



City of Dana Point General Plan Circulation and Mobility Element

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Introduction

Purpose and Content

Dana Point contains a wide variety of places and destinations that attract residents, workers, and visitors. The variety of and ease by which all of these people can travel and connect to the various parts of Dana Point plays a large role in determining the quality of their daily experience. The primary purpose of the Circulation & Mobility Element is to provide a comprehensive circulation system that provides multiple options for people of all ages and abilities to move safely and efficiently within Dana Point and to adjoining communities. This City's circulation system must also be designed to align with the City's Land Use Plan, serve existing communities, support planned growth, and reinforce the goals and policies across other elements of the General Plan.

This Introduction highlights the Element's purpose and related plans, programs, goals, and policies that influence circulation in Dana Point. The subsequent section addresses the key components of the City's circulation system: its roadway network, bicycle and pedestrian facilities, public transportation systems, and parking facilities. Following a brief discussion, each component is associated with a corresponding goal and a set of policies that serve to guide future decisions and investments. As appropriate, a map or table is included to communicate the nature and extent of the City's various facilities and networks.

Related Plans and Programs

Several transportation-related plans have been prepared by the City and other agencies that influence Dana Point's circulation goals and policies. Together, these plans focus on the development of a comprehensive regional transportation system to handle the anticipated traffic loads expected from future development.

Regional Plans

- **OCTA Master Plan of Arterial Highways (MPAH)** - The Master Plan of Arterial Highways serves as a long range blueprint to ensure consistent standards and coordinated planning of arterial streets in Orange County. OCTA is responsible for administering the MPAH, including the review and approval of amendments requested by local agencies such as Dana Point.
- **OCTA Orange County Loops Gap Closure Study (OC Loops)** - The OC Loops' vision is to create seamless connections for people to bike and walk to some of California's most scenic beaches and inland reaches through a countywide system of regional trails and bikeways. In Dana Point, bikeway facilities along Pacific Coast Highway, Del Prado Avenue, Golden Lantern, Dana Point Harbor Drive, and Park Lantern represent local portions of the OC South Loop, while the San Juan Creek Trail, Park Lantern, and Coast Highway represent local portions of the cross-county OC Connect trail.

- **Directions 2045: OCTA Long Range Transportation Plan (2022-2045)** - Directions 2045 is Orange County's long range transportation improvement plan and includes recommendations for multi-modal improvements across freeway, street, and transit systems. Potential mobility improvements that are either within or connect to Dana Point aim to improve local bus service frequency, bikeway and microtransit options, signal synchronization, and freeway flow and capacity.
- **Los Angeles/San Diego (LOSSAN) Strategic Plan** - The LOSSAN Strategic Plan is a long-range plan (20+ years) that seeks to improve the safety, capacity, and speed of intercity and commuter rail service between Los Angeles and San Diego, including travel through Dana Point.
- **Orange County Costal Rail Resiliency Study (CRRS)** - The CRRS evaluate strategies to protect the railroad in place for up to 30 years and ensure uninterrupted rail operations while minimizing passenger and freight service disruptions. It includes a detailed analysis of seven miles of critical coastal track that passes through Dana Point and extends south to the San Diego County line.
- **South Coast Air Basin Air Quality Management Plan** - The 2022 AQMP proposes policies and measures to achieve federal and state standards for healthful air quality in Southern California. Dana Point's circulation plan works towards improving air quality by maximizing the efficiency of traffic movements and by planning for alternatives forms of transportation.

City Plans

- **Dana Point Strategic Plan** - The Strategic Plan implements the General Plan and outlines the City's near-term (next 5+ years) priorities, goals, and strategies for delivering services and managing resources to support the community's quality of life and economic health. The goals of this plan were reaffirmed in 2025, including a goal and set of objectives to maintain and improve the functionality and safety of streets, sidewalks, and multi-modal and active transportation infrastructure.
- **Dana Point Local Coastal Program** - The City's Local Coastal Program (LCP) is a comprehensive planning and regulatory framework that governs land use, development, and resource protection within the coastal zone, as mandated by the California Coastal Act. While not a formal component of the LCP, the Circulation & Mobility Element contains a number of goals and policies that work in concert with the LCP to ensure access to and protection of coastal resources.
- **Dana Point Harbor Revitalization Plan** - Prepared jointly by the County of Orange and City of Dana Point, the Harbor Revitalization Plan is a comprehensive, multi-phase redevelopment project aimed at modernizing and enhancing Dana Point Harbor while preserving its historic charm and community character.
- **Dana Point Transportation Impact Analysis Guidelines** - The City maintains a set of guidelines to identify the scoping process and thresholds to evaluate and impose requirements to address potential transportation-related impacts from proposed

