



# AGENDA REPORT

SAN CLEMENTE CITY COUNCIL MEETING  
Meeting Date: September 4, 2018

Agenda	<u>6-6</u>
Approvals:	
City Manager	<u>[Signature]</u>
Dept. Head	<u>[Signature]</u>
Attorney	<u>[Signature]</u>
Finance	<u>[Signature]</u>

**Department:** Public Works / Engineering  
**Prepared By:** Tom Frank, Transportation Engineering Manager

**Subject:** APPROVAL OF THE CONCEPTUAL STRIPING PLAN AND ADDING CLASS II BICYCLE LANES ON CAMINO MIRA COSTA AND CAMINO CAPISTRANO.

**Fiscal Impact:** No. The striping costs are included in the project budget and contract the City Council awarded for the slurry sealing of the subject streets on August 21, 2018.

**Summary:** Staff and the Planning Commission recommend the City Council approve the conceptual striping plans and add Class II bicycle lanes on Camino Mira Costa and Camino Capistrano road segments shown in the location map provided in Attachment 1. Staff developed design alternatives based on public input, conducted a traffic engineering analysis of the alternatives, and recommends the conceptual striping plan for Camino Mira Costa shown in Attachment 2 and the conceptual striping plan for Camino Capistrano shown in Attachment 3 - Alt. 2.

**Background:** Camino Mira Costa and the segment of Camino Capistrano within San Clemente are scheduled for slurry seal application by the end of 2018. On August 21, 2018, the City Council approved a construction contract for the project to help expedite the completion of the project during optimal seasonal weather conditions. The contract scope includes the striping quantities needed to complete any of the alternatives presented in this report.

**Camino Mira Costa:**

Camino Mira Costa has a posted speed limit of 35 miles per hour with two travel lanes in each direction, a striped median/left turn lane and sidewalks on both sides of the street. The existing adjacent land use served by Camino Mira Costa is primarily residential. The City received a traffic calming petition for Camino Mira Costa in April 2016 with specific recommendations to add a crosswalk and a stop sign on Camino Mira Costa. The evaluation of the traffic data resulted in the project not qualifying for a traffic calming project, however, staff was interested in gaining public feedback regarding the upcoming resurfacing project and restriping the roadway to improve conditions for all users.

Staff understands the importance of community input for street improvements that affect the functionality and character of neighborhoods. Staff conducted a community workshop on May 10, 2017 to solicit public input on the proposed conceptual striping plan for Camino Mira Costa which would implement a road diet and replace the outside vehicular travel lanes with buffered Class II bicycle lanes. The proposed changes would have no impact on existing parking. Public notice of the workshop was emailed

to the adjacent home owners association (HOA) property managers and the petition leads. Ten attendees signed the public workshop sign-in sheet.

Public feedback forms were provided to each person who attended the workshop. Staff received responses from eight residents who unanimously preferred a road diet on Camino Mira Costa to reduce the number of vehicular lanes from four lanes to two lanes with a center turn lane where they currently exist, as shown in Attachment 2. The benefits of the proposed striping plan include adding buffered Class II bicycle lanes, improved sight distance for traffic existing side streets along the roadway, shorter pedestrian crossing distance across vehicular travel lanes, and traffic calming effects.

**Camino Capistrano:**

From 2013 to 2017, the City completed buffered bicycle lanes along Camino De Los Mares and Avenida Vaquero, and completed a Class I bicycle facility along N. El Camino Real from Camino Capistrano to Avenida Estacion. These improvements have enhanced the bicyclist infrastructure along this popular east/west route and along the coast. The one missing bike lane segment along this popular bike route is on Camino Capistrano between Avenida Vaquero and N. El Camino Real. The proposed striping concepts will complete the missing segment and are shown in Attachment 3.

Alternatives for re-striping Camino Capistrano include:

1. Add Class II bicycle lanes, reduce east bound vehicular travel lane from the existing two lanes to one lane to facilitate the new bike lanes, and add parking east of Avenida Vaquero.
2. Add Class II bicycle lanes, reduce east bound vehicular travel lane from the existing two lanes to one lane to facilitate the new bike lanes and buffered bike lanes north of Avenida Vaquero.
3. Add Class II bicycle lanes, reduce east bound vehicular travel lane from the existing two lanes to one lane to facilitate the new bike lanes to Avenida Vaquero, and keep two vehicular travel lanes up hill north of Avenida Vaquero.
4. Replicate the striping plan that exists today.

The City noticed and held a Community Meeting to solicit public input on the proposed striping alternatives. The City mailed 89 residents and businesses within 300 feet of the proposed project and the adjacent HOA property managers. Six attendees signed the public workshop sign-in sheet. Public feedback forms were provided to each person who attended the workshop and were emailed to other interested parties. The six public feedback form responses included two preferring Alt. 1, three preferring Alt. 2 and one preferring Alt. 3.

Considering the public feedback and understanding that the community is familiar with the existing no parking on Camino Capistrano from Avenida Vaquero up the hill to the existing parking, staff is recommending Alt. 2. The benefits of Alt. 2 includes implementing a buffered bicycle lane on northbound Camino Capistrano, up the hill, where there is a large differential in speed between bicyclists and vehicles.

Both Camino Mira Costa and Camino Capistrano are classified as secondary arterials on the Roadway System Map in the City of San Clemente Centennial General Plan. Based on future forecast traffic volumes, the proposed road diets can accommodate existing and future forecast traffic. Staff is coordinating with the Orange County Transportation Authority (OCTA) on the project to stay in conformance with Measure M2 eligibility requirements. To comply with Master Plan of Arterial Highway (MPAH) requirements, the City will request a revision of the MPAH to change the road segments within the project limits from a Secondary Arterial to a Collector.

