

MOBILITY

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MOBILITY

Introduction

The Mobility Element seeks to support travel throughout the City by way of an interconnected accessible and safe transportation network. Over the past several decades, Laguna Niguel's transportation system has developed concurrently with the City's physical growth, with automobile movement as a major emphasis.

The 1992 Laguna Niguel General Plan provided a framework to ensure infrastructure was systematically built as the City grew, much of which has now been realized. Today, Laguna Niguel's mobility network includes streets (travel lanes, bicycle lanes, sidewalks, etc.), multi-use trails, and transit (bus, trolley, on-demand paratransit, and train).

As Laguna Niguel continues to evolve and mature, with ongoing infill development, the City's transportation goals now focus on preserving and enhancing community quality of life, as outlined in the Laguna Niguel Community Vision. This vision includes improved pedestrian and bicycle connections linking neighborhoods, destinations, and public facilities throughout the community, along with a balanced transportation system that expands beyond automobile-focused travel.

State law (California Government Code Section 65302(b)) mandates that the Mobility (Circulation) Element contains the general location and extent of existing and proposed

major thoroughfares, transportation routes, terminals, and other public utilities and facilities, to the extent these facilities exist in the planning area. This Mobility Element includes all information required by the Government Code, except that the location and extent of "other local public utilities and facilities" is addressed in the Land Use and Public Facilities and Services Elements.

Organization of Element

The Mobility Element will address each of the topics below as they relate to Laguna Niguel. The goals and policies of this Element are organized around the following topics:

- Transportation Network
- Active Transportation
- Public Transit
- Transportation Safety
- Regional Collaboration
- Scenic Corridors
- Right-Sized Parking

Mobility Network

Laguna Niguel consists of a comprehensive transportation system designed to ensure safe and convenient travel for residents, employees, and visitors. This system includes a network of roadways, bike lanes, sidewalks, and multi-use trails, allowing for travel by vehicle, transit, bicycle, and walking.

Laguna Niguel Circulation Plan

The City's roadway network, as detailed in the Circulation Plan (Figure M-1), consists of arterial, collector, and local streets. Table M-1 below provides an overview of these classifications and Figure M-2 illustrates typical cross-section profiles. Arterial streets serve as the major connections that traverse

the City and provide access to regional highways and City collector and local streets.

This network is integrated with the broader regional circulation system. Regional access is provided by I-5 (San Diego Freeway) and SR-73 (San Joaquin Hills Transportation Corridor), which connect the City to destinations throughout southern California and beyond. Ramp terminal intersections for I-5 are located on Avery Parkway and on Crown Valley Parkway. The City will continue to coordinate with regional and state transportation planning efforts to provide and maintain safe and convenient access to the regional circulation system.

Table M-1 Roadway Classifications

Street Type	Description	Key Characteristics	Examples
Arterial Streets:			
Augmented Major	Eight-lane divided roadways	Appx 120' typical curb-to-curb width No on-street parking May include Class II bike lanes	Crown Valley Parkway (I-5 to Cabot Road)
Major	Six-lane divided roadways	Appx 102' typical curb-to-curb width No on-street parking May include Class II bike lanes	Crown Valley Parkway (Cabot Road to Camino Los Padres), Alicia Parkway
Primary	Four-lane divided or partially-divided roadways	Appx 84' typical curb-to-curb width No on-street parking May include Class II bike lanes	Camino del Avion, Niguel Road (south of Alicia Parkway)
Secondary	Two-lane (divided) or four-lane (undivided) roadways	Appx 64' typical curb-to-curb width No on-street parking May include Class II bike lanes	Highlands Avenue
Collector Streets:	Two-lane undivided roadways	Appx 40' typical curb-to-curb width May include Class II bike lanes or on-street parking	Beacon Hill Way, Club House Drive
Local Streets:	Low-traffic roads within neighborhoods	Appx 28'- 40' typical curb-to-curb width Typically include on-street parking, but not designated bike lanes	Residential streets throughout the City

Note: Recognized for their contributions to the City's visual character, most of the City's arterial streets are designated Scenic Corridors as illustrated on Figure M-9. Protecting and enhancing the scenic elements of these arterial roadways is a goal for the City.

The Circulation Plan, along with the Traffic Impact Analysis included in the General Plan EIR, is designed to accommodate the future growth outlined in the Land Use Element while maintaining an efficient roadway network at acceptable levels of service. Planned changes to existing roadways and intersections, summarized in Table M-2, mainly involve widening and striping to improve capacity. However, one roadway will be narrowed to add landscaping and enhanced bike lanes, without compromising acceptable traffic flow.

Table M-2 Planned Changes to Existing Roadways and Intersections

Note: NBR = Northbound Right, NBT = Northbound Through, NBL = Northbound Left; SBR = Southbound Right, SBT = Southbound Through, SBL = Southbound Left; EBR = Eastbound Right, EBT = Eastbound Through, EBL = Eastbound Left; WBR = Westbound Right, WBT = Westbound Through, WBL = Westbound Left.

Intersection	Improvements
Within the City of Laguna Niguel	
La Paz Road at Rancho Niguel Road	<ul style="list-style-type: none"> Restripe to remove NBT. Restripe to remove 2nd SB departure lane. Restripe to remove 2nd SBT. Restripe to remove 2nd NB departure lane. Consider signalized intersection or traffic circle in place of other planned improvements.
Cabot Road at Crown Valley Parkway	<ul style="list-style-type: none"> Restripe to convert 2nd NBT to NBT/R. Widen and restripe to provide SBR. Restripe to convert EBR to EBT/R. Widen and restripe to provide 4th WB departure lane. Restripe to provide WBT/R.
Forbes Road at Crown Valley Parkway	<ul style="list-style-type: none"> Restripe to provide 2nd NBL, remove NBT, and convert NBR to NBT/R. Restripe to provide 2nd SB departure lane. Widen and restripe to provide 2nd SBL. Widen and restripe to provide 2nd WBL and 4th WBT.
I-5 SB Ramps at Crown Valley Parkway	<ul style="list-style-type: none"> Widen and restripe to provide 5th EBT. Widen and restripe to provide 2nd WBL.
I-5 NB Ramps at Crown Valley Parkway	<ul style="list-style-type: none"> Widen and restripe to provide 2 NBL. Widen and restripe to provide EBT/R. Widen and restripe to provide 2nd loop on-ramp SB departure lane.
Camino Capistrano at Paseo de Colinas	<ul style="list-style-type: none"> Widen and restripe to provide 2 NBR. Widen and restripe to provide WBL.
Camino Capistrano at Avery Parkway	<ul style="list-style-type: none"> Widen and restripe to provide 2nd NBR. Widen and restripe to provide 2nd SB departure lane. Widen and restripe to provide 2nd WBR.
I-5 SB Ramps at Avery Parkway	<ul style="list-style-type: none"> Widen and restripe to provide 2nd SBL and 2nd SBR. Restripe SBT/R to SBR. Widen and restripe to provide 2nd on-ramp SB departure lane. Widen and restripe to provide 3 additional EBT. Widen and restripe to provide 3rd WB departure lane. Widen and restripe 2nd WBL and 2 additional WBT. Widen and restripe to provide 3 additional EB departure lanes.

Intersection	Improvements
I-5 NB Ramps at Avery Parkway	<ul style="list-style-type: none"> Widen and restripe to convert NBR to NBL/R and provide NBR. Restripe NBL/T to NBL. Widen and restripe to provide 3rd on-ramp NB departure lane. Widen and restripe to provide 2nd WBL and 2 additional EBT. Widen and restripe to provide 3 additional WB departure lanes. Widen and restripe to provide 2 additional WBT. Widen and restripe to provide 1 additional EB departure lanes.

Roadway Segment	Improvements
Within the City of Laguna Niguel	
La Paz Road, between Aliso Creek Road and Kings Road	<ul style="list-style-type: none"> Reduce the number of travel lanes from four travel lanes to two travel lanes.

Intersection	Improvements
Within the City of Laguna Niguel	
Marguerite Parkway at Avery Parkway	<ul style="list-style-type: none"> Widen and restripe to provide 2nd NBL. Widen and restripe to provide EBR. Widen and restripe to provide WBR.

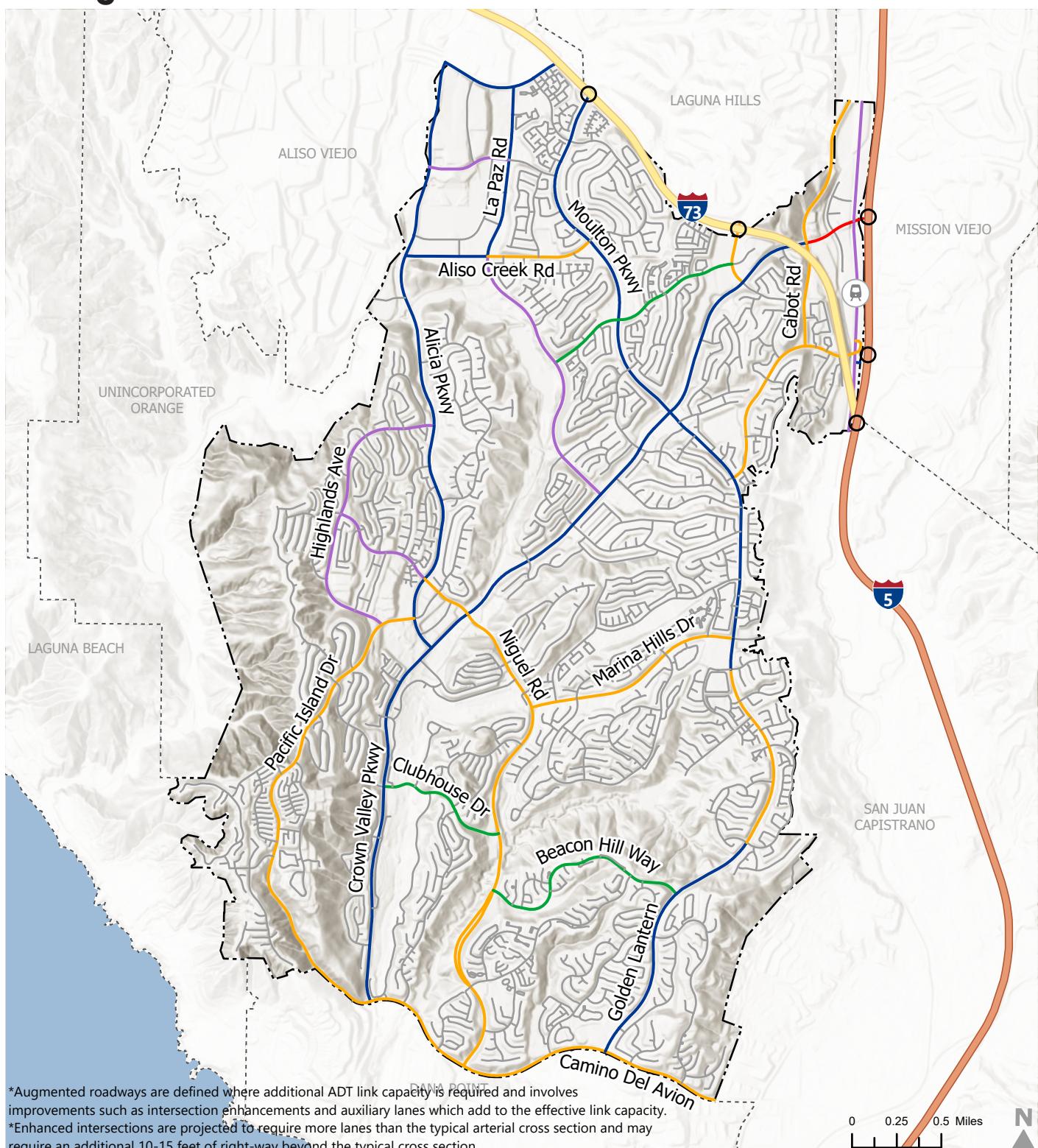
Master Plan of Arterial Highways (MPAH)

In addition to its local significance, Laguna Niguel's roadway network plays a significant role in the Orange County Transportation Authority's (OCTA) countywide transportation system known as the Master Plan of Arterial Highways (MPAH). The City's Circulation Plan includes three proposed changes to the existing MPAH, which require amending OCTA's plan (see Figure M-3 for an illustration of these changes):

- Maintain existing conditions on Camino Los Padres, which consists of the removal of the previously contemplated Camino Los Padres extension from its current terminus to Camino Capistrano, which extends outside the City limits.
- Reduce the number of travel lanes on La Paz Road between Aliso Creek Road and Kings Road from two lanes in each direction to one lane in each direction.
- Maintain existing travel lane conditions on Golden Lantern between Sweet Meadow Lane and Sarina Lane, which consists of the removal of the previously contemplated roadway widening.



