



AGENDA REPORT

SAN CLEMENTE CITY COUNCIL MEETING
Meeting Date: April 7, 2020

Agenda Item 9A
Approvals:
City Manager BD
Dept. Head AB
Attorney _____
Finance S

Department: Public Works
Prepared By: Jonathan Knechtel, Management Analyst
Tom Bonigut, Public Works Director/City Engineer

Subject: *SAN CLEMENTE TROLLEY – CHANGES TO TROLLEY STOPS FOR 2020 SEASON.*

Fiscal Impact: Yes. The changes outlined in this will require about \$1,000 for fabrication and installation of new signs. There is sufficient existing budget for this expense.

Summary: This report is a follow up to November 15, 2019, City Council agenda report that provided an update on the Summer 2019 operating season. The purpose of this item is to seek City Council approval of proposed changes to trolley stops, consistent with prior City Council discussion during the November 15, 2019 meeting.

Background: The City started its free, seasonal trolley service in Summer 2017 with significant funding support from a grant under the Orange County Transportation Authority's (OCTA) Project V Community-Based Transit Circulators Program. The trolley service has proven to be very successful with ridership that greatly exceeded projections, and that easily exceeds grant funding requirements related to number of passenger boardings per hour of trolley service (known as a "revenue vehicle hour"). Based on the success of the original trolley service, the City applied for and was awarded another Project V grant to establish a new trolley route to connect the original downtown route to the Dana Point trolley at the northern boundary of the City. The second grant also funded expansion of the City's service to daily service and extended the operating season from Labor Day through the end of September. Per City Council direction at its November 15, 2019 meeting (refer to report in Attachment 1), staff submitted a grant application to OCTA, which proposed a continuation of funding for the Downtown Route until FY 2027 (the current agreement ends in FY 2023). It also requested an additional trolley vehicle to provide more capacity for increasing demand on the Downtown Route during peak times. The results of that application should be provided to the City by Summer 2020, meaning if approved the requested service enhancement would start in 2021.

Discussion: Council-Approved Trolley Stop Changes
Based on the direction from the November 15, 2019, City Council Meeting, staff plans to adjust selected trolley stops as follows for the upcoming Summer 2020 operating season:

Camino De Estrella at Calle Verano, Stop #20 transfer moved to Stop #19
Based on a coordinated effort with Dana Point in response to feedback from local residents, the City has moved Stop #20 from its original location at Camino De Estrella

to the existing Stop #19 located at the west end of Avenida Mira Costa near the Sprouts shopping center. This stop will serve as the transfer connection point between the Dana Point and San Clemente trolleys. Originally, the stop was actually located within the Dana Point City limits. However, Dana Point and San Clemente staff received complaints from nearby residences about noise from the trolley vehicles, and loud and disruptive behavior from people presumably waiting to board the trolleys, including trespassing onto nearby private properties. After discussion with Dana Point staff, Dana Point indicated that it could adjust the direction of its trolley so that the Dana Point trolley would make a stop at the existing San Clemente trolley stop on Avenida Mira Costa adjacent to the Sprouts shopping center. This action eliminates Stop #20 on Camino De Estrella and the transfer between the two trolley systems is now at San Clemente Stop #19.

Camino Capistrano (southbound) at Camino Mira Costa, Stop #21 – moved north several feet up Capistrano

Last season, the City received a request from a nearby Dana Point resident to move Stop #21 further up the street (to the north). The resident noted that it is difficult to enter and exit his driveway when the trolley is present, and he also expressed concern that the stopped trolley might impede traffic in the intersection. Staff agreed that a minor adjustment in location should address the resident's concern and still provide a functional trolley stop. Therefore, staff will adjust this location, moving it further north so that the trolley makes its stop before the intersection. Dana Point staff approved this adjustment, and it will be made in coordination with their staff, as it will require signage in the Dana Point City boundary.

Additional Recommended Trolley Stop Changes

In addition to the above trolley stop changes approved by the City Council, staff evaluated and recommends City Council approval of the following three additional changes to trolley stops.

New Trolley Stops on Camino Capistrano – 17A and 17B

Staff received requests to add another trolley stop between Stop #17 (Camino Capistrano at Avenida Vaquero) and Stop #18 (Camino Mira Costa at Camino Capistrano) to provide better access to residents using the trolley in this area. It was reported that some trolley riders use the trolley stop near the DMV, but have to walk up a major hill to return to their residences further up Camino Capistrano, which is especially difficult for riders with accessibility issues. Local riders and drivers have suggested adding a stop at the crest of the hill, potentially near Monte Vista or Via Breve. Based on staff analysis, with the elimination of the existing Stop #20 noted above, there is potential to add another stop without significantly impacting service wait times. Therefore, staff proposes to add a new trolley stop in each direction of Camino Capistrano at Via Breve. Stop #17A will be on the northbound side of Camino Capistrano, just north of Via Breve. This location will require 40 feet of new red curb, however, this would be centered in front of an existing fire hydrant. Since parking is not allowed within 15 feet of a fire hydrant, there is already 30 feet of curb space where parking is prohibited, thus the new trolley stop and red curb would only add 10 feet of prohibited parking (less than one vehicle space). Stop #17B will be on the southbound side of Camino Capistrano, just to the north of the intersection with Via Breve. There

is approximately 10 feet of existing red curb, and an additional 25 feet of red curb will be needed to establish this stop. This would eliminate approximately one and one-half vehicle parking spaces. However, the added red curb will improve sight distance for vehicles exiting from Via Breve onto Camino Capistrano. Also, the added red curb has been minimized to allow one on-street parking space to remain along the frontage of Camino Capistrano and the adjacent 102 Via Breve lot, which also has approximately three to four on-street parking spaces on the Via Breve frontage, as well as ample on-site parking in a large driveway.

As noted above, these two new stops will require additions and adjustments to the existing red curb (no parking) locations on Camino Capistrano which are depicted in Attachment 2. The required resolution to implement these no parking areas is provided in Attachment 3.

New Trolley Stop on Avenida Del Mar, near intersection with Avenida Granada

Staff received requests to add a trolley stop on the Downtown Route on Avenida Granada to provide service to Casa Romantica. To add a new stop in each direction on Avenida Granada at the Casa Romantica would require a significant route change that would significantly impact trolley travel times. Even adding a single stop on Avenida Granada in the southbound direction would require a significant change in the trolley route. However, there is an existing former bus stop on Avenida Del Mar at Avenida Granada which could be used for a new trolley stop on the southbound direction of the downtown trolley route. This location is only a short walk (less than 300 feet) from the Casa Romantica property, therefore, staff recommends addition of this new Stop #16A.

