



City of Laguna Hills Traffic Commission

Michael Caputo
Chair

Neel Patel
Vice Chair

Manuel Hernandez
Commissioner

Scott Miller
Commissioner

Mark Schaff
Commissioner

Regular Meeting Agenda
Wednesday, November 20, 2024 - 6:00 PM

City Council Chamber
24035 El Toro Road
Laguna Hills, CA 92653

Any person wishing to address the Traffic Commission on any matter, whether or not it appears on this Agenda, is asked to complete a "Request to Speak" form available on the table at the back of the Chamber. The completed form is to be submitted to the Recording Secretary prior to an individual being heard by the Traffic Commission. Completion of the form is voluntary. All persons may attend the meeting regardless of whether this form is completed.

Members of the public wishing to address the Traffic Commission can do so during the Public Comments portion of the Agenda with a time limitation of three minutes per person, an overall time limit of twelve minutes for any one subject, and a total time limit of thirty minutes for Public Comments. If you are commenting on an Agenda item, your comments will be heard at the time that item is scheduled on the Agenda. If you are addressing the Commission on an item not listed on the Agenda, the Traffic Commission is prohibited by law from discussing or taking any action on that item.

Call to Order

Resolution No. 96-04-09-1 established rules of decorum for public meetings held by the City of Laguna Hills. Resolution No. 96-04-09-1 is available on the table at the back of the City Council Chamber.

Pledge of Allegiance

Roll Call of Commissioner Members

1. Public Comment

This is the time to address the Traffic Commission on any matter not listed on this Agenda that is within the subject matter jurisdiction of the Commission. Public Comments are limited to three minutes per person, an overall time limit of twelve minutes for any one subject, and a total time limit of thirty minutes. Clarification questions from the Commission will not count against time limits. Speaker's responses are limited to one minute.

2. Minutes Approval

2.1 Approval of Minutes for September 18, 2024, Traffic Commission Meeting

Recommendation: That the Traffic Commission approve the minutes of September 18, 2024.

3. Presentations

4. Administrative Reports

4.1 Sight Distance and Stop Sign Evaluation for the Intersection of Luna Bonita Drive at La Serra Street

Recommendation: That the Traffic Commission Recommend to City Council the Installation of a One-Way Stop Sign on Luna Bonita Drive at La Serra Street.

4.2 Exploring Parking Permit Program Technologies

Recommendation: That the Traffic Commission receive and file the report.

4.3 Exploring the Adoption of E-Bike Regulations

Recommendation: That the Traffic Commission receive and file the report.

5. Informational Items

5.1 Sheriff's Department Verbal Report

6. Commissioner Comments

Adjournment

The next Regular Meeting of the Traffic Commission will be January 15, 2024, at 6:00 p.m. in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

CERTIFICATION

I, JOE AMES, P.E., T.E., Public Works Director/City Engineer of the City of Laguna Hills, do hereby certify that a copy of the foregoing Agenda was posted at Laguna Hills City Hall, Laguna Hills Community Center, and the Courtyard at La Paz Center by November 14, 2024, at 5:00p.m.,



Joe Ames, P.E., T.E., Public Works Director/City Engineer

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, you should contact the office of the Public Works Director/City Engineer at (949) 707-2651. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure access.

Materials related to an item on this Agenda submitted to the Commission after distribution of the Agenda packet are available for public inspection in the Public Services Department at 24035 El Toro Road, Laguna Hills, California, during normal business hours.

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION**

**REGULAR MEETING
MINUTES
Wednesday, September 18, 2024**

CALL TO ORDER

Resolution No. 96-04-09-1 established rules of decorum for public meetings held by the City of Laguna Hills. Resolution No. 96-04-09-1 is available on the table at the back of the City Council Chamber.

The meeting was called to order at 6:01 p.m. by Vice Chair Patel.

PLEDGE OF ALLEGIANCE

Commissioner Schaff let the pledge of Allegiance.

ROLL CALL OF COMMISSION MEMBERS

Attendee Name	Title	Status	Arrived
Scott Miller	Commissioner	Present	
Michael Caputo	Chair	Present	
Neel Patel	Vice Chair	Present	
Manuel Hernandez	Commissioner	Absent	
Mark Schaff	Commissioner	Present	6:19 p.m.

1. PUBLIC COMMENTS

There were no Public Comments.

2. MINUTES

2.1 Minutes

Recommendation: That the Traffic Commission approve the minutes of July 17, 2024.

RESULT:	APPROVED [3-0]
MOVER:	Michael Caputo, Chair
SECONDER:	Mark Schaff, Commissioner
AYES:	Michael Caputo, Chair, Neel Patel, Vice Chair, Mark Schaff, Commissioner
NOES:	None
ABESENT:	Manual Hernandez, Commissioner, Scott Miller, Commissioner

3. PRESENTATIONS

There were no Presentations.

4. ADMINISTRATIVE REPORTS

4.1 Proposed Establishment of No Overnight Parking on the North Side of Los Alisos Boulevard

Assistant Engineer Vu reviewed the information provided in the staff report.

-Sofi resident Tucker Phillips indicated he opposed the agenda item.

-Sofi resident Taylor Steiskal indicated he opposed the agenda item.

-Christina Court residents Doris and Pat Thompson, voiced concern regarding new residential development at ADL Carlota and Los Alisos, and requested more parking enforcement.

-Sofi Assistant Community Director Zachary Adajio requested the Traffic Commission vote against the proposal in the interest of Sofi residents. Mr Adajio stated Sofi has performed an internal audit of all parking spaces and continues to monitor all available on-site parking to ensure maximum availability. Mr. Adajio continued he was open to any and all suggestions the City may have to help alleviate the chronic parking shortage.

-Christina Court resident Marcie Insuaste indicated she opposed the agenda item, opposed the new residential building on ADL Carlota and Los Alisos, and requested more parking enforcement.

-Sofi resident Chloe Le indicated she opposed the agenda item.

-Christina Court resident Naresh Chadha indicated he is in favor of the proposed agenda item. Mr. Chadha voiced concern the surrounding area did not have enough parking, opposed the proposed residential development at ADL Carlota and Los Alisos and requested more parking enforcement/street sweeping enforcement.

-Sofi resident Patrick Young indicated he opposed the agenda item.

-Traffic Commission Secretary Julie Comella indicated she received seven electronic comments, six opposed and one in favor of the agenda item.

Recommendation: That the Traffic Commission receive and file the report.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Michael Caputo, Chair
SECONDER:	Mark Schaff, Commissioner
AYES:	Michael Caputo, Chair, Mark Schaff, Commissioner, Scott Miller, Commissioner Neel Patel, Vice Chair
NOES:	None
ABESENT:	Manual Hernandez, Commissioner

4.2 Proposed Establishment of No Overnight Parking in the Commercial/Industrial Area of North Laguna Hills

Assistant Engineer Vu reviewed the information provided in the staff report.

-Jim Biram, part owner of Lakeside Business Center indicated he is not opposed to the proposed agenda item as long as it does not nullify the existing no parking anytime signage.

-Ralph Mazurek, attorney for Lakeside Business Center and Laguna Ridge Business Center indicated they are not opposed to the agenda item, but wanted to confirm the proposed parking restrictions would not supersede the existing no parking anytime signage.

-John Williams, owner of Oasis Manufacturing said he appreciated the proposed agenda item will not supersede the existing no parking anytime signage.

-Anna Vondoza submitted a request to speak form in opposition of the proposal, but did not come forward to speak when called.

-Traffic Commission Secretary Julie Comella indicated she received twelve electronic comments, six opposed, four in favor and two neutral to the agenda item.

Recommendation: That the Traffic Commission receive and file the report.

RESULT:	APPROVED [3-0-1]
MOVER:	Mark Schaff, Commissioner
SECONDER:	Michael Caputo, Chair
AYES:	Mark Schaff, Commissioner, Michael Caputo, Chair, Scott Miller, Commissioner
NOES:	None
ABSTAIN:	Neel Patel, Vice Chair
ABESENT:	Manual Hernandez, Commissioner

4.3 Proposed Establishment of No Overnight Parking on Mill Creek Drive

Assistant Engineer Vu reviewed the information provided in the staff report.

-Resident David Oslinker spoke in favor of the proposed overnight parking due to safety, fire and privacy concerns.

-Traffic Commission Secretary Julie Comella indicated she received twelve electronic comments, eight in favor and four opposed to the agenda item.

After receipt of public testimony and the City staff report, a motion to approve an alternative recommendation was made in lieu of the recommended action in the staff report. The alternative recommendation included the recommendation to establish no overnight parking on Mill Creek Drive.

Recommendation: That the Traffic Commission recommends to City Council the establishment of no overnight parking on Mill Creek Drive.

RESULT:	APPROVED [3-1-1]
MOVER:	Neel Patel, Vice Chair
SECONDER:	Michael Caputo, Chair
AYES:	Neel Patel, Vice Chair, Michael Caputo, Chair, Scott Miller, Commissioner
NOES:	Mark Schaff, Commissioner
ABESENT:	Manual Hernandez, Commissioner

4.4 Exploring the Adoption of E-Bike Regulation

Director of Public Works/City Engineer Ames reviewed the information provided in the staff report.

After receipt of public testimony and the City staff report, a motion to approve an alternative recommendation was made in lieu of the recommended action in the staff report. The alternative recommendation included the continuation of this item to the next Traffic Commission meeting with a City staff presentation and included a request for City staff presentation on the ordinances adopted by the cities of Aliso Viejo, Laguna Niguel, Mission Viejo, and Rancho Santa Margarita. Prior to the approval of the alternative recommendation, the City Engineer clarified to the Traffic Commission that, if the motion was approved, he intended to provide the text of these ordinances to the Traffic Commission at the next meeting. The Traffic Commission concurred with the City Engineer's proposed response.

