Laguna Hills GENERAL PLAN Mobility Element

July 14, 2009

Laguna Hills
GENERAL PLAN

City Council

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Mobility

Introduction

Mobility refers to the ability of people and goods to move safely and efficiently throughout a community. In Laguna Hills, the City's mobility system is composed of all travel modes and routes people use to move within and beyond Laguna Hills: freeways; local streets for vehicular, pedestrian and bicycle traffic; pedestrian and equestrian trails, and transit. The economic health and quality of life in Laguna Hills are directly tied to the City's ability to move people and goods safely and efficiently through the community.

Traffic congestion, accessibility, and safety are significant issues for the City's residents, employees, and businesses. Excessive congestion has significant economic and environmental costs and affects the health and well-being of the community. Since Laguna Hills is almost entirely built out, building new roads is unlikely. The Mobility Element seeks to improve mobility in the City by providing greater pedestrian, bicycle, and transit opportunities in Laguna Hills and better managing vehicular traffic.

The addition of pedestrian, bike, and public transit facilities will provide more physical connections between neighborhoods and activity centers, enliven the streets, and reduce dependence on vehicles.

The goals and policies of the Mobility Element emphasize the diverse needs of pedestrians, bicyclists, transit riders, and motorists, with an emphasis on connecting neighborhoods to key activity centers in the City.

Purpose and Scope of the Mobility Element

The Mobility Element describes existing and future transportation conditions and systems. The Element establishes goals and policies that will guide the City's mobility system, including streets, transit facilities and services, bicycle and pedestrian facilities, and the recreational trails system. The text, maps, and diagrams are a basis for the development of the City's approach to maintaining and improving the mobility network.

Background

The City of Laguna Hills is served by a well-established mobility network. The network includes a regional and local street system as well as Interstate 5 (I-5) and State Route 73 (SR-73). In addition, the City has a system of recreational trails that accommodate a variety of different users such as bikers, walkers, and equestrians. The City is also served by public transit and a system of bike trails and bike lanes. Although the City has an established multi-modal mobility network, local and regional traffic congestion, speeding, uncoordinated traffic signals, and overreliance on automobiles are issues that need to be addressed. The Mobility Plan addresses these issues and presents opportunities and solutions to these challenges.

Mobility Plan

A well-designed local street system is the foundation of the mobility network in Laguna Hills. Streets provide primary travel routes for automobiles, but also form the backbone of Laguna Hills' transit, pedestrian, truck, and bicycle networks. Efficient movement within and through Laguna Hills and the region will be facilitated by developing and maintaining a well-designed, integrated mobility network. Easy and convenient access to vehicular, bus transit, pedestrian, and bicycle options within the City is essential to an efficient network. Coordination among the various modes is needed so that mobility and the design of City streets accommodate more options than just cars.

The City has established goals and policies to maintain and improve streets, and to encourage the use of alternative transportation options. The Mobility Plan emphasizes pedestrian paths, bikeways, recreational trails, and transit that connect neighborhoods to shopping, schools, civic uses, and other activity areas. The Mobility Plan describes the approach for achieving these objectives.

EFFICIENT LOCAL AND REGIONAL SYSTEM

The street classifications in Laguna Hills are based on Countywide Master Plan of Arterial Highways classifications as maintained by the Orange County Transportation Authority and adopted by the City upon incorporation. These classifications and street standards have been incorporated into the existing circulation system design. The classifications use a hierarchy system that classifies streets based on the intended traffic volume capacity and character of travel (i.e., regional vs. local). The following section discusses the street standards in Laguna Hills. The street network in Laguna Hills is depicted in Figure M-1.

Source: Austin-Foust Assoc., Inc., 2008.

Figure M- 1
Street Network

Smart Arterials

The smart street is a specialized arterial highway implemented by OCTA. The purpose of these roads is to smooth traffic flow and improve street capacity through measures such as synchronizing traffic signals, providing bus turn-outs, improving intersections, minimizing access points, and adding travel lanes by removing on-street parking and roadway widening. Smart street arterials are typically 6 to 8 lane roadways with enhanced capacity to a standard arterial street. Moulton Parkway is classified as a 6 lane smart street as it runs through the City.

Major Arterials

Major arterials are 6 lane divided roadways, with a typical right-of-way of 120 feet and raised landscaped median islands. The function of major arterials is to carry a large volume of regional traffic not handled by the freeway system. Unsignalized minor street and driveway access may be allowed, but signalized access is preferred, and left-turn restrictions are typically placed at unsignalized access locations. Curbside parking is not allowed. Major arterials can accommodate between 30,000 and 45,000 vehicle trips per day at level of service (LOS) C.

Major arterials in the City include:

- Alicia Parkway
- El Toro Road
- Lake Forest Drive
- Los Alisos Boulevard
- Moulton Parkway
- Oso Parkway
- Paseo de Valencia (El Toro Road to La Paz Road)