The recommended striping conceptual design support the implementation of several Centennial General Plan policies as presented in Attachment 4.

At its regular August 22, 2018 meeting, the Planning Commission approved staff's recommendation as described herein. The proposed projects are classified as Categorical Exempt under the California Environmental Quality Act section 15301 Class I (c) and Section 15304 Class 4 (h). The project is a minor alteration of an existing street within existing right-of-way that creates bicycle lanes as included in the City's General Plan.

**Recommended  
Action:**

PLANNING COMMISSION AND STAFF RECOMMEND THAT the City Council:

1. Approve the conceptual design for the project as provided in Attachments 2 and 3-Alt 2;
2. Approve re-striping Camino Mira Costa from four vehicular lanes to two vehicular lanes with a center turn lane from Camino Estrella to Camino Capistrano;
3. Approve re-striping Camino Capistrano from four vehicular lanes to two vehicular lanes from N. El Camino Real to the City Border at Del Gado Road, and additional turn lanes at the intersections of N. El Camino Real and Avenida Vaquero; and
4. Approve and direct staff to seek OCTA approval to change the MPAH designation of portions of Camino Mira Costa and Camino Capistrano.

**Attachments:**

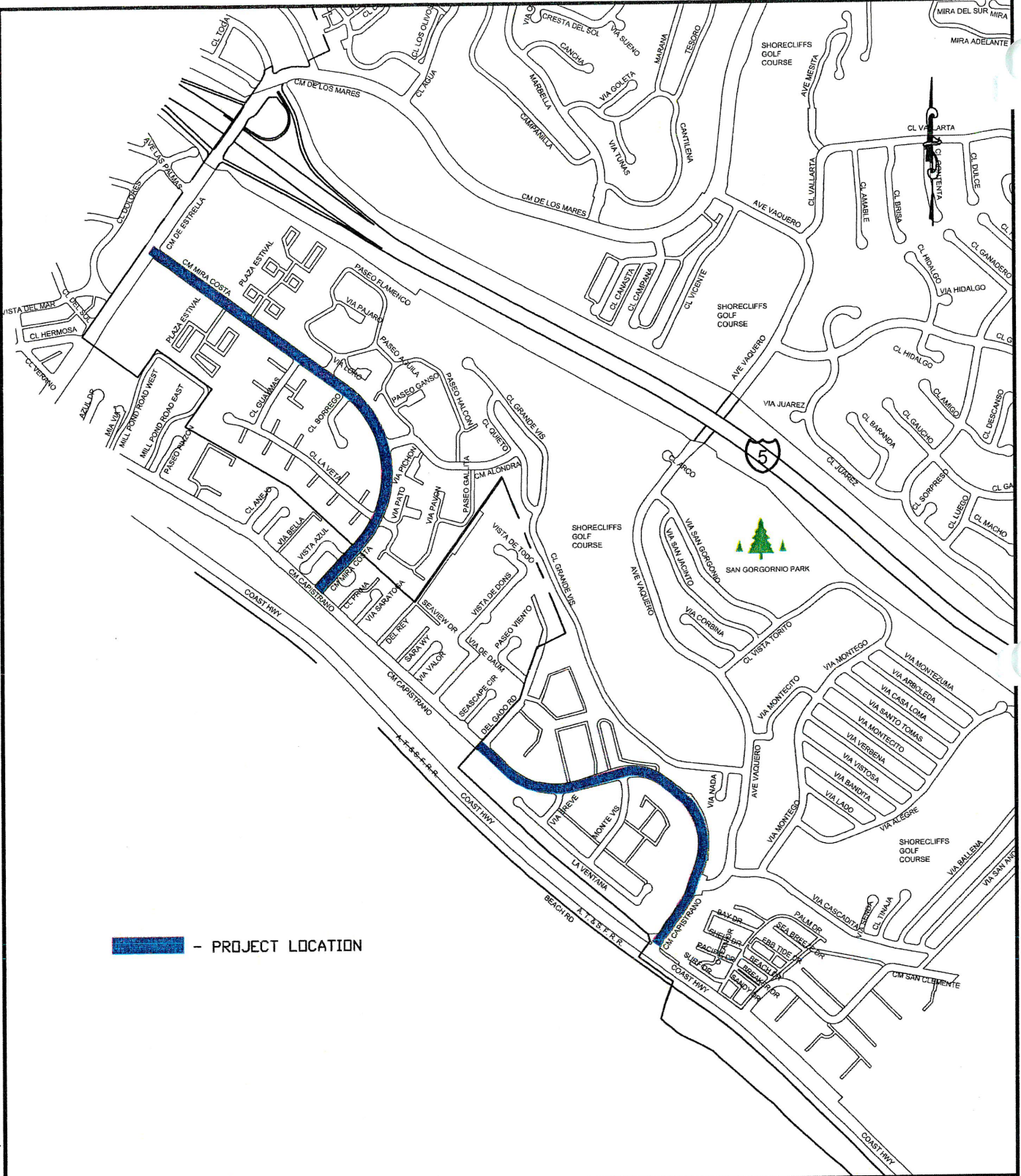
1. Location Map
2. Project Conceptual Striping Plan for Camino Mira Costa
3. Project Conceptual Striping Plans for Camino Capistrano Alts. 1-3.
4. Centennial General Plan Policies


**Notification:**

Yes. A notice was sent to all adjacent property owners and businesses within 300 feet of the project limits, HOA property managers in the area, and interested parties.

