according to the type and quantity of traffic they are designed to accommodate through the roadway classification system adopted in the City of Newport Beach Master Plan of Streets and Highways (MPSH). The roadway classifications used by the City of Newport Beach are required to be consistent with the County of Orange Master Plan of Arterial Highways (MPAH), which is administered by the Orange County Transportation Authority (OCTA). OCTA is the regional agency responsible for overseeing the regional transportation system and local agency compliance with regional and statewide programs such as the Congestion Management Program (CMP). The roadway classifications and their generalized daily capacity, used for long range General Plan analysis, are presented below. Roadways may be able to carry traffic above the typical capacity level identified in these basic classifications if the standard section is augmented. Augmented sections could include additional through lanes, additional turning lanes at intersections with high turning volumes, or through signal synchronization.

Principal Arterial—A Principal arterial highway is typically an eight-lane divided roadway. A Principal arterial is designed to accommodate a daily capacity ranging from 45,000 to 60,000. Principal arterials carry a large volume of regional through traffic not handled by the freeway system.

Major Arterial— A Major arterial highway is typically a six-lane divided roadway. A Major arterial is designed to accommodate a daily capacity ranging from 30,000 to 45,000. Major arterials carry a large volume of regional through traffic not handled by the freeway system. A Major Augmented is similar to a Major arterial, but may include additional lanes, particularly at intersections, resulting in a daily capacity ranging from 52,000 to 70,000.

Primary Arterial— A Primary arterial highway is usually a four-lane divided roadway. A Primary arterial is designed to accommodate a daily capacity ranging from 20,000 to 30,000. A Primary arterial's function is similar to that of a Principal or Major arterial. The chief difference is capacity. A Primary Augmented is similar to a Primary arterial, but may include additional lanes, particularly at intersections, resulting in a daily capacity ranging from 35,000 to 50,000.

Secondary Arterial— A Secondary arterial highway is a four-lane roadway (often undivided). A Secondary arterial distributes traffic between local streets and Major or Primary arterials. Although some

Secondary arterials serve as through routes, most provide more direct access to surrounding land uses than Principal, Major, or Primary arterials. Secondary arterials carry a daily capacity ranging from 10,000 to 20,000.

Commuter Roadway—A commuter roadway is a two-to-four-lane, unrestricted access roadway with a daily capacity ranging from 7,500 to 15,000. It differs from a local street in its ability to handle through traffic movements between arterials.

ROADWAY OPERATIONS

The efficient operation of the circulation system is constrained by conflict and congestion at intersections. Intersections that do not perform well can affect roadway conditions upstream and downstream, impact access to adjacent parcels, increase vehicle collisions, present safety hazards to other travel modes, and concentrate air pollution. Conflict and congestion are usually the result of traffic volume. The residents of Newport Beach desire good traffic flow and the ability to get from one side of the city to the other. However, there are impediments to this.

In Newport Beach, natural barriers (including the Pacific Ocean, the Santa Ana River, and Upper Newport Bay) and the John Wayne Airport superblock limit roadway connections. As a result, traffic volumes are concentrated on the roadways making regional connections (i.e., Coast Highway, Bristol Street/SR-73, Newport Boulevard, Jamboree Road, and MacArthur Boulevard) which increases conflict and congestion at intersections along these routes. Because other coastal communities have similar barriers, regional traffic with no origin or destination in Newport Beach also uses these limited connections through Newport Beach, further increasing traffic. Summertime beach traffic is not affected by Newport Beach land use policy. For that reason, it has been and continues to be the practice of the City to analyze traffic conditions outside of the summer season to determine the function and operation of City streets.

The Highway Capacity Manual provides methodology for measuring intersection performance in terms of delay experienced by vehicles traversing the intersection. As detailed below, letter grades are assigned based on the amount of delay experienced by vehicles during the peak commute hours. Unlike school grades, however, level of service A is not necessarily a goal. An intersection performing at level of service A could indicate that too much right-of-way is dedicated to vehicle travel lanes and not enough right-of-way is dedicated to other travel modes such as bicycles and pedestrians.

- LOS "A"—Minimal delay (less than 10 seconds on average) is experienced.
- LOS "B"—Vehicles at signalized intersections experience between 10 and 20 seconds of delay on average, while vehicles on the side street STOP controlled approaches at unsignalized intersections experience between 10 and 15 seconds of average delay.
- LOS "C"—Delays at signalized intersections range from 20 to 35 seconds and from 15 to 25 seconds for side street / STOP controlled traffic at unsignalized intersections.
- LOS "D"—Delays at signalized intersections range from 35 to 55 seconds and from 25 to 35 seconds for side street / STOP controlled approaches at unsignalized intersections.

- LOS "E"—Delays at signalized intersections range from 55 to 80 seconds on average, while delays for side street / STOP controlled traffic at unsignalized intersections range from 35 to 50 seconds.
- LOS "F"—All vehicles at signalized intersections can be expected to wait through more than a single signal cycle with average delays in excess of 80 seconds, while delays to side street / STOP controlled approaches at unsignalized intersections will exceed 50 seconds on average.

The City of Newport Beach has traditionally set LOS D as its goal for intersection performance where possible. Establishing and maintaining a target requires a balance between goals such as accessibility for all travel modes congestion, delay, emergency response, community character, and capital expenditure. It is also important to recognize that some sources of traffic (such as summertime beach traffic) may expand to use any new capacity provided. In the past, LOS E was established as the goal in the airport area and at specific intersections in Corona del Mar to achieve the desired balance.

A traffic analysis of the General Plan update will forecast future traffic volumes, analyze intersection performance, and identify necessary roadway and intersection improvements to maintain LOS D. Once those needs are determined, the City of Newport Beach will consider all goals and will review the Master Plan of Streets and Highways.

Recently, the State has made changes to the measurement of transportation impacts under the California Environmental Quality Act (CEQA). As of July 2020, all jurisdictions must analyze vehicle miles traveled (VMT) for the purposes of CEQA. While VMT contributes to congestion, by itself it cannot be used to measure congestion impacts or congestion relief. VMT is a good measure of effects contributing to climate change. Newport Beach is concerned about climate change and sea level rise and adopted the Vehicle Miles Traveled Implementation Guide in May 2020 and requires the analysis of VMT for the purposes of CEQA. However, Newport Beach originally established the Traffic Phasing Ordinance in 1978, which requires analysis of vehicle LOS when planning transportation improvements in coordination with land use development. In addition, vehicle LOS analysis is still required by the Orange County CMP. Therefore, the City of Newport Beach requires the analysis of VMT for the purposes of CEQA and also requires the analysis of vehicle LOS for compliance with the Traffic Phasing Ordinance and the CMP.

SAFE SYSTEM APPROACH

The Safe System approach takes a holistic approach to reduce fatal and serious injuries occurring on roadways. The first core principle of the Safe System approach is to view fatal and serious injuries as unacceptable and accept the ethical imperative to reduce and eliminate their occurrence. Human bodies, especially those using non-motorized transportation, are vulnerable and have limited tolerance for crash forces before sustaining serious injury. Because humans make mistakes, transportation systems should be designed to accommodate those mistakes and limit crash forces. Designing for safety should be proactive with risks identified and mitigated rather than reacting after crashes. The responsibility for safety is shared by roadway users, roadway managers, and vehicle manufacturers. Designing for safety also means planning for redundancy so that one failure does not necessitate a bad outcome. The Safe System approach adds

layers of protection by improving the safety of roadway users, vehicles, travel speeds, and roadway design while also improving post-crash care.

In the past, roadway speeds were set by roadway users through speed surveys conducted according to the California Vehicle Code and the California Manual on Uniform Traffic Control Devices. Assembly Bill 43 (Friedman) was signed into law in 2021 and will permit local agencies more flexibility starting in 2024 to consider vulnerable groups when setting lower speed limits than identified by speed surveys. The City of Newport Beach will incorporate traffic safety improvement projects in the annual Capital Improvement Program and will consider vulnerable groups when setting speed limits when permitted by State law, consistent with a Safe Systems approach.

TRUCK TRAFFIC

Trucks are necessary to deliver goods, collect refuse, and service utilities throughout Newport Beach. Truck trips can, however, result in noise and other impacts to residents, increase traffic congestion, and shorten the lifespan of infrastructure. Commercial vehicles weighing in excess of 3 tons (6,000 pounds) are prohibited from certain roadways, when posted. Concentrated periods of high truck traffic, such as during construction of large development projects, have increased potential for noise, congestion, and roadway damage impacts. The City of Newport Beach could control and limit those impacts by reviewing and approving construction management plans for large development projects in addition to monitoring construction traffic associated with residential projects.

REGIONAL FACILITIES

Many different agencies plan and operate regional transportation facilities that are used by residents of Newport Beach and vehicles passing through Newport Beach. These include the State, the Southern California Association of Governments (SCAG), OCTA, the Transportation Corridor Agencies (TCA), and neighboring cities. The County of Orange owns and operates John Wayne Airport, which is a generator of special use traffic neighboring Newport Beach. The City of Newport Beach coordinates with outside agencies on matters relevant to the mobility of Newport Beach residents.

