

# Laguna Canyon Road: Protect & Connect In-Person Outreach Summary



March – June 2024

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## Summary

This summary captures favored concept features and themes from discussions with residents, businesses, and visitors of Laguna Beach gathered across four primary means of outreach: pop-up events, community group and agency meetings, door-to-door business visits, and a community workshop. An online survey was also conducted, the results of which are summarized under separate cover. Although questions and concerns about the project were raised, most people expressed support for the Laguna Canyon Road: Protect & Connect project, providing additional suggestions. Further detailed community input from each outreach event can be found in their respective sections of this report. All bolded captions denote key themes or features.

### Favored Concept Features

In terms of preferences around initial project features shared with the community, overwhelming support was seen for **undergrounding utilities**, with few opposing. Between the two bike and pedestrian pathway options, the **off-street bike path** emerged as the one most favored by people who commented. The **wooden railing** was the most popular edge treatment option, with a **raised island curb**. For rural character features, the most popular image was the **native landscape with decomposed granite** pathway, and many liked the look of the **rustic wooden railings**. Traffic calming options were not heavily discussed, however, the **raised median** was the most highly supported of the images shown on the exhibits. Often, people weren't sure what should be used to address traffic speeding and usually mentioned they would support anything that would resolve that issue.

### Identified Issues

The most identified existing issue related to Laguna Canyon Road was **congestion**. Motorists have a difficult time getting through the canyon on a regular basis. **The lack of safe left-hand turning opportunities, places to cross the road, and merging lanes** were also frequently identified as issues in traveling the corridor.

### Expressed Priorities & Concerns

**Safety** emerged as a priority for the project from input across all outreach. With the current **dangerous conditions of Laguna Canyon Road**, most notably cars that speed when there's no traffic, most were concerned about cyclists and pedestrians that would be out on the proposed pathways.

**Project cost** was the most heavily identified project concern. Community members also had questions about how the project will be funded, how Caltrans and the utility companies are involved, and if the project cost would affect them personally.



## Additional Suggestions

Many suggestions were provided to resolve the issues that residents and visitors experience when traveling along Laguna Canyon Road. Aside from some expressed support for **adding new vehicular travel lanes**, community members were found to be generally **in support of adding traffic signals**. This was seen to be especially important for addressing safety concerns. Putting in **roundabouts** was seen as a popular suggested option for addressing speed and left-turning issues along the corridor. Many also suggested **lighting on bike and pedestrian paths or at public transit stops** for visibility and safety.

## Outreach Overview



*Farmer's Market Pop-Up Event*

Phase 1 of the **Laguna Canyon Road: Protect & Connect** project prioritized public engagement. The goal during this phase was to inform the community about the project and to gather input from residents, local businesses, community members, and out-of-town visitors on preliminary roadway improvement concepts, including an off-street bike path or on-street bike lanes. Feedback included general community preferences, concerns, and other suggestions for Laguna Canyon Road. Running from approximately March to May 2024,

Phase I featured a range of outreach activities, including an online survey, pop-up events, stakeholder meetings, door-to-door business outreach, and a community workshop.

Different methods of collecting input were employed depending on the outreach setting. For instance, some of the stakeholder meetings and the community workshop involved a presentation of background and conceptual features via PowerPoint, followed by discussions where attendees shared their preferences, ideas, issues, and concerns. Comments were categorized into main themes and are summarized in this report.

Six pop-up events provided opportunities for community members and visitors to indicate their preferences for primary concept features on board diagrams (Figures 1 and 2 in the following pages). Participants placed sticky dots on features they favored, and in some instances rated it on a scale of 1 to 5 (from “don’t like it” to “love it”). Comments were also solicited through discussion and are presented as key themes in this report.



Door-to-door outreach followed a similar approach, though without the boards. Instead, the project was shared through a fact sheet and concept sheets (see page featuring the concept diagrams), and comments were recorded during dialogues. Like the workshop and pop-up events, commentary is reported in terms of key themes and roadway concept preferences were collected into a total count.

Throughout the outreach phase, an online survey remained active to gather demographic statistics about primary road users and to collect any open-ended thoughts about the project. The survey was open from the beginning of March through May 31. At closing, 2,672 responses were captured, and the results from the survey are provided in a separate report (see Survey Summary Report).

Conversations during outreach events (stakeholder meetings, the workshop event, pop-ups, and door-to-door outreach) focused on exploring proposed project features to learn community preferences. Preferences on the features were tallied and can be found in each of the sections of this report. A total count of preferences for concept features from all outreach events is also provided in the Appendix (Section A).

In addition to discussing project features, general input about the roadway was also collected during the outreach events. Key themes that were discussed in conversation were captured in categories of issues, concerns, suggestions, priorities, and support about the project. Themes of commentary from each category are listed in the respective outreach sections in this report. Finally, a comprehensive count of these key themes across all outreach activities can be found in the Appendix of this report (Section B).

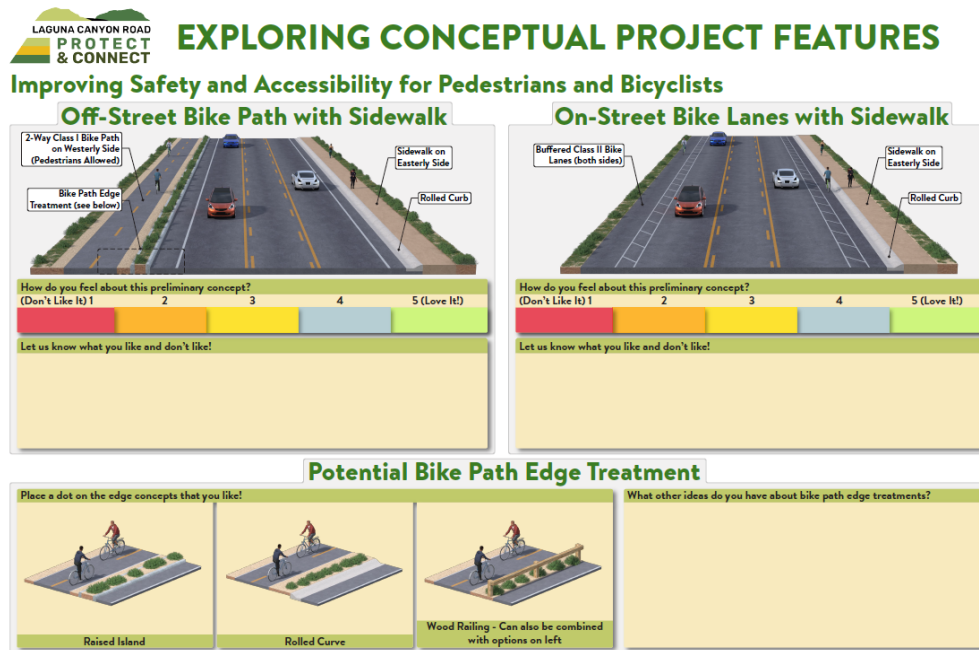


Figure 1: Concept Exhibit Board #1

## EXPLORING CONCEPTUAL PROJECT FEATURES

### Rural Character

Place a dot on the feature that you like!