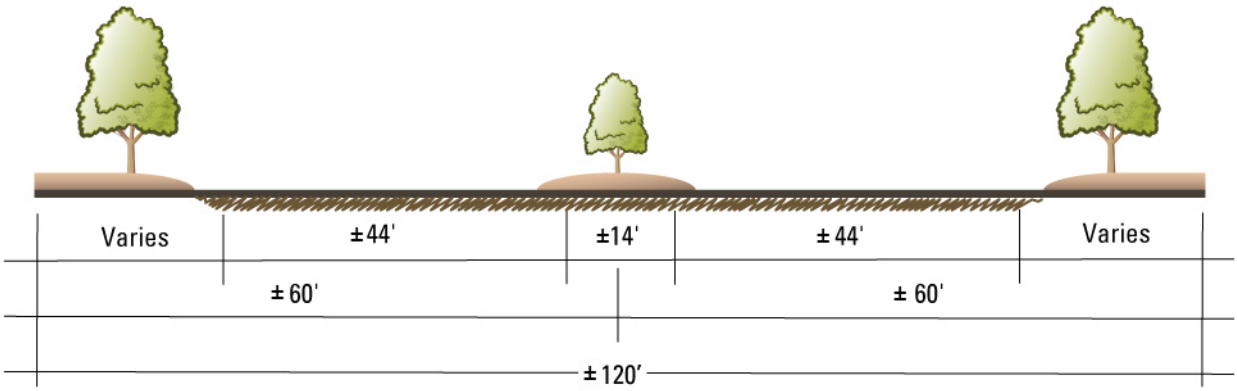
Primary Arterials

Primary arterials are 4 lane divided roadways, with a typical right-of-way of 100 feet, with painted or raised landscaped medians. Like major arterials, primary arterials are designed to carry a large volume of traffic but at reduced capacities. Left-turn restrictions will generally be placed at minor unsignalized driveways. Curbside parking may not be appropriate in more heavily traveled segments, especially in segments with class II on-street marked bikeways. A primary arterial is designed to accommodate between 20,000 and 30,000 vehicle trips per day at LOS C.

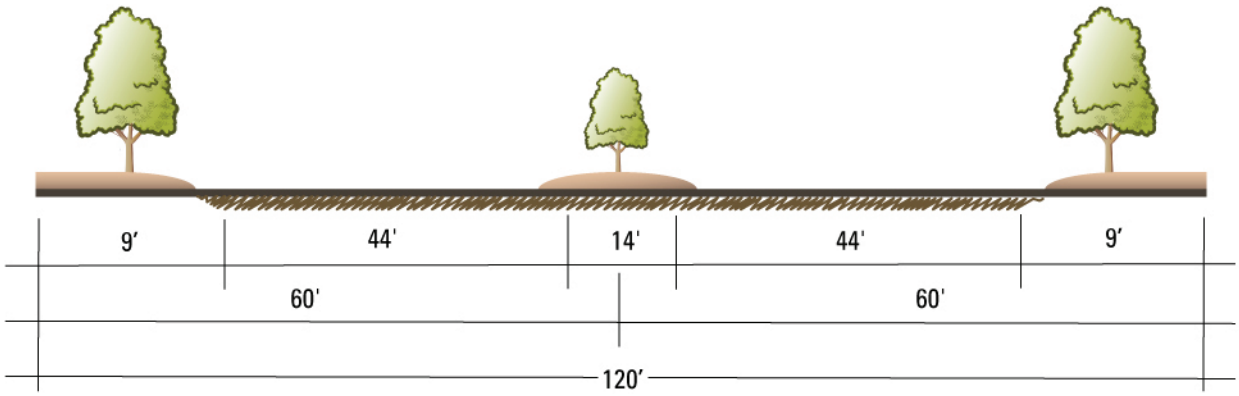
Primary arterials in the City include:

- Laguna Hills Drive
- La Paz Road
- Cabot Road (La Paz to Oso Parkway)
- Ridge Route Drive

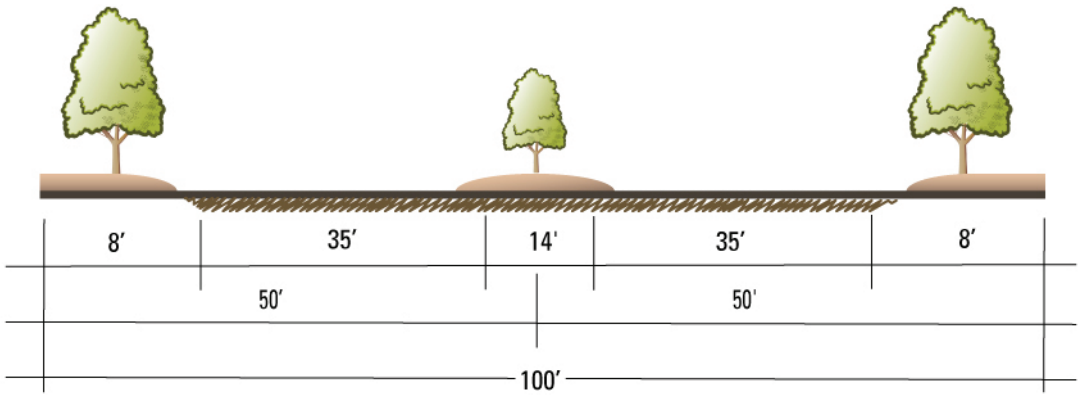
SMART STREET ARTERIAL
6-8 Lane Divided Roadway



