Laguna Niguel
Active Transportation Plan

Prepared for:

City of Laguna Niguel

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Introduction

Purpose of the Plan

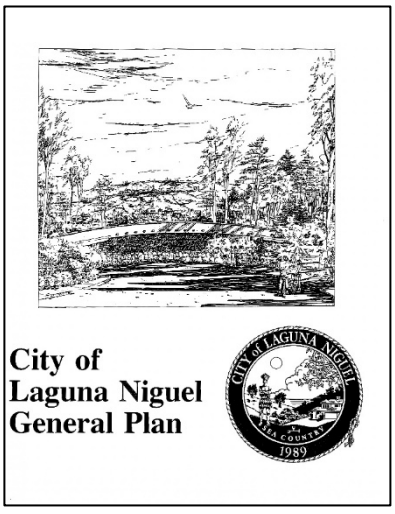
The City of Laguna Niguel (City) Active Transportation Plan (Plan) establishes the first pedestrian and bicycle focused vision for the City to support mobility for those who walk, bike, or roll. Driven by a comprehensive community engagement process, the Plan recommends feasible projects and programs to create safer, more equitable streets that reduce bicyclist and pedestrian injuries while increasing mobility for all ages and abilities.

The Plan analyzes existing conditions and needs in the City to identify challenges and opportunities within the active transportation network. Based on this analysis and community input, it provides both infrastructure and non-infrastructure recommendations to support walking and biking. Funding efforts are identified to assist the City with implementing priority projects and programs.

This Plan envisions a future where residents and visitors of all ages and abilities can safely, comfortably, and efficiently travel to destinations across Laguna Niguel using various modes of transportation.

Literature Review

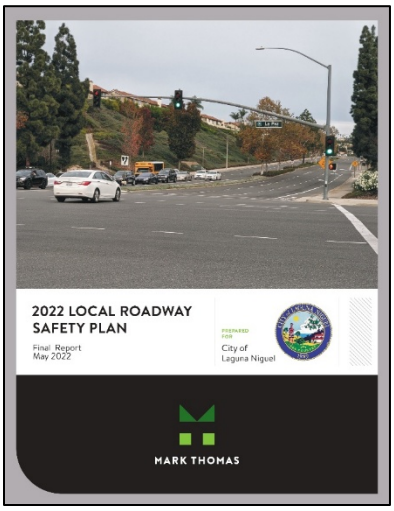
To better understand existing conditions and planned transportation improvements in the City, a review of key local, regional, and state planning documents was conducted. These documents provide insight into roadway conditions, multimodal transportation infrastructure, safety considerations, current policies, and planned projects that influence this Plan. The following is a summary of highlights and key takeaways from some of these documents.



Laguna Niguel General Plan (1992)

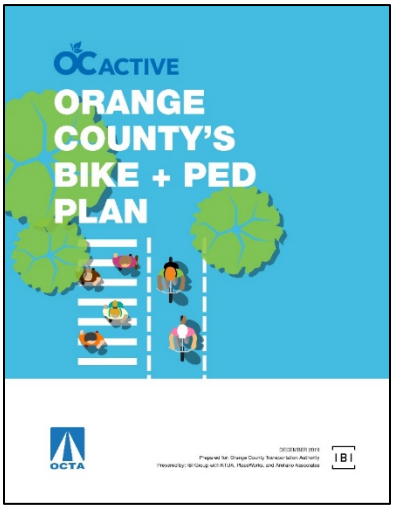
Circulation Element

The Laguna Niguel General Plan Circulation Element has guided the development of the City's transportation system, including the development of the Bikeway Plan, pedestrian trails, and sidewalk network. The Bikeway Plan identifies Class I paved paths for slower riders like children and families and Class II bikeways to serve commuters and recreational/fitness riders. The Circulation Element also outlines the design criteria for bikeways including widths and locations at intersections, minimum curb lane width, road hazards, and bicycle sensitive traffic signals.



Local Roadway Safety Plan (2022)

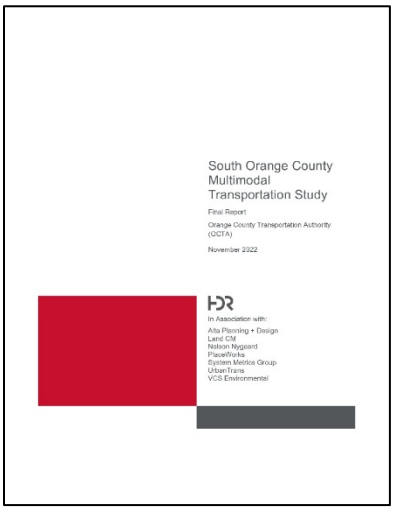
The Local Roadway Safety Plan aims to reduce injuries and fatalities along Laguna Niguel roadways by developing proactive strategies that address the most prominent roadway safety concerns based on local crash data. The plan highlights active transportation safety improvements that have been previously implemented within the City including buffered bicycle lanes, high-visibility crosswalks, and Accessible Pedestrian Signals (APS). The plan outlines a set of goals aimed at creating a culture of safe travel behaviors, educating the community, reducing severe and fatal crashes, and maintaining a well-managed roadway network. The plan outlines seven key safety priorities, one of them being to improve safety for active transportation users.



OCTA OC Active (2019)

The Orange County Transportation Authority's (OCTA) OC Active plan is the first active transportation plan that spans across the entirety of Orange County. OC Active provides a pedestrian heat map showing the highest need areas for improvement. The following roadways were identified:

- Crown Valley Parkway (South of Alicia Parkway)
- Niguel Road (South of Crown Valley Parkway)
- Golden Lantern (South of Marina Hills Drive)
- Moulton Parkway (Between Aliso Creek Road and Crown Valley Parkway)
- Alicia Parkway (Between Aliso Creek Road and Crown Valley Parkway)



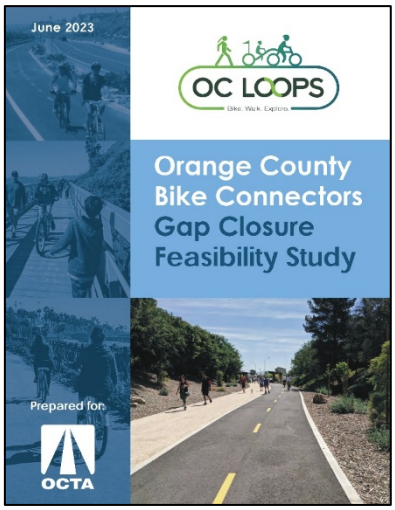
OCTA South Orange County Multimodal Transportation Study (2022)

The OCTA South Orange County Multimodal Transportation Study addresses south Orange County's mobility needs and identifies a broad range of recommendations for all modes of transportation, including streets and bikeways. The study supports active transportation as a key factor to improve study areas. In addition to planning and implementing regional and local active transportation networks, supporting the design of streets that are

"low stress" could result in a safer and more attractive environment for active travelers.

The study's recommended actions for active transportation include:

- Continue coordinated planning and implementation of the regional bikeway system.
- Consider programs to support the implementation of low-stress streets.
- Consider programs to support active transportation use.



OCTA Orange County Bike Connectors Gap Closure Feasibility Study (2023)

The Orange County Bike Connectors Gap Closure Feasibility Study offers bikeway design concepts and cost estimates for regional bike network improvements, including the OC Connect corridor.

A key component of OC Connect is the Oso Creek Trail extension, which will expand the trail southward from the Laguna Niguel/Mission Viejo Metrolink Station to the Laguna Niguel/San Juan Capistrano border. The City of Laguna Niguel secured grant funding through OCTA's Complete Streets Program (CSP) in 2024 to support the design and construction of the southerly extension of Oso Creek Trail to the southern City limits.

City of Laguna Niguel Traffic Manual (2026)

The City's Traffic Manual, which provides guidance on the installation and maintenance of traffic control devices and traffic management strategies, is being updated for City Council review in 2026.

Existing Conditions

Roadway Network

This Plan identifies recommendations primarily along the roadway network within the City. As outlined in the City's General Plan Circulation Element, the City's roadway network is comprised of four roadway categories: major (six-lane), primary (divided four-lane), secondary (undivided four-lane), and commuter (two-lane) roadways.

The City's major roadways include Alicia Parkway, Aliso Creek Road, Pacific Park Drive, La Paz Road, Moulton Parkway/Golden Lantern, and Crown Valley Parkway. While these corridors typically feature sidewalks and Class II bike lanes, gaps remain along certain segments. Due to their wider cross-sections and higher posted speed limits, between 45 to 50 miles per hour, these major roadways pose challenges for pedestrians and bicyclists.

Primary roadways, such as Pacific Island Drive, Niguel Road, Marina Hills Drive, Camino del Avion, Paseo de Colinas, Cabot Road, and portions of La Paz Road and Aliso Creek Road, as well as secondary roadways, including Highlands Avenue, have fewer lanes than major roadways but still present similar safety and mobility challenges for active transportation users.

Commuter roadways, such as Club House Drive and Beacon Hill Way, currently do not have dedicated bicycle facilities but provide alternative routes for pedestrians and bicyclists with lower vehicle speeds and shorter crossing distances.

In Laguna Niguel, truck routes are designated along all major roadways and some of the other roadway categories.

Existing Active Transportation Infrastructure and Facilities

Through the existing conditions analysis, existing and planned active transportation facilities within Laguna Niguel were identified, providing a framework for the recommendations in this Plan.

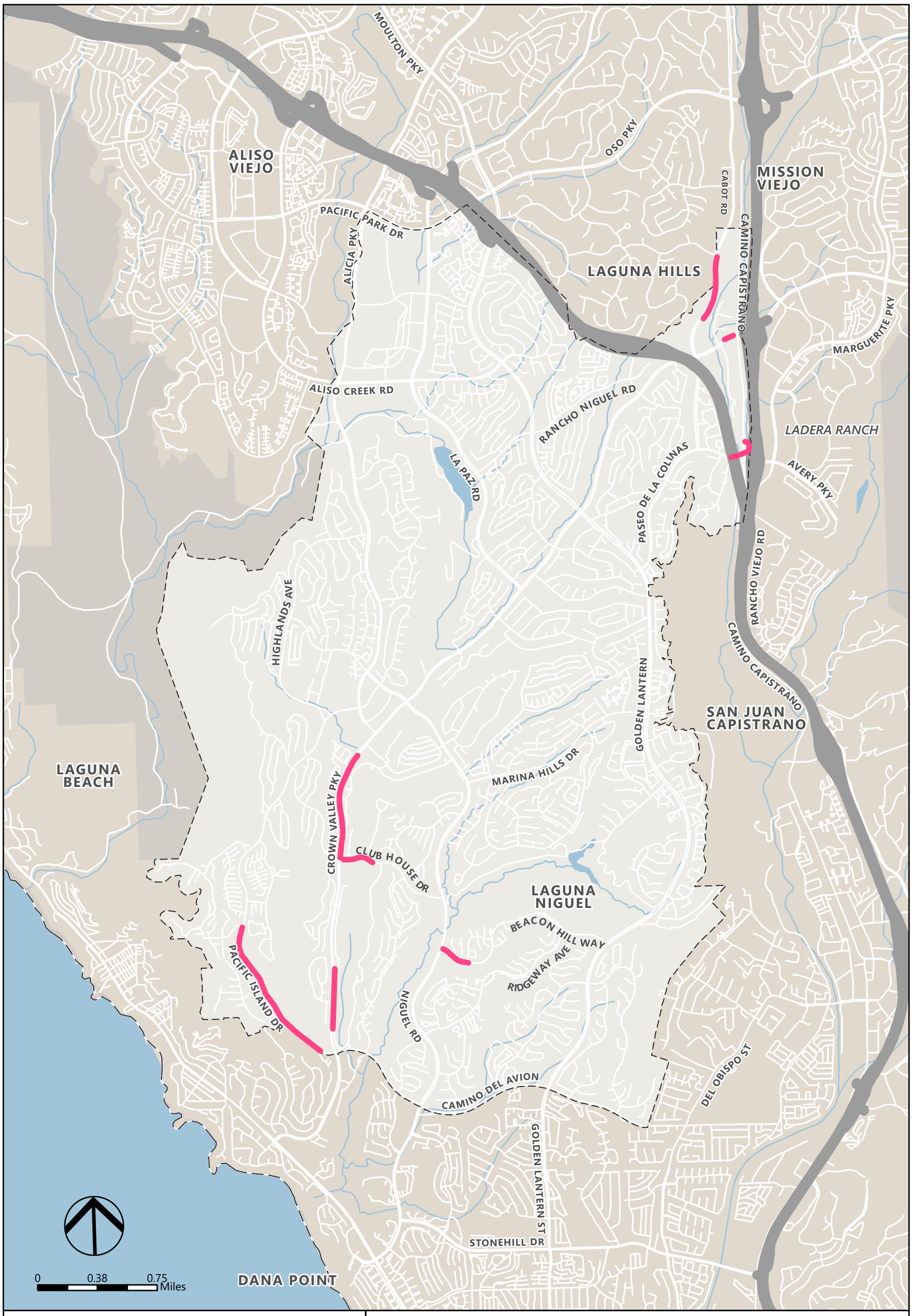
Existing Pedestrian Facilities

Pedestrian facilities in Laguna Niguel most commonly include sidewalks, Class I multi-use paths, and roadway crossing enhancements such as crosswalks and Leading Pedestrian Intervals (LPIs).

Sidewalks provide a dedicated facility for pedestrians alongside a roadway and comprise the basis of the pedestrian transportation network. Sidewalks are crucial for residents and visitors in Laguna Niguel to access destinations and public transportation services. While most roadways have sidewalk facilities, segments of missing sidewalks, also known as sidewalk gaps, exist within the pedestrian transportation network. Figure 1 identifies the locations where there are sidewalk gaps on either one or both sides of a roadway.

Pedestrian with stroller and young child in crosswalk in Laguna Niguel

Figure 1 - Sidewalk Gaps



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Sidewalk Gaps

LEGEND

Missing Sidewalks

Dr. Kostas Alexandridis, GISP, Data Scientist, OC Public Works, OC Survey Geospatial Services

Pedestrian Crossings

Crosswalks support pedestrian crossings at intersections by designating the area where pedestrians should cross. Crosswalks may be striped in various ways including transverse striping and high-visibility striping, which have been installed at numerous locations in Laguna Niguel.

LPIs are a traffic signal timing feature that gives pedestrians a 3- to 7-second head start to enter a crosswalk before vehicles are given a green light, allowing pedestrians to have greater visibility to turning motorists. LPIs are currently installed at the intersections of Alicia Parkway and Crown Valley Parkway, Golden Lantern and Shark Bay, Golden Lantern and Paseo de Colinas, Niguel Road and Alicia Parkway, and Marina Hills Drive and Tessier Street.

Transverse Crosswalk Striping

High-Visibility Crosswalk Striping

Existing Bicycle Facilities

Bicycle facilities are typically defined by bikeway class types which include the following:

- Class I, Multi-Use Path
- Class II, Bike Lane
- Class III, Bike Route; and
- Class IV, Cycletrack

The four bicycle class types are defined in the following subsections.

Class I Multi-Use Path

Class I multi-use paths are facilities that are off of roadways and provide a shared space for both bicyclists and pedestrians.

The 5.7-mile Salt Creek Trail comprises all of the Class I facilities within the city. The trail is disconnected near Crown Valley Parkway and Niguel Road, with the northern half of the trail largely circling the Laguna Niguel Lake and the southern half following Niguel Road to the southern city limit at Camino Del Avion. Much of the trail surfaces consist of asphalt, with concrete and decomposed granite in some sections.

Class I Multi-Use Path

Due to greater separation from automobile traffic, Class I facilities offer bicyclists a more comfortable environment with lower traffic stress. These facilities typically support bicyclists of all confidence levels and all ages and abilities.

Class II Bike Lane

Class II bike lanes are on-street dedicated lanes for bicyclists. This class typically contains striping and markings that identify them as bike lanes but may also be identified through a striped shoulder. Class II bike lanes can also have striped buffers that can increase the amount of space between vehicles and bicyclists.

Class II bike lanes are largely located on the City's major and primary roadways, which include Crown Valley Parkway, Moulton Parkway, Golden Lantern, Niguel Road, Alicia Parkway, Aliso Creek Road, Pacific Park Drive, and Pacific Island Drive.

Class II Bike Lane

Class III Bike Route

Class III bike routes are lower-speed roadways where motorists and bicyclists share travel lanes. Bike routes typically include "share the road" signage and have identifiable roadway markings called sharrows.

Currently, there are no Class III bike routes in the City.

Class III bike routes tend to be most beneficial for bicyclists when planned along low-speed and residential roads.

Class III Bike Route

Class IV Cycletrack

Class IV cycletracks, also known as "separated bikeways", are on-street dedicated bicycle facilities that are separated from automobile traffic through a vertical barrier such as a curb, median, bollards, parked vehicles, or other materials. Cycletracks can be designed to permit one- or two-way directions.

Class IV Cycletrack

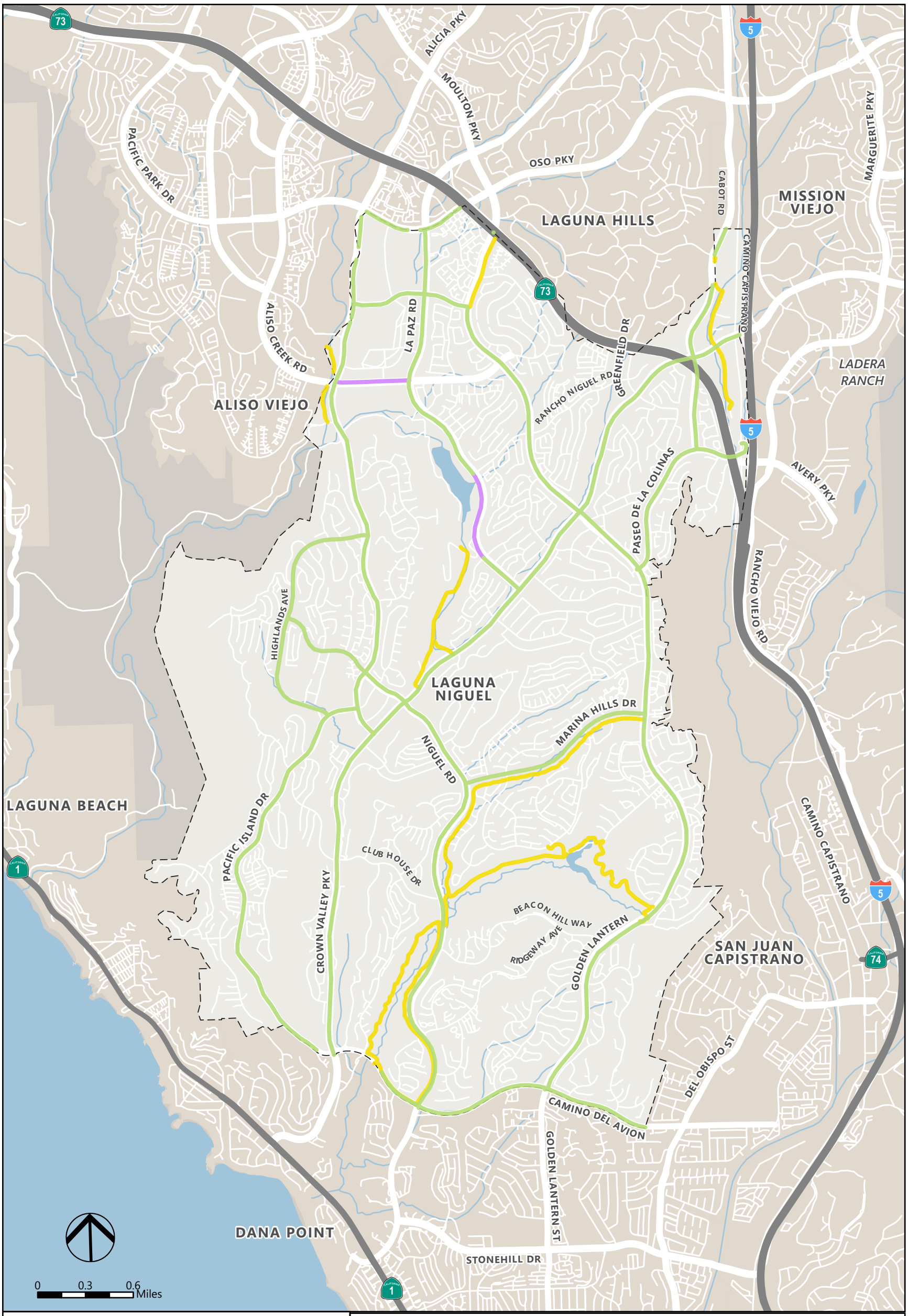
In September 2024, a Class IV cycletrack demonstration was installed along Aliso Creek Road as part of this Plan. Community feedback was gathered through a public survey, which indicated strong support for the demonstration. Based on the positive response, the Class IV cycletracks on Aliso Creek Road have been constructed as permanent facilities, marking the City's first Class IV cycletrack. Additional details on the demonstration and survey results are provided in the Community Engagement section of this Plan.