Textured/Colored Sidewalk



Native Landscape and Decomposed Granite



Concrete Rolled Curb



Rustic Wood Railings

What ideas do you have to maintain the rural & natural character?

### Undergrounding Utilities

Before



After



How important is undergrounding utilities to you?

(Not Important) 1

2

3

4

(Very Important) 5

### Accessibility for Transit/Bus Stops



What are your thoughts around supporting transit on LCR?

### Traffic Calming Measures



Raised Median Islands



Curb Extensions



Narrowed Lanes & Markings  
(Temple Hills Dr., Laguna Beach)

Please share your ideas on ways to "calm" traffic along LCR as a part of this effort.

Figure 2: Concept Exhibit Board #2

## Stakeholder Meetings

Six stakeholder meetings were conducted in April and May. Meetings were conducted both virtually and in person. The groups were chosen due to the main environmental and mobility aspects of the project. These organizations with jurisdiction in Laguna Beach are recognized as agencies invested in those key aspects. Objectives of the meetings were to introduce the project and to gather input from representatives from the following groups who were invited to attend:

1. **Environmental Groups:** Village Laguna, Laguna Canyon Conservancy, Canyon Alliance of Neighborhoods Defense Organization (CANDO), Laguna Canyon Foundation, Laguna Greenbelt, Natural Communities Coalition, and the Environmental Sustainability Committee (City of Laguna Beach)
2. **Environmental Agencies:** Laguna Coast Wilderness Park, OC Parks, Coastal Greenbelt Authority, OC Public Works, Army Corps, US Fish and Wildlife Service, California Department of Fish and Wildlife, Regional Water Quality Control Board, and the Natural Communities Coalition (NCC)
3. **Visit Laguna Beach** (included board members and staff)
4. **Bicycle and Pedestrian Organizations:** Laguna Streets, Laguna Canyon Riders, Bicycle Club of Irvine, Jax Bicycle Center, and Orange County Bicycle Coalition
5. **Laguna Canyon Foundation** (separate meeting as they were unable to make the Environmental Groups meeting)
6. **Coastal Greenbelt Authority** (separate meeting held)
7. **CANDO** (Separate meeting held)

Generally, participants in the stakeholder meetings were supportive of the project. Priorities included:

- Protect the open space, park and wildlife habitat of Laguna Canyon
- Improve safety of bicyclists and pedestrians traveling along the corridor

Concerns about the project were as follows:

- Width/right-of-way needed to implement the improvement concepts
- Conflicts with e-bikes using the bike path
- Currently, not enough places to cross the road safely
- Wood railings may not offer adequate protection from cars
- Necessity for retaining walls – prefer low, natural walls if required
- Impacts to parkland and use of trail staging areas

The following suggestions to the project were captured:

- Coordinate closely with OC Parks
- Consider using the current OC Park trail for the bike path
- Use bike share signs in the Class I option
- Explore roundabouts for speed control
- Consider wildlife crossing impacts and improvements (Big Bend)
- Reduce the speed limit on Laguna Canyon Road
- Uphold rural character

## Pop-Up Events

### Summary

Throughout April and May 2024, six strategically located pop-up events saw engagement with over 300 community members. These locations were selected based on their potential to attract residents and visitors, with scheduling at popular town spots or convenient positions along the corridor. Members of the Project Team led outreach efforts at these pop-ups to share project information, present initial concept ideas for public input, encourage survey participation, and document additional feedback related to the project.

Data from the pop-up events were collected using sticky dots on the poster boards to tally support for initial concept features (often with a scale of 1 to 5, with 5 being strongest preference). Additional comments regarding the project were recorded and organized into main themes. Bolded captions and bullet points in the summaries below represent key themes categorized by issues, concerns, suggestions, and priorities.

Based on combined input from the pop-ups, the following key takeaways were found:

- **Strong support for the off-street bike path option and mostly neutral about the on-street bike lane option.**



- **Wood railings are the most popular option for edge treatment, with the raised island three times more highly preferred than the rolled curb.**
- **Native landscaping received nearly twice as many likes as the textured sidewalk, and wood railings received more than three times as many likes as the rolled curb image.**
- **Overwhelming support for undergrounding utilities was found with only two people in the entire pop-up outreach who did not support the idea.**

The most discussed project priority was for bike and pedestrian **safety**, and this was commented on more highly than any other theme that emerged from the additional comments. The two biggest concerns were for **safety: that the wooden railings would not be enough to protect cyclists and pedestrians from cars**. In addition, they were concerned about the **overall cost of the project**. The biggest issue that was noted about the current condition of Laguna Canyon was **congestion**.

In terms of suggestions for the project, many people (particularly at Susi Q site) mentioned **adding a car lane** since congestion was such a prevalent issue and they believed this could resolve that problem. When the topic of **traffic signals** came up, most were in favor, and some were against the idea. **Roundabouts** and providing **U-turn opportunities** were ideas offered to alleviate issues of congestion and making left-hand turns along the corridor. Some mentioned an **overpass for bicyclists and pedestrians** would be useful for crossing the canyon and doing so safely.

Pop Up Location	Date & Time	Community Interactions (approx.)
Dog Park	April 16th   4-7pm	25
Willow Canyon Trail	April 21 <sup>st</sup>   8:30-11:30am	42
Downtown Trolley/Bus Station	April 23 <sup>rd</sup>   12-2pm	15
Susi Q Community Center	April 24 <sup>th</sup>   8:30-12pm	36
Farmer’s Market	April 27 <sup>th</sup>   8am-12pm	150+
Main Beach	May 4th   9am-12pm	68

## Laguna Beach Dog Park

### Summary of Comments

Feedback from those who were at the dog park generally tended to support the off-street bike path option with a wooden railing, a native landscape pedestrian walkway, and highly supported underground utilities. Additional comments surrounded current issues experienced when traveling the corridor, concerns about the project, and suggestions for road improvements.