MAJOR ARTERIAL
6 Lane Divided Roadway



PRIMARY ARTERIAL
4 Lane Divided Roadway

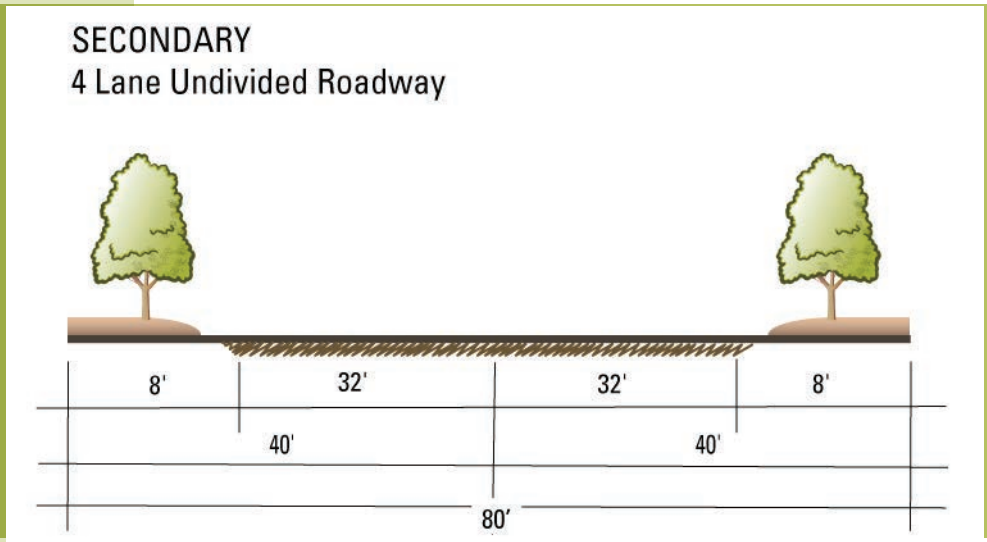


Secondary Arterials

Secondary arterials are 4 lane undivided (no median) roadways, with a typical right-of-way of 80 feet. A secondary arterial serves as a collector, distributing traffic between local streets and major and primary arterials. Although some secondary arterials serve as through routes, most provide more direct access to surrounding land uses than major or primary arterials. A secondary arterial is designed to accommodate approximately 10,000 to 20,000 vehicle trips per day at LOS C.

Secondary arterials in the City include:

- Avenida de la Carlota Note: For the section of Avenida de la Carlota between El Toro Road and Los Alisos Blvd, the typical right-of-way can vary between 72 to 88 feet. The right-of-way will include a total of 4 traffic lanes (including a left turn lane) with up to 64 feet of roadway along with either two 12 foot landscape parkway/sidewalk or a single 12 foot landscape parkway/sidewalk. The single 12 foot landscape parkway/sidewalk will adjoin the westerly side of the street.
- Cabot Road (south of Oso Parkway)
- Paseo de Valencia (La Paz Road to Cabot Road)



Collector (Commuter) Arterials

Collector or commuter arterials are 2 lane undivided, unrestricted access roadways, with a typical right-of-way width of 56 feet. A collector or commuter arterial functions primarily as a commuter facility but differs from a local collector street in its ability to handle through traffic movements between two arterials. A collector or commuter arterial is provided to accommodate up to approximately 10,000 vehicle trips per day at LOS C.

Collector arterials in the City include:

- Santa Vittoria Drive
- Mill Creek Drive
- Aliso Hills Drive

Augmented Arterials

The Mobility Element applies Augmented Arterials to certain roadway locations as a capacity enhancement strategy. The intent is to customize such streets for Laguna Hills, while retaining the essential characteristics for consistency with the MPAH. Two roadway segments that are designated with the Augmented classification are as follows:

- La Paz Road between I-5 and McIntyre Street is designated as an Augmented Primary. The augmentation is in the form of auxiliary lanes on each side of the four-lane road. Such lanes provide space for weaving, merging and queuing, thereby enhancing the roadway to a representative ADT capacity of around 45,000 (compared to 20,000-30,00 for a standard Primary at LOS C).

- Cabot Road from La Paz Road to Nellie Gail Road is classified as an Augmented Secondary. The augmentation is in the form of a raised median complementing the four-lane road. The median provides an aesthetic and functional treatment, essentially allowing the arterial to function somewhat like a Primary Arterial, but retaining the Secondary classification. As a result, a representative ADT volume of 32,000 can be achieved (compared to 10,000 to 20,000 for a standard Secondary at LOS C).

Regional Roads

The roadway network in Laguna Hills is connected to an efficient regional circulation system. I-5 is the major north-south transportation facility that defines the eastern boundary of the City of Laguna Hills. I-5 provides access to destinations throughout southern California and beyond. Within the City, access to I-5 is provided from Lake Forest Drive, El Toro Road, Alicia Parkway, and La Paz Road. Access to I-5 is also provided by Oso Parkway, just east of the City limits.

The San Joaquin Hills Transportation Corridor (SR-73) forms a portion of the City's western and southern border and is another north-south facility. SR-73 is a toll road, which extends between the Interstate 405 interchange in Costa Mesa to the north, and an I-5 interchange in Laguna Niguel to the south. SR-73 on- and off-ramps are located adjacent to the City limits at La Paz Road, Moulton Parkway, and Greenfield Drive.

The City will continue to coordinate with regional and State transportation planning efforts to provide and maintain safe and convenient access to the regional circulation system.

Level of Service Standards

Evaluating the ability of the street network to serve Laguna Hills residents and businesses requires establishing suitable performance criteria. Performance criteria have a policy component that establishes a desired level of service, as well as a technical component that specifies how traffic forecast data can be used to measure the achievement of the criteria.

The technical evaluation of the roadway system in Laguna Hills is performed using volume-to-capacity (V/C) ratios. V/C ratios are calculated based on current or future average daily traffic (ADT) volumes and daily capacity values for the various types of arterials. A level of service scale is used to evaluate roadway performance based on V/C ratios. The level of service (LOS) levels range from "A" to "F," with LOS A representing free flow conditions and LOS F representing severe traffic congestion. Descriptions of traffic flow characteristics associated with each level of service are provided in Table M-1.

Table M-1
Level of Service Descriptions

Level of Service	Volume to Capacity Ratio	Description
A	0.00-0.60	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	0.61-0.70	Very good operation. An occasional approach phase is fully utilized. Many drivers feel somewhat restricted within platoons of vehicles.
C	0.71-0.80	Good operation. Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	0.81-0.90	Fair operation. Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	0.91-1.00	Poor operation. Volumes at or near capacity. Vehicle may wait through several signal cycles. Long queues form upstream from intersection.
F	≥ 1.00	Forced flow. Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: Transportation Research Board, Highway Capacity Manual Special Report 209, 2000.

Various level of service standards have been established to evaluate observed traffic conditions, future development plans, and street network modifications. At the regional planning level, the Statewide Congestion Management Program (CMP) specifies LOS E (V/C ratio less than or equal to 1.00) as the operating standard for CMP intersections in Orange County. There is only one CMP intersection in Laguna Hills, Avenida de la Carlota at El Toro Road.

