

JUNE 4, 2012
CITY COUNCIL MEETING

Draft Village Specific Plan
Comments on
Mobility & Parking

Community Input on Mobility & Parking

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- ❑ Over 70 comment letters
- ❑ Input from Del Mar's Boards and Planning Commission
- ❑ Input from neighborhood meetings
- ❑ Comments from business community, property owners, restaurateurs, residents
- ❑ 4 Q & A sessions
- ❑ Farmer's Market Booth feedback

Camino del Mar Issues

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- ❑ Currently exceeding capacity, resulting in congestion
- ❑ Speed is increasing based on latest speed survey
- ❑ 17% of Village accidents involve cyclists or pedestrians
- ❑ 70-80 foot pedestrian street crossing distance (25 seconds)
- ❑ 5'-0" sidewalks, inconsistent and interrupted by parking

Mobility Chapter Recommendations

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- ❑ Wider sidewalks for pedestrians
- ❑ Reconfigure Camino del Mar with 2 lanes and roundabouts at intersections
- ❑ Additional capacity for Vehicles
- ❑ Bicycle, transit, delivery, disabled and emergency provisions
- ❑ Additional on-street parking



Mobility Chapter Comments

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1. Function of roundabouts – operations, capacity, safety, emergency, pedestrians, and bicycles
2. Potential for traffic diversion into neighborhoods
3. Streetscape configuration and transitions
4. Temporary construction impacts
on traffic and businesses



1 a. Operations & Capacity

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- Concern that 2 lanes cannot carry necessary traffic volumes (currently 18,700 trips)
 - ▣ Existing 4 lanes with stop signs = 15,500 trip capacity
 - ▣ 2 lanes with roundabouts = 26,000 trip capacity
 - ▣ 4 lanes with signals = 30,000 trip capacity
- Desire to maintain existing condition or to convert stop signs to signals
 - ▣ Significant, unmitigated environmental impact with stop signs
 - ▣ Signalized intersections would increase capacity for vehicles only but not for parking, pedestrians, bicycles

Where Roundabouts work

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Melbourne, Australia

- ❑ Commercial areas with high traffic (20,000 – 90,000 trips), bicycles and pedestrians



Gardenvale District, Melbourne, AUS

La Jolla Bird Rock

- ❑ Designed for 22,000 trips
- ❑ Currently has >16,000 trips
- ❑ Commercial area near ocean



Where Roundabouts work

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Milpas St, Santa Barbara

- Commercial area near ocean
- *“People love it...they are surprised at how effective they are.”* Santa Barbara Traffic Planner Rob Dayton



Atlanta, Georgia

- Between University and Village commercial street
- Large pedestrian volumes



Where Roundabouts work

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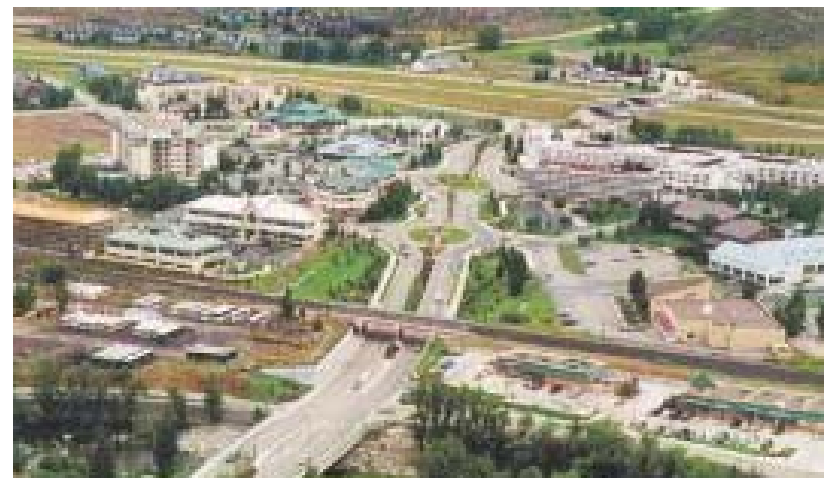
Sedona & Oak Creek, AZ

- ❑ Commercial areas with high tourist traffic
- ❑ 11 in major urban intersections



Avon & Vail, Colorado

- ❑ 9 roundabouts, capacity up to 5,800 cars/hour
- ❑ (Del Mar = 2,000 cars/hour at peak)