Reducing San Clemente Metrolink Stops From Two to One per Route

Both trolley routes are currently programmed with two shared stops at the Metrolink station (Stop #8 and Stop #11). However, staff has received feedback from the trolley operating company that the redundant stops at the Metrolink station cause confusion for riders as to which trolley is travelling in which direction. Having each trolley route stop at this location twice also creates more frequent backups and the stacking of trolley vehicles at the trolley stop (sometimes four trolley vehicles deep if they converge on this area at about the same time). This requires trolleys to try and avoid blocking driveways and impedes traffic during peak lot usage times (often when the train is being utilized). Reducing the stops from two to one should provide the same access for riders utilizing the North Beach area and the Metrolink station, but it should improve headway times, reduce confusion, and lower the risk of impeding traffic and driveways. For this reason, staff recommends eliminating Stop #11 and only retaining Stop #8. Note that these stops are physically the same location, but the numbering indicates the second stop on the route. With this change, the downtown (red line) route will only stop at the North Beach Metrolink Station in the southbound (heading downtown) direction, and the northern (blue line) route will stop at the Metrolink North Beach Station in the northbound (heading toward North S.C.) direction. The #11 Stop designation will be removed from the trolley maps. With Council's approval, staff will implement this change to start the upcoming summer season. However, staff and the trolley operator will monitor rider feedback, and if needed the two dropped stops could easily be re-instated if needed.

Low-Performing Stops

Based on Council's direction, staff conducted an analysis of ridership for the current trolley stops. Although there were some stops that performed well below others, such as some less frequently used stops in the El Camino Real area, staff determined that eliminating these stops would not have much tangible benefit. It is already regular practice for trolley drivers to bypass stops that have no stops requested or do not have riders waiting to be picked up. Eliminating the stops would have the same effect, but would prevent some riders from accessing the line. For this reason, staff does not recommend eliminating any low-performing stops at this time.

These above changes are depicted in Attachment 4. With Council approval, the trolley schedule and route map will be updated accordingly.

Trolley Vehicle Rental

The City Council directed staff to continue research and development of a potential program to rent the trolley vehicles when not being used for the seasonal summer service. As part of this research, staff consulted OCTA staff to ensure that trolley vehicle rentals would not conflict with Project V grant funding requirements and agreements. OCTA staff indicated that the current grant agreements do not allow for trolley rentals, and that doing so would be inconsistent with the agreements and outside the scope of the trolley vehicle purchases and services. Therefore, so long as the City continues to receive OCTA Project V grant funding, the trolley vehicles may not be offered for rental.

Recommended**Action:**

STAFF RECOMMENDS THAT the City Council:

1. Approve addition of new Trolley Stops #17A and 17B on Camino Capistrano at Via Breve;
2. Approve addition of new Trolley Stop #16A on Avenida Del Mar at Avenida Granada;
3. Approve elimination of Trolley Stop #11 at the North Beach Metrolink area; and
4. Approve and adopt Resolution No. _____ titled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN CLEMENTE, CALIFORNIA, AMENDING MASTER TRAFFIC RESOLUTION NO. 1846, ESTABLISHING 'NO PARKING AREAS' ON CAMINO CAPISTRANO."

Attachments:

1. November 15, 2019 Council report
2. Proposed Red Curb (No Parking) Locations
3. Resolution
4. Summary of Trolley Stop Changes

Notification:

Properties within 300 feet of proposed red curb locations, and Casa Romantica.



AGENDA REPORT

SAN CLEMENTE CITY COUNCIL MEETING
Meeting Date: November 5, 2019

Agenda Item 9A
Approvals:
City Manager [Signature]
Dept. Head [Signature]
Attorney _____
Finance [Signature]

Department: Public Works
Prepared By: Jonathan Knechtel, Management Analyst
Tom Bonigut, Public Works Director/City Engineer

Subject: UPDATE ON SAN CLEMENTE SUMMER TROLLEY PROGRAM.

Fiscal Impact: None at this time.

Summary: This report provides an update on the Summer 2019 operating season, proposed changes to several trolley stops, program costs, and an upcoming grant funding opportunity.

Background: The City started its free, seasonal trolley service in Summer 2017 with significant funding support from a grant under the Orange County Transportation Authority's (OCTA) Project V Community-Based Transit Circulators Program. The trolley service has proven to be very successful with ridership that greatly exceeded projections, and that easily exceeds grant funding requirements related to number of passenger boardings per hour of trolley service (known as a "revenue vehicle hour"). Based on the success of the original trolley service, the City applied for and was awarded another Project V grant to establish a new trolley route to connect the original downtown route to the Dana Point trolley at the northern boundary of the City. The second grant also funded expansion of the City's service to daily service and extended the operating season from Labor Day through the end of September.

Discussion: Summer 2019 Operating Season
The San Clemente Trolley currently operates five trolley vehicles, three on the original downtown "red line" and two on the new northern "blue line" (refer to Attachment 1 for trolley route maps and stops). For Summer 2019, the downtown red line began service on Friday, May 24, and the new northern route started service on Monday, July 8 after the two new additional trolley vehicles were delivered to the City. Both lines operated daily through Sunday, September 29. Daily service hours were 12 Noon to 10 p.m. Monday through Friday, 10 a.m. to 10 p.m. on Saturday, and 10 a.m. to 8 p.m. on Sunday. As shown in the table on the following page, the San Clemente Trolley served over 173,000 passengers this past summer and continued to exceed the minimum performance requirements specified in the grant funding agreements.

Trolley Line	Total Passengers	Passengers Per Revenue Vehicle Hour	Required Minimum Passengers Per Revenue Vehicle Hour
Downtown Red	151,688	38.1	10
Northern Blue	21,799	12.6	6 *
Combined	173,487	30.3	
* First year minimum is 6 passengers per revenue vehicle hour, which increases to 10 for remaining years of the grant funding agreement.			