8.8.2018

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 - PROJECT LOCATION

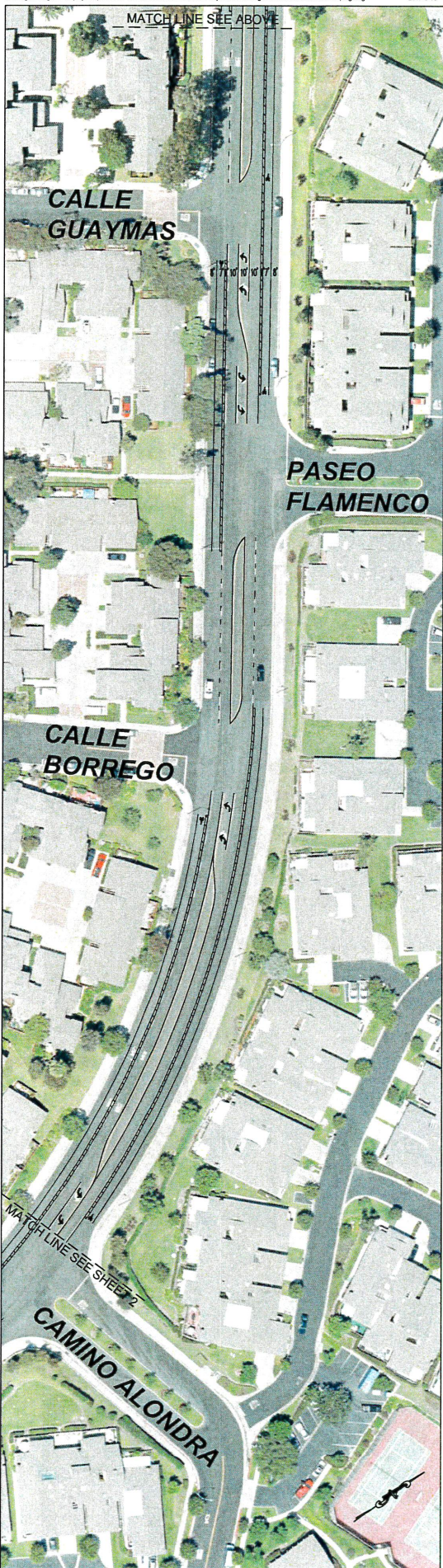


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### LOCATION MAP

**SLURRY SEAL FOR**  
 Camino Mira Costa (Camino De Estrella to Camino Capistrano)  
 Camino Capistrano (Del Gado Rd. to N. El Camino Real)  
 PROJECT Nos. 17333 & 17334





