

California's Complete Streets Act, thereby creating a balanced multimodal transportation system for all." And in 2009, the City conducted a Vision San Clemente telephone survey that showed that 90 percent of residents surveyed supported a pedestrian-friendly town that encouraged walking and biking, 80 percent wanted traffic flow to improve and 78 percent desired improved access to alternative transportation.

The Mobility and Complete Streets Element complements the findings of California's State Legislature with the vision of San Clemente's leaders and residents. In so doing, we intend to achieve a sustainable future for generations to come.

PRIMARY GOAL:

Create a comprehensive, multimodal transportation system that provides all users with safe connections to homes, commercial centers, job centers, schools, community centers, open spaces, recreation areas and visitor destinations.

SECONDARY GOALS:

1. Maintain accessibility and protect San Clemente's environment and natural beauty;
2. Reduce dependence on single-occupant use of motor vehicles;
3. Achieve and maintain State and Federal health standards for air and water quality.
4. Promote alternative transportation modes such as walking, riding buses and bicycles, and using carpools for all users, including those with special needs.
5. Widen and extend streets only when there is a demonstrated need and strive to mitigate adverse impacts to levels of non-significance, pursuant to the California Environmental Quality Act.
6. Make commercial districts and recreational areas more functional and enjoyable for pedestrians.
7. Coordinate transportation planning with property owners, businesses and other affected agencies, such as the County of Orange, Orange County Transportation Authority, California Department of Transportation and the State of California Parks and Recreation Agency.
8. Reduce the need for automobile commuting through land use strategies, expanded and improved bicycle and pedestrian facilities, and by promoting telecommuting and flexible work schedules.
9. Protect wildlife habitat and corridors through environmentally-sensitive design of transportation- and drainage-related facilities.

GOAL AND POLICY SECTIONS:

1. Roadway System
2. Non-Automotive System
3. Transportation Safety
4. Parking
5. Freight Movement

LINKS TO REFERENCE MATERIALS AND BACKGROUND INFORMATION

- [Existing Conditions Traffic Analysis](#) [staff to provide link to F&P report]
- [Regulatory and Policy Overview](#) [staff to provide link to F&P report]
- [Model Design Manual of Living Streets \(MDML\) \(with exceptions\)](#) [<http://www.modelstreetdesignmanual.com/>]
- [City of San Clemente Bicycle and Pedestrian Master Plan](#) [staff to provide link]
- [City of San Clemente Climate Action Plan](#) [staff to provide link]
- [City of San Clemente Traffic Calming Policy](#) [staff to provide link]
- [Master Plan of Arterial Highways](#) [staff to provide link]
- [Future Conditions Traffic Analysis](#) [staff to provide link to F&P report]
- [California Office of Planning & Research General Plan Guidelines, Complete Streets](#) [http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf]
- [Federal Safe and Complete Streets Act of 2011](#) [<http://www.govtrack.us/congress/bills/112/hr1780/text>]

Roadway System

San Clemente's [roadway system](#) [link to Figure M-1] shall meet multiple goals. It must be safe, convenient, efficient, balanced to address all roadway users' needs and compatible with its surroundings. The roadway system must provide the necessary capacity to meet existing needs and future transportation needs resulting from growth and development as allowed in the City's General Plan [Land Use Plan](#) [link to Figure LU-1]. At the same time, the roadway system must meet or exceed adopted performance standards. When feasible and where appropriate, the public rights-of-way must accommodate motor vehicles, pedestrians, bicyclists, landscaping, street furniture, utilities and traffic control devices in safe and aesthetically pleasing ways.

GOAL:

Create a balanced transportation network that provides mobility and access for all modes of travel, including motor vehicles, transit, bicyclists, pedestrians, and rail traffic.

POLICIES:

- M-1.01. **Roadway system.** We require the City's roadways to:
- a. Accommodate public transit, motor vehicles, bicyclists, skateboarders and pedestrians within the public right-of-way wherever feasible.
 - b. Consider Federal, State, Orange County and City standards and guidelines for roadway design, maintenance and operation.
 - c. Comply with Orange County Transportation Authority (OCTA) requirements for arterial highways as determined through the Master Plan of Arterial Highways (MPAH) and Measure M. Maintain at least a Level of Service (LOS) D or better at all intersections, except where

flexibility is warranted based on a multi-modal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets facilities.