As with the two previous summer periods, the two most popular trolley stops on the downtown red line are the Outlets at San Clemente and the Pier, which together represent about 64% of the passenger boardings (36% at the Pier and 28% at the Outlets). As expected the two most popular trolley stops on the northern blue line are the Outlets at San Clemente and the connection point to with the Dana Point Trolley on Camino de Estrella at Calle Verano, which together represent about 63% of the passenger boardings (48% at the Outlets and 25% at the Dana Point connection). The charts provided in Attachment 2 depict the number of passenger boardings at each of the trolley stops.

Overall the trolley service operated well with few issues. However, during special events, holidays, and peak weekend hours, the downtown redline trolleys often reached maximum capacity (i.e. no seating or standing room), requiring drivers to turn away new passengers. To address this capacity issue a new trolley vehicle would be needed. Also, some special events such as the Ocean Festival provide their own additional transportation services (e.g. dedicated shuttle from an offsite parking area) to ease the burden on the trolley system and limit congestion. However, due to proximity of both services (e.g. both picking up passengers at the Outlets) and visibility/popularity of the City's trolleys, the City trolley vehicles were often confused as the main source of transportation for these special events. This led to underutilization of the alternative transportation options and overutilization of the trolley system, causing extended wait times and full vehicles that couldn't accommodate new boardings along the route. Staff will continue coordination with special event operators on how to best provide and identify transportation for large special events, but the City's trolleys may remain the preferred option for many riders because they are perceived as more fun to ride than buses or vans contracted for special events.

Trolley Stop Changes

Based on citizen and trolley driver feedback, staff recommends several changes to trolley stops on the northern blue line as follows:

Camino De Estrella at Calle Verano, Stop #20

This stop serves as the transfer connection point between the Dana Point and San Clemente trolleys, and this stop is actually located within the Dana Point City limits. Dana Point and San Clemente staff received complaints from nearby residences about noise from the trolley vehicles, and loud and disruptive behavior from people presumably waiting to board the trolleys, including trespassing onto nearby private properties. After discussion with Dana Point staff, Dana Point indicated that it could adjust the direction of its trolley so that the Dana Point trolley would make a stop at

the existing San Clemente trolley stop on Avenida Mira Costa adjacent to the Sprouts shopping center. This would eliminate Stop #20 on Camino De Estrella and the transfer between the two trolley systems would be at San Clemente Stop #19.

Camino Capistrano (southbound) at Camino Mira Costa Stop #21

This stop is located within the Dana Point portion of this intersection, in between two residential driveways. The nearby resident noted that it is difficult to enter and exit his driveway when the trolley is present, and also expressed concern that the stopped trolley might impede traffic in the intersection. San Clemente and Dana Point staff agree that a minor adjustment in location should address the resident's concern and still provide a functional trolley stop. Therefore staff recommend adjusting this location, likely further north so that the trolley makes its stop before the intersection. The exact location will be determined in coordination with Dana Point staff since this trolley stop is within the Dana Point city limits.

New Trolley Stop on Camino Capistrano

Staff also received requests to add another trolley stop between Stop #17 (Camino Capistrano at Avenida Vaquero) and Stop #18 (Camino Mira Costa at Camino Capistrano) to provide better access to residents using the trolley in this area. It has been reported that some trolley riders use the trolley stop near the DMV, but have to walk up a major hill to return to their residences further up Camino Capistrano, which is especially difficult for riders with accessibility issues. Local riders and drivers have suggested adding a stop at the crest of the hill, potentially near Monte Vista. With the elimination of the existing Stop #20 noted above, there is potential to add another stop without significantly impacting service wait times. Staff is reviewing the area and may favor new stops on Camino Capistrano at Via Breve (one in each direction) since this is at the top of the hill where the roadway levels out. Establishing new stops will likely require installation of new or expansion of existing no parking areas which will eliminate several on-street parking spaces, therefore staff will provide a separate follow up report with further details.

Advertising and Trolley Vehicle Rental

The City Council previously expressed interest in the possibility of allowing advertising on the trolley vehicles, which could generate revenue to help offset the costs to operate the trolley service. Each trolley vehicle currently has about nine square feet of interior space in which advertisements could be placed. As part of the pilot program recommended by Council, the City started this year posting internal "advertising" in limited designated spaces within the trolley. Per the City Council this advertising was to consist of public service announcement type messages, not commercially sponsored or paid advertising. This past operating season two advertisements were placed, one which featured a message about beach and ocean safety and another with information about the trolley system. Staff did not receive any comments (positive or negative) about these informational advertisements. For reference, the cities of Laguna Beach, Dana Point and San Juan Capistrano do not allow advertising on or within their trolley vehicles. If the City Council wishes to consider advertising, staff will need to evaluate and recommend advertising rates that would cover the City's costs to administer an advertising program and also generate additional revenue to help fund operation of the trolley.

Staff has received several requests to rent the trolley vehicles for private events, but San Clemente currently does not have such a program established. For reference Dana Point and San Juan Capistrano do not rent their trolley vehicles. Laguna Beach does allow its trolleys to be rented, but the City is reviewing that program. Per prior Council direction, now that the Summer 2019 operating season is over, staff will finish research and then finalize the recommended parameters and rental fees for a possible trolley vehicle rental program for Council consideration. Preliminary rental program parameters are provided in Attachment 3. Since the San Clemente Trolley operates daily service from Memorial Day through the end of September, trolley vehicles would not be available for rent during this period. Also, the rental cost could be significant when considering costs for drivers, vehicle inspection and cleaning, fuel, "add-on" charge to generate revenue to support the summer trolley service, and City staff time to administer a rental program.

Program Costs

As shown in the attached budget summary (Attachment 4) the current annual total cost to operate the trolley is just over \$400,000. Most of the cost is supported by OCTA Project V grant funds, but those run out starting in FY2024 unless additional grant funding is secured. Staff continues to monitor for additional grant funding opportunities, including a potential upcoming opportunity discussed below.