Recommendation: That the Traffic Commission recommends the continuation of this item to the next Traffic Commission meeting, with a City staff presentation on the Cities of Aliso Viejo, Laguna Niguel, Mission Viejo and Rancho Santa Margarita ordinances.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Neel Patel, Vice Chair
SECONDER:	Michael Caputo, Chair
AYES:	Neel Patel, Vice Chair, Michael Caputo, Chair, Scott Miller, Commissioner, Mark Schaff, Commissioner
NOES:	None
ABESENT:	Manual Hernandez, Commissioner

5. INFORMATIONAL ITEMS

5.1. Sheriff's Department Verbal Report

Sergeant Avalos indicated he did not have anything to report.

6. COMMISSIONER COMMENTS

-Commissioner Miller commented it was good to hear from the residents at the meeting.

-Vice Chair Patel commented he would like the Traffic Commission place a discussion item on a future agenda to discuss the feasibility of hiring a "meter maid."

-Vice Chair Patel commented he would like City staff to explore Los Alisos parking options. Director of Public Works/City Engineer Ames said he would discuss the matter with the new incoming Community Development Director.

7. ADJOURNMENT

There being no further business before the Traffic Commission at this session, Chair Caputo declared the meeting adjourned at 9:46 p.m.

Joe Ames, P.E., T.E. Director of Public Works/City Engineer

ATTEST:

Michael Caputo, Chair

Approved at meeting of November 20, 2024



City of Laguna Hills Traffic Commission Staff Report

Date: November 20, 2024
To: Traffic Commissioners
From: Samantha Vu, Assistant Engineer
Issue: Sight Distance and Stop Sign Evaluation for the Intersection of Luna Bonita Drive at La Serra Street

Recommendation: That the Traffic Commission Recommend to City Council the Installation of a One-Way Stop Sign on Luna Bonita Drive at La Serra Street.

Background:

Staff received a request from a resident of the community to evaluate the need for stop sign control facing Luna Bonita Drive traffic at the intersection of Luna Bonita Drive and La Serra Street to enhance safety. The resident was concerned about oncoming vehicles from Luna Bonita Drive potentially colliding with vehicles on La Serra Street.

Luna Bonita Drive and La Serra Street are both local residential streets and do not have a posted speed limit. Both streets are two-lane residential roadways with an applicable prima facie local speed limit of 25 MPH. The intersection is currently uncontrolled, has no marked crosswalks on any leg, and meets in a T-intersection. Please see the attached Vicinity Map.

Upon receiving the request, City staff contacted Hartzog and Crabill, Inc. (HCI), the City's traffic engineering consultant, to perform a sight distance evaluation and five (5) year accident history review. Based on the guidelines of the California Manual on Uniform Traffic Control Devices (MUTCD), HCI reviewed the accident history and visibility at the intersection. In summary, an accident history review from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) from January 2019 through June 2024 revealed no reported collisions. The collision warrant requires a minimum of five (5) reported, correctible accidents within a 12-month

period, and therefore does not trigger the requirement of a stop sign. The applicable sight distance was derived from the stopping sight distance guidelines found in the California MUTCD. In this reference, a 25 MPH roadway speed recommends a minimum Stopping Sight Distance of 155 feet. For a more conservative approach, a 30 MPH speed limit was utilized for analysis which has a minimum sight distance of 200 feet. The sight distance analysis found that a stopped driver’s perspective from the minor street of Luna Bonita Drive was sufficient in the northerly direction but insufficient in the southerly direction due to on-street parked vehicles near the intersection. Please see the attached report for details.

The collision history alone does not indicate the need for installation of a stop sign at the intersection of Luna Bonita Drive and La Serra Street. However, due to limited visibility and to better assign right-of-way, city staff recommends the installation of a one-way stop sign on Luna Bonita Drive at La Serra Street. This would include the installation of applicable STOP pavement markings and a limit line. This may include the installation of certain on-street parking restrictions near the intersection, to increase the visibility of the one-way stop control.

Fiscal Impact:

The anticipated installation cost of the required signing and striping is \$1,000.00. Funds are available for this work in the 2024-25 Fiscal Year Public Works Maintenance Budget.

Attachments:

- 1. Luna Bonita Drive and La Serra Street Vicinity Map
- 2. HCI Sight Distance Evaluation at Luna Bonita

VICINITY MAP



1" = 90 ft

Luna Bonita Drive at La Serra

11/14/2024



This map may represent a visual display of related geographic information. Data provided here on is not guarantee of actual field conditions. To be sure of complete accuracy, please contact the responsible staff for most up-to-date information.



Gerald J. Stock, PE, TE,
Executive Vice President

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www.hartzog-crabill.com

October 28, 2024

Mr. Joe Ames, P.E., T.E.,
Public Works Director/City Engineer
City of Laguna Hills
24035 El Toro Road
Laguna Hills, CA 92653

**Subject: Recommendation Letter - Sight Distance Evaluation for the
Intersection of Luna Bonita Drive at La Serra**

Dear Mr. Ames:

Hartzog & Crabill, Inc. (HCI) has completed the preparation of a 5-year SWITRS collision report for the residential intersection of Luna Bonita Drive and La Serra. As you will see in the attached report (*see Appendix A*), there were zero (0) collisions reported during the past five (5) years. Based on the intersection collision history alone, there is no indication to support the need for installation of STOP signs at this intersection. However, in regards to driver visibility, HCI performed a sight distance assessment in the field.

SIGHT DISTANCE EVALUATION:

In brief summary, La Serra and Luna Bonita Drive do not have a posted speed limit. Both streets are two-lane residential roadways with an applicable *prima facie* local speed limit of 25 MPH (and do not require posting). The applicable sight distance was derived from the stopping sight distance guidelines found in the California MUTCD (*see Appendix B*). In this reference, a 25 MPH roadway speed recommends a minimum Stopping Sight Distance of 155 feet. However, it is likely that the overall speeds on these roads typically exceed the local 25 MPH speed limit. Therefore, a 30 MPH speed limit was used as a more conservative measure, which has a minimum sight distance of 200 feet.

HCI prepared the attached Sight Distance exhibit (*see Appendix C*), which shows a stopped driver's perspective from the minor street of Luna Bonita Drive looking for oncoming traffic on La Serra. As shown, when looking in the northerly direction there is sufficient sight distance to the 200-foot orange cone. However, when the same driver is looking in the southerly direction, there is not sufficient sight distance to the 200-foot orange cone due to on-street parked vehicles near the intersection.

SIGHT DISTANCE EVALUATION: (continued)

Table 1 below summarizes our findings based on the sight distance (visibility) of the orange cone at the applicable stopping sight distance.

TABLE 1

Intersection	<i>Prima Facie</i> Speed Limit (MPH)	'Design' Speed = Speed Limit + 5 MPH (MPH)	California Stopping Sight Distance for 85 th Percentile Speeds (feet)	Stopping Sight Distance Satisfied? (Yes or No)	Comments
La Serra and Luna Bonita Drive	25	30	200	No. When a side-street driver looks southerly, on-street parked vehicles block visibility to the stopping sight distance.	Since visibility may be blocked by on-street parked vehicles at/near the intersection, it is recommended to prohibit at least the first available parking space (25') from the corner, along the east-side of La Serra.

CONCLUSION / RECOMMENDATIONS:

Based on review of the 5-year intersection collision history alone, it does not indicate the need for installation of a Stop sign(s) at the intersection of La Serra and Luna Bonita Drive.

However, since it has been verified that visibility may be blocked by on-street parked vehicles at/near the intersection, it is recommended to prohibit at least the first available parking space (25') from each corner curb return along the east-side of La Serra.

Lastly, in order to better assign right-of-way at this intersection, the installation of a STOP sign, STOP pavement marking, and limit line is recommended for the side-street approach of Luna Bonita Drive.

Mr. Joe Ames, P.E., T.E.

October 28, 2024

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We look forward to your review and acceptance of our recommendations and to any additional services the City of Laguna Hills may request. If you may have any questions or need further information, please feel free to call our office at (714) 731-9455. Thank you again for the opportunity to serve your community.

Sincerely,

Hartzog & Crabill, Inc.

A handwritten signature in blue ink that reads "Scott Ma".

Scott Ma, P.E., T.E.

Senior Engineer

Attachments: 5-Year SWITRS Intersection Collision History Report
Stopping Sight Distance as a Function of Speed Table (*California MUTCD*)
Sight Distance Photo Exhibit

APPENDIX A

**5-YEAR SWITRS
INTERSECTION COLLISION HISTORY**

**CITY OF LAGUNA HILLS
 INTERSECTION OF LA SERRA AND LUNA BONITA DRIVE
 5-YEAR SWITRS COLLISION DATABASE
 JAN. 1, 2019 - JUN. 30, 2024**

CASE ID	COLL. DATE	COLL. TIME	PRIMARY ROAD	SECONDARY ROAD	DIST.	DIR.	INTERS.	WEATH. 1	COLL. SEVERITY	PRIM. COLL. FACT.	PCF VIOL. CAT.	HIT AND RUN	TYPE OF COLL.	MOTOR VEHICLE INVOLVED WITH	ROAD SURF.
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NO COLLISIONS REPORTED.