projects. The City's guidelines directly implement the Circulation & Mobility Element goals and policies, specifically those related to maintaining the desired level of service along roadways and reducing vehicle miles traveled.

Related General Plan Policies

Other Elements of the City's General Plan contain policy direction that works in concert with the Circulation & Mobility Element to address transportation issues. For example, the Land Use Element contains policies pertaining to increasing pedestrian access to the various coastal resources, while the Urban Design Element emphasizes increasing pedestrian access and shared parking opportunities. The Public Safety Element includes policies focused on maintaining the integrity of bridges and planning in advance of and during hazardous events to ensure adequate evacuation routes operate efficiently and safely. Policies from other portions of the General Plan that support the aims expressed in this Element are listed in Table CM-1.

**TABLE CM-1
RELATED GENERAL PLAN POLICIES**

Circulation & Mobility Goal	General Plan Element								
	Land Use	Urban Design	Housing	Circulation	Noise	Public Safety	Conservation/ Open Space	Public Facilities & Growth Management	Economic Development
Roadway Network	5.7 3.6	3.2, 6.4	4.3		1.3 1.5	2.5, 3.4, 4.5, 5.10, 6.10, 6.11, 7.2	5.1, 5.7	7.2, 7.5, 7.6, 7.7, 7.8, 8.1, 8.5, 8.6	6.3
Bicycle and Pedestrian Facilities	4.7, 5.6, 5.8, 5.9, 8.5, 8.6	1.5, 3.3, 3.6, 3.8, 4.3, 5.4, 6.5				2.5, 3.4, 7.1	5.2, 5.4, 5.6		3.3, 3.5
Public Transportation	8.6				1.5	2.5, 3.4	5.5, 5.7	7.8	6.3
Parking	6.5, 6.6, 7.6	3.5, 6.7	1.3					7.10	6.3

Goals and Policies

This section of the Circulation & Mobility Element sets forth the City of Dana Point's goals and policies to address the location and extent of transportation facilities and services:

- Roadway network
- Bicycle and pedestrian facilities
- Public transportation
- Parking

CM-1 Roadway Network



Roadways

Public roadways are the backbone of the City's transportation system, providing the primary means of traveling within Dana Point and between surrounding communities. The roadways serve not only individual cars and trucks but also establish the public rights of way for the majority of the City's bicycle, pedestrian, and transit facilities.

The roadway system in Dana Point has been defined using a classification system that describes a hierarchy of facility types and is capable of serving both existing and future residents, visitors, and businesses while preserving community values and character. The six categories of roadways are described in Table CM-2 and displayed on Figure CM-1, ranging from higher capacity arterials to lower capacity collectors and local streets. Table CM-2 also identifies priority safety corridors to further improve safety for pedestrians and bicyclists through a Safe Systems Approach to roadway design.