At the local level, evaluation of volumes, capacities, and levels of service on the City street system is based on peak hour intersection data, since intersections are the primary limiting factor affecting traffic flow on City streets. The City uses peak hour intersection capacity utilization (ICU) values to calculate the performance of intersections within its jurisdiction. The City's performance standard for intersections is LOS "D" which is an ICU value of .90 or less.

This LOS "D" policy represents a desirable threshold for attaining acceptable mobility on the City's arterial street system over time. It is recognized however, that not all traffic growth is attributable to land use decisions made by the City and that specific intersections may have physical or other constraints that create difficulties in making the necessary improvements. Under such circumstances, a finding can be made that a specific location is a "critical intersection" with LOS able to degrade below "D." At the same time, any such critical intersections are to be monitored over time to determine if 1) improvements at nearby locations direct enough traffic from the critical intersection to bring it to an acceptable LOS or 2) changes occur that reduce traffic at the intersection or create opportunities for making physical improvements.

Principal Intersections

There are Principal Intersections in the City that generally determine the overall performance of the City's roadway system, and are thereby considered to have strategic importance within the overall Mobility Plan. The intent is that these intersections be regularly monitored and that priority be given to them in implementing roadway improvements. The list of Principal Intersections is maintained by the City Engineer.

TRAFFIC CALMING AND SAFETY

As traffic in the City and region increases, motorists seek alternatives to congested arterials by using local roads, particularly through residential neighborhoods, to avoid congestion. The City is committed to the preservation of its residential neighborhoods and has established policies that contribute to the preservation efforts. One of the ways to help control the movement of traffic through an area is through traffic calming techniques. Traffic calming measures can slow traffic on local streets or divert traffic from roadways not intended to accommodate high traffic levels. The effect of traffic calming is to create a safer, quieter environment for certain neighborhoods or areas of the City.
Traffic calming measures also help to create more human-scale places that are safer for pedestrians and cyclists. Figure M-2 shows examples of traffic calming techniques that may be employed in the City.

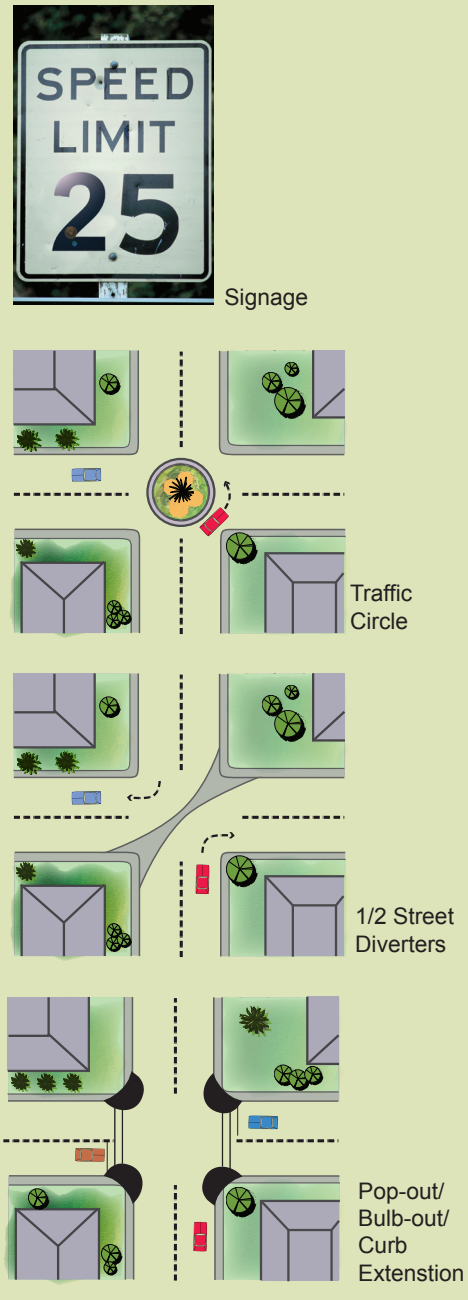


Figure M-2
Traffic Calming Techniques

Landscaping, trees, sidewalks, and bike lanes also help serve as traffic calming techniques. Numerous traffic calming measures are available to slow traffic and enhance safety. The selection of appropriate traffic calming techniques for a given area will require a comprehensive site specific study by the City and/or appropriate local, regional, or state agencies.

Traffic calming measures can result in varying degrees of liability exposure to the City. Therefore, such measures must incorporate engineering design features and practices that do not result in unacceptable exposure for the City.

WALKING AND CYCLING, AND BEAUTIFUL STREETS

Walking

Walkability, access, and connections are essential components of a mobility system that easily and specifically accommodates pedestrians. Walkability is fostered by wide sidewalks, safe street crossings, features that encourage cautious driving, a pleasant and safe environment, and destinations to walk to. Walkways, safe crossings, paths, trails, and pedestrian short-cuts allow people to get from one destination point to another with ease. These features are important for providing connections to schools, parks, shopping, jobs, and between neighborhoods. Children, in particular, should be able to walk safely to school. Increased numbers of people walking along streets create a safer environment and thereby encourage others to also walk. High levels of pedestrian activity support active and vibrant urban communities.

In Laguna Hills, walkable environments will be created and enhanced by providing a pedestrian network that connects activity areas. Pedestrian improvements such as timed crosswalks, pedestrian grade separations from traffic, and enhanced lighting in areas with homes, jobs, shops, and schools can promote walkabilty and can help increase walking as a means of transportation and recreation. This reduces automobile travel and contributes to the overall health, vitality, and sense of community. The City will also strive to beautify certain streets within the community to add aesthetic appeal to various areas and enhance the City's overall identity.

