

CIRCULATION & MOBILITY ELEMENT

CM-1 ROADWAY NETWORK

GOAL 1:

A system of streets that meets the needs of current and future residents and facilitates the safe and efficient movement of people and goods throughout the city.

Policies

- 1.1 Maintain and periodically review roadway performance to ensure desired levels of safety and efficiency for vehicles, pedestrians, and bicyclists.
- 1.2 Strive to minimize congestion at city-controlled signalized intersections. A reduction in LOS may be acceptable in order to enhance the safety and/or mobility options for pedestrians, bicyclists, and/or transit. However, in no case shall LOS for city-controlled signalized intersections fall below LOS D during non-summer or summer conditions.
- 1.3 Coordinate with other local, regional, state, and federal transportation plans and proposals to ensure the safe and efficient movement of people and goods both within Dana Point and between the city and outside areas.
- 1.4 Designate, maintain, and enforce truck routes to minimize the impacts of truck traffic on residential areas and other sensitive uses.
- 1.5 Require that proposals for major new developments (more than 100 peak-hour trips) include information that adheres to the City's traffic study guidelines.
- 1.6 Utilize intelligent transportation systems and research changing trends in mobility to more efficiently and safely move people and vehicles.
- 1.7 Implement a Safe Systems Approach into roadway design, aligning with the goals of Vision Zero, evaluating roadway safety holistically to account for human behavior, vulnerable road users, and infrastructure design.
- 1.8 Identify roadways with a higher concentration of collisions and prioritize safety improvements to reduce collisions, with an emphasis on pedestrians, bicyclists, and micromobility users. Begin implementation within two years and regularly monitor progress, with the goal of implementing safety countermeasures on all safety corridors within 25 years.
- 1.9 Support the design and implementation of traffic calming measures for motorized travel on local streets where non-motorized travel is prioritized.
- 1.10 Establish and maintain a network suitable for neighborhood electric vehicles (NEVs). Consider the potential expansion or contraction implications for the NEV network when evaluating changes in roadway design and speed limits.
- 1.11 Develop and maintain a circulation system which highlights environmental amenities and scenic areas and provides public access and circulation to the harbor and shoreline.
- 1.12 Coordinate with public agencies and apply development standards to ensure public access to the harbor and shoreline through private dedications, easements, or other methods including public transportation.
- 1.13 Establish and enforce standards to ensure that new development designs, constructs, and maintains curb-side and/or off-street spaces, as applicable, for ride-share options and the temporary loading of goods and materials.

TABLE CM-1 STREET CLASSIFICATIONS

Classification	Design Features ^{1,2}	Examples
Major Arterial	<p><i>Typical:</i> six travel lanes, center median, sidewalks, and spaces for transit</p> <p><i>Variable:</i> bicycle facilities</p> <p><i>Max ROW:</i> 124' / 86' curb-to-curb</p>	Pacific Coast Highway (Del Obispo to Coast Hwy Connector)
Primary Arterial	<p><i>Typical:</i> four travel lanes, center median, sidewalks, bicycle lanes, and spaces for transit</p> <p><i>Variable:</i> buffered bicycle lanes, on-street parking</p> <p><i>Max ROW:</i> 120' / 98' curb-to-curb</p>	Pacific Coast Highway (western city limit to Del Obispo) Golden Lantern
Secondary Arterial	<p><i>Typical:</i> four travel lanes, sidewalks</p> <p><i>Variable:</i> bicycle lanes, spaces for transit, and on-street parking</p> <p><i>Max ROW:</i> 82' / 66' curb-to-curb</p>	Stonehill Drive Coast Highway
Divided Collector	<p><i>Typical:</i> two travel lanes, raised center median (with turn lanes), sidewalks, and bicycle lanes</p> <p><i>Variable:</i> spaces for transit and on-street parking</p> <p><i>Max ROW:</i> 78' / 58' curb-to-curb</p>	Del Prado Avenue Camino De Estrella
Collector	<p><i>Typical:</i> two travel lanes, striped center median (with turn lanes), sidewalks, and bicycle lanes</p> <p><i>Variable:</i> on-street parking</p> <p><i>Max ROW:</i> 64' / 53' curb-to-curb</p>	Selva Road Camino Capistrano
Local Street	<p><i>Typical:</i> two travel lanes, sidewalks, and on-street parking</p> <p><i>Variable:</i> signed bicycle routes</p> <p><i>Max ROW:</i> 58' / 38' curb-to-curb</p>	La Cresta Drive Street of the Blue Lantern Victoria Boulevard

1. **Typical and variable design features.** The typical design features are expected along most roadways, with variable design features incorporated as appropriate and feasible. Additional variation in design and right of way (ROW) dimensions for any individual roadway are expected based upon the individual community design and land use context, available right-of-way, and mobility priorities.
2. **Priority Safety Corridors.** The City has identified roadway segments where customized design features, physical dimensions, and/or programmatic approaches are desired to further improve safety for pedestrians and bicyclists. The City will evaluate and pursue improvements for the following priority safety corridors:
 - Pacific Coast Highway between the San Juan Creek Trail and Crown Valley Parkway
 - Golden Lantern between Acapulco Drive and Pacific Coast Highway
 - Stonehill Drive between Golden Lantern and Del Obispo Street
 - Del Obispo Street between Northern City Limits and Pacific Coast Highway

CM-2 BICYCLE AND PEDESTRIAN FACILITIES

GOAL 2:

A comprehensive and multimodal network that facilitates safe and convenient travel within the City for pedestrians and bicyclists.