SHEET 1 OF 2



CAMINO MIRA COSTA STRIPING

ATTACHMENT 2





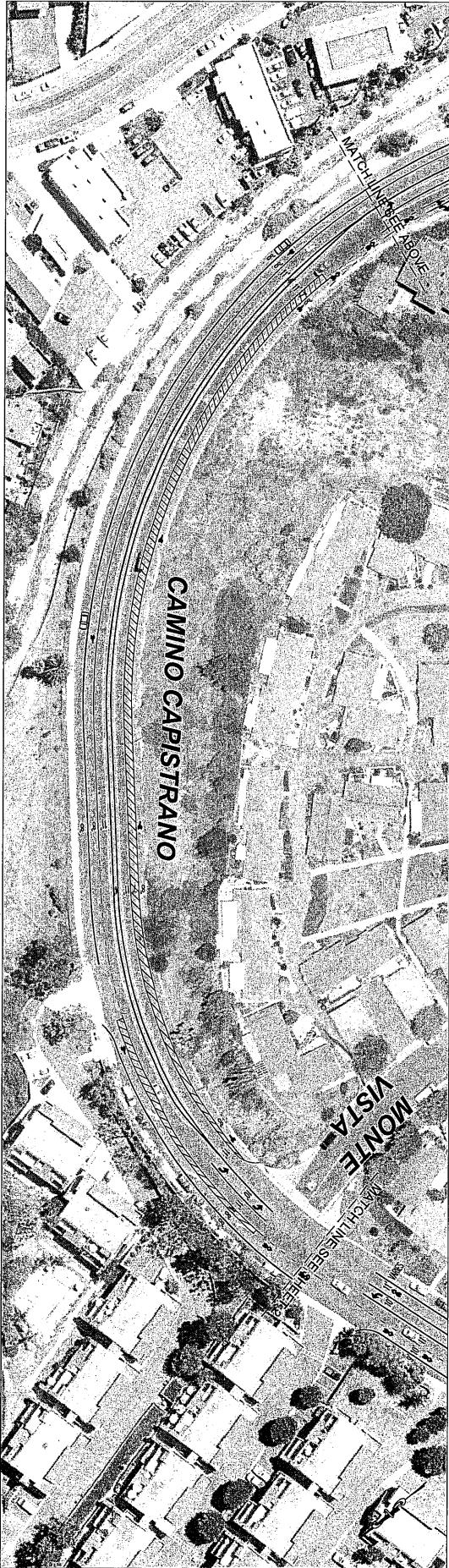
CAMINO MIRA COSTA STRIPING

ATTACHMENT 2

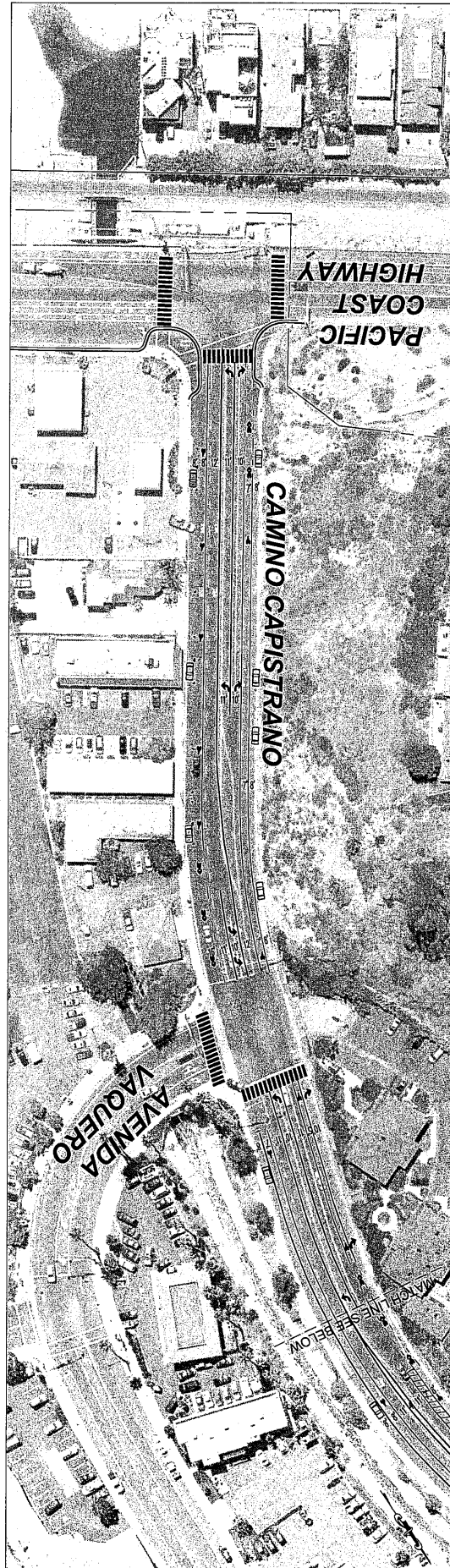
SHEET 2 OF 2



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SHEET 1 OF 2 (ALT 1)

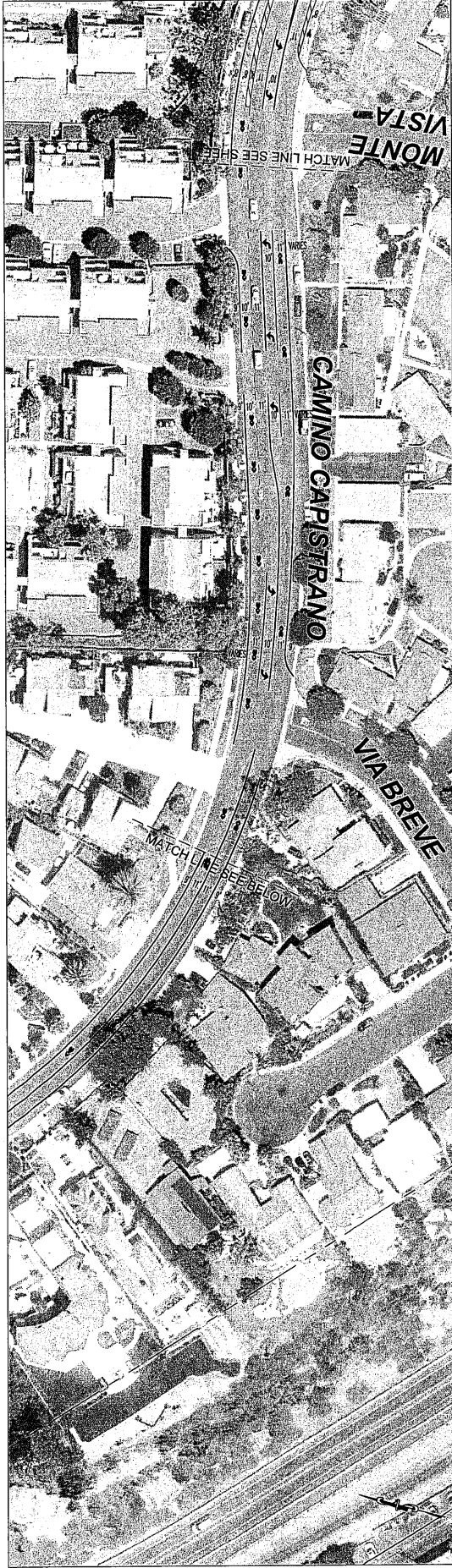


CAMINO CAPISTRANO PROPOSED STRIPING (ALT 1)