A Class IV cycletrack can also be found along La Paz Road between Rancho Niguel Road and Kings Road and along Avery Parkway at Camino Capistrano.

Existing Bikeway Network

The existing bicycle network in Laguna Niguel is currently comprised of 4.6-miles of Class I multi-use paths, 3-miles of Class II bike lanes, and 0.5-miles of Class IV cycletrack as shown in Figure 2. Class III bike routes are not currently designated within the City limits.

Figure 2 - Existing Bikeways Network



City of Laguna Niguel

Existing Bikeways

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- Class I Multi-Use Path
- Class II Bike Lane
- Class IV Cycletrack

Existing Bicycle Demands

Bicycle counts are regularly collected by Orange County Transportation Authority (OCTA) at multiple locations throughout Orange County, including 12 locations within the City of Laguna Niguel. Weekday counts collected by OCTA were conducted on typical weekdays (Tuesday, Wednesday, or Thursday). The bicycle count data for this analysis was collected on June 11, 18, and 25, 2024 between 6:00 AM and 8:45 PM. The Saturday counts were collected on June 15, 29, and 30, 2024 between 6:00 AM and 8:45 PM. The bicycle counts and the general trends that were observed identify high volume locations, differences in weekday and Saturday volumes, mode split, trends on where bicyclists ride (bike flow), and bicyclist demographics.

Table 1 shows the bicycle count data collected by OCTA on a typical weekday and a typical Saturday.

Table 1: Weekday and Saturday Bicycle Count Totals

Location	Weekday Count	Saturday Count	Total
Salt Creek Trail (East of Niguel Road)	153	376	529
Aliso Creek Road / Alicia Parkway	99	174	273
Golden Lantern / Camino Del Avion	100	145	245
Golden Lantern (North of Hidden Hills Road)	105	126	231
Salt Creek Trail (East of Camino Del Avion)	62	148	210
Moulton Parkway (North of Aliso Creek Road)	95	96	191
Aliso Creek Road / Niguel Heights Boulevard	77	100	177
Golden Lantern / Shark Bay	61	101	162
Crown Valley Parkway / Alicia Parkway	52	75	127
Crown Valley Parkway / Moulton Parkway	38	70	108
Crown Valley Parkway / Forbes Road	59	48	107
Rancho Niguel Road / La Paz Road	27	33	60
Average Volume	**77**	**124**	**202**

As shown above in Table 1, bicyclist activity was generally higher on Saturdays, with an average of 124 bicyclists per location, compared to 77 on weekdays. At only one location, at Crown Valley Parkway and Forbes Road, was the weekday count higher than the Saturday count. The Salt Creek Trail (East of Niguel Road) location had the highest bicycle count volumes for both weekdays and Saturdays, with a total of 529 bicyclists observed. The Aliso Creek Road/Alicia Parkway and Golden Lantern/Camino Del Avion locations had the second and third highest total bicycle volumes, respectively.

Table 2 below shows the weekday total count mode split data by bicycle devices which is divided into scooter, rollerskate, skateboard, unicycle, waveboard (a two-wheeled, non-electric vehicle that is visually similar to a skateboard), electric bike (e-bike), bicycle (non-electric, acoustic bicycle), electric scooter (e-scooter), and wheelchair modes.

Table 2: Weekday Total Count Mode Split

Scooter	Roller Skate	Skateboard	Unicycle	Waveboard	E-bike	Bicycle	E-scooter	Wheelchair
0	0	2	0	0	283	611	28	1

As shown in Table 2 above, bicycles were the most frequent mode, followed by e-bikes. Table 3 below shows the Saturday count mode split data for all bicycle modes (scooter, rollerskate, skateboard, unicycle, waveboard, e-bike, bicycle, e-scooter, and wheelchair modes).

Similar to Table 2, the Saturday count mode split data shown in Table 3 also identifies bicycles and e-bikes as the most frequent bicycle modes.

Table 3: Saturday Total Count Mode Split

Scooter	Roller Skate	Skateboard	Unicycle	Waveboard	E-bike	Bicycle	E-scooter	Wheelchair
1	0	1	2	2	354	1102	27	0

OCTA's bicycle counts recorded how many bicyclists rode on sidewalks as shown in Table 4.

Table 4: Bicyclists Sidewalk Riding

Location	Weekday Sidewalk	Saturday Sidewalk
Aliso Creek Road / Alicia Parkway	41	76
Golden Lantern / Camino Del Avion	47	66
Golden Lantern	63	50
Crown Valley Parkway / Forbes Road	38	39
Crown Valley Parkway / Moulton Parkway	28	35
Moulton	30	31
Aliso Creek Road / Niguel Heights Boulevard	26	25
Golden Lantern / Shark Bay	17	21
Crown Valley Parkway / Alicia Parkway	18	15
Rancho Niguel Road / La Paz Road	6	12
Salt Creek Trail (East of Niguel Road)	0	0
Salt Creek Trail (East of Camino Del Avion)	0	0
Average Volume	**26**	**31**

During the weekday count period, 34% of all observed weekday riders, utilized the sidewalk, whereas, 25% of all Saturday riders used the sidewalk.

Public Transportation

While this Plan promotes active transportation in Laguna Niguel, many walking and biking trips are multimodal, incorporating public transit at the beginning or end of a journey. Public transportation plays a vital role in supporting and enhancing active transportation within the City that impacts the recommendations of this Plan.

Bus Service

The City is served by local OCTA OC bus routes 85, 87, and 90 as well as the OC Flex on-demand shuttle service.

OC Bus Stop

Local bus routes operate along Alicia Parkway, Niguel Road, Crown Valley Parkway, and Moulton Parkway/Golden Lantern. All OCTA buses are equipped with bike racks, and folding bikes are allowed onboard, enabling bicyclists to make multimodal trips. E-bikes are permitted on the bus racks if they meet the acceptable specifications, fit securely, and do not weigh more than 55 pounds.

Since 2018, OC Flex has offered low-cost, on-demand group ride service within its service area, which includes Laguna Niguel, Aliso Viejo, and Mission Viejo. The curb-to-curb service operates daily, weekdays from 6 a.m. to 9 p.m. and weekends from 9 a.m. to 9 p.m.

OC Flex Van

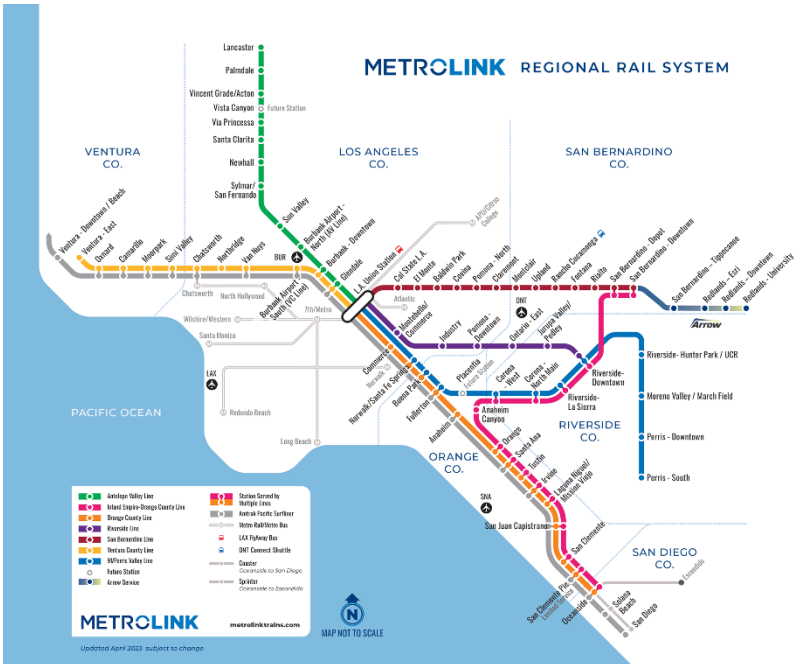
OC Flex and OC Bus passes include free transfers between services on the day of purchase. In addition, OC Flex rides to or from a train station within the service area are free with a valid Metrolink or Amtrak pass.

The City is in the process of providing new bus shelters along Alicia Parkway, Aliso Creek Road, Cabot Road, Crown Valley Parkway, and La Paz Road. The new bus shelters will include shade structures, seating, waste bins, and solar-powered lighting, and will support OCTA bus services and the City's Summer Trolley Program. The shelter will include features and materials consistent with the City's existing infrastructure.

Rail Service

Metrolink commuter rail service is accessible via the Mission Viejo/Laguna Niguel Station, providing a vital transit connection for residents, workers, and visitors. The station is served by Metrolink's Inland Empire-Orange County Line and Orange County Line, offering direct and convenient access to key destinations across Southern California, including Los Angeles, Orange County, the Inland Empire, and San Diego. All Metrolink trains have a Bike Car that are designed to accommodate up to nine bikes, which are in addition to the regular Metrolink train cars which can accommodate up to three bikes.

Laguna Niguel/Mission Viejo Metrolink Station



Map of Southern California Metrolink System

Needs Analysis

The following needs analysis, which includes a safety analysis and equity analysis, was conducted to identify the existing citywide safety concerns and equity needs. These analyses informed the safety and equity criteria for the recommended project prioritization process, which is discussed in the Implementation section of this Plan.

Safety Analysis

Between 2018 and 2022, 648 injury crashes occurred within the City of Laguna Niguel. Of the injury crashes, 101, or approximately 16%, involved pedestrians or bicycles.

Figure 3 illustrates the severity of pedestrian- or bicycle-involved collisions as a percentage of total pedestrian and bicycle crashes.

Figure 3 - Percent Share of Crash Severity of All Pedestrian and Bicycle Crashes

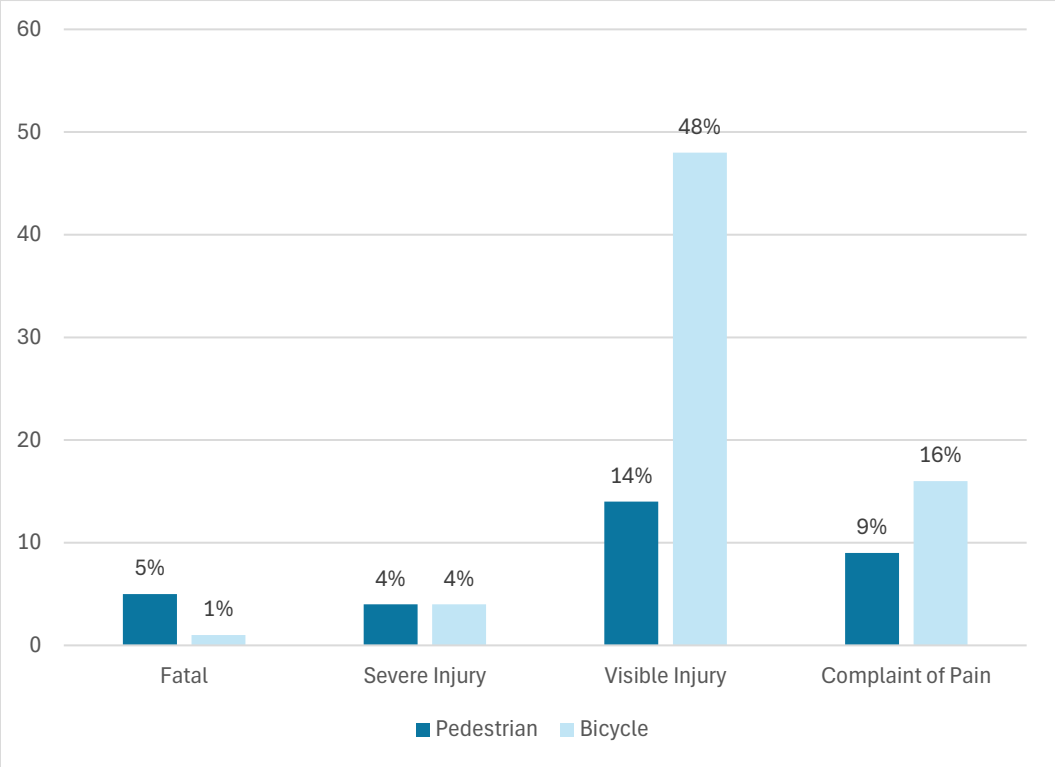
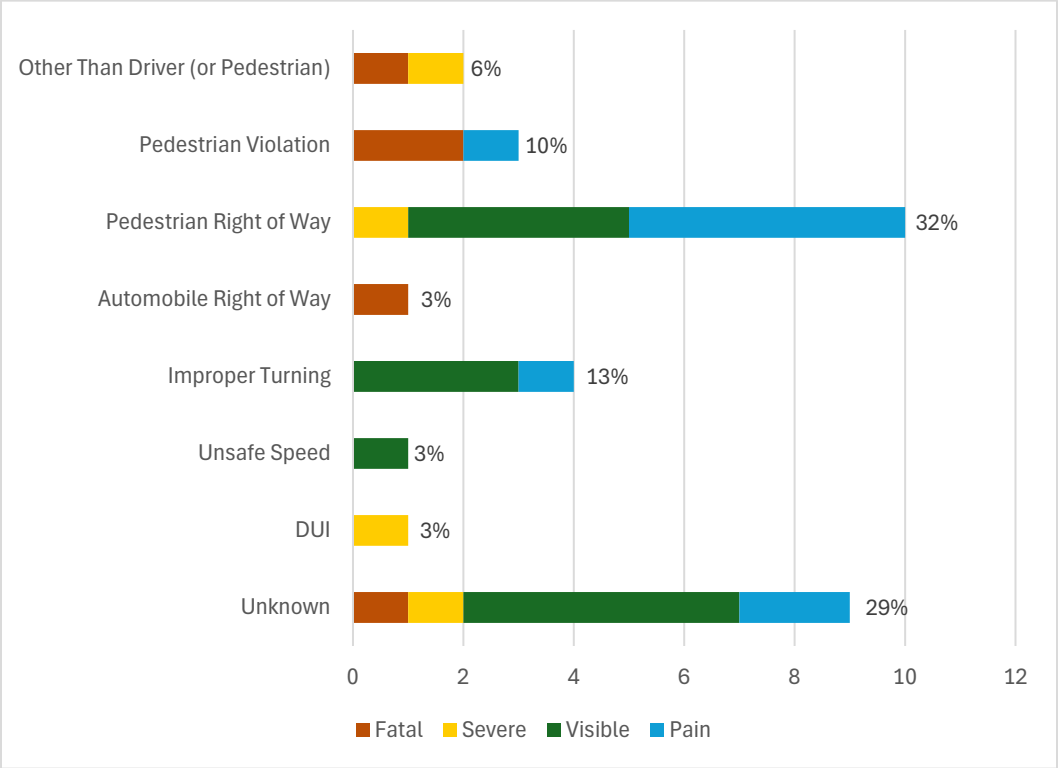


Figure 4 shows the Primary Collision Factors (PCFs) that were reported for pedestrian crashes.

Figure 4 - Share of PCF Violation Category for Pedestrian Crashes by Crash Severity

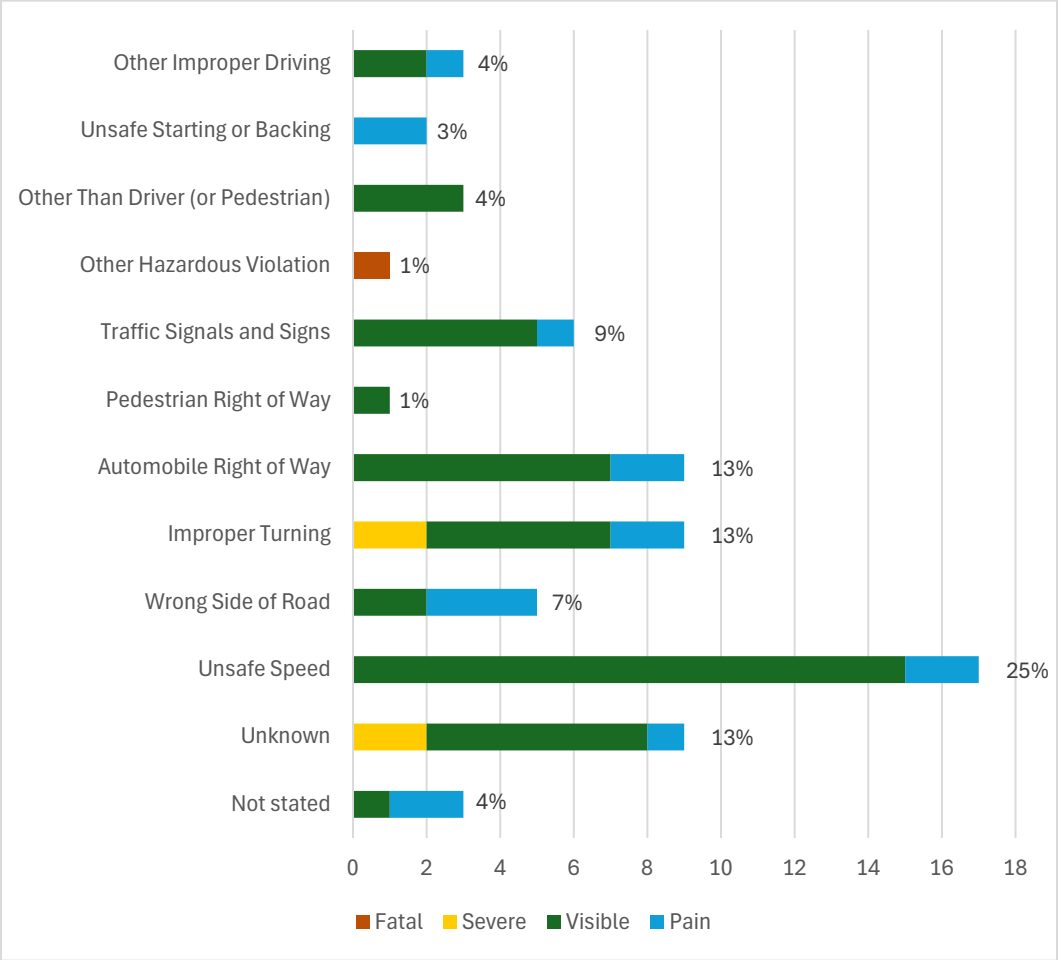


Note: The percentage shows the PCF Violation Category share of all pedestrian crashes.
Source: TIMS Data (2018-2022), City of Laguna Niguel

Pedestrian right-of-way violations were the most frequently reported Primary Collision Factor (PCF), accounting for 32% of crashes, followed by unknown factors at 29%. While pedestrian right-of-way violations led to the highest number of pedestrian crashes, these incidents were generally less severe than crashes caused by other PCFs.

Figure 5 shows the PCFs that were reported for bicycle crashes.

