

FEBRUARY 6, 2012
CITY COUNCIL MEETING

Village Specific Plan

Camino del Mar Workshop

Community Conversations tell us:



- ❑ Camino del Mar should be conducive to the Village atmosphere with slower speeds and reduced congestion
- ❑ Interest in improving pedestrian experience (outdoor dining, uninterrupted sidewalks, safety, environment)
- ❑ Desire for additional on-street parking in Village

Camino del Mar – Today



- ❑ Currently exceeding capacity, resulting in congestion
- ❑ Speed is increasing based on latest speed survey
- ❑ 17% of Village accidents involve cyclists or pedestrians

Camino del Mar – Pedestrian Safety

- ❑ 70-80 foot crossing distance;
- ❑ +28 potential conflict points with autos
- ❑ Auto priority makes CDM pedestrian unfriendly
- ❑ 5'-0" sidewalks, inconsistent and interrupted by parking



Camino del Mar - Parking



- ❑ Desire to increase on-street parking (139 stalls currently)
- ❑ Limited room in public right-of-way
- ❑ Inconsistent Town & Country parking affects sidewalks and parking efficiencies

Camino del Mar today

Carries: 18,700 cars per day
Capacity: 15,500 cars per day



Congestion, emissions, safety concerns

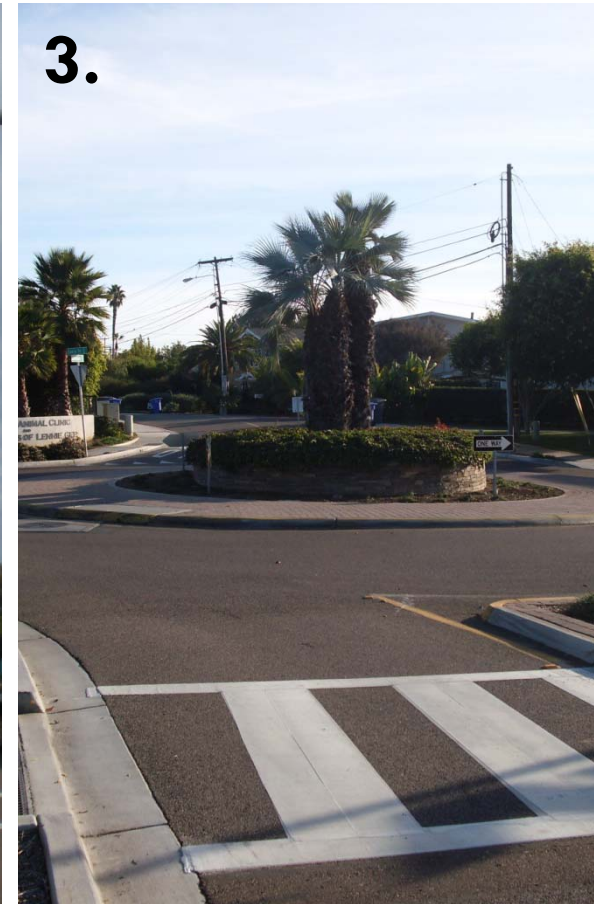
Alternatives to meet current & future needs



4 lanes with stop signs
Status Quo
15,500 capacity

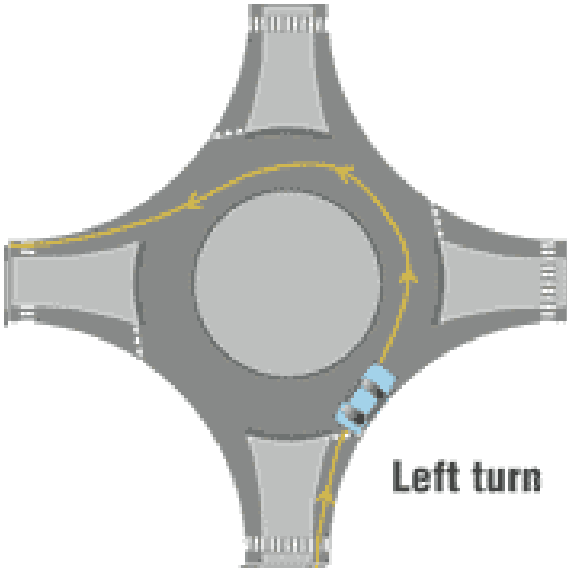


4 lanes with signals
Convert stops to signals
30,000 capacity



2 lanes with roundabouts
Continuous flow
22,000 – 26,000 capacity

How do Modern Roundabouts flow?