*Discussing concepts at the dog park*

Several concerns emerged in talking to predominately Laguna Beach residents, including those who ride bikes and those who do not. Two long-term residents of Laguna Beach had concerns about how widening the road would **affect the natural lands**. One who supported underground utilities was **concerned about the cost** and thought that the utility company should pay. A resident who biked was **concerned about the safety of the wooden railing**, in case they would need to swerve to avoid a bike collision, this would prevent them from moving into the road to do so. One

resident thought that **no one would use the pedestrian walkway**, and another **didn't think anyone would use the bike path**.

A few people had some suggestions for improving Laguna Canyon. Two residents **supported traffic signals**, where one mentioned replacing a stop sign at LCAD to help move traffic along quicker. Another thought, more traffic lights were needed. For different reasons, two wanted **additional space on each side of the road**, for more room to bike and walk, and to load and unload from their car. Finally, one resident mentioned **adding car lanes**.

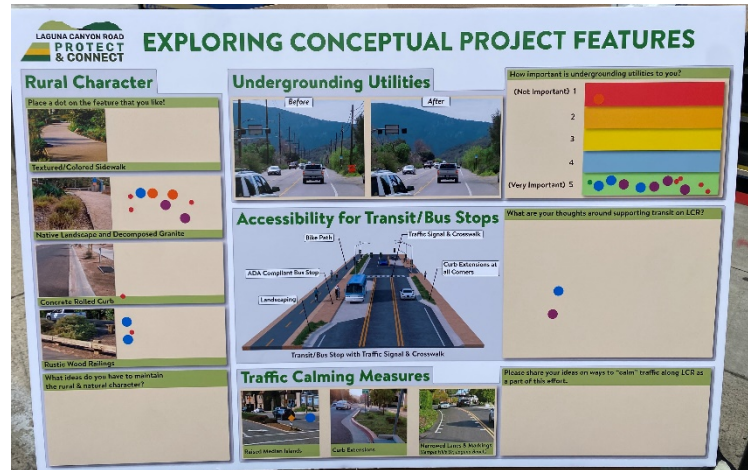
Key issues that were mentioned in order of most to least discussed included:

- Traffic congestion
- Flooding on the road
- Difficulty using merging lanes
- Not enough parking

## Board Count

Based on the sticker dots used to indicate preference for initial concepts, the following feedback was collected:

- **Off-street bike path with sidewalk (1-5): 17 supported the feature at a level 5, and 1 supported it at a level 4**
- **On-street bike lanes with sidewalk (1-5): 2 supported the feature at a level 5**
- **Potential bike path edge treatment: 7 preferred the wood railing, and 2 preferred the rolled curb**
- **Rural character**
  - *Textured/colored sidewalks: None*
  - *Native landscape and decomposed granite: 8*
  - *Concrete rolled curb: 1*
  - *Rustic wood railings: 3*
- **Undergrounding utilities (1-5): 13 supported undergrounding at a level 5**
- **Accessibility for transit/bus stops: 4 supported accessibility for transit**
- **Traffic calming measures**
  - *Raised median: 1*
  - *Narrowed lanes: 1*
  - *Curb extension: 1*



Results of favored features from the dog park pop-up



## Willow Canyon Trailhead

### Summary of Comments



*Table outreach at Willow Canyon pop-up*

The majority of people at the Willow Canyon Trailhead pop-up tended to be physically active, and generally **expressed support for any ways the corridor could be enhanced for bicyclists** to use. The poster boards were not used at this pop-up, instead the focus was on one-on-one conversations using the small concept sheets. All comments were recorded. More community members preferred the **off-street bike path option** than those who preferred the on-street buffered bike lanes. One saw the benefits of both and had no preference for either.

The off-street bike path was popular for several reasons. One bicyclist commented, “Off-street bike path-- undergrounding is huge. Cars lining up is dangerous. Would bike if there was a Class I.” The current dangerous state of Laguna Canyon has deterred bicyclists from traveling, and with protection, this would promote more cyclists to access the corridor. Another stated, “A protected bike lane is important. Want to be able to bike without needing to bring the car.” With a protected bike lane, those who travel by bike would utilize the increase in access through the Canyon.

The **wood railing was the preferred edge treatment** idea, and there was equal support for **decomposed granite and concrete** as options for the pathway. **Accessibility for transit** was supported, raised median was found to be the most highly rated traffic calming option, and **underground utilities** was found to be supported.

Aside from the concept options, **safety** was the most talked about theme. This was discussed in terms of how it ranked as residents’ highest priority regardless of the concept options that were presented. Community members mentioned they didn’t care what the path or edge treatments were if they were the safest option for bicyclists and pedestrians. Additionally, safety was discussed in terms of the current options, particularly the wood railing, not providing enough safety. They mentioned a pedestrian had died on the road and wanted something stronger than a wood railing to protect those traveling the Canyon. The following bullets under each theme are listed in order of most to least discussed.

Additional concerns involved:

- Cutting into the Canyon
- No one would bike or walk the Canyon
- Where the transmission lines would go

All key issues were mentioned:

- Difficulty making left-hand turns
- Traffic congestion
- Flooding on the road
- Lack of places for bicyclists and pedestrians to cross the road safely
- Not enough parking
- Difficulty using merging lanes

Key suggestions that were provided involved:

- Adding roundabouts
- Keeping the center lane and using it for the bike and pedestrian pathway
- In favor of adding traffic signals
- Not in favor of adding traffic signals
- Provide U-turn opportunities
- Reduce speed limit
- Put in cameras and enforce speeding with tickets
- Prohibit e-bikes
- Use the current park trails for bike path
- Not in favor of putting in an over-crossing



*Table outreach at Willow Canyon pop-up*

Main priorities from this group were:

- Bike and pedestrian safety
- Protecting the open space and wildlife
- Protecting the rural character of the road
- Reducing maintenance

## Board Count

The following count was collected through comments from discussing the concept sheets:

- **Off-street bike path with sidewalk (1-5): 24 preferred this option**
- **On-street bike lanes with sidewalk (1-5): 7 preferred this option**
- **Potential bike path edge treatment: 4 liked the wooden railing, no one had a preference on the other edge treatment options**
- **Rural character**
  - *Textured/colored sidewalks: 7*

- *Native landscape and decomposed granite:* **7**
- *Concrete rolled curb:* **1**
- *Rustic wood railings:* **2**
- **Undergrounding utilities (1-5): 9 found undergrounding very important**
- **Accessibility for transit/bus stops: 1 supported accessibility for transit**
- **Traffic calming measures**
  - *Raised median:* **4**
  - *Narrowed lanes:* **1**
  - *Curb extension:* **1**

## Trolley Station

### Summary of Comments

The rest of the pop-ups were more heavily attended, though still, more residents liked the **off-street bike path** option. A Spanish-speaker who commutes into Laguna Beach for work by bus said they liked the off-street bike path since it was safer, and that they would like the option for **sidewalks**.