NOTES:

Weather 1

A - Clear
 B - Cloudy
 C - Raining
 D - Snowing
 E - Fog
 F - Other
 G - Wind
 -- Not Stated

Collision Severity

1 - Fatal
 2 - Injury (Severe)
 3 - Injury (Other Visible)
 4 - Injury (Complaint of Pain)
 0 - PDO (Property Damage Only)

Primary Collision Factor

A - (Vehicle) Code Violation
 B - Other Improper Driving
 C - Other Than Driver
 D - Unknown
 E - Fell Asleep
 -- Not Stated

PCF Violation Category

01 - Driving or Bicycling Under Influence
 02 - Impeding Traffic
 03 - Unsafe Speed
 04 - Following Too Closely
 05 - Wrong Side of Road
 06 - Improper Passing
 07 - Unsafe Lane Change
 08 - Improper Turning
 09 - Automobile ROW
 10 - Pedestrian ROW
 11 - Pedestrian Violation
 12 - Traffic Signals and Signs
 13 - Hazardous Parking
 14 - Lights
 15 - Brakes
 16 - Other Equipment
 17 - Other Hazardous Violation
 18 - Other Than Driver (or Ped)
 19 -
 20 -
 21 - Unsafe Starting or Backing
 22 - Other Improper Driving
 23 - Pedestrian or "Other" Under the Influence
 24 - Fell Asleep
 00 - Unknown
 -- Not Stated

Hit and Run

F - Felony
 M - Misdemeanor
 N - Not Hit & Run

Type of Collision

A - Head-On
 B - Sideswipe
 C - Rear-End
 D - Broadside
 E - Hit Object
 F - Overturned
 G - Vehicle/Pedestrian
 H - Other
 -- Not Stated

Road Surface

A - Dry
 B - Wet
 C - Snowy or Icy
 D - Slippery
 -- Not Stated

Motor Vehicle Involved With:

A - Non-Collision
 B - Pedestrian
 C - Other Motor Vehicle
 D - Motor Vehicle on Other Roadway
 E - Parked Motor Vehicle
 F - Train
 G - Bicycle
 H - Animal
 I - Fixed Object
 J - Other Object
 -- Not Stated

APPENDIX B

CA MUTCD STOPPING SIGHT DISTANCE AS A FUNCTION OF SPEED

Table 6C-1. Recommended Advance Warning Sign ~~Minimum~~ Spacing

Road Type	Distance Between Signs*		
	A	B	C
Urban (low speed) - 25 mph or less	100 feet	100 feet	100 feet
Urban (high speed) - more than 25 mph to 40 mph	250 feet	250 feet	250 feet
Urban (high speed) - more than 40 mph	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

* ~~Speed category to be determined by the highway agency.~~

** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

Table 6C-2. Stopping Sight Distance as a Function of Speed

Speed*	Distance
20 mph	115 feet
25 mph	155 feet
30 mph	200 feet
35 mph	250 feet
40 mph	305 feet
45 mph	360 feet
50 mph	425 feet
55 mph	495 feet
60 mph	570 feet
65 mph	645 feet
70 mph	730 feet
75 mph	820 feet



* Posted speed, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed.
 Can also be used as Stopping Sight Distance as suggested buffer space length or location for flagger station.

Table 6C-3. Taper Length Criteria for Temporary Traffic Control Zones

Type of Taper	Taper Length
Merging Taper	at least L
Shifting Taper	at least 0.5 L
Shoulder Taper	at least 0.33 L
One-Lane, Two-Way Traffic Taper	50 feet minimum, 100 feet maximum
Downstream Taper	50 feet minimum, 100 feet maximum

Note: Use Table 6C-4 to calculate L

APPENDIX C

SIGHT DISTANCE EXHIBIT

SIGHT DISTANCE EXHIBIT



WB LUNA BONITA DRIVE (LOOKING NORTH) AT SB ONCOMING TRAFFIC ALONG LA SERRA



WB LUNA BONITA DRIVE (LOOKING SOUTH) AT NB ONCOMING TRAFFIC ALONG LA SERRA



City of Laguna Hills Traffic Commission Staff Report

Date: November 20, 2024
To: Traffic Commissioners
From: Samantha Vu, Assistant Engineer
Issue: Exploring Parking Permit Program Technologies

Recommendation: That the Traffic Commission receive and file the report.

Background:

Sometimes, City staff receives requests from Traffic Commissioners to place items on the agenda for discussion at the next scheduled Traffic Commission meeting. The Traffic Commission requested a report specific to exploring the available parking permit program technologies available for permit management and enforcement utilized by neighboring cities within Orange County. Upon this request, City Staff initiated a survey and found the following three companies that offer parking permit program services:

- Data Ticket, Inc.
- iParq
- Turbo Data Systems

The City of Laguna Hills Municipal Code (LHMC) Chapter 11-24 established a Residential Permit Parking Program. The current program allows residents to request permit parking in their neighborhood with a City form petition with signatures from a minimum of 67% of the properties in the requested area in support of the establishment of a permit parking program. The LHMC Residential Parking Permit Program Regulations are as follows:

1. One annual parking decal can be issued to every vehicle registered to a resident of the property with an annual permit fee of \$15 per each parking decal.
2. Upon application, four guest parking permit placards are issued to each residential property with at least one paid parking decal, subject to annual renewal
3. Upon application, residents may receive additional guest permit placards (i.e., “one-day parking passes”) for one day special events at no extra charge.
4. All parking decals and guest permit placards are numbered and registered with the OC Sheriff’s Department for parking enforcement purposes.
5. The parking permit decal, other than a guest parking placard, must be permanently affixed to the left inside front window of the vehicle for which it was issued. Guest and special event parking permit placards shall be displayed on the dashboard immediately above the steering wheel of the vehicle. Permits are not transferable

Data Ticket, Inc., iParq, and Turbo Data Systems are all digital parking management platforms that help municipalities and private property owners manage parking services. They provide a range of tools to allow users to pay for parking permits, manage permits, and enforce permit parking programs. Their services also include citation management and payment processing through an online portal or app in case the resident is not able to visit city hall in person. All three companies also can provide physical permits which is built into permit management. The permits can also be scanned for enforcement if requested. Each program also offered customizable times and permit amounts specific to residents, guests, or temporary passes.

City Staff held individual meetings with a representative of each company. Each company offers various program options which would be customizable to our needs. At this point in the process, no quotes were requested. However, it should be noted that with any company, the more integrated tools requested within the program the higher the cost.

Data Ticket, Inc., iParq, and Turbo Data Systems are available in digital and physical formats. Based upon feedback provided to City staff, cities utilizing any of the three programs generally had positive feedback regarding permit management and indicated the digital aspect streamlined their permit process. Some feedback indicated are some software issues with some programs for permit issuance. One city reported an issue with issuance of multi-day permits with Turbo Data Systems and warned that there is no direct customer service phone line for assistance. However, they also included that Turbo Data Systems were quick to respond via email for support. Another city reported

that iParq is not user-friendly and that they often get complaints regarding the program.

It should be noted that Police Services uses Data Ticket, Inc. to issue citations for the residential permit parking program. This is done through a phone and citation printer by our Community Service Officers. The system also keeps track of previous written or verbal warnings and how many times the vehicle has been ticketed. The current program does not verify permits, therefore, Sheriff's personnel ticket vehicles in permit parking areas that do not have a visible permit. When City Staff spoke with a Data Ticket, Inc. representative, it was mentioned that the city could expand the current services.

More information is available on each company's website. Please see the attached informational resources regarding parking permit program technologies.

Fiscal Impact:

There is no fiscal impact for this informational report.

Attachments:

1. Parking Technology Pamphlets

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Permit Management Solutions

Our Permit Solution supports unlimited permit types and is configurable to meet any agency's needs.

[Learn More...](#)

Code Enforcement Solutions

Our Code Enforcement Solution was the first of its kind in California and continues to provide unparalleled capabilities.

[Learn More...](#)

About Data Ticket Inc.

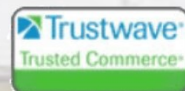
Data Ticket is California certified small business that focuses all our energy on providing the software and services our clients require to manage effective and efficient data processing. Founded in 1989, we initially focused on delinquent parking citation collections; however, in the years since we have grown our Solution in the following areas:

- Full-service parking citation processing and collections
- Full-service administrative citation processing and collections
- Electronic parking citation issuance
- Electronic administrative citation issuance
- Electronic moving violation software
- Permit issuance and management
- Tow management

We are confident our knowledge and attention to detail will exceed your expectations as you look to partner with a company to aid in the collection of parking and administrative citations.

We understand selecting a company to represent a City, County, University or other public agency, is an arduous process and we understand the importance of partnership. Our partnerships with over 400 clients nationwide have taught us the importance of communication, attention to detail, and flexibility. It is those three traits that most reflect Data Ticket's approach to business.

Please browse our website to view additional information about us, our services, and how we may be of benefit or assistance to your agency. Please contact us if you have any questions, comments, or if you would like additional information about our services.



Permit Management Solutions

Our Permit Management Solution is extremely well configured to meet the very wide variety of permits we process. We have found since offering a Permit Management Solution that no 2 agencies are alike. The business rules of each agency often vary thus what is a Beach Permit with specific business rules for one client may be totally different than a Beach Permit for another.

Our Permit Solution is currently utilized to provide for the following types of Permits:

- Residential
- Guest
- Party
- Temporary
- Service Individual
- Student
- Beach
- Contractor
- Lifeguard
- City Employee
- Oversized Vehicle
- Business
- Fleet
- Merchant

The options are limitless!

Our Permit Management Solution is 100% web-based, accessible and compatible with any internet browser and by using an assigned, unique username and password. The Solution is fully integrated with our Citation Processing Solution. A single login by a user will provide access to both Parking Citations and Permits. Our Solution can even prevent an individual from purchasing a permit if an open citation exists in the system. Of course, this is a business rule each agency elects to have in place or not. The choice is yours. Releases for the Permit Management Solution are targeted at the Client level. Because permit rules and processes vary so heavily, it is rare to offer one permit that covers more than a single client.

Code Enforcement Solutions

Data Ticket, Inc. has been processing Administrative Citations since 2002. Our approach to Administrative Citations is far different from our approach to Parking Citations. Our staff has spent years working closely with Code Enforcement Officers and Code Enforcement Agencies learning the process inside and out. This knowledge has helped us develop a thorough, efficient system that benefits our Code Enforcement clients. From firework violations to graffiti violations and from weed abatement to noisy animal and animal license citations, our staff and services cover all code enforcement citation processing needs.