Santa Fe Drive, Encinitas

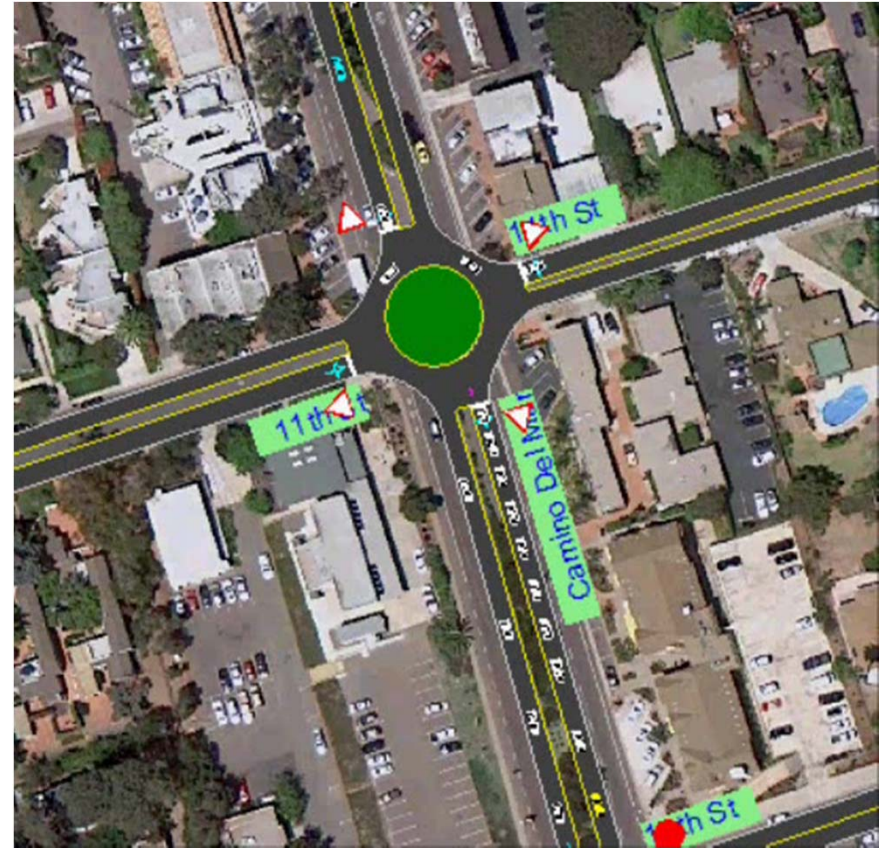
Insurance Institute for Highway Safety

Emergency Services

Leucadia Boulevard



Intersection Capacity – 11th St.



650 northbound cars at PM Peak

Intersection Capacity – 11th St.