Bikeways

Bicycling for recreation and transportation is a practical option for many in Laguna Hills. Increasing cycling opportunities in the City is an important Citywide goal. To achieve this goal, the City will provide

a convenient network of bike paths and lanes that connect residences, jobs, shopping, services, transit, recreation, civic uses, and schools. Convenient and secure bicycle parking, showers at places of employment, and an educated driving public can make biking more attractive. The City has an existing system of bikeways that provide internal community links as well as bicycle access to many of the surrounding communities. Laguna Hills utilizes the standards developed by Caltrans to classify bikeways within the City. Table M-2 describes the bike standards as well as general locations within the City.

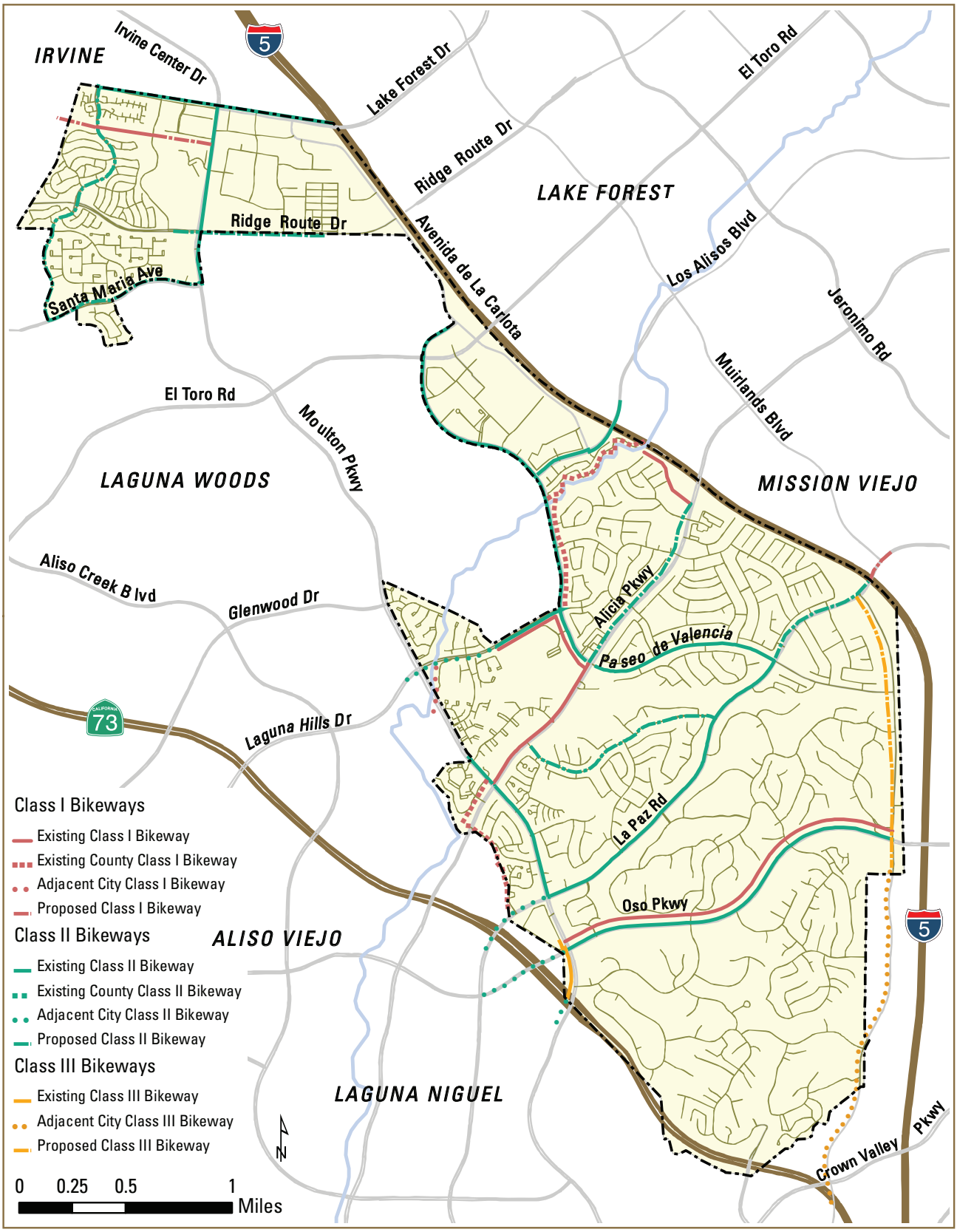
Table M-2
Bikeway Classification Description

Type	Description	Location
Class 1 – Bike Path	Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized	Portions of Aliso Creek, the San Diego Freeway, Oso and Alicia parkways, Paseo de Valencia, and through Veeh Ranch Park.
Class 2 – Bike Lane	Provides a striped lane for one-way bike travel on a street or highway.	Portions of Moulton, Alicia, and Oso parkways, Paseo de Valencia, Ridge Route, Lake Forest and Laguna Hills Drives, Los Alisos Boulevard, and La Paz Road.
Class 3 – Bike Route	Provides for shared use with pedestrian or motor vehicle traffic.	Portions of Cabot Road, Moulton Parkway, and Avenida de La Carlota.

In addition to the bikeways listed in Table M-2 and illustrated in Figure M-3, several arterials in the City have sufficient right-of-way to accommodate additional bikeways and could fill in missing links in the City's bike network. The City will continue to explore opportunities to upgrade and expand the bike network. A comprehensive bike network will provide an alternative to driving and will connect neighborhoods to shopping, jobs, services, schools, other activity centers, as well as the regional transportation systems.

Recreational Trails

Laguna Hills contains a network of pedestrian and equestrian trails that traverse portions of the City and connect to trails outside of the City, including nearby wilderness areas. Trails enhance community mobility and provide opportunities for recreation and exercise. A well-defined, interconnected trail system can also reduce dependence on the automobile for short local trips. The Conservation and Open Space Element describes the trail system.



Source: City of Laguna Hills, 2001.