ATTACHMENT 3

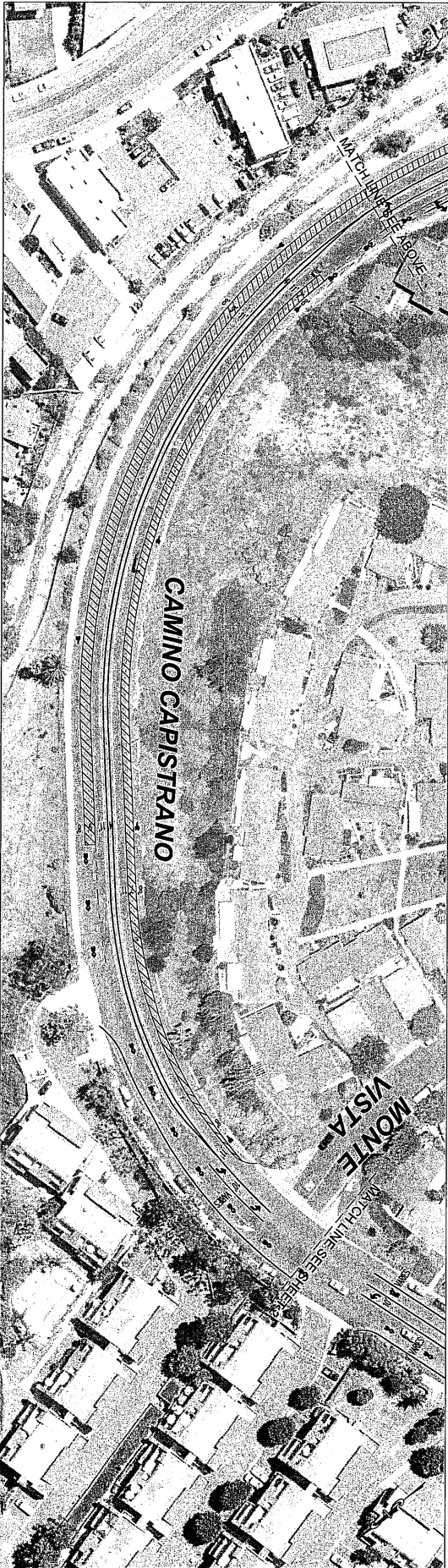


SHEET 2 OF 2 (ALT 1)

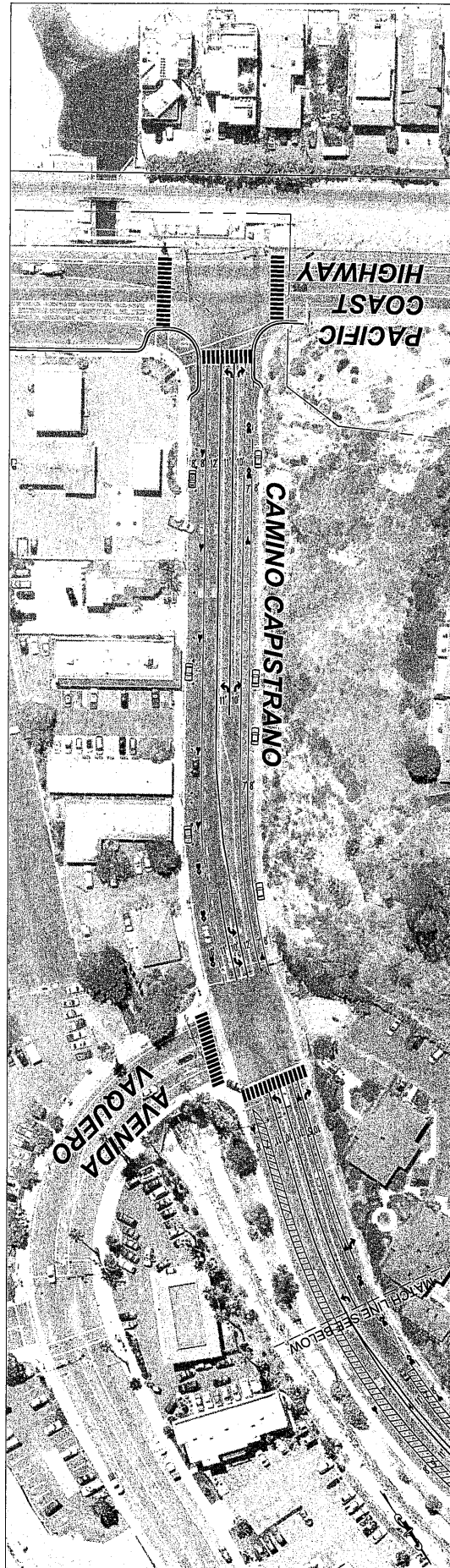


CAMINO CAPISTRANO PROPOSED STRIPING (ALT 1)





SHEET 1 OF 2 (ALT 2)



CAMINO CAPISTRANO PROPOSED STRIPING (ALT 2)