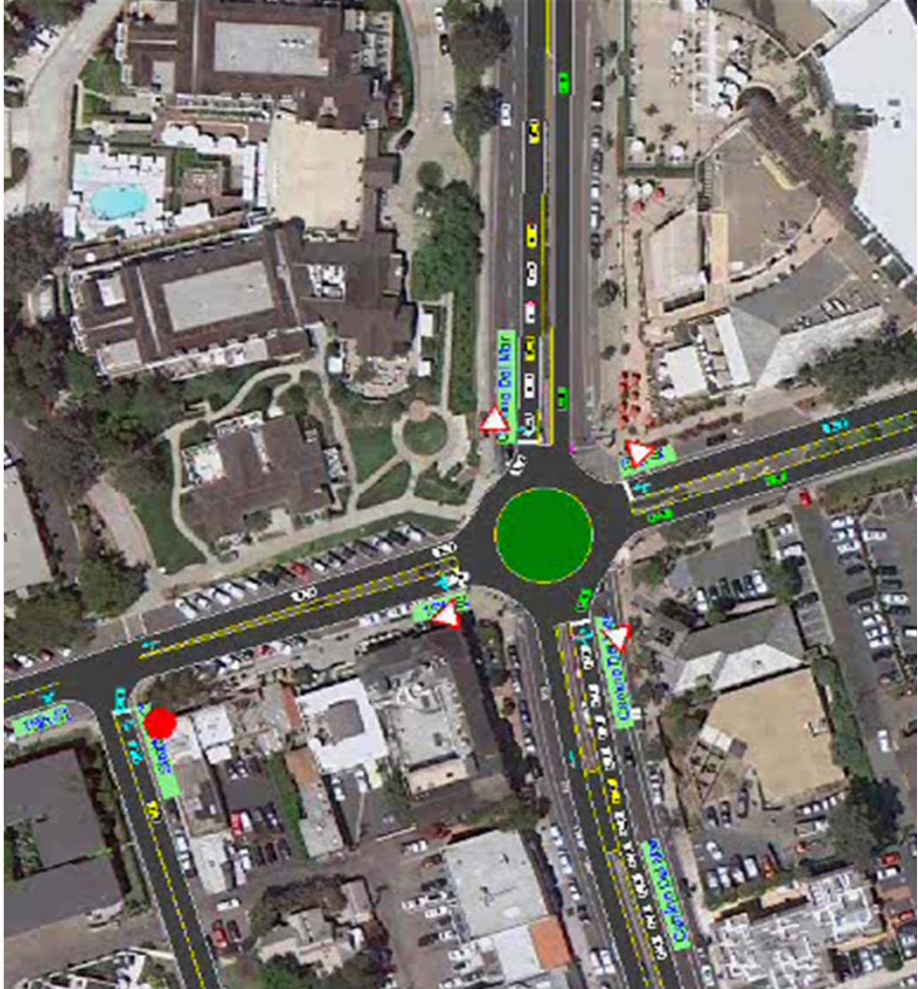
2,000 cars/hour
PM Peak volume

Intersection Capacity – 11th St.



2,000 cars/hour
PM Peak volume

Intersection Capacity – 15th St.



2,000 cars/hour PM Peak volume

Pedestrians & Roundabouts

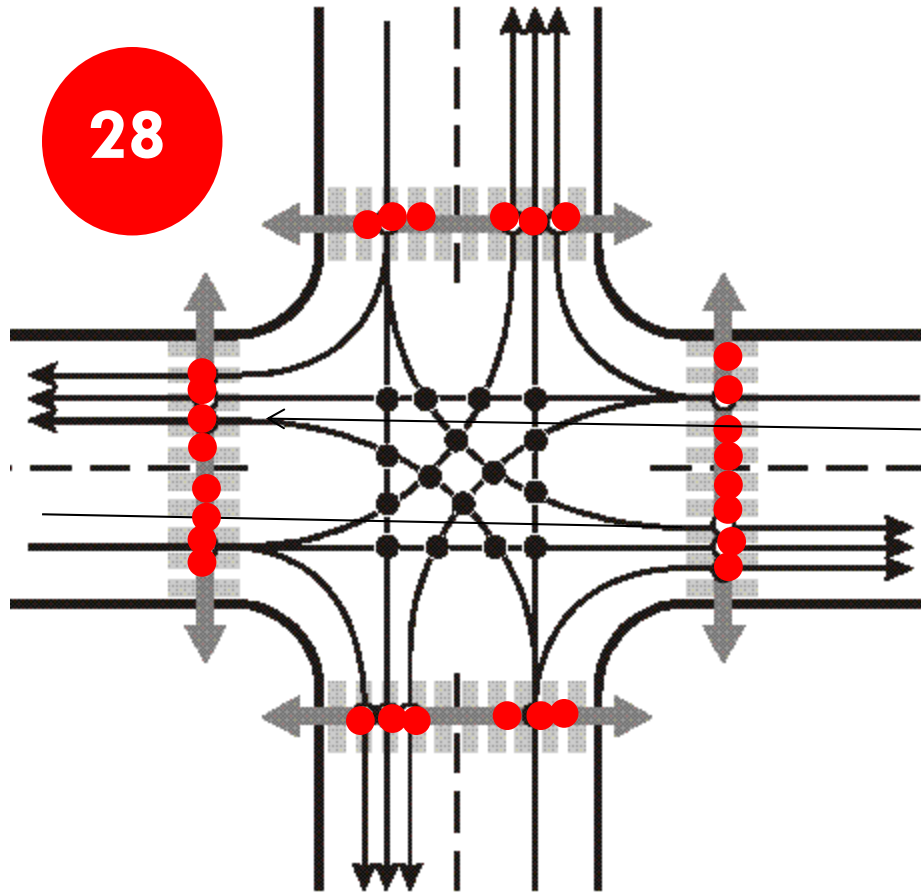
- ❑ Crosses in dedicated crossing prior to roundabout
- ❑ Safer – reduces from 28 to 8 conflict points per intersection
- ❑ Cross only one direction of traffic at a time
- ❑ Crossing distances are reduced from 70 feet to 25 feet
- ❑ Traffic speeds are slower when compared with traditional intersectionsⁱ