The State, through the California Department of Transportation (Caltrans), is the owner/operator of major regional routes used by Newport Beach residents including I-405, SR-55, Newport Boulevard, and Coast Highway. Coast Highway is owned and operated by Caltrans with the exception of the segment between Jamboree Road and Newport Coast Drive. Newport Boulevard from Finley Street to the northerly city limits at Industrial Way is also under Caltrans jurisdiction. Caltrans controls the signal timing and signal coordination along these roadways. The City of Newport Beach coordinates with Caltrans related to signal timing and seeks greater coordination related to incorporating emerging technology and the latest transportation system management techniques.

SCAG is the Metropolitan Planning Organization (MPO) responsible for preparing the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for Southern California. The RTP/SCS is prepared every four years and outlines the region's vision for use of regional facilities and delivery of mobility. The City of Newport Beach provides local data for the RTP/SCS process to ensure Newport Beach is accurately represented and provides feedback on draft strategies.

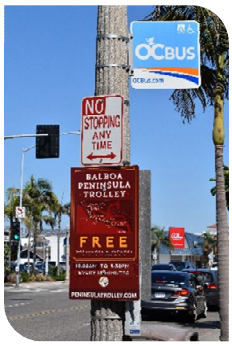
As previously mentioned, OCTA is the regional agency responsible for overseeing the regional transportation system, the County Master Plan of Arterial Highways, and local agency compliance with regional and statewide programs such as the CMP, which is prepared every two years. The CMP roadways within Newport Beach are Coast Highway, Newport Boulevard, MacArthur Boulevard, and Jamboree Road. The City of Newport Beach provides local data for the CMP preparation. OCTA also prepares a Long Range Transportation Plan (LRTP) every four years that establishes a vision for Orange County mobility that is submitted to SCAG for inclusion in the RTP/SCS. The City of Newport Beach monitors the LRTP and provides feedback related to the needs of Newport Beach residents. The TCA operates the San Joaquin Hills Transportation Corridor (SR-73). The City of Newport Beach is a partner in this joint powers' authority.

OCTA provides a forum for communication and coordination between neighboring jurisdictions for the efficient delivery of mobility across jurisdictional borders through regional plans such as the MPAH, Commuter Bikeways Strategic Plan, and OC Go. One example of effective cross-jurisdictional coordination has been the Regional Traffic Signal Synchronization Program. The City of Newport Beach coordinates with neighboring jurisdictions seeking effective planning and delivery of transportation facilities.

JWA is a part of the regional system of airports serving air travel for Orange County residents, workers, and visitors. The Newport Beach Aviation Committee assists the City in the implementation of Council Policy A-17 (Newport Beach Council Airport Policy).

PUBLIC TRANSPORTATION

Fixed route bus service and on-demand paratransit in Newport Beach (and all of Orange County) is operated by OCTA. One of the bus routes in Newport Beach connects the Newport Transportation Center (located at MacArthur Boulevard and San Joaquin Hills Road in Newport Center) to the countywide bus network. In order to maintain State mandated revenue/cost balance, OCTA occasionally revises their service schedule. During periods of increased public transportation use, service routes are extended and new routes may be added. During periods of decreased public transportation use, service areas with the lowest ridership are contracted. OCTA's most recent review of bus service, the Bus 360 program, concentrated bus service in the central part of Orange County and reduced bus service in South Orange County and the periphery.

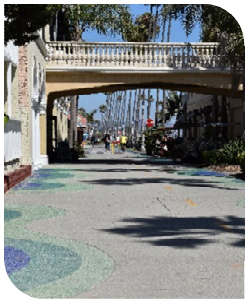


OC Go Project V provides funding for community-based transit/circulators. The Newport Beach summer shuttle service on the Balboa Peninsula is partially funded by Project V. The City of Newport Beach would consider pilot programs for other shuttle routes, potentially connecting the villages within Newport Beach.

The extensive use of rideshare services has been one of the factors leading to declining bus ridership. As part of the Bus 360 program, OCTA even tested use of rideshare operators to provide on-demand mobility service in lieu of reduced fixed route service. In some markets, rideshare drivers have begun offering subscription rates for customers with regular medical appointments. The trend is clearly toward more trips being taken with this travel mode and the City of Newport Beach is considering ways to accommodate the demand such as designating curbside drop-off zones in commercial areas.

TRAILS

Trail systems provide functional alternatives to automobile travel and recreational opportunities for the community. The trail system in Newport Beach has been developed for commuter and recreational bicyclists, pedestrians, and equestrians.



Bicycle Path, Caltrans Class I

Bicycle Trails

This Circulation Element incorporates the 2014 City of Newport Beach Bicycle Master Plan and any future updates to that plan. The Bicycle Master Plan identifies four types of bicycle facilities.

1. **Bicycle Path (Caltrans Class I).** Provides for bicycle travel on a paved right-of-way separated from any street or highway. Includes sidewalk adjacent to street.
2. **Bicycle Lane (Caltrans Class II).** Provides a striped and stenciled lane for bicycle travel on a street or highway.
3. **Bicycle Route (Caltrans Class III).** Provides for a shared use with motor vehicle traffic and may be identified by signing. Stencil markings identifying a recommended position for bicycles may also be provided.
4. **Bicycle Trail.** Provides a dirt pathway designated for the use of bicycles and pedestrians completely separated from motor vehicle traffic.

Bicycle Lane, Caltrans Class II

Bicycle Route, Caltrans Class III

Subsequent to adoption of the Bicycle Master Plan, Caltrans has included an additional classification of bicycle facility in the Highway Design Manual and California Manual on Uniform Traffic Control Devices. A Class IV Bikeway (also known as a cycle track) is an on-road facility separated from vehicle traffic by a physical barrier. The City may incorporate this type of facility into the Bicycle Master Plan in the future.

The facility needs of bicyclists vary with the function of the trip and the speed and skill level of the rider. Those residents who use bicycles daily for their primary means of transportation likely prefer the most convenient and direct route available to their destination. These bicyclists normally will select a route along a primary or a major highway. In contrast, the recreational rider might choose a route for its scenic interest such as a ride on a bike trail separated from vehicular traffic. New or infrequent bicycle riders may prefer a route separated from vehicle travel or along a route with low vehicle volume and speeds. Thus, it is necessary to provide bikeways for bicyclists along major transportation corridors as well as alternative routes. It is also necessary to provide bikeways which separate faster cyclists from pedestrian travel and slower cyclists, integrating bicycle travel more closely with vehicular traffic, and bikeways which separate slower cyclists from motor vehicle traffic.

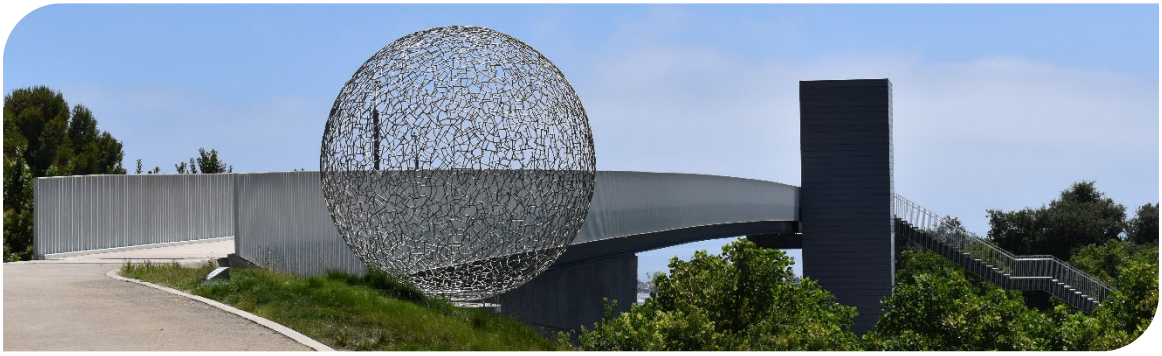
The City has designated additional off-road facilities in the form of sidewalk bikeways, which provide improved bicycle safety for children within high use corridors in the vicinity of schools, beaches, and residential neighborhoods. The City will periodically review the Bicycle Sidewalk Resolution to determine whether areas permitting bicycle use on sidewalks are serving the intended purpose, whether additional permitted areas are desirable, and whether restrictions on use (e.g., bicycle speed limits) are warranted. Review of the Bicycle Sidewalk Resolution and strategies for separating faster cyclists from pedestrians and slower cyclists will become more important due to the emergence of electric-assisted bicycles (e-bikes).

Researchers have noted the rapid uptake of e-bikes by consumers, that e-bikes are more likely than standard bicycles to replace car trips, and that trips with e-bikes are longer than trips with standard bicycles. The availability of e-bikes also expands the potential group of users of bicycle facilities and the range of all users of those facilities. This emerging technology may improve the mobility of Newport Beach residents, but the City would like to ensure that the benefits to some do not come at the expense of safety to other users and residents.

Pedestrian Corridors

Newport Beach has a variety of pedestrian and multi-use facilities. These include sidewalks through developed areas, the oceanfront boardwalk on the Balboa Peninsula, bayfront walkways, and trails along Upper Newport Bay and in open space areas. Coastal areas see high pedestrian activity including Balboa Island, Balboa Peninsula, Corona del Mar, and Mariners' Mile. High volumes of pedestrians cross Coast Highway through Mariners' Mile. Where there are opportunities, the City of Newport Beach will consider providing more Bayfront walkways along the Balboa Peninsula and Mariners' Mile. These walkways will help to accommodate high pedestrian volumes while also providing an alternative network separate from high vehicle volume streets. Closing low volume minor streets and alleys and creating pedestrian

promenades or activity areas can also be a strategy to create a pedestrian friendly network while activating a business district. In addition, overhead pedestrian crossings should be considered to improve pedestrian safety.