- d. Provide future capacity as called for by this Element and as shown in the Future Roadway System map.
- e. Ensure that new roadways, ramps, traffic control devices, bridges or similar facilities, and significant changes to such facilities, are designed to accommodate multi-modal facilities, and where feasible, retrofit existing facilities to improve the balance for the users of the roadway.
- f. Be maintained in accordance with best practices and the City's Street Improvement Program.

M-1.02. **Transportation Infrastructure.** Traffic control devices and transportation infrastructure operate to serve the needs of all roadway users, including motorists, public transit, pedestrians and cyclists.

M-1.03. **Off-Peak Circulation System Design.** For transportation system planning purposes, we design our circulation system for "off peak" season (non-Summer months) demand and meet the needs of residents and local businesses to maintain San Clemente's village character.

M-1.04. **Level of Service.** When the City determines there is a suitable tool available, we will measure and evaluate roadway performance from a multi-modal, Complete Streets perspective.

M-1.05. **Development project impacts.** We require development projects to analyze potential off-site traffic impacts and related environmental impacts through the CEQA process and to mitigate adverse impacts to less-than-significant levels.

M-1.06. **Intersection Improvements.** We evaluate impacts of intersection improvements on all modes of travel, including bicyclists, pedestrians, and transit.

M-1.07. **Driveway Access Points.** We require the number of driveway access points onto arterial roadways to be minimized and located to ensure the smooth and safe flow of vehicles and bicycles.

M-1.08. **Transportation Monitoring.** We regularly monitor the transportation system and the travel needs and behavior of residents and visitors to help guide transportation decisions.

M-1.09. **Transportation Mode Choice.** We actively work to reduce automobile use and improve the efficiency of the roadways based on locally collected data and on goals set through a collaborative process involving City staff, residents and other stakeholders.

M-1.10. **Regional Coordination.** We participate in the planning of regional transportation improvements, such as interchange improvements along Interstate

5 (I-5) and other major freeway and arterial improvements. The City supports the extension of an HOV lane on I-5 south to the San Diego County border.

- M-1.11. ***Innovative Design.*** We support the design principles in the City’s Design Manual of Living Streets. We will consider use of innovative transportation design features, such as, but not limited to Intelligent Transportation System improvements, modern day roundabouts, midblock and corner bulbouts and road diets where such changes can improve the balance of the roadway and its compatibility with surrounding land uses.
- M-1.12. ***Transportation Infrastructure Design.*** In designing transportation facilities such as bridges, retaining and sound walls and related transportation facilities, the City applies the Design Guidelines to maintain high quality design, compatible with community aesthetics. Side slopes and earthen berms adjacent to roadways should attempt to be natural in appearance to minimize visual impacts along designated scenic corridors.
- M-1.13. ***Design Integration.*** City supports development that is designed and/or retrofitted to incorporate, and be efficiently served by, public transit, pedestrian and bicycle facilities.
- M-1.14. ***Neighborhood-Serving Uses.*** Consistent with the [Land Use Element \[link to LUE Homepage\]](#), we encourage roadway designs that are compatible with neighborhood-serving commercial uses, schools, churches, parks and recreational areas near residential neighborhoods, for convenience.
- M-1.15. ***Residential Quality.*** Protect the quality of residential areas by managing traffic volumes and speeds on residential neighborhood streets.
- M-1.16. ***Transportation Technological Advancement.*** We solicit ideas from private industry and public agencies for the development and implementation of innovative transportation technologies.
- M-1.17. ***Alternative Paving Treatments.*** We support the use of alternate paving materials for public streets, highways, rail beds and other transportation corridors where they can help achieve other General Plan goals, such as noise reduction, beautification, and improved fuel efficiency.
- M-1.18. ***Streetscapes and Major Roadways.*** During the design, construction or significant modification of major roadways, we will promote scenic parkways or corridors to improve City’s visual quality and character, enhance adjacent uses, and integrate roadways with surrounding districts. To accomplish this, the City will:
- a. Encourage the creation and maintenance of median planters and widened parkway plantings;
 - b. Retain healthy, mature trees in the public right-of-way, where feasible;
 - c. Emphasize the planting and maintaining California Native tree species of sufficient height, spread, form and horticultural characteristics to create the

desired streetscape canopy, shade, buffering from adjacent uses, and other desired streetscape characteristics, while considering impacts to public view corridors.