Our Administrative Citation Processing System provides the following services:

- **Data Entry Services** – We offer data entry services performed by a team of dedicated data entry specialists.
- **Customer Service** – We provide a full-service, bi-lingual customer service call center and a 24/7 bi-lingual IVR system that allows citizens to get general information regarding the citation process, specific information on a particular citation, and allows the citation recipient to pay a citation real-time; In addition, all customer service calls are recorded for quality assurance and can be emailed to our clients upon request.
- **Adjudication Services** – We provide a full-service Adjudication Department dedicated to ensuring all citations within the adjudication process are handled in a timely manner. All adjudication matters are provided online, eliminating the need to send document through snail mail. In addition, we work with Independent Hearing Officers to schedule and perform Hearings.
- **Noticing Services** – We provide custom notices for our clients that are sent daily, when each citation is ready to have a notice sent. The timing of notices and penalties is always dependent on each individual agency's requirements.
- **Online Access for Citation Recipients** – We provide a customized website for our client's citation recipients to view their citation, appeal their citation, pay for their citation, and even apply for a payment plan, all real-time.
- **Online Access for the Agency** – We provide a website for our clients to view citations, key citations, key payments, enter refunds, request refunds, enter notes, enter adjudication dispositions, void and dismiss citations, and run online, real-time reports; access to each capability is provided only at the request of the client and is provided to each person separately.
- **Delinquent Collections** – Data Ticket provides delinquent collections that allows for our clients to realize greater returns on the citations issued with no upfront cost to the client.
- **Customer Service Franchise Tax Board Collections** – For our California-based clients, Data Ticket provides FTB collections as an additional collection method. This process has been offered since 2002 and is fully automated.
- **Third Party, FDCPA Certified, Collections** – Data Ticket partners with a third-party collection agency to collect on citations that remain outstanding after the standard noticing and/or FTB collection process expires.

iParq 25 years of Intelligent Parking™

Thank you to our Millions of parkers, partners, and people who have made iParq part of their lives.

Who We Are

For 25 years, iParq has focused on using technology to eliminate chronic mobility challenges with our all-in-one, cloud-based, digital parking management platform and ecosystem of smart parking tools. We help streamline parking operations for events, permits, and enforcement. Our proven ability to create technology, collaborate with clients, develop custom solutions, and provide premium support is unmatched in the industry.

iParq's ecosystem is backed by the expertise of our team, our partners, customer community, and the most powerful internet systems ever created. Our platform and suite of services offers smart parking management tools in one place, anywhere, at any time to help streamline operations for our clients. We make parking easier.

[Learn more >](#)

[Contact Us >](#)



Residential Permit Program (RPP)

iParq's Residential Parking Program (RPP) is a fully hosted, web-based system to manage all of your parking permit needs from permit issuance through fulfillment. The system includes administrative tools, communication tools, reports, e-commerce capabilities, fraud controls, and much more.

iParq's reliable, secure and proven permit management system is used in some of the largest cities in the United States, and allows your organization to control residential parking effectively while communicating with your parking customers for a seamless customer experience.



iParq's RPP Solutions

- **Connect Addresses** to eligible residents.
- **Verify Eligibility/Residency** in one glance.
- **Online permit sales** through iParq's customizable user website.
- PCI compliant **payment processing**, accepting all applicable payment types.
- Comprehensive **inventory controls** to monitor permit distribution, ownership, and status.
- Flexible and easy to use **reporting tools**.
- A fully hosted "**always on**" solution with 99.9% availability, **24 hours per day, 7 days per week, 365 days per year**.
- Dedicated **customer support** available for your organization and the public by phone, email, and online.

Benefits to your Operation

Reduce Workloads and Optimize Workflows

- Cloud-based permit management.
- All front office tasks can be accomplished online.
- Reports can be sent to as many recipients as necessary, as frequently as required.
- Fully integrated enforcement tools.
- 100% Online access for your customers. We eliminate the need to come to an office.

Decrease Office Traffic and Simplify the Customer Experience

- Allows customers to complete all or most actions online depending on your organization's needs.
- Sell permits online from anywhere with iParq's online virtual front counter. Customers can self-serve with a host of options, including purchasing and renewing permits.
- Sell permits from Kiosks placed in lobby areas, reducing office traffic.
- Use predetermined resident address files for immediate determination of permit availability.
- Verify residency documents with one glance.

Master Communications with Your Customers

- iParq clients see a reduction in internal and external email. This is attributed to iParq's system allowing for proper segregation of duties, vast audit controls, on screen help, uploaded proof of residency, an easily navigated customer website, and many more intuitive design processes.
- Internal Email System relays automated messages, such as permit approval status, scripted by your organization to the parking customer.
- Organization specified automatic fulfillment of permits, letters and/or emails to the permit applicant

- Multiple Mailbox Types can be created, so responses to customer inquiries can be sent from a variety of secure-server based mailbox options.
- Mass Email feature allows messages to be directed to selected customers or groups.

Additional Features

- **Leverage existing assets and save money.** iParq's system is web-based. Any computer with an internet connection and a web browser can access the system with the proper credentials. It works with your existing PCs, printers and network infrastructure.
- **Complete audit trail.** iParq's system logs all user activity, providing a complete audit trail of any changes. These logs are available for review by your authorized administrators.
- **Intuitive design.** Anyone familiar with the web will instantly grasp how to use the system. The online ordering process is intuitive, using established website interfaces already familiar to your customers. Your customers will be able to order from the customer website with no training. The ordering process guides the customer through the checkout process, and uses tabs to allow the customer to go back to any previous step at any time.
- **Complete payment processing.** Our online payment website accepts any payment type your organization accepts, and our system is PCI compliant from start to finish. All payments are reflected in the system in
- **Unlimited Upgrades.** We will keep you up-to-date with your software and hardware **at no additional cost**, for the life of the contract. When software enhancements and new technology becomes available, you will be upgraded at no additional fee.
- **No security concerns.** We were the first parking vendor to achieve PCI compliance. Our security measures are the same as those used by banks and federal agencies, such as the FBI. Our cloud-based system and websites use SSL encryption. iParq protects against outside threats with Firewalls, private keys, and multi-factor authentication for further protection.
- **iParq delivers an always-on, reliable service.** Historically, we have achieved 99.9% uptime. We were the first hosted solution for the parking industry. We understand that providing an available, always-on system is not an achievement – it's a requirement.
- **Dedicated RPP module.** iParq is the only company with a City-focused permit system.

[Contact iParq to learn more.](#)

iNet, Inc./iParq

P.O. Box 60309, San Diego, CA 92166 T 805.963.9400 F 888.900.7845 www.iparq.com

2 Locations

Turbo Data Systems has two strategically placed locations to better serve our customers. We provide top-level service at a fraction of the cost ensuring that our customers are always taken care of.



34 Years in Business

Turbo Data Systems was founded in 1985 giving us 34 years of leading industry knowledge and experience. We pave the way for the future of enforcement by being at the forefront of technological advancement.



PERMIT MANAGEMENT

Residential | Business | Yard Sale
Colleges | Guest | Overnight | Lot Parking | RV

The Comprehensive Permit Management Solution

Communities have an array of requirements and preferences when it comes to permit delivery. Our permit solution can be customized to fit any city, university, airport or communities needs. With industry leading technology and online portal support, you'll find the right permit management solution is with Turbo Data!



- › Secure cloud-based portal
- › Virtual permit issuance
- › Mobile app accessibility
- › Document submission
- › Access customization
- › PCI compliant
- › Real time integration
- › Fulfillment and approvals



Permit Types

- › Temporary and traditional
- › Virtual and LPR compatible
- › Multi-zone and prorated

Online Support

- › Email support
- › Bi-lingual communication
- › 24/7 portal access



The getaPERMIT portal is available as a mobile app for easy access and convenience.



Since 1985, Turbo Data Systems has been a leader at providing quality, cost effective citation processing services. We achieve maximum revenue collection for our customers at an amazingly low expense. We accomplish this while placing customer service and rapid response as our top priority.

Our reputation is second to none in the industry.



Permit Portal

The getaPERMIT portal is cloud hosted and provides a 24/7 user friendly platform for residents and businesses to manage their account, view their permits and place new permit requests.



Permit Fulfillment

Permits can be fulfilled and distributed by Turbo Data. Alternatively, they can be requested and manufactured by a third party distributor.



Tailored Solution

Turbo Data can tailor a permit management solution to fit you and your communities needs. We can customize a plan to fit any requirements or situations.



LPR Integrations

Turbo Data's permit management system is LPR capable, making the permit enforcement process smooth and simple. We have partnered with industry leading LPR providers to give our customers the most advanced permit enforcement systems available.

All-In-One Permit Enforcement

Turbo Data offers an all-in-one enforcement device for in the field permit enforcement. The nFORCER™ comes equipped with an integrated thermal printer, laser scanner, LED flashlight and integrated LPR capabilities. The nFORCER™ provides an excellent tool to monitor and enforce your communities permit solution.



ticketPRO™
nFORCER™



City of Laguna Hills Traffic Commission Staff Report

Date: November 20, 2024
To: Chair and Commission Members
From: Joe Ames, Public Works Director/City Engineer
Issue: Exploring the Adoption of E-Bike Regulations

Recommendation: That the Traffic Commission receive and file the report.

Background:

At the July 17, 2024, Traffic Commission meeting, the Traffic Commission recommended that City staff research local and regional education programs and enforcement policies, and review existing ordinances in nearby cities for review at a future Traffic Commission meeting.

At the September 18, 2024, Traffic Commission meeting, City staff provided a report that provided an overview of local and regional education programs and enforcement policies and nearby cities' existing ordinances. A tabular summary of common issues addressed in local e-bike ordinances was also included.