Figure M-1 Circulation Plan



Data sources: City of Laguna Niguel; Orange County GIS.

San Diego Freeway

San Joaquin Hills Transportation Corridor

Laguna Niguel City Boundary

Augmented Major

Major

Primary

Secondary

Commuter

Collector

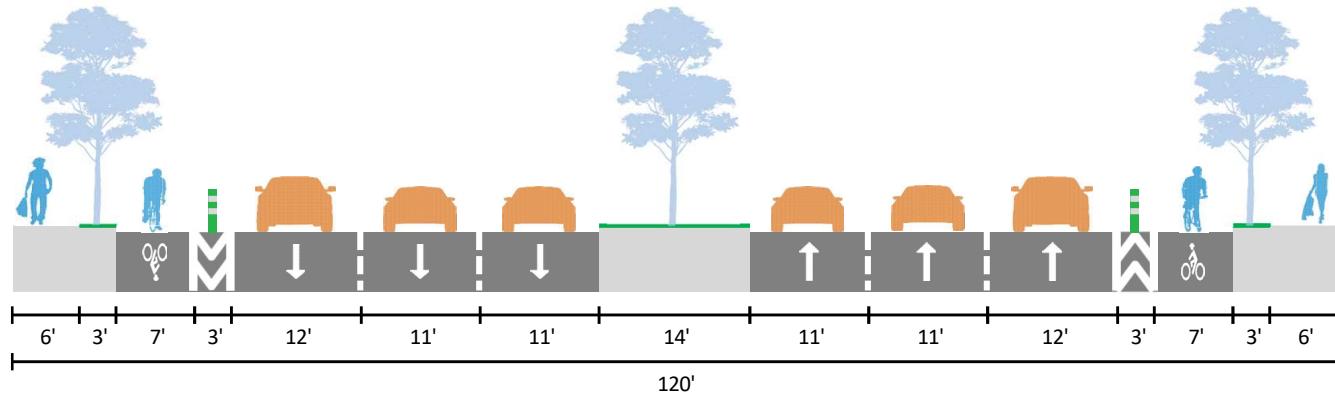
Interchange

Metrolink Station

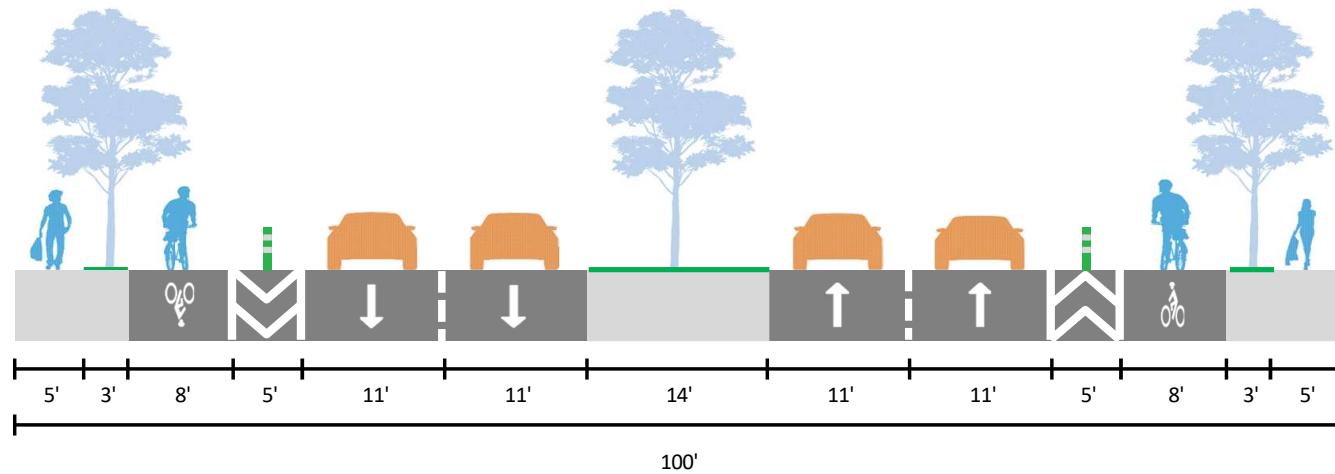
Prepared for the City of Laguna Niguel by Fehr & Peers
October 14, 2025

