



FEHR  PEERS

Dana Point GPAC Meeting #3 March 26, 2024

What is Currently in the Dana Point Circulation Element (1995)

- Local Thoroughfares and Transportation Routes
- Intercity and Regional Transportation
- Transportation System/Demand Management
- Public Transportation
- Bicycle, Pedestrian, and Equestrian Facilities
- Parking
- Truck Circulation
- Harbor
- Rail
- Airport

The General Plan Update Needs to Address Changing State Law

AB 1358

All Circulation Elements must adopt a **Complete Streets** policy, supporting all modes of travel.



The General Plan Update Needs to Address Changing State Law

SB 743

Vehicle Miles Traveled (VMT) replaces Level of Service (LOS) for determining environmental impacts.

Communities can continue to use LOS as an additional tool for measuring impacts

| LOS | VMT |
|--|---|
| <ul style="list-style-type: none">• Measures level of congestion at a specific point• Describes traffic operations effects<ul style="list-style-type: none">• Mitigation focuses on increasing roadway capacity | <ul style="list-style-type: none">• Measures overall level of driving/congestion• Describes effects on overall transportation system and environment<ul style="list-style-type: none">• Mitigation focuses on reducing trip length and encouraging other modes of travel |

The General Plan Update Needs to Address Changing State Law

SB 932

Circulation Elements must incorporate FHWA **Safe Systems Approach** and **Vision-Zero** policies.



VISION ZERO

- Traffic deaths are **PREVENTABLE**
- Integrate **HUMAN FAILING** in approach
- Prevent **FATAL AND SEVERE CRASHES**
- SYSTEMS** approach
- Saving lives is **NOT EXPENSIVE**



Transportation Topics

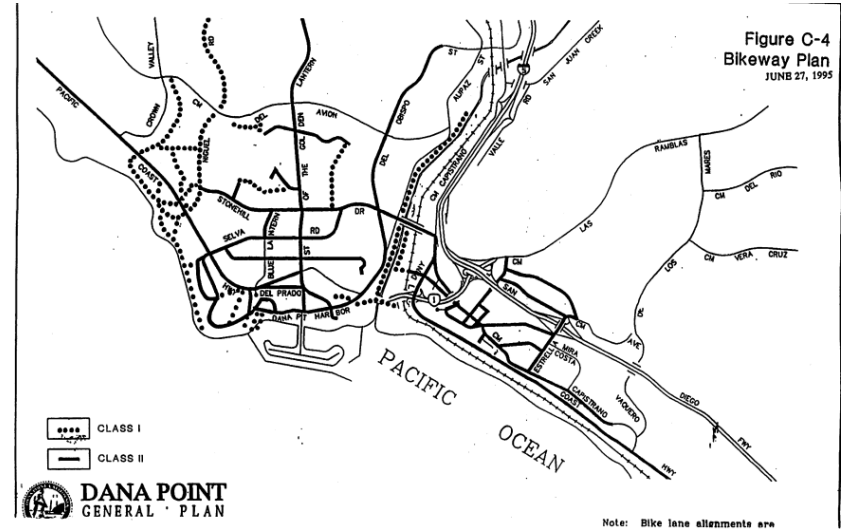
Topic #1: Bike Facilities

Current General Plan:

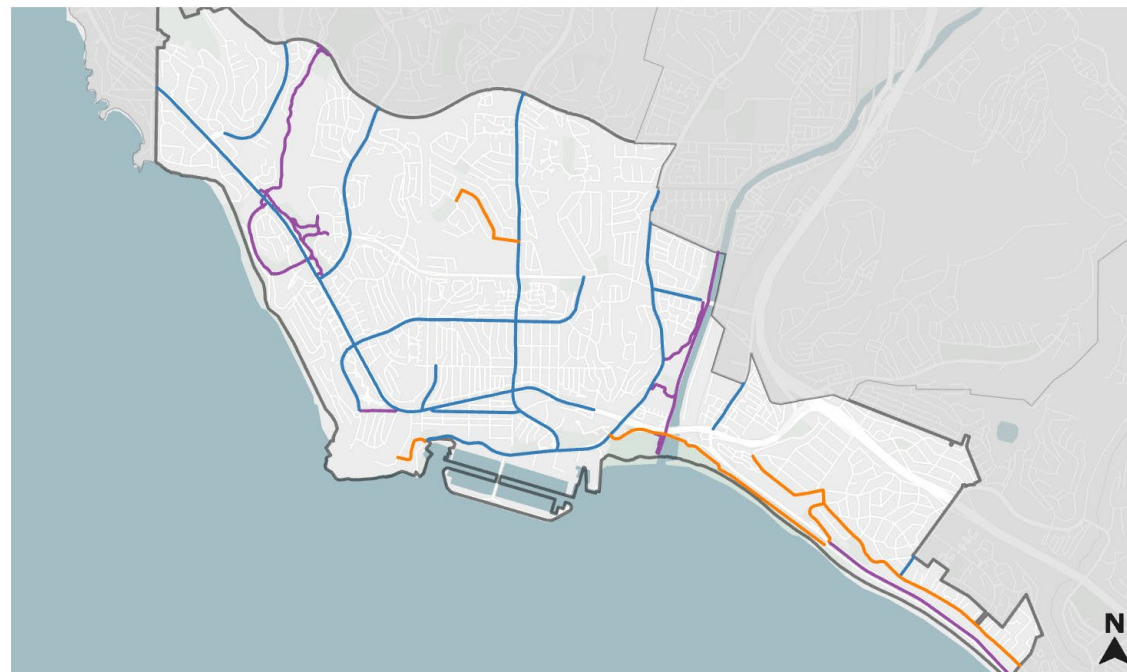
Goal 5: Encourage non-motorized transportation, such as bicycle and pedestrian circulation.

Policies (5.1-5.12):

- Maintain and build new pedestrian walkways
- Support Orange County Master Plan of Countywide Bikeways
- Improve PCH pedestrian crossings
- Encourage safe bike riding habits



Existing Bike Facilities



- Class I Bike Path (Off-Road, Paved)
- Class II Bike Lane (On-Road, Striped Lane)
- Class III Bike Route (On-Road, Signed)



Figure 2

Existing Active Transportation Infrastructure

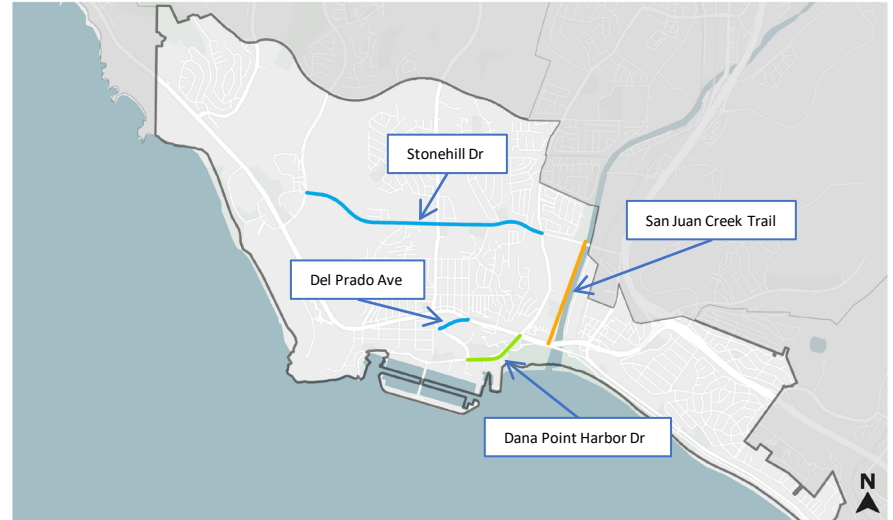
Bike Facility Ideas

Considerations:

- Accommodating users within limited right-of-way
- New routes vs. improving existing network

Ideas:

- Close Gaps in the Bike Network
- Improve bike network design standards (buffered bike lanes, intersection improvements)



- New Bike Lanes
- Multi-Use Trail Safety Improvements
- Bike Lane Improvements (Add Painted Buffer)

