

CAPISTRANO BAY DISTRICT
AGENDA REPORT
May 31, 2016

Old Business

ITEM 8b

Proposed Crosswalk Relocation

The District's traffic engineer, Linscott Law & Greenspan Inc, was contacted and asked to consult with the District on the Board's proposal to relocate the crosswalk behind the guard shack to a new location about 100 feet south, adjacent to the new admin office.

Linscott Law & Greenspan (LLG) has served as the District's engineer for our speed limit traffic engineering study that has to be reviewed and updated every seven years, as required by the California Vehicle Code. LLG also performs traffic engineering services for the City of Dana Point. Within the scope of their services to the City, LLG also provides plan review of proposed traffic circulation and safety plans for new projects within the City.

LLG will not be able to provide a crosswalk study for our District since it would be a conflict of interest to develop a study then also provide the plan check and approval process for that study. Plan check and review of proposed projects must be from an independent third party.

In talking with LLG and the City's engineering department, the concern they pointed out is that the crosswalk was positioned in its current location for the good reason that entering traffic is moving slowly as it passes through and clears the guard shack which maximizes the safety to pedestrians in the crosswalk. Moving it south, into a mid-block placement, where traffic is up to speed, creates a hazardous condition for pedestrians and the City is not likely to approve such a request.

The other point made by the City is that the entitlement process will require revisiting the Coastal Development Permit Process and having to go around again with the Coastal Commission to make this change.

Every time we approach the Coastal Commission for a permit we expose ourselves to unwanted scrutiny. The City's recommendation is to leave the crosswalk alone, especially since there have been no accidents or injuries with the crosswalk in its current location. The fact that guests and service vehicles have to make a sharp left then a sharp right to negotiate the planter behind the guard shack creates the desired speed reduction that is essential to pedestrian safety, which is borne out by the the zero accident/injury history for the crosswalk in the several years since it was installed.