Figure 5 - Share of PCF Violation Category for Bicyclist Crashes by Crash Severity



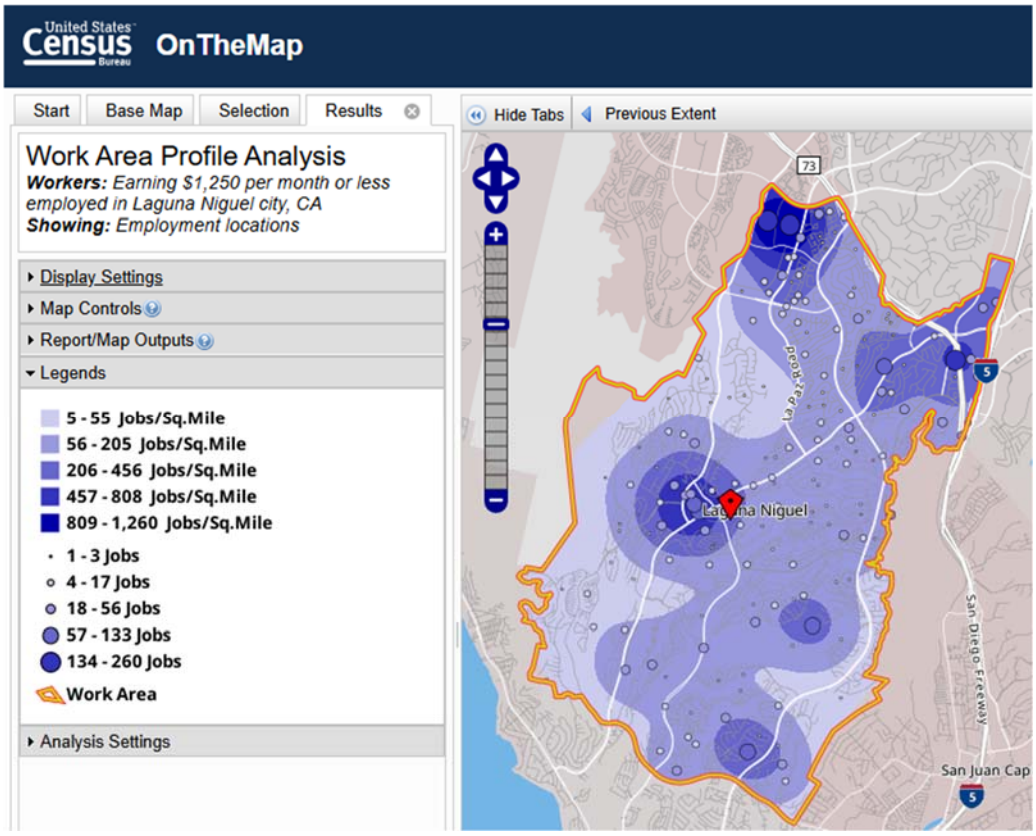
Note: The percentage shows the PCF Violation Category share of all bicyclist crashes.
Source: TIMS Data (2018-2022), City of Laguna Niguel

Unsafe speed is the primary PCF for bicyclist crashes, accounting for 25% of all incidents involving bicyclists. Automobile right-of-way, improper turning, and unknown PCF were the second most common PCF, with each contributing to 13% of bicyclist crashes. Other hazardous violation was the PCF for the only fatal bicycle crash. Improper turning and unknown were the only PCFs reported for severe injuries.

Equity Analysis

An equity analysis using the U.S. Census Bureau's OnTheMap tool identified a significant portion of low-income workers in Laguna Niguel who would benefit from the implementation of this Plan's recommendations. While the State of California does not classify the City as disadvantaged, between 2017-2021,19% to 26% of the workforce earned $1,250 per month or less, and 26% to 32% of jobs were held by low-income workers who both lived and worked within the city.

Despite an existing bikeway network, only 2.5% of workers commute using active modes, which is below the Orange County average of 4.77% (Healthy Places Index 3.0). Additionally, 13.1% of low-income homeowners in Laguna Niguel (compared to 11.4% on average County-wide) allocate over 50% of their income to housing, exceeding the Orange County average of 11.4%. These findings emphasize the need for affordable mobility options that reduce financial burdens, improve the user level of comfort on the bicycle and pedestrian network, and increase the mode share of active commuters.



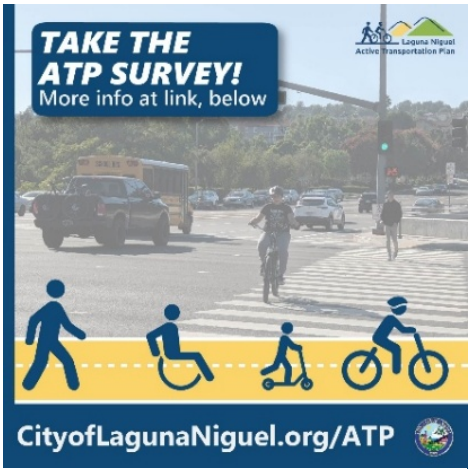
Census OnTheMap Tool – Laguna Niguel Work Area Profile Analysis

Community Engagement

A comprehensive community engagement effort was facilitated in support of this Plan, ensuring that the Plan recommendations reflect the interests of residents, business owners, and other stakeholders. The project team implemented an outreach strategy to engage the community, gather feedback, and incorporate public input into the development of this Plan. Engagement efforts included in-person and virtual events, with public input gathered through surveys and interactive activities. These outreach efforts provided insights into local transportation challenges, opportunities for improvement, and preferences for active transportation infrastructure. A complete engagement summary is provided in Appendix A.

Outreach Methods

Various communication methods, including email notification, social media, flyers, lawn signs, and a dedicated Plan webpage were utilized to notify community members of the Plan's development and to promote engagement activities.



Social Media Graphic

Social Media

Social media posts were published on the City's Instagram, Facebook, and Twitter/"X" accounts to promote each survey and public events.

Flyers

Flyers were developed for multiple engagement events and activities. Flyers for the in-person community workshop, Bike & Talk, and Walk & Talk events were displayed at the OCTA E-Bike Rodeo, a regional event held in Laguna Niguel, as well as various tabling events and on the Plan's dedicated webpage.

Lawn Signage

OC Bus Transit Ads

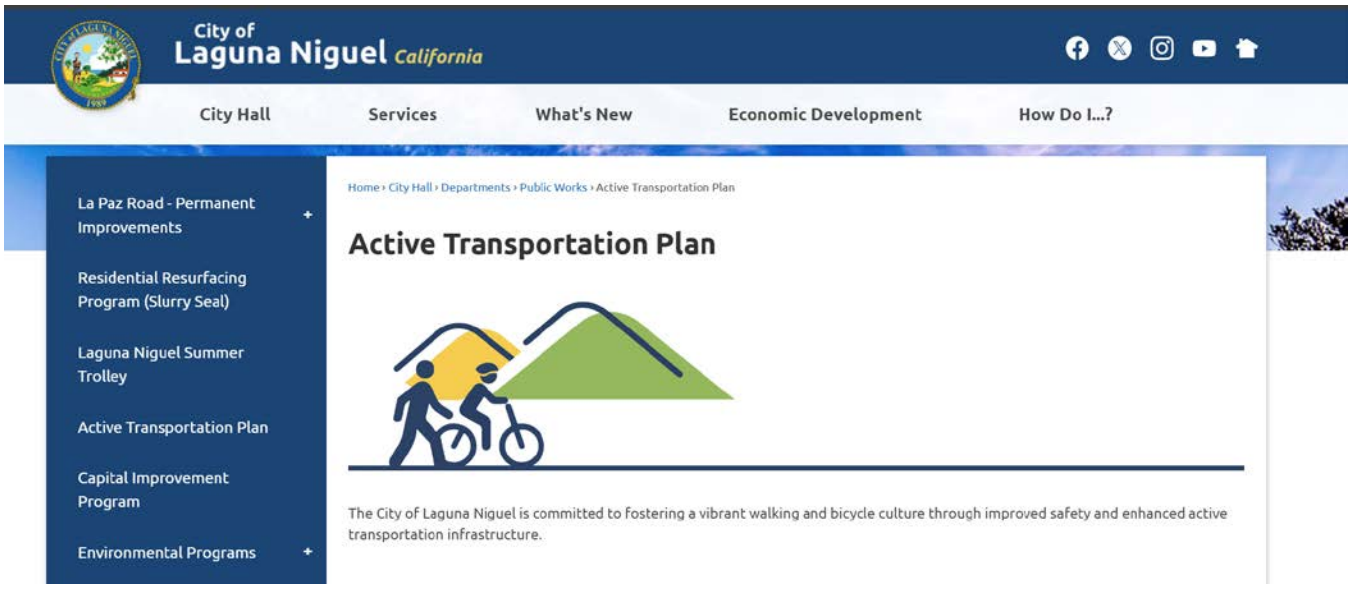
Promotional Flyer

Signage

Lawn signs and large banners were developed to increase awareness of the Plan and solicit feedback via surveys, including the pilot cycletrack survey. Lawn signs were strategically placed in locations throughout Laguna Niguel. During the Class IV cycletrack demonstration, lawn signs were placed adjacent to the improvements on Aliso Creek Road. Banners, which included the same information as the lawn signs, were posted in multiple locations, including outside of the Laguna Niguel Regional Park.

Webpage

A webpage[1] for the Plan was published on the City website which provided an overview of the Plan, a fact sheet and schedule, and advertised opportunities to get involved.



[1] https://cityoflagunaniguel.org/1706/Active-Transportation-Plan

Engagement Events and Activities

The community engagement events and activities held throughout the course of the Plan are outlined in Table 5 below.

Table 5: Outreach Events

Event	Date	Location	Format
Survey 1	05/15/2024-08/26/2024	Virtual and In-Person	Virtual/ In-Person
E-Bike Rodeo	05/18/2024	Niguel Hills Middle School	In-Person
Community Workshop 1	05/23/2024	Laguna Niguel City Hall	In-Person
Bike & Talk	06/01/2024	Laguna Niguel YMCA Parking Lot	In-Person
Walk & Talk	06/22/2024	Aliso Village Shopping Center	In-Person
FAM Resale Store Tabling Event	06/22/2024	FAM Resale Store	In-Person
YMCA 5K Run Tabling Event	07/04/2024	Crown Valley Park	In-Person
Sea Country Festival/Survey 2	08/23/2024-08/24/2024	Between Dorine and El Lazo	In-Person
Survey 2	08/23/2024-08/24/2024	Virtual and In-Person	Virtual/ In-Person
Community Workshop 2	09/23/2024	Virtual Teams Meeting	Virtual
Community Workshop 3	04/19/2025	Crown Valley Park	In-Person
Sea Country Community Center Senior Luncheon	05/01/2025	Sea Country Community Center	In-Person
Survey 3	04/02/2025-06/02/2025	Virtual and In Person	Virtual/ In-Person

Summaries of the outreach events are listed below.

Survey 1

As part of the Plan, the City conducted an initial survey to gather community input on preferred locations for improvements, current active transportation habits, top travel concerns, and the types of infrastructure enhancements residents would like to see. The online survey was published on the City website from May 15 to August 26, 2024.

Survey 1 results reflected strong community use of active transportation, with 43% of respondents reporting daily use of walking, biking, or transit, and another 34% using these modes several times a week. The top concerns identified included speeding and distracted driving, the lack of bike facilities, and missing or damaged sidewalks. In terms of desired improvements, respondents favored enhanced bike infrastructure, particularly Class IV cycletracks and Class I multi-use trails, as well as pedestrian upgrades such as improved

crosswalks, additional shade trees, and better street crossings. Respondents also supported roadway modifications like improved bike lane striping and narrowing vehicle lanes to increase space for active transportation.

Community Workshop 1

The first community workshop was held on May 23, 2024 from 5:00 p.m. to 7:00 p.m. at the Laguna Niguel Civic Center (30111 Crown Valley Parkway, Community Room). This event was designed as an open-house format, allowing attendees to drop-in at their convenience to engage with City staff and the project team. To promote the event, outreach efforts included lawn signs, flyers, and posts on the City's social media channels.

Community Workshop 1

At the workshop, attendees had the opportunity to provide input on focus areas, concerns, and potential solutions, complete the project survey and share feedback on walking, bicycling, and rolling in Laguna Niguel, and learn about the Plan's purpose, upcoming events, and ways to stay involved.

Bike & Talk

A Bike & Talk event was held on June 1, 2024 to inform community members of the Citywide Active Transportation Plan and collect public input through an interactive biking activity. The event provided education on the Plan, introduced active transportation concepts and infrastructure, and facilitated the identification of community concerns and potential solutions to enhance the City's active transportation network.

Bike & Talk Event

Participants took an interactive 9-mile round-trip bike ride, which provided an opportunity for community members to experience existing bicycle infrastructure and discuss potential improvements in real time with the project team. The bike ride included stops where participants

provided feedback on bike lane conditions, safety concerns, and connectivity issues. Stops along the route included the Laguna Niguel Lake, Alicia Parkway, and the Aliso Village Shopping Center.

Specific concerns that were voiced by participants included the speed of e-bikes, infrastructure adequacy, the presence of young children on e-bikes, school route safety, and the need for stricter e-bike regulations. Additionally, participants suggested increased education and regulation for bicycles on sidewalks. They also emphasized the importance of addressing sidewalk gaps and width, implementing protected bike lanes, and improving crosswalks.

Walk & Talk

The Walk & Talk was held on June 22, 2024 at the Aliso Village Shopping Center. The project team led participants through a one-hour interactive walking activity focused on collecting feedback on existing pedestrian infrastructure and perceived safety. The route followed Aliso Creek Road and Dorine Road. Attendees emphasized the need for active transportation measures to enhance safety. They also suggested infrastructure improvements and regulatory measures, particularly concerning e-bikes. Participants in the Walk & Talk activity highlighted specific concerns such as sidewalk gaps, narrow pathways, and a lack of crosswalk enhancements.

Walk and Talk Event

Sea Country Festival (Survey 2 - Aliso Creek Road Class IV Cycletrack Demonstration)

In August 2024, the City's Public Works Department installed a one-way Class IV cycletrack, or separated bikeway, in both the eastbound and westbound directions along Aliso Creek Road between La Paz Road and Alicia Parkway. This pilot cycletrack demonstrated a variety of separated bikeway options to enhance bicycle safety and increase public awareness. The pilot showcased three different types of vertical elements, striped buffer zones, and green conflict zone paint to create a Class IV Cycletrack. The Aliso Creek Road Class IV Cycletrack Demonstration showcased a separated bikeway to improve safety and accessibility to all bicyclists, enhance the local streetscape, gather community feedback, evaluate applicability elsewhere in the City, and increase public awareness of the Plan.

Aliso Creek Road Pilot Cycletrack Project

The project team attended the City's annual Sea Country Festival on August 23 and 24, 2024. Approximately over 400 community members engaged with project team regarding the newly installed Aliso Creek Road Cycletrack Demonstration. A brief survey, which was available in print and virtually, gathered community feedback on the vertical separation elements demonstrated on Aliso Creek Road, which included white flexible bollards, rubber parking stops, green rigid bollards, and striped buffers.

Sea Country Festival

Community Workshop 2

A virtual community workshop was held on September 23, 2024, and provided an opportunity for community members to learn about the Plan, share recommendations, and discuss the Aliso Creek Road Class IV Cycletrack Demonstration. The meeting featured a presentation and an interactive discussion, allowing attendees to provide input on focus areas, pedestrian and cycling improvements, and bikeway treatments. Participants indicated the green rigid bollards as their preferred vertical separation element, recommended expanding bike lane treatments along key roadways, and shared concerns about compatibility with street cleaning equipment.

Community Workshop 3

On April 19, 2025, a community workshop was held at the Niguel Botanical Preserve during an Earth Day volunteer event. Participants included a diverse mix of residents, community groups, and students from schools across the region. The project team engaged with approximately 30 to 40 participants over graphic boards detailing the Plan recommendations. The workshop provided an opportunity to inform the community on the Plan's progress and to gather feedback

Community Workshop 3

on Plan recommendations. Community members were overwhelmingly supportive of the project, particularly for the Class IV cycletrack demonstration along Aliso Creek Road. Numerous community members requested similar improvements along other roadways within the city. A recurring concern was e-bike safety, with support for a potential e-bike education and permitting program.

OCTA E-Bike Safety Rodeo Pop-Up

Pop-Up Tabling Events

The project team solicited public feedback at a variety of pop-up tabling events, including the OCTA E-Bike Rodeo, the YMCA 5K run, and at the Sea Country Senior and Community Center.

The project team hosted a table at the OCTA E-Bike Safety Rodeo, held on May 18, 2024 at Niguel Hills Middle School in Laguna Niguel. Attendees provided input on poster boards, identifying walking and biking behaviors, and shared locations where they have concerns for pedestrian or bicyclist activity.

YMCA 5K Run Pop-Up

Information booths were held outside of the Family Assistance Ministries (FAM) Resale Store on June 22, 2024, and YMCA 5K Run on July 4, 2024 to engage with community members. At the YMCA 5K Run, approximately 35 to 45 participants engaged with the project team. Attendees emphasized the need for enhanced bikeways, better pedestrian crossings, and increased education on e-bike safety.

On May 1, 2025, the project team supported a tabling event during the senior luncheon at the Sea Country Community Center. The event was well-attended, with over 40 participants engaging with City staff and project team to learn more about the Plan and provide input on the Plan's recommendations.

Survey Tabling at Senior Luncheon Pop-Up

Survey 3

The third and final survey gathered community input on proposed sidewalk, bicycle, and pedestrian improvement recommendations. The online survey was open from April 4 to June 2, 2025. A total of 27 community members responded. Additional feedback was collected through the Community Workshop 3 and tabling event at the Sea Country Senior and Community Center.

Community Feedback Summary

The community engagement process gathered insights into residents' priorities and concerns regarding active transportation in Laguna Niguel. Through surveys and interactive activities, participants provided input on bikeway preferences, pedestrian improvements, and roadway enhancements. The following key topics summarize the aggregated input from all community engagement activities.

Presentation at Senior Luncheon Pop-Up Event

Mode Use

Regarding active transportation use, 43% of respondents reported using active transportation or transit daily, while 34% use it several days a week. A smaller percentage reported using active transportation once a week (9%), a few times a month, less than a month (both 6%), and only 2% of respondents reported never using active transportation or transit.

Concerns

When asked about top concerns while traveling by active transportation, the most common concern was speeding, aggressive, or distracted driving (40%), followed by a lack of bike lanes, bike paths, and bike routes (30%). Additionally, 5% mentioned that streets are too dark at night.

Pedestrian Improvements

The top priority for pedestrian improvements was enhanced or additional crosswalks at intersections and along roadways (27%), followed by more shade trees (23%). Street crossing improvements (medians, curb extensions) received 18% support, closely followed by wider sidewalks (15%), while improved lighting was requested by 10% and amenities by 8%.

Bikeway Preferences

Among the different bikeway types, Class IV cycletracks were the most preferred, with 34% of participants selecting them as their top choice. Class I multi-use trails were the second highest preference at 33%, followed by Class II buffered bike lanes with 22%. Class II on-street bike lanes had 7% support and Class III bicycle routes received 4% support.

Public survey feedback on the Aliso Creek Road Class IV Cycletrack Demonstration identified green rigid bollards as the most favored treatment for Class IV cycletracks, followed by striped buffers. The combined survey results for the preferred bikeway treatment are shown in Table 6.

Table 6: Aliso Creek Road Pilot Cycletrack Results

	Flexible Bollard	Rubber Parking Stop	Rigid Bollard	Striped Buffer	None
Total # of Votes	42	51	156	131	12
% of all Votes	11%	13%	39%	33%	3%

Based on the positive feedback from this survey, the Aliso Creek Road Class IV cycletrack between Alicia Parkway and La Paz Road was transitioned from a pilot to a permanent facility with green rigid bollards installed along the segment. Survey participants also indicated that they would like to see more separated bikeways in the City, on La Paz Road, Alicia Parkway, Golden Lantern, Crown Valley Parkway, Pacific Park Drive, and the rest of Aliso Creek Road.

Accommodation of Active Transportation

To better accommodate active transportation, improved bike lane striping was the most supported roadway enhancement (40%), followed by reducing on-street parking (31%) and reducing vehicle lane widths (29%).

Overall, community feedback supports safer streets, enhanced pedestrian crossings, and separated bikeways to improve mobility in Laguna Niguel. Addressing speeding and distracted driving along with reallocating road space for active transportation emerged as key priorities. These insights helped shape the recommendations in this Plan, as described in the following sections.