Figure M-2 Typical Cross Sections

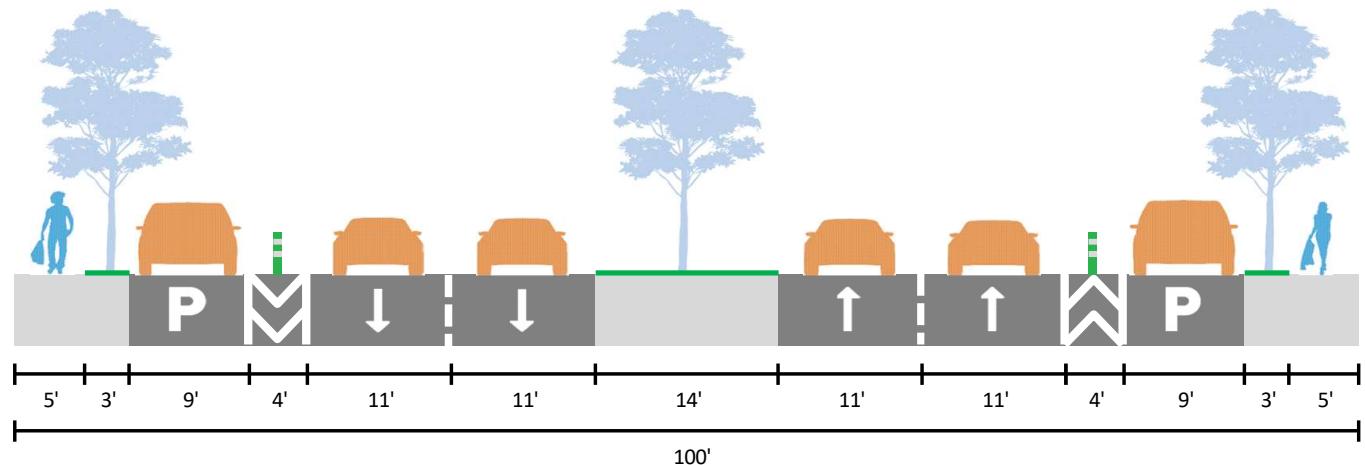
Major Arterial



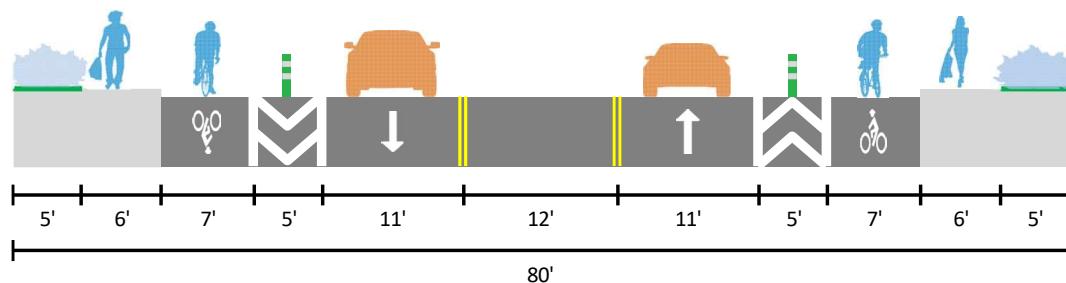
Primary Arterial – Buffered Bike Lanes



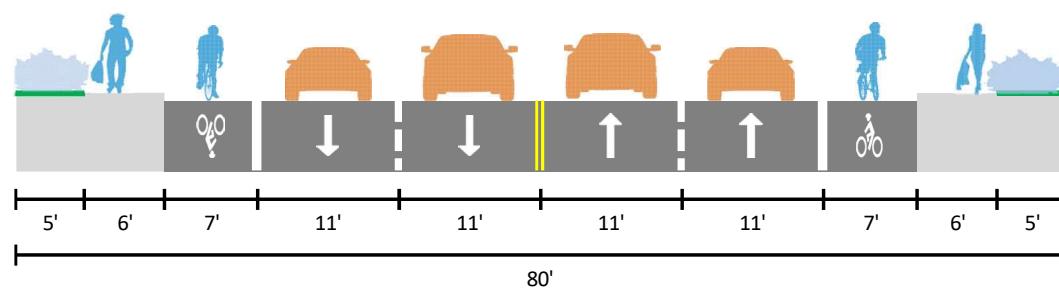
Primary Arterial – Buffered Parking



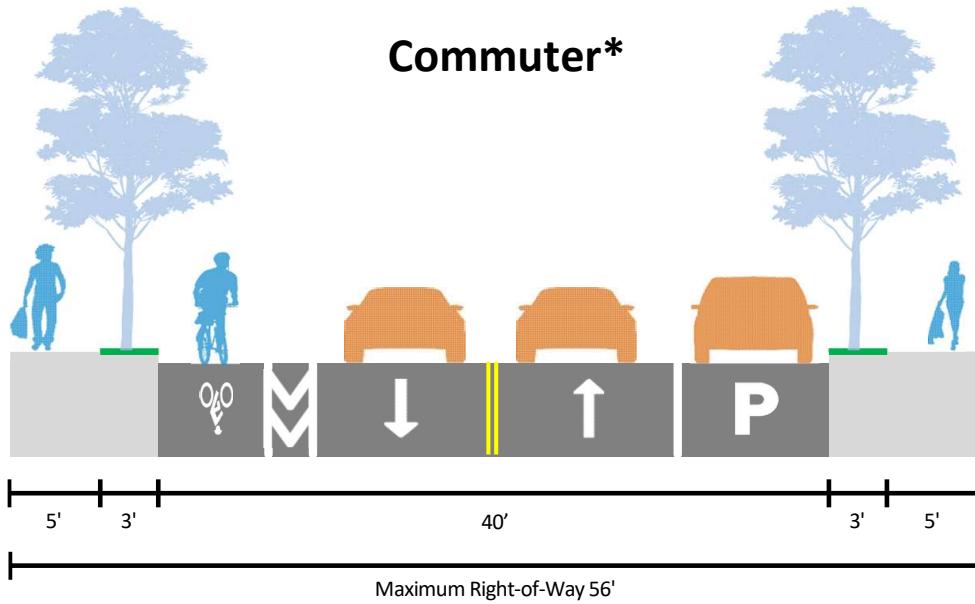
Secondary Arterial – 2 Lanes



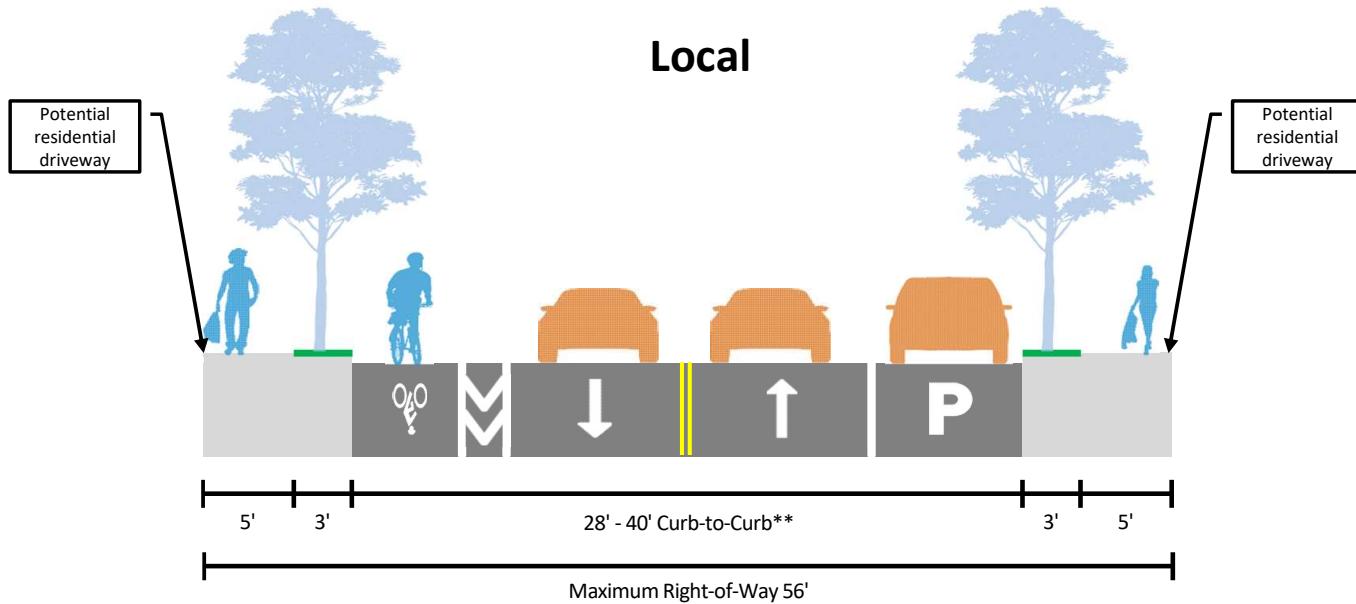
Secondary Arterial – 4 Lanes



Commuter*



Local

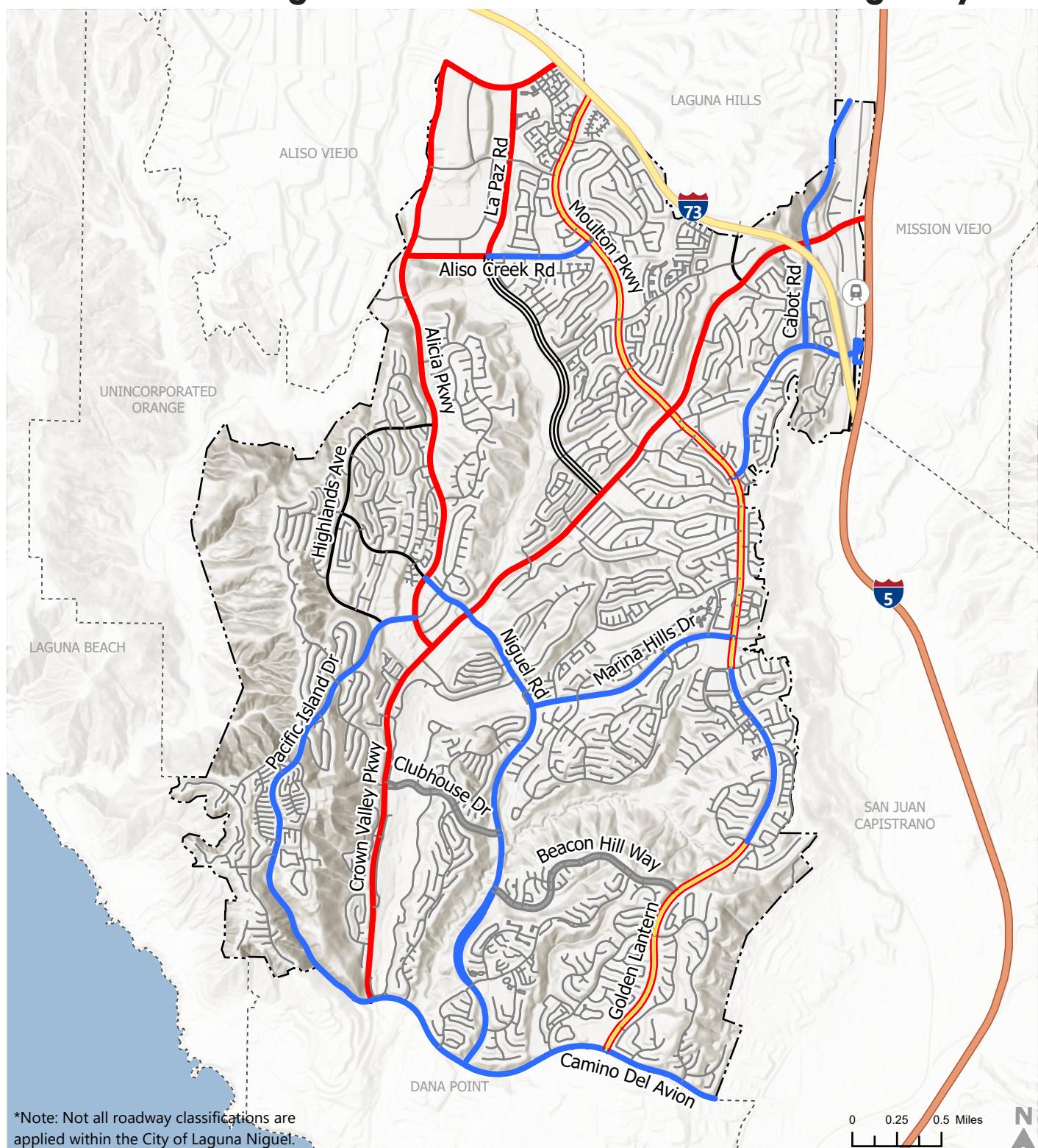


Notes:

* Context dictates whether a striped shoulder, bike lanes, or parking can be implemented.

**Curb-to-curb width varies depending on residential driveway access and context. For example, a local street with a driveway on one side of the roadway can have 32' curb-to-curb to enable street parking or bike lanes. A local street with driveways on both sides of the roadway can have 40' curb-to-curb.

Figure M-3 Master Plan of Arterial Highways



Data sources: City of Laguna Niguel; Orange County GIS.

San Diego Freeway

San Joaquin Hills Transportation Corridor

Laguna Niguel City Boundary

Principal

Major

Smart Street 6 Lane

Primary

Secondary

Divided Collector

Collector

Residential Collector

Pedestrian and Bicycle Connectivity

Walkability, accessibility, and connectivity are key to a pedestrian-friendly mobility system in Laguna Niguel. The City's continuous sidewalks along major roadways provide a strong foundation for pedestrian movement, complemented by the network of multi-use trails that link to neighborhoods, regional parks, and neighboring beach communities. Efforts to further enhance walkability will focus on creating and improving pedestrian-friendly spaces and key connections. This includes incorporating elements such as timed crosswalks, well-lit paths, traffic buffers, landscaping, and enhanced trails to promote walking for transportation and recreation.

Laguna Niguel also boasts a comprehensive bikeway system for recreation and transportation that connect residences, jobs, shopping, transit, recreation uses, and schools. The City follows Caltrans' standards to classify its bikeways, as outlined in Table M-3, which also highlights general locations. Safe and convenient bikeways and an educated driving public can make biking more attractive. The City's existing system of bike lanes and paths provide internal community links as well as access to many of the surrounding communities. Expanding and enhancing bicycling opportunities as a multimodal option



for recreation and as an alternative to driving is a citywide goal. The City's bike and trail network are presented in Figures M-4 and M-5.

Table M-3 Bikeway Classifications

Type	Description	Examples
Class I	Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized	Niguel Road from Club House Drive to Ridgeway Avenue
Class II	Provides a striped lane for one-way bike travel on a street or highway.	Crown Valley Parkway, Moulton Parkway, Pacific Island Drive
Class III	Provides for shared use with pedestrian or motor vehicle traffic.	None
Class IV	Provides a separated bikeway within existing roadway right of way by use of physical devices or landscaping	Aliso Creek Road

Class I Bikeways (Bike Paths)

Class I bicycle facilities are completely separated facilities designed for the exclusive use of bicyclists and pedestrians.



CLASS I - Multi-Use Path

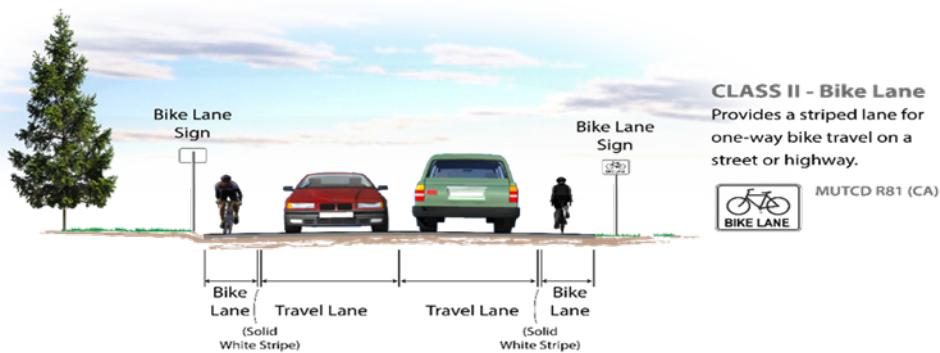
Provides a completely separated right-of-way for exclusive use of bicycles and pedestrians with crossflow minimized.



MUTCD R44A (CA)

Class II Bikeways (Bike Lanes)

Class II bicycle facilities are striped lanes that provide bike travel along a street or highway and can be either located next to a curb or parking lane.



CLASS II - Bike Lane

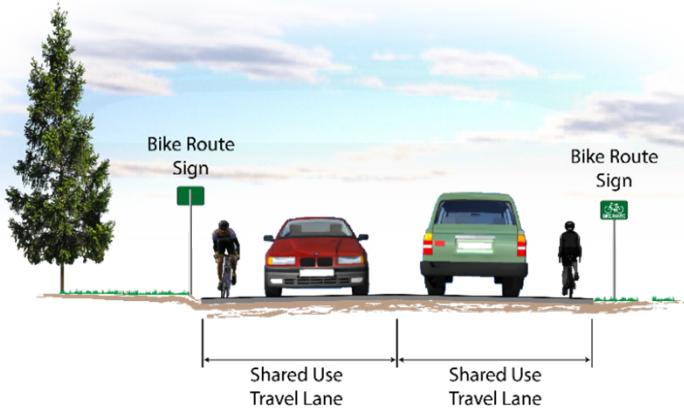
Provides a striped lane for one-way bike travel on a street or highway.