Policies

- 2.1 Include improvements in the Capital Improvement Program to complete the gaps in the City's pedestrian and bicycle networks, prioritizing areas with high pedestrian and/or bicycle traffic and those that expand public access to the shoreline.
- 2.2 Require new development to incorporate pedestrian walkways and bicycle access to the public right-of-way and encourage both pedestrian and bicycle connectivity between adjoining developments.
- 2.3 Coordinate with neighboring jurisdictions and public agencies to link up existing and future pedestrian and bicycle facilities to enhance interjurisdictional connectivity and provide greater public access to the shoreline.
- 2.4 Encourage the provision of showers, changing rooms and an accessible and secure area for bicycle storage at all new and existing developments and public places within the Coastal Zone.
- 2.5 Coordinate with public and private entities to augment local and regional pedestrian and bicycle networks through the safe utilization of easements, flood control channels, and public utility rights-of-way.
- 2.6 Promote and implement public education programs that expand traffic safety awareness, enhance enforcement of speed limits, and instill road-sharing etiquette for cyclists and pedestrians. Focus program materials and implementation on safety corridors.
- 2.7 Facilitate unique non-motorized circulation methods that enhance pedestrian and bicyclist safety during City-approved special events.
- 2.8 Support the use of e-bikes and other micromobility devices to expand zero-emission mobility options while applying local and state regulations to maximize the safety and comfort of all users within public spaces.
- 2.9 Support the use of bicycle facilities by neighborhood electric vehicles (NEVs) when dual usage by bicycles and NEVs would be:
 - safe for all users, including pedestrians and motorists;
 - necessary to enable NEVs to cross roadways that would otherwise be inaccessible and would connect directly to NEV-accessible roadways; and
 - visually prominent through signage and roadway markings.

TABLE CM-2 BIKEWAY CLASSIFICATIONS

Classification	Description	Examples
Class I Bike Path	Bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.	San Juan Creek Trail Salt Creek Bike Path Coast Highway Protected Trail
Class II Bike Lane	On-street striped lanes that can be located next to a curb or parking lane. If next to a curb, a minimum width of five feet is recommended. However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.	Selva Road Del Obispo Street Doheny Park Road Pacific Coast Highway (through downtown)
Class II Buffered Bike Lane	On-street striped lanes with an added striped buffer (typically three to four feet in width) between the adjacent travel lane and/or parked cars.	Crown Valley Parkway Niguel Road Golden Lantern Dana Point Harbor Drive Pacific Coast Highway (north of downtown)
Class III Bike Route	Designated streets that provide for shared use between motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage and/or pavement markings alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.	Acapulco Drive Camino Capistrano
Class IV Separated Bike Lane	Facilities that provide right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g., grade separation, flexible posts, inflexible physical barriers, on-street parking). These may also be referred to as cycle tracks.	N/A

CM-3 PUBLIC TRANSPORTATION

GOAL 3:

A safe and convenient public transportation system that expands mobility options for residents, visitors, and workers to travel within and around Dana Point.

Policies

- 3.1 Coordinate with OCTA and advocate on behalf of the Dana Point community for efficient and convenient regional and local bus service.
- 3.2 Maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to transit users and motorists.
- 3.3 Coordinate with OCTA and pursue options to fund expansions in the frequency and duration of trolley service to decrease vehicle miles traveled, reduce congestion along roadways and in parking areas, and spur additional economic development activity.
- 3.4 Encourage new development and apply development standards that promote the usage of public transit services and minimizes vehicle miles traveled for all users, especially those that are elderly or disabled.
- 3.5 Coordinate with federal and regional transportation agencies to maintain and enhance resident access to passenger rail facilities.

CM-4 PARKING

GOAL 4

Standards and facilities that provide safe, convenient, and well-designed parking areas.

Policies

- 4.1 Consolidate parking, where appropriate, to reduce the number of ingress and egress points onto arterials.
- 4.2 Maintain public access to the coast by promoting an effective combination of transit services and parking opportunities.
- 4.3 Establish and enforce parking standards/regulations and provide public facilities to ensure sufficient parking and adequate access for public safety and emergency services. Continue to ensure parking in the public right-of-way is maintained and provided based on the needs of surrounding development.
- 4.4 Encourage the use of shared parking facilities, such as through parking districts or other mechanisms.
- 4.5 As appropriate, support the conversion of regular parking spaces to spaces suitable for neighborhood electric vehicles and/or bicycles.