**TABLE CM-2
STREET CLASSIFICATIONS**

Class	Design Features ^{1,2}	Examples
Major Arterial	<i>Typical:</i> 6 travel lanes, center median, sidewalks, spaces for transit <i>Variable:</i> bicycle facilities <i>Max ROW:</i> 124' / 86' curb-to-curb	Pacific Coast Highway (PCH) <i>(Coast Hwy Connector/San Juan Creek bridge to Copper Lantern)</i>
Primary Arterial	<i>Typical:</i> 4 travel lanes, center median, sidewalks, bicycle lanes, spaces for transit <i>Variable:</i> buffered bicycle lanes, on-street parking <i>Max ROW:</i> 120' / 98' curb-to-curb	PCH <i>(western city limit to Copper Lantern)</i> Golden Lantern Stonehill Drive <i>(Intera to Niguel Road)</i> Del Obispo <i>(Stonehill to PCH)</i> Dana Point Harbor Drive <i>(PCH to Golden Lantern)</i>
Secondary Arterial	<i>Typical:</i> 4 travel lanes, sidewalks <i>Variable:</i> bicycle lanes, spaces for transit, on-street parking <i>Max ROW:</i> 82' / 66' curb-to-curb	Stonehill Drive <i>(Intera to eastern city limit)</i> Coast Highway <i>(Doheny Park Road to Palisades Drive)</i> Del Obispo <i>(Stonehill Dr to northern city limit)</i>
Divided Collector	<i>Typical:</i> 2 travel lanes, raised center median (with turn lanes), sidewalks, bicycle lanes <i>Variable:</i> spaces for transit, on-street parking <i>Max ROW:</i> 78' / 58' curb-to-curb	Del Prado Avenue Camino De Estrella
Collector	<i>Typical:</i> 2 travel lanes, striped center median (with turn lanes), sidewalks, bicycle lanes <i>Variable:</i> on-street parking <i>Max ROW:</i> 64' / 53' curb-to-curb	Selva Road Camino Capistrano
Local Street	<i>Typical:</i> 2 travel lanes, sidewalks, on-street parking <i>Variable:</i> signed bicycle routes <i>Max ROW:</i> 58' / 38' curb-to-curb	La Cresta Drive Street of the Blue Lantern Victoria Boulevard

Typical and variable design features. 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.

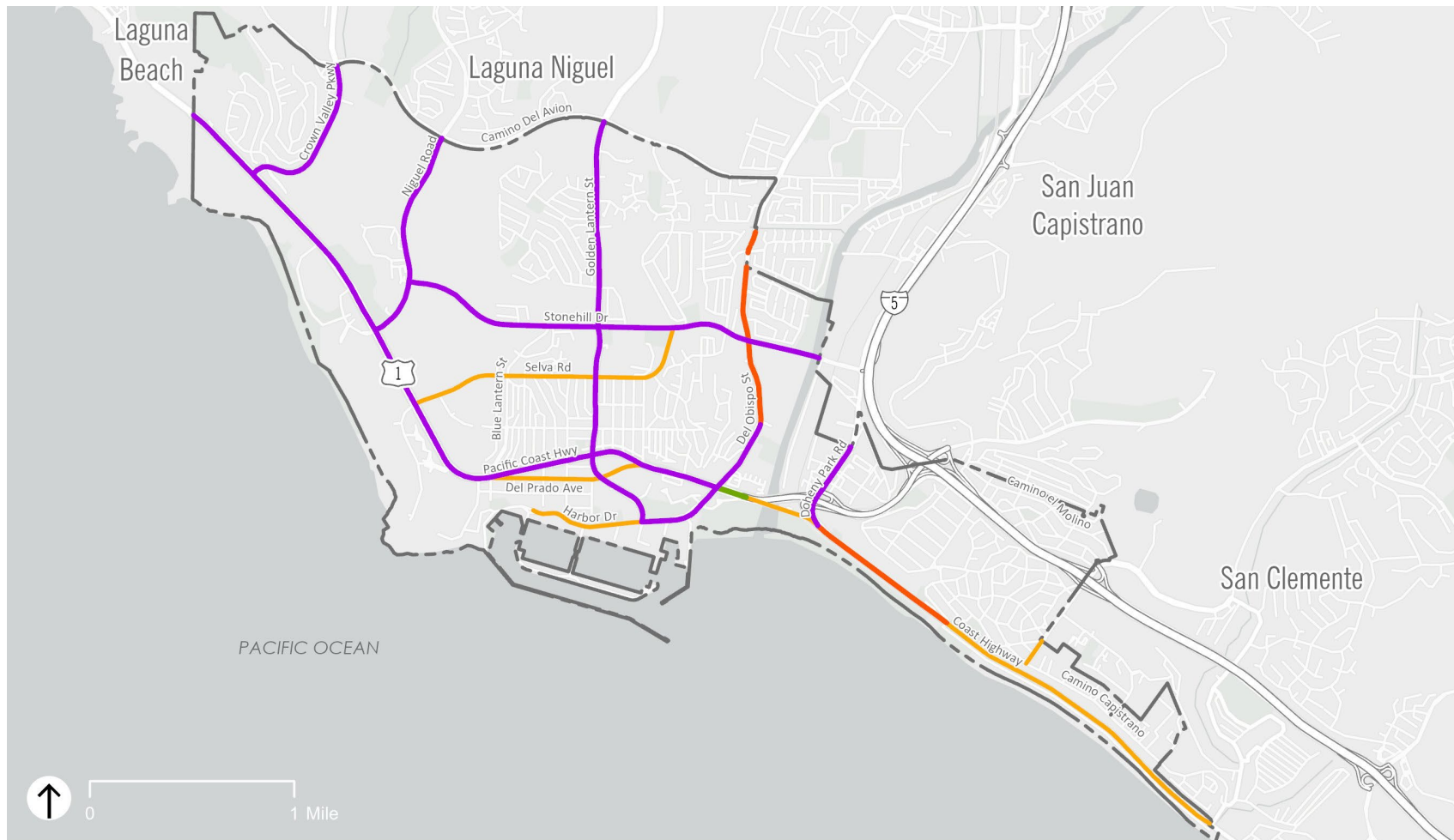
Priority Safety Corridors. The City has identified roadway segments where customized design features, physical dimensions, and/or programmatic approaches are desired to further improve safety for pedestrians and bicyclists. The City will evaluate and pursue improvements for the following priority safety corridors:

- Pacific Coast Highway between San Juan Creek Trail and Laguna Beach city limit
- Golden Lantern between Pacific Coast Highway and Camino Del Avion
- Stonehill Drive between Golden Lantern and easterly city limit
- Crown Valley between Camino Del Avion to Pacific Coast Highway

Truck Routes

While the vast majority of vehicular movement in Dana Point involve residents, employees, and visitors traveling by car, a limited number of large trucks serve the City's various businesses and agencies by delivering material goods that are subsequently sold, processes, or used onsite. By designating appropriate truck routes along a limited number of large roadways, the City can increase the efficiency of the roadway network while avoiding sensitive uses and addressing safety and noise impacts on residents and visitors. Figure CM-2 identifies those roadways designated as federal, state, and local truck routes in and around Dana Point.

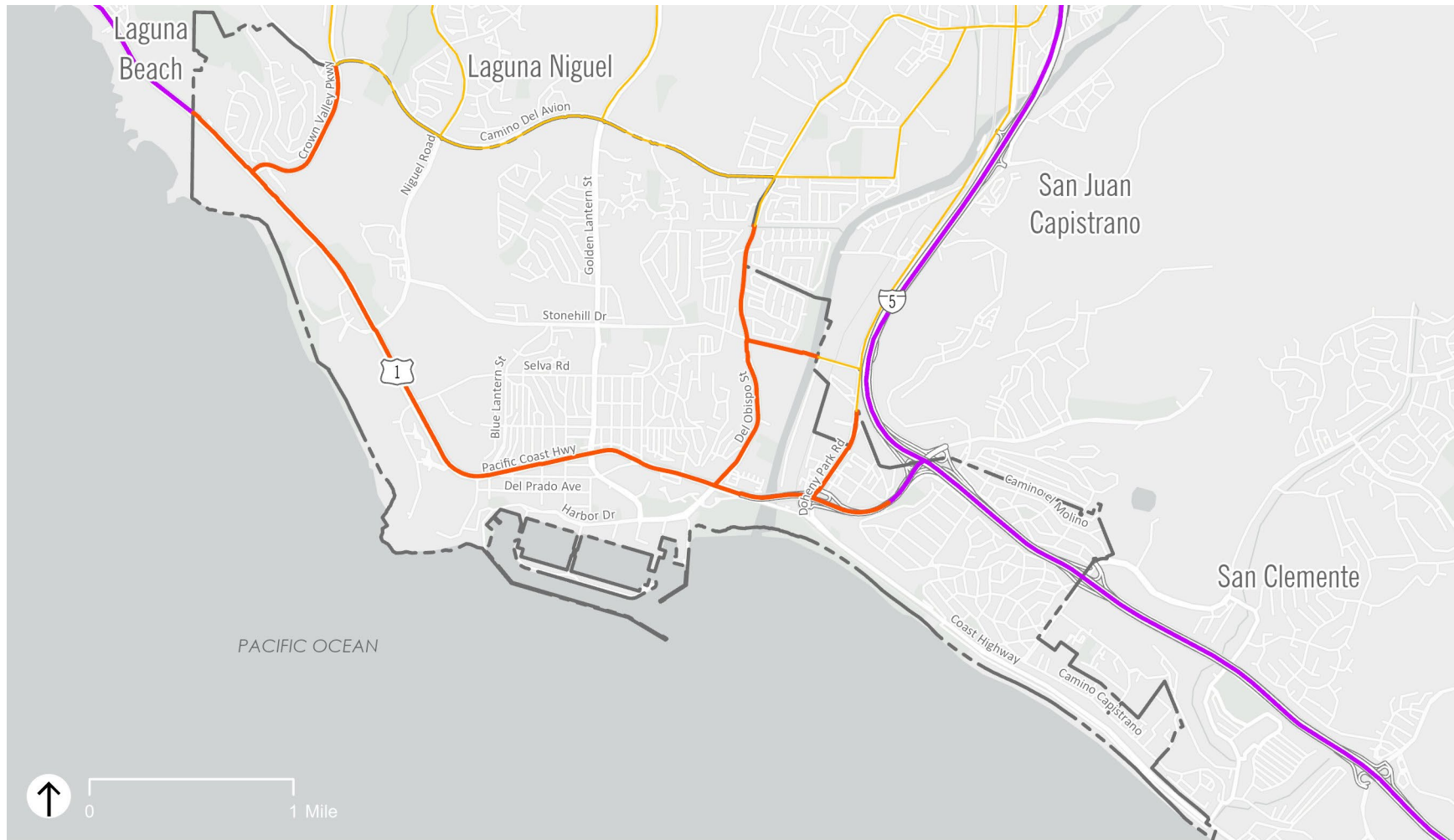
Figure CM-1 Roadway Network



Source: City of Dana Point, PlaceWorks 2025
Date: 5/21/2025



Figure CM-2 Truck Routes



Source: City of Dana Point, PlaceWorks 2025
Date: 5/23/2025

- | | | |
|--|---|---|
|  City of Dana Point | Truck Routes |  City Route |
| |  Federal Route |  Adjacent City Route |

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 level of service (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.

CM-2 Bicycle and Pedestrian Facilities



Bikeway Network