MUTCD R81 (CA)

Class III Bikeways (Bike Routes)

Class III Bikeways are routes designated by signs or pavement markings, like sharrows for bicyclists in a shared-use vehicular travel lane of a roadway. While bicyclists have no exclusive use or priority, signage by the side of the street and sometimes stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.



CLASS III - Bike Route

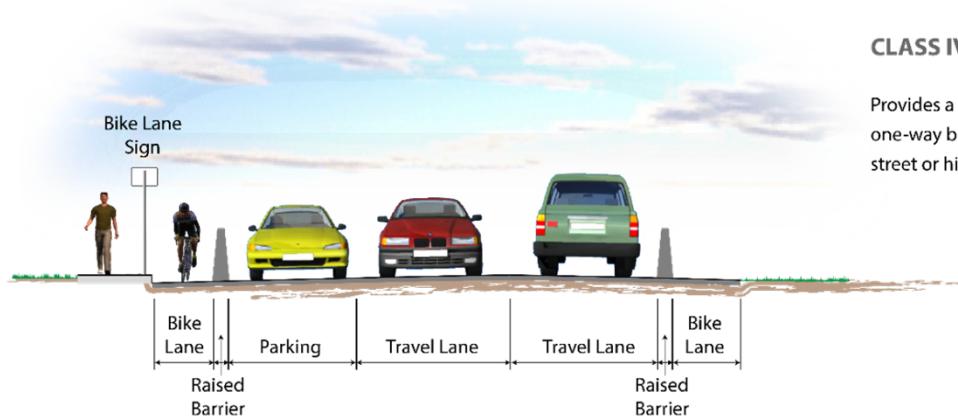
Provides a shared use with pedestrians or motor vehicle traffic, typically on lower volume roadways.



MUTCD D11-1

Class IV Bikeways (Separated Bikeways)

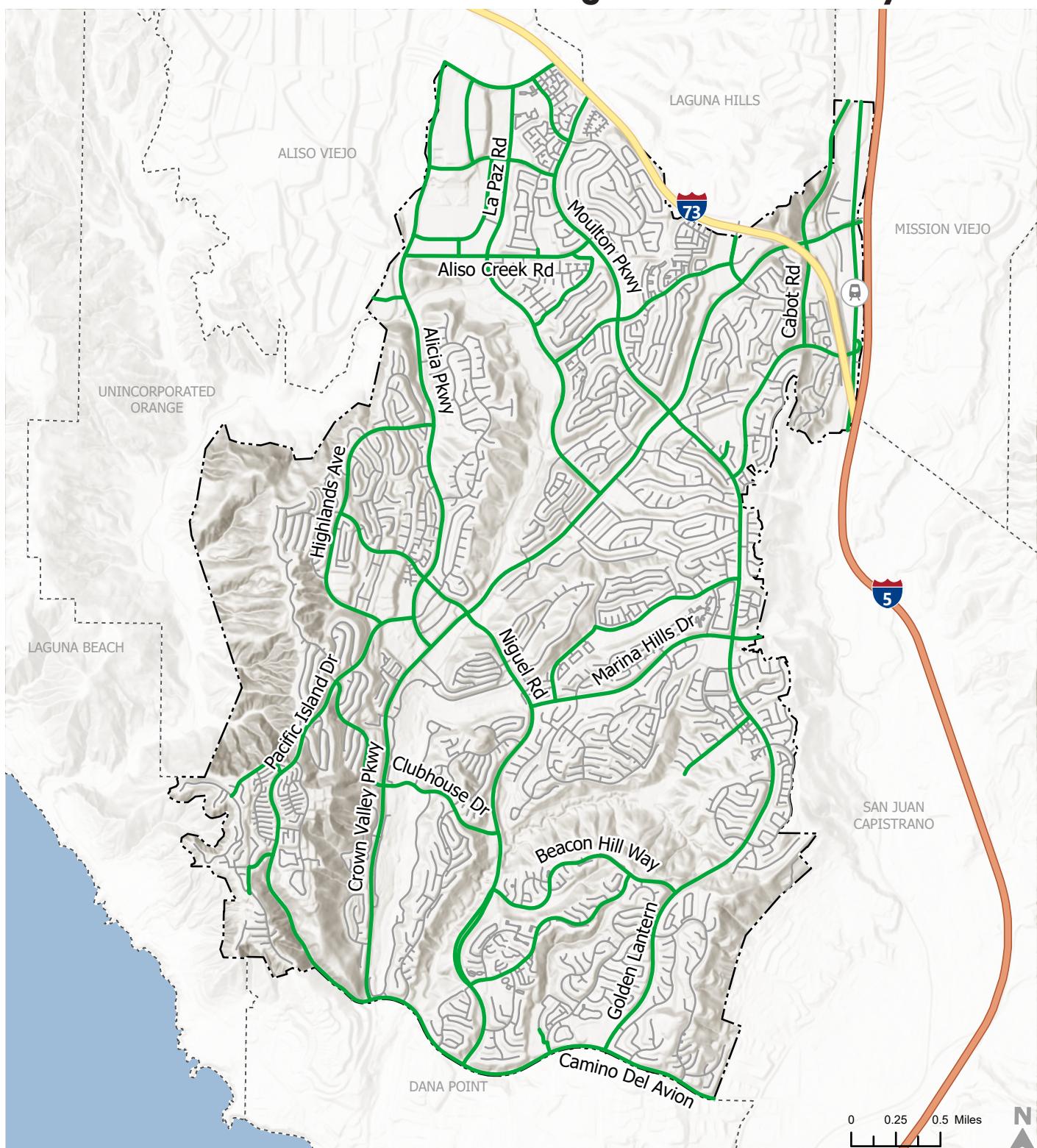
A Class IV bikeway, also called a separated bikeway or cycletrack, are protected bike lanes that provide a right-of-way designated exclusively for bicycle travel within a roadway, protected from vehicular traffic by physical barriers (e.g., grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.



CLASS IV - Separated Bikeway (Cycle Track)

Provides a protected lane for one-way bike travel on a street or highway.

Figure M-4 Bikeways Plan



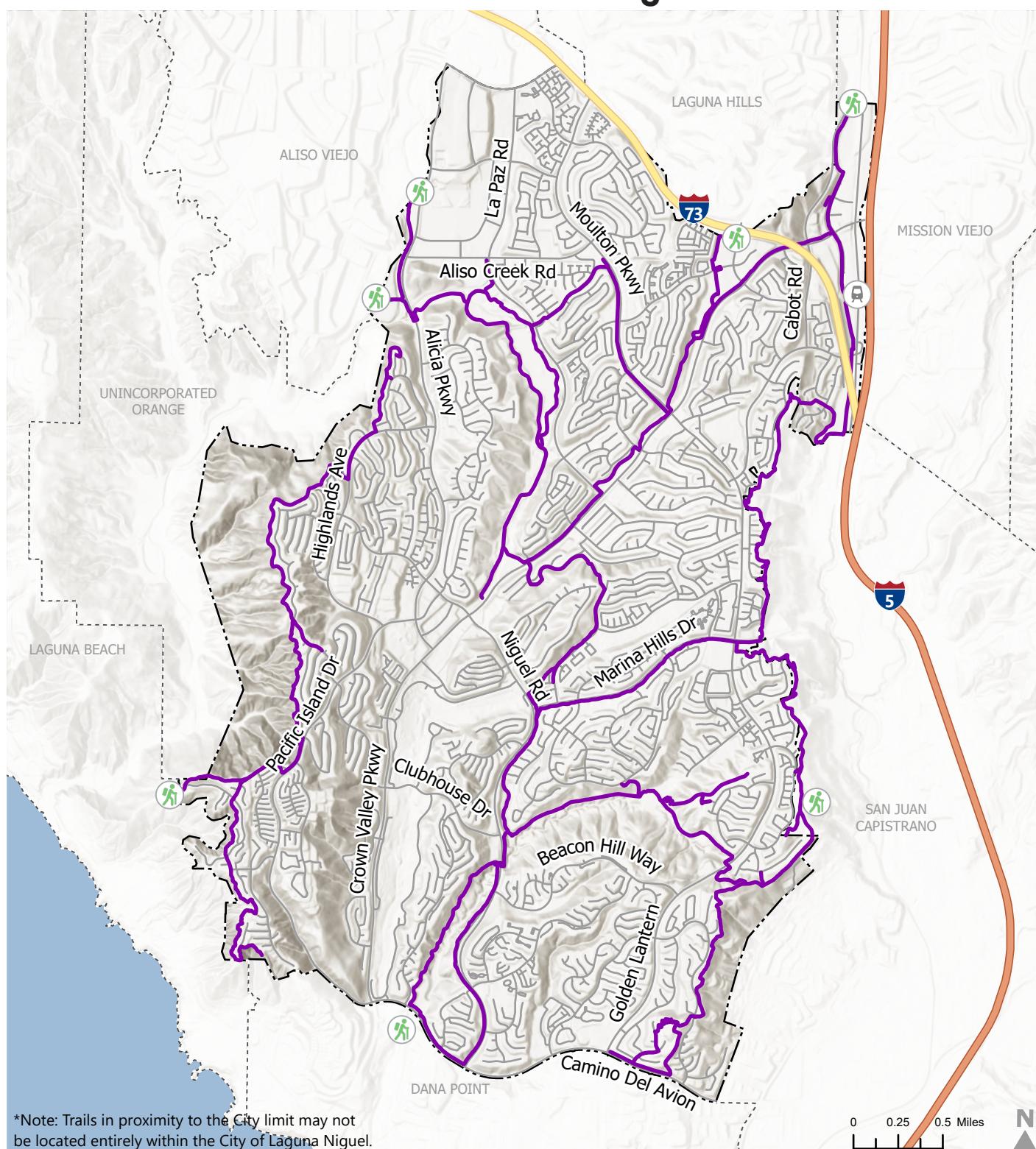
Data sources: City of Laguna Niguel; Orange County GIS.

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October 14, 2025

- San Diego Freeway
- San Joaquin Hills Transportation Corridor
- Laguna Niguel City Boundary

- Bikeways
- Local Streets
- Metrolink Station

Figure M-5 Trails Plan



*Note: Trails in proximity to the City limit may not be located entirely within the City of Laguna Niguel.

Data sources: City of Laguna Niguel; Orange County GIS.

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October 14, 2025

San Diego Freeway	Trails	Metrolink Station
San Joaquin Hills Transportation Corridor	Local Streets	Regional Trail Connectors
Laguna Niguel City Boundary		

Public Transit

Public transit in Laguna Niguel includes a variety of options. These include OCTA's fixed-route bus service, and Americans with Disability Act (ADA) paratransit service. City-operated services include the Summer Trolley and the Senior Wheels programs. Additionally, the Laguna Niguel/Mission Viejo Metrolink station provides commuter rail service. Fixed transit stops and routes in the City are shown in Figure M-6.

An effective and efficient transit network is an important component of the City's Mobility Element. Connecting neighborhoods, workplaces, shopping, services, and recreation areas by transit enhances mobility options for individuals without access to private vehicles (such as seniors, people with disabilities, and low-income households). It also encourages walking and bicycling to and from transit stops, supports urban development, and promotes energy efficiency by moving more people using fewer resources.

OCTA SERVICES

OCTA currently operates four bus routes within the City (Routes 85, 87, 90, and 91) that connect with other destinations in Orange County. OCTA periodically updates its service levels and route configurations based on ridership.

In compliance with the ADA, all public transit operators like OCTA are required to provide paratransit service to persons whose disabilities prevent them from using accessible fixed-route public transit. In Laguna Niguel, OCTA operates Access Service, a shared-ride paratransit service for qualified individuals.