- d. Encourage the use of water-conserving landscaping, street furniture, decorative lighting and paving, arcaded walkways, public art, and other pedestrian-oriented features to enhance the streetscape appearance, comfort and safety.
- e. Encourage and where possible, require undergrounding or stealthing of overhead utility lines and equipment, cellular facilities and related ground-mounted structures.
- f. When possible, consolidate signs in the public right-of-way to reduce sign clutter, improve sight distance, maintain or improve safe access and reduce costs.
- g. Design and locate street lighting with shielding or “cutoffs” to prevent glare, avoid excess lighting and preserve dark night time skies [[link to Natural Resources Element, Dark Skies section](#)].

M-1.19. **Traffic Calming.** We design the circulation system serving new developments, and retrofit existing streets, where feasible, to control traffic speeds and maintain safety in all residential neighborhoods, in accordance with the City’s Street Design Standards and Traffic Calming Manual.

M-1.20. **Street Redesign.** We seek opportunities to redesign streets so that they are compatible with the surrounding neighborhood context and the Community’s vision of the future, and only consider street widening or intersection expansions after considering multi-modal alternative improvements to non-automotive facilities

M-1.21. **Regional Transportation Demand Management (TDM).** We support regional efforts by the South Coast Air Quality Management District (AQMD), OCTA, and other agencies to maintain and expand regional programs designed to reduce commuting by single driver automobiles.

M-1.22. **TDM Financial Incentives.** We encourage businesses to offer financial incentives to their employees, including subsidized transit, carpool/vanpool programs, bike-to-work programs, parking cash-out programs, or a combination of incentives.

M-1.23. **Telecommuting.** We support the use of private “tele-work” centers, satellite offices, or other forms of virtual work environments.

M-1.24. **TDM in Development Review.** We encourage on-site features in all new non-residential developments that support Transportation Demand Management (TDM). Potential features may include preferred rideshare parking, car sharing vehicles, on-site food service and exercise facilities.

- M-1.25. **Regional Access to Arterial Streets.** New development contributing traffic to City Arterials, including development projects outside the City including, but not limited to, Rancho Mission Viejo shall be required to mitigate all traffic impacts to be consistent with adopted LOS standards contained in the City's Mobility and Complete Streets Element.
- M-1.26. **Major and Minor Scenic Corridors.** We require the following roadways be maintained and preserved as major or minor scenic corridors with key entry points as shown in [Figure M-2](#):
- a. Avenida Vista Hermosa
 - b. Avenida La Pata
 - c. Avenida Pico
 - d. El Camino Real/Pacific Coast Highway
 - e. Ola Vista
 - f. El Camino Real
 - g. Camino De Los Mares
 - h. Camino Vera Cruz
 - i. Camino Del Rio
 - j. Calle del Cerro
 - k. Avenida Vista Montana
 - l. Avenida Talega
- M-1.27. **Scenic Corridor Enhancement and Designation.** Enhance existing scenic corridors and identify opportunities for the designation of new corridors.
- M-1.28. **Urban and Recreation Corridor designations.** We seek to create and distinguish different roadway characteristics for Urban and Recreation corridors throughout the City. Distinctions between urban and recreation corridors will be included in the updated Master Plan for Scenic Corridors, and will establish a scenic hierarchy and an overall visual framework for the City.
- M-1.29. **New Scenic Corridors or Highways.** Expand or designate new scenic highways where protection of community resources warrants their preservation and/or protection.
- M-1.30. **Protection of Scenic Corridors.** We ensure that development is sited and designed to protect scenic corridors and open space/landscape areas by blending man-made and man-introduced features with the natural environment.
- M-1.31. **Building Heights and Setbacks.** We review the heights and setbacks of all structures to ensure the preservation of visual corridors and the maintenance of an open, scenic quality within each corridor.
- M-1.32. **Compatible Landscaping.** We require development to provide landscaping themes that are compatible with and reinforce the visual character of adjacent, designated scenic corridors.
- M-1.33. **Signs.** We require the review of the size, height, numbers, and type of on-premise signs to minimize their impact to scenic corridors.

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M-1.34. **Billboards Prohibited.** We prohibit the construction of billboards within the City of San Clemente.