Potential Future Program Enhancements

As noted above the San Clemente Trolley is funded primarily from two grants under OCTA's Community-Based Transit Circulators (Project V) Program. The OCTA Board of Directors recently authorized another round of Project V grant funding, with proposed project applications due on December 12, 2019. The new grant funding call includes an objective to continue funding previously awarded successful projects that are expiring. Since the City's original Project V will expire during this next grant funding period, it might be appropriate to submit an application to extend funding of the City's very successful downtown red line trolley service. Such an application could also include the acquisition of an additional trolley vehicle that would help with the capacity issue noted above. Per prior Council direction the City applied for but was not awarded a grant to fund expansion of the trolley by adding a southern route that would run from downtown to the south end of town. The City's proposal was deemed incompatible with grant funding requirements because the proposed route too closely matched the existing OCTA Bus Route #1 along the South El Camino Real Corridor. Since the new northern route ridership did not exceed minimum grant requirements by a large margin, staff recommends not submitting an application at this time to start a new southern route. This will give time to further evaluate ridership trends on the northern route to ensure its success before further expansion of the trolley system. OCTA will hold a Project V workshop on November 5 and staff will attend to get more details to help inform a possible grant application.

Recommended

Action: STAFF RECOMMENDS THAT the City Council:

1. Approve the deletion of Trolley Stop #20 on the northern blue line, which would establish existing Trolley Stop #19 as the transfer connection with the Dana Point Trolley;
2. Approve a minor location adjustment to Trolley Stop #21 to relocate this trolley stop north of the intersection of Camino Capistrano and Camino Mira Costa, at a location to be confirmed with the City of Dana Point;
3. Direct staff to prepare a report for City Council consideration of establishing new trolley stops on Camino Capistrano in the vicinity of Via Breve; and
4. Provide any additional direction concerning the San Clemente Trolley program.

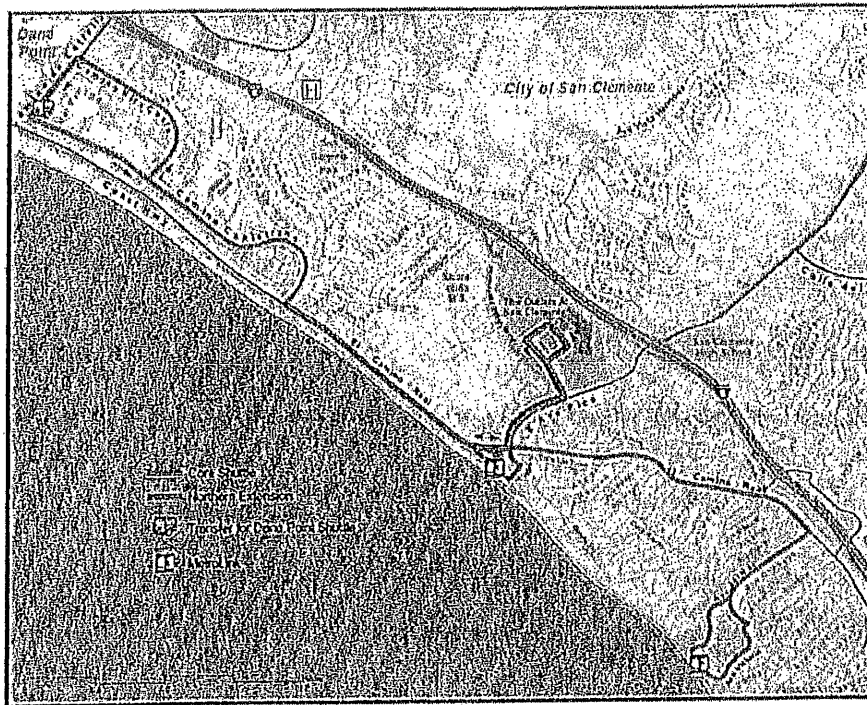
- Attachments:**
1. Trolley route maps and stops
 2. Charts depicting number of trolley passengers at each trolley stop
 3. Preliminary trolley program rental parameters

Notification: None.

S:\od\Engineering\secure\Admin\2019\11-5-19\11-5-19-9r.docx

Attachment 1

San Clemente Trolley Summer 2019 Routes



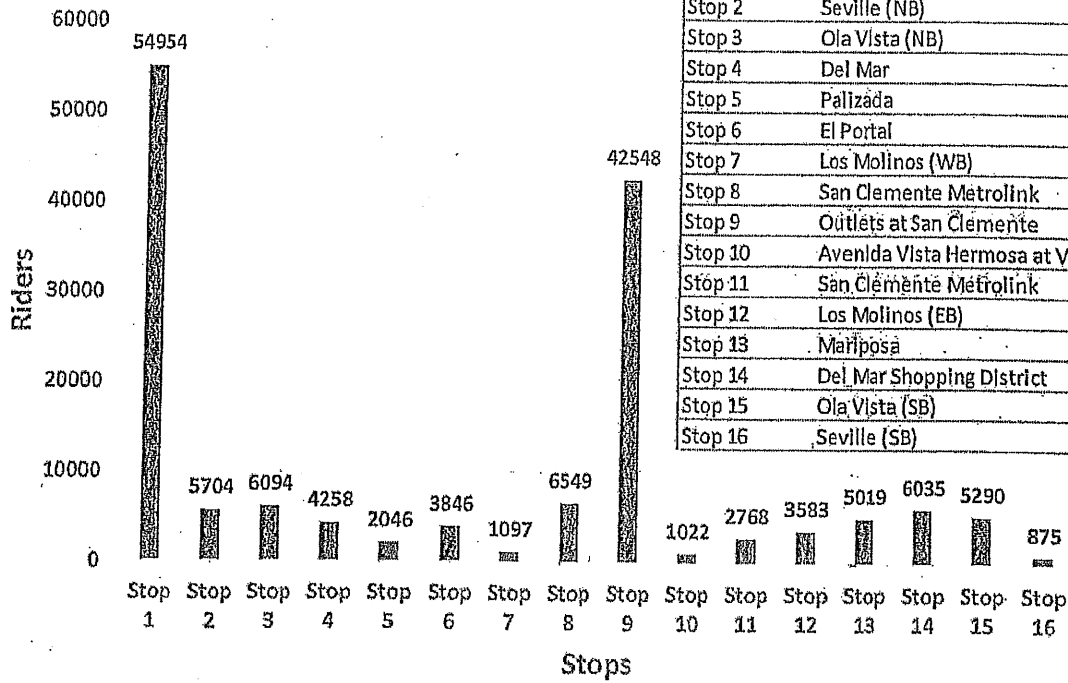
Downtown Core Summer Trolley Stops (RED Route)