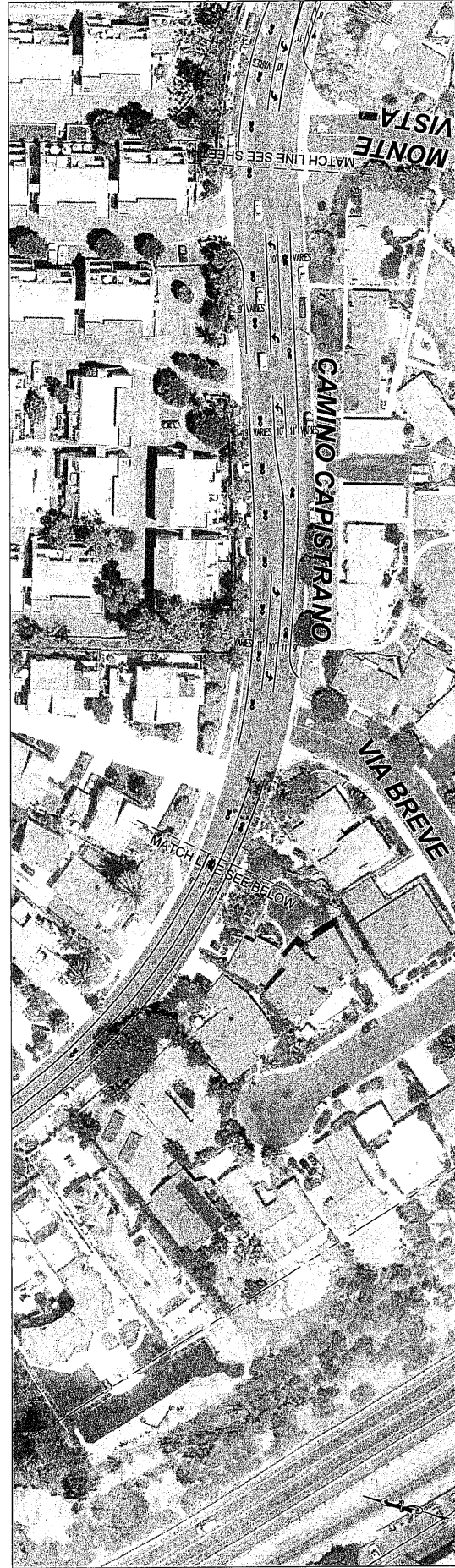
ATTACHMENT 3



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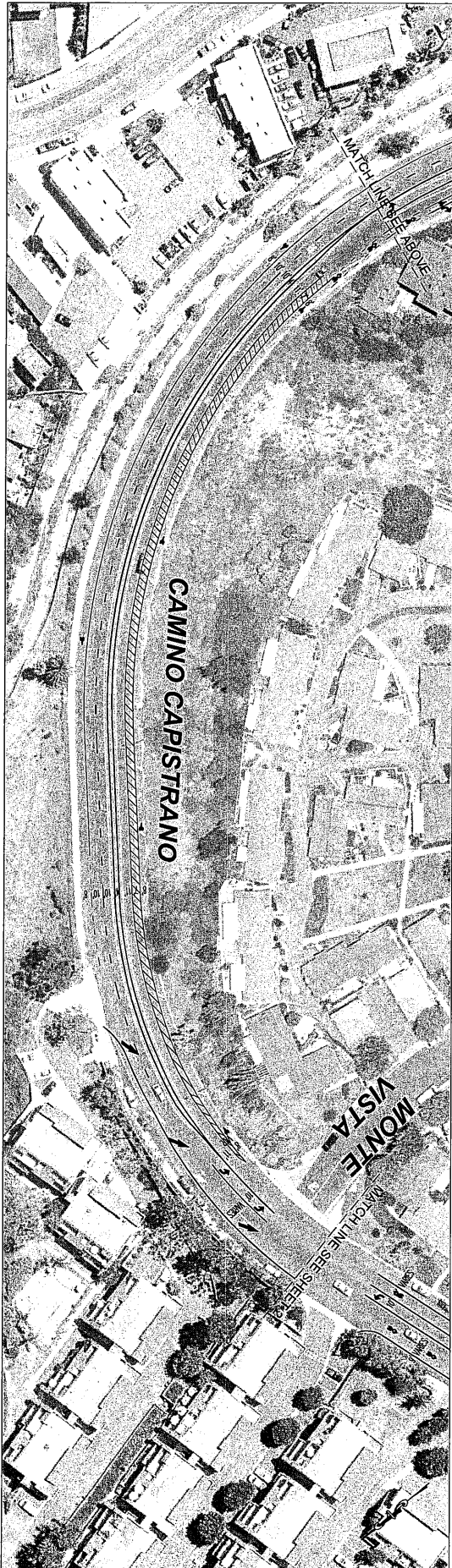


SHEET 2 OF 2 (ALT 2)

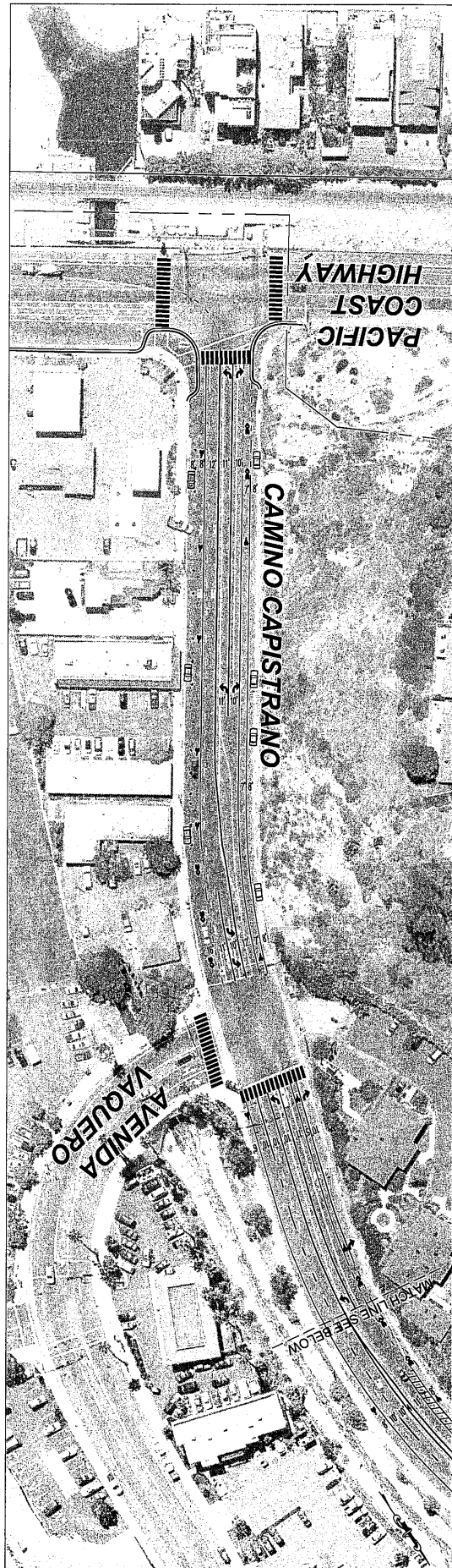


CAMINO CAPISTRANO PROPOSED STRIPING (ALT 2)