M-1.35. **Design and Maintenance.** We support the proper design, installation and maintenance of scenic highways and scenic corridor elements, including the responsibilities for the maintenance of landscaping and roadway surfaces to be fulfilled by homeowners' associations, community service districts, private owners and public agencies

GENERAL PLAN FIGURES

- [Figure M-1, Roadway System Map](#)
- [Figure M-2, Scenic Corridors](#)

ADDITIONAL LINKS

- [Zoning Code, Chapter 17.76, Trip Reduction and Transportation Demand Management](#)
[http://library.municode.com/HTML/16606/level2/TIT17ZO_CH17.76TRRETRDEMA.html]
- Design Manual of Living Streets (DML) (City will complete manual with deleted sections)
- Regulatory and Policy Overview [staff to provide link to F&P report]
- Master Plan of Arterial Highways [staff to provide link to F&P report]
- Orange County Transportation Authority Commuter Services
[<http://www.octa.net/STR2011.aspx>]
- City of San Clemente Traffic Calming Policy [staff to provide link]
- State Deputy Directive 64
[http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf]
- City Street Design Standards [staff to provide link]
- California Office of Planning & Research General Plan Guidelines, Complete Streets
[http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf]
- Federal Safe and Complete Streets Act of 2011
[<http://www.govtrack.us/congress/bills/112/hr1780/text>]

Non-Automotive Transportation System

A transportation system that meets all users' needs requires bicycle, pedestrian, rail and public transit facilities. In addition to providing more travel options, these alternative transportation modes have other significant benefits, including reduced fuel usage and emissions, health and recreation opportunities, reduced traffic congestion and an improved quality of life.

Increasing the community's use of alternative travel modes can mean changes to long-standing habits or behaviors. Thus, it requires more effort than merely building new

facilities or expanding existing ones. It requires public outreach and education to promote these alternative modes and their safe use.

GOAL:

Create an interconnected network of bicycle, pedestrian, skateboard, rail and transit facilities that encourage non-automotive travel.

POLICIES:

- M-2.01. **Electric Vehicles.** We support the use of neighborhood- and long-range electric vehicles and identify routes and designate special parking for such Neighborhood Electric Vehicles (NEVs) at beaches and commercial locations.
- M-2.02. **Pedestrian Facilities.** Public streets shall provide [pedestrian facilities \[link to Glossary\]](#) in accordance with the adopted City standards.
- M-2.03. **Accessible Pedestrian Facilities.** All new streets shall have provisions for the adequate and safe movement of pedestrians, including improvements for the elderly and disabled.
- M-2.04. **Accessible Transit.** We provide bicycle, pedestrian and wheelchair access to all transit facilities and maintain bicycle, pedestrian and wheelchair facilities so that they are safe, attractive and well lit.
- M-2.05. **Rail Facilities and Programs.** We support the retention of passenger rail facilities at North Beach and in the Pier Bowl to help meet inter-city and regional transportation needs.
- M-2.06. **Regional Rail Service.** We support the expansion of Metrolink and Amtrak service by the Southern California Regional Rail Authority, OCTA, and other agencies to enhance San Clemente’s regional transit accessibility for residents, employees and visitors.
- M-2.07. **Coordinated Land Use Planning for Transit.** We encourage higher density, mixed-use development in areas with existing and planned transit service.
- M-2.08. **Transit Service.** We support the maintenance of existing bus service and encourage transit service enhancements by OCTA to ensure all residents have access to adequate and safe transit.
- M-2.09. **Senior and Disabled Public Transit.** We support the provision of appropriate and cost-effective transit services for seniors, disabled persons and those who are unable to drive motor vehicles by coordinating with regional transit providers, non-profit service providers, private services, and community-based services.
- M-2.10. **Transit Priority in Development Review Process.** Development should encourage transit ridership by including bus turnouts, passenger shelters, transportation kiosks, pedestrian connections to transit, and other measures.

M-2.11. ***Bicycle and Pedestrian Wayfinding.*** Bicycle and pedestrian network wayfinding and information shall be provided through signs, street markings or other technologies.

M-2.12. ***Integration of Bicycle Planning.*** We integrate development of the bicycle facilities network into larger land use planning and development projects.

POLICIES (from Bicycle and Pedestrian Master Plan):

M-2.13. ***Bicycle and Pedestrian Network.*** We plan, develop and maintain a comprehensive bicycle and pedestrian network as specified in the San Clemente Bicycle and Pedestrian Master Plan.

M-2.14. ***Bicycle Friendly Streets.*** We consider every public street in San Clemente as a street that cyclists could use.

M-2.15. ***Bicycle-Friendly Infrastructure.*** We shall employ bicycle-friendly infrastructure design using new technologies and innovative treatments, where necessary to improve bicyclists' safety and convenience.

M-2.16. ***Roadway Performance Evaluation.*** We shall