Equestrian Trails

Equestrian trails are primarily located in the Santa Ana Heights portion of the City. These trails, and other equestrian facilities, are highly valued by residents of this area and provide regional recreation opportunities as well.

COMPLETE STREETS

While alternative modes such as bicycles have always been permitted to use the roadway network, the Complete Streets Act (Assembly Bill 1358) requires that Circulation Elements "plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan." Providing a balance for multiple modes is one strategy toward reducing greenhouse gas emissions and combating climate change consistent with the City's goals of reducing risks to residents from climate change and sea level rise. Additionally, research shows that a multimodal transportation system, encouraging choice of bicycle walking and rolling modes, can enhance local economic development and improve public health. The City of Newport Beach will use the Orange County Council of Governments (OCCOG) Complete Streets Initiative Design Handbook to develop the City's complete streets master plan.

Planning for a balanced multimodal transportation network does not mean that every street allocates equal space to all travel modes. In fact, satisfactory service levels are difficult to provide on all streets for all travel modes due to the competing interests between modes. Automobile friendly streets have high travel speeds, wide lanes, and separate turn lanes all of which decrease pedestrian service levels. Rather than trying to simultaneously serve competing needs, the City of Newport Beach favors a layered network approach to complete streets planning. In a layered network, a street is prioritized for a particular travel

mode (or multiple travel modes benefiting from similar characteristics), but the network as a whole provides for the mobility of all users of roadways.

EMERGING TECHNOLOGY

The City of Newport Beach has used and continues to use technology to improve the delivery and performance of mobility. Transportation System Management techniques have been used to enhance capacity without physical roadway widening while retaining the community character and limiting the impact of the roadway system on the environment. Examples of Transportation System Management improvements include intelligent transportation system improvements at traffic signals, traffic signal coordination and improvements to roadway signage along busy routes (especially to tourist destinations), and the completion of the traffic management center in City Hall allowing for traffic monitoring and remote signal operation. The City also replaced old street lighting to more efficient LED fixtures to reduce electricity consumption and the City's carbon footprint.

Technology is changing rapidly, and the City of Newport Beach will respond to the challenges and opportunities presented by emerging technology. The number of electric vehicles (EV) using our roadways will continue to grow and have fueling needs that are distinct from gasoline powered vehicles. Rideshare services continue to grow ridership and simultaneously the need for designated places to drop-off and pick-up are growing. Wayfinding apps help people to navigate our roadways, but the directions provided do not always show the most direct route or respect roadway classification. Traditional engineering techniques may not be effective in redirecting this source of traffic volume and the City of Newport Beach is investigating potential strategies.

Vehicles with limited self-driving capability are already on our roadways. On the horizon, the City anticipates that vehicle-to-everything (V2X) infrastructure improvements will be needed to accommodate and realize the advantages offered by connected and autonomous vehicles. Potential advantages from connected vehicles include feedback regarding roadway maintenance needs, uniform traffic flows, real time signal synchronization, improved safety for drivers and other travel modes, and reduced GHG emissions. While the City of Newport Beach is aware of what is happening now and what is anticipated in the near future, the City must remain flexible and adapt to rapidly changing transportation options in order to experience the benefits offered while avoiding the pitfalls of change.

TRAVEL DEMAND MANAGEMENT

The City of Newport Beach retains the Travel Demand Management (TDM) Ordinance requiring projects to reduce the number of peak-period vehicle trips by providing facilities to support alternate modes and encouraging the use of alternative transportation modes, such as carpools, vanpools, public transit, bicycles, and walking. Employers can also offer flexible work schedules, including work-from-home. Some TDM strategies will reduce VMT generated by a land use. All of these techniques are enhanced by emerging technologies. Adopting TDM measures not only reduces peak-period vehicle trips and associated GHG emissions but could also reduce parking demand.

CURB SIDE MANAGEMENT

Newport Beach manages curb side space seeking the best use for the community needs. Prohibitions, fee assessment, or time limits are used to induce turnover and ensure availability, perform maintenance such as street sweeping, preserve sight distance, or provide right-turn lanes.

Within commercial districts, time limitations and metered parking are common. Novel parking management may provide greater benefit to Newport Beach residents and visitors. Strategies such as valet and loading zones could reduce vehicle loads on side streets and alleys. Designating rideshare or delivery space could accommodate emerging trends. Curb side right of way could also be used as exchange areas for shared non-motorized transportation. Some of these novel parking management strategies could reduce passenger car use.

Within residential districts, parking demand can overflow from commercial districts or private residential property onto public residential streets. Management of curb side right of way can help to provide equal access for all of the district's residents.

CLIMATE CHANGE

Newport Beach is concerned about climate change and sea level rise. As seen in other parts of the country, climate change can increase the frequency and intensity of natural emergencies. The City of Newport Beach is planning for these contingencies using tsunami warning signs, evacuation planning and battery back-up systems for traffic signals. Initiatives included in the Circulation Element such as planning for a balanced multimodal network including support for additional transit facilities in higher density areas and measures to reduce VMT help to reduce greenhouse gas emissions and combat climate change. The City of Newport Beach intends to do more to reduce greenhouse gas emissions and combat climate change. On City property, the City can provide more EV charging stations, bicycle parking, and other supporting facilities. The City can encourage or require these supporting facilities on privately owned property within Newport Beach. The City can also encourage local businesses to establish and maintain telework programs in addition to carpooling/vanpooling.

PARKING

Similar to other coastal communities, parking availability is limited citywide, especially in some areas during the peak summer months. Areas of Newport Beach that were largely subdivided prior to widespread adoption of the automobile are areas of particular concern (i.e., Balboa Peninsula, Balboa Island, and Corona Del Mar). The Balboa Village Parking Management Overlay Plan included recommendations. The City of Newport Beach has implemented some of the recommendations (i.e., beginning to implement parking meter time limits, providing bus layover areas, improving intersection visibility with additional red curbing, and monitoring lot utilization). Implementing additional recommendations is being considered including increasing parking meter fees, consolidating public parking, and initiating a shared parking

program. Similar Parking Management Overlay plans could be implemented in other activity areas including Corona del Mar, Mariners' Mile, McFadden Wharf, Cannery Village, and Balboa Island.

Technology changes make other innovative solutions possible. The City of Newport Beach uses a smartphone app to allow remote payment of fees at parking meters, which has increased compliance. This program could be expanded to provide the location of and directions to available parking spaces, which could reduce circling while looking for a parking space and the congestion those movements cause. Increased use of rideshare services may reduce parking demand for some land uses or in some areas of Newport Beach. Future review of off-street parking requirements may allow reuse of vehicle parking spaces for bicycle parking or could permit reallocation of curbside space. Alternatives for management of curbside space include valet or rideshare pick-up/drop-off and deliveries, further supporting a trend toward less private vehicle parking.

TRANSPORTATION FUNDING

Newport Beach receives funding for transportation improvements from gasoline tax apportionment (including SB-1), OC Go (also known as Measure M) local turnback, OC Go competitive programs, the State, federal funds, developer fees (i.e., the Traffic Phasing Ordinance and Fair Share Traffic Contribution Ordinance), and the General Fund. The City of Newport Beach leverages City resources to improve the chances of winning competitive funding sources (e.g., MacArthur Boulevard improvements, Superior Avenue pedestrian bridge, and more). The effect of revisions to CEQA measuring transportation impacts in terms of VMT on developer fees is not known at this time. A regional VMT mitigation program, if established, may offer a new funding source for public transit or alternative transportation projects.

The City of Newport Beach will have additional expenditures in the future to adapt existing infrastructure with emerging technology, including traffic signal improvements for compatibility with connected and autonomous vehicles. The City of Newport Beach is considering potential sources of funding for these expenditures.

Goals and Policies

Mobility

Goal

CE 1.1

An overall transportation system that facilitates the movement of people and goods within and through the City of Newport Beach and accommodates conservative growth within the City of Newport Beach but is not expanded primarily to accommodate growth in the surrounding region.

Policies

CE 1.1.1 Comprehensive Transportation System

Provide a diverse transportation system that provides mobility options for the community. *(Imp 16.8, 16.11)*

CE 1.1.2 Integrated System of Multiple Modes

Provide an integrated transportation system that supports the land use plan set forth in the Land Use Element. *(Imp 2.1)*

CE 1.1.3 Levels of Service Related to Community Character

Maintain level of service standards that reflect the character of the various unique districts and neighborhoods of Newport Beach. *(Imp 16.2, 16.4, 16.6, 16.7)*

Goal

CE 1.2

Reduced summertime visitor traffic impacts.

Policies

CE 1.2.1 Wayfinding

Implement way-finding signs for vehicles and pedestrians, specifically for tourist destination areas. *(Imp 16.7)*

CE 1.2.2 Shuttle Service

Encourage and maintain remote visitor parking and shuttle services. *(Imp 14.4)*

CE 1.2.3 Internal Shuttle

Study the potential of implementing a pilot program, for a shuttle system connecting the villages of Newport Beach. *(Imp 16.8)*

CE 1.2.4 Traffic System Management

Continue to implement measures, such as special traffic signal timing, to reduce the impact of high-volume summer traffic on persons living along and around the beach and bay, as well as visitors. *(Imp 16.7)*

CE 1.2.5 Public Transit

Support and encourage OCTA efforts to provide/fund summertime expanded bus service and/or local shuttle services to reduce visitor traffic. *(Imp 16.8)*

Roadway System

Goal

CE 2.1

A roadway system with no significant gaps that provides for the efficient movement of goods and people in the City of Newport Beach, while maintaining the community's character and its residents' quality of life.