CITY TRANSIT SERVICES

The City operates the Laguna Niguel Summer Trolley, a free trolley service that operates from

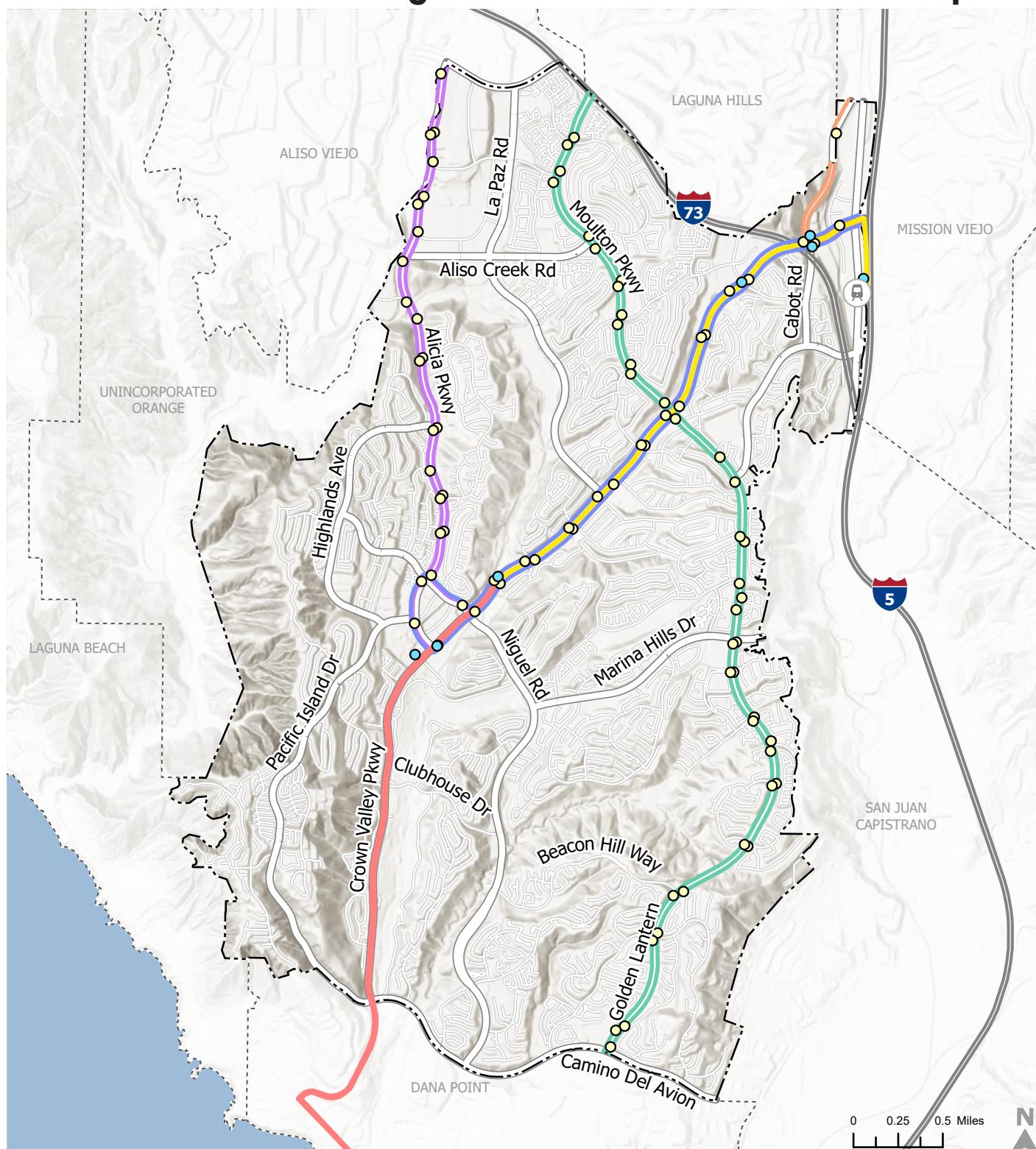


the Laguna Niguel/Mission Viejo Metrolink Station to Salt Creek Beach in Dana Point. The service is available from Memorial Day to Labor Day each summer.

METROLINK RAIL SERVICE

The Laguna Niguel/Mission Viejo Metrolink Station is located in the northeast corner of the City with access on Forbes Road and Camino Capistrano. Currently, Metrolink provides service to two lines from the station, the Orange County Line and the Inland Empire-Orange County Line. The station features public parking, restrooms, and bicycle amenities, including racks and lockers.

Figure M-6 Transit Routes and Stops



Data sources: City of Laguna Niguel; Orange County GIS.

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October 14, 2025

- OCTA Bus Stops
- Laguna Niguel Trolley Stops
- Laguna Niguel City Boundary

- OCTA Route 85
- OCTA Route 87
- OCTA Route 90
- OCTA Route 91
- Laguna Niguel South Line Trolley
- Metrolink Station

TRANSPORTATION NETWORK



Goal M-1

A well-planned and comprehensive multimodal transportation system that connects neighborhoods, jobs, shopping, recreation, and transit hubs.

Laguna Niguel strives for a safe, convenient, and efficient multimodal transportation system. To achieve this, the City prioritizes adaptable, forward-thinking transportation planning and implementation that addresses current needs and the anticipated demands of future development as planned for in the Land Use Element. Key strategies for effectively connecting neighborhoods, workplaces, shopping, recreation, and transit hubs include optimizing and adapting existing infrastructure, integrating new technologies and industry best practices, and supporting sustainable mobility options.

M-1 Policies

M-1.1 **Balanced Circulation Network.** Support the design, management, maintenance, and enhancement of a multimodal roadway network that accommodates the City's current and future development as outlined in the Land Use Element. This includes maintaining and adapting the Laguna Niguel's Circulation Plan Figure M-1 and related infrastructure to ensure safe, efficient, and well-connected links between neighborhoods, workplaces, shopping, recreation, and transit hubs.

M-1.2 **Multimodal Transportation.** Support an integrated transportation network as a system that accommodates and promotes various modes of travel, such as walking, bicycling, public transit, enhancing multimodal connectivity throughout the City and contributing to environmental sustainability.

M-1.3 **Mobility Hubs.** Support the development and enhancement of mobility hubs Figure M-7 to serve as centralized, convenient points linking a variety of transportation options.

M-1.4 **Complete Streets.** Apply context-sensitive "complete streets" principles into the planning, design, construction, and maintenance of City roadways. This includes industry best practices focusing on safe, functional, and attractive access and travel for motorists, pedestrians, bicyclists, and transit users.

M-1.5 **Land Use Planning.** Align transportation planning with land use decisions to support a multimodal system that minimizes traffic congestion and reduces environmental impacts from future developments.

M-1.6 **Level of Service.** Ensure the roadway network supports existing and planned developments while maintaining acceptable vehicle Levels of Service across roadways and intersections. For qualifying development projects, ensure the preparation of a Traffic Impact Study, including Level of Service analyses, in accordance with the City's Transportation Assessment Guidelines. Projects determined to adversely affect the transportation system may require adjacent infrastructure improvements and/or fair-share payment contributions for system-wide improvements.

M-1.7 **Vehicle Miles Traveled.** For qualifying development projects, ensure the preparation of a Vehicle Miles Traveled analysis in accordance with the City's Transportation Assessment Guidelines and compliance with applicable state law(s) aimed at reducing vehicle travel distances from and within the City.

M-1.8 **Travel Demand Management.** Encourage the development and implementation of travel demand management programs to reduce peak-hour traffic congestion and help reduce vehicles miles traveled within the community.

M-1.9 **Signal Coordination.** Prioritize traffic signal coordination and retiming to adapt to changes in travel patterns and traffic flows to minimize unnecessary delay and congestion.

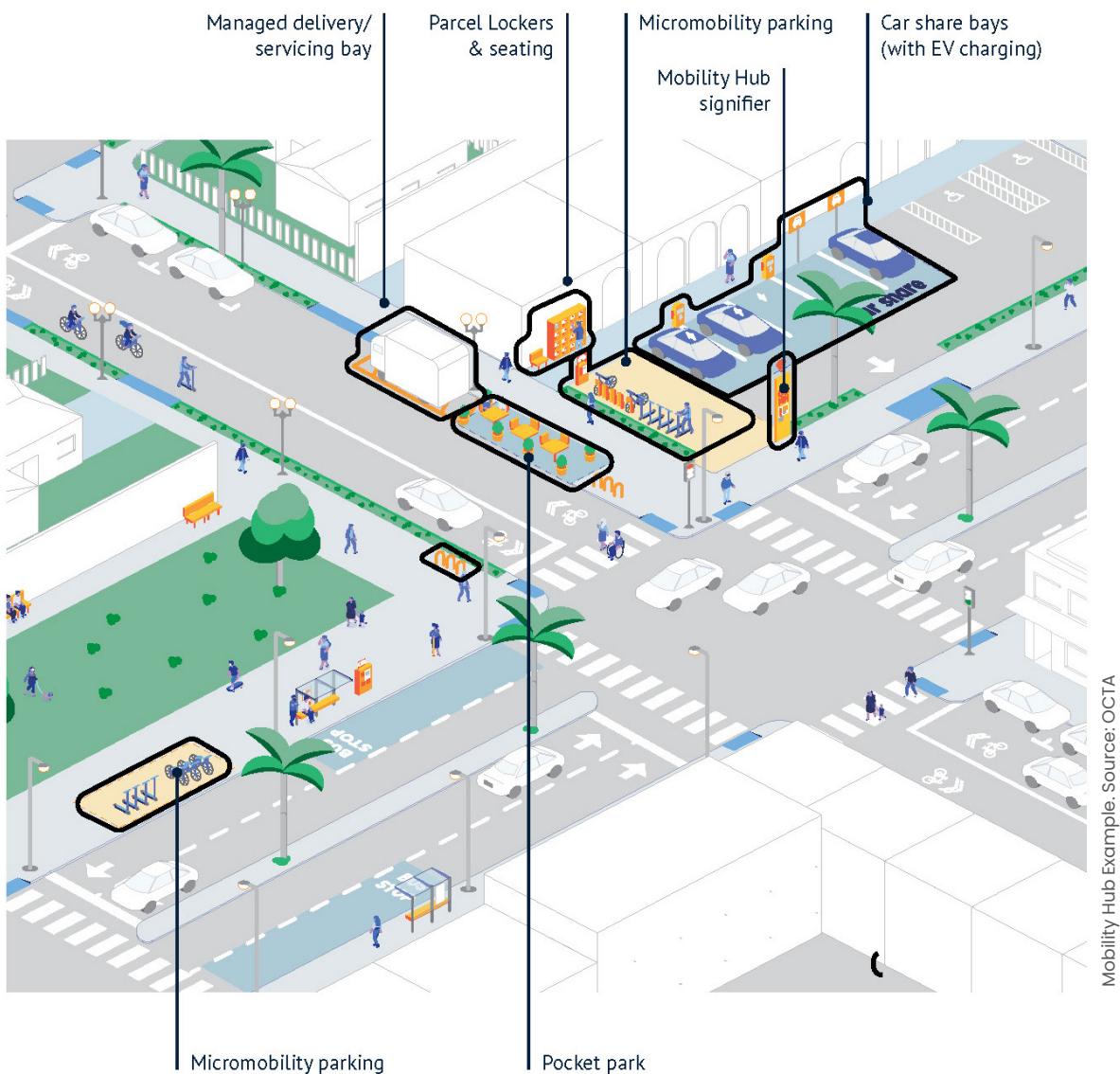


- M-1.10 Driveways on Arterials.** Limit the construction of new driveway access points on arterial roadways, where feasible, to maintain traffic flow and reduce potential conflict points between motorists, pedestrians, and cyclists.
- M-1.11 Designated Truck Routes.** Limit commercial truck traffic to designated truck routes on selected arterial streets (Figure M-8) to minimize impacts on sensitive areas, including residential neighborhoods and schools. Support this policy with appropriate signage and practical restrictions.
- M-1.12 Innovation and Technology.** Integrate new technological advancements and best practices to improve safety, efficiency, user experience, and/or reduce operational costs.
- M-1.13 Multimodal Funding Opportunities.** Pursue diverse funding sources, leveraging federal, state, regional, and local opportunities, to support a financially sustainable multimodal transportation system while exploring innovative funding mechanisms.
- M-1.14 Transportation Planning Outreach.** Engage the community and other stakeholders in major transportation planning efforts to ensure projects align with City and mobility priorities.