One supported accessibility for transit, saying buses can sometimes be delayed for hours during holidays and events. Two were in favor of widening the road to make more room for transportation, and one mentioned the issue of parking along the corridor.



*Discussing features at the Trolley Station pop-up*

### Board Count

Based on the sticker dots used to indicate preference for initial concepts, and based on verbal comments, the following feedback was collected:

- **Off-street bike path with sidewalk (1-5): 3 liked this option at a level 7**
- **On-street bike lanes with sidewalk (1-5): 1 liked this option on levels 2, 3, and 4**
- **Potential bike path edge treatment: 2 liked the idea of a wooden railing, and 1 liked the raised island option**
- **Rural character**
  - *Textured/colored sidewalks:* **0**
  - *Native landscape and decomposed granite:* **0**
  - *Concrete rolled curb:* **0**
  - *Rustic wood railings:* **2**



- **Undergrounding utilities (1-5): 1 supported undergrounding at levels 4, and 5**
- **Accessibility for transit/bus stops: 1 person supported accessibility for transit/bus stops**
- **Traffic calming measures**
  - *Raised median: 0*
  - *Narrowed lanes: 0*
  - *Curb extension: 0*

## Community & Susi Q Senior Center

### Summary of Comments

Those at the Susi Q Senior Center were strongly opinionated about two matters. Primarily, residents rated **safety** as their main priority for the project. One said they would prefer a cement wall or some other strong barrier. Another commented, “Physical barrier for bicyclists is VERY important.” Residents wanted an option to be best protected from cars. Another handful of residents were simply **not in favor of the project** and did not specify why. It appears the main concern from residents was related to the **project cost**, then **concerns about pedestrian safety** and the wooden railing holding up to cars in an accident.



*Discussing features at the SusiQ pop-up*

Overall, the comments showed nearly equal opinions about the bike lane, support for accessibility for transit and traffic calming measures, and underground utilities. Further suggestions in order of most to least discussed at the Susi Q pop-up included:

- Adding additional vehicular travel lanes
- Consider reversible lanes
- Provide U-turn opportunities
- Adding boulders as an option for edge treatment ideas
- Including new lighting along the corridor
- Adding covered bus shelters

## Board Count

Based on the sticky dots used to indicate preference for initial concepts, and based on verbal comments, the following feedback was collected:

- **Off-street bike path with sidewalk (1-5):** 8 liked this option at a level 5, 7 on a level 4, 3 on a level 3, and 1 on levels 1 and 2. An additional 3 from the comments were also in favor of this option.
- **On-street bike lanes with sidewalk (1-5):** 1 supported this option at a level 5, 2 at a level 4, 8 at a level 3, and 4 at a level 1. An additional 2 from the comments supported this option.
- **Potential bike path edge treatment:**
  - Raised island: 3
  - Rolled curb: 2
  - Wood railing: 7
- **Rural character**
  - Textured/colored sidewalks: 5
  - Native landscape and decomposed granite: 3
  - Concrete rolled curb: 4
  - Rustic wood railings: 8
- **Undergrounding utilities (1-5):** 5 supported undergrounding at a level 5. An additional 3 from the comments were also in support of undergrounding.
- **Accessibility for transit/bus stops:** 1 from the comments supported accessibility for transit/bus stops.
- **Traffic calming measures**
  - Raised median: 1
  - Narrowed lanes: 1
  - Curb extension: 2



Results of favored features from the SusiQ pop-up

## Laguna Beach Farmer's Market

### Summary of Comments

The Laguna Beach Farmer's Market was the most heavily attended pop-up event. Most were in favor of the off-street bike path option and liked the native landscape pathway. The main concerns about the project that were discussed involved **safety**. Residents didn't think the edge treatment options served enough as a protective barrier for cyclists and pedestrians from cars. They mentioned that the **wooden railing option would not provide enough protection**. There was concern about **U-turn opportunities increasing the risk of pedestrian accidents**.

Although safety was a concern, it seems there was still strong support for the project, where one quoted, “Increase transit! Safety for bikes! Encourage non-driving options!” Residents would be more likely to travel the corridor if they felt safe. The following bullets under each theme are listed in order of most to least discussed.

Key issues with the road included:

- Difficulty using merging lanes
- Lack of places to cross the road
- Difficulty making left-hand turns
- Traffic congestion

Key suggestions that were provided involved:

- Inputting roundabouts
- Provide U-turn opportunities
- Consider reversible lanes
- Adding an overpass for bicyclist and pedestrian crossing
- Adding additional vehicular travel lanes
- Adding boulders as an option for edge treatment ideas
- Adding trees as an option for edge treatment ideas
- Incorporating solar lighting



*Discussing features at the Farmer's Market*

Main priorities from this group were:

- Bike and pedestrian safety
- Protecting the rural character of the road
- Protecting the open space and wildlife

## Board Count

Based on the sticky dots used to indicate preference for initial concepts, and based on verbal comments, the following feedback was collected:

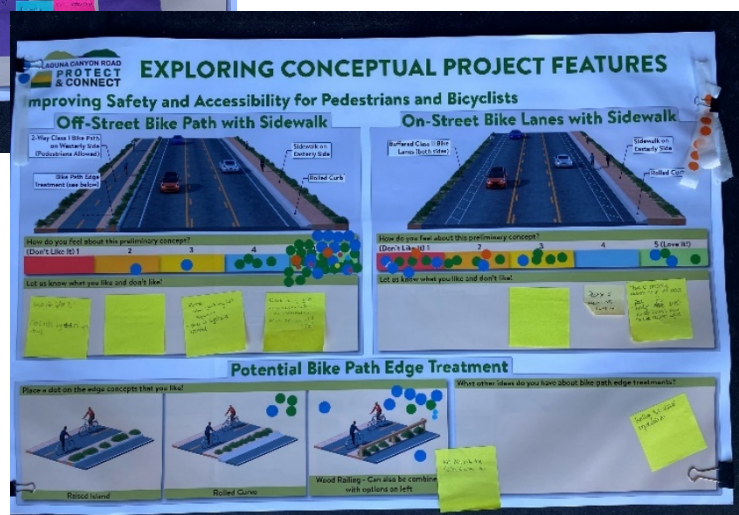
- **Off-street bike path with sidewalk (1-5): 70 liked this option at a level 5, 5 at a level 4, 1 at levels 2 and 3, and 2 at a level 1. An additional 8 from the comments were also in favor of this option.**
- **On-street bike lanes with sidewalk (1-5): 7 liked this option at a level 5, 2 at a level 4, 6 at levels 2 and 3, and 11 at a level 1. An additional 1 from the comments were also in favor of this option.**



- **Potential bike path edge treatment:**
  - Raised island: **5**
  - Rolled curb: **5**
  - Wood railing: **22**
- **Rural character**
  - Textured/colored sidewalks: **7**
  - Native landscape and decomposed granite: **20**
  - Concrete rolled curb: **3**
  - Rustic wood railings: **4**
- **Undergrounding utilities (1-5): 34 supported undergrounding at a level 5, 1 at a level 4.**
- **Accessibility for transit/bus stops: 4 people supported accessibility for transit/bus stops**
- **Traffic calming measures:**
  - Raised median: **0**
  - Narrowed lanes: **3**
  - Curb extension: **1**



Results of favored features from the Farmer's Market



## Laguna Main Beach

### Summary of Comments

Results from the Main Beach outreach event showed most were in favor of the off-street bike path option with the wooden railing edge treatment and were highly supportive of accessibility for transit/bus stops. The only concerns that were mentioned related to **project cost**. The main priority was for **safety**, and one person stated they didn't support the project. The following additional feedback found below is in rough order of most to least discussed:

Key issues that were mentioned:

- Traffic congestion
- Lack of places for bicyclists and pedestrians to cross the road safely
- Difficulty making left-hand turns
- Not enough parking

Key suggestions that were provided involved:

- Adding additional vehicular travel lanes
- Adding an overpass for bicyclist and pedestrian crossing
- Inputting roundabouts
- Not in favor of adding traffic signals
- In favor of adding traffic signals
- Provide U-turn opportunities
- Consider adding speed bumps
- Use the current park trails for bike path
- Want space to use e-bikes
- Including new lighting along the corridor

### Board Count

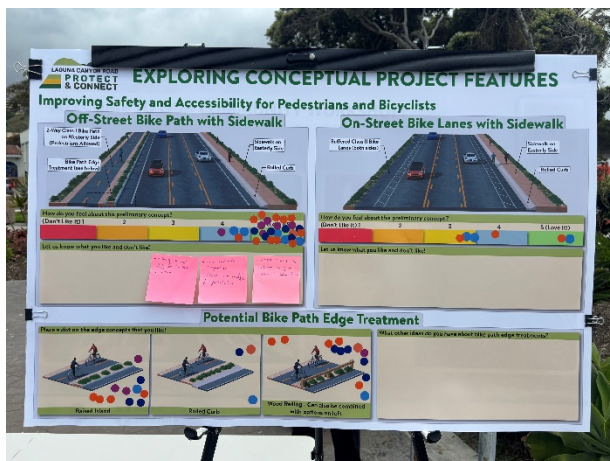
Based on the sticker dots used to indicate preference for initial concepts, and based on verbal comments, the following feedback was collected:

- **Off-street bike path with sidewalk (1-5): 25 liked this option at a level 5, and 4 at a level 4. An additional 8 from the comments were also in favor of this option.**
- **On-street bike lanes with sidewalk (1-5): 2 liked this option at a level 5, 1 at a level 4, and 3 at a level 3.**
- **Potential bike path edge treatment:**
  - **Raised island: 11**

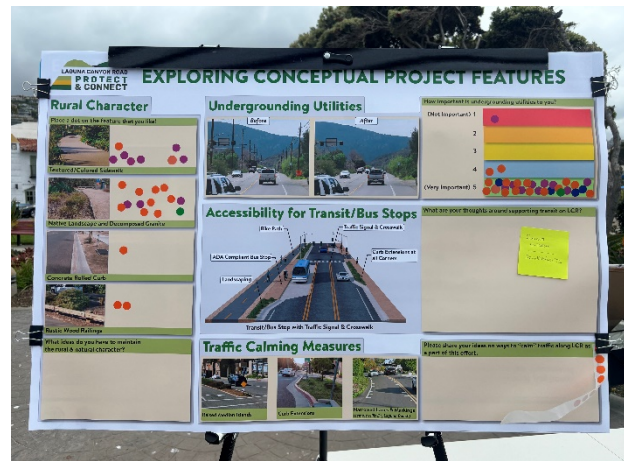


*Discussing features at the Main Beach pop-up*

- Rolled curb: **3**
- Wood railing: **15**
- **Rural character**
  - Textured/colored sidewalks: **10**
  - Native landscape and decomposed granite: **14**
  - Concrete rolled curb: **1**
  - Rustic wood railings: **3**
- **Undergrounding utilities (1-5): 28 supported undergrounding at a level 5, 2 at a level 4, and 1 at a level 1. An additional 2 from the comments were also in favor of undergrounding.**
- **Accessibility for transit/bus stops: 6 were in support of accessibility for transit/bus stops.**
- **Traffic calming measures:**
  - Raised median: **2**
  - Narrowed lanes: **0**
  - Curb extension: **1**



Results of favored features from Main Beach 1



Results of favored features from Main Beach 2

## Door-to-door Business Outreach

### Summary of Comments

To conduct door-to-door outreach, all open businesses and community organizations along Laguna Canyon in the project parameters were visited. When visiting, the project team would try and speak to the owner or a manager if possible. If not, feedback was usually discussed with an employee. The concept sheets were used to discuss the project and preferences, concerns, suggestions, and priorities were recorded on a comment form. A total of 40 businesses were reached. Thirty-one discussions were conducted of varying lengths, and



project information (fact sheet and survey link) was left at nine businesses when they were not available to talk.

Overall, representatives expressed support for the goals of the project and for the initial concepts that were shared. A few expressed frustration that the project would not solve traffic issues. Primarily, businesses experience frequent issues with making **left-hand turns**. They would like an easier time to get to work every day, and for their customers to have easier access to their businesses. This was especially true for the businesses that use trucks or buses to operate and have difficulty getting in and out of their properties from the road.