Policies

CE 2.1.1 Level of Service Standards

Plan the arterial roadway system to accommodate projected traffic at the following level of service standards:

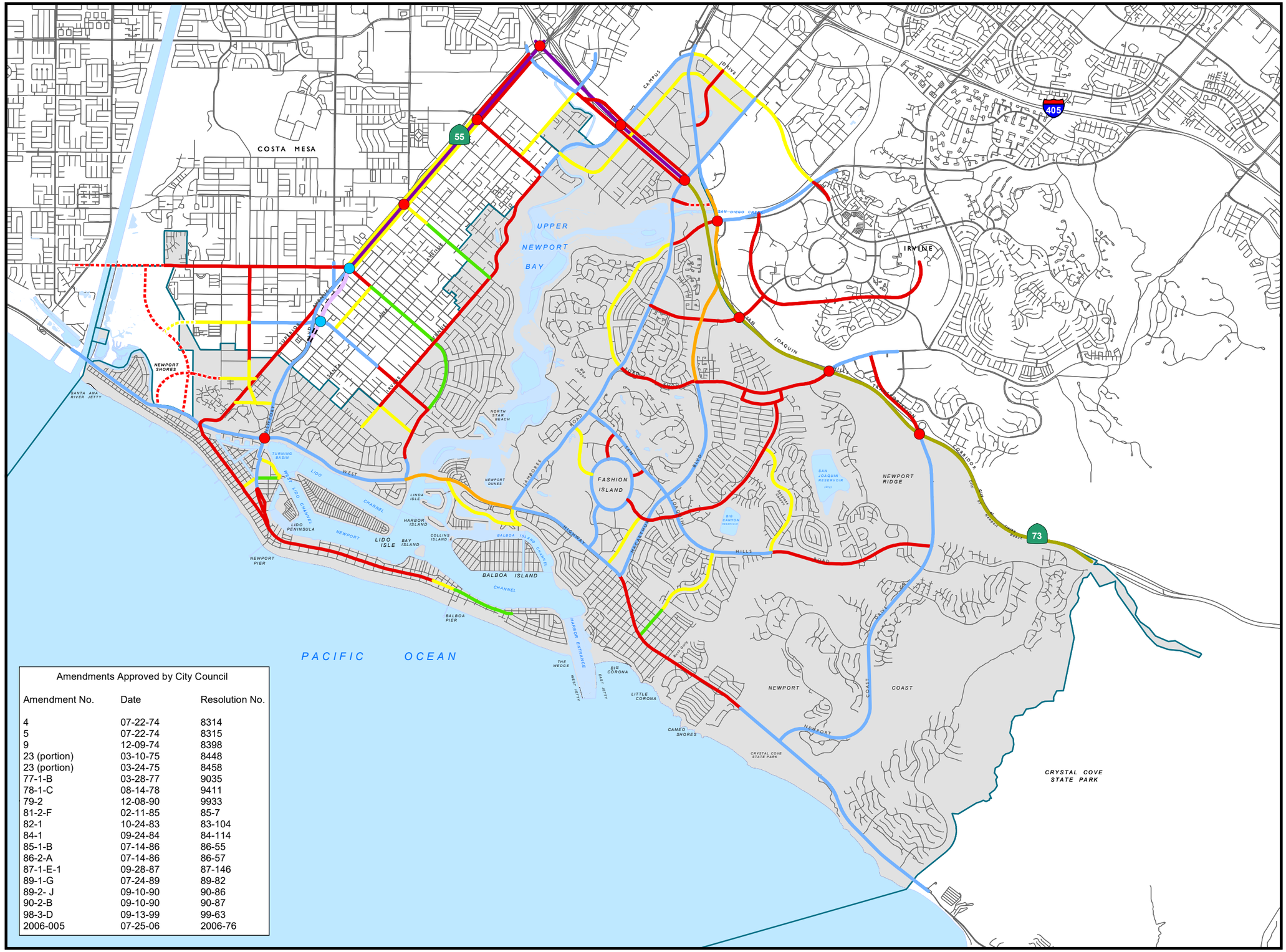
A. Level of Service (LOS) "D" throughout the City, unless otherwise noted
B. LOS "E" at any intersection in the Airport Area shared with Irvine, and in Corona del Mar (subject to findings of the most recent General Plan update traffic study) *(Imp 16.3)*

CE 2.1.2 Street and Highway Network

Construct the circulation system described on the map entitled Newport Beach Circulation Element-Master Plan of Streets and Highways shown in Figure CE1 and Figure CE2 (cross-section). *(Imp 14.9, 16.3)*

CITY of NEWPORT BEACH GENERAL PLAN

Figure CE1
MASTER PLAN OF STREETS AND HIGHWAYS



Amendments Approved by City Council

Amendment No.	Date	Resolution No.
4	07-22-74	8314
5	07-22-74	8315
9	12-09-74	8398
23 (portion)	03-10-75	8448
23 (portion)	03-24-75	8458
77-1-B	03-28-77	9035
78-1-C	08-14-78	9411
79-2	12-08-90	9933
81-2-F	02-11-85	85-7
82-1	10-24-83	83-104
84-1	09-24-84	84-114
85-1-B	07-14-86	86-55
86-2-A	07-14-86	86-57
87-1-E-1	09-28-87	87-146
89-1-G	07-24-89	89-82
89-2- J	09-10-90	90-86
90-2-B	09-10-90	90-87
98-3-D	09-13-99	99-63
2006-005	07-25-06	2006-76

Legend

- ADOPTED INTERCHANGE
- PROPOSED INTERCHANGE
- ROUTES REQUIRING FURTHER COORDINATION **0.75 Miles**
- COMMUTER ROADWAY (TWO LANE UNDIVIDED) **3.24 Miles**
- SECONDARY ROAD (FOUR LANE UNDIVIDED) **16.88 Miles**
- SECONDARY (NOT BUILT) **0.28 Miles**
- PRIMARY ROAD (FOUR LANE DIVIDED) **29.62 Miles**
- PRIMARY ROAD (NOT BUILT) **3.29 Miles**
- MAJOR ROAD (SIX LANE DIVIDED) **30.64 Miles**
- EIGHT LANE ROAD (DIVIDED) **2.81 Miles**
- SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR **5.32 Miles**
- ADOPTED FREEWAY ROUTES **4.48 Miles**
- FUTURE FREEWAY EXTENSION **0.75 Miles**

N

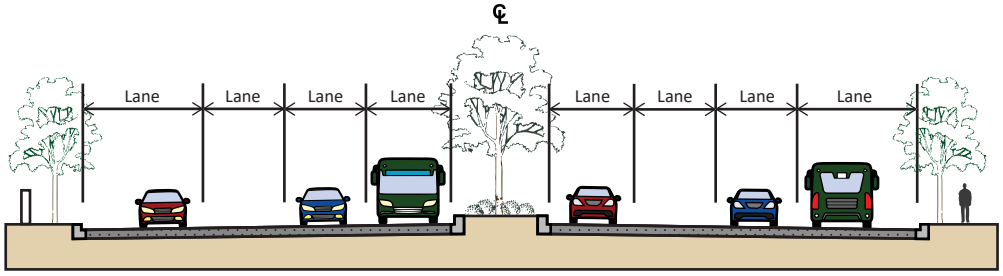
0 0.5 1
Miles

Source: City of Newport Beach

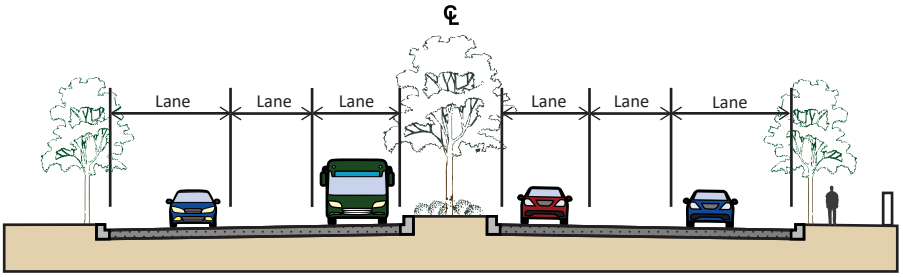
Date: 7/28/22

LSA

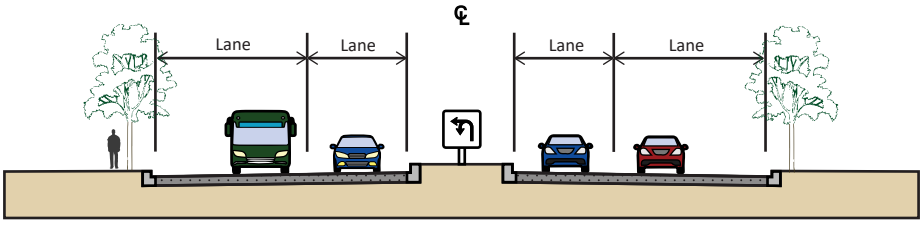
PRINCIPAL - 144'
(8 Lanes Divided)