i. Insurance Institute for Highway Safety



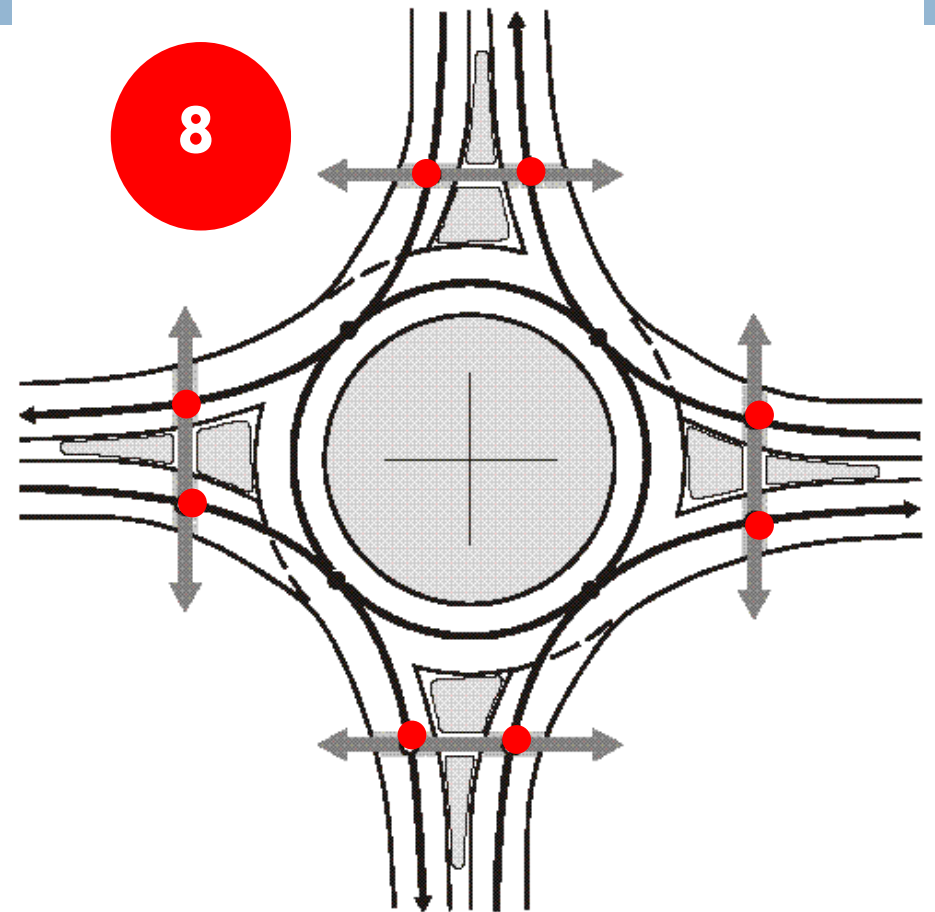
Pedestrian Conflict Points

Adapted from Insurance Institute for Highway Safety



28

● Vehicle/Pedestrian Conflicts



8

● Vehicle/Pedestrian Conflicts

□ 4 lane CDM/2 lane side street

□ 2 lane CDM/2 lane side street

Pedestrian Crossing Distance

Adapted from P. Zykofsky, AICP Local Government Commission



La Jolla Boulevard, Bird Rock, San Diego, California

After

La Jolla Boulevard reduced the pedestrian crossing distance from 68 feet to 14 feet