Many businesses would like **more locations for pedestrians to cross**, and for those options to be made **safe** to do so. They indicated seeing a lot of **congestion**, and when not full of traffic, they noted speeding issues. Several businesses commented that **the road is very dangerous**. Some talked about accidents they have witnessed, or how they have been worried about their own safety when traveling along the corridor without a car. One employee said, “Laguna Canyon Road is the most dangerous road in California, in my opinion.”

Additional concerns around bike and pedestrian **safety** were also mentioned. One artist renting a space along the corridor said they would love to commute to work by bicycle if there was a safe way to travel. Specifically, they were concerned that **a stronger barrier option might be needed** than the current edge treatment ideas illustrated. Some had concerns about **how the project would impact their businesses**, and about any **widening of the road** that could happen. Only one person had the following concerns: **cutting into the road, how emergency vehicles would get through, and project cost**.

The main suggestions that were provided in order of most to least discussed:

- In favor of adding traffic signals
- Reducing the traffic speed along the corridor
- Adding an overpass for bicyclist and pedestrian crossing
- Consider adding speed bumps
- Consider reversible lanes
- Keeping the center turn lane
- Including new lighting along the corridor
- Adding covered bus shelters
- Adding seating at bus stops
- Enforcing cyclists to use the designated bike path
- Adding additional vehicular travel lanes



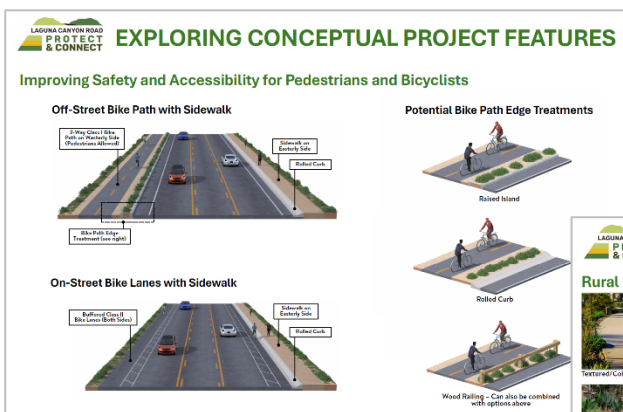
*Conducting door-to-door outreach*



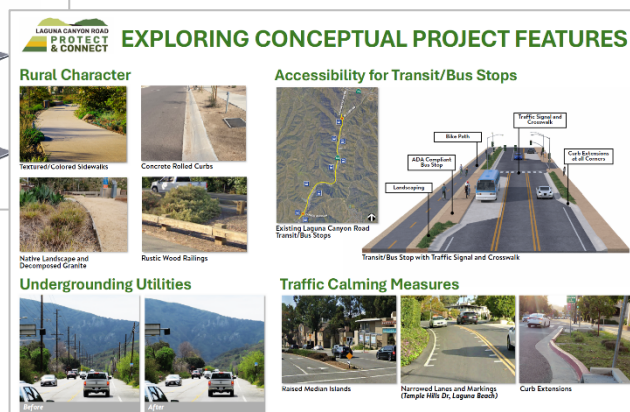
## Concept Sheet Count

As noted earlier, during some of the visits with business and community organizations, small concept sheets were shared and discussed. The following counts represent those discussions.

- **Off-street bike path with sidewalk: 27**
- **On-street bike lanes with sidewalk: 4**
- **Potential bike path edge treatment:**
  - Raised island: 1
  - Rolled curb: 4
  - Wood railing: 15
- **Rural character**
  - Textured/colored sidewalks: 12
  - Native landscape and decomposed granite: 10
  - Concrete rolled curb: 0
  - Rustic wood railings: 1
- **Undergrounding utilities: 14**
- **Accessibility for transit/bus stops: 7**
- **Traffic calming measures**
  - Raised median: 5
  - Narrowed lanes: 2
  - Curb extension: 1



Concept sheet 1 used for discussion



Concept sheet 2 used for discussion

# Community Workshop

## Event Overview



*Community workshop audience*

The Community Workshop Event was held in the evening on Tuesday, May 7<sup>th</sup> at the Community and Susi Q Center, with a turn-out of over 80 local community members, including residents, and representatives from local organizations and businesses. The project team delivered a short presentation, providing a background, historical context, and outlining the current concept options for discussion.

Following the presentation, community members posed a few questions and provided some initial concepts before breaking into tabletop discussions, with each group consisting of around seven to ten members. Utilizing large worksheets similar to those used at pop-up events, participants were asked to share their preferences and insights regarding the initial concept ideas.

After the group activity, representatives from each group shared the key thoughts and decisions reached during their discussions. Five groups reported several ideas that emerged during the activity and others expressed ideas and concerns individually. All questions and comments from the workshop were recorded, including verbal contributions and those written on the concept boards and comment cards. These insights are summarized below.

### Comments

A number of people that attended the workshop had a strong reaction to the project, expressing concerns and apprehension about supporting the project. Primarily, these community members were **worried about the cost of the project and who should be liable for insurance and maintenance.** It was discussed whether Caltrans should own the project and incur the costs and liability. Several

After the group



*Discussing project features*

attendees wanted to know how much the project would cost and were concerned whether it would affect them in any way financially.

Another common concern and interest of those who attended the workshop involved the project's **impact on open space**. Community members wanted to know if adding a bike lane would encroach on the canyon land to the west and depending on the width of the bike and pedestrian path whether it would require cutting into the canyon.

When it came to **undergrounding utilities**, most of the attendees were in favor of the idea. Those who did want utilities underground were strongly in favor of it, and a few did not support the idea. Those not in favor did not want the cost to fall on the City.



*Project discussion*

Community members shared many diverse ideas about how the project should address the various concerns regarding Laguna Canyon Road, and what they did or did not like about the proposed project features. Of the groups that presented, there was a slight preference for off-street bike path option. Other opinions ranged from no improvements are needed to just do the undergrounding. **Protecting the open space and wildlife** was the leading priority for attendees, followed by **protecting the rural character of Laguna Canyon** as well as **safety for bicyclists and pedestrians**.

Aside from project cost, community

members were primarily concerned with bicyclists and pedestrian **safety**. Additional questions, comments, or concerns are captured in the Appendix of this report (Section C).