Recommendations

Pedestrian Recommendations

By examining existing conditions, community feedback, and stakeholder and public engagement, this Plan has identified recommendations for the pedestrian transportation network that aim to increase connectivity and enhance safety for those walking or rolling in Laguna Niguel.

Improvement locations were identified through an analysis of pedestrian-involved collisions as well as through public and stakeholder input.

Safety improvements could be considered at the following locations in Laguna Niguel where pedestrian collisions occurred between 2018 and 2022:

- Alicia Parkway and Awma Road
- Alicia Parkway and Seabird Way
- Avila Road and La Paz Road
- Camino Capistrano and Paseo de Colinas
- Crown Valley Parkway and Camino Del Avion
- Crown Valley Parkway and Forbes Road
- Crown Valley Parkway and Moulton Parkway/Golden Lantern
- Golden Lantern and Serenity Lane
- La Paz Road and Avenida Breve
- Niguel Road and Club House Drive
- Pacific Island and Club House Drive
- Paseo de Colinas and Golden Lantern
- Rancho Niguel Road and Rancho Azul

Stakeholders and community members have voiced challenges and concerns for pedestrians at the following locations:

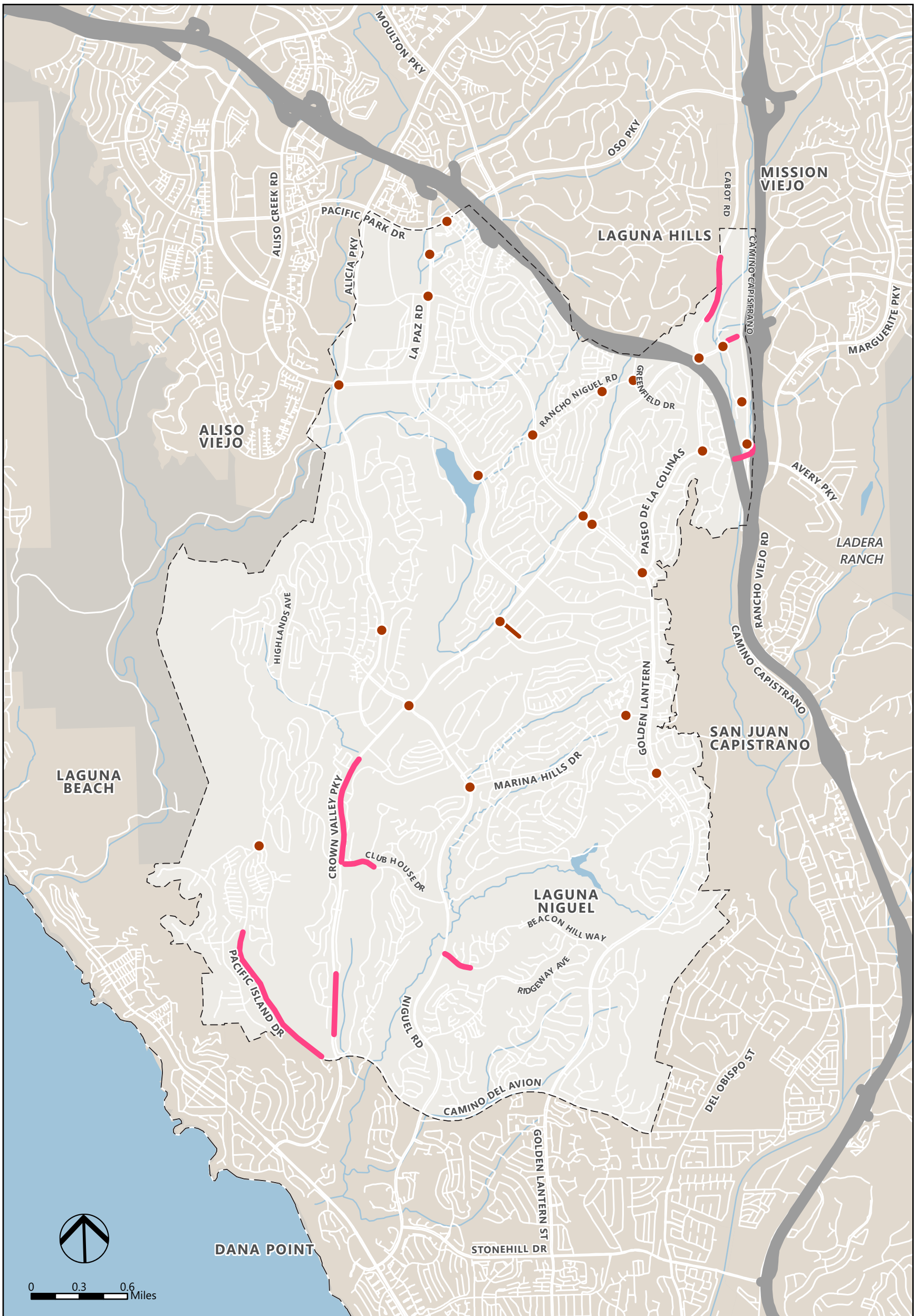
- Alicia Parkway and Aliso Creek Road
- Cabot Road and Paseo de Colinas
- Crown Valley Parkway and Cabot Road
- Crown Valley Parkway and Forbes Road
- Crown Valley Parkway and La Plata Drive
- Crown Valley Parkway and Moulton Parkway/Golden Lantern
- Crown Valley Parkway and Niguel Road
- Forbes Road and Metrolink Station Entrance
- Golden Lantern and Aloma Avenue
- La Paz and Avila Road

- La Paz Road and Avenida Breve
- La Plata Drive from Crown Valley Parkway to Vista Plaza Drive
- Marina Hills Drive and Niguel Road
- Marina Hills Drive and Tessier Street
- Moulton Parkway and Rancho Niguel Road
- Pacific Island Drive and Flying Cloud
- Pacific Park and Aliso Niguel Road
- Paseo de Colinas and Golden Lantern
- Rancho Niguel Road and Greenfield Drive
- Rancho Niguel Road and La Paz Road
- Rancho Niguel Road and Rancho Azul

The pedestrian improvement areas are shown in Figure 6. Pedestrian infrastructure recommendations focus on addressing sidewalk gaps, widening existing narrow sidewalks, and providing crossing enhancements.

Community feedback from Survey 3 identified that new sidewalk improvements were most desired along Crown Valley Parkway, followed by Club House Drive and Paseo de Colinas. Respondents also identified Crown Valley Parkway and Niguel Road, Alicia Parkway and Aliso Creek Road, and Crown Valley Parkway and Moulton Parkway/Golden Lantern as the top intersections for pedestrian improvements.

Figure 6 - Pedestrian Improvement Locations



City of Laguna Niguel

Pedestrian Improvement Locations
Laguna Niguel ATP

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- Improvement Areas
- Improvement Segment
- Missing Sidewalks

Pedestrian improvement recommendations include the following facilities and roadway treatments:

New or Widened Sidewalks

This Plan recommends constructing sidewalks where there currently are none to provide a continuous pedestrian sidewalk network. Sidewalk gaps, or segments of missing sidewalks, have been identified in the following locations:

- The eastern edge of Cabot Road between Rapid Falls Road and Crown Valley Parkway.
- The northern edge of Crown Valley Parkway between Forbes Road and the I-5 Southbound Off-Ramp.
- The southern edge of Paseo de Colinas between Camino Capistrano and Star Drive.
- The southern edge of Beacon Hill Way between Niguel Road and Parkman Road.
- The southern edge of Club House Drive between Crown Valley Parkway and East Nine Drive.
- The eastern edge of Crown Valley Parkway between Club House Drive and Hillhurst Drive.
- The eastern edge of Crown Valley Parkway between West Nine Drive (North) and Camino Del Avion.
- Both sides of Pacific Island Drive between Ocean Way and Crown Valley Parkway.

While a sidewalk is provided along the northern edge of La Plata Drive, it does not provide 8-feet of width and is obstructed by signals, streetlights, and utility infrastructure. This Plan recommends the widening of the sidewalk along La Plata Drive between Crown Valley Parkway and Vista Plaza Drive.

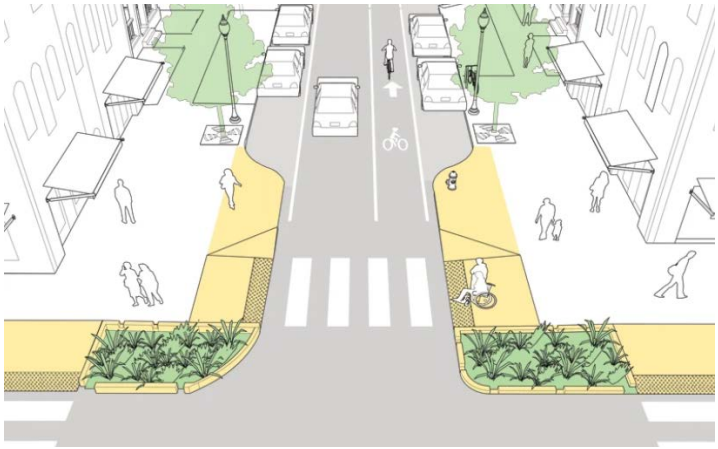
Crossing Enhancements

Crossing enhancements aim to increase the comfort and safety of pedestrians at intersections. The following crossing enhancements are recommended for consideration at pedestrian priority areas.

Enhancement	Description and Benefits
High-Visibility Crosswalks	• High-visibility crosswalks are crosswalks that use bold striping patterns to increase visibility compared to standard crosswalks. • High-visibility crosswalks enhance pedestrian comfort when crossing roadways by increasing the visibility of pedestrians and improving vehicle yield behavior. • High-visibility crosswalk markings may use a "ladder" style, featuring two outer lines with perpendicular bars, or a "piano" style, consisting of thick, evenly spaced bars repeated across the width of the crosswalk. 
Median Refuge Islands	• Median refuge islands are areas located within the crosswalk where pedestrians can wait for gaps in traffic before proceeding to cross multi-lane roadways. • Median refuge islands reduce exposure to traffic by allowing pedestrians to cross in stages, which decreases crossing lengths. 

Curb Ramps	• A curb ramp (also called a curb cut) is a sloped section of sidewalk that provides a smooth transition between the sidewalk and the street at intersections or crossings. • Curb ramps improve access to sidewalks for pedestrians, particularly for youth, older adults, and individuals using mobility devices or strollers. • Detectable warning surfaces (bumpy, tactile panels in a contrasting color) are utilized to alert visually impaired pedestrians of the street edge. 
Advanced Yield Lines	• Advanced yield lines, also referred to as "shark teeth", enhance crosswalks by encouraging drivers to slow down in advance of the crosswalk and yield to pedestrians. 
Advanced Stop Bars	• Similar to advanced yield lines, advanced stop bars guide motorists on where to stop before a crosswalk.

Rectangular Rapid Flashing Beacons (RRFBs)	• RRFBs are activated through a pedestrian push button or by pedestrian detection. • RRFBs are pedestrian-activated flashing lights used to enhance visibility at crosswalks and encourage motorists to yield to crossing pedestrians. 
Leading Pedestrian Intervals (LPIs)	• A LPI is a traffic signal timing feature that gives the pedestrian crossing phase a head start, typically by 3 to 7 seconds, before vehicles are given a green light. • LPIs increase the visibility of pedestrians to motorists and reduce conflicts with turning motorists.
Speed Feedback Signs	• Speed feedback signs are dynamic messaging signs that use radar or laser technology to display a motorist's current speed in real-time as they approach the sign. If a driver is driving faster than the posted speed limit, the display may flash and show a message such as "SLOW DOWN". 

Curb Extensions	• Curb extensions (also known as bulb-outs) are a traffic calming and pedestrian safety treatment where the curb is extended into the street, typically at intersections or midblock crosswalks. 

Traffic Calming Enhancements

In conjunction with crossing enhancements, traffic calming measures will further enhance the safety and comfort of pedestrians as well as promote safety for all roadway users. The following traffic calming enhancements are recommended for consideration at pedestrian improvement areas and as needed throughout Laguan Niguel:

Enhancement	Description and Benefits
Raised Medians	• A raised median is a curbed, elevated island in the center of the roadway that separates opposing directions of traffic. • Controls left-turn movements, reducing potential conflict points. 

Travel Lane Narrowing	• Travel lane narrowing typically reduces vehicular travel lane widths (typically 12 feet or wider) to narrower context-appropriate widths that reduce speeding.
Travel Lane Reductions	• Travel lane reductions (also known as road diets) reconfigure multi-lane roadways by removing vehicular travel lanes which can help reduce speeding, reduce crossing distances, and allow a greater allocation of space for active transportation facilities.
Edge Line Striping	• Striping along the edges of outer vehicle travel lanes to better define the lane width and reduce motorists drifting onto a shoulder. • Edge line striping also visually narrows the vehicle travel lane, supporting slower vehicle speeds. 
Chicanes	• Chicanes are a series of curb extensions or median islands that create a curved or staggered path through the street that helps to reduce speeding. 

Speed Humps	• Speed humps are raised sections of pavement across the roadway, typically 3–4 inches high and 12–14 feet long that help reduce speeding on residential and low-speed roadways. 
Traffic Circle or Roundabout	• Traffic circles and roundabouts are circular intersections where vehicles travel counterclockwise around a central island. • Traffic circles are generally smaller and used at residential intersections while roundabouts are larger and used on primary, secondary, or commuter roads. • Both traffic circles and roundabouts promote efficient traffic flow, limit speeding, reduce conflict points, and decrease crossing distances. 

Bicycle Recommendations

Bicycle recommendations in this Plan were identified through an analysis of the existing conditions, community feedback, and stakeholder and public engagement in Laguna Niguel. The entire Laguna Niguel roadway network was analyzed to identify bikeway improvements that best meet community needs while enhancing connectivity and comfort throughout the system. Additionally, locations of collisions between 2018-2022 are identified for consideration of improvements:

- Alicia Parkway and Awma Road
- Pacific Island Drive and Club House Drive
- Niguel Road and Club House Drive
- Crown Valley Parkway and Camino Del Avion
- Paseo de Colinas and Golden Lantern

Bikeways

The proposed bicycle network expands the existing system by introducing bikeways in areas currently lacking them and recommending upgrades to existing routes to enhance separation from automobiles wherever feasible. The recommended bikeway network includes Class I multi-use trails, Class II bike lanes, Class III bike routes, and Class IV cycletracks. Table 7 identifies the total miles of existing and proposed bikeways by Class type.

Table 7: Existing and Proposed Bikeway Mileage

Bikeway Class	Existing Mileage	Recommended Mileage
Class I Multi-Use Path	4.6	5.7
Class II Bike Lane	3.0	3.4
Class III Bike Route	0	3.2
Class IV Cycletrack	0	5.6
Total	**7.6 Miles**	**17.9 Miles**

The proposed bikeway network is shown in Figure 7 and detailed below. Community feedback on the third project survey identified Crown Valley Parkway as a top priority for residents, followed by Niguel Road and Moulton Parkway/Golden Lantern.

Class I Multi-Use Trails

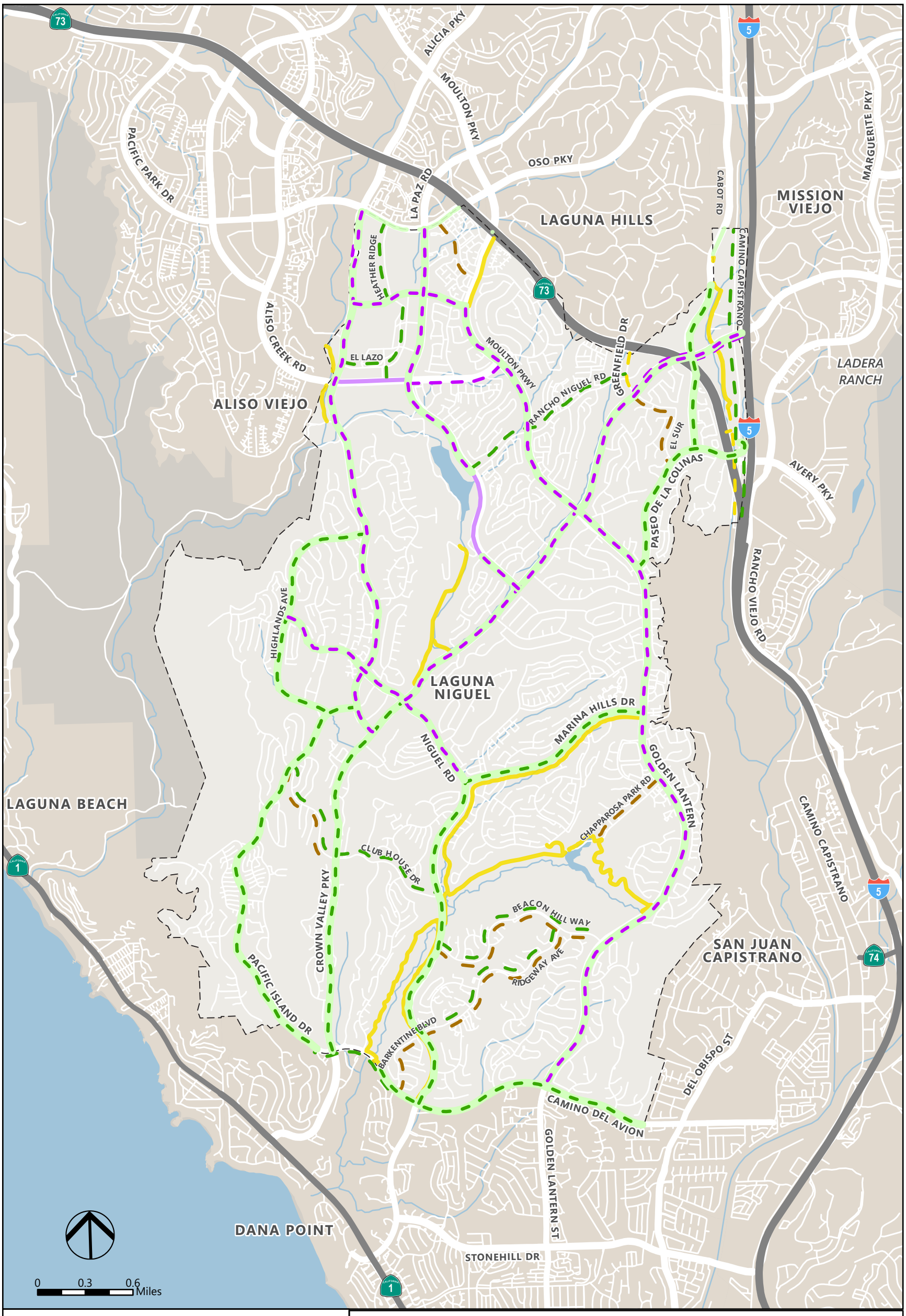
Class I multi-use trails can be considered at the following locations:

- Adjacent to Crown Valley Parkway, connecting the existing southern terminus of Salt Creek Trail to Niguel Road
- The Oso Creek Trail Active Transportation Enhancements Project will provide a southern

extension of Oso Creek Trail from the existing terminus at the Niguel/Mission Viejo Train Station to the Laguna Niguel/San Juan Capistrano border. This segment was awarded funding from OCTA's Complete Streets Program in 2024 and is currently in the design phase.

- Greenfield Drive between State Route 73 and Crown Valley Parkway

Figure 7 - Proposed Bikeway Network



City of Laguna Niguel

Existing & Proposed Bikeways

Laguna Niguel ATP

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Proposed Bikeways

- Class I Multi-Use Path
- Class II Bike Lane
- Class III Bike Boulevard
- Class IV Cycletrack

Existing Bikeways

- Class I Multi-Use Path
- Class II Bike Lane
- Class IV Cycletrack

Class II Bike Lanes

Class II bike lanes are proposed along the following roadways where no bikeways currently exist.