Evaluating Alternatives

□ **Safety Issues**

- Pedestrian safety
- Cyclist safety
- Traffic Safety
- Speed

□ **Implementation Issues**

- Construction costs & impacts

□ **Benefits**

- 50+ parking spaces
- Wider sidewalks and cafes
- Capacity

□ **Quality of Life Issues**

- Air Quality
- Noise
- Water Quality
- Walkability
- Quantity of On-Street Parking
- Potential for diverting traffic into neighborhoods

Safety	1. Status Quo Four lanes with stops	2. Four lanes with traffic signals	3. Two lanes with roundabouts
Pedestrian crossing distance	longest	longest	shortest
Pedestrian/vehicular conflict points	highest	moderate	lowest
Bicycles at speed of traffic	Bikes slower	Bikes slower	Bikes similar
Traffic safety/conflict points	highest	moderate	lowest
Slower speeds (uncongested)	moderate	fastest	slowest

<h1>Quality of Life</h1>	1. Status Quo Four lanes with stops	2. Four lanes with traffic signals	3. Two lanes with roundabouts
Air Quality Emissions	highest	moderate	lowest
Noise Decibels	highest	moderate	lowest
“Walkability”	moderate	low	highest
On Street Parking Quantity	lowest	lowest	highest
Potential for Diverting Traffic into Neighborhood	highest	lowest	moderate

Implementation

1.
Status Quo
Four lanes
with stops

2.
Four lanes
with traffic
signals

3.
Two lanes
with
roundabouts

Construction Costs

least

moderate

highest

Construction Impacts on
businesses

least

least

highest

Construction impacts on
travel time

least

moderate

highest

Benefits	1. Status Quo Four lanes with stops	2. Four lanes with traffic signals	3. Two lanes with roundabouts
Additional Parking Spaces	0	0	50-58
Public Sidewalk Width	5'-0"	5'-0"	10'-0"
Area for sidewalk cafes, outdoor dining, gathering	least	least	highest
Vehicle Capacity	Least 15,500 ADT	Highest 30,000 ADT	Moderate 22,000- 26,000 ADT

Assessment Summary

	Capacity	Existing Daily Traffic Volume	Acceptable Conditions Today?	Estimated Future Volume	Acceptable Conditions in Future?
Alternative 1 (4 lanes with Stop Signs)	15,500	18,700	No	25,000-30,000	No
Alternative 2 (4 lanes with Signals)	30,000	18,700	Yes	25,000-30,000	Yes
Alternative 3 (2 lanes with Roundabouts)	22,000 to 26,000	18,700	Yes	25,000-30,000	Yes, with capacity limitations

Draft Measures of Success

- Smart Growth & Village Character
 - Walkability: Pedestrian sidewalks are installed and continuous; pedestrian use increases
 - Pedestrian Safety: Pedestrian accidents decline
 - Bicycle Safety: Bicycle accidents decline, use increases
 - Vehicle Speed: Speed survey matches posted speeds
 - Diversion: Traffic volumes in neighborhoods do not increase
- Economic Prosperity
 - Infrastructure Investment: long term cost/benefit
- Healthy Environment
 - Air Quality: Vehicle emissions are reduced
 - Noise: Decibels are reduced at building line