Figure M- 3
Bicycle Network

TRANSIT AND TRANSPORTATION DEMAND MANAGEMENT

An effective and efficient transit network is an important component of the Mobility Element. Connecting neighborhoods, shopping, services, and recreation areas to transit will reduce reliance on vehicles and achieve environmental benefits. As opportunity areas redevelop and provide additional housing, appropriate and effective transit should be in place.

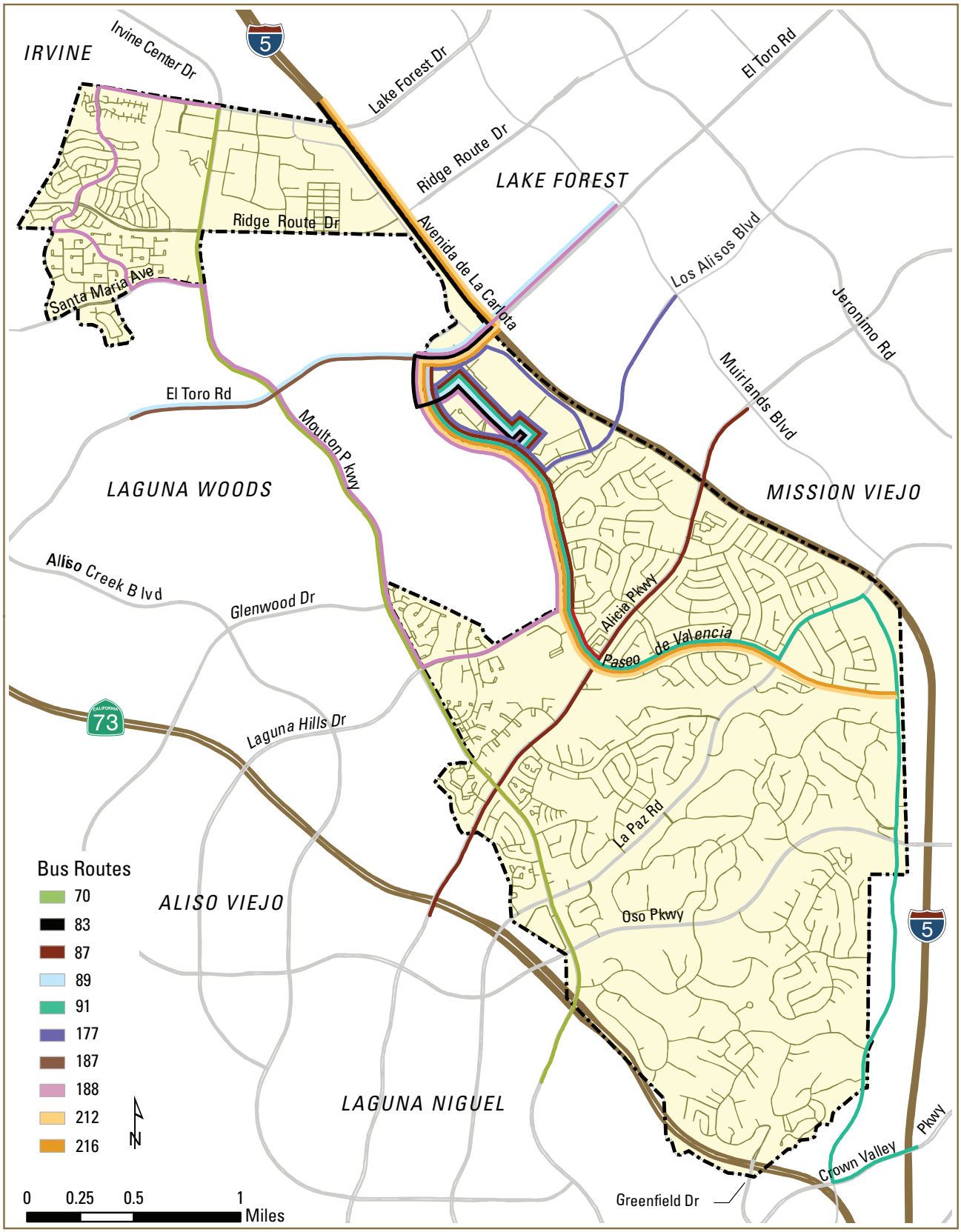
Public bus service in Laguna Hills is provided by the Orange County Transportation Authority (OCTA). OCTA transit routes provide access to residences, jobs, recreation areas, civic uses, shopping, and services throughout Laguna Hills, and connect to numerous other destinations in Orange County. Some of the routes also connect to Metrolink and Amtrak rail services just south of the City in Laguna Niguel and north of the City in Irvine, at the Irvine Transportation Center. OCTA routinely updates its long-range service plans to respond to necessary changes to service levels and route configurations. Currently, 10 fixed routes provide bus service to portions of Laguna Hills. Table M-3 and Figure M-4 detail OCTA bus routes that provide service to Laguna Hills as of 2008. All routes, except bus route 70, serve the Laguna Hills Transportation Center, which is located near the Laguna Hills Mall. A park and ride facility is also located at the Laguna Hills Transportation Center and in the Laguna Hills Mall parking lot.

Table M-3
OCTA Bus Routes Serving Laguna Hills, 2008

Route	Origin and Destination
70	Sunset Beach – Dana Point
83	Anaheim – Laguna Hills
87	Rancho Santa Margarita – Laguna Niguel
89	Mission Viejo – Laguna Beach
91	Laguna Hills – San Clemente
177	Foothill ranch – Laguna Hills
187	Laguna Hills – Dana Point
188	Laguna Hills – Irvine
212	Irvine – San Juan Capistrano Express
216	San Juan Capistrano – Costa Mesa Express

Source: Orange County Transportation Authority, 2008.