After reviewing the information provided, the Traffic Commission recommended the continuation of this item to the next Traffic Commission meeting on November 20, 2024, and requested a City staff presentation on the ordinances adopted by the cities of Aliso Viejo, Laguna Niguel, Mission Viejo and Rancho Santa Margarita. The City Engineer clarified to the Traffic Commission that he intended to provide the text of these ordinances to the Traffic Commission for review at the next meeting, and the Traffic Commission concurred with the City Engineer's proposed response.

In response to the recommendation, City staff is providing attachments to this report that provide the text of each of the four ordinances (Aliso Viejo, Laguna Niguel, Mission

Viejo, and Rancho Santa Margarita) identified by the Traffic Commission for further review.

Additionally, the previously prepared tabular summary of common issues addressed in local e-bike ordinances has been updated, below, to include issues addressed by the Rancho Santa Margarita ordinance.

City	Specific Rules for E-Bikes	Restricted from Riding on Sidewalks	Speed Limit on Sidewalks	Restricted from Riding in Parks	Restrictions on “Reckless Use” of E-Bikes
Aliso Viejo	Yes	Yes, but only in some areas by zoning/ type of land use	Yes – 5 MPH	No	No
Dana Point	No	Yes, unless exempted by City Manager	No	Yes	No
Laguna Beach	No	Yes	N/A – Riding not allowed on sidewalks	Yes	No
Laguna Hills	No	Yes, but only by City Council Resolution for specific segments of sidewalk	No	Yes	No
Laguna Niguel	Yes	No	Yes – 5 MPH	Yes, if posted	Yes
Lake Forest	No	No	Yes -5 MPH	Yes, if posted	No
Mission Viejo	No	No	Yes- 5 MPH, 12 MPH for Trails	No	No

City	Specific Rules for E-Bikes	Restricted from Riding on Sidewalks	Speed Limit on Sidewalks	Restricted from Riding in Parks	Restrictions on “Reckless Use” of E-Bikes
Rancho Santa Margarita	Yes	No	Yes – 5 MPH	Yes	Yes
San Clemente	No	No Riding only prohibited on beach trails, beach areas, and on the Municipal Pier	No	No	No
San Juan Capistrano	No	No	No	No	No

Fiscal Impact:

Unknown.

Attachments:

1. Aliso Viejo E-Bike Ordinance
2. Laguna Niguel E-Bike Ordinance
3. Mission Viejo E-Bike Ordinance
4. Rancho Santa Margarita E-Bike Ordinance

Chapter 10.06
PEDESTRIAN, BICYCLE, AND SKATEBOARD REGULATIONS¹

Sections:

- 10.06.010 Definitions.**
- 10.06.020 Bicycle operation.**
- 10.06.030 Recreational transportation on sidewalks.**
- 10.06.040 Skateboards, roller skates and similar pedestrian traffic.**
- 10.06.050 Pedestrian movements.**

10.06.010 Definitions.

“Electric bicycle” means an electric bicycle equipped with both fully operable pedals and an electric motor, as further defined by Vehicle Code Section [312.5](#), as it may be amended from time to time.

“Electric personal assistive mobility device” means a self-balancing, nontandem two-wheeled device that can turn in place, designed to transport only one person, with an electric propulsion system, as further defined by Vehicle Code Section [313](#), as may be amended from time to time.

“Electrically motorized board” means any wheeled device that has a floorboard designed to be stood upon when riding, is designed to transport only one person, and has an electric propulsion system, as further defined by Vehicle Code Section [313.5](#), as it may be amended from time to time.

“Motorized scooter” means any two-wheeled device that has handlebars, has either a floorboard that is designed to be stood upon when riding or a seat and footrests in place of the floorboard, and is powered by an electric motor, as further defined by Vehicle Code Section [407.5](#), as may be amended from time to time.

“Motorized vehicle” shall have the same meaning as “motorized vehicle” or “moped,” as further defined by Vehicle Code Section [406](#), as it may be amended from time to time. [Ord. 2022-229 § 3].

Cross-reference: definitions generally, AVMC [1.02.010](#).

10.06.020 Bicycle operation.

A. Direction of Travel. Persons riding or operating a bicycle or electric bicycle on a bicycle trail or path may proceed in either direction except on those trails or paths designated for one-way traffic by appropriate markings or signs.

B. Walking Bicycles. Bicycles and electric bicycles may be walked subject to all provisions of the law applicable to pedestrians. [Ord. 2022-229 § 3; Ord. 2010-126 § 1 (Exh. A). Formerly 10.06.010].

10.06.030 Recreational transportation on sidewalks.

A. Riding on Sidewalks. Bicycles, electric bicycles, roller skates, roller blades, nonmotorized and motorized scooters, nonmotorized skateboards, electrically motorized boards, electric personal assistive mobility devices, and other similar nonmotorized and motorized forms of transportation may be ridden or operated on all sidewalks within the city at a speed not to exceed five miles per hour except as otherwise prohibited by this chapter. Motorized vehicles shall not be permitted to be ridden upon sidewalks.

B. Nonmotorized and motorized recreational transportation, as provided in subsection (A) of this section, shall be operated at a speed that is reasonable or prudent, having due regard for weather, visibility, pedestrian and vehicular traffic, and the surface and width of the sidewalk, and in no event at a speed that endangers the safety of any person or property.

C. Prohibitions. Notwithstanding subsection (A) of this section, bicycles, electric bicycles, roller skates, roller blades, nonmotorized and motorized scooters, nonmotorized skateboards, electrically motorized boards, electric personal assistive mobility devices, and other similar nonmotorized and motorized forms of transportation shall not be ridden or operated upon the following:

1. Sidewalks within a commercial or business center or complex;
2. Sidewalks adjacent to any public school building when school is in session;
3. Sidewalks and parking lots adjacent to or within any community or recreation center when in use;
4. Sidewalks adjacent to a church during services;
5. Parking lots of any property owned or operated by the city; or

6. Any pedestrian overcrossing or other sidewalk where prohibited by posted signs.

D. Public Works Director to Designate Additional Prohibitions. Notwithstanding subsection (A) of this section, the public works director, or his or her designee, may designate and declare certain portions of sidewalk where the riding or operation of bicycles, electric bicycles, roller skates, roller blades, nonmotorized and motorized scooters, nonmotorized skateboards, electrically motorized boards, electric personal assistive mobility devices, and other similar nonmotorized and motorized forms of transportation is prohibited.

E. Public Works Director to Post Signs. The public works director, or his or her designee, shall erect and maintain signs adjacent to sidewalks designating limits and prohibitions authorized by this chapter.

F. No Effect on ADA Power-Driven Mobility Devices. Notwithstanding anything to the contrary, wheelchairs and other power-driven mobility devices used as a mobility aid by a person with a disability may be ridden or operated on all sidewalks in the city at the speed of pedestrian traffic and in a manner which is safe for the user and other pedestrians.

G. Yielding Right-of-Way. Whenever any person is riding a bicycle, electric bicycle, roller skates, roller blades, a nonmotorized or motorized scooter, a nonmotorized skateboard, electrically motorized board, electric personal assistive mobility devices, or other similar nonmotorized or motorized form of transportation, such person shall yield right-of-way to any and all pedestrians. A person riding or operating any such form of transportation shall further yield to all traffic upon entering a roadway or driveway. [Ord. 2022-229 § 3; Ord. 2010-126 § 1 (Exh. A). Formerly 10.06.020].

10.06.040 Skateboards, roller skates and similar pedestrian traffic.

A. No person shall ride a nonmotorized skateboard, electric personal assistive mobility devices, roller skates, roller blades, nonmotorized scooter, or other conveyance propelled by human power other than a bicycle, or cause or permit the same to roll or coast on the roadway of any street in the city.

B. The provisions of subsection (A) of this section shall not apply to cul-de-sacs where the length of the cul-de-sac is 500 feet or less. [Ord. 2022-229 § 3; Ord. 2010-126 § 1 (Exh. A). Formerly 10.06.030].

10.06.050 Pedestrian movements.

The public works director, or his or her designee, is hereby authorized to place and maintain signs or markings to prohibit or to restrict pedestrian crossings at certain intersections. [Ord. 2022-229 § 3; Ord. 2010-126 § 1 (Exh. A). Formerly 10.06.040].

¹**Cross-references:** violations and penalties generally, Chapter [1.06](#) AVMC; skateboards, roller skates and in-line skates in parks, AVMC [11.10.140](#); bicycles in parks, AVMC [11.10.220](#).

[Mobile Version](#)

ARTICLE 5. - PEDESTRIAN, BICYCLE, SKATEBOARD AND EQUESTRIAN REGULATIONS

Sec. 7-4-500. - Bicycle operation.

- (a) *Riding in group.* Persons operating bicycles within a bicycle lane or upon a bicycle path shall ride in single file except as provided for in Vehicle Code § 21202(a).
- (b) *Direction of travel.* Persons riding or operating a bicycle on a bicycle trail or path may proceed in either direction except on those trails or paths designated for one-way traffic by appropriate markings or signs defined by the direction of adjacent vehicular traffic.
- (c) *Walking bicycles.* Bicycles may be walked subject to all provisions of law applicable to pedestrians.
- (d) *Yielding right-of-way.* Whenever any person is riding a bicycle upon a sidewalk, such person shall yield right-of-way to any and all pedestrians. A person riding a bicycle, upon entering a roadway or driveway from a sidewalk, shall yield to all traffic.
- (e) *Riding on sidewalks.* Bicycles may be ridden on all sidewalks, at a speed not to exceed five miles per hour, except upon sidewalks within a business district, upon sidewalks adjacent to any public school building when school is in session, upon a sidewalk at a recreation center when in use, upon a sidewalk at a church during services, over any pedestrian overcrossing or upon any other sidewalk where prohibited by posted signs.