PROCESS

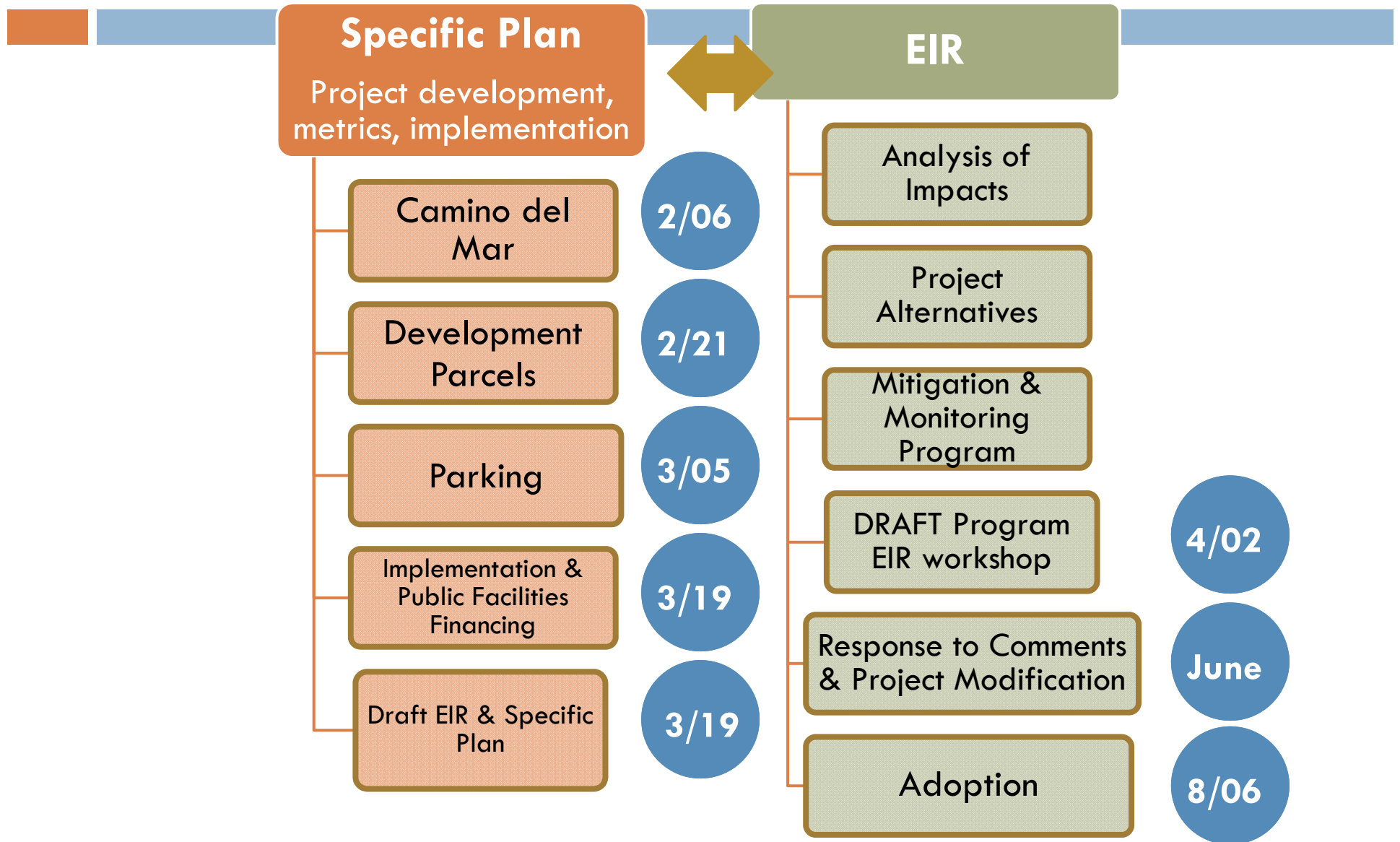
Environmental Impact Report



- Project Alternatives assessing circulation alternatives

- **Project Alternatives**
 - **No Project Alternative**
 - **Lower Development Potential Alternative**
 - **Four-Lane Camino del Mar Circulation Alternative**