Where Roundabouts work

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Burlington/Winooski, VT

- ❑ Business district and truck route
- ❑ Prompted village redevelopment



Montpelier, VT

- ❑ Near campus along business route in village



Public Attitude Changes

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Before

Construction:

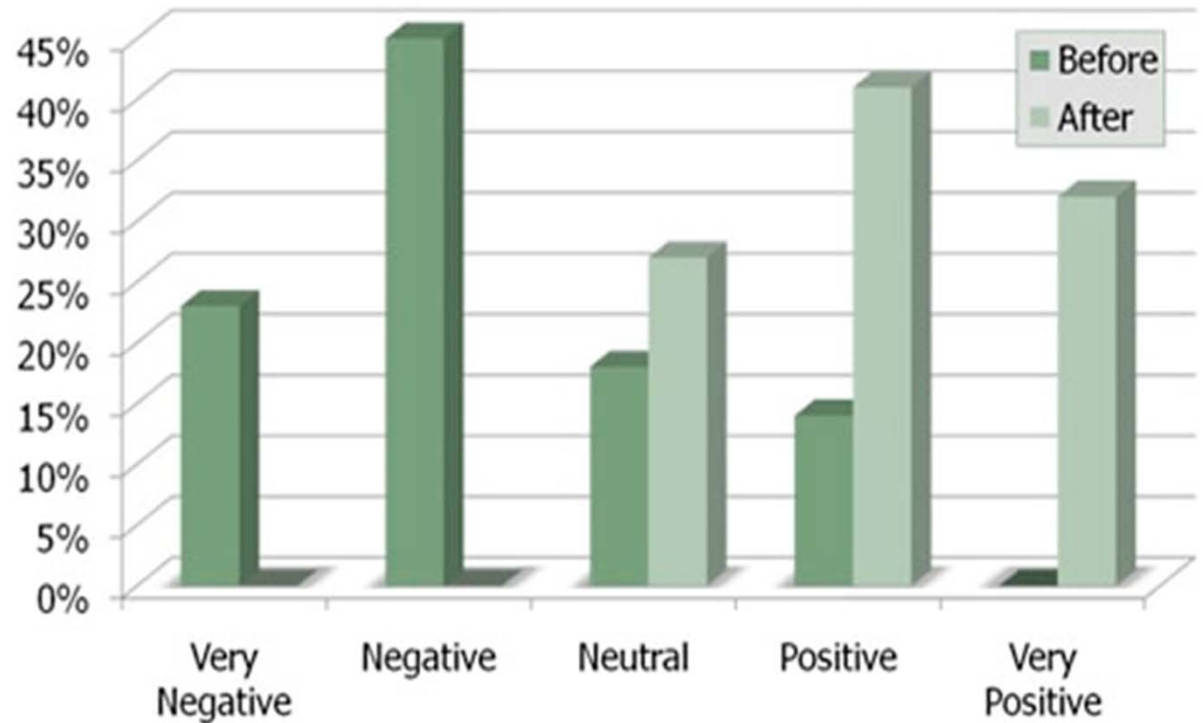
67% negative or very negative

Following

Construction:

72% positive or very positive

Public Attitude Towards Roundabouts
(Before and After Construction)



1 b. Safety

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- Concern that emergency vehicles cannot navigate
 - ▣ Fire Chief Henry supports conceptual design
 - ▣ Elimination of stop signs improves emergency responses
 - ▣ Emergency providers will be involved in final design
- Concern that diagonal parking backs into travel lane and will block traffic or emergency vehicles
 - ▣ Designed with backup area outside of travel lane
 - ▣ Minimum 20 foot clearance will be maintained



1c. Pedestrian Safety & Capacity

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Today

- 70-80 foot crossing distance
- +28 potential conflict points
- 40 pedestrians/hour at 15th Street noon.