(Ord. No. 90-11, § 6, 3-6-90; Ord. No. 90-38, § 3, 6-18-90; Ord. No. 96-90, § 7, 4-16-96)

Sec. 7-4-500.1. - Electric bicycle operation.

All references to this section 7-4-500.1 shall include section 7-4-500. These requirements are in addition to the other regulations for bicycle operation set forth in section 7-4-500.

- (a) No person shall ride an electric bicycle in an unsafe manner on any publicly owned property, including but not limited to a public roadway, highway, sidewalk, park; nor on any private property open to the public.
 - (1) "Unsafe manner" means any act or acts in violation of the Laguna Niguel Municipal Code, California Vehicle Code, or other existing law. An "unsafe manner" can also be defined as operating an electric bicycle in such a way as to constitute a danger to the operator, a passenger, other motorists, other riders, or pedestrians in the area.
 - (2) Examples of riding in an unsafe manner may include, but are not limited to, the following actions:
 - a. Intentionally lifting one or more wheels into the air while riding on a highway, sidewalk, bicycle lane, or bike path. It is not a violation of this subsection if one or more wheels lose contact with the ground briefly due to the condition of the road

surface or other circumstances beyond the control of the rider.

- b. Riding on the sidewalk without due caution for pedestrians.
 - c. Riding on the highway, or bicycle lane against the flow of traffic.
 - d. Intentionally swerving or riding around stopped or slowed traffic.
 - e. Operating an electric bicycle in a manner it was not designed for, including carrying passengers when not designed for carrying passengers, or standing on the seat of the bicycle.
 - f. Not obeying posted signs or traffic lights.
 - g. A person under the age of 18 riding without a properly fitted and fastened helmet.
- (b) No person shall operate an electric bicycle while holding and operating a handheld wireless telephone or an electronic wireless communications device unless the wireless telephone or electronic wireless communications device is specifically designed and configured to allow voice-operated and hands-free operation, and it is used in that manner while riding.
- (1) An "electronic wireless communications device" includes, but is not limited to, a broadband personal communication device, a handheld device, or pager.

(Ord. No. 2024-227, § 2, 3-5-24)

Sec. 7-4-501. - Roller skating, skateboarding and bicycling prohibited in certain designated areas.

It shall be unlawful and subject to punishment in accordance with section 7-4-501.6 for any person to engage in roller skating, skateboarding, bicycling or similar activities in or on any public property when the public property has been designated by resolution of the city council and posted as a no roller skating, skateboarding, bicycling or similar activity area, and in or on any private property when the private property has been posted as a no roller skating, skateboarding, bicycling or similar activity area, in accordance with the procedures set forth in section 7-4-501.3.

(Ord. No. 91-38, § 2, 6-18-91; Ord. No. 92-55, § 2, 3-3-92)

Sec. 7-4-501.1. - Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Acrobatics includes jumps, spins, loops, "360's," handstands or any other movements or tricks not essential to the ordinary use of the skateboard as a transportation device, or the use of ramps, jumps, curbs, steps or other devices used to force the skateboard off the ground.

Business district is defined as designated in Vehicle Code § 235.

Electric bicycle means an electric bicycle equipped with both fully operable pedals and an electric motor, as further defined by Vehicle Code section 312.5, as it may be amended from time to time.

Hazard includes any activity which threatens injury to person or property or prevents the free use of public or private property by pedestrians or motorists.

Private property means any property held by private interests which is used primarily for business, commercial or recreational purposes.

Public property means any property owned or maintained by the city or the Laguna Niguel Community Services District.

Roller skate means any footwear or device which may be attached to the foot or footwear, to which wheels are attached which may be used to aid the wearer in moving or propulsion.

Skateboard means a board of any material which has wheels attached to it and which may be propelled or moved by human, gravitational or mechanical power, and to which there is not fixed any device or mechanism to turn or control the wheels.

Skateboarding, for purposes of the prohibitions contained in this article, includes performing acrobatics while using or operating a skateboard, or using or operating a skateboard in a manner which creates a hazard. The term "skateboarding" shall not include the use or operation of a skateboard while the user is in an upright or standing position and is using the skateboard as a transportation device.

(Ord. No. 91-38, § 2, 6-18-91; Ord. No. 2024-227, § 3, 3-5-24)

Cross reference— Definitions generally, § 1-1-18.

Sec. 7-4-501.2. - Designation of public property as no roller skating, skateboarding or bicycling area.

The city council, upon review and recommendation by the city engineer, may prohibit, from any public roadway, sidewalk or other public property, roller skating, skateboarding, bicycling or similar activity, or any combination of those activities. In order to prohibit any or all such activities from a specific area, the city council shall designate the area by the adoption of a resolution prohibiting the activity from the area and order the posting of the signage as provided for in section 7-4-501.4.

(Ord. No. 91-38, § 2, 6-18-91; Ord. No. 92-55, § 3, 3-3-92)

Sec. 7-4-501.3. - Designation of private property to prohibit specified activities.

- (a) *Prohibition of roller skating, bicycling and similar activities*. The following procedures are applicable for prohibiting roller skating, bicycling or similar activities, or any combination of those activities, on private property:

(1)

If the property is owner-occupied, the property owner shall submit a written application requesting a designation of a no roller skating, bicycling or similar activity area.

- (2) If the property is occupied by tenants of the owner, then the tenants shall submit a written application signed by a majority of the tenants of the property supporting a designation of a no roller skating, bicycling or similar activity area, and the application shall also contain the written consent of the property owner.
 - (3) The city clerk shall cause a notice of the city council consideration of the applications filed pursuant to this subsection to be mailed to all tenants in the subject private property and the owner of the subject private property, at least five days prior to the date scheduled for the city council's consideration of the application.
 - (4) The city council may approve or deny the application for designation of property as a no roller skating, bicycling or similar activity area.
- (b) *Prohibition of acrobatic or hazardous skateboarding.* The following procedures are applicable for prohibiting acrobatic or hazardous skateboarding on private property:
- (1) The owner of owner-occupied property, or a majority of the tenants, with the consent or the owner, of property occupied by tenants, may cause acrobatic or hazardous skateboarding to be prohibited on their private property by complying with the provisions of this subsection.
 - (2) In order to cause acrobatic or hazardous skateboarding to be prohibited, the owner, or a majority of the tenants with the consent of the owner, shall provide to the city police services a written notice which contains the following information:
 - a. A statement that the owner or tenants intend to prohibit acrobatic and hazardous skateboarding on the property.
 - b. A description of the property, including the areas on which acrobatic or hazardous skateboarding is to be prohibited.
 - c. A description of the signs the owner or tenants intend to post in compliance with section 7-4-501.4 and an identification of the location for the posting of each sign.
 - d. The date by which the signs are to be posted and on which the prohibition is intended to commence.

As to tenant-occupied property, the written notice must be signed by a majority of the tenants that occupy the property on which acrobatic or hazardous skateboarding is to be prohibited.

- (3) The prohibition on acrobatic or hazardous skateboarding shall go into effect and be enforced by the city police services after the notice required by this section has been provided to the city, the signage provided for by this article has been posted, and the city police service has reviewed the posted signs and determined that they are in compliance with this article.
- (4)

The individuals prohibiting the activities shall be responsible for all costs incurred in providing the notice and posting the signage.

(Ord. No. 91-38, § 2, 6-18-91; Ord. No. 92-55, § 4, 3-3-92)

Sec. 7-4-501.4. - Posting of signs.

- (a) Prior to the enforcement of the prohibition on roller skating, skateboarding, bicycling or similar activity, the area so designated shall be posted with signs which provide substantially as follows:
"Roller skating, acrobatic or hazardous skateboarding, bicycling or similar activity is prohibited by Laguna Niguel Municipal Code section 7-4-501. Any violation is punishable by a fine of \$25.00 for a first offense."
- (b) As to either public property or private property, if it is intended that only certain of the activities listed in this section are to be prohibited on certain property, then the required signs shall only designate the activities which have been specifically prohibited. For example, if only acrobatic and hazardous skateboarding is prohibited for a certain area, then the required signage shall state:
"Acrobatic or hazardous skateboarding is prohibited by Laguna Niguel Municipal Code section 7-4-501. Any violation is punishable by a fine of \$25.00 for a first offense."
- (c) The signage required by this section shall be posted in plain view at all entrances to the property or area for which the prohibition is applicable, and all signs shall not be less than 17 inches by 21 inches in size with lettering not less than one inch in height. The prohibition as to a certain property or area shall not go into effect or be enforced until the required signage has been posted and approved by the city police services.

(Ord. No. 91-38, § 2, 6-18-91; Ord. No. 92-55, § 5, 3-3-92)

Sec. 7-4-501.5. - Fees.

The city council may, by resolution, establish fees for the receipt and processing of applications and petitions for no roller skating, skateboarding, bicycling or similar activity areas. In addition, the city council may, by resolution, establish fees sufficient to cover the costs of developing, printing and posting the areas designated pursuant to this article.

(Ord. No. 91-38, § 2, 6-18-91)

Sec. 7-4-501.6. - Penalty for violation of article.

Any violation of this article is deemed an infraction punishable by a fine of \$25.00. A second or subsequent violation of this article shall be punishable by a fine of \$50.00.

(Ord. No. 91-38, § 2, 6-18-91)

Sec. 7-4-501.7. - Exemptions from article.

Any devices designated, intended and used solely for the transportation of infants, the handicapped or incapacitated persons, devices designed, intended and used for the transportation of merchandise to and from the place of purchase, and other wheeled devices, when being used for either of these purposes, shall be exempt from this article. Furthermore, the city council may, by resolution, suspend the enforcement provisions of this article to accommodate special events when so requested by the event organizer.