Northbound	Southbound
1 - San Clemente Pier	9 - Outlets at San Clemente (<i>Red-Blue Line Transfer</i>)
2 - Ave Del Mar & Seville	10 - Avenida Vista Hermosa at Via Pamplona
3 - Ave Del Mar & Ola Vista	11 - Metrolink station (<i>Avenida Estacion</i>)
4 - El Camino Real & Ave Del Mar (on El Camino Real)	12 - El Camino Real & Los Molinos
5 - El Camino Real & Palizada	13 - El Camino Real & Mariposa
6 - El Camino Real & El Portal	14 - Ave Del Mar & El Camino Real (on Del Mar)
7 - El Camino Real & Los Molinos	15 - Ave Del Mar & Ola Vista
8 - Metrolink station (<i>Ave Estacion</i>)	16 - Ave Del Mar & Seville
9 - Outlets at San Clemente (<i>Red-Blue Line Transfer</i>)	1 - San Clemente Pier

Northern Route Trolley Stops (BLUE ROUTE)

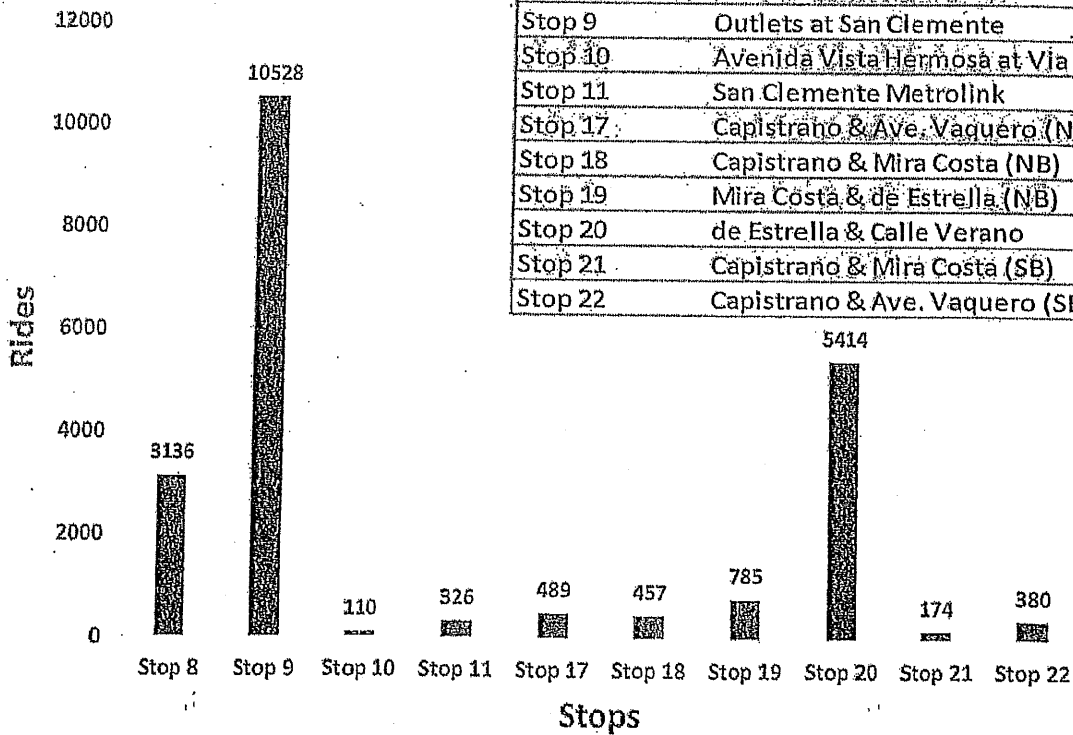
Northbound	Southbound
1 - Outlets at San Clemente	5 - Camino de Estrella & Calle Verano (<i>Dana Point Transfer</i>)
2 - Camino Capistrano & Vaquero	6 - Camino Capistrano & Mira Costa
3 - Camino Capistrano & Mira Costa	7 - Camino Capistrano & Vaquero
4 - Mira Costa & Camino de Estrella	8 - Metrolink Station (<i>Avenida Estacion</i>)
5 - Camino de Estrella & Calle Verano (<i>Dana Point Transfer</i>)	9 - Outlets at San Clemente

Red Line Ridership by Stop



Stop Number	Stop Name
Stop 1	San Clemente Pier
Stop 2	Seville (NB)
Stop 3	Ola Vista (NB)
Stop 4	Del Mar
Stop 5	Palizada
Stop 6	El Portal
Stop 7	Los Molinos (WB)
Stop 8	San Clemente Metrolink
Stop 9	Outlets at San Clemente
Stop 10	Avenida Vista Hermosa at Via Pamplona
Stop 11	San Clemente Metrolink
Stop 12	Los Molinos (EB)
Stop 13	Mariposa
Stop 14	Del Mar Shopping District
Stop 15	Ola Vista (SB)
Stop 16	Seville (SB)

Blue Line Ridership by Stop



Stop Number	Stop Name
Stop 8	San Clemente Metrolink
Stop 9	Outlets at San Clemente
Stop 10	Avenida Vista Hermosa at Via Pamplona
Stop 11	San Clemente Metrolink
Stop 17	Capistrano & Ave. Vaquero (NB)
Stop 18	Capistrano & Mira Costa (NB)
Stop 19	Mira Costa & de Estrella (NB)
Stop 20	de Estrella & Calle Verano
Stop 21	Capistrano & Mira Costa (SB)
Stop 22	Capistrano & Ave. Vaquero (SB)

Attachment 2

San Clemente Trolley Vehicle Potential Rental Program Parameters

Reservations

- Application with deposit must be submitted at least 4 weeks in advance
- Application must include map of proposed route
- Require deposit to reserve vehicle, part of which may be non-refundable to cover required CHP vehicle inspection prior to use of vehicle. Also require a cleaning deposit.
- Must sign rental agreement/liability waiver.
- Develop cancellation and refund policy.
- City will provide driver, cost included in rental fee.
- Rental fee will be two hour minimum, then hourly rate beyond that or fraction thereof (not prorated)
- Rental fee should include cost of driver, fuel, vehicle inspection, cleaning/prep, staff administration, vehicle depreciation and "add-on" component to help fund the regularly scheduled service
- Rental time starts and ends when driver/vehicle leaves and returns to the City yard
- Applicant must be 25 to rent the trolley

General Rules/Requirements

- Trolley vehicle must stay within City limits
- No food, drink or smoking is permitted on the trolley.
- Intoxicated persons will not be allowed on the trolley.
- Signs, decorations or writing etc. are not allowed on the exterior of the trolley. Writing or decorations of any kind on the windows is not allowed. Only non-marking tape is allowed to attach decorations to the interior of the trolley (wire, push pins etc. are not allowed).
- All decorations and tape must be removed otherwise cleaning deposit will be forfeited
- Maximum Seating Capacity: 22 + 2 wheelchair, or 24 without wheelchair
- There is no restroom aboard the vehicle
- Windows removed or not?
- Driver has the right to expel any passenger(s) from the vehicle and/or terminate this contract if, in the opinion of the driver, a violation of the above stated conditions has occurred. In the event of such an early termination, there will be a forfeiture of all paid deposits and fees for service.