Expanding transit and paratransit options, including promoting increased use of transit among City residents and employees is an important City objective. The City will coordinate with OCTA to expand and improve bus service within the City, especially as opportunity areas redevelop and additional housing, shopping, and services are added. Where appropriate as justified by ridership, the City will also encourage the provision of attractive, well designed, and appropriate transit amenities such as shaded bus stop or shelters. No advertisements shall be allowed on bus stops/shelters/benches within the City.



Source: OCTA, 2008.

Figure M - 4
Orange County Transportation Authority
Bus Routes, 2008

Paratransit

The Americans with Disabilities Act (ADA) requires all public transit operations to provide paratransit (door-to-door) service to persons whose disabilities prevent them from using accessible fixed-route public transit. Paratransit services are transportation services such as carpooling, vanpooling, taxi service, and dial-a-ride programs. In Laguna Hills, OCTA provides shared-ride paratransit services via the ACCESS program for people who are unable to use the regular, fixed-route bus service because of functional limitations caused by a disability.

Rail Service

Rail service is an important mobility option for residents of Laguna Hills to reach destinations outside of the City. Although the City of Laguna Hills is not directly served by rail, the Laguna Niguel/Mission Viejo rail station is located approximately ½ mile south of Laguna Hills, within the City of Laguna Niguel. The Irvine station is located approximately 3 miles north of the City on Barranca Parkway. Both Metrolink and Amtrak trains serve these stations. Metrolink provides daily service to these stations, including weekends, via the Orange County Line, and the Inland Empire - Orange County Line.

The OCTA Board of Directors approved the Metrolink Service Expansion Program (MSEP) in 2005 with the goal of improving the frequency of rail service between the Fullerton and Laguna Niguel/ Mission Viejo stations. Service could be expanded to provide trains every 30 minutes between these stations. Included in the program are station enhancements at the two stations nearest Laguna Hills: Irvine and Laguna Niguel/Mission Viejo. Improvements to the Irvine Station, including a 1,500-space parking structure, have been completed. Future improvements have been identified for the Laguna Niguel/ Mission Viejo station.

PARKING

Parking availability is important for the overall quality of life in Laguna Hills and the vitality of shopping and service areas. A lack of parking frustrates residents, businesses, and visitors, while too much parking wastes valuable land and impedes the City' economic, aesthetic, and environmental objectives. Greater management of parking spaces in the City can help achieve mobility, environmental, and community development goals. As portions of the City redevelop, additional parking may be necessary to accommodate greater intensity of development. It is important that parking demand generated by future development does not negatively impact adjacent uses and neighborhoods. The City will utilize a broad range of parking management tools and strategies to avoid excessive parking requirements and to prevent parking spillover effects.

Goals and Policies

The goals and policies section sets both broad and specific direction for the future of the City based on identified issues, as captured in the Guiding Themes and expressed by the community, City staff, and decision makers.

Six major issue areas are addressed in the goals and policies of the Mobility Element. These major issues are:

- Providing an efficient street network within the community;
- Utilizing traffic calming and other techniques to improve safety for motorists, pedestrians and cyclists;
- Increasing cycling and walking in the community through expanded networks and amenities;
- Enhancing the character and identity of Laguna Hills;
- Encouraging alternatives to driving by promoting transit use and other innovative mobility strategies; and
- Providing appropriate parking and using creative parking solutions to manage parking.

EFFICIENT LOCAL AND REGIONAL SYSTEM

Safe and convenient access to jobs, housing, and other activities in the community can be provided by a well-designed local street system that connects to a well-developed regional circulation system. Planning for the needs of Laguna Hills necessarily involves coordinating the related transportation needs and planning efforts of surrounding cities, Orange County, regional agencies, and the State and federal government.

Goal M-1: Provide a safe and efficient local transportation system consistent with the general County standards and the regional system.

Policy M-1.1: Consider and address regional traffic generation and impacts from development in surrounding communities when planning improvements to the local circulation system.

Policy M-1.2: Coordinate intersection signalization to encourage improved traffic flow on arterial streets.

Policy M-1.3: Require new development and redevelopment to minimize traffic impacts and to incorporate mitigation or payment of "fair share" of improvements.

Policy M-1.4: Work with neighboring cities to address impacts of new development that cross jurisdictional boundaries.

TRAFFIC CALMING AND SAFETY

Policies in this section seek to enhance vehicular, pedestrian, and bike safety in Laguna Hills by providing better traffic management, traffic calming techniques, and enforcement of traffic laws. In particular, traffic calming techniques in appropriate locations can reduce vehicle speeds, discourage shortcutting traffic, and improve the pedestrian environment.

Goal M-2: Implement improvements that foster improved traffic safety on the circulation system for all drivers, pedestrians, and cyclists.

Policy M-2.1: Enhance traffic safety in the community using traffic engineering evaluations and site specific traffic calming measures determined appropriate for the selected location and street.

Policy M-2.2: Increase enforcement of traffic laws in high accident rate areas.

Policy M-2.3: Reduce congestion in areas surrounding schools, parks, and other activity centers by applying effective traffic management solutions.

Policy M-2.4: Protect residential neighborhoods from cut-through traffic and other traffic-related issues by continuing to implement appropriate traffic engineering measures.

WALKING AND CYCLING

Walking and bicycling, for both recreation and commuting, play increasingly significant roles as alternatives to the automobile. A safe, accessible pedestrian and biking network will connect key activity centers within the community to promote walking and biking in Laguna Hills. A variety of techniques, such as street trees, bike racks, enhanced crosswalks, street furniture, and way finding signs, will contribute to an increased walking- and bike-friendly community.

Goal M-3: Create a community where walking and cycling are practical, safe, and fun options for travel.

Policy M-3.1: Continue to extend and maintain pedestrian paths, bikeways, and equestrian trails that connect to local and regional activity centers.

Policy M-3.2: Increase walkability by making sidewalk improvements, increasing shade trees, providing street furniture (such as benches and water fountains), and improving access ramps.