(Ord. No. 91-38, § 2, 6-18-91)

Sec. 7-4-502. - Riding skateboards, roller skates and similar conveyances on roadway.

- (a) No person shall ride a skateboard, roller skates or other conveyance propelled by human power other than a bicycle or cause or permit such conveyance to roll or coast on the roadway of any highway in the city.
- (b) Any violation of this section is deemed an infraction punishable by a fine of \$25.00. A second or subsequent violation of this section shall be punishable by a fine of \$50.00.

(Ord. No. 90-11, § 6, 3-6-90; Ord. No. 91-53, § 1, 12-3-91; Ord. No. 96-90, § 8, 4-16-96)

Sec. 7-4-503. - Pedestrian movements at intersections.

The director is hereby authorized to place and maintain signs or markings to prohibit or to restrict pedestrian crossings at certain legs of intersections.

(Ord. No. 90-11, § 6, 3-6-90)

Secs. 7-4-504—7-4-599. - Reserved.

CHAPTER 12.15. - BICYCLES

Footnotes:

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Cross reference— *Use regulations for parks and recreational facilities, ch. 13.04.*

Sec. 12.15.010. - Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Bicycle means any device upon which a person may ride, which is propelled by human power through a system of belts, chains or gears and which has wheels at least 20 inches in diameter and a frame size of at least 14 inches.

Bicycle plate means the license tag or decal designated by the state in accordance with Vehicle Code § 39001 to be permanently affixed to the bicycle and which bears a unique number permanently assigned to that bicycle by the state.

Bicycle registration receipt means that ownership card issued by the registration agency or agent of the city upon receipt of the completed registration application.

Registration agency or agent means that party designated by the city council as the official registration agency or agent for bicycles in the city. For purposes of this chapter, the chief of police and his representatives shall be deemed the registration agency. The chief of police shall be given the authority to appoint person(s) to assist in the capacity of bicycle registration agents. Each registration agency or agent shall register bicycles for persons residing in the city only; all other bicycle registration applicants shall be referred to their respective city or jurisdiction of residency.

(Ord. No. 90-41, § 1(12.15.010), 2-12-90)

Cross reference— Definitions generally, § 1.01.170.

Sec. 12.15.020. - Registration—Availability.

Any resident of the city shall be entitled to obtain a bicycle registration from the city upon filing the appropriate application with the registration agency or agent in accordance with the provisions of this chapter. Any registration so issued shall be for the identification of such bicycle in the event of loss or theft thereof. Fees for registration shall be set by resolution of the city council.

(Ord. No. 90-41, § 1(12.15.020), 2-12-90)

Sec. 12.15.030. - Same—Issuance of receipts and plates.

At the time that any person registers a bicycle in accordance with the provisions of this chapter, the registration agency or agent shall provide him with a registration receipt bearing the owner's name, address, telephone number, bicycle plate number, the bicycle manufacturer, type and frame number and any other descriptive material concerning the bicycle deemed necessary by the registration agency. The receipt shall also include a notice regarding the provisions for the transfer of ownership of the bicycle. At the time of licensing, the bicycle owner shall also be issued his permanent bicycle plate bearing the unique number permanently assigned to the bicycle by the state.

(Ord. No. 90-41, § 1(12.15.030), 2-12-90)

Sec. 12.15.040. - Same—Term.

Any bicycle registration or renewal issued pursuant to the provisions of this chapter shall remain in effect until January 1 of the third year following the year of registration. Bicycle registrations may be renewed by applying for a renewal with the licensing agency or agent. Bicycle registrations may be renewed on January 1 of the third year following the year of registration, and each third year thereafter by applying on or before that date to the registration agency or agent. Renewal of the bicycle registration shall be indicated by a supplementary adhesive device affixed parallel to and above or below the bicycle plates with the expiration date shown.

(Ord. No. 90-41, § 1(12.15.040), 2-12-90)

Sec. 12.15.050. - Same—Transfer of receipt upon sale or transfer.

Whenever any person sells, trades, disposes of or transfers any bicycle registered pursuant to the provisions of this chapter, he shall endorse upon the registration receipt previously issued for the bicycle a written transfer thereof, setting forth the name, address, and telephone number of the transferee; the date of transfer; the signature of the transferer; and may deliver the registration receipt, so endorsed, to the registration agency at the time of transfer. Endorsement of the registration receipt is for the security and protection of the transferee. The transferee shall be entitled, within ten days after such transfer, to apply to such registration agency for a transfer of the registration receipt.

(Ord. No. 90-41, § 1(12.15.050), 2-12-90)

Sec. 12.15.060. - Same—Licensee to notify agency of change of address.

Whenever any bicycle registrant changes his place of residence, he shall notify the registration agency of such change of address.

(Ord. No. 90-41, § 1(12.15.060), 2-12-90)

Sec. 12.15.070. - Lost or stolen registration receipts or plates.

If any registration receipt or bicycle plate issued pursuant to the provisions of this chapter is lost or stolen, the bicycle registrant shall immediately notify the registration agency, and within ten days after such notification, shall apply to the registration agency for a duplicate registration receipt or replacement bicycle plate; whereupon, the registration agency shall issue to the registrant a duplicate registration receipt or bicycle plate.

(Ord. No. 90-41, § 1(12.15.070), 2-12-90)

Sec. 12.15.080. - Tampering with registration receipts or plates.

It shall be unlawful for any person to tamper with, destroy, mutilate or alter any registration receipt or bicycle plate issued pursuant to the provisions of this chapter.

(Ord. No. 90-41, § 1(12.15.080), 2-12-90)

Sec. 12.15.090. - Bicycle operation.

- (a) *Riding in group.* Persons operating bicycles within a bicycle lane or upon a bicycle path shall ride in single file except as provided for in Vehicle Code § 21202(a).
- (b) *Direction of travel.* Persons riding or operating a bicycle on a bicycle trail or path may proceed in either direction except on those trails or paths designated for one-way traffic by appropriate markings or signs or defined by the direction of adjacent vehicular traffic.
- (c) *Walking bicycles.* Bicycles may be walked subject to all provisions of law applicable to pedestrians.

(Ord. No. 88-12, § 5(6-4-500), 6-27-88)

Sec. 12.15.100. - Bicycles on sidewalks.

- (a) *Riding on sidewalks.* Bicycles may be ridden on all sidewalks in the city at a speed not to exceed five miles per hour except upon sidewalks within a business district, upon sidewalks adjacent to any public school building when school is in session, recreation center when in use, church during services, over any pedestrian overcrossing or other sidewalk where prohibited by posted signs.
- (b) *Sidewalks designated as multi-use trail shared sidewalks MUTSS.* Bicycles may be ridden on all MUTSS in the city at a speed not to exceed 12 miles per hour.
- (c) *Director to designate prohibitions.* The director may designate and declare certain portions sidewalk to be prohibited to bicycle use.
- (d)

Director to post prohibitions. The director is authorized to erect and maintain signs adjacent to sidewalks designating limits of bicycle prohibitions.

- (e) *Yielding right-of-way.* Whenever any person is riding a bicycle upon a sidewalk, such person shall yield right-of-way to any and all pedestrians. A person riding a bicycle upon entering a roadway or driveway from a sidewalk shall yield to all traffic.

(Ord. No. 88-12, § 5(6-4-501), 6-27-88; Ord. No. 19-334, § 1, 1-14-20)

Sec. 12.15.110. - Enforcement of chapter.

- (a) The chief of police and his representatives shall herewith be granted all authority to enforce and carry out the provisions of this chapter pursuant to the provisions included in the Vehicle Code and all other laws of the state.
- (b) Each violation of this chapter shall be an infraction subject to a fine not to exceed \$10.00.

(Ord. No. 90-41, § 1(12.15.090), 2-12-90)

ORDINANCE NO. 24-03

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO SANTA MARGARITA, CALIFORNIA, ADDING NEW CHAPTER 12.08 (REGULATED MOBILITY DEVICES) TO TITLE 12 (VEHICLES AND TRAFFIC) OF THE RANCHO SANTA MARGARITA MUNICIPAL CODE REGARDING OPERATION OF REGULATED MOBILITY DEVICES SUCH AS E-BIKES

THE CITY COUNCIL OF THE CITY OF RANCHO SANTA MARGARITA, CALIFORNIA, DOES HEREBY FIND AND DETERMINE AS FOLLOWS:

WHEREAS, the City of Rancho Santa Margarita, California ("City") is a municipal corporation, duly organized and existing under the California Constitution and laws of the State of California; and

WHEREAS, the City Council recognizes that electric bicycles have exploded in popularity with a 269% increase in sales from 2019 to 2022 with over a million electric bicycles being sold every year; and

WHEREAS, there has been a similar increase in collisions and injuries related to electric bicycles. Specifically, in 2022, electric bicycle collisions were the leading cause of traumatic injuries for children under the age of 18 at Mission Hospital who admitted 105 children to their emergency room, 14 of whom suffered severe or critical injuries; and

WHEREAS, the City Council desires to promote the safe operation of e-bikes as well as the safety of persons using electric bicycles, electric personal assistive mobility devices, electrically motorized boards, low-speed vehicles, motorized scooters, shared mobility devices and other similar vehicles (defined herein as "regulated mobility devices"), while maximizing transportation and recreational opportunities; and

WHEREAS, California Vehicle Code Section 21100(h) authorizes cities to regulate the operation of bicycles on public sidewalks; and

WHEREAS, the City Council has determined that the provisions of this Chapter represent reasonable measures and enforcement mechanisms that can be implemented to promote the safe and efficient use of sidewalks, bike paths, bike lanes, trails, streets, roads, and highways in the City pursuant to the City's police power, and are based on compliance with other generally applicable laws, including state and federal law, and the Rancho Santa Margarita Municipal Code.

THE CITY COUNCIL OF THE CITY OF RANCHO SANTA MARGARITA, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. The above recitals are true and correct and are incorporated herein by reference.

