

Two-Year Progress Summary

Popular Laguna myths debunked

Myth #1: Bike and pedestrian infrastructure, leads to civic liabilities.

Busted: Case law shows plaintiffs fail to show city negligence in vast majority of cases, Steve Hansen ESQ Irvine concurs, city has immunity. (Levinson is case to test in LB)

Myth #2: Laguna Beach streets are unsafe, walkers and bikers are accident prone there.

Busted: Most accidents occur on PCH and Canyon, pedestrians 50%, cyclists 70% LBPD

Myth #3: Traffic in Laguna Beach is caused by 4 million visiting tourists.

Busted: The driver of the car in front of you is 94% likely to be a Californian, 43% likely to be from Laguna or 5 neighbor cities, 26% likely to be a Lagunatic.

Myth #4: 4 million visiting tourists pay our fines for parking and moving violations

Busted: Laguna Beach residents pay 5x more than residents of neighboring cities.

Myth #5: A mobility system based exclusively on private automobiles can be de-congested by adding more lanes, raising speed limits, and adding more parking. Ha Ha Ha! Busted! Adding automobile infrastructure to cities simply invites more automobiles, more congestion, slower speeds. (Shoup, Alexander, Jacobs)

Myth #6: The remedy for de-congesting traffic and improving visitor convenience is adding parking spaces and speed bumps. This remedy is the favored exercise by the city PTC and is believed to solve immediate parking issues and any anticipated problem when scaled-up.

Busted: Adding more parking attracts more automobiles. Generating revenue from metered parking and fines is the real incentive for metered parking.

Myth #7: Laguna's welfare is measured solely by health of the business district.

Busted: Not when community and village life suffers. CS is pro-business.

Myth #8: City revenues from business and bed taxes pay for operations and services.

Busted: Vehicle fees and fines exceed all city revenue sources except property taxes.

Myth #9: Business receipts at local merchant outlets are guaranteed by providing adequate LOS (level of service) and parking spaces in the business district.

Busted: This approach works in a one-horse town in 1910. Where space for automobile infrastructure is constrained by geographic features, the automobile saturation limit is rapidly exceeded and no amount of added parking spaces or LOS will improve business receipts or increase patron turn-over.

Myth #10: New street infrastructure is sufficient without a change in street-user behavior.

Busted: Successful interventions must have buy-in by all stakeholders of community and a change in behavior by the end users says Complete Streets Coalition.

Myth #11: The goals of the Laguna Beach 2030 Vision Plan since 2001 can be met by current Planning Commission strategy.

Busted: All implementation strategies in the Vision Plan had 0-5 year phase-in strategies but most have not been accomplished (exceptions are Trolley and Mainline bus).

Myth #12: Schools without a balanced mobility plan can reduce traffic congestion by raising the LOS (level of service) using a mobility plan reliant on automobiles.

Busted: Contrary to LB Unified District policy, the proof is self evident at every campus, 8:30am and 3:00pm.

Myth #13: LBUSD policy opposes walk to school, students get all the physical exercise they need through enrollment in PE class.

Busted: Studies show children who walk to school perform better academically.

Myth #14: The parking authority in Laguna Beach are undisputed experts and hire urban planning consultants to resolve the LB transportation issue. The experts cannot be challenged because they are the experts.

BUSTED! Not when the requirements say to maintain the status quo! Consultants make recommendations to satisfy requirements specified in the original request for proposal.

Myth #15: A Laguna resident with a perceived entitlement to drive anything anywhere anytime can always be accommodated by building more automobile infrastructure.

Busted: This demonstrates positive feedback in roadway planning, the more roadway built the more SOV driving is encouraged. The shift from perceived personal entitlements to a shared privilege requires a change in behavior from all users of the roadway.

Myth #16: Allowing Caltrans and Coastal Commission to operate PCH and Laguna Canyon Road like a freeway will improve business in Laguna buy association.

Busted: Results are self evident: traffic, vagrancy, underperforming businesses.

Myth # 17: Moulton Meadows Trail demonstration project (MMT) will cost city \$500,000

Busted: Local contractors put cost at \$20,000

Myth #18: There is no money for Complete Streets improvements.

Busted: This committee identified 23 sources of state and federal grant funding