- Camino Capistrano between northern City limit and southern City limit
- Heather Ridge between Avila Road and Pacific Park Drive
- El Lazo between Alicia Parkway and Avila Road
- Dorine Road between El Lazo and Aliso Creek Road
- Club House Drive between Niguel Road and Crown Valley Parkway
- Rancho Niguel Road between La Paz and Greenfield Drive
- Camino Del Avion from Barkentine Road to Crown Valley Parkway

The potential opportunity to convert the existing sidewalk along Camino Del Avion between Barkentine Road to Crown Valley Parkway to a Class I multi-use path leading to the Salt Creek Trail access points was considered as part of this Plan. Currently, an approximately 20-foot-wide sidewalk exists on the north side of the roadway between Niguel Road and the eastern access point, providing an off-street connection for bicyclists traveling to or from the Salt Creek Trail. A potential downside to converting the sidewalk to a Class I facility is that it would reduce law enforcement's ability to enforce speeding behaviors. Sidewalks in Laguna Niguel have enforceable speed limits of 5 miles per hour whereas Class I paths have no enforceable speed limit.

According to the Caltrans Highway Design Manual, the minimum width for a two-direction Class I facility is 8 feet, with an additional 2-foot shoulder required on each side, resulting in a total minimum width of 12 feet. The existing wide segments of sidewalk may currently meet this standard. Adjustments to the posted signage, added striping, and a reconstructed buffer area are recommended if a conversion to Class I were to occur.

The following roadways currently have Class II bike lanes and are recommended to be upgraded to buffered bike lanes, as space permits. Buffers are recommended to be 2 feet at a minimum.

- Cabot Road between Paseo de Colinas and Rapid Falls Drive
- Paseo de Colinas between Camino Capistrano and Golden Lantern
- Highlands Avenue between Alicia Parkway and Pacific Island Drive
- Niguel Road between Marina Hills Drive and Camino Del Avion
- Crown Valley Parkway between Niguel Road and Pacific Island Drive/Camino Del Avion
- Marina Hills Drive between Niguel Road and Golden Lantern
- Camino Del Avion between Barkentine Boulevard and Shipside Drive

Class III Bike Routes

Class III bike routes are not currently designated within the existing bikeway network in Laguna Niguel. This Plan proposes Class III bike routes along the following roadways:

- Aliso Niguel between Pacific Park Drive and Moulton Parkway
- Greenfield Drive-El Sur between Crown Valley Parkway and Paseo de Colinas
- Chapparosa Park Road between Golden Lantern and southwest terminus
- Catamaran Way/Barkentine Boulevard between northeast terminus and Camino Del Avion

Class IV Cycletracks

This Plan recommends the consideration of Class IV cycletracks by vertical separation (plastic delineators, bollards, etc.) along Class II bike lanes where buffer widths are 2 feet or greater.

Class IV cycletracks could be installed along the following roadways:

- Golden Lantern between Crown Valley Parkway and Camino Del Avion
- Moulton Parkway between SR-73 and Crown Valley Parkway
- Aliso Creek Road between Alicia Parkway and Moulton Parkway
- Avila Road between Alicia Parkway and Moulton Parkway
- La Paz Road between Pacific Park Drive and Crown Valley Parkway
- Alicia Parkway between Pacific Park Drive and Crown Valley Parkway
- Crown Valley Parkway between I-5 and Niguel Road
- Niguel Road between Highlands Avenue and Marina Hills Drive

La Paz Road between Aliso Creek Road and Crown Valley Parkway is currently being studied as part of the Project Approval and Environmental Document (PA&ED) Phase of the La Paz Road Mobility Enhancements and Permanent Repair Project. The grant-funded project scope includes a road diet, the installation of a Class IV bikeway, and the installation of a traffic control device such as a traffic signal or roundabout at the intersection of La Paz Road and Rancho Niguel Road. A Class IV cycletrack has already been installed on La Paz Road between Rancho Niguel Road and Kings Road as part of the La Paz Road Long-Term Phase II Project to address earth movement.

Combination Bikeways

A combination of both Class II bike lanes and Class III bike routes are recommended along roadways where there are steep grades, with Class III bike routes provided in the downhill directions and Class II bike lanes in the uphill direction. The combination of facilities along the following roadways will allow motorists to pass slower traveling bicyclists in the uphill direction:

- Beacon Hill Way from Niguel Road to Golden Lantern
- Ridgeway Avenue from Beacon Hill Way to Niguel Road

- Club House Drive between Crown Valley Parkway and Pacific Island Drive

Intersection Enhancements

Bike Box

A bicycle box, or bike box, is a designated area at a signalized intersection that provides space for bicyclists, who would like to make a left turn, to wait ahead of motorists during a red light phase. Bike boxes increase the visibility of bicyclists and reduce conflicts with turning vehicles. The following criteria is recommended for the City to consider for future deployment of bike boxes:

1. At locations with shared left-turn/through lanes or shared left-turn/right-turn lanes
2. High traffic volume roadways
3. High collision roadways and/or intersections

The following intersections have been identified for consideration of bike boxes:

- Alicia Parkway and Crown Valley Parkway
- Marina Hills Drive and Golden Lantern
- Marina Hills Drive and Niguel Road Intersection

Conflict Striping

Conflict striping is recommended at driveways at all intersections along Class II and Class IV bikeways. These help to indicate the presence of a bicyclist, especially where turning conflicts exist, and provide directional guidance. The consistent use of conflict striping helps improve visibility, reinforce right-of-way, and increase comfort for bicyclists.

Bicycle Wayfinding Signage

Bicycle wayfinding signage is necessary to support bicycle trips within Laguna Niguel. Bicycle signage is recommended to guide bicyclists from one facility or destination to another. The City of Laguna Niguel may consider the development of wayfinding signage identifying bikeways (Class I multi-use trails, Class II bike lanes, Class III bike routes, and Class IV cycletracks), roadways, public services (City Hall, Library, Fire Station, Police Station, United States Postal Office), schools (Elementary, Middle), and parks. Signage should be designed to follow guidelines of the California Manual on Uniform Traffic Control Devices (CA

MUTCD). This Plan recommends considering the following types of wayfinding signs for deployment throughout the bicycle network, as appropriate.

Confirmation Signs

Confirmation signs confirm to bicyclists that they are on a designated bikeway and make motorists aware of the bicycle route. The signage can include destinations, distance, and time, and does not include arrows.

Berkeley, CA | Chicago, IL | Oakland, CA

Turn Signs

Turn signs indicate where a bikeway turns between one street and another street. Turn signs can be used alongside pavement markings. Information included on the signage typically includes destinations and arrows.

Concept | Chicago, IL | MUTCD

Decision Signs

Decision signs mark the junction of two or more bikeways and inform bicyclists of the designated bike route and key destinations. Information on the sign includes destinations and arrows, and distances. Including travel times on decision signs are optional but recommended.

Oakland, CA

Concept

Portland Metro Cities, OR

Non-Infrastructure Recommendations

Non-infrastructure recommendations within this Plan aim to enhance safety and mobility for pedestrians, bicyclists, and other active transportation travelers within Laguna Niguel, as well as encourage mode shift through improved access and user comfort. This Plan recommends non-infrastructure activities that support the 6 E's strategies (Education, Encouragement, Enforcement, Engineering, Evaluation, and Equity). Lead agencies are identified for each recommended action, which include the City, Capistrano Unified School District (CUSD), Falck/Care Ambulance (FCA), Orange County Fire Authority (OCFA), Orange County Health Care Agency (OCHCA), Orange County Transportation Agency (OCTA), and Orange County Sheriff's Department (OCSD).

Education

1. Active Transportation Community Education Campaigns

Suggested lead agencies: City, CUSD, and OCHCA.

SCAG Go Human safety education pop up materials

The City may lead the development and distribution of printed collateral such as brochures that help educate the public on active transportation safety and trip planning. The City of Laguna Niguel has already developed traffic and transportation educational materials on traffic calming, pedestrian signals, speeding, and school zone traffic laws that can be leveraged for this effort and are included in Appendix B. Additionally, the City can leverage existing online training materials, particularly e-bike safety resources from advocacy groups, such as California Bicycle Coalition, People for Bikes, and Pedal Ahead.

CUSD can distribute City materials during student registrations and develop lessons and/or school-wide assemblies/presentations to standardize how students learn and practice pedestrian and bicycle safety. The City may also utilize the Police Auxiliary Citizen's Team (P.A.C.T.), where volunteers are assigned operational and administrative duties normally performed by uniformed officers, to facilitate bicycle training skills classes for youth and adults. Classes should target drivers as well, recognizing that safety is the responsibility of all road users.

2. Bicycle Rodeos

Suggested lead agencies: OCSD and OCTA.

Bicycle rodeos provide safety education and improve bicycle skills and the level of comfort for children and their families in a car-free environment. The bicycle rodeos can be organized on school campuses or at civic facilities such as parks or community centers. Typically, bicycle rodeos are led by local law enforcement officers but can also be contracted to firms that specialize in the subject matter.

OCTA E-Bike Rodeo held at Laguna Hills Middle School

3. Demonstration Projects

Suggested lead agencies: City

Demonstration projects install temporary, low-cost materials to showcase potential engineering facilities. Demonstrations can focus on bicycle or pedestrian topics or both. In August 2024, as part of this Plan, the City led the installation of a pilot Class IV cycletrack on Aliso Creek Road which provided an opportunity for the public to test a new bicycle class type and provide feedback. The demonstration of a Class IV cycletrack on Aliso Creek Road gained widespread support from the community and stakeholders, leading to its permanent installation.

Bicyclists riding alongside flexible bollards installed as part of the Aliso Creek Road Class IV cycletrack demonstration

In Fall 2022, the City led a demonstration of an artistic crosswalk which led to the permanent installation of artistic crosswalks at four locations near Niguel Hills Middle School. Similar demonstrations in the future can continue to build community awareness and support for active transportation improvements.

4. Bicycle Retailer Collaboration

Suggested lead agencies: City

The City may build and sustain relationships with local bicycle and e-bike retailers to distribute customer-facing bicycle educational materials on safe riding and bicycle maintenance.

Encouragement

1. International Walk to School Day

Suggested lead agencies: City and CUSD

Both the City and CUSD can promote International Walk To School Day which takes place annually on the first Wednesday of October.

2. National Bike to School/Work Day

Suggested lead agencies: City, CUSD, and OCSD

The National Bike to School Day and National Bike to Work Day occur in National Bike Month during May.

3. Walking/Biking Route Maps and Interactive Technologies

Suggested lead agencies: City and OCTA

The development and distribution of maps and other web-based visual guides will help residents and visitors of Laguna Niguel plan walking or bicycling trips.

4. Open Streets

Suggested lead agencies: City and OCSD

Open Streets initiatives temporarily provide connected stretches of car-free streets for people walking, bicycling, skating, and enjoying social activities. By operating an Open Streets event, the City can reduce barriers to traveling via active transportation modes and encourage walking, biking, and rolling through a positive car-free experience. Open Streets events also help build stakeholder support for long-term active transportation improvements.

Open Streets events are not new to Orange County, with the City of Irvine having facilitated its second annual Open Streets event in May 2025, which provided 1.4 miles of car free roadway along Campus Drive for people to walk, bike, and roll along.

The City may seek to collaborate with bicycle retailers like PowerHouse Electric Bikes and Beyond Bikes to promote Open Streets and other encouragement events.

5. Good Behavior Rewards

Suggested lead agencies: OCSD and City

Good behavior programs reward and reinforce safe travel behaviors. It is recommended to tie reward activities with an educational component that clarifies expectations. An example is the City of Temecula's "Caught with your Helmet On" bicycle helmet safety program that rewards youth who are "caught" wearing a helmet.

6. Transportation Demand Management

Suggested lead agencies: City and OCTA

The City can increase the share of people commuting by bicycle by implementing a transportation demand management policy. The policy would require large employers to provide resources that reduce barriers to traveling by bicycle to and from their place of employment. Examples of resources include end-of-trip facilities (e.g., secure long-term bicycle storage and shower facilities).

Enforcement

1. Crossing Guard Programs

Suggested lead agencies: City and CUSD

Crossing guards play a key role in promoting safe driver and pedestrian behaviors at school crosswalks in Laguna Niguel. By helping children safely cross the street at key locations and reminding drivers of the presence of student pedestrians, crossing guards contribute to a safer environment. The ongoing presence of crossing guards can increase parents' confidence in allowing their children to walk or bike to school.

2. Student E-Bike Permitting Program

Suggested lead agencies: CUSD and OCSD

CUSD and OCSD can continue to partner to implement an e-bike permitting program, requiring CUSD students to obtain an e-bike permit to ride and park the e-bike on school campuses. The permit process should require a safety education component, with classes and educational materials developed by OCSD. Currently, e-bike permitting is required of students using e-bikes traveling to/from Niguel Hills Middle School; so expansion to the Elementary Schools may be considered.

3. Ticket Diversion Classes

Suggested lead agencies: City and OCSD

The City can implement a ticket diversion program where pedestrians and bicyclists who are stopped for traffic violations may be diverted to a class on traffic safety instead of receiving a violation citation and fine. Coordination with other agencies may allow the City to direct cited individuals to attend an existing class offered by the City of Irvine or City of Huntington Beach; or potentially a class offered for south county cities by OCSD.

Evaluation

1. Safe Routes to School Planning

Suggested lead agencies: City and CUSD

Safe Routes to School (SRTS) planning efforts support the use of active transportation modes for student drop-off and pick-ups. By developing SRTS plans, the City and CUSD can encourage more students to walk and bike to school. SRTS programs and initiatives can also be opportunities for supplemental safety education and encouragement.

2. Before and After Travel Mode Counts

Suggested lead agencies: City, OCTA, and CUSD

Travel mode counts before and after improvements can help evaluate the effectiveness and reception of the facility or improvement. Counts can be done through classroom travel tallies,

bike counts, helmet use observation counts, and manual pedestrian and bicycle counts or automated counter/barometer counts. OCTA's countywide bike count program can be leveraged to support geographic and temporal data coverage within the City, where appropriate.

3. Surveys

Suggested lead agencies: City and CUSD

Surveys can be used to capture knowledge, attitudes, and behaviors from residents and visitors on active transportation programs and improvements. While the City can lead surveys that have relevance to all community members citywide, CUSD may also want to consider conducting surveys as part of Safe Routes to School activities targeting students and parents.

Equity

1. Continued Community Engagement on Active Transportation

Suggested lead agencies: City

To support equity in active transportation planning, the City can continue making efforts to engage disadvantaged communities and seek input on pedestrian and bicycle improvements. Consider partnering with local non-profit organizations and combining efforts with existing events and programs that focus on low income or disadvantaged community members.

Implementation

Prioritization

To ensure the efficient implementation of the recommended pedestrian and bicycle improvements, the pedestrian improvement areas, segments, and sidewalk gaps as well as bicycle network improvements went through a prioritization process. This process scored locations using public input, ease of implementation, access to key destinations, gap closure, safety, and equity, detailed in Table 8.

Table 8: ATP Prioritization Criteria

#	Criteria	Description	Scoring Rubric	Weighting
1	Public Input	Public input results from the planned Survey #3 as well as input from the Stakeholder Working Group.	2 Points = Top 5 most desired locations 1 Point = Location received input 0 Points = No input received on location	10%
2	Constructability	Engineering staff to conduct a review of the proposed active transportation projects and assign a value accounting for implementation complexity, agency permitting, and engineering challenges.	2 Points = Minimal implementation challenges 1 Point = Moderate implementation challenges 0 Points = Major implementation challenges	15%
3	Access to Key Destinations	The proposed improvements provide access to key community destinations and/or within a 1-mile buffer of the Laguna Niguel/Mission Viejo Metrolink Station (measured using GIS data). Key community destinations may include shopping centers, employment hubs, civic buildings, local parks, and schools. Regional destinations include transit facilities and regional parks.	2 Points = Location connects with at least 2 key community destinations or 1/2-mile of the Laguna Niguel/Mission Viejo Metrolink Station 1 Point = Location connects with at least one key community destination or 1-mile of the Laguna Niguel/Mission Viejo Metrolink Station 0 Points = Location does not connect with a key community destination and is further than 1-mile from the Laguna Niguel/Mission Viejo Metrolink Station	20%
4	Gap Closure	Closes or reduces gaps within the pedestrian and/or bicycle transportation network.	2 Points = Location is within a gap 1 Point = Location is within a ¼-mile of a gap 0 Points = Location is further than a ¼-mile of a gap	20%

#	Criteria	Description	Scoring Rubric	Weighting
5	Safety: Ability to Address Pedestrian and Bicyclist Crash History or Safety Concerns	Crash history data within a buffer or within the area of the proposed location is scored based on number of active transportation crashes and severity for the most recently available 5-years of data (2018-2022).	**Bicycle Locations** 2 Points = Location area has one or more fatal or severe injury bicycle-involved crashes 1 Point = Location area has one or more visible or complaint of pain bicycle-involved crashes 0 Points = Location area has no bicycle-involved crash history **Pedestrian Locations** 2 Points = Location is within a ¼-mile of a fatal or severe injury pedestrian-involved crash 1 Point = Location is within a ¼-mile of a visible injury of complaint of pain injury crash involving a pedestrian 0 Points = No pedestrian-involved crash history within a ¼-mile of the location	20%
6	Equity: Benefit to Underserved Communities	Proposed corridors are assigned a higher score when located within an employment area with a high density of low income workers (defined as $1,250 per month or less) using the U.S. Census Bureau's On The Map tool	2 Points = Location is within an area with a high density of low-income jobs (780-1,215 Jobs/Sq. Mile) 1 Point = Location is within an area with a medium density of low-income jobs (441-779 Jobs/Sq. Mile) 0 Points = Location is not within an area with a medium- to high- density of low-income jobs	15%

Scoring Methodology

The following approach was used to screen locations recommended in this Plan methodically and with consistency.

Scoring Scale

A numerical score for each location ranging from zero (0) to two (2) was used to identify a location's ability to address the prioritization criteria. For each criterion, locations that were best able to meet the specified need were awarded two points, locations that were close to meeting the specified need were awarded a single point, and locations that were unable to meet the specified need received no points. Refer to Table 8 for the detailed scoring rubric of the prioritization criteria.

Weighting

Weighting factors were incorporated into this approach by assigning a maximum number of points available for the prioritization criteria. These weighting factors are in alignment with the adopted weighting used by the California Transportation Commission (CTC) and California Department of Transportation (Caltrans) to evaluate locations for the 2025 Active Transportation Program.

The maximum Total Weighted Score for each location is 100 points, therefore, the weighting of prioritization criteria is as follows:

- Public Input – 10%
- Constructability – 15%
- Access to Key Destinations – 20%
- Gap Closure – 20%
- Safety – 20%
- Equity – 15%

Total Weighted Score

To calculate the Total Weighted Score, each location was first evaluated for a score in each criteria category. Those scores were then "normalized" by dividing the awarded score by two (2), the maximum score possible for each criteria category. This normalized score for each criterion was then multiplied by the criterion's weighting factor. The weighted score for each criterion was calculated as follows:

$$(p/2) * w = t$$

p = Total points awarded in criteria category
2 = Maximum score possible in each criteria category
w = Criteria category weighting factor
t = Total weighted points received in criteria category

Using the above formula, the following is an example calculation for a location's weighted score for the Safety criteria category:

Location A is within a ¼-mile of a crash and has therefore been awarded one (1) point in the Safety criteria category. This means it has received one (1) point out of the two (2) points possible. The Safety criteria category has a weighting factor of 20.

*(1/2) * 20 = 10*

This location receives a weighted score of 10 for the Safety criteria category.

The weighted scores for each of the six (6) criteria categories was summed to identify a location's Total Weighted Score (out of 100 points). The Total Weighted Scores were then used to rank and prioritize the locations.

The following pages include the rankings for the top 5 bicycle and top 5 pedestrian locations.