SECTION 2. Chapter 12.08 (Regulated Mobility Devices) of Title 12 (Vehicles and Traffic) is hereby added to the Rancho Santa Margarita Municipal Code, which shall read as follows:

Title 12 – Vehicles and Traffic

Chapter 12.08 Regulated Mobility Devices

Sec. 12.08.010. – Purpose and Intent.

The City Council finds that the unsafe operation of regulated mobility devices on all public property and private property open to the public for pedestrian travel poses a significant risk to the safety and welfare of persons, pedestrians, motorists, and children throughout the City. The purpose of this Chapter is to implement reasonable regulations on the operation and use of these types of mobility devices pursuant to the City's police power to protect the public health, safety, and welfare, to better promote the safe use and operation of regulated mobility devices, to prevent vehicular and pedestrian conflicts and other traffic hazards, to prevent hazards to public safety, and to enhance pedestrian and motorist safety.

Sec. 12.08.020. – Definitions.

In addition to the definitions set forth in Section 12.01.010 or elsewhere in this Code, for purposes of this Chapter, the words and phrases defined herein shall be construed in accordance with the following definitions:

Electric bicycle has the same meaning as in California Vehicle Code Section 312.5, as it may be amended from time to time.

Electric personal assistive mobility device has the same meaning as in California Vehicle Code Section 313, as it may be amended from time to time.

Electrically motorized board has the same meaning as in California Vehicle Code Section 313.5, as it may be amended from time to time.

Enforcement Officer means any peace officer, person designated as a Code Enforcement Officer pursuant to Section 1.03.040 of this Code, or any City employee designated by the City Manager or employee of the Orange County Sheriff Department authorized to administer or process violations related to this Chapter.

Low-speed vehicle has the same meaning as in California Vehicle Code Section 385.5, as it may be amended from time to time.

Motorized scooter has the same meaning as in California Vehicle Code Section 407.5, as it may be amended from time to time.

Operate means to ride, operate, and/or otherwise control a regulated mobility device other than walking such device.

Park means a public park owned, operated, and/or maintained by the City including, without limitation, the City's Skate Park, Splash Pad, and Dog Park.

Regulated mobility device means an electric bicycle, electric personal assistive mobility device, electrically motorized board, low-speed vehicle, motorized scooter, shared mobility device, and any other similar mobility device.

Shared mobility device has the same meaning as in California Civil Code Section 2505, as it may be amended from time to time.

Sidewalk means the portion of the public right-of-way between the curb line of any street, road, highway, bicycle lane, or other thoroughfare designed for vehicular travel and the adjacent property line, or any other paved path or walkway, which is intended for pedestrian travel, whether publicly or privately owned and/or maintained.

Sec. 12.08.030. – Unlawful Operation of Regulated Mobility Devices.

(a) It shall be unlawful and a violation of this Chapter for any person to operate a regulated mobility device in an unsafe manner on any street, road, highway, sidewalk, bike path, bike lane, trail, park, or upon any private property which is held open to the public for pedestrian travel. Operating a regulated mobility device in an unsafe manner includes any one or more of the following:

- (1) Violating any provision of the Rancho Santa Margarita Municipal Code, California Vehicle Code, or other law or regulation applicable to the use or operation of a regulated mobility device.
- (2) Operating on any street, road, highway, or bicycle lane against the direction of traffic.
- (3) Operating upon any public drainage facility, culvert, ditch, or channel.
- (4) Operating in a manner other than the manner in which the regulated mobility device was designed, including carrying more than one passenger or carrying passengers on the regulated mobility device in a manner other than as designed.
- (5) Operating on any street, road, highway, bicycle path, bicycle lane, trail or sidewalk with more than two regulated mobility devices side-by-side.
- (6) Operating at a speed greater than 25 miles per hour on any street, road, highway, bicycle path, bicycle lane, or other area generally open to public access, or at any speed greater than is reasonable or prudent under the conditions then existing.

- (7) Operating at a speed greater than 5 miles per hour on a sidewalk.
- (8) Operating while hitched to or physically attached to any moving vehicle or motorized device.
- (9) Operating while allowing another person who is not a passenger to either cling to or to be physically attached to the regulated mobility device.
- (10) Operating while lifting one or more wheels into the air.
- (11) Operating while failing to yield the right-of-way to any and all pedestrians or failing to yield the right-of-way to a vehicle upon entering a roadway or driveway from a sidewalk.
- (12) Operating while failing to obey any posted signs regulating operation including signs prohibiting operation in specific areas.
- (13) A person under the age of 18 operating without a properly fitted and fastened helmet, including a passenger under the age of 18.
- (14) A person aged 18 or older operating a class 3 regulated mobility device without a properly fitted and fastened helmet, which helmet is required pursuant to California Vehicle Code Section 21213(b).
- (15) Operating upon any City park.
- (16) Operating upon any unpaved trail.
- (17) Operating at a speed greater than 10 miles per hour on any paved trail.
- (18) Tampering with or modifying a regulated mobility device so as to change the speed capability of the device, or otherwise altering, modifying, or adjusting the motor settings to increase the speed of the device, unless the required label indicating the classification is appropriately replaced.

Sec. 12.08.040. –Designated and Posted Prohibited Operation Areas

- (a) *City Council May Designate Prohibitions.* The City Council may by resolution designate and declare any street, road, highway, sidewalk, trail, or other area generally open to public access, or portions thereof, to be locations where the operation of regulated mobility devices are prohibited.
- (b) *City Engineer to Post Prohibitions.* The City Engineer is authorized to cause signs and/or markings to be placed giving notice of such prohibitions as necessary to implement the regulations established by subsection (a) above.

Section 12.08.050 – Penalties.

- (a) Any person who violates the provisions of this Chapter shall be guilty of an infraction.
- (b) In the discretion of the Enforcement Officer, any person violating the provisions of this Chapter may, in lieu of an infraction penalty, be issued an administrative citation in accordance with Chapter 1.05 of this Code in the following amounts:
 - (1) A fine of \$100.00 for a first violation.
 - (2) A fine of \$200.00 for a second violation of this Chapter within one year from the date of the first violation.
 - (3) A fine of \$500.00 for each additional violation of this Chapter within one year from the date of the first violation.
- (c) Upon issuance of an administrative citation, an Enforcement Officer, in their sole discretion, may allow a person who violates any provision(s) of this Chapter to complete an approved safety diversion program within 120-days, at the violator's expense, as assigned by the Enforcement Officer. Upon successful completion of an approved safety diversion program, the administrative citation issued pursuant to this Chapter will be dismissed. Where the violator issued an administrative citation is under the age of 18, a parent or legal guardian must accompany the violator to and attend the approved safety diversion program. The City may establish a safety diversion program fee reflecting the City's personnel, administrative, and programmatic costs, which shall be established by resolution of the City Council. The City Manager is authorized to develop additional regulations regarding the safety diversion program authorized by this section not in conflict with this Chapter.
- (d) This Chapter shall not preclude or prohibit an Enforcement Officer from issuing a misdemeanor or infraction citation to a court of competent jurisdiction for any violation of the California Vehicle Code or other offense committed while operating a regulated mobility device.
- (e) If a person under the age of 18 is found in violation of any provisions of this Chapter, and no parent or legal guardian is present, and the unsafe manner in which the regulated mobility device was operated constitutes an immediate danger to the health and safety of the juvenile operator and/or to members of the public, the Enforcement Officer may take immediate possession of the regulated mobility device and transport the device for safekeeping to the nearest City facility; thereafter, the regulated mobility device shall be released by the City to the legal owner of the device and/or to the parent or legal guardian of the person under the age of 18.

- (f) If a person under the age of 18 is found in violation of any provision of this Chapter, and no parent or legal guardian is present, the Enforcement Officer may also contact the parent or legal guardian of the person under the age of 18 to notify them of the violation.

SECTION 3. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more section, subsection, subdivision, sentence, clause, phrase, or portion thereof be declared invalid or unconstitutional.

SECTION 4. The City Clerk shall certify to the adoption of this Ordinance and cause the same to be posted at the duly designated posting places within the City and published once within fifteen days after passage and adoption as may be required by law; or, in the alternative, the City Clerk may cause to be published a summary of this Ordinance and a certified copy of the text of this Ordinance shall be posted in the Office of the City Clerk five days prior to the date of adoption of this Ordinance; and, within fifteen days after adoption, the City Clerk shall cause to be published, the aforementioned summary and shall post a certified copy of this Ordinance, together with the vote for and against the same, in the Office of the City Clerk.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF SEPTEMBER 2024.



CAROL A. GAMBLE, MAYOR

ATTEST:



AMY DIAZ, CITY CLERK

AFFIDAVIT OF POSTING
AND PUBLICATION

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss
CITY OF RANCHO SANTA MARGARITA)

AMY DIAZ, being first duly sworn, deposes and says:


That she is the duly appointed and qualified City Clerk of the City of City of Rancho Santa Margarita;

That in compliance with State Laws of the State of California, ORDINANCE NO. 24-03, being:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO SANTA MARGARITA, CALIFORNIA, ADDING NEW CHAPTER 12.08 (REGULATED MOBILITY DEVICES) TO TITLE 12 (VEHICLES AND TRAFFIC) OF THE RANCHO SANTA MARGARITA MUNICIPAL CODE REGARDING OPERATION OF REGULATED MOBILITY DEVICES SUCH AS E-BIKES

on the 6th day of September 2024, was published in the Coto de Caza News; and was, in compliance with City Resolution No. 00-01-06-07, on the 6th day of September 2024, caused to be posted in three places in the City of Rancho Santa Margarita, to wit:

Rancho Santa Margarita City Hall
Fire Station 45
Trabuco Canyon Water District



AMY DIAZ, CITY CLERK
Rancho Santa Margarita, California