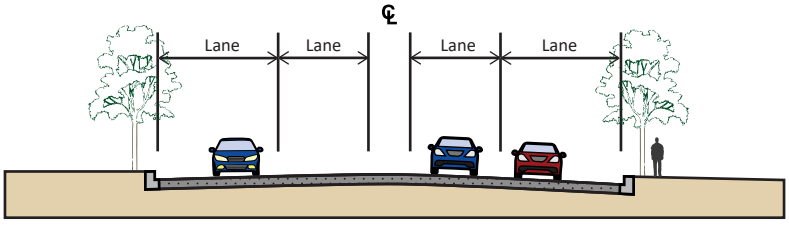
MAJOR - 128'
(6 Lanes Divided)



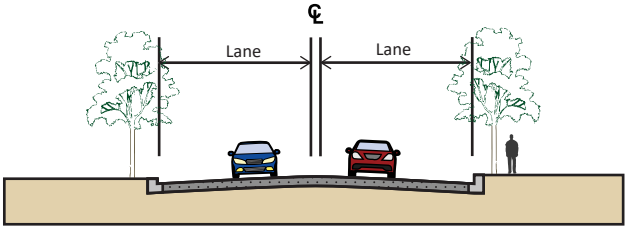
PRIMARY - 104'
(4 Lanes Divided)



SECONDARY - 84'
(4 Lanes Undivided)



COMMUTER - 60'
(2 Lanes Divided)



CITY of NEWPORT BEACH
GENERAL PLAN
Figure CE2
GENERAL PLAN
ROADWAY
CROSS-SECTIONS

NOTE: AUGMENTED SECTIONS MAY INCLUDE ADDITIONAL LANES AT INTERSECTION, AS NECESSARY.

Not to Scale

Source: LSA Associates
PROJECT NUMBER:
Date: 07/18/22

LSA

I:\CNB1702.04\G\Circ Element\CE_Cross_Sections.ai (8/10/2022)

CE 2.1.3 Current Traffic Data

Monitor traffic conditions on an ongoing basis and update Master Plan as necessary. *(Imp 16.4)*

CE 2.1.4 Roadway Improvements

Pursue construction of intersection improvements (subject to findings of the most recent General Plan update traffic study) or alternate improvements that achieve an acceptable level of service. *(Imp 16.3)*

CE 2.1.5 MacArthur Boulevard Widening

Plan the addition of lanes to MacArthur Boulevard between Harbor View Drive and the prolongation of Crown Drive so that more than four lanes are constructed only when the daily volume to capacity ratio equals or exceeds 1.0 in that section of MacArthur Boulevard, not counting trips generated by the MacArthur Boulevard access drive to Corona del mar Plaza, and after public hearings before the Planning Commission and City Council, and only by narrowing the median. *(Imp 16.3)*

CE 2.1.6 Protection of Right-of-Way

Protect right-of-way for designated future streets and highways through all practicable means. *(Imp 2.1)*

Goal

CE 2.2

A safe and efficient roadway system.

Policies

CE 2.2.1 Safe Roadways

Provide for safe roadway conditions by adhering to nationally recognized improvement standards and uniform construction and maintenance practices. *(Imp 16.4, 16.6)*

CE 2.2.2 Safe System Approach

Evaluate traffic collision data annually and review best practices for safe circulation systems and implement appropriate technologies/infrastructure consistent with the industry recognized Safe System principles. Incorporate traffic safety improvement projects in the annual Capital Improvement Program. *(Imp 16.2, 16.4)*

CE 2.2.3 Up-to-Date Standards

Periodically review and update street standards to current multimodal capacity and safety practices. *(Imp 16.4, 16.6)*

CE 2.2.4 Traffic Control

Design traffic control measures to ensure City streets and roads function with safety and efficiency for vehicles, bicycles, and pedestrians. *(Imp 16.7)*

CE 2.2.5 Driveway and Access Limitations

Limit driveway and local street access on arterial streets to maintain a desired quality of traffic flow and limit hazards to active transportation modes. Wherever possible, consolidate and/or reduce the number of driveways and implement access controls during redevelopment of adjacent parcels. *(Imp 16.1)*

CE 2.2.6 Neighborhood Traffic Calming

Balance safety, quality of life, and efficiency when considering cut-through traffic and traffic calming improvements to local neighborhood streets. Address neighborhood traffic concerns through City Council Policy L-26. *(Imp 16.6)*

CE 2.2.7 Emergency Access

Provide all residential, commercial, and industrial areas with efficient and safe access for emergency vehicles. An emergency evacuation map shall be prepared as part of an updated Safety Element. *(Imp 16.6)*

CE 2.2.8 Alleys

Alleys in new developments shall be 20' wide to facilitate circulation. *(Imp 8.1)*

Goal

CE 2.3

Optimal roadway system operation.

Policies

CE 2.3.1 Coast Highway Ownership

Pursue ownership of Coast Highway throughout Newport Beach, as opportunities arise, so that Coast Highway can be improved to its ultimate width in Mariners' Mile consistent with the City's Master Plan of Streets and Highways and the OCTA Master Plan of Arterial Highways and to provide

the City with more opportunities to increase operational efficiencies. *(Imp 2.1, 14.9)*

CE 2.3.2 Roadway Maintenance

Support roadway maintenance programs that inspect, repair, and rehabilitate pavement surfaces and sidewalks in order to preserve the high quality of City streets and thoroughfares. *(Imp 16.4)*

CE 2.3.3 New Development Maintenance Responsibility

Ensure minimization of traffic congestion impacts and parking impacts and ensure proper roadway maintenance through review and approval of Construction Management Plans associated with new development proposals in residential neighborhoods. *(Imp 8.1, 16.9)*

CE 2.3.4 Traffic Conditions Data Base

Monitor traffic conditions and optimize traffic signal operations and coordination on an ongoing basis. *(Imp 16.2)*

CE 2.3.5 Improvements to Reflect Changing Traffic Conditions

Based on the monitoring of traffic conditions, consider additional improvements in areas with operations issues, such as intersections with heavy turn volumes (e.g., additional turn lanes, traffic signal progression, etc.). *(Imp 16.2)*

CE 2.3.6 San Joaquin Hills Transportation Corridor

Work with the Transportation Corridor Agency (TCA) to create improvement strategies and funding mechanisms to address regional through traffic created by the toll road along East Coast Highway and within the area of influence of the San Joaquin Hills Transportation Corridor.

Goal

CE 2.4

Truck routes that support goods movement to and from land use in the City while minimizing adverse impacts to residents or businesses.

Policies

CE 2.4.1 Truck Routes

Allow truck use of City streets except selected residential and arterial streets adjacent to residential areas and school zones necessary to minimize impacts of truck traffic on residential areas. *(Imp 16.9)*

CE 2.4.2 Impacts of Trucks

Provide appropriately designed and maintained roadways to safely accommodate truck travel and minimize noise and vibration. *(Imp 16.9)*

CE 2.4.3 Management of Truck Activities

Actively manage trucking activities related to oversize loads such as large boats and comparable characteristics. *(Imp 16.9)*

CE 2.4.4 Construction Management Plans

Develop program to require CMP for large developments to address haul routes, hours of operation, and number of truck trips. *(Imp 16.9)*

Regional Transportation

Goal

CE 3.1

A network of regional facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries and minimizes the use of City streets by regional through traffic.

Policies

CE 3.1.1 Freeway System

Encourage ongoing regional investment in the freeway system. *(Imp 14.1, 14.3, 14.9, 14.10)*

CE 3.1.2 Integration of Transportation Systems with Adjoining Communities and the Region

Interface with regional and surrounding local agencies, such as Caltrans, OCTA, the County of Orange, John Wayne Airport, the Cities of Irvine, Costa Mesa, and Huntington Beach, and the University of California, Irvine to implement systems that serve the needs of regional travelers (vehicles,

bicycles, and pedestrians) in a way that minimizes impacts on Newport Beach residents. *(Imp 14.9, 14.10, 16.5)*

CE 3.1.3 Traffic from Adjoining Communities

Continue to monitor land development applications in adjacent communities and encourage coordination on land development projects that affect traffic and mobility in Newport Beach. *(Imp 14.1)*

CE 3.1.4 Regional Consistency

Maintain consistency between the City of Newport Beach Master Plan of Streets and Highways (shown on Figure CE1) and the Orange County Master Plan of Arterial Highways. *(Imp 16.5)*

CE 3.1.5 Regional Traffic Mitigation

Continue to participate in programs (Orange County Congestion Management Program, Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy, etc.) to reduce regional traffic congestion. *(Imp 14.1, 14.3, 16.5)*

CE 3.1.6 Santa Ana River Future Mobility Alternatives

Advocate for the study and review of regional transportation improvements along and/or across the Santa Ana River, which reflects current planning, that may include active transportation or neighborhood electric vehicle improvements that reduce passenger car use, offer mobility choice, enhance recreation and community health and reduce vehicle miles traveled without disproportionate impacts on Newport Beach including Coast Highway, consistent with all environmental review requirements. *(Imp 16.5)*

Public Transportation

Goal

CE 4.1

A public transportation system that provides mobility for residents and encourages use of public transportation as an alternative to automobile travel.