Attachment 3



City of San Clemente Maintenance or Other Project – Streets

San Clemente Trolley Operation

Project No. 28801

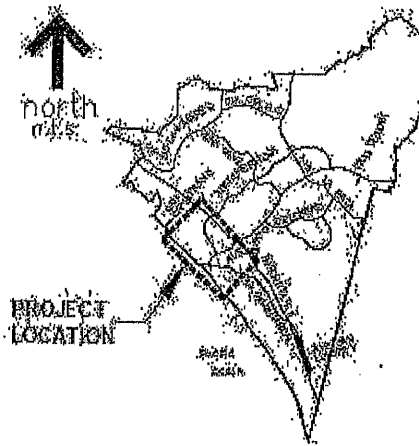
Lead Dept./Division: Public Works/Engineering
Supporting Division: Public Works/Maintenance

Staff Contact: JJ Knechtel
Management Analyst
949-361-6115

Initial Funding Year: FY 2017
Prior Funding: \$1,400,000

Target Completion: Summer 2022

General Plan Policy: M-1.09, M-2.08
(Please refer to the General Plan for policy code descriptions)



Project Description:

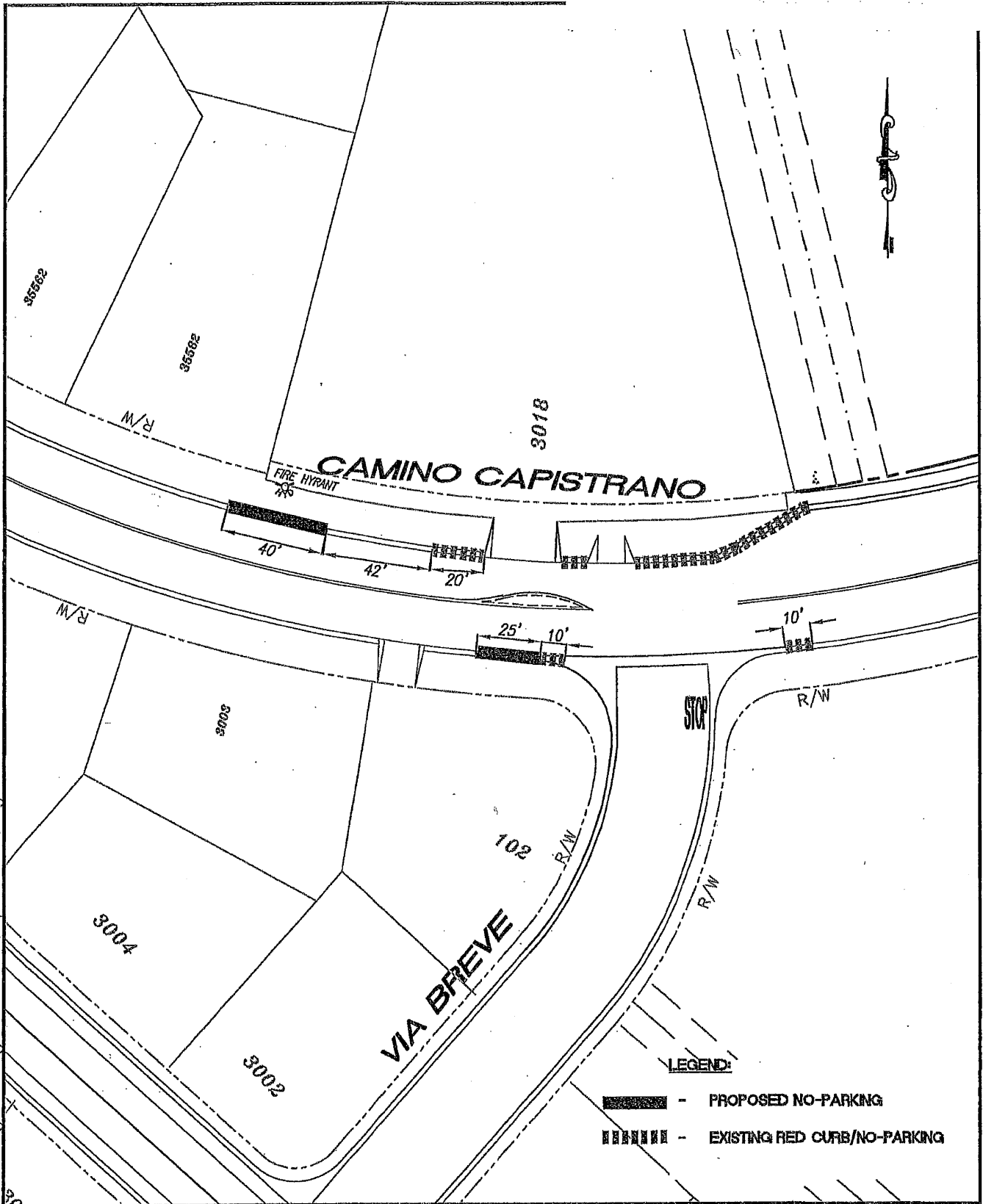
Daily operation of San Clemente Trolley from Memorial Day to end of September each summer. Starting in 2019 the trolley will operate two routes; the downtown route and the northern route to connect with the Dana Point Trolley.

Operating Budget Impact: Starting in FY 2020, General Fund appropriations will be needed for the required grant funding match due to Air Quality Management District (AQMD) funding rules, which will start phasing out AQMD matching funds. Starting in FY 2024, to continue the trolley will require a significant increase to the General Fund contribution, since the Orange County Transit Authority (OCTA) grants will expire. Therefore, the City would need to fund the entire cost of the trolley program starting with Summer 2023 service, if no other grant funds become available.