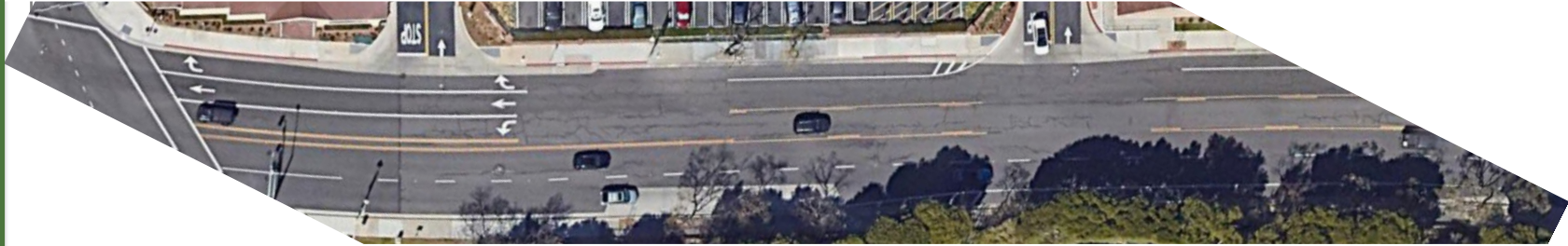


Bicycle Improvement Opportunities

Opportunity 1: Stonehill Drive



Opportunity 2: Del Prado Ave



Opportunity 3: San Juan Creek Trail



- County facility
- Trail safety fencing improvements



Topic #2: Pedestrian Facilities

Considerations:

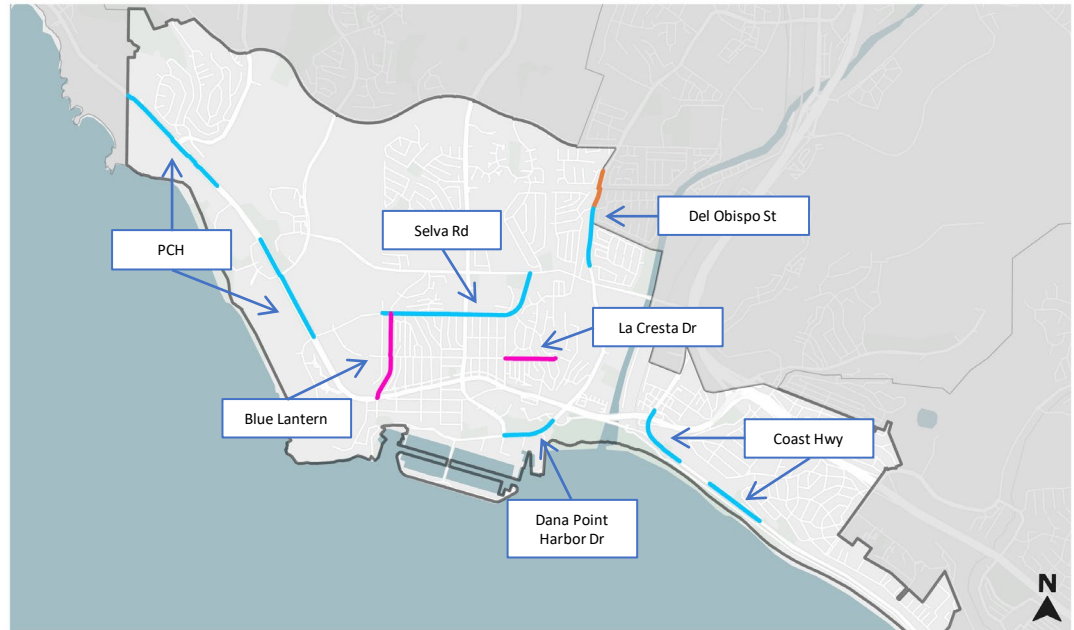
- Context sensitive treatments (residential vs. town center)
- Areas with high pedestrian volumes
 - Schools
 - Town Center
 - Harbor
 - Salt Creek Beach Area

Ideas:

- Adding sidewalks on both sides of street
- Direct Pedestrian Routes
- Enhance PCH/arterial crossings



Pedestrian Gaps



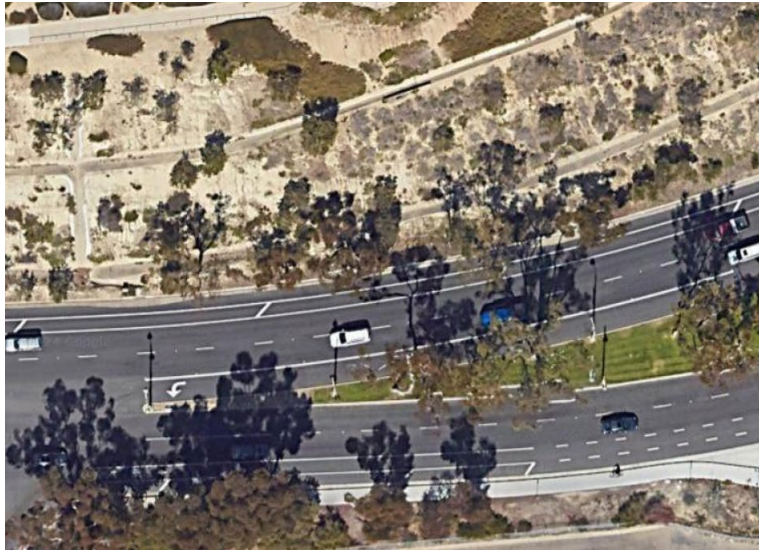
- Missing Sidewalk on One Side of Street
- Missing Sidewalk on Both Sides of Street
- Existing Narrow Sidewalk