Policies

CE 4.1.1 Public Transit Efficiency

Support efforts by OCTA and other agencies to increase the effectiveness of transit services, possibly including local shuttle services. *(Imp 14.4)*

CE 4.1.2 Transit Services for Special Need Populations

Support efforts to increase accessible transit services and facilities for the elderly, disabled, and other transportation disadvantaged persons. *(Imp 16.8)*

CE 4.1.3 Seasonal Public Transit

Coordinate with OCTA to provide seasonal, recreational, and special events shuttles. *(Imp 14.4, 16.8)*

CE 4.1.4 John Wayne Airport Shuttles

Encourage the use of airport shuttle services to minimize the impacts of air travelers on the local roadway system. *(Imp 14.4, 16.8)*

CE 4.1.5 Transit Support Facilities

Cooperate with OCTA in efforts to provide additional regional transit support facilities, including park-and-ride lots, bus stops, and shelters in higher density residential areas or mixed-use development areas to reduce passenger car travel through and within Newport Beach. *(Imp 16.8)*

CE 4.1.6 School Transit

Monitor the demand for additional private, public, and school transportation available to serve the needs of K–12 students and advocate for improvements in traffic from students. *(Imp 14.2, 16.11)*

Alternative Transportation Modes

Goal

CE 5.1

A transportation system that supports Complete Streets policies and design.

Policies

CE 5.1.1 Circulation Complete Streets System for All Users

Develop a Complete Streets master plan and design guide based upon best practices (e.g., Orange County Council of Governments Complete Streets Initiative Design Handbook, 2016) that prioritizes City rights of way to allow all users safe and efficient mobility. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities are able to safely move along and across the mobility system of Newport Beach. *(Imp 16.1, 16.8, 16.11)*

Goal

CE 5.2

Convenient bicycle trail systems that satisfy recreational desires and transportation needs.

Policies

CE 5.2.2 Integration of the Bicycle Master Plan

Review projects adopted in the 2014 Bicycle Master Plan, the 20-year program of bicycle capital improvements to facilitate safe and efficient active transportation commute and recreational mobility, annually and integrate bicycle projects into general mobility capital improvement programming. *(Imp 16.11)*

CE 5.2.3 Bicycle Master Plan Vision

Provide for a network of active transportation facilities consistent with the vision in the current Newport Beach Bicycle Master Plan. *(Imp 16.11)*

CE 5.2.4 Trail System

Promote construction of a comprehensive trail system as shown on Figure CE3 to connect bicycle trails with hiking trails and transit routes. (Updated figure in process) *(Imp 16.11)*

CE 5.2.5 Travel Mode Connectivity

Ensure all active transportation networks are linked and provide connectivity between transit, transit centers, and other major land uses such as village areas, commercial centers, activity nodes, recreation facilities, schools, parks, and institutions so that residents can travel within the community without driving. *(Imp 16.8, 16.11, 20.1)*

CE 5.2.6 Pedestrian Improvements in New Development Projects

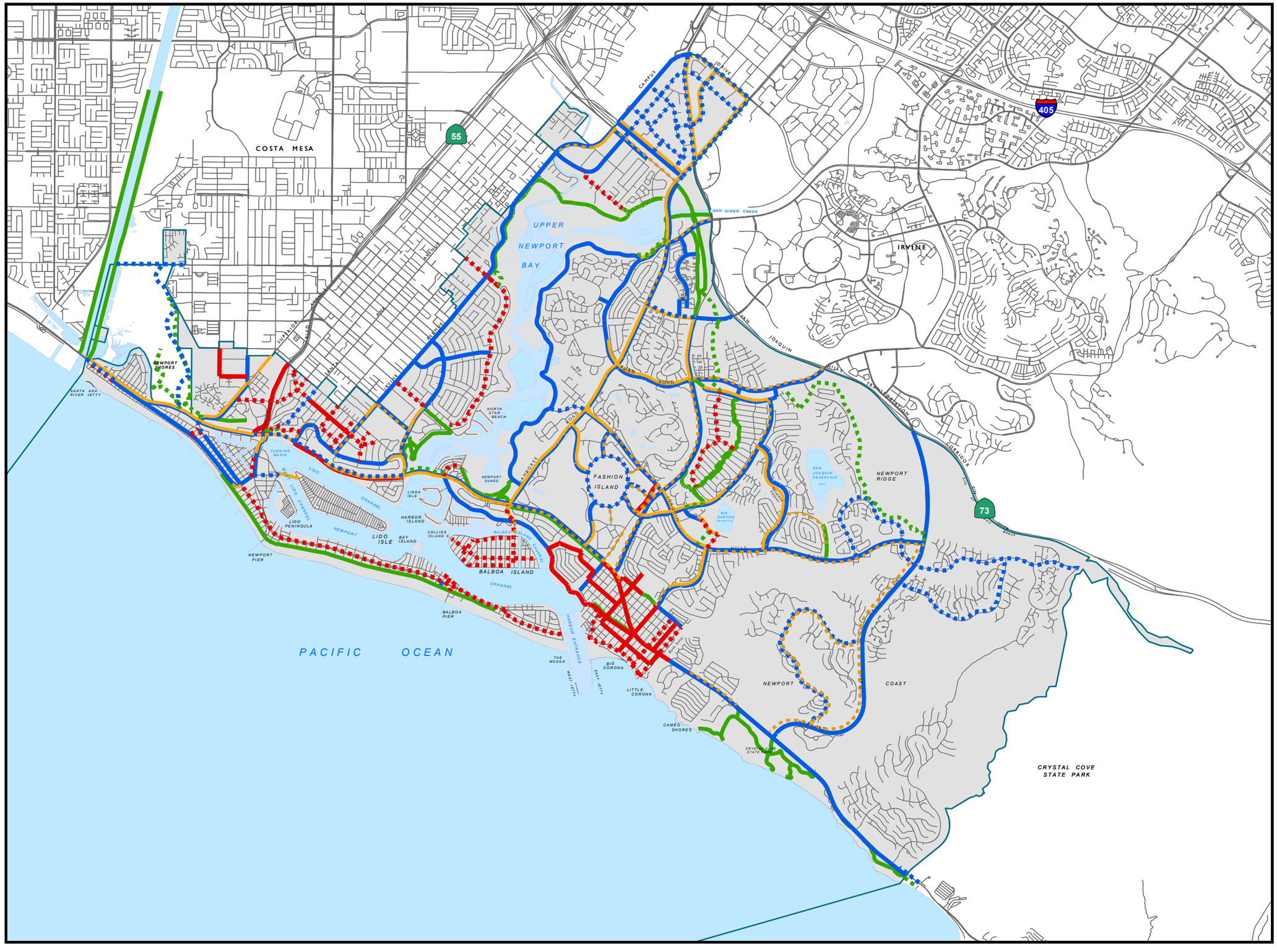
Require new development projects to include safe and attractive sidewalks, walkways, and bike lanes in accordance with the Master Plan, and, if feasible, trails. *(Imp 16.11)*

CE 5.2.7 Linkages to Citywide Trail System and Neighborhoods

Require developers to construct links to the planned trail system, adjacent areas, and communities where appropriate. *(Imp 16.11)*

CITY of NEWPORT BEACH
GENERAL PLAN

Figure CE3
BIKEWAYS
MASTER PLAN



Legend

Recommended Facilities

- Off-Street Bike Path (Class I)
- Sidewalks--Bicycle Riding Allowed
- On-Street Bike Lane (Class II)
- Designated Bike Route (Class III)

Existing Facilities

- Off-Street Bike Path (Class I)
- Sidewalks--Bicycle Riding Allowed
- On-Street Bike Lane (Class II)
- Designated Bike Route (Class III)

N

0 0.5 1
Miles

Source: City of Newport Beach
Bicycle Master Plan, October 2014
Date: 7/28/22

LSA

CE 5.2.8 Bikeway System

Cooperate with state, federal, county, and local agencies to coordinate bikeways and trails throughout the region. *(Imp 16.11)*

CE 5.2.9 Bikeway Legislation

Coordinate with local legislative delegation in Sacramento to address safety regulation of bicycles and e-bikes, including training, education and modification to the California Vehicle Code.

CE 5.2.10 Bicycle Supporting Facilities

Incorporate separate bicycle and pedestrian facilities in the design plans for new streets and highways and, where feasible, in the plans for improving existing roads. *(Imp 16.11)*

CE 5.2.11 Bicycle Supporting Amenities

Require bicycle facilities such as bike racks, bike stations, or lockers according to national standards for long-term and short-term bicycle utilization on City property and with new development and encourage the addition of such bicycle facilities within existing development. *(Imp 16.11)*

CE 5.2.12 Bicycle Safety

Provide for safety of conventional bicyclists, e-bicyclists, equestrians, and pedestrians by adhering to current national standards and uniform practices especially where modes interact. *(Imp 16.11)*

CE 5.2.13 Bicycle Conflicts with Vehicles and Pedestrians

Minimize conflict points among motorized traffic, pedestrians, e-bikes, and conventional bicycle traffic. Support increased enforcement activity for bicycle and e-bike travel, with a focus on The Oceanfront Boardwalk and around school zones. *(Imp 16.11)*

CE 5.2.14 Integrated Bicycle Improvements

Coordinate community bicycle and pedestrian facilities in a citywide network for continuity of travel. *(Imp 16.11)*

CE 5.2.15 Bicycle Trail Signage

Develop and implement a uniform signing program to assist the public in locating, recognizing, and utilizing public bikeways and trails. *(Imp 16.11)*

Goal

CE 5.3

Safe and complete active transportation alternatives near school zones.