BIKE IMPROVEMENTS PRIORITIZATION SCORING

Laguna Niguel Active Transportation Plan

RANK	LOCATION	IMPROVEMENT	TOTAL WEIGHTED SCORE (100 POINTS)	KEY CONSIDERATIONS & PROJECT INFORMATION
1	**Alicia Parkway** *Pacific Park Drive to Crown Valley Parkway*	 **Class IV**	90	• Identified as a top priority through community engagement • Identified to have minimal construction challenges • Located within a low-income job density area • Provides access to key destinations, including Aliso Niguel High School, City Hall, and multiple retail centers • **A striping plan has been completed and construction is anticipated between 2025 and 2027**
2	**Dorine Road** *El Lazo to Aliso Creek Road*	 **Class II**	85	• Closes a gap in the bikeway network between Aliso Creek Road and El Lazo • Received input through community engagement activities • Identified to have minimal construction challenges • Located within a low-income job density area
3	**La Paz Road** *Pacific Park Drive to Crown Valley Parkway*	 **Class IV**	80	• Identified as a top priority through community engagement • Identified to have minimal construction challenges • Located within a low-income job density area • Provides access to key destinations, including Laguna Niguel Regional Park and multiple retail centers • Class IV cycletracks have been recently installed between Rancho Niguel Road and Kings Road
4	**Club House Drive** *Niguel Road to Pacific Island Drive*	 **Class II**	77.5	• Closes a gap in the bikeway network between Pacific Island Drive and Niguel Road • Received input through community engagement activities • Identified to have minimal construction challenges • Provides access to key destinations, including Clubhouse Plaza and Salt Creek Trail
5A	**Crown Valley Parkway** *I-5 to Niguel Road*	 **Class IV**	75	• Identified as a top priority through community engagement • Provides access to key destinations, including Crown Valley Park, Laguna Niguel Gate way Specific Plan Area, multiple retail centers, and multiple schools • **Currently has Class II buffered bike lanes, with some segments including striped buffers**
5B	**Crown Valley Parkway** *Niguel Road to Pacific Island Drive*	 **Class II**	75	• Identified as a top priority through community engagement • Provides access to key destinations, including City Hall and multiple retail centers • **Recently completed bikeway enhancements include green conflict zone striping and Class II striped buffers between Hillhurst Drive and Pacific Island Drive**

PEDESTRIAN IMPROVEMENTS PRIORITIZATION SCORING

Laguna Niguel Active Transportation Plan

RANK	LOCATION	IMPROVEMENT	TOTAL WEIGHTED SCORE (100 POINTS)	KEY CONSIDERATIONS & PROJECT INFORMATION
1	**Paseo de Colinas at Camino Capistrano**	 **CROSSING**	**87.5**	• Closes a gap in the sidewalk network on Paseo de Colinas • Received input through community engagement activities • Identified to have minimal construction challenges • Provides access to key destinations, including retail uses along Camino Capistrano
2	**Forbes Road at Laguna Niguel/Mission Viejo Metrolink Station Entrance**	 **CROSSING**	**82.5**	• Closes with a gap in the sidewalk network on Forbes Road • Identified to have minimal construction challenges • Provides access to key destinations, including the Laguna Niguel / Mission Viejo Metrolink Station and Oso Creek Trail • **Currently in design phase of the Oso Creek Trail Active Transportation Enhancements Project, including Forbes Road**
3	**La Paz Road at Avila Road**	 **CROSSING**	**75**	• Received input through community engagement activities • Identified to have minimal construction challenges • Provides access to key destinations, including retail and office uses along La Paz Road and Avila Road • Located within a low-income job density area
4	**La Paz Road at Avenida Breve**	 **CROSSING**	**75**	• Received input through community engagement activities • Identified to have minimal construction challenges • Provides access to key destinations, including retail and residential uses along La Paz Road • Located within a low-income job density area
5	**Crown Valley Parkway** *Forbes Road to I-5 Southbound Off-Ramp*	 **SIDEWALK**	**70**	• Identified as a top priority through community engagement • Closes a gap in the sidewalk network on Crown Valley Parkway • Provides access to key destinations, including retail and residential uses along Crown Valley Parkway • This segment may have significant construction challenges

Project Funding

Federal Funding Opportunities

- *Active Transportation Infrastructure Investment Program (ATIIP)* – The US Department of Transportation (DOT) managed ATIIP awards planning and design grants and construction grants to projects that provide safe and connected active transportation facilities in active transportation networks or active transportation spines.
- *Congestion Management Air Quality (CMAQ)* – The US DOT CMAQ program provides a funding source for state and local governments to fund transportation projects and programs which include cost-effective clean air strategies that contribute to the attainment or maintenance of National Ambient Air Quality Standard. The Southern California Association of Governments (SCAG) is responsible for the project selection process for CMAQ funds in the region.
- *Highway Safety Improvement Program (HSIP)* – The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. HSIP can fund bike and pedestrian improvements if they address documented safety issues.
- *Multimodal Project Discretionary Grant Opportunity (MPDG)* - The US DOT MPDG Opportunity includes three grant programs which fund significant transportation projects with national or regional impact. Awarded projects will improve highways, bridges, and tunnels, address highway safety, increase access to agricultural, commercial, energy, or freight facilities, and/or bring flexible transit services to rural and Tribal areas.
- *Safe Streets and Roads for All (SS4A)* – The US DOT SS4A program funds planning and implementation efforts to prevent roadway fatalities and serious injuries. SS4A funds may be used to develop, complete, or supplement a safety Action Plan or implement projects or strategies consistent with an existing Action Plan.
- *Surface Transportation Block Grant (STBG) Program* – The STBG is a federal transportation funding source for projects that preserve and improve the conditions and performance of highways, bridges, and public roads; pedestrian and bicycle infrastructure; and transit capital projects. SCAG is responsible for the project selection process for STBG funds in the region.

State Funding Opportunities

- *Active Transportation Program (ATP)* – The ATP provides funding to increase the use of active modes of transportation, such as walking and bicycling. The ATP supports a wide range of infrastructure and non-infrastructure active transportation projects at various

development phases. ATP is one of the most significant sources of funding dedicated to active transportation projects in California.

- *Affordable Housing and Sustainable Communities Program (AHSC)* - The AHSC Program funds projects that reduce greenhouse gas emissions by integrating affordable housing with sustainable transportation. AHSC funds capital and program costs associated with active transportation and transit improvements.
- *Clean California Local Grant Program (CCLGP)* – The CCLGP funds local efforts to beautify and improve public spaces, such as streets, roads, tribal lands, parks, pathways, and transit centers. This program supports active transportation by funding projects that improve the aesthetic and functional quality of walking and biking environments, including new or enhanced pathways, litter abatement, landscaping, lighting, and public art.
- *Local Highway Safety Improvement Program (HSIP)* - The HSIP aims to significantly reduce fatalities and serious injuries on all public roads. Bicycle and pedestrian projects are eligible for HSIP funding when they are supported by crash data or address documented safety concerns.
- *Local Partnership Program (LPP)* – The LPP provides funding to jurisdictions that have passed local sales taxes or fees to fund transportation improvements. The program supports active transportation projects that align with the state's climate, equity, and multimodal transportation goals.
- *Local Transportation Climate Adaptation Program (LTCAP)* – The LTCAP provides competitive grants to local agencies for the development and implementation of capital projects adapting local transportation infrastructure to climate changes.
- *Office of Traffic Safety (OTS) Grants* – OTS grants fund traffic safety education, outreach, and enforcement efforts. These efforts can target various road users including pedestrians and bicyclists, motorists, and youth and older adults to encourage safe travel behaviors. Grants may fund safety education campaigns, bicycle rodeos, rules of the road workshops, law enforcement training, helmet giveaways, and Safe Routes to School programming.
- *Reconnecting Communities: Highways to Boulevards (RC H2B)* – RC H2B provides funds for the planning and conversion of key underutilized highways in the state into multi-modal corridors to reconnect communities divided by transportation infrastructure.
- *Regional Resilience Planning and Implementation Grant Program (RRGP)* – The RRGB funds are allocated by the Governor's Office of Land Use and Climate Innovation to support regional partnerships for climate resilience efforts, which include implementing projects that respond to the region's greatest climate risks.

- *State Highway Operation and Protection Program (SHOPP)* - SHOPP primarily funds maintenance and rehabilitation of the State Highway System. Active transportation improvements are eligible for funding where feasible.
- *Sustainable Transportation Planning (STP) Grants* – The Caltrans STP programs offers two types of grants, Sustainable Communities and Strategic Partnerships, that can fund future planning efforts related to recommendations within this Plan. The Sustainable Communities grant opportunity funds local planning efforts that implement the Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) as well as advance the State's greenhouse gas (GHG) reduction targets. The Strategic Partnerships grants funds projects that identify and address statewide, interregional, or regional transportation deficiencies on the State highway system, with a sub-category funding transit-focused planning projects that address multimodal transportation deficiencies.

Local and Regional Funding Opportunities

- *Bicycle Corridor Improvement Program (BCIP)* – Administered by the Orange County Transportation Authority (OCTA), BCIP offers funding to local agencies for bicycle and pedestrian projects that aim to reduce traffic congestion and improve air quality. The last funding cycle was offered in 2019 and funded projects in environmental or implementation phases.
- *Capital Improvement Program (CIP)* - The Orange County Public Works' CIP identifies infrastructure projects in the region that will be constructed over a 7-year CIP cycle. While the current CIP cycle ends in 2029, projects recommended within this Plan may be eligible to be considered for the next CIP cycle.
- *Comprehensive Transportation Funding Program (CTFP)* – The OCTA CTFP provides competitive grants under Measure M2 (OC Go) to support street improvements, transit expansion, and environmental mitigation projects. The program's components, such as the Regional Capacity Program, Regional Traffic Signal Synchronization Program, and the Community-Based Circulators Program, can fund pedestrian and bicycle improvements.
- *Local Community Engagement and Safety Mini Grant* – The SCAG *Go Human* Mini-Grants provide funding to non-infrastructure projects that build street-level community resiliency and increase the safety of vulnerable street users, including those who depend on biking and walking.
- *Orange County Complete Streets Program (OCCSP)* - The OCCSP, managed by OCTA, allocates federal Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds to projects that improve mobility and access for all modes of travel, including pedestrian and bicycle modes.

- *Sustainable Communities Program (SCP)* - SCAG administers the SCP to meet Connect SoCal goals and policies by strengthening partnerships with local agencies and strategic partners responsible for land use and transportation decisions. The SCP funds two project categories, community/areawide plans and quick-build projects, that enhance pedestrian and bicycle modes and roadway safety.

Maintenance

Ongoing maintenance is a critical component of any successful active transportation network. Well-maintained pedestrian and bicycle facilities support safety, comfort, and reliability, encouraging consistent use. For vulnerable road users such as children, older adults, and people with disabilities, maintenance can be the deciding factor between access and exclusion.

To support a safe and accessible network, this Plan recommends that the City performs regular maintenance of its active transportation facilities.

Current Maintenance Practices

The City of Laguna Niguel's Public Works Department currently maintains transportation facilities through a combination of routine maintenance, service request responses, and scheduled infrastructure upgrades.

Routine Maintenance: Arterial and residential street sweeping is scheduled every other week. Pothole repair and crack sealing is included in routine maintenance procedures.

Service Requests: The City takes services calls through Sweeping Corp. of America, the City's Street Maintenance Superintendent's phone numbers, and directly through the public via phone calls and emails.

Scheduled Maintenance: Arterial streets are repaved with new asphalt every 10-20 years. Pavement restriping typically occurs on a 5- to 7-year cycle in coordination with slurry seal schedule.

Recommendations for Enhanced Maintenance

This Plan recommends the following strategies to expand maintenance efforts:

- *Establish a Dedicated Maintenance Protocol* for all pedestrian and bicycle facilities, including scheduled sweeping of bikeways, vegetation control along sidewalks and paths, and prompt repair of surface damage.
- *Develop a Maintenance Response Matrix* that prioritizes work orders based on safety risk, facility type, and user volume. High-use corridors and Class I and Class IV facilities should be prioritized.

- *Implement a Reporting Platform* (e.g., mobile app or online form) that enables the public to quickly and easily report maintenance issues on sidewalks, trails, and bikeways.
- *Allocate Dedicated Funding* within the City's operations budget or Capital Improvement Program (CIP) to ensure regular and responsive maintenance of non-motorized infrastructure.
- *Integrate Maintenance Tracking* into the City's GIS system or other database to document repairs, assess lifecycle costs, and identify recurring problem areas.

Class IV Cycletrack Maintenance Considerations

As the City introduces new Class IV cycletracks, specific maintenance considerations will need to be addressed. Class IV cycletrack facilities feature vertical separation elements such as curbs, flexible and/or rigid bollards, or other materials that limit access by standard street sweepers and maintenance trucks. Without regular attention, debris can accumulate and compromise rider safety.

To address this, the following actions are recommended:

- *Acquire Specialized Equipment,* such as compact sweepers capable of operating in narrower bikeway sections without damaging separation elements.
- *Establish a Weekly or Bi-Weekly Sweeping Schedule* for Class IV cycletracks, especially in the fall when debris accumulation is more likely, which may also include hand sweeping.
- *Train Maintenance Staff* in best practices for maintaining Class IV cycletracks, including how to safely clean around flexible bollards, raised buffers, and other features.
- *Obtain Adequate Number of Spare Materials* to replace damaged bollards which happens more often than people realize.
- *Design Cycletracks with Maintenance in Mind,* ensuring adequate width and unobstructed access points for cleaning vehicles and personnel, especially at transitions and intersections.

By investing in proactive and context-sensitive maintenance practices, the City of Laguna Niguel will ensure that its active transportation network remains clean, safe, and accessible.

Appendices

Laguna Niguel
Active Transportation Plan

Appendix A – Community Engagement Summary

MARK THOMAS

MEMORANDUM

To: Jacki Scott and Kathy Nguyen Project No.: 24-00089

Cc:

From: Sam Sharvini, PTP

Date: Wednesday, June 18th, 2025

RE: LAGUNA NIGUEL ACTIVE TRANSPORTATION PLAN — ENGAGEMENT SUMMARY

Introduction

To support the City of Laguna Niguel (City) Active Transportation Plan (ATP), the project team conducted 10 public engagement events and three surveys. These outreach activities included pop-up events, public workshops, and surveys, both in-person and online. A summary of these efforts is presented in the table below.

Event	Date	Location	Format
Survey 1	05/15/2024-08/26/2024	Virtual and In-Person	Virtual/ In-Person
E-Bike Rodeo	05/18/2024	Niguel Hills Middle School	In-Person
Community Workshop 1	05/23/2024	Laguna Niguel City Hall	In-Person
Bike & Talk	06/01/2022	Laguna Niguel YMCA Parking Lot	In-Person
Walk & Talk	06/22/2024	Aliso Village Shopping Center	In-Person
FAM Resale Store Tabling Event	06/22/2024	FAM Resale Store	In-Person
YMCA 5K Run Tabling Event	07/04/2024	Crown Valley Park	In-Person
Sea Country Festival	08/23/2024-08/24/2024	Between Dorine and El Lazo	In-Person
Survey 2	08/23/2024-08/24/2024	Virtual and In-Person	Virtual/ In-Person
Community Workshop 2	09/23/2024	Virtual Teams Meeting	Virtual
Community Workshop 3	04/19/2025	Crown Valley Park	In-Person
Sea Country Community Center Senior Luncheon	05/01/2025	Sea Country Community Center	In-Person
Survey 3	04/02/2025- 06/02/2025	Virtual and In Person	Virtual/ In-Person

Survey 1

As part of the ATP, the City conducted an initial survey to gather community input on preferred locations for improvements, current active transportation habits, top travel concerns, and the types of infrastructure enhancements residents would like to see. The virtual survey was published on the City's website from May 15 to August 26, 2024. The in-person survey was facilitated through project boards that replicated the digital survey questions and encouraged feedback through sticker voting. The poster boards were used at various in-person public engagement events within the City. The survey aimed to identify residents' priorities for bicycling, walking, and rolling, which include wheelchair users, scooters, skateboards, and other rolling devices. These survey results will inform the ATP, ensuring the plan reflects community needs and supports safer, more accessible transportation options for all residents. Both the virtual survey and poster board survey votes are included in the results of this summary.

Survey 1 results reflect strong community participation with active transportation, with 43% of respondents reporting daily use of walking, biking, or transit, and another 34% using these modes several times a week. The top concerns identified included speeding and distracted driving, the lack of bike facilities, and missing or damaged sidewalks. In terms of desired improvements, respondents favored enhanced bike infrastructure, particularly Class IV cycletracks and Class I multi-use trails, as well as pedestrian upgrades such as improved crosswalks, additional shade trees, and better street crossings. Respondents also supported roadway modifications like improved bike lane striping and narrowing vehicle lanes to increase space for active transportation. Geographic priorities for improvements were identified by City quadrant, with key corridors including Crown Valley Parkway, Golden Lantern, Aliso Creek Road, and Pacific Island Drive.

E-Bike Rodeo

OCTA hosted an e-bike rodeo at Niguel Hills Middle School in Laguna Niguel on May 18, 2024. The event was designed to educate individuals of all ages on the rules of the road, bicycle safety tips, especially for e-bikes, and to provide an opportunity to practice riding skills on a designated safety course. Free bike repairs and maintenance services were also available on-site.

A booth focused on development of the ATP was present at the event. The project team gathered input from attendees about their current walking and biking habits, as well as their desired improvements for active transportation. Staff engaged with Laguna Niguel residents to identify and take notes on specific locations with active transportation concerns.

Community Workshop 1

The first community workshop was held on Thursday, May 23, from 5:00 p.m. to 7:00 p.m. at the Laguna Niguel Civic Center (30111 Crown Valley Parkway, Community Room). This event was designed as an open-house format, allowing attendees to drop in at their convenience to engage with City staff and the project team. To promote the event, outreach efforts included lawn signs, flyers, and posts on the City's social media pages. Despite these efforts, attendance was low, with only one participant present.

At the workshop, attendees had the opportunity to provide input on focus areas, concerns, and potential solutions, complete the project survey and share feedback on walking, cycling, and rolling in Laguna Niguel, and learn about the project's purpose, upcoming events, and ways to stay involved.

Bike & Talk

The purpose of the Bike & Talk event was to inform community members of the upcoming Citywide Active Transportation Plan and collect public input through an interactive biking activity. The event provided education on the project, introduced active transportation concepts and infrastructure, and facilitated the identification of community concerns and potential solutions to enhance the active transportation network. During the event, participants emphasized the need for active transportation measures to enhance safety and suggested improvements for infrastructure and regulations.

Information about the Bike & Talk event was distributed through both paper flyer distribution and digital formats. The promotional flyer was posted on the City's social media platforms and distributed during the community workshop and E-Bike Rodeo event.

The Bike & Talk event was held on Saturday, June 1 from 9:00 am to 10:00 am at Crown Valley Park (29751 Crown Valley Parkway). Approximately 18 participants joined the bike ride, and an additional 10-15 people visited the informational table and provided input. Participant's ages ranged from children to older adults. Two passengers joined the ride via a toddler bike trailer and a cargo e-bike with a passenger seat. Light refreshments and promotional items were provided for attendees.

A welcome table was set up to offer information about the project and distribute project-related flyers. Stations with easels were arranged around the table, displaying citywide maps and project activity boards for participants to review and provide comments. A project team member was stationed at the activity boards to facilitate input. Participants were instructed to place voting stickers on questions and/or write comments on post-its to attach directly to the boards.

The project team in attendance included staff from Mark Thomas and the City of Laguna Niguel. Mark Thomas staff who led the bike ride are League Certified Instructors (LCI) with the League of American Bicyclists, a national bicycle education organization. The project team was available throughout the event to answer questions and engage passersby along the multi-use trail at the park. Councilmember Foster "Gene" John, Police Auxiliary Citizens' Team (P.A.C.T.) Bike Patrol members, and Laguna Woods Silverstreaks bicycle club members were also in attendance.

The approximately 9-mile roundtrip ride began at Crown Valley Park's multi-use path. The project team presented basic group bike riding safety instructions including directional hand-signals, roles, and a description of the route. The ride proceeded through Laguna Regional Park, to the first stop at the north end of Laguna Niguel Lake. Staff asked participants to describe their perceived safety and comfortability on the path. Participants commented that they feel safe and comfortable on the route.

The group proceeded towards a Class II bike lane at Alicia Parkway, where a second stop was made. Staff asked participants to compare their experience riding on the multi-use path versus the upcoming on-street riding on a high-speed multi-lane road. The group discussed the need for regional collaboration to close trail gaps. The ride proceeded to the sidewalk on Aliso Creek Road because the Class II bike lane was obstructed with construction cones and signage. The last stop at Aliso Village Shopping Center prompted a discussion about the upcoming Aliso Creek Road demonstration event at the City's annual Sea Country Festival.