ATTACHMENT 3



SHEET 1 OF 2 (ALT 3)



CAMINO CAPISTRANO PROPOSED STRIPING (ALT 3)

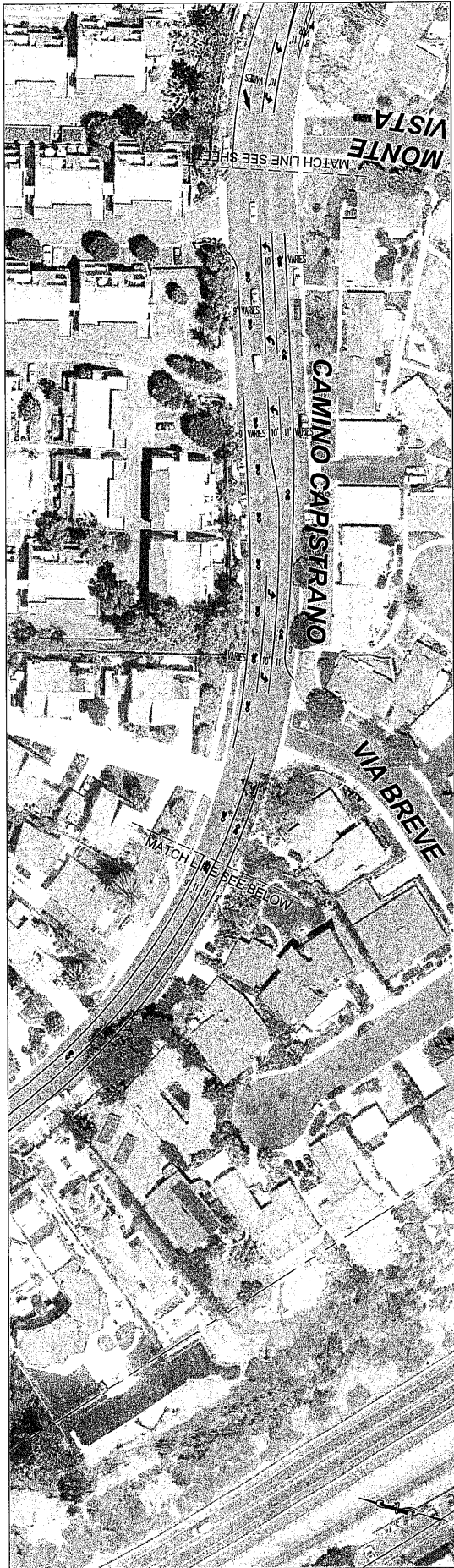
ATTACHMENT 3



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SHEET 2 OF 2 (ALT 3)



CAMINO CAPISTRANO PROPOSED STRIPING (ALT 3)

## **Mobility and Complete Streets Element Goals and Policies supporting the recommended alternative for Camino Mira Costa and Camino Capistrano Lane Realignment**

### **PRIMARY GOAL:**

Create a comprehensive, multimodal transportation system that provides all users with safe connections to homes, commercial centers, job centers, schools, community centers, open spaces, recreation areas and visitor destinations.

### **SECONDARY GOALS:**

1. Maintain accessibility and protect San Clemente's environment and natural beauty;
2. Reduce dependence on single-occupant use of motor vehicles;
3. Achieve and maintain State and Federal health standards for air and water quality.
4. Promote alternative transportation modes such as walking, riding buses and bicycles, and using carpools for all users, including those with special needs.
5. Widen and extend streets only when there is a demonstrated need and strive to mitigate adverse impacts to levels of non-significance, pursuant to the California Environmental Quality Act.
6. Make commercial districts and recreational areas more functional and enjoyable for pedestrians.
7. Coordinate transportation planning with property owners, businesses and other affected agencies, such as the County of Orange, Orange County Transportation Authority, California Department of Transportation and the State of California Parks and Recreation Agency.

### **POLICIES:**

M-1.01: **Roadway system.** We require the City's roadways to:

- a. Accommodate public transit, motor vehicles, bicyclists, skateboarders and pedestrians within the public right-of-way wherever feasible.
- d. Ensure that new roadways, ramps, traffic control devices, bridges or similar facilities, and significant changes to such facilities, are designed to accommodate multi-modal facilities, and where feasible, retrofit existing facilities to improve the balance for the users of the roadway.
- e. Be maintained in accordance with best practices and the City's Street Improvement Program.

M-1.02. **Transportation Infrastructure.** Traffic control devices and transportation infrastructure operate to serve the needs of all roadway users, including motorists, public transit, pedestrians and cyclists.