Existing Pedestrian Infrastructure Gaps

Opportunity 4: Dana Point Harbor Drive

- Add sidewalk on north side



Topic #3: Micromobility

Examples:

- E-Bikes
- E-Scooters
- Neighborhood Electric Vehicles (NEVs)

Current General Plan:

Not covered



Current E-Bike State Law (AB 1909)

| Type | Max Speed (MPH) | Bikeway Access | | | | |
|---------------|-----------------|----------------|------------------|-----------|------------|---------------|
| | | Sidewalk | Off-Street Path* | Bike Lane | Bike Route | Unpaved Trail |
| Bicycle | N/A | YES | YES | YES | YES | YES |
| Type 1 E-Bike | 20 | YES | YES | YES | YES | YES |
| Type 2 E-Bike | 20 | YES | YES | YES | YES | YES |
| Type 3 E-Bike | 28 | YES | YES | YES | YES | YES** |
| Moped | N/A | NO | NO | YES | YES | NO |

*Bicycles and e-bikes not allowed in parks per local ordinance

** State law supports local prohibition on trails

Micromobility

AB 530 (Pending):

- Prohibit e-bike usage for anyone under age 12
- Create a statewide licensing program for users, including written test

City Support:

- Sent a letter to bill author in support (Jan 2024), with the following requested additions:
 - require e-bikes to have license plate, to aid enforcement
 - grant peds the legal right-of-way on sidewalks
 - require e-bikes on sidewalks to travel in same direction as adjacent auto traffic

Micromobility

Considerations:

- Behaviors vary among e-bike/e-scooter users
- NEVs are permitted on roadways with speed limits below 35 MPH
- City Council holding on e-bike rules until statewide regulations are adopted

Ideas:

- Include a statement acknowledging popularity of e-bikes/e-scooters
- Support on-going monitoring if specific policies are needed for safety

Topic #4: Parking

Current General Plan:

Policy 6.1 Consolidate parking, where appropriate, to reduce the number of ingress and egress points onto arterials.

Policy 6.2 Maintain public access to the coast by providing better transit and parking opportunities. (Coastal Act/30252)

Policy 6.3 Provide sufficient off-street parking. (Coastal Act/30250)

Policy 6.4 Encourage the use of shared parking facilities, such as through parking districts or other mechanisms.



Parking

Considerations:

- Specific Plan areas have adopted parking standards
- Shared parking is already allowed in code
- GP provides opportunity for policy to right-size shared parking requirement. Zoning code is the mechanism.
- Wayfinding for public spaces is desirable to support efficient use of spaces

Challenges:

- Small and/or odd-shaped parcels create a challenge to provide sufficient on-site parking
- Traditional approach is to charge in-lieu fee towards consolidated public parking, but that often doesn't raise sufficient funds
- Expanding trolley service to year-round would reduce some parking demand, but likely less than 10%

Topic #5: Electric Vehicle Accommodations

Current General Plan:

Not covered

Considerations:

- Support EV usage as environmentally beneficial
- City does not need to spend taxpayer funds on EV charging
- Partner with private sector to install charging infrastructure at public facilities

Ideas:

- Include policy statement in support of EV usage
- Partner with private sector to bring charging to public facilities

Topic #6: Speed Limits in Support of Safety

Current General Plan:

- No specific policies in the General Plan
- Addressed in the CA Vehicle Code

Considerations:

- Historically, speed limits set based on measured speeds (85th percentile)
- AB 43 supports more flexibility in setting speed limits
- Lower speed limit doesn't necessarily equate to lower speeds

Ideas:

- Include policy in support of using speed limits as a means of aiding public safety in support of SB 932
- Identify business districts, senior zones, school zones, and other safety zones as allowed by AB 43 for potential speed reduction