Participants provided comments on their experiences walking and biking throughout the City and potential infrastructure improvements to enhance safety while walking and biking. Respondents agreed that active transportation measures are necessary and appropriate to enhance safety across the city. Specific concerns included the speed of e-bikes, infrastructure adequacy, the presence of young children on e-bikes, school route safety, and the need for stricter e-bike regulations. Additionally, participants suggested increased education and regulation for bicycles on walkways. They also emphasized the importance of addressing sidewalk gaps and width, implementing protected bike lanes, and improving crosswalks.

Walk & Talk

The Walk & Talk with City Staff event took place on June 22, 2024, from 9:00 am to 10:30 am at the Aliso Village Shopping Center (23810 Aliso Creek Road, Parking Lot). Approximately 11 participants attended and engaged in an interactive walking activity designed to inform them about the project, introduce active transportation concepts and infrastructure, and gather feedback on community concerns and potential solutions. The event featured a welcome table with project information and flyers, as well as stations displaying Laguna Niguel maps and activity boards for review and comment. The walking route was along Alison Creek Road and Dorin Road. Walking the entire route took approximately one hour.

Before and after the walk, participants answered questions and wrote comments on post-it notes. Light refreshments and promotional items were provided. Project team members, including staff from Mark Thomas, were available to answer questions and facilitate discussions. Attendees emphasized the need for active transportation measures to enhance safety and suggested infrastructure improvements and regulatory measures, particularly concerning e-bikes. They also highlighted the importance of addressing sidewalk gaps and width, implementing protected bike lanes, and improving crosswalks.

Family Assistance Ministries (FAM) Resale Store Tabling Event

The project team hosted a pop-up event on June 22, 2024, outside of the FAM Resale Boutique located at the Crown Valley Mall (30242 Crown Valley Pkwy) at the intersection of Crown Valley Parkway and Alicia Parkway from 11:30 am to 1:00 pm. A total of 5-10 passersby provided public input and stopped to learn more about the project. Participants identified areas of active transportation improvements needed in the City and generally liked the Class I and Class IV bikeways.

YMCA 5K Run Tabling Event

On July 4, 2024, from 7:00 am to 10:30 am, the project team hosted an informational table at Crown Valley Park (29751 Crown Valley Parkway, Soccer Fields) during the 5K race organized by the YMCA. The booth attracted a diverse group of 35-45 participants, including families with young children and Mayor Pro Tem Oddo.

Mayor Pro Tem Oddo shared positive feedback regarding the bikeway striping along Marina Hills Drive, particularly the green bike box at the Marina Hills Dr/Golden Lantern intersection. Participants interacted with the project team by placing voting stickers and writing comments on the boards. Attendees emphasized the need for active transportation measures to enhance safety and suggested infrastructure improvements and regulatory measures, especially concerning e-bikes. They also highlighted the importance of addressing sidewalk gaps, installing crosswalk markings, and implementing protected bike lanes.

Survey 2

The second project survey was conducted from August 23 to October 4, 2024, to gather community feedback on the Aliso Creek Road Temporary Pilot Bike Lane. The survey launched during the Laguna Niguel Sea Country Festival, where the project team hosted a booth on August 23–24 to engage attendees and collect feedback on the newly installed bikeway demonstration. Responses were gathered through 278 paper surveys at the festival and 119 online surveys accessible via QR code and the project webpage, for a total of 397 responses.

Participants were asked to rate four types of pilot materials: green rigid bollards, white flexible bollards, rubber parking stops, and striped buffers, based on their appearance, visibility, and safety. Respondents were also encouraged to indicate their preferred treatment and suggest other locations in the city where separated bikeways should be considered.

Survey findings showed that green rigid bollards (40%) and striped buffers with green paint (33%) were the most preferred treatments overall. The striped buffer received the highest positive rating for appearance (75%), while the green rigid bollard scored highest for safety (63%). Materials receiving the most negative ratings included white flexible bollards for appearance (20%) and rubber parking stops for visibility (18%) and safety (17%).

In addition to evaluating materials, respondents identified key corridors where they would like to see similar bikeway improvements in the future. The most frequently mentioned streets included La Paz Road, Alicia Parkway, Golden Lantern, and Crown Valley Parkway.

Community Workshop 2

The project team hosted a virtual community workshop on September 23, from 6:00 pm to 7:30 pm, inviting Laguna Niguel residents to learn about the ATP, share their recommendations, and provide feedback on the Aliso Creek Road Temporary Pilot Bike Lane. To encourage participation, the workshop was promoted through flyers, the City's social media pages, and lawn signs.

The meeting featured a presentation by the project team, followed by an interactive discussion where attendees could ask questions and share their perspectives. Two residents attended and participated in the discussion, expressing a preference for green rigid bollards for improved safety, suggesting the expansion of bike lane treatments along key corridors to enhance connectivity, and raising concerns about compatibility with street cleaning equipment to ensure proper maintenance.

Community Workshop 3

On April 19, 2025, a community workshop was held at the Niguel Botanical Preserve during an Earth Day volunteer event. Participants included a diverse mix of residents, community groups, and students from schools across the region. The workshop provided an opportunity to inform the community on the Plan's progress and to gather feedback on project recommendations.

Community members were invited to vote on preferred pedestrian improvement locations and bicycle network recommendations. Community members were overwhelmingly supportive of the project, particularly for the temporary pilot bike lane demonstration along Aliso Creek Road. Numerous community members requested similar improvements such as the cycletracks on Aliso Creek Road to extend along other corridors within the City. A recurring concern was e-bike safety, with support for a potential e-bike education and permitting program.

The project team engaged with approximately 30 to 40 participants. During the event, the project also received support from Council Member Stephanie Winstead, who currently serves as the Council Liaison to the Parks & Recreation Commission, Traffic & Transportation Commission, Military Support Committee, and Capistrano Unified School District.

Sea Country Community Center Senior Luncheon

On May 1, 2025, the project team supported a tabling event during the senior luncheon at the Sea Country Community Center. The event was well attended, with over 40 participants engaging with City staff and consultant team to learn more about the ATP.

During the luncheon, City staff delivered a presentation providing an overview of the project. Representatives from both the City and consultant team were available to answer questions and engage in one-on-one conversations with attendees. Community members shared feedback related to pedestrian and bicycle safety, emphasizing concerns about e-bike behavior, bicyclists riding on sidewalks, and the need for improved bicycle parking.

The event served as a key platform to engage the senior community and ensure their voices are represented in the development of active transportation solutions.

Survey 3

The third project survey gathered community input on proposed sidewalk, bicycle, and pedestrian improvement recommendations. The survey was open from April 4 to June 2, 2025. A total of 27 community members participated online, with additional feedback collected through public workshops and tabling activities.

Results from Survey 3 show that new sidewalk improvements were most desired along Crown Valley Parkway, receiving 32% of total votes. This was followed by Club House Drive (16%) and Paseo de Colinas (16%). Respondents also identified the top intersections where they would like to see pedestrian improvements. Crown Valley Parkway and Niguel Road ranked highest (15%), followed by Alicia Parkway and Aliso Creek Road (12%), and Crown Valley Parkway and Moulton Parkway/Golden Lantern (9%).

Regarding bikeway improvements, Crown Valley Parkway again emerged as a top priority (18%), along with Niguel Road (16%), and Moulton Parkway/Golden Lantern (15%).

Open-ended comments emphasized pedestrian safety concerns, specifically with conflict between pedestrians and e-bikes on sidewalks, the need for ADA-compliant facilities, and visibility issues caused by overgrown vegetation. Respondents recommended audible crosswalk signals, additional lighting, and clearer bike lane striping, especially along Niguel Road and Crown Valley Parkway.

Participants were also asked to select preferred strategies to support education, enforcement, and safety. The most supported option was e-bike-specific education and permitting programs for students in public schools (29%), followed by engineering measures like traffic calming and no-right-on-red policies (28%), and enforcement strategies (19%).

Regarding active transportation use, 33% of respondents reported walking, biking, or using transit several times a week, with another 33% doing so once a week or daily. Most participants (74%) identified as Laguna Niguel residents.

Please contact me with any questions. – Amber Collins

Laguna Niguel
Active Transportation Plan

Appendix B - City of Laguna Niguel Traffic and Transportation Educational Materials

Pedestrian Signals Purpose

Pedestrian Signals provide a signal phase specifically for pedestrians to cross the intersection.

When crossing the street as a pedestrian:

- Cross streets at marked crosswalks or intersections, if possible.
- Obey all traffic signs and signals.
- When the signal indicates it is time to cross, check for motor vehicles. Watch for turning motorists and try to make eye contact.
- Look left, right, and left before crossing the roadway.
- Keep looking for traffic until you have finished crossing.
- Avoid distractions such as cell phone use while crossing the street - Stay Alert!

More Questions?

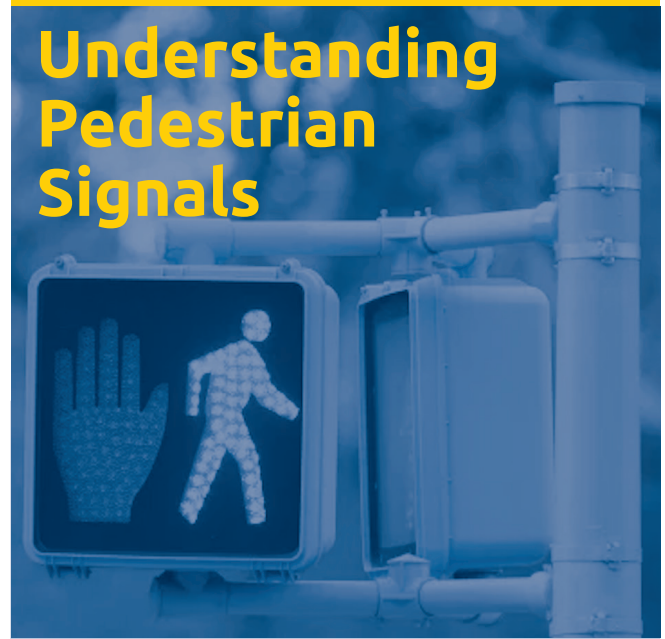
The City is committed to providing a safe, efficient, and advanced Traffic Signal System for residents and visitors within Laguna Niguel.

Contact Us for More Information

City of Laguna Niguel
Public Works Department
30111 Crown Valley Parkway
Laguna Niguel, CA 92677
949-362-4337

City of Laguna Niguel
Department of
Public Works

Understanding Pedestrian Signals



- What are pedestrian signals?
- How do I cross at a pedestrian signal?
- How do I approach the signal as a motorist?

This brochure is designed to educate and clarify crossing practices at signals

When crossing at traffic signals, do the following:

SEE	DO
	PUSH BUTTON TO CROSS
	WAIT
	START CROSSING
	FINISH CROSSING Do not start crossing during countdown
	PUSH BUTTON TO CROSS

When Approaching the Intersection as a Motorist:

- Obey all traffic signs and signals.
- Look for pedestrians and bicyclists when approaching an intersection.
- Stop before the crosswalk to give enough space for pedestrians to cross.
- Wait for pedestrians to finish crossing before proceeding – even if the light turns green.
- When turning right on a green light, yield to pedestrians before turning.
- Avoid distractions such as cell phone use – Stay Alert!

Most Commonly Asked Questions

Do I have to push the pedestrian button to activate the pedestrian signal?

Yes. The pedestrian button informs the traffic signal system that you would like to cross the intersection. If not pressed, the  phase will not trigger.

Why the delay in my turn?

Pressing the pedestrian push button will get you into the queue for the walk phase during the next traffic signal cycle.

Notify City staff if the  symbol does not appear after two full cycles and try using a different crosswalk.

Why does the  start before I finish crossing the street?

The  is a warning to not begin crossing the street. If you have already begun crossing the roadway during the  , then continue and finish crossing the street.

What is that noise from the traffic signal?

Accessible Pedestrian Signals (APS) is a system to help visually impaired people locate the pedestrian push button and provide audible direction when and where to cross.

What about countdown clocks?

A countdown clock  shows how much time you have left to cross. Make sure you can cross completely within the time remaining before starting across the roadway.

Can I receive a citation for entering the crosswalk when I see the  ?

You may start crossing when you see the  or the countdown clock as long as you finish before the countdown ends. Entering the crosswalk during a steady  can result in a citation.

Parking Laws

California Vehicle Code (21458a) Describes Rules for Curb Markings:

- **RED Curb –** indicates no stopping, standing, or parking, whether the vehicle is attended or unattended. (No Student Drop Off or Pick Up in Red Zone).
- **YELLOW Curb –** indicates stopping for the loading or unloading of passengers or freight, (20 minutes for material & 3 minutes for passengers).
- **WHITE Curb –** indicates stopping for the loading or unloading of passengers (3 minutes for passengers).
- **GREEN Curb –** indicates time limit parking specified by local ordinance (24 & 30 minute zones).
- **BLUE Curb –** indicates parking limited exclusively to the vehicle of disabled persons

Who Receives a Ticket?

Parking Enforcement:

The Registered Owner (RO) is the person receiving the citation, not the driver. The RO is responsible to resolve the citation. If parking citations are not cleared, either by dismissal or payment, the RO may not be able to renew vehicle registration until the citation has been cleared by DMV. Vehicles that have five or more citations on file are subject to impound, per (CVC 22651i)(1). Compliance with parking restrictions and traffic laws helps provide a safe roadway network in the City of Laguna Niguel.

Laguna Niguel Police Services (administered by the Orange County Sheriff's Department), is responsible for enforcing traffic laws within the City of Laguna Niguel.

Contact Us for More Information

City of Laguna Niguel
Police Services
30111 Crown Valley Parkway
Laguna Niguel, CA 92677
949-362-4300

City of Laguna Niguel Police Services

School Zone Traffic Laws

- What are important traffic laws?
- How can I safely drive and park near schools?
- Who is responsible for traffic violations?

This brochure is designed to answer your questions and more.

California Vehicle Code (CVC) Regulations

Double Parking

Prohibits stopping, parking, or standing of any attended/unattended vehicle on the roadway side of any vehicle stopped, parked or standing at the curb or edge of a highway. Parents should drop-off/pick-up children in designated areas. (CVC 22500h)

Parking in Crosswalk

Prohibits driver from failing to obey a sign or signal, or to fail to obey a device erected or maintained by lawful authority of a public body or official. (CVC 22500b)

Parking in Front of Public Drive

Prohibits stopping, parking, or standing of any attended/unattended vehicle in front of a public driveway. (CVC 22500e)

Bus Zone

Prohibits stopping, parking, or standing of any attended/unattended vehicle alongside a curb authorized for the loading and unloading of passengers of a bus, when indicated by a sign or red paint on the curb. (CVC 22500i)

Parking More Than 18" from Right Curb or on Wrong Side of Street

Every vehicle stopped or parked upon a roadway shall be stopped or parked with the right wheels are parallel with and within 18" of the right-hand curb, except that motorcycles shall be parked with at least one wheel or fender touching the right-hand curb. (CVC 22502)

Parking Near Fire Hydrant

Prohibits stopping, parking, or leaving standing any vehicle within 15' of a fire hydrant. Except, if the vehicle is attended by a licensed driver who is seated in the front seat who can immediately move such vehicle. Side Note: If the curb next to the fire hydrant is painted red, the driver could still be cited for stopping/parking in a red zone. (CVC 22514)

Relevant Traffic Laws

Disobey Traffic Control Devices

(No Left Turn, Turn on Red, Yield, or U-turn etc. Signs at an Intersection) When traffic control devices are placed as required, prohibits driver from disobeying the directions of such official traffic control devices. (CVC 22101d)

Failure to Obey Posted Sign

(No left turn, U-turn, No Student Drop Off Signs, etc.) Prohibits driver from failing to obey a sign or signal, or to fail to obey a device erected or maintained by lawful authority of a public body or official. (CVC 21461a)

No U-Turn in Residential District

Prohibits U-turn when any other vehicle is approaching from either direction within 200', except at an intersection when approaching vehicle is controlled by an official traffic control device. (CVC 22103)

Yield to Crosswalk Pedestrians

Prohibits U-turn when any other vehicle is approaching from either direction within 200', except at an intersection when approaching vehicle is controlled by an official traffic control device. (CVC 21950a)

Driver Due Care

Any driver approaching a pedestrian within any marked or unmarked crosswalk shall exercise all due care and reduce the speed of the vehicle or take any other action relating to the operation of the vehicle as necessary to safeguard the safety of pedestrians. (CVC 21950c)

Pedestrian Due Care

This does not relieve a pedestrian from duty of using due care for safety. No pedestrian may suddenly leave a curb or place of safety, and walk or run into the path of a vehicle that is so close as to constitute an immediate hazard; or unnecessarily stop or delay traffic while in a marked or unmarked crosswalk. (CVC 21950b)

Pedestrian Outside Crosswalk

Pedestrian entering a roadway at any point other than a marked or unmarked cross-walk shall yield to the right of way of vehicles so near as to constitute and immediate hazard. (CVC 21954a)

Crossing Between Traffic Signals

Pedestrians shall not cross roadway except in a crosswalk between adjacent intersections controlled by traffic control signal devices or police officers. (CVC 21955)

Disobeying a Crossing Guard

Prohibits driver from disobeying traffic directions of a person authorized by local authority to regulate traffic pursuant when such appointee is wearing an official insignia issued by the local authority and is action in the course of his appointed duties. (CVC 21100.3)

Unsafe Speed (in School Zone)

When signs are posted for a "School Zone – When Children are Present", the speed limit is reduced to 25 MPH. This applies whenever children are present – Before, During & After School. (CVC 22358.4b)

Talking on a Cell Phone While Driving

Prohibits driving while using a cell phone, unless hands free. Minors (under 18 years of age) may not use cell or hands free device. (CVC 23123a) / (CVC 23124)

Texting While Driving

A person shall not drive a motor vehicle while using an electronic wireless communication device to write, send or read texts. (CVC 23123.5)

Smoking in Vehicle

Prohibits smoking a pipe, cigar, vape pen or cigarette, whether vehicle is in motion or at rest, when a minor is present. (HSC 118948a)

Seatbelt Laws

Driver and passengers must properly wear safety belts, as they were designed to be worn with the strap worn over shoulders, not under. (CVC 27315) / (CVC 27360.5)

Helmet Laws

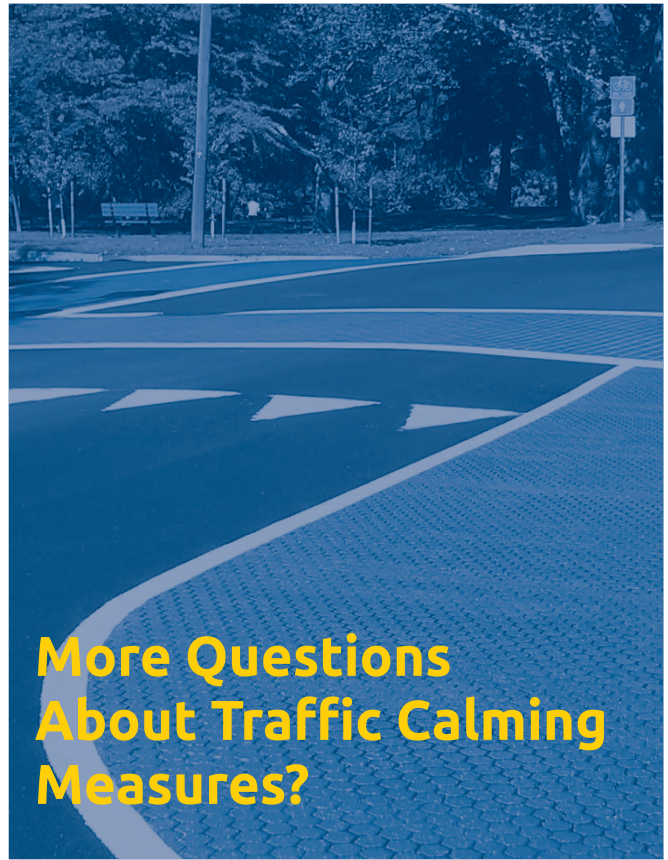
Minors must wear a properly fitted and fastened helmet for bicycles, skateboards, roller blades, etc.,. (CVC 21212a)

What is Traffic Calming?