Under Development – March 19th Draft



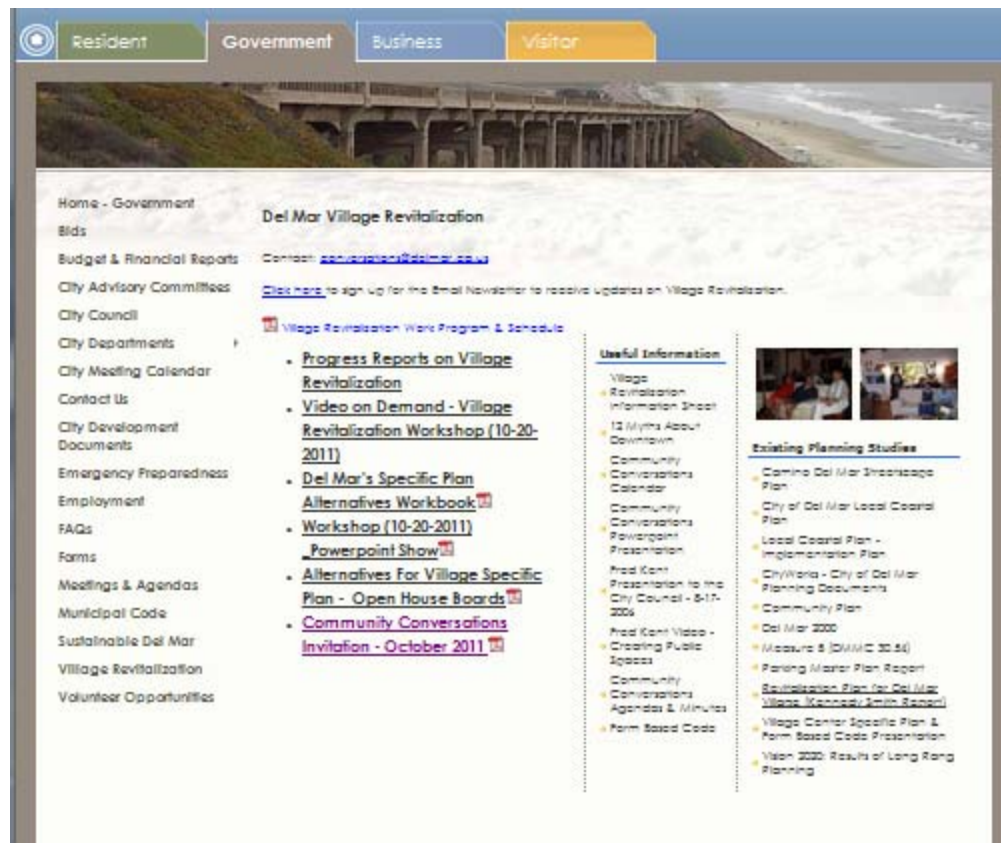
Next Steps in Process



- Input from City Council incorporated into Specific Plan documentation
- EIR analysis and assessment of impacts continue
- February 21, 2012 Council Workshop – Draft development regulations
- March 5, 2012 Council Workshop – Parking
- March 19, 2012 Council Meeting – scheduled release of draft Specific Plan and draft EIR

Stay Connected

- Input: conversations@delmar.ca.us
- Visit: www.delmar.ca.us for link to Village Revitalization



The screenshot displays the City of Del Mar website's navigation and content for the Village Revitalization project. The top navigation bar includes tabs for Resident, Government, Business, and Visitor. The main content area features a large banner image of a coastal bridge and beach. Below the banner, the page is organized into several sections:

- Home - Government**: A list of navigation links including Bids, Budget & Financial Reports, City Advisory Committees, City Council, City Departments, City Meeting Calendar, Contact Us, City Development Documents, Emergency Preparedness, Employment, FAQs, Forms, Meetings & Agendas, Municipal Code, Sustainable Del Mar, Village Revitalization, and Volunteer Opportunities.
- Del Mar Village Revitalization**: The main heading for the project page.
- Contact**: A link to conversations@delmar.ca.us.
- Sign-up**: A link to sign up for the email newsletter to receive updates on Village Revitalization.
- Village Revitalization Work Program & Schedule**: A link to the project's work program and schedule.
- Key Documents and Reports**: A list of links including:
 - Progress Reports on Village Revitalization
 - Video on Demand - Village Revitalization Workshop (10-20-2011)
 - Del Mar's Specific Plan Alternatives Workbook
 - Workshop (10-20-2011) Powerpoint Show
 - Alternatives For Village Specific Plan - Open House Boards
 - Community Conversations Invitation - October 2011
- Useful Information**: A list of links including Village Revitalization Information Sheet, 12 Myths About Downtown Community Conversations Calendar, Community Conversations Powerpoint Presentation, Fred Kent Presentation to the City Council - 8-17-2006, Fred Kent Video - Creating Public Spaces, Community Conversations Agendas & Minutes, and Form Based Code.
- Existing Planning Studies**: A list of links including Camino Del Mar Streetscape Plan, City of Del Mar Local Coastal Plan, Local Coastal Plan - Implementation Plan, CityWorks - City of Del Mar Planning Documents, Community Plan, Del Mar 2000 Measure B (DMAC 20.54), Parking Master Plan Report, Revitalization Plan for Del Mar Village (Kennedy Smith Report), Village Center Specific Plan & Form Based Code Presentation, and Vision 2020 - Results of Long Range Planning.