Policies

CE 5.3.1 School Access

Work with schools to promote walking, biking, safe drop-off, and other improvements. *(Imp 14.2, 16.11)*

CE 5.3.2 School Coordination

Explore opportunities to create working group of decision makers at the City and the school district to meet regularly to address safe school mobility, access and parking.

Goal

CE 5.4

Completion of pedestrian infrastructure where planned and necessary.

Policies

CE 5.4.1 Pedestrian Street Crossings

Continue to implement improved pedestrian crossings, such as lighted crosswalk installations, in key high-volume areas such as Corona Del Mar, Mariners' Mile, West Newport, Airport Area, Newport Center/Fashion Island, and the Balboa Peninsula. *(Imp 16.11)*

CE 5.4.2 Overhead Pedestrian Street Crossings

Consider overhead pedestrian crossings in areas where pedestrian use limits the efficiency of the roadway or signalized intersection and/or where an overhead crossing provides for improved pedestrian safety. *(Imp 16.11)*

CE 5.4.3 Newport Harbor Trails and Walkways

Develop and implement a long-range plan for public trails and walkways to access all appropriate commercial areas of the harbor, as determined to be physically and economically feasible including the following:

A. Extension of the Lido Marina Village boardwalk across all of the waterfront commercial properties in Lido Village
B. Provide a continuous waterfront walkway along the Rhine Channel, connecting Cannery Village and McFadden Square waterfront commercial areas with Las Arenas Beach at 19th Street
C. Provide a walkway connecting the Lido Village area with Mariners' Mile
D. Provide a continuous walkway along the Mariners' Mile waterfront from the Coast Highway/Newport Boulevard Bridge to the Balboa Bay Club (Policy HB 6.2) *(Imp 16.11)*

CE 5.4.4 Pedestrian Sidewalk Improvements

As part of the annual capital improvement planning, consider implementation and construction of new sidewalks and improvements to sidewalks to result in comfortable widths consistent with industry standards and appropriate for the street/neighborhood. Provide for safe and ample opportunities to cross streets and design safe crosswalk enhancements.

CE 5.4.5 Equestrian Trails

Maintain the existing equestrian trail system in Santa Ana Heights (Figure CE4). *(Imp 16.11)*

CE 5.4.6 Bicycle and Pedestrian Safety

Provide for the safety of bicyclists and pedestrians through provision of adequate facilities, including review of locations where sidewalk use by bicyclists is appropriate, consideration of separate facilities for e-bikes or other semi-motorized modes, and maintenance and construction of extra sidewalk width where feasible. *(Imp 16.11)*

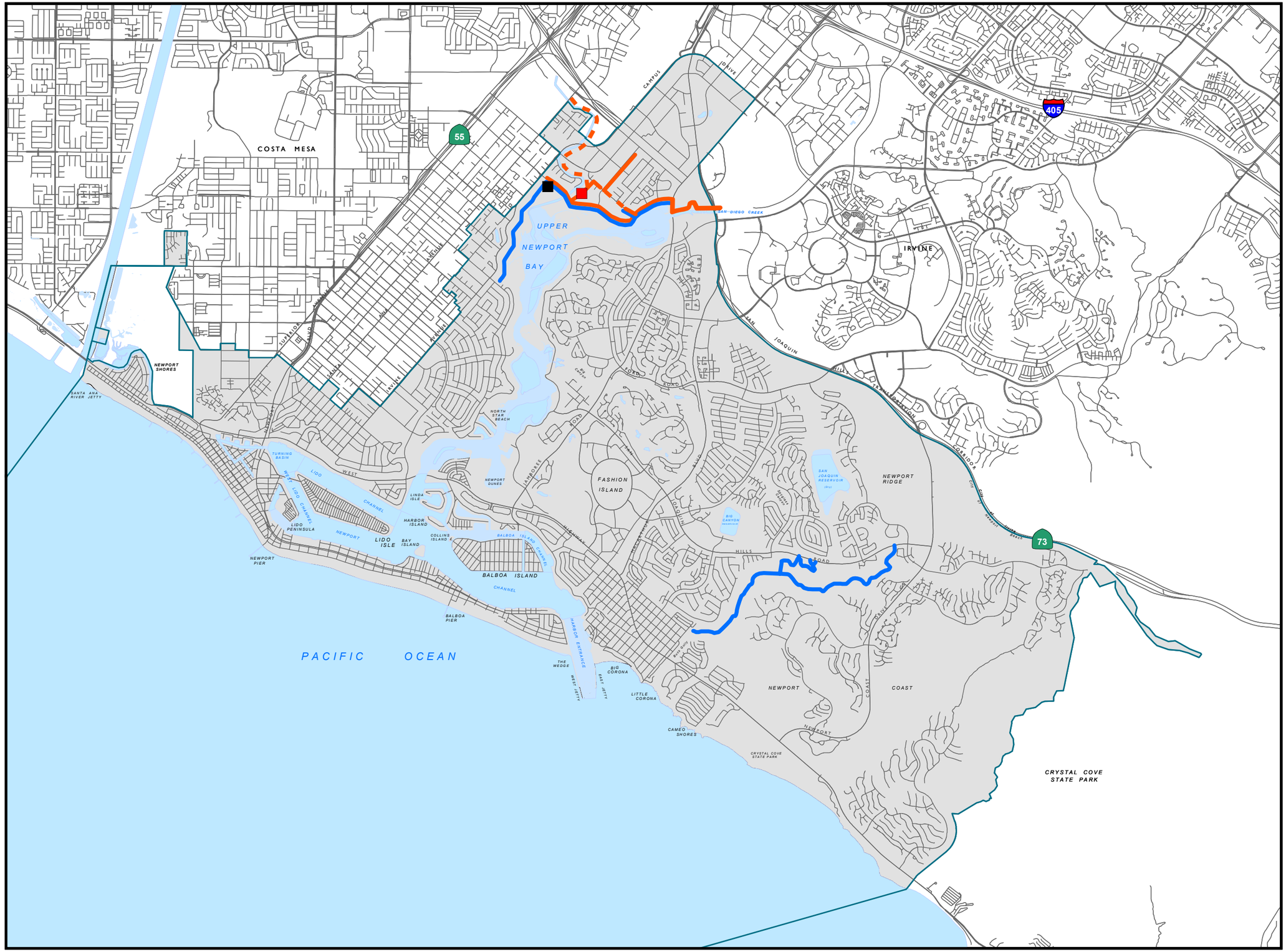
Goal

CE 5.5

Enhanced and maintained public water transportation services and expanded public water transportation uses and land support facilities. (Policy HB 6.5)

CITY of NEWPORT BEACH GENERAL PLAN

Figure CE4 EQUESTRIAN AND HIKING TRAILS MASTER PLAN



Legend

- Existing Staging Area
- Proposed Staging Area
- Proposed Equestrian Trail
- Existing Equestrian Trail
- Existing Hiking Trail

N

0 0.5 1
Miles

Source: City of Newport Beach
Date: 7/28/22

LSA

Policies

CE 5.5.1 Marine Terminals

Coordinate the location of marine terminals with other components of the transportation system to ensure convenient multi-modal access and adequate parking. (Policy HB 6.6) *(Imp 16.12)*

CE 5.5.2 Expanded Water Transportation Modes

Promote opportunities to expand water transportation modes, such as water-based shuttle services and other nautical services. (Policy HB 6.7) *(Imp 16.12)*

Emerging Technology

Goal

CE 6.1

An efficient circulation system through the use of transportation systems management.

Policies

CE 6.1.1 Traffic Signals

Improve traffic signal operations by optimizing signal timing, interconnecting signalized intersections along arterial streets, and installing computerized master traffic signal control systems in intensively utilized areas. *(Imp 16.7)*

CE 6.1.2 Intelligent Transportation Systems

Explore and implement intelligent transportation system and infrastructure improvements which will improve circulation system performance from that forecast in this Element. *(Imp16.4, 16.7*

CE 6.1.3 Coordination with Adjacent Jurisdictions

Coordinate operations with adjacent jurisdictions to enhance the efficiency of inter-jurisdictional roadway system operations. *(Imp 14.1, 14.3)*

CE 6.1.4 Rideshare Vehicles

Monitor the volume and proliferation of on demand rideshare services (e.g., Uber and Lyft) and respond with appropriate level of design guidance and regulation of curb side uses (including loading zone) and parking lot utilization. *(Imp 16.10)*

CE 6.1.5 Autonomous, Connected, and Future Vehicle Technology

Monitor the development of new vehicle technology and associated community-based infrastructure. For improvements demonstrated as practical, plan for the deployment of new vehicle technology within the existing right-of-way and infrastructure system through the annual budgeting process and capital improvement programming process. *(Imp 16.7, 30.1)*

CE 6.1.6 Wayfinding Technology

Monitor and communicate with wayfinding technology providers (e.g., Waze and Google Maps) to reduce routing of traffic through neighborhoods. *(Imp 16.7)*

CE 6.1.7 Parking Technology

Consider deployment of parking app technology that identifies available parking spaces and reduces vehicle circulation and congestion related to searching for parking spaces. *(Imp 16.7)*

Climate Change

Goal

CE 7.1

Promote strategies to reduce the use of internal combustion passenger cars and the attendant greenhouse gas emissions.