Estimated Costs and Funding Sources:

Project Estimate	FY 2020 Budget	FY 2021 Forecast	FY 2022 Forecast	FY 2023 Forecast	FY 2024 Forecast	FY 2025 Forecast	Total
Land/Right-of-Way	0	0	0	0	0	0	0
Preliminary Eng.	0	0	0	0	0	0	0
Operations	403,567	408,567	417,567	426,567	430,000	450,000	2,536,268
Total Estimate	403,567	408,567	417,567	426,567	430,000	450,000	2,536,268

Funding Source(s)	FY 2020 Budget	FY 2021 Forecast	FY 2022 Forecast	FY 2023 Forecast	FY 2024 Forecast	FY 2025 Forecast	Total
OCTA Grant	362,015	366,515	374,615	382,715	0	0	1,485,860
Air Quality Fund	28,400	28,900	0	0	0	0	57,300
General Fund	13,152	13,152	42,952	43,852	430,000	450,000	993,108
Total Funding	403,567	408,567	417,567	426,567	430,000	450,000	2,536,268



c:\graphics\cd\autocad engr\drawings\traffic\2020\capistrano rc.dwg



Prepared in the office of
City of San Clemente
 Engineering Division 910 CL Negocio
 Suite 100
 San Clemente, CA 92679
 Tel (949) 361-6116
 Fax (949) 361-6316

LOCATION MAP
PROPOSED NO-PARKING ZONES
ON CAMINO CAPISTRANO
 4-7-20 / 9A-14

Attachment 3

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN CLEMENTE, CALIFORNIA, AMENDING MASTER TRAFFIC RESOLUTION NO. 1846, ESTABLISHING 'NO PARKING AREAS' ON CAMINO CAPISTRANO

WHEREAS, the City reviews various locations to improve safety and traffic conditions; and

WHEREAS, the City Council has considered the recommendation and the information provided by City staff and now wishes to implement the recommended parking prohibitions.

NOW, THEREFORE, The City Council of the City of San Clemente does hereby resolve as follows:

Section 1. The above recitals are true and correct.

Section 2. The Master Traffic Resolution No. 1846, Section 23, entitled "No Parking Areas", is hereby amended by adding subsection:

23.c-22f Camino Capistrano, north side, forty (40) feet centered on the fire hydrant in front of 3018 Camino Capistrano apartments.

Section 3. The Master Traffic Resolution No. 1846, Section 23, entitled "No Parking Areas", is hereby amended by modifying subsection:

23.c-22a Camino Capistrano, south side, from Via Breve curb return, ten (10) feet on the southeast corner and thirty (35) feet on the southwest corner.

Section 4. The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED AND ADOPTED this _____ day of _____, _____.

ATTEST:

 City Clerk of the City of
 San Clemente, California
 STATE OF CALIFORNIA)
 COUNTY OF ORANGE) §
 CITY OF SAN CLEMENTE)

 Mayor of the City of
 San Clemente, California

I, JOANNE BAADE, City Clerk of the City of San Clemente, California, do hereby certify that Resolution No. _____ was adopted at a regular meeting of the City Council of the City of San Clemente held on the _____ day of _____, _____, by the following vote:

AYES:

NOES:

ABSENT:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of San Clemente, California, this _____ day of _____, _____.

 CITY CLERK of the City of
 San Clemente, California

Approved as to form:

 City Attorney

Attachment 4



San Clemente Trolley Summer 2020 Proposed Service

TOM BONIGUT
PUBLIC WORKS DIRECTOR/CITY ENGINEER

APRIL 7, 2020

Summer 2020 Planned Service

Friday, May 22 through Sunday September 27

Two Routes:

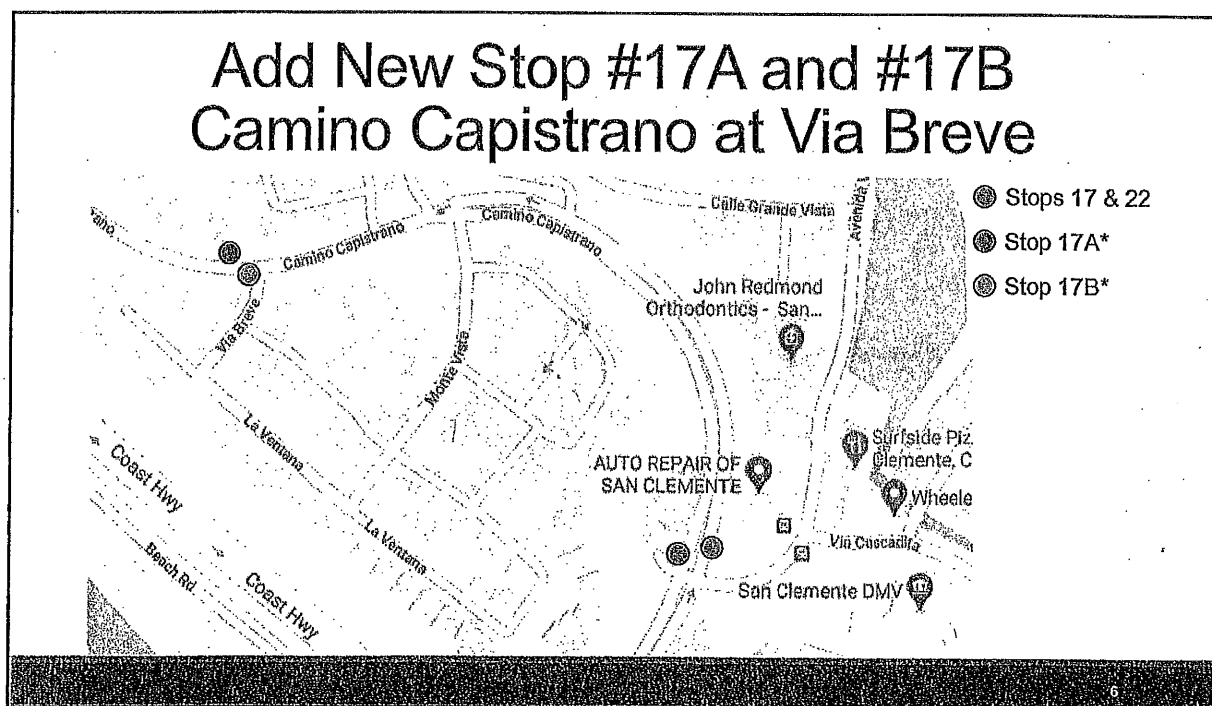
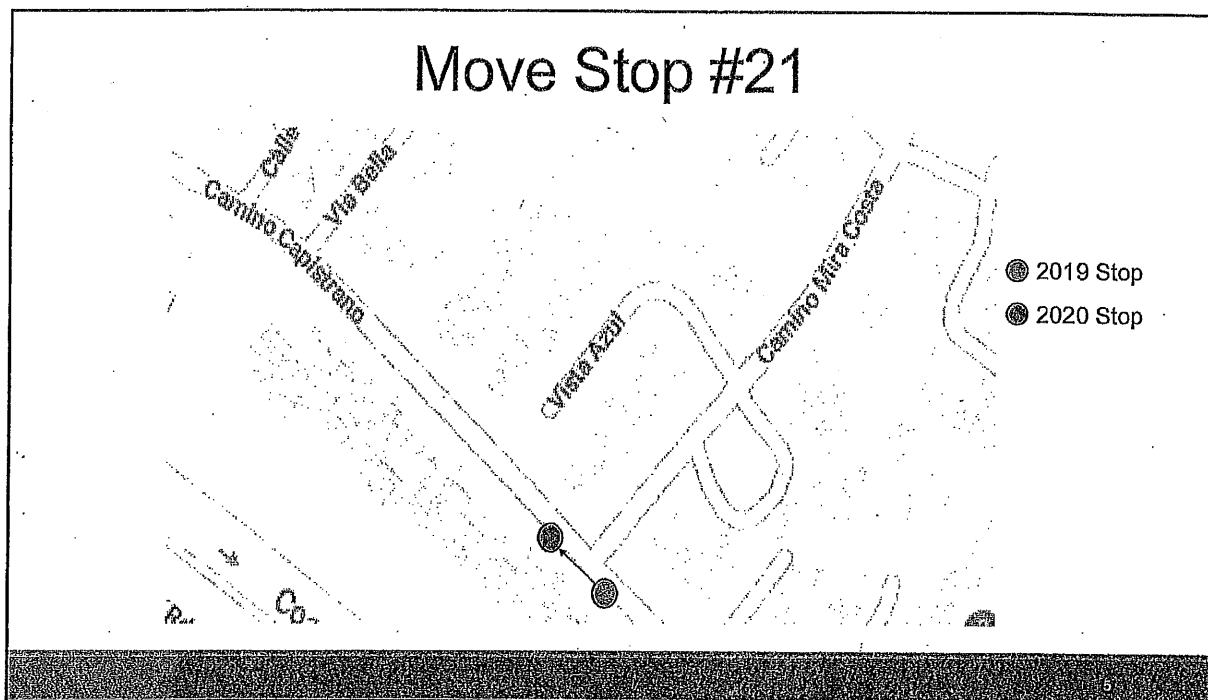
- Downtown (Red) Line
- North S.C. (Blue) Line

Daily Service Hours:

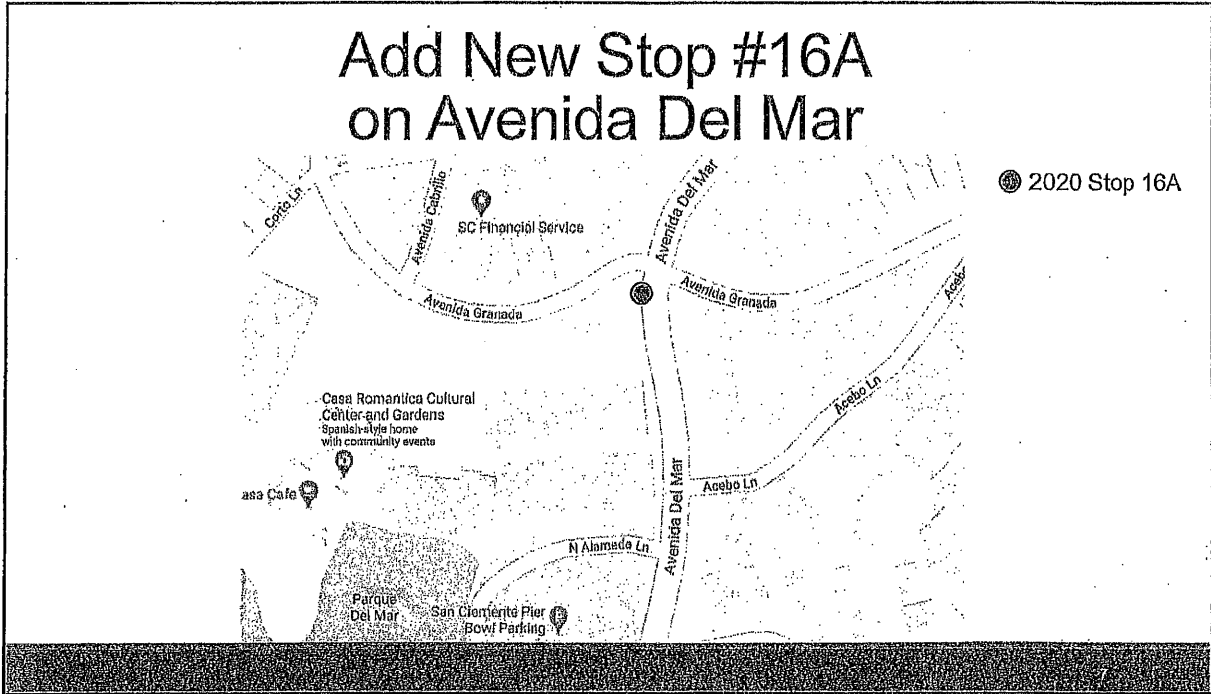
- Monday-Friday: Noon to 10 pm
- Saturday: 10 am to 10 pm
- Sunday: 10 am to 8 pm

Holiday Service Hours:

- Memorial Day: 10 am to 8 pm
- Independence Day: 11 am to 11 pm
- Labor Day: 10 am to 8 pm



Add New Stop #16A on Avenida Del Mar



Eliminate Stop #11 Reduce Metrolink Stops