Mobility Hubs

A mobility hub seamlessly combines traditional travel modes (bus, rail) with shared mobility services (bikeshare, carshare, ride-hailing) in one convenient location. Comprehensive mobility hubs may include advanced technology, wayfinding, access to goods/services, and information. They can create a sense of place where communities come together to work, live, shop, and play; strengthening community bonds and providing a community gathering place. In this way, mobility hubs are a flexible variant of the transit center concept: A mobility hub is a place where multimodal travel is both easy and efficient.

Mobility hub components can include: EV chargers, wayfinding/informational signs, bus stops and shelters, scooter and bike parking, designated pick-up/drop-off zones, commercial loading zones, carshare, seating, and landscaping.



Mobility Hub Example. Source: OCTA

Complete Streets

The United States Department of Transportation defines Complete Streets as “streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders.” The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. Complete Street policies are set at the state, regional, and local levels and are frequently supported by roadway design guidelines.

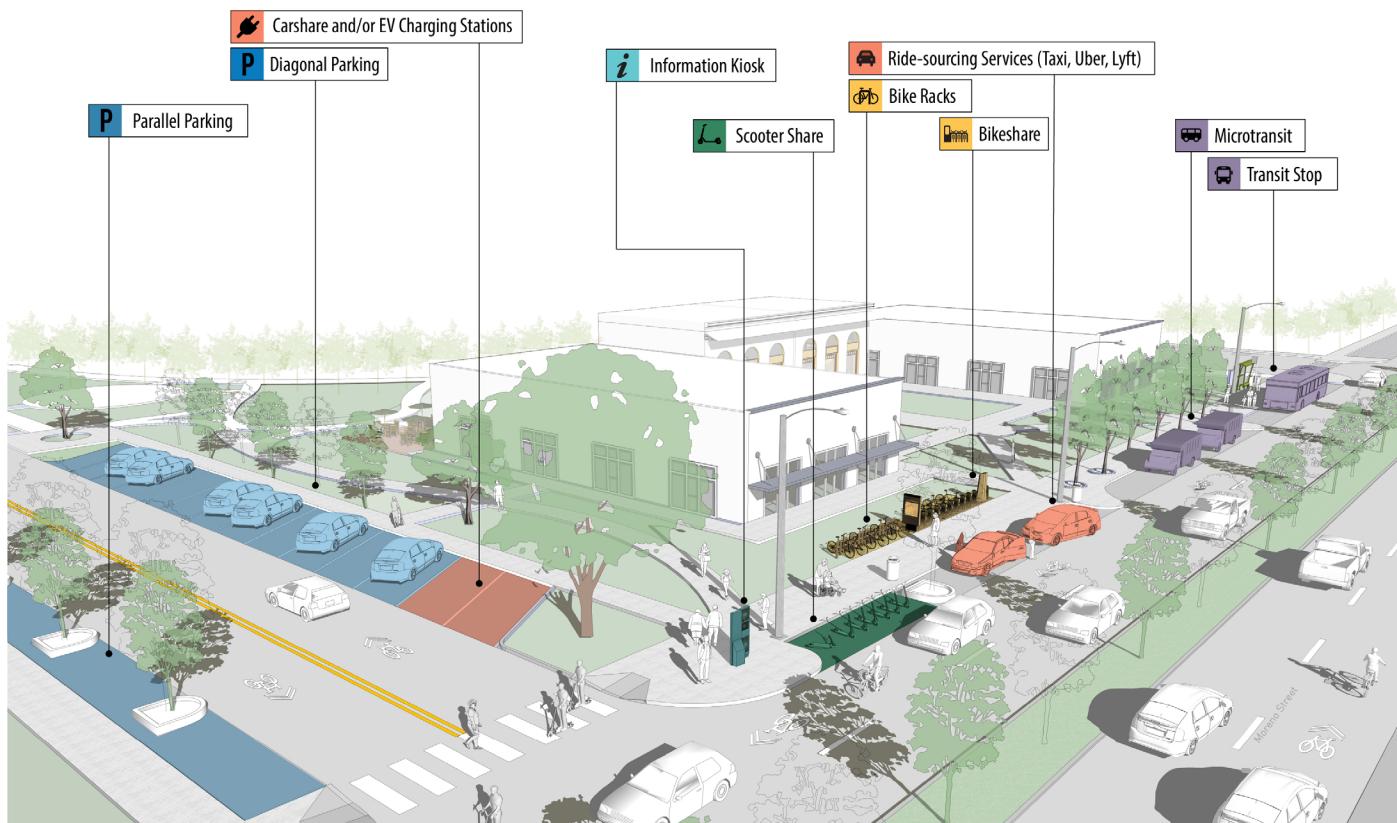
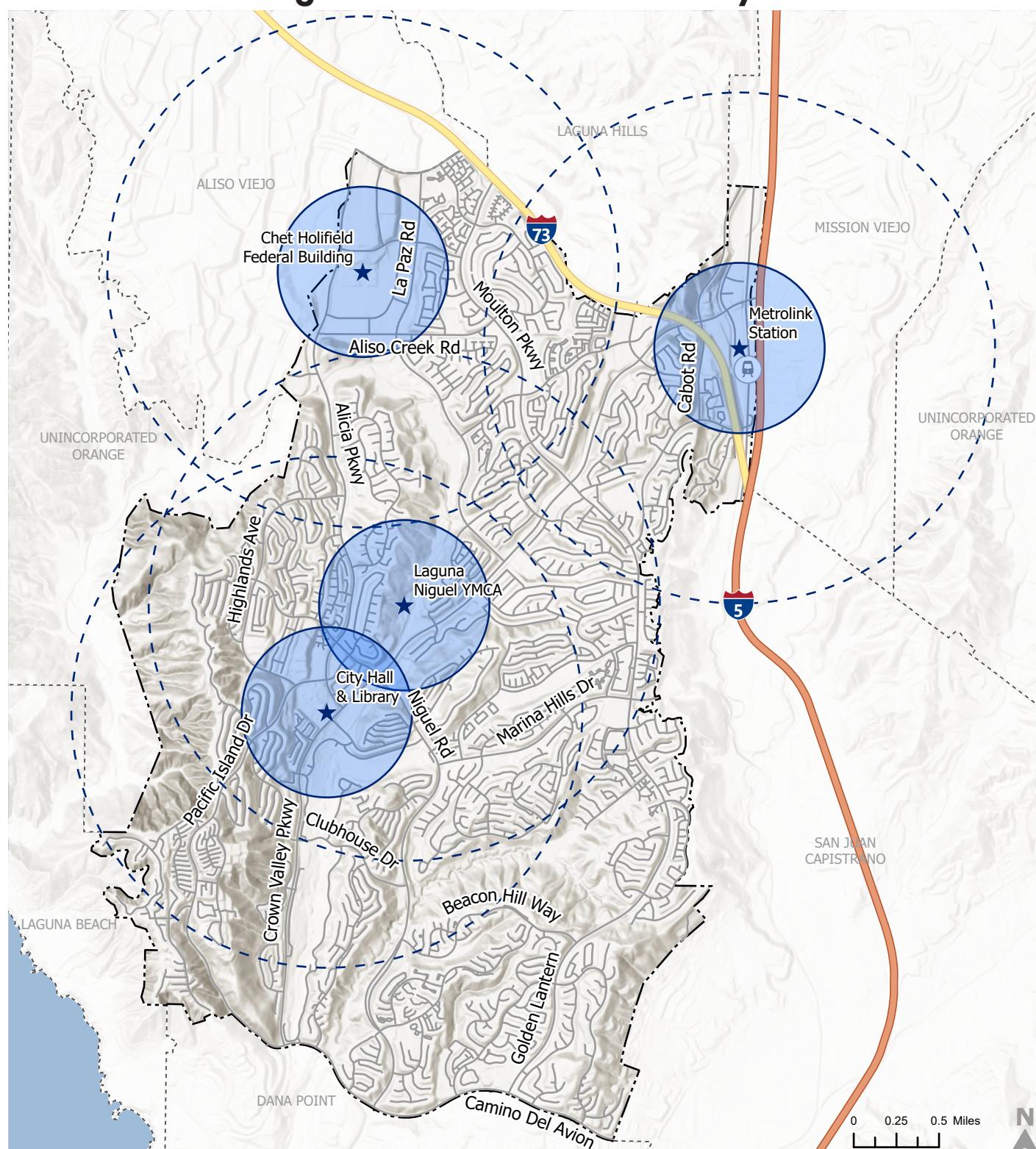


Figure M-7 Potential Mobility Hub Locations



Data sources: City of Laguna Niguel; Orange County GIS.

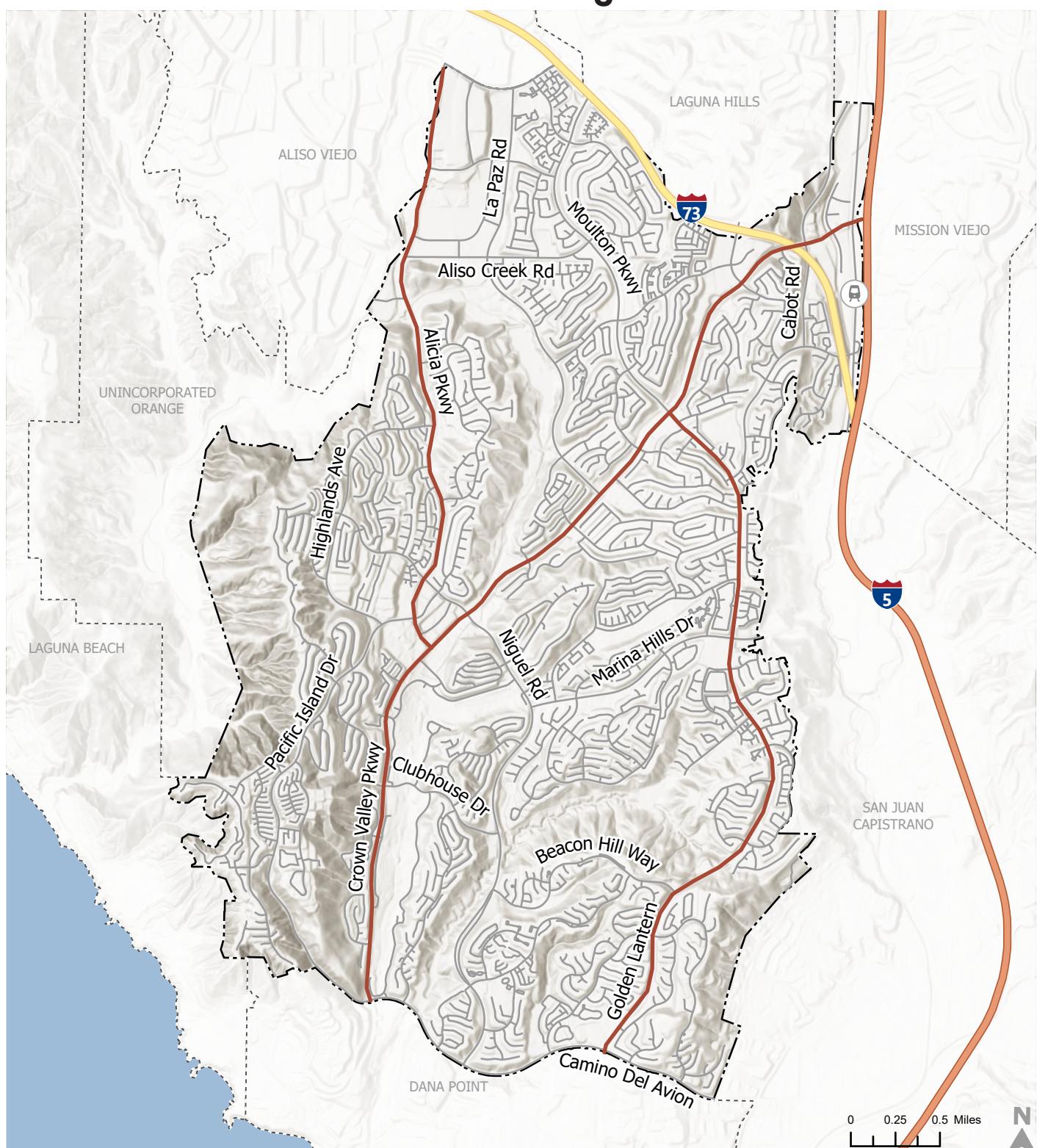
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October 14, 2025