- M-1.06. **Intersection Improvements.** We evaluate impacts of intersection improvements on all modes of travel, including bicyclists, pedestrians, and transit.
- M-1.09. **Transportation Mode Choice.** We actively work to reduce automobile use and improve the efficiency of the roadways based on locally collected data and on goals set through a collaborative process involving City staff, residents and other stakeholders.
- M-1.11. **Innovative Design.** We support the design principles in the City's Design Manual of Living Streets. We will consider use of innovative transportation design features, such as, but not limited to Intelligent Transportation System improvements, modern day roundabouts, midblock and corner bulbouts and road diets where such changes can improve the balance of the roadway and its compatibility with surrounding land uses.
- M-1.14. **Neighborhood-Serving Uses.** Consistent with the Land Use Element [[link to LUE Homepage](#)], we encourage roadway designs that are compatible with neighborhood-serving commercial uses, schools, churches, parks and recreational areas near residential neighborhoods, for convenience.
- M-1.15. **Residential Quality.** Protect the quality of residential areas by managing traffic volumes and speeds on residential neighborhood streets.
- M-1.20. **Street Redesign.** We seek opportunities to redesign streets so that they are compatible with the surrounding neighborhood context and the Community's vision of the future, and only consider street widening or intersection expansions after considering multi-modal alternative improvements to non-automotive facilities
- M-2.15. **Bicycle-Friendly Infrastructure.** We shall employ bicycle-friendly infrastructure design using new technologies and innovative treatments, where necessary to improve bicyclists' safety and convenience.
- M-2.16. **Roadway Performance Evaluation.** We shall evaluate roadway level of performance from a multi-modal, Complete Streets perspective.
- M-2.17. **Traffic Control Devices.** Traffic control devices and transportation infrastructure will be operated to serve the needs of all users of the roadway and pedestrians.
- M-2.18. **Design Standards.** We support the design principles in the City's Design Manual of Living Streets in determining the appropriate standard to apply to a given situation, the City will seek to maximize cyclists' and pedestrians' comfort and convenience, in balance with other roadway users.
- M-2.25. **Intersections and Crossing Locations.** We utilize Federal, State, and local guidelines and standards for traffic operations, signal timing, geometric design, Universal Access (ADA) and roadway maintenance that facilitate walking and bicycling at intersections and other key crossing locations.
- M-2.26. **Bicycle and Pedestrian Facility Design Standards.** We shall utilize the Caltrans Highway Design Manual and other infrastructure guidelines as appropriate to design and maintain bicycle and pedestrian facilities to high safety standards.



- M-2.30. **Improvements along Bicycle and Pedestrian Routes.** We improve and maintain alternative transportation infrastructure and assign a high priority to improvements along primary pedestrian and bicycle routes to schools.
- M-2.31. **Non-Automotive Transportation Co-Benefits.** We utilize non-automotive transportation solutions as tools for achieving economic development and environmental sustainability goals.
- M-2.36. **Active Transportation Linkages to Schools.** We assign high priority to the improvement and maintenance of active transportation infrastructure within one half mile of San Clemente schools.
- M-2.37. **Facilities Outside of Roadway.** We shall consider using the public right-of-way outside that of the roadway limits to install safe and convenient bicycle and pedestrian facilities.
- M-2.39. **Roadway Repairs.** When roadway repairs are done by the City or other agencies, such as utility companies, the roadway shall be restored in accordance with City standards, with restriping suitable for bicycle use, as appropriate.
- M-2.42. **Consistency with Bicycle and Pedestrian Master Plan.** We review all new capital improvement projects and private development projects to ensure consistency with the Bicycle and Pedestrian Master Plan and with the Mobility and Complete Streets Element.
- M-3.06. **Emergency Response.** We manage the transportation system to balance emergency response time and evacuation needs with other community concerns, such as Urban Design and balanced road designs.
- M-5.01. **Truck and Freight Movements.** We will continue to implement a program which allows efficient freight movement while minimizing negative impacts on local roads and noise-sensitive land uses by identifying and implementing vehicle weight restrictions on designated streets.

**Bicycle and Pedestrian Master Plan -** The Bicycle and Pedestrian Master Plan is incorporated into the City's Centennial General Plan and includes reference to Class II bicycle lanes and road diets on Camino Mira Costa and Camino Capistrano on pages 22 and 23 and as shown below:

12	Camino Capistrano	0.5	City limit and Ave Vaguero	4%	10%
	<ul style="list-style-type: none"> <li>▪ Existing pavement width: 40' and 65' - Provides connection to El Camino Real/PCH and Shorecliffs Middle School</li> <li>▪ Increase bicycle awareness signage and directional signage</li> <li>▪ MPAH Designation - Any road diet or physical reconfiguration will need OCTA approval</li> <li>▪ Planned Project from OCTA Commuter Bikeways Strategic Plan</li> </ul>				
15	Camino Mira Costa	0.7	Camino De Estrella and Camino Capistrano	2%	5%
	<ul style="list-style-type: none"> <li>▪ Existing pavement width: 63' - Connects Calle De Estrella and Camino Capistrano</li> <li>▪ Add additional bicycle awareness signage and directional signage</li> <li>▪ MPAH Designation. Any road diet or physical reconfiguration will require OCTA approval</li> </ul>				

## Mobility & Complete Streets Implementation Measures

11. Validate and incorporate a Multi-Modal Level of Service (LOS) or other metric to evaluate multi-modal facilities performance into future traffic studies.
13. Consider preparing detailed concept plans to evaluate alternate visions for major MPAH corridors, and address types of multi-modal improvements that can be included within the constrained rights-of-way (unless it is decided to acquire more right-of-way) for various alternatives.
15. Identify and designate Class 2 bike lanes where considered appropriate and there is sufficient curb-to-curb street paveout width.

**Level of Service (LOS) Analysis** - The City purposefully excluded Level of Service standards for Road Segments and only considers LOS analysis at intersections in the general plan as provided in Policy M-1.01. C:

- Comply with Orange County Transportation Authority (OCTA) requirements for arterial highways as determined through the Master Plan of Arterial Highways (MPAH) and Measure M. Maintain at least a Level of Service (LOS) D or better at all intersections, except where City of San Clemente Centennial General Plan, February 2014 M-4 flexibility is warranted based on a multi-modal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets facilities.