With Roundabouts

- 28 foot crossing distance
- 8 potential conflict points
- Modeled with 60 pedestrians/hour, capacity at 120 pedestrians/hour



1 d. Bicycles & Roundabouts

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- Enters from bike lane
- Travels with cars at same speed, resumes in bike lane
- In Europe, often striped lane or as a “sharrow”



2. Diversion into neighborhoods

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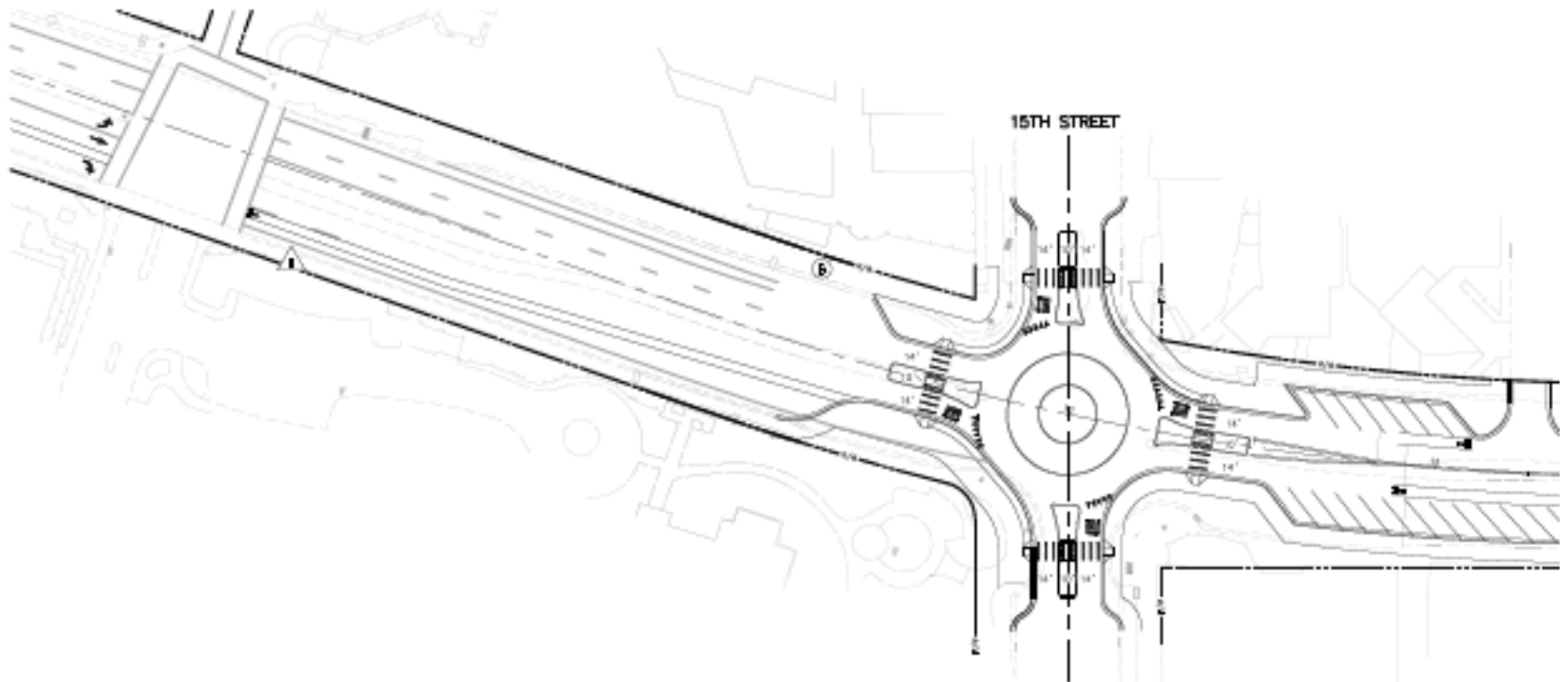
- Concern of traffic utilizing Crest, Stratford, Ocean or Luneta to avoid Camino del Mar
 - ▣ Modeling shows more capacity on CDM = less congestion and less reason to divert off CDM
 - ▣ Recommend thresholds be set with regular monitoring before and after
 - ▣ Recommend mitigations in the plan, including maintaining the no-left turns, signage, diverters, or one-way segments based on thresholds
 - ▣ Set aside mitigation of \$100,000 if needed as part of project.