- San Diego Freeway
- San Joaquin Hills Transportation Corridor
- Laguna Niguel City Boundary

- Potential Mobility Hub Location
- 0.5 Mile Radius
- 1.5 Mile Radius

- Metrolink Station
- Local Streets

Figure M-8 Truck Routes



Data sources: City of Laguna Niguel; Orange County GIS.

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October 14, 2025

- San Diego Freeway
- San Joaquin Hills Transportation Corridor
- Laguna Niguel City Boundary

- Truck Routes
- Local Streets
- Metrolink Station

ACTIVE TRANSPORTATION

Goal M-2

A balanced transportation network that supports walking, bicycling, and other non-motorized modes of travel, fostering active lifestyles, environmental sustainability, and enhancing the overall quality of life for the Laguna Niguel community.

Walking and bicycling, for both recreation and commuting, play increasingly significant roles as alternatives to automobile travel. A well-designed infrastructure network encourages non-motorized travel. Laguna Niguel's existing pedestrian, bicycle, and multi-use trails serve a vital role in supporting active transportation. By maintaining and enhancing these facilities, the City can further encourage active travel modes, improve connectivity, and enhance the community's overall livability and accessibility. Additional detail on this topic is provided in the City's Active Transportation Plan (ATP), which identifies infrastructure and non-infrastructure programs, policies, and strategies to enhance the safety of people using active transportation on City roadways and trails.



M-2 Policies



M-2.1 Active Transportation. Maintain and enhance the City's pedestrian, bicycle, and multi-use trail networks to support safe, convenient, well-connected, and efficient non-motorized travel for both recreational and commuting purposes. New development projects should make positive contributions towards these active transportation efforts with connected street systems and dedicated pedestrian friendly paths.

M-2.2 Connectivity and Accessibility. Prioritize infrastructure improvements that enhance connectivity between neighborhoods, workplaces, schools, recreation, shopping areas, and transit hubs, ensuring safe and accessible routes for all users.



- M-2.3** **Active Lifestyles and Environmental Sustainability.** Support active transportation to reduce automobile reliance, promote environmental sustainability, and encourage active lifestyles throughout the community.
- M-2.4** **Traffic Calming and Design.** Implement design standards and traffic calming measures that prioritize pedestrian and bicyclist safety, such as wayfinding, clearly marked crosswalks, and separated bike lanes.
- M-2.5** **Multi-Use Trail Network.** Provide multi-use trails that support active transportation within and beyond the City. In addition to new trail segments, prioritize sustaining a high-quality existing trail network through regular maintenance and enhancements to ensure they remain safe, accessible, and well-connected for all users.
- M-2.6** **Bicycling Amenities.** Encourage secure and convenient bicycle facilities, such as bike racks, lockers, and other support facilities for bicyclists at key destinations, including transit stops, multifamily communities, commercial centers, parks, and employment hubs to encourage bicycling as a transportation option.
- M-2.7** **Close Network Gaps.** Monitor the City's pedestrian, bicycle, transit, and trail networks to identify connectivity gaps and prioritize projects to address these gaps, improving overall mobility across the City.
- M-2.8** **Last-Mile Connectivity.** Coordinate active transportation routes, such as bike paths and pedestrian walkways, with transit stops to improve last-mile connections, promoting greater transit ridership, active lifestyles, and environmental sustainability.
- M-2.9** **Attractive Streetscapes.** Design and maintain visually appealing streetscapes by incorporating coordinated elements such as landscaping (including street trees), lighting, and pedestrian amenities that enhance community identity and promote walkability.
- M-2.10** **Transportation and Development Projects.** Integrate active transportation planning considerations into the transportation and development project decision-making process to prioritize pedestrian and bicyclist connectivity and safety.
- M-2.11** **Active Transportation Funding Opportunities.** Monitor and seek funding for active transportation maintenance and enhanced interconnections from all available sources.
- M-2.12** **Active Transportation Technology.** Evaluate new mobility technologies and the potential effects on non-vehicular travel and mode choice in Laguna Niguel and the region.
- M-2.13** **Active Transportation Promotion.** Foster community engagement and education programs to encourage active transportation, raise awareness of available infrastructure, and promote safe walking and bicycling practices.



PUBLIC TRANSIT

Goal M-3

A safe, efficient, and accessible public transit system that enhances connectivity, reduces traffic congestion, supports environmental sustainability, and meets the diverse needs of the community.

In collaboration with regional service providers, Laguna Niguel aims to support a range of accessible, safe, and reliable transit options designed to meet the community's diverse transportation needs. In working with partner agencies, the City is actively working to reduce traffic congestion, support environmental sustainability, and enhance connectivity for all residents, regardless of age, income, or physical ability.



M-3 Policies

- M-3.1** **Transit Collaboration.** Collaborate with Orange County Transportation Authority, Metrolink, Southern California Association of Governments, and other regional agencies to expand and enhance public transit service in Laguna Niguel.
- M-3.2** **Bus and Paratransit Services.** Support Orange County Transportation Authority in enhancing bus, paratransit, and other transit services to provide efficient access for Laguna Niguel residents, including seniors, low-income households, and individuals with disabilities.
- M-3.3** **Bus Stop Amenities.** Collaborate with Orange County Transportation Authority to provide bus stop amenities such as benches, trash receptacles, and shelters, considering factors like ridership and available funding. These amenities should be thoughtfully designed, comfortable, safe, and attractive.
- M-3.4** **City Transit Services.** Provide supplemental transit services, as feasible, such as the City's summer trolley and Senior Wheels services, based on funding availability and ridership demand. This includes seeking additional partnerships and financial resources to expand and enhance these programs.
- M-3.5** **Metrolink Services.** Support Metrolink initiatives to expand rail destinations and increase train frequency at the Laguna Niguel/Mission Viejo Metrolink Station. This includes ensuring the station is designed to be comfortable, safe, and visually appealing for all users.
- M-3.6** **Transit Technologies.** Collaborate with service providers to explore and, where feasible, implement new technologies that improve convenience, safety, reliability, and cost efficiency for transit users. This includes real-time app-based features like route maps, traffic updates, delay notifications, and payment options.
- M-3.7** **Public Transit Promotion.** Support public outreach programs encouraging public transit use by people living in, working in, or visiting Laguna Niguel. This includes highlighting the benefits of public transit and providing resources to help individuals navigate local and regional transit options effectively.

TRANSPORTATION SAFETY



Goal M-4

Vehicular, pedestrian, and bike safety through integrated strategies encompassing design, technology, education, and enforcement.

Laguna Niguel prioritizes a safe and adaptive transportation system that holistically prioritizes user safety for motorists, cyclists, and pedestrians by implementing engineering and technology solutions, traffic calming measures, education programs, and enforcement of traffic regulations.

M-4 Policies



M-4.1 Enhanced Safety. Identify priority roadway corridors for enhanced traffic safety and prioritize multifaceted solutions at these locations, such as traffic calming best practices, pedestrian buffers, protected bike lanes, infrastructure improvements, and technology innovations.

M-4.2 Safe Systems Approach. Promote plans and programs designed to improve roadway safety with a focus on reducing severe and fatal collisions consistent with the requirements of Government Code Section 65302(b)(2)(B)(i).

M-4.3 School Safety. Collaborate with Capistrano Unified School District to improve safety and reduce traffic congestion in school zones to promote walking and bicycling to schools. This may include reduced speeds limits, enhanced signage, bikeway and crosswalk improvements, and other traffic calming measures for the safety of children and families walking or biking to school.

M-4.4 Neighborhood Cut-Through Traffic. Discourage cut-through traffic in residential neighborhoods by implementing effective traffic management solutions in combination with traffic speed and safety education and enforcement.

M-4.5 Education and Enforcement. Support education programs that promote safe transportation behaviors, user responsibility, in combination with enforcement of traffic regulations to ensure compliance to reduce collisions.

M-4.6 Community Traffic and Safety Collaboration. Collaborate with residents, homeowners' associations, businesses, and other community stakeholders to gather input on traffic efficiency and safety concerns.

M-4.7 Transportation Safety Funding. Monitor and seek grant funding to develop a comprehensive safety action plan towards reducing traffic collisions from all available sources.