Policies

CE 7.1.1 Vehicle Miles Traveled (VMT) Analysis

Follow the analysis methodology for vehicle miles traveled according to the Newport Beach VMT thresholds policy and as required in Senate Bill 743 and the revised California Environmental Quality Act (CEQA) Guidelines. *(Imp 11.1)*

CE 7.1.2 VMT Mitigation Measures

Require implementation of CEQA project related VMT mitigation measures when warranted and monitor reductions in VMT from new development. *(Imp 11.1)*

CE 7.1.3 Regional VMT Mitigation Measures

Promote the development of regional VMT mitigation in order to simplify the CEQA process and enhance the effectiveness of VMT and GHG reduction strategies. *(Imp 14.4)*

CE 7.1.4 Alternative Transportation Modes and Practices

Promote and encourage the use of alternative transportation modes, such as ridesharing, carpools, vanpools, public transit, bicycles, walking, and telecommuting programs, through the planning and development of a Complete Streets master plan and design guide. *(Imp 16.8, 16.11)*

CE 7.1.5 Support Facilities for Alternative Modes

Require new development projects to provide facilities commensurate with development type and intensity to support alternative modes, such as preferential parking for carpools, bike racks, bike stations, bicycle lockers, showers, commuter information areas, rideshare vehicle loading areas, water transportation docks, and bus stop improvements. *(Imp 16.8, 16.11)*

CE 7.1.6 Public Right of Way Curbside Management

Review areas with commercial uses (such as retail, restaurant, and hospitality) to incorporate strategies to accommodate novel use of curb side right of way to reduce passenger car use through drop-off or valet and accommodate rideshare as well as delivery activities where appropriate. *(Imp 16.10)*

CE 7.1.7 Project Site Design Supporting Alternative Modes

Encourage increased use of public transportation by requiring project site designs that facilitate the use of public transportation and walking. *(Imp 16.8, 16.11)*

CE 7.1.8 Electric Vehicle (EV) Charging Stations

Install additional EV charging stations on City properties, support existing private development to add new EV charging stations and develop incentives for the installation of EV charging stations and other alternative fuels systems as part of new development.

Parking

Goal

CE 8.1

An adequate supply of convenient parking throughout the City.

Policies

CE 8.1.1 Required Parking

Require that new development provide adequate, convenient parking for residents, guests, business patrons, and visitors. *(Imp 16.10)*

CE 8.1.2 Parking Considerations of Rideshare Vehicles

Develop parking demand statistics that consider the efficiency of rideshare services and the potential for reduction in parking requirements. *(Imp 16.10)*

CE 8.1.3 Parking In-Lieu Fees

Establish an in-lieu parking fee that the City may require to be paid when a development is not able to provide required parking. *(Imp 16.10)*

CE 8.1.4 Funding of Shared Parking Facilities

Use in-lieu fees and other funds to develop public shared parking facilities in areas with inadequate parking supply. Priority shall be given to spending fees in areas that will benefit those who contributed the fees. *(Imp 16.10)*

CE 8.1.5 Expanded Parking in Corona del Mar

Permit conversion of Corona Del Mar residential lots adjacent to commercial areas and commercial lots for parking to support commercial uses. Encourage continued use of existing parking on residential zoned lots, as well as existing shared parking lots. *(Imp 2.1, 8.1, 8.2, 24.1)*

CE 8.1.6 Parking Consolidation

Evaluate the potential to consolidate underutilized parcels to create parking districts and to construct areawide parking hubs potentially relieving individual parcels of some of their parking requirements. *(Imp 16.10)*

CE 8.1.7 Avon Street Municipal Parking Lot Relocation

Consider relocation of the Avon Street municipal lot to better serve commercial uses in Mariners' Mile. *(Imp 2.1, 16.10)*

CE 8.1.8 Public Use of Private Parking Facilities

Encourage the use of commercial, office, and institutional parking areas for use as public parking to serve coastal recreational areas during weekends and holidays, in conjunction with public transit or shuttles where appropriate. *(Imp 8.1, 8.2, 16.10)*

CE 8.1.9 Shared Parking Facilities

Consider allowing shared parking in mixed use and pedestrian oriented areas throughout the City. *(Imp 2.1, 8.1, 8.2, 16.10)*

CE 8.1.10 Parking Configuration

Site and design new development to avoid use of parking configurations or management programs that are difficult to maintain and enforce. *(Imp 2.1, 7.1, 8.1)*

CE 8.1.11 Parking Requirements for Pedestrian-Oriented and Local-Serving Uses

Consider revised parking requirements for small scale neighborhood serving commercial uses in areas that derive most of their trade from walk-in business, especially where on-street or other public parking is available. *(Imp 2.1, 8.1,8.2)*

CE 8.1.12 Parking for Marine Recreational Users

Provide adequate parking as necessary in the vicinity of visitor serving marine uses, including marinas, water transportation terminals, boat ramps, as well as parking suitable for service vehicles in commercial marinas and berthing areas. *(Imp 16.12)*

CE 8.1.13 Curb Cuts

Require new development to minimize curb cuts to protect on-street parking spaces. Close curb cuts to create on street parking spaces wherever feasible. *(Imp 2.1, 7.1, 8.1)*

CE 8.1.14 Alley Access

Require alley access to parking areas for all new development in areas where alley access exists. *(Imp 2.1, 8.1)*

CE 8.1.15 Up-to-Date Parking Requirements

Periodically review and update off-street parking requirements in the Municipal Code to account for changes in technology and commuter behavior and ensure that new development provides off-street parking sufficient to serve approved uses. *(Imp 8.1, 8.2, 16.10)*

Goal

CE 8.2

An efficiently operated parking system.

Policies

CE 8.2.1 Parking Management

Develop parking management programs for areas with inadequate parking. *(Imp 16.10)*

CE 8.2.2 Parking Technology

Support the development of new technologies, including parking related apps to promote wayfinding, parking availability, and parking fee collections in an efficient manner. *(Imp 16.10)*

CE 8.2.3 Parking Pricing

Periodically review and update parking fees and rates at on-street locations and off-street parking lots operated by the City. *(Imp 16.10)*

CE 8.2.4 Parking Signage

Provide improved parking information and signage. *(Imp 16.10)*

CE 8.2.5 Shared Valet Service

Explore the feasibility of shared valet parking programs in areas with high parking demand and less conveniently located parking facilities, such as Mariners' Mile and McFadden Square. *(Imp 16.10)*

Transportation Funding

Goal

CE 9.1

Adequate funding for needed transportation infrastructure and operations including support of measures for outside funding of transportation improvements.

Policies

CE 9.1.1 Transportation User and Benefit Fees

Support legislation to increase transportation user and benefit fees, and to index such fees to keep pace with inflation, in order to provide the additional revenues for needed transportation facilities and services. *(Imp 7.3)*

CE 9.1.2 State Highway Revenues

Support legislation to increase state highway revenues as needed to maintain and rehabilitate the existing state highway system and to match all available federal highway funding. *(Imp 14.9)*

CE 9.1.3 Innovative Transportation Funding

Support the evaluation and implementation of innovative transportation financing mechanisms such as local tax increment districts, benefit assessment districts, and joint development and use of transportation centers. *(Imp 31.1)*

CE 9.1.4 Local Street and Highway Revenues

Support measures to increase local street and highway revenues as needed to fund all road reconstruction, operation, and maintenance cost. *(Imp 7.3, 20.1)*

CE 9.1.5 Comprehensive Funding Program

Support measures to develop and implement a continuing funding program, including private sector participation, to fund the construction, operation, and maintenance of pedestrian, bicycle, and transit facilities and services. *(Imp 7.2, 7.3, 20.1)*

CE 9.1.6 Annual Budgeting for Improvements

Annually review and consider budgeting for projects contributing to completion of the Master Plan of Streets and Highways, Bicycle Master Plan, Complete Streets Master Plan, and intelligent transportation system plans. *(Imp 7.3, 30.1)*

CE 9.1.7 Fair Share Fee Ordinance

Periodically review the Fair Share Fee Ordinance, reassess the unfunded cost of required improvements, and adjust the required Fair Share Fees as appropriate. *(Imp 7.2)*

CE 9.1.8 Roadway Improvements Funding

Fund costs of major roadway facility and intersection improvements through gas tax revenues, federal, state, and county grants, and City ordinances to avoid

burdening the General Fund to the extent that this is possible. *(Imp 7.2, 7.3, 30.2)*

CE 9.1.9 Right-of-Way Dedication

Require the dedication of needed right-of-way in conjunction with approval of subdivision maps or other discretionary approvals. *(Imp 1.1)*

CE 9.1.10 Development Requirements

Require development to provide the needed roadway improvements adjacent to a site, commensurate with project impact and in accordance with the Master Plan of Streets and Highways. *(Imp 16.3)*

CE 9.1.11 Joint Funding with Adjoining Jurisdictions

Pursue joint funding of improvements in areas (such as the Airport Area) where traffic growth and/or needed improvements are demonstrably based upon traffic contributions or improvements that are a joint responsibility of Newport Beach and one or more adjacent jurisdictions/agencies. *(Imp 14.1)*

CE 9.1.12 Measure M Restrictions

Measure M sales tax revenues shall not be used to replace private developer funding that has been committed for any project or normal subdivision obligations. *(Imp 16.2)*

CE 9.1.13 Transportation Improvement or Special Assessment District

Establish a transportation improvement or special assessment district to fund improvements needed in the Airport Area. *(Imp 31.1)*