3. Configuration & Transitions

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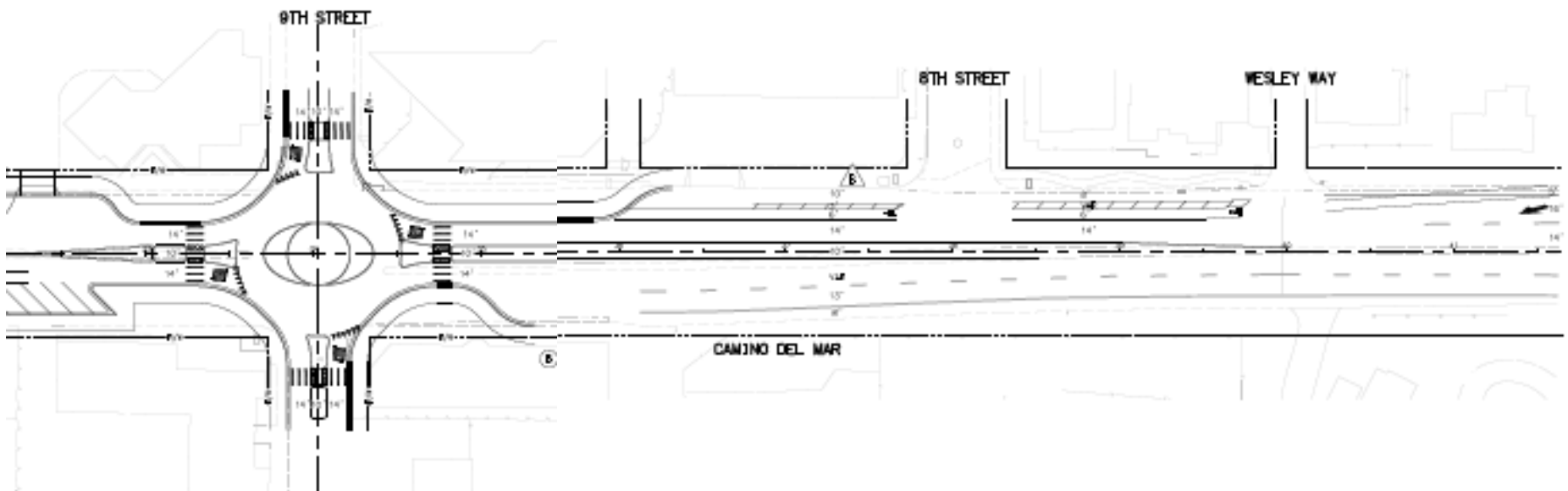
- Concern with L'Auberge/Plaza signal transition
 - ▣ Signal timing adjustments to ensure free flow
 - ▣ Will still allow Sea View Avenue to exit as they do today



3. Configuration & Transitions

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- Concern with 8th Street transition
 - ▣ Conceptual design in place shows merge from Del Mar Hts.
- Potential for roundabouts at other intersections
 - ▣ Feasible, as are signal modifications to adapt to new alignment. Recommend a wider plan area in design stage.



4. Impacts from Construction

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- Business owner concerns on business impacts
 - ▣ Interruption of pedestrian and vehicular traffic
 - ▣ Loss of visibility
- Residential concerns with bypass traffic and parking
 - ▣ Noise impacts
 - ▣ Potential congestion
- Most work is in street, maintaining existing sidewalks where possible.



4. Construction Mitigations

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- Recommend stronger commitment to outreach, phasing, and community involvement
 - ▣ Design a program for construction with thresholds
 - ▣ Develop a business outreach program and game plan
 - ▣ Identify off-street parking solutions for construction
 - ▣ Increase signage, marketing, temporary sidewalks
 - ▣ Contractor requirements for off season, shortest time
 - ▣ Traffic management to prevent diversions



Suggested Mobility Revisions

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- Roundabouts vs. Signalized intersection decision
- Refine design with emergency provider and other stakeholder review (ADA, cyclist, pedestrian advocates)
- Establish thresholds and mitigations now for neighborhood protection
- Increase strategies for transition areas, consider wider scope for intersection modifications
- Consider phasing and/or simulations of traffic flow
- Increase construction phasing strategies for commercial and neighborhood well-being
- Consider 15th Street improvements to widen sidewalks

Parking Issues



- ❑ Desire to increase public parking (323 stalls currently)
- ❑ Inconsistent Town & Country parking affects efficiencies
- ❑ Private parking not fully utilized, public parking very utilized
- ❑ Employees not always parking on-site
- ❑ Neighbors feeling impacts from overflow