Policy M-3.3: Enhance lighting and crosswalks for safety, if needed, at the busiest locations and activity centers in Laguna Hills.

Policy M-3.4: Fill in gaps in the bikeway system and enhance the current system with more shade from trees, improved signage, and striping.

Policy M-3.5: Discourage frequent driveway curb cuts along Mobility Element roadways and encourage reciprocal access between properties to minimize the number of conflict points between autos, pedestrians, and cyclists.

Policy M-3.6: Make improvements that support safe routes to schools, parks, and neighborhood activity centers.

Policy M-3.7: Encourage the provision of bicycle facilities in activity centers, places of employment, and public transit systems.

BEAUTIFUL STREETS

Beautifying the streets of Laguna Hills, through landscaping and other features, will contribute to a greater sense of place and bolster the City's identity. Enhanced streetscapes are also more pleasant for pedestrians and contribute to the overall walkability of the community.

Goal M-4: Enhance the City's streetscapes and beautify the overall driving experience in Laguna Hills.

Policy M-4.1: Enhance major entryways, arterials, and the median islands adjacent to activity centers through the use of gateway features, signs, wayfinding markers, lighting, and landscaping.

Policy M-4.2: Create streetscapes that are interesting, attractive, and improve water quality.

Policy M-4.3: Preserve designated scenic vistas and views of natural and man-made landmarks as viewed from the City's arterials.

TRANSIT AND TRANSPORTATION DEMAND MANAGEMENT

An efficient and successful transit system in Laguna Hills will contribute to reduced traffic congestion, reduce the need for costly roadway improvement projects, and improve air quality. Transit also provides mobility options to those residents who cannot drive or choose not to drive, such as youth and seniors.
Transportation demand management strategies will help to address a

variety of traffic problems and provide secondary economic, social, and environmental benefits. Transportation demand management strategies are some of the most cost-effective ways to improve mobility in the community.

Goal M-5: Promote a variety of alternative modes of travel and creative solutions to reduce single occupancy vehicle travel.

Policy M-5.1: Promote express bus routes and paratransit service to regional activity centers, such as college campuses, Metrolink, and John Wayne Airport.

Policy M-5.2: Encourage ridesharing and transit use through public education programs.

Policy M-5.3: Work with private developers to implement creative transportation demand management solutions, such as ride-sharing, carpooling, and flexible work schedules.

Policy M-5.4: Educate residents of all ages about local mobility choices.

Policy M-5.5: Work with local schools to improve and advertise nonautomotive options for youths and teens to get to school and after-school activities.

Policy M-5.6: Evaluate the transportation needs of seniors, including paratransit service for seniors and disabled persons.

Policy M-5.7: Where appropriate based on ridership, provide non-advertising transit shelters and benches that are appropriately located, well designed, comfortable, and attractive.

PARKING

Vehicular parking is a necessary component of any land use. New development and redevelopment projects will provide sufficient parking to meet the generated demand. At the same time, the City will employ innovative parking management solutions to avoid excessive parking requirements that detract from the economic, environmental, and aesthetic objectives of projects. Reduced parking requirements may be provided in areas that are highly walkable and well served by transit.

Goal M-6: Ensure adequate parking is provided for all uses in the community without unnecessarily impeding new development and redevelopment.

Policy M-6.1: Reduce the amount of land devoted to parking, if feasible, by integrating multiple use and creative parking solutions that still provide adequate parking for all uses.

Policy M-6.2: Provide options for convenient and accessible parking that foster economic growth and protect the quality of life of the residential neighborhoods.

Policy M-6.3: Develop flexible and creative solutions for parking in the Urban Village that respect its proximity to transit and park and ride, and its mix of uses.

Policy M-6.4: Encourage parking in shared surface lots or parking structures to make the most efficient use of land.

Policy M-6.5: Identify solutions to neighborhood- and activity-specific parking issues through implementation of a broad range of parking management tools and strategies.

Summary of Approach

The goals, policies, and programs in the Mobility Element will help the City to improve streets for safer automobile travel and for pedestrians, bikes, and transit users. The Mobility Element encourages safer travel and the use of alternative transportation options with particular emphasis on improvements to community connectivity through enhanced pedestrian and bicycle routes and greater transit use. Table M-6 identifies the six major issue areas guiding the Mobility Element. These major issues represent the direction the City will take in its mobility goals, policies, and programs to implement the vision of Laguna Hills as captured in the Guiding Themes and expressed in the Mobility Plan.

Table M-4
Description of Actions to Address Mobility Issues

Issues	Element	Section	Policy	Programs	Figure	Table
Efficient Local and Regional System	Mobility	Efficient Local and Regional System	M-1.1 through M-1.4	M-1 through M-4, M-8	Figure M-1 (Street Network)	Table M-1 (Level of Service Description)
Traffic Calming and Safety	Mobility	Traffic Calming and Safety	M-2.1 through M-2.4	M-6, M-10	Figure M-2 (Traffic Calming Techniques)	
Walking and Cycling	Mobility	Walking and Cycling	M-3.1 through M-3.7	M-4 through M-7	Figure M-3 (Bicycle Network)	Table M-2 (Bikeway Classification Description)
	Conservation and Open Space	Parks and Play	COS-1.17, 2.1, 2.3, 2.8	COS-6	COS-3 (Trails Plan)	COS-5 (Existing Pedestrian/ Equestrian Trails and Multi-use Corridors within Laguna Hills)
Beautiful Streets	Mobility	Beautiful Streets	M-4.1 through M-4.3	M-11, M-12		
Transit and Transportation Demand Management	Mobility	Transit and Transportation Demand Management	M-5.1 through M-5.7	M-4, M-8	Figure M-4 (OCTA Bus Routes, 2008)	Table M-3 (OCTA Bus Routes Serving Laguna Hills)
Parking	Mobility	Parking	M-6.1 through M-6.5			