REGIONAL COLLABORATION

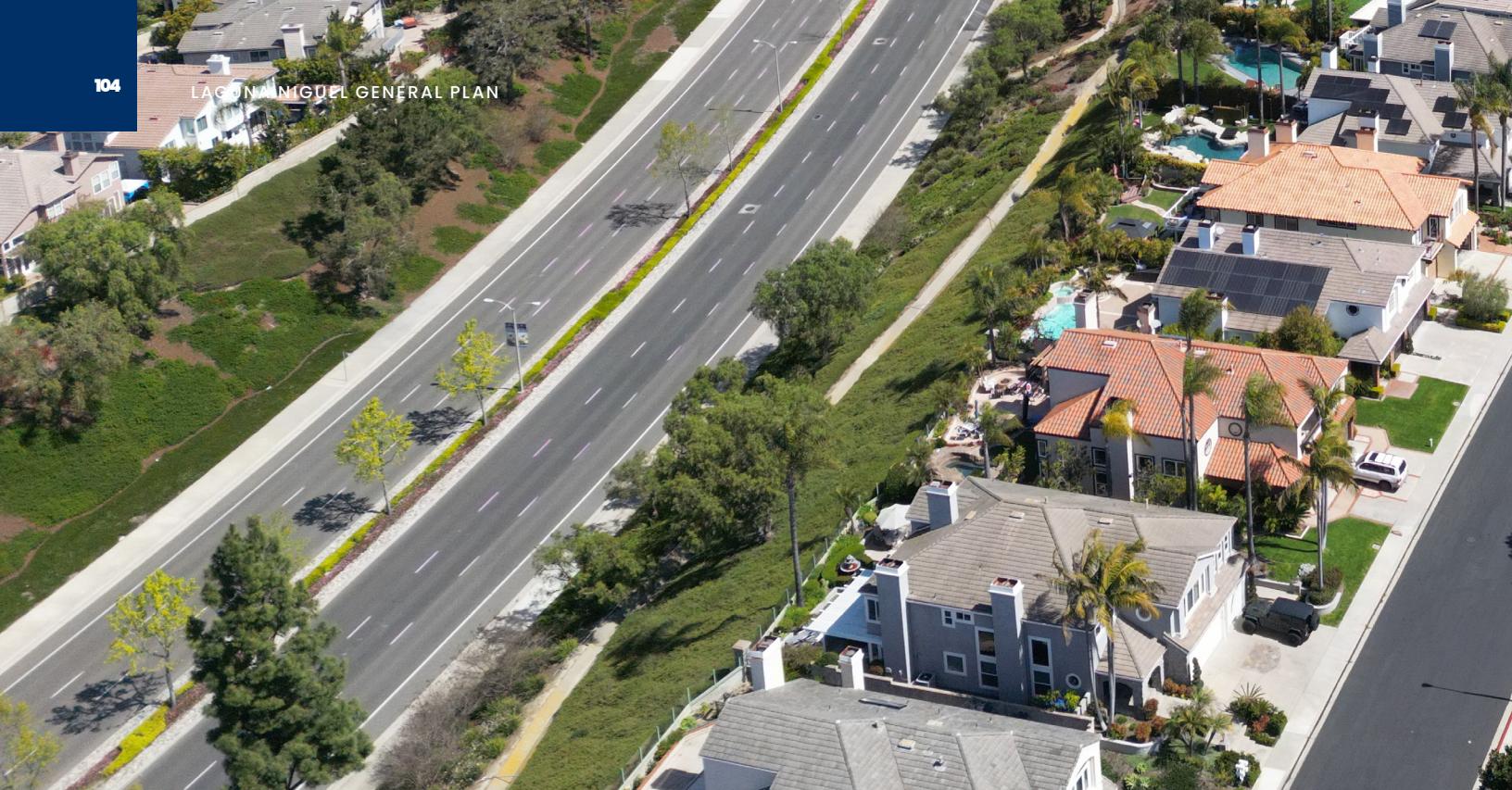
Goal M-5

An integrated regional circulation system strengthened by strong partnerships with transportation organizations, other agencies, and neighboring jurisdictions.

The City's circulation system is part of a larger regional transportation network, serving the needs of people across the County and beyond. To ensure these connections are effectively planned and maintained, coordination with other agencies is essential. Strategic collaboration with neighboring jurisdictions, transportation partners, and stakeholders is key to enhancing Laguna Niguel's mobility. Recognizing the interconnected nature of regional transportation, the City will work closely with other agencies to support the broader community.

M-5 Policies

- M-5.1 Roadway Improvement Collaboration.** Coordinate roadway improvements with applicable county, state, and federal transportation plans and proposals.
- M-5.2 Development and Infrastructure Projects.** Collaborate with neighboring cities and transportation and regional agencies, such as Orange County Transportation Authority, California Department of Transportation, and Transportation Corridor Agencies, on major new development or transportation infrastructure projects.
- M-5.3 Regional Coordination.** Collaborate with regional transportation agencies, such as Orange County Transportation Authority, Southern California Association of Governments, California Department of Transportation, Transportation Corridor Agency, Metropolitan Planning Organizations, Regional Transportation Planning Agencies and neighboring cities, to jointly plan, secure funding, and implement multi-agency transportation projects that improve regional mobility and address regional transportation challenges.
- M-5.4 Master Plan of Arterial Highways.** Coordinate with Orange County Transportation Authority on any proposed modifications to the City's Circulation Plan Figure M-1 that may affect their countywide transportation system plan, the Master Plan of Arterial Highways.
- M-5.5 Freeway Coordination.** Coordinate with California Department of Transportation and Transportation Corridor Agencies on plans, construction, and improvements that may impact I-5 and SR-73 ramp operations on and associated intersections.
-  **M-5.6 OC Parks Trails.** Collaborate with OC Parks to ensure County-owned trails are enhanced and maintained for the enjoyment of the Laguna Niguel community.
- M-5.7 Telecommunications.** Coordinate with public and private agencies for the planning and construction of telecommunication infrastructure, such as cellular towers and broadband facilities, to avoid adversely affecting the existing or planned transportation network.
- M-5.8 Regional Transportation Funding.** Ensure the City maintains eligibility for regional transportation funding, including Measure M-2, and grants while actively advocating for transportation and regional agencies to continue supporting local jurisdictions through funding opportunities.



SCENIC CORRIDORS

Goal M-6

Preserve the landscaped character and aesthetics of the City's designated Scenic Corridors to strengthen the community's identity and provide a visually appealing experience for residents and visitors.

Several major City thoroughfares are designated as Scenic Corridors (Figure M-9), recognized for their scenic qualities. These corridors include the road itself and extend beyond its right-of-way, encompassing adjacent landscapes and properties that visually enhance the area and serve as development buffers along urban edges. Their boundaries are generally defined by the extent of visibility from the roadway. The following policies help preserve the scenic value of these community assets.



M-6 Policies

M-6.1 Scenic Character. Preserve and enhance the distinctive aesthetic features of Scenic Corridors, including the surrounding landscapes and properties that contribute to the corridor's visual appeal and provide buffers to development.

M-6.2 Development Along Scenic Corridors. Ensure zoning regulations and standards for development projects along Scenic Corridors effectively address key factors that could negatively impact the corridor's visual and aesthetic character, including grading and landform changes, building height and placement, signage, lighting, and landscaping.

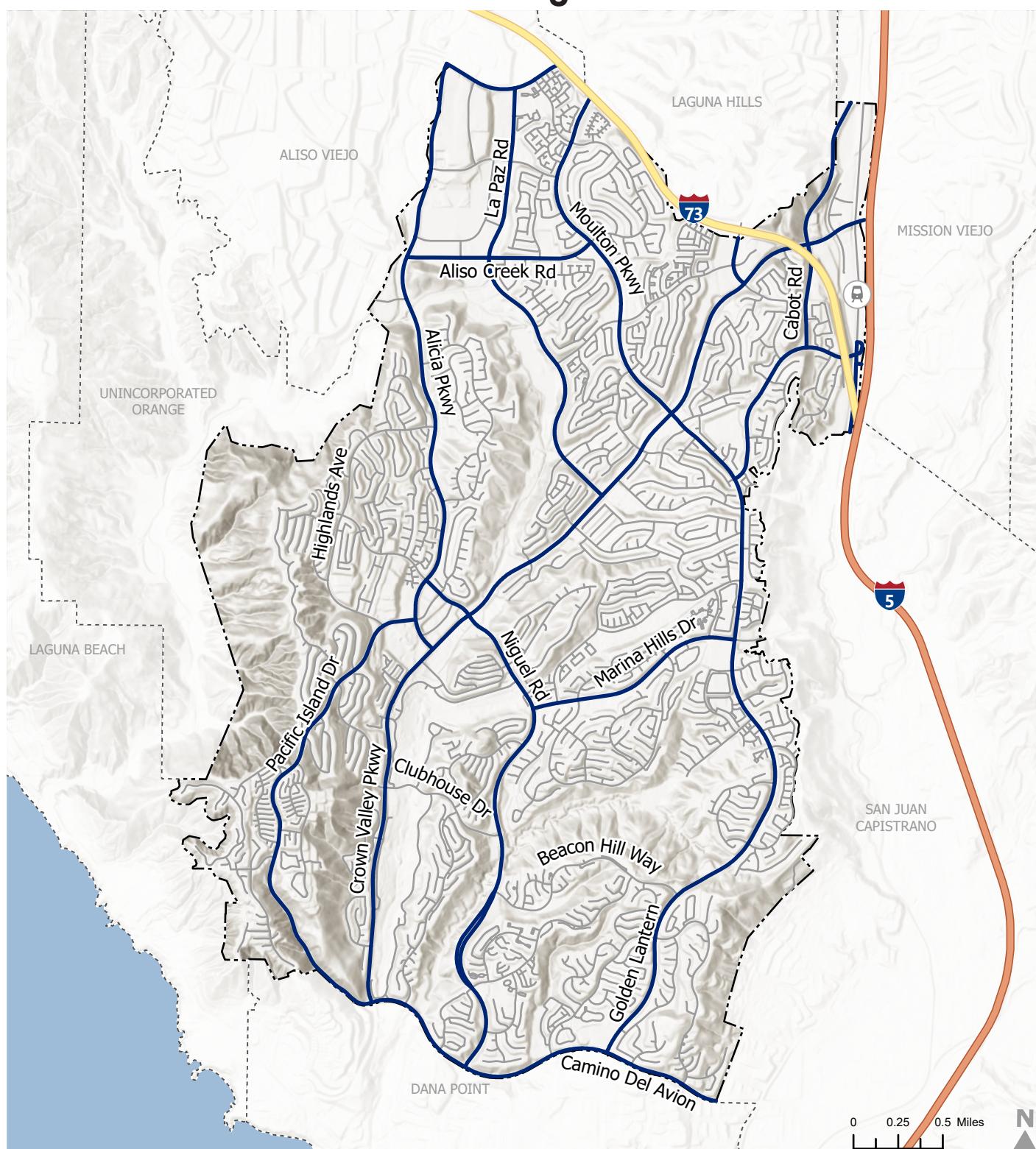
M-6.3 Median and Parkway Design. Ensure that City design guidelines and standards for the public right-of-way within these corridors effectively enhance the streetscapes. This should include a focus on coordinated medians, parkways, signage, streetlights, sidewalks, landscaping (including street trees), street furniture, and hardscaping.

M-6.4 Median and Parkway Maintenance. Ensure a high standard of regular maintenance of medians and parkways within Scenic Corridors. This includes monitoring for needed improvement or restoration and taking necessary actions to maintain the scenic qualities of these City roadways.

M-6.5 Utilities Along Scenic Corridors. Collaborate with utility providers to underground, screen, landscape, or otherwise obscure utility and infrastructure equipment visible from Scenic Corridors.

M-6.6 Native and Drought-Resistant Plantings. Prioritize the use of native, drought-tolerant, and low-maintenance trees, shrubs, and groundcover planting in landscape projects to reduce water use and promote regional biodiversity.

Figure M-9 Scenic Corridors



Data sources: City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by Fehr & Peers
October 14, 2025

- San Diego Freeway
- San Joaquin Hills Transportation Corridor
- Laguna Niguel City Boundary

- Scenic Corridors
- Local Streets
- Metrolink Station

RIGHT-SIZE PARKING

Goal M-7

Convenient parking access without creating undue obstacles for desirable development opportunities.

Adequate parking provisions are necessary for those who rely on vehicles for travel to homes, workplaces, shopping, recreation, and other uses. Through effective planning and management of both public and private parking, a balance can be struck between meeting demand and the potential negative economic, environmental, and aesthetic effects of parking oversupply.



M-7 Policies

- M-7.1 Appropriate Parking Supply.** Use the development review process and City parking standards to plan for new developments to provide adequate vehicle parking supply to meet projected demand.
- M-7.2 Efficient Use of Parking.** Encourage the effective use of shared parking between existing developments whenever possible.
-  **M-7.3 Blended Use Developments.** Encourage large-scale development projects to incorporate varying uses with differing peak parking demand patterns, creating opportunities for more flexible and optimized parking solutions.
- M-7.4 Technology and Trends.** Monitor and evaluate the development of emerging technologies and other factors that influence parking demand and optimization over time. Key considerations may include remote work, flexible employee schedules, transit and active transportation enhancements, the growth of online shopping, and the progression of vehicle technologies like autonomous vehicles and ridesharing.

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