Key issues that were mentioned in order of most to least identified:

- Traffic congestion along Laguna Canyon Road
- Flooding on the road
- Lack of places for pedestrians and bicyclists to cross safely
- Difficulty making left-hand turns

Suggestions related to the proposed concepts include:

- Adding trees as an option for edge treatment ideas
- Adding lighting on bike and ped path/public transit stops
- In favor of adding traffic signals
- Adding boulders as an option for edge treatment ideas
- Keeping the center turn lane
- Consider use of center lane for public transit
- Adding an overpass for bicyclist and pedestrian crossing

- Use the current park trails for bike path
- Incorporating solar lighting

## Worksheet Count

Based on the feedback of those who participated in the group activity and who gave verbal comments, the following feedback was collected:

- **Off-street bike path with sidewalk: 18 in favor / 3 dislike**
- **On-street bike lanes with sidewalk: 3 in favor /13 dislike**
- **Potential bike path edge treatment:**
  - *Raised island: 1 in favor / 1 dislike*
  - *Rolled curb: 8 in favor / 2 dislike*
  - *Wood railing: 12 in favor / 1 dislike*
- **Rural character**
  - *Textured/colored sidewalks: 6 in favor*
  - *Native landscape and decomposed granite: 4 in favor*
  - *Concrete rolled curb: 0 in favor*
  - *Rustic wood railings: 1 in favor / 1 dislike*
- **Undergrounding utilities: 20 support / 1 stated they did not support**
- **Accessibility for transit/bus stops: 2 support accessibility for transit**
- **Traffic calming measures**
  - *Raised median: 3 in favor / 1 dislike*
  - *Narrowed lanes: 3*
  - *Curb extension: 2*



## Appendix

### A. Total count of concept ideas:

- **Off-street bike path with sidewalk: 134**
- **On-street bike lanes with sidewalk: 29**
- **Potential bike path edge treatment**
  - *Raised island: 23*
  - *Rolled curb: 25*
  - *Wood railing: 84*
- **Rural character**
  - *Textured/colored sidewalks: 48*
  - *Native landscape and decomposed granite: 58*
  - *Concrete rolled curb: 11*
  - *Rustic wood railings: 25*
- **Undergrounding utilities: 131**
- **Accessibility for transit/bus stops: 28**
- **Traffic calming measures**
  - *Raised median: 16*
  - *Narrowed lanes: 11*
  - *Curb extension: 8*

### B. Total count of comment themes:

#### Issues

- Congestion: **19**
- Left-hand turns: **14**
- Lack of places to cross: **11**
- Flooding: **7**
- Parking: **7**
- Merging lanes: **5**
- The road is dangerous: **3**

#### Concerns

- Project cost: **20**
- Safety:
  - General (cars speeding and human safety): **16**
  - Need a stronger barrier than the edge treatment ideas: **16**
  - Concerned about wooden railing for bikes: **4**
  - U-turns causing pedestrian accidents: **1**
- Concern about widening the road: **6**
- Wants to know how the project will impact businesses: **4**
- Concern about cutting into the road: **2**

- No one will use the pedestrian walkway: **2**
- No one will use the bike lane (separate or on-street): **2**
- Transmission lines: **2**
- Wants to know how emergency vehicles travel: **2**
- Wants to know how transit will be addressed to not block traffic: **2**

## Suggestions

- Adding car lanes: **13**
- Traffic signals
  - In favor: **13**
  - Not in favor: **4**
- Left-hand turns
  - Roundabouts: **7**
  - U-turn opportunities: **4**
- Traffic calming
  - Reduce speed: **5**
  - Reversible lane: **3**
  - Speed bumps: **2**
  - Camera and ticket reinforcements: **1**
- Lighting on ped and bike path: **7**
  - Solar lighting: **2**
- Overpass for crossing
  - In favor: **6**
  - Not in favor: **1**
- Wants additional space on the sides of the road: **6**
- Keep the center lane: **5**
- Additional edge treatment ideas
  - Trees: **5**
  - Boulders (primarily for safety but also aesthetic): **3**
- Use park trails as bike path: **3**
- Raised bike path: **3**
- Covered bus shelter: **2**
- Seating at bus stops: **2**
- Enforcement for cyclists: **2**
- Wants East side path to include bikes: **2**
- Use center lane for bike and ped pathway: **2**
- Use center lane for public transit: **1**
- E-bikes
  - Prohibit E-bikes: **1**
  - Make a separate path for E-bikes: **1**
- Eliminate the center lane: **0**

## Priorities

- Safety: **23**
- Protecting the rural character: **10**
- Protect the land and wildlife: **9**
- Access to/from businesses: **4**
- Congestion: **2**
- Reducing maintenance: **1**

## Support

- Overall support for the project: **32**
- Does not support the project: **8**
- Neither for or against the project: **2**
- Dislikes on-street bike path option: **13**
- Dislikes off-street bike path option: **3**
- Dislikes one or more edge treatment options: **2**
- Does not support undergrounding utilities: **2**
- Thinks people will use the pedestrian walkway: **1**
- Thinks people will use the bike lane (separate or on-street): **1**
- Dislikes wooden railings: **1**
- Dislikes raised median islands: **1**
- Dislikes curb extensions: **1**
- Supports traffic calming – any: **1**

## C. Workshop Event comments, questions, and concerns

The following are recorded comments, questions, or concerns from the Community Workshop Event:

- Issue with the online survey – too general
- Wants transparency with cost, maybe associated with the concepts to let people decide if they want to move forward with the project or not, but that they would have all the information
- Wonders how many bus stops are really needed
- Wants to know why Caltrans allows pedestrian crossing on LCR but not PCH
- Wants to know why Caltrans will not pay for undergrounding utilities
- Wants to know if there is a demand for a bike and pedestrian lane-- where are they going?
- City is not prepared for the cost and tax dollars are already given to Caltrans. The plans are great, but not for the City to take on. Caltrans should pay!
- Undergrounding utilities belongs to Edison who has funding for cities with wildfire risk. Caltrans will not pay and is not responsible for that, and Edison doesn't want to underground in wildlands
- The City should have ownership of the project to protect our values
- Concern about encroaching on open-space-- they did not come up with any options since the ramifications for the decision were unknown information about space that the road would take to extend, and the cost for the project