Traffic Calming is the management of vehicular traffic to minimize negative impacts on neighborhoods and schools. Some roads in the City of Laguna Niguel have been modified to encourage better manage motorist travel behavior.

Two levels of Traffic Calming are identified by the City. The Basic level consists of concise measures that can be easily implemented by City staff. Complex challenges that cannot be addressed using Basic traffic calming may be eligible for a Comprehensive level project that requires additional review.

Individuals and organizations with traffic concerns can contact Laguna Niguel's Public Works Department with their issues or concerns, and staff will perform the appropriate study to address the specific concern.



More Questions About Traffic Calming Measures?

This brochure is designed to provide a model to guide residents toward a better understanding of the available tools and the necessary steps to seek basic and comprehensive traffic calming services. If you have additional questions, you may contact the Laguna Niguel Public Works Department.

Contact Us for More Information

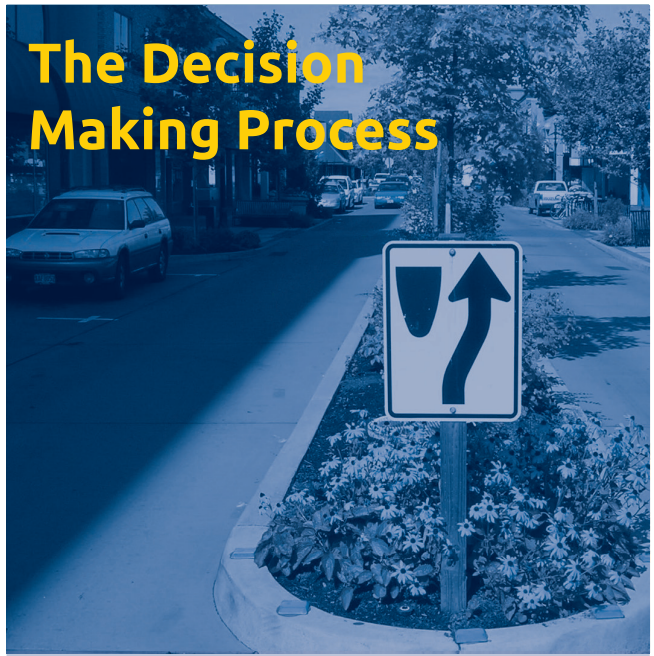
City of Laguna Niguel
Public Works Department
30111 Crown Valley Parkway
Laguna Niguel, CA 92677
949-362-4337

City of Laguna Niguel
Department of
Public Works

Understanding Traffic Calming

- What is Traffic Calming?
- How can the City help to manage vehicle speeds?
- How is Traffic Calming implemented?
- What can I do about speed concerns?

This brochure is designed to answer these questions and more.



The Decision Making Process

Here is how the Traffic Calming process works:

1. **INITIATE:** Resident submits request by contacting the Public Works Department.
2. **STAFF REVIEW:** City staff considers request, site conditions, traffic volumes, enforcement, and crash history.
3. **IMPLEMENT:** If minor (Basic Level) items within City staff authority, staff takes action.
4. **PETITION:** If major (Comprehensive Level) items, neighborhood petition signatures may be needed. A petition requires majority support (67% or more) to consider traffic calming measure.
5. **PUBLIC REVIEW:** Comprehensive items may require review by the Transportation & Traffic Commission and City Council.
6. **ENGINEERING:** Per City Council direction, staff develops engineering plan for trial installation.
7. **EVALUATION:** City staff evaluates the trial six months after installation. The engineering plan is refined for permanent installation.

Basic Traffic Calming

Basic Traffic Calming utilizes the 3 E's: **Education, Enforcement, and Engineering**. These traffic control devices and programs can be implemented quickly by city staff.

- **EDUCATION**

  Traffic safety education is an important tool to bring awareness to safe practices for drivers, pedestrians, and bicyclists. Talk to your neighbors and help establish a culture of travel safety in your neighborhood!

- **ENFORCEMENT**

  Enforcing traffic laws (speeding and parking compliance) is a traffic calming measure that promotes safe travel behavior. Enforcement by local police can help with education when new traffic calming measures are first implemented.

- **ENGINEERING**

  Traffic engineering is the installation of traffic control devices to address speeding, parking violations, pedestrian safety, and other traffic concerns. Examples of basic engineering measures include:

  - Curb markings to restrict or limit parking along the curb
  - Traffic signs to make drivers aware of the roadway condition
  - Speed Feedback Sign Trailers that inform the drivers of their speeds
  - Roadway or edgeline striping to reduce vehicle speeds
  - Turn restrictions to keep traffic off residential streets

Comprehensive Engineering Traffic Calming

Where needed, physical design features or dynamic signage and warning systems are used to enhance safety, slow traffic, or direct motorists to use major roads instead of residential streets.

LEVEL 1: Reduce speed

- Flashing Beacons
- Radar Speed Signs
- Median Islands
- Road Humps
- Chokers
- Bulb Outs
- Traffic Circles
- Chicanes

SPEED SIGN


BULB OUTS


MEDIAN ISLAND


TRAFFIC CIRCLES


ROAD HUMPS


CHICANES

LEVEL 2: Discourage cut-through traffic on residential streets

- Diverters
- Extended Medians
- Partial Street Closure
- Full Street Closure

EXAMPLE DIVERTER

Speed Limit Concepts

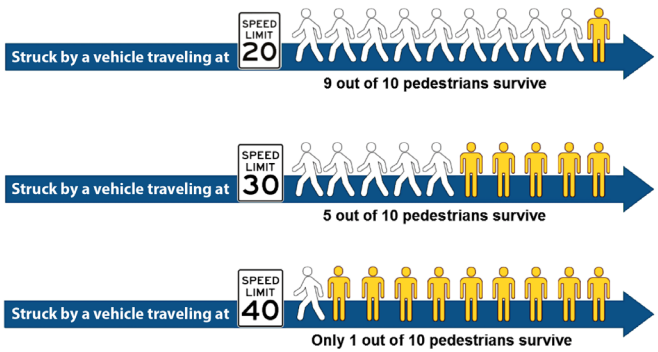
The City of Laguna Niguel is responsible for setting the local speed limits. Speeds are typically set at the first five-mile per hour increment below the 85th percentile speed, defined as that speed at or below which 85-percent of the traffic is moving. Further reduction must be documented and justified by the Engineering and Traffic Survey.

Simply lowering the speed limit does not guarantee motorists will drive slower; other speed management tools may have to be implemented along the roadway.

According to published data, 1 in 5 car crashes in Laguna Niguel are associated with unsafe speed.

Each person traveling within the City of Laguna Niguel can model good behavior by traveling the speed limit or less based on roadway conditions.

Increasing speeds have a dramatic impact upon people walking and biking during a crash:



More Questions?

Speed Limit Enforcement Questions:

Laguna Niguel Police Services (administered by the Orange County Sheriff's Department), is responsible for enforcing traffic laws within the City of Laguna Niguel. If you have questions about the enforcement of speed limits, please contact:

(949) 362-4346

Questions About Locally Posted Speed Limits:

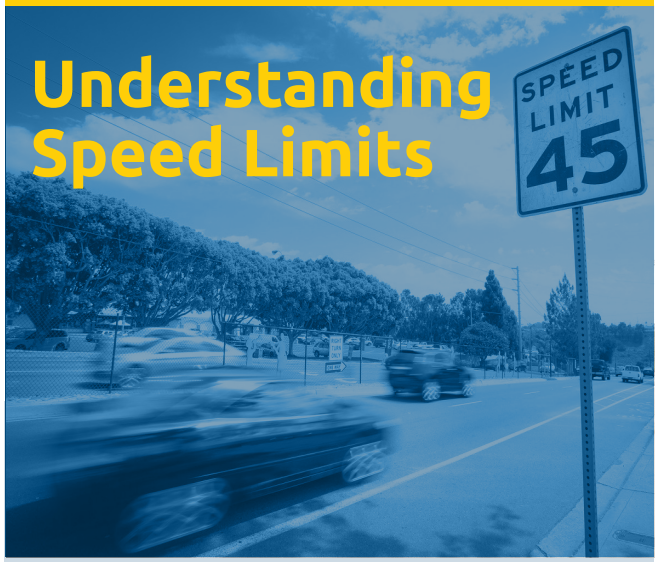
The City of Laguna Niguel Public Works Department is responsible for setting and posting local speed limits on the basis of engineering and traffic surveys. Feel free to reach out to us with your concerns or additional questions.

Contact Us for More Information

City of Laguna Niguel
Public Works Department
30111 Crown Valley Parkway
Laguna Niguel, CA 92677
949-362-4337

City of Laguna Niguel
Department of
Public Works

Understanding Speed Limits



- What are the California state speed limit laws?
- How are city-wide speed limits set?
- How do speed limits improve safety?

This brochure is designed to answer these questions and more.

Did You Know…

…Traffic rules account for most of the contact by citizens with law enforcement and the courts?

Speed limits are necessary to ensure traffic safety on our streets, roads and highways.

California Speed Laws

The primary legal justification for vehicle code enforcement in California is the California Vehicle Code (CVC).

All states base their speed regulations on the Basic Speed Law: **"No person shall drive a vehicle at a speed greater than is reasonable or prudent and in no event at a speed which endangers the safety of persons or property" (CVC 22350).**

State law also establishes maximum speed limits. For example, the maximum speed on an undivided two-lane roadway is 55 MPH (CVC 22349b). All other speed limits are called prima facie limits, which are considered by law to be safe and prudent under normal conditions. Certain prima facie limits are established by State law and include the 25 MPH speed limit in business and residential districts and the 25 MPH in school zones when children are present. Residential area speed limits do not need to be posted to be enforceable.

Local officials have authority to establish reduced speed limits on the basis of Engineering and Traffic Surveys (CVC 22358). Such surveys must include an analysis of roadway conditions, crash records and a sampling of the prevailing speed of traffic (CVC 627).

Other factors may be considered, but an unreasonable speed limit, which is called a speed trap, may not be established, (CVC 40802). Where a speed trap is found to exist, a citation is likely to be dismissed (CVC 40803–40805).

Speed Limits in Residential Areas

The most common concerns about speeding generally originate from residential areas.

Speed surveys are required to establish speed limits on most city streets, however, 25MPH speed limit signs may be posted on residential streets without conducting a speed survey, if the street or segment of street being considered (CVC 515) meets the following:

1. **Street width cannot exceed 40 feet.**
2. **Uninterrupted length of street cannot be more than 1/2 mile; interruptions include official traffic control devices such as stop signs and traffic signals.**
3. **There can be only one traffic lane in each direction.**

Appendix C – Prioritization Evaluation Tables

Bike Prioritization Evaluation

Rank	Location	Improvement	Public Input (10 Points)	Constructability (15 Points)	Access to Key Destinations (20 Points)	Gap Closure (20 Points)	Safety (20 Points)	Equity (15 Points)	Total Weighted Score (100 Points)	Key Considerations & Project Information
1	**Alicia Parkway** *Pacific Park Drive to Crown Valley Parkway*	Class IV	10	15	20	10	20	15	**90**	• Identified as a top priority through community engagement • Identified to have minimal construction challenges • Located within a low-income job density area • Provides access to key destinations, including Aliso Niguel High School, City Hall, and multiple retail centers **• A striping plan has been completed and construction is anticipated between 2025 and 2027**
2	**Dorine Road** *El Lazo to Aliso Creek Road*	Class II	5	15	20	20	10	15	**85**	• Closes a gap in the bikeway network between Aliso Creek Road and El Lazo • Received input through community engagement activities • Identified to have minimal construction challenges • Located within a low-income job density area
3	**La Paz Road** *Pacific Park Drive to Crown Valley Parkway*	Class IV	10	15	20	10	10	15	**80**	• Identified as a top priority through community engagement • Identified to have minimal construction challenges • Located within a low-income job density area • Provides access to key destinations, including Laguna Niguel Regional Park and multiple retail centers **• Class IV cycletracks have been recently installed between Rancho Niguel Road and Kings Road**

Bike Prioritization Evaluation

Rank	Location	Improvement	Public Input (10 Points)	Constructability (15 Points)	Access to Key Destinations (20 Points)	Gap Closure (20 Points)	Safety (20 Points)	Equity (15 Points)	Total Weighted Score (100 Points)	Key Considerations & Project Information
4	**Club House Drive** *Niguel Road to Pacific Island Drive*	Class II	5	15	20	20	10	7.5	**77.5**	• Closes a gap in the bikeway network between Pacific Island Drive and Niguel Road • Received input through community engagement activities • Identified to have minimal construction challenges • Provides access to key destinations, including Clubhouse Plaza and Salt Creek Trail
5A	**Crown Valley Parkway** *I-5 to Niguel Road*	Class IV	10	7.5	20	10	20	7.5	**75**	• Identified as a top priority through community engagement • Provides access to key destinations, including Crown Valley Park, Laguna Niguel Gateway Specific Plan Area, multiple retail centers, and multiple schools • **Currently has Class II buffered bike lanes**
5B	**Crown Valley Parkway** *Niguel Road to Pacific Island Drive*	Class II	10	7.5	20	10	20	7.5	**75**	• Identified as a top priority through community engagement • Provides access to key destinations, including City Hall and multiple retail centers • **Recently completed bikeway enhancements include green conflict zone striping and Class II striped buffers between Hillhurst Drive and Pacific Island Drive**

Bike Prioritization Evaluation

Rank	Location	Improvement	Public Input (10 Points)	Constructability (15 Points)	Access to Key Destinations (20 Points)	Gap Closure (20 Points)	Safety (20 Points)	Equity (15 Points)	Total Weighted Score (100 Points)	Key Considerations & Project Information
6A	**Niguel Road** *Camino Del Avion to Marina Hills Drive*	Class II	10	15	20	10	20	0	**75**	• Identified as a top priority through community engagement • Identified to have minimal construction challenges • Provides access to key destinations, including Salt Corridor Regional Park, Salt Creek Trail, and multiple retail centers
6B	**Niguel Road** *Marina Hills Drive to Highlands Avenue*	Class IV	10	10	20	10	20	0	**70**	• Identified as a top priority through community engagement • Provides access to key destinations, including Laguna Niguel Junior Academy and multiple retail centers • This location may have moderate construction challenges
7	**Heather Ridge** *Avila Road to Pacific Park Drive*	Class II	5	0	20	20	10	15	**70**	• Closes a gap in the bikeway network between Avila Road and Pacific Park Drive • Received input through community engagement activities • Located within a low-income job density area • This location may have significant construction challenges **• A striping plan has been completed and construction is anticipated between 2025 and 2027**

Bike Prioritization Evaluation

Rank	Location	Improvement	Public Input (10 Points)	Constructability (15 Points)	Access to Key Destinations (20 Points)	Gap Closure (20 Points)	Safety (20 Points)	Equity (15 Points)	Total Weighted Score (100 Points)	Key Considerations & Project Information
8	**Paseo de Colinas** *Camino Capistrano to Golden Lantern*	Class II	5	15	20	10	20	0	**70**	• Received input through community engagement activities • Identified to have minimal construction challenges • Provides access to key destinations, including Niguel Hills Middle School and multiple retail centers
9	**Beacon Hill Way** *Niguel Road to Golden Lantern*	Class II & Class III	5	15	20	20	10	0	**70**	• Closes a gap in the bikeway network between Niguel Road and Street of the Golden Lantern • Received input through community engagement activities • Identified to have minimal construction challenges • Provides access to key destinations, including Salt Corridor Regional Park and Beacon Hill Park
10	**Chapparosa Park Road** *Golden Lantern to southwest terminus*	Class III	5	15	20	20	10	0	**70**	• Closes a gap in the bikeway network between Street of the Golden Lantern and the Salt Creek Trail • Received input through community engagement activities • Identified to have minimal construction challenges • Provides access to key destinations, including Chapparosa Park, Salt Creek Trail, and George White Elementary School

Pedestrian Prioritization Evaluation

Rank	Location	Improvement	Public Input (10 Points)	Constructability (15 Points)	Access to Key Destinations (20 Points)	Gap Closure (20 Points)	Safety (20 Points)	Equity (15 Points)	Total Weighted Score (100 Points)	Key Considerations & Project Information
1	**Paseo de Colinas at Camino Capistrano**	Crossing	5	15	20	20	20	7.5	**87.5**	• Closes a gap in the sidewalk network on Paseo de Colinas • Received input through community engagement activities • Identified to have minimal construction challenges • Provides access to key destinations, including retail uses along Camino Capistrano
2	**Forbes Road at Laguna Niguel / Mission Viejo Metrolink Station Entrance**	Crossing	0	15	20	20	20	7.5	**82.5**	• Closes a gap in the sidewalk network on Forbes Road • Identified to have minimal construction challenges • Provides access to key destinations, including the Laguna Niguel / Mission Viejo Metrolink Station and Oso Creek Trail **• Currently in design phase of the Oso Creek Trail Active Transportation Enhancements Project, including Forbes Road**
3	**La Paz Road at Avila Road**	Crossing	5	15	20	0	20	15	**75**	• Received input through community engagement activities • Identified to have minimal construction challenges • Provides access to key destinations, including retail and office uses along La Paz Road and Avila Road • Located within a low-income job density area

Pedestrian Prioritization Evaluation

Rank	Location	Improvement	Public Input (10 Points)	Constructability (15 Points)	Access to Key Destinations (20 Points)	Gap Closure (20 Points)	Safety (20 Points)	Equity (15 Points)	Total Weighted Score (100 Points)	Key Considerations & Project Information
4	**La Paz Road at Avenida Breve**	Crossing	5	15	20	0	20	15	**75**	• Received input through community engagement activities • Identified to have minimal construction challenges • Provides access to key destinations, including retail and residential uses along La Paz Road • Located within a low-income job density area
5	**Crown Valley Parkway** *Forbes Road to I-5 Southbound Off-Ramp*	Sidewalk	10	0	20	20	20	0	**70**	• Identified as a top priority through community engagement • Closes a gap in the sidewalk network on Crown Valley Parkway • Provides access to key destinations, including retail and residential uses along Crown Valley Parkway • This segment may have significant construction challenges
6	**Crown Valley Parkway at Cabot Road**	Crossing	5	15	20	10	10	7.5	**67.5**	• Received input through community engagement activities • Identified to have minimal construction challenges • Provides access to key destinations, including retail and residential uses along Cabot Road

Pedestrian Prioritization Evaluation

Rank	Location	Improvement	Public Input (10 Points)	Constructability (15 Points)	Access to Key Destinations (20 Points)	Gap Closure (20 Points)	Safety (20 Points)	Equity (15 Points)	Total Weighted Score (100 Points)	Key Considerations & Project Information
7	**Crown Valley Parkway at Forbes Road**	Crossing	5	15	20	10	10	7.5	**67.5**	• Received input through community engagement activities • Identified to have minimal construction challenges • Provides access to key destinations, including retail and residential uses along Crown Valley Parkway
8	**Pacific Park Drive at Aliso Niguel Road**	Crossing	5	15	20	0	20	7.5	**67.5**	• Received input through community engagement activities • Identified to have minimal construction challenges • Provides access to key destinations, including retail and residential uses along Pacific Park Drive
9	**Crown Valley Parkway at Moulton Parkway / Golden Lantern**	Crossing	10	15	20	0	20	0	**65**	• Identified as a top priority through community engagement • Identified to have minimal construction challenges • Provides access to key destinations, including retail and residential uses along Crown Valley Parkway and Golden Lantern

Pedestrian Prioritization Evaluation

Rank	Location	Improvement	Public Input (10 Points)	Constructability (15 Points)	Access to Key Destinations (20 Points)	Gap Closure (20 Points)	Safety (20 Points)	Equity (15 Points)	Total Weighted Score (100 Points)	Key Considerations & Project Information
10	**Cabot Road** *Rapid Falls Road to Crown Valley Parkway*	Sidewalk	5	7.5	20	20	10	0	**62.5**	• Received input through community engagement activities • Closes a gap in the sidewalk network on Cabot Road

Laguna Niguel
Active Transportation Plan

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