Biking is important and popular in Dana Point, serving both recreational and practical purposes. The city offers scenic coastal bike paths and trails, such as the San Juan Creek Trail leading to Doheny State Beach, the trail connecting Salt Corridor Regional Park to Salt Creek Beach, and multiple bikeways to access the Harbor and Headlands. These facilities interconnect with other bikeways within and adjacent to the City to facilitate easy and safe bicycle travel throughout Dana Point's various neighborhoods and destinations.

Figure CM-3 provides a map of the planned bikeway network in and around Dana Point. The City intends to study and implement improvements along Stonehill Drive, Dana Point Harbor Drive, and a portion of Del Prado to remove existing gaps in the bikeway network.

Table CM-3 describes the various classifications of bikeways as they are currently designed or may be designed in the future.

TABLE CM-3 BIKEWAY CLASSIFICATIONS

Class	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.	Not yet applied

Pedestrian Network

Walking in Dana Point is valued for both recreation and lifestyle, largely due to the City's stunning coastal scenery, trail systems, and vibrant activity centers that are accessible to resident and visitor alike. Dana Point offers several well-maintained walking and hiking trails that provide panoramic views of and access to the coastline, harbor, and natural

habitats, as well as a citywide network of sidewalks, pathways, and crosswalks that connect residents to these trails and schools, parks, and shopping destinations.