Recommended 'Park-Once' Strategy

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- Provide a pool of publicly available parking
 - ▣ Strategically located pockets of parking
 - ▣ Structures, surface lots, and curb parking
- Encourage existing private owners to convert parking to publically available spaces, if they so choose
 - ▣ Spaces allocated to employee parking
- Public parking lots/garages
 - ▣ Help fund garages through “in lieu” fees and/or parking benefit district fees
 - ▣ Parking for employees on a monthly basis
 - ▣ Hourly parking can be made available to visitors

Parking Chapter Comments

1. Parking impacts are not adequately addressed
2. “Park-Once” is not a proven strategy, nor will it have adequate participation to work
3. Concern of parking garage implementation and its impacts from construction and operations
4. Concern of parking impacts in the neighborhoods
5. Parking Management Plan extent and implementation
6. Parking ratios are too onerous for revitalization

1. Parking Impacts and Ratios

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- 2000 Study at peak times; 2012 during sunny beach weekend/weekday – results similar; problems still exist, especially at 15th where 1920s-1940s developments provided no on-site parking
- Continuing to assess through Parking Management Plan; ongoing process
 - ▣ Increase interval for updates
- Survey with business owners very telling – estimate 125 employees parking in the neighborhoods
 - ▣ Employee parking solutions necessary
 - ▣ Require each business without onsite parking to participate in program

2. “Park Once” Strategy

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- Effectiveness and Participation
 - Represents a district-wide approach to shared parking
 - EPA and ULI both cite successes:
 - Santa Monica
 - Pasadena
 - Seattle
 - Voluntary, if not participating = DMMC standards
 - Suggest targets through the Parking Management Plan so as to ensure mix of uses participating
 - Better signage district wide



3. Public Parking Lot/Garage

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- Concern as to timing when available
- Concern as to whether it will be used or not
 - ▣ Within the <1,000 feet distance for employee parking
 - ▣ Majority of revitalization opportunity at southern end of Village – centralized location at City Hall site
 - ▣ Interim surface parking optimization
 - ▣ Council to prioritize when Capital Improvements should be undertaken
- Concern as to environmental impacts
 - ▣ Addressed in Program EIR
 - ▣ Will require additional CEQA review when project is defined

4. Neighborhood Impacts

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- Employee parking in neighborhoods (12th-15th) because of no alternative
 - SANDAG's iCommute program with DMVA
 - Increase tracking of employees with business licenses
 - Parking areas for employees
 - Improve parking signage
 - Establish Parking structure timing:
 - Village parking at 85% occupied
 - Cost effectiveness of garage vs. Alternative
- Delivery vehicle impacts
 - Regulate times (7:00 AM – 7:00 PM)
 - Provide delivery zones on CDM



5. Parking Management Plan

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- Request for Plan to extend over entire City
- Reassess TPAC's recommendation for parking controls
 - ▣ Separate City Council direction, not part of Specific Plan
- Request for more controls
 - ▣ Expand to include a Parking Monitoring Program (every other year) for areas $>75\%$ utilization



6. Parking Ratios too onerous

- Parking ratios still too high and limit business expansion, request to use ULI ratio (3.0 for all uses)
- Request to reduce restaurant ratio to match retail ratio and not to count outdoor patios
 - ▣ “Park-Once” solution is a shared parking solution which allows restaurants to share office and retail as demand peaks at different times
 - ▣ Consider retail food establishments with self service tables (deli, bakery) as retail ratio rather than restaurant ratio

Suggested Parking Revisions

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- ❑ Decision to offer “Park-Once” option or maintain DMMC ratios without option of “Park-Once”
- ❑ Add conditions on parking structure implementation and assessment with design phase
- ❑ Add a stronger Parking Monitoring Program with key thresholds
- ❑ Treat retail food establishments without table service as retail, rather than restaurants

Council Direction for Revisions

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Mobility Strategies

- Confirm 2-lane roundabouts or 4-lane signalized
- Refine design with stakeholders and extend 15th Street sidewalks
- Establish thresholds and neighborhood mitigations
- Add transition area strategies
- Simulate effect of roundabouts
- Increase construction mitigation strategies to ease impacts

Parking Strategies

- Confirm 'Park-Once' or DMMC
- Environmental review for Parking Structure design
- Include Parking Monitoring Program thresholds
- Introduce employee parking actions
- Allow retail food establishments to use retail ratios rather than restaurant
- Outreach for both mobility and parking