- Looking at the big picture-- what about insurance and maintenance? Wants to share the project with Caltrans. What happens for safety when bikes get all the way to PCH?
- 11ft is good enough space to work with-- this project is possible, but concerned about cost
- What will happen to parking and the right-of-way?
- Keep as-is and stop spending residents' money; make it a toll road to help Laguna residents pay for the incoming expenses
- Charge for trolleys (free for residents)
- Use open space to bury lines to save residents' money
- Don't want to see bus stops; no retaining walls!
- How will underground utilities be accessed? Impact open spaces? Concerns about traffic during construction; flow of traffic into congested city; maintenance costs; do not widen into open space. Dangerous with bikers and walkers crossing street
- How much wider are these plans from the road today?
- Find a way to underground utility poles without taking over the ownership of the canyon; we don't want to be self-insured
- Who will insure this road? Caltrans has their own insurance
- This would take parking spaces from businesses. Save Canyon businesses
- Changing the road will increase speed. There are enough accidents.
- How wide is each solution? How much is each?
- I don't think this is safe -- bicyclists will get hit by speeding vehicles that don't see them; too dark, too many curves
- Need an accurate map of the right of way; don't like the 10' bike path on the west side; no one who lives here can use 10' path
- Would Caltrans approve rustic wood railings?
- Take toll off toll road
- There is a less invasive way of doing utilities by moving the hot poles behind the transformer station; Doesn't like undergrounding utilities
- Bike lane on Old Laguna Canyon Rd.
- If you can't tell everyone what it's going to cost or allow people to vote on this; if the City Council is going to ram this through as their own project without regard to residents; if City Council members won't attend these planning sessions -- then don't waste the public's time
- Pedestrians should have as much protection; raised island at a glance as cyclists please! Rolled curb = no protection: separation for pedestrians; Where's the shoulder parking? Has drainage been considered? Especially in a flood plain.
- Don't like safety concerns for cars passing illegally or any driver not paying attention with on-street bike lanes
- On-street bike lanes not very safe for bikers or peds
- Important to have better bus stops
- Don't use LCAD style traffic signal - confusing
- Curb extensions at all corners could slow right turns into businesses
- Can driverless cars navigate curb extensions?
- Does traffic stop behind the bus? (re transit on LCR)
- LCAD style light will add even more congestion as it already does now; more trolleys if you make more bus stops



- Continue village entrance character; good for walking and biking/multi-use
- Try a pollinator pathway; not great for sandals; may absorb runoff. Better than rolled curb for visual/softer than vertical; also better for drainage
- Would like as many ways to "calm" traffic along LCR as possible
- Buses? Concern for # of stops; can buses stop and not stop traffic? Stop outside of traffic lanes; less stops
- Doesn't like off-street bike path scenario; needs more outbound lanes for emergencies
- Doesn't like on-street bike lane w sidewalk; need more outbound lanes for emergencies
- Likes how on-street bike path w sidewalk takes less room
- Instead of wood railing, design metal fence with more plants and trees
- Flow bike lane that moves with the scenery, leaves existing trees and keeps bikes and ped away from the road. Look up "the green path" in Copenhagen. Must respect open space!
- Do we really have enough land (not open space!) to create a bike lane? Maybe its just too much to "want it all"?
- Is a 2 way class 1 bike path needed? Fast bikers
- Should have sawdust side of sidewalk
- Cyclists and pedestrians cannot safely share the same space
- No purchase! Wildlife corridor; Caltrans' lights are not working effectively; liability; cost; bridge at LCAD
- Provide turn-outs for buses (not in the roadway); how many bus stops are needed? Not much residential w use vs. PCH (bus stop each corner)?
- Plant about 200 new trees; frontage roads for high traffic areas i.e. food pantry, marine mammal industrial bldgs
- Native landscape and decomposed granite good for walkers, not bikers
- Add 1/2 light at food pantry for traffic
- We like the wood railings but perhaps higher for visual safety (drivers), 2.5-3.5 feet high
- Could use railings in some places and no railings in others
- Bikes need pavement, not DG
- Like off-street bike path; include medians wherever possible. One design style does not need to flow through the entire project; pedestrians should be located on a path on the easterly side. Path from downtown to woodland/sawdust functions well
- Indifferent to on-street bike lanes w sidewalk; please present the community with LCR right of way information as accurate as currently possible; don't forget about families with young bikers; we need more crosswalks across LCR
- Protect & connect does not speak to the needs of residents and business owners
- Protect wildlife! Create wildlife corridor under road at Big Bend; Concerns re water management - water from the west side. Drainage?
- When possible to do so, additional right of way for bus stops would be great
- More crosswalks, new lights at Castlerock/Sun Valley
- Need better ideas for rural character; different areas might need different design
- Wood railings in some areas are good; safety concerns? Access - get cars off road
- Would like to add studded bumps on outside lanes to increase road safety
- Would like to see left-hand turns in the center lanes designated to traffic since it is ambiguous who has the right-of-way to take a turn and they are worried about head-on collisions

- Would like to see short left-turn lanes with arrow light designations
- The current focus seems to be on the details of what the improvements should be/look like and not on whether it should or should not be undertaken.
- Wants concrete details to be given on what a project like this will likely cost for construction, annual maintenance and general liability, as well as likely funding sources.
- It looks like the City is obscuring the main objective for undergrounding utilities, and the City should assure voters that the cost of undergrounding utilities will not become a burden to citizens.
- Wanted to know the assessments for undergrounding utilities
- Wanted to know why Laguna Beach is taking the project from Caltrans
- Concerned that the City does not have a bike and ped master plan
- Questions about cost
- Concern about metrics in the HMC highway design manual
- Wanted to know if Old Laguna Canyon Road Caltrans Route-185 was considered for the Class I bike route for the Protect & Connect project
- Wanted to know if the engineering model for the multi-modal lane options were assessed using the Complete Streets Policy and the LB General Plan
- Would like the City to focus on transit and rail service for LCR
- Wanted to know what accurate measures were used to plan the Protect & Connect project since the PSR is now obsolete
- Wanted to know what the funding opportunities are for the project
- Wanted to know how the Protect & Connect concepts will address decreasing LOS from the PSR Traffic Engineering Performance Assessment Findings
- Questioning the validity of PSR LOS analysis for the Protect & Connect project
- Wanted to know how the sizing of road width in the project plans will work around the Big Bend and also how it will meet the "small scale rural" community General Plan
- Wanted to know how this project addresses goals from the Laguna Beach Vision 2030 Strategic Plan and the Laguna Beach General Plan Circulation Element to reduce car dependency
- Concerned about the low cost-benefit of undergrounding utilities