Micromobility

Micromobility, which includes options like e-bikes and e-scooters, represent an emerging transportation option that pairs the size (footprint), versatility, and zero-emission aspects of a conventional bicycle, with the ease of use and speed of a motorized vehicle. Micromobility can greatly expand transportation options for those looking to reduce their reliance upon a car, whether they are seeking to tackle Dana Point's beautiful hilly terrain or bridging the gap between public transit stops and final destinations.

The same characteristics that make micromobility options advantageous can also present challenges, with micromobility riders traveling in the roadway and along bicycle and pedestrian facilities. While the City supports the use of micromobility devices, the City will continue to monitor safety concerns and leverage State guidance on how best to regulate and enforce responsible riding.

Neighborhood Electric Vehicles

Dana Point is a compact, community-oriented city with many local amenities, parks, beaches, and shops within a short driving distance. Neighborhood electric vehicles (NEVs) are specifically designed for low-speed, short-range trips, making them a practical alternative to conventional cars for errands, school runs, or visiting local attractions. By replacing traditional vehicles with these smaller, road-legal electric vehicles for local trips, Dana Point can reduce traffic congestion, air pollution, and noise pollution. NEVs operate quietly and take up less space, contributing to a more pleasant and peaceful neighborhood environment. NEVs are, however, restricted by state law to roadways with posted speeds of 35 miles per hour and below.

GOAL 2:

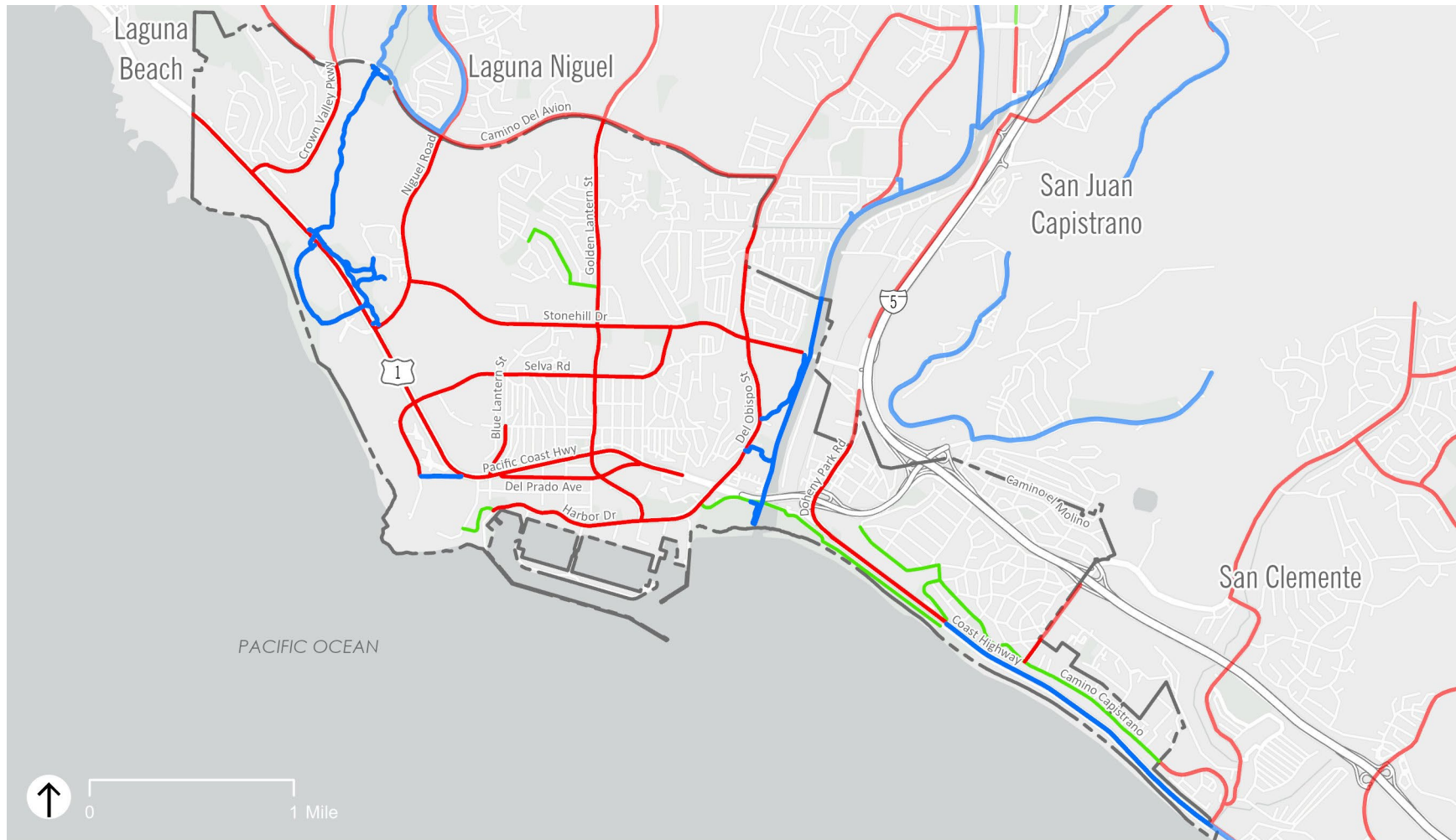
A comprehensive and multimodal network that facilitates safe and convenient travel within the City for pedestrians and bicyclists.

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.

Figure CM-3 Bikeway Network



-  City of Dana Point
- Bikeway**
-  Class I Bike Path (Off-Road, Paved)
 -  Class II Bike Lane (On-Road, Striped Lane)
 -  Class III Bike Route (On-Road, Signed)

Source: City of Dana Point, PlaceWorks, OCTA 2025
Date: 5/21/2025

Note: Bikeway alignment outside of the city
provided by OCTA 2025

CM-3 Public Transportation



Public Transit

Public transit provides mobility for those who do not drive or have easy access to a car, including youth, seniors, and visitors, ensuring everyone can access beaches, the harbor, restaurants, and everything Dana Point has to offer without needing a car. Workers, especially those in the hospitality industry, can reduce the cost and strain of their commute through public transit. Public transit also helps alleviate the need to search for parking, making outings less stressful.

Public transit service is managed by OCTA, which operates three routes that traverse the city: Routes 1, 90, and 91. Additionally, in concert with OCTA, the Dana Point Trolley runs for the better part of summer, offering free service on two routes during the height of travel season, generally beginning Memorial Day Weekend and running through Labor Day. Figures CM-4 and CM-5 depict the latest Public Transit and Trolley routes, respectively. These routes are reviewed and revised periodically, based on ridership data, customer feedback, and internal staff input.

Rail

Passenger rail service is provided by Amtrak and Metrolink from train stations in neighboring cities, enabling intercity and commuter travel between major cities like Los Angeles and San Diego. The San Juan Capistrano Train Depot serves Amtrak and Metrolink commuter trains and provides regional bus connections. San Clemente's two train stations separately serve Metrolink and Amtrak trains, while the Mission Viejo/Laguna Niguel Station serves only Metrolink trains. Because of the close proximity of these four stations, no train station is envisioned for Dana Point.

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 minimize 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.

Figure CM-4 Public Transit Routes



Figure CM-5 Trolley Routes



Source: City of Dana Point, PlaceWorks 2025
Date: 5/23/2025

-  City of Dana Point
-  Trolley Routes
 -  North Trolley Route
 -  South Trolley Route



CM-4 Parking



Adequate and accessible parking is crucial for supporting tourism, local businesses, and recreational activities, all of which are significant contributors to Dana Point's economy. Parking availability and enforcement also directly affect residents' quality of life, especially in neighborhoods with limited street parking or increased visitor traffic. Throughout the city there is a mix of free and paid parking options, with specific areas designated for different types of visitors, such as customers, boaters, and general public use. As Dana Point continues to grow in popularity, parking demand has increased, leading to evolving discussions about accessibility, convenience, and the amount of land and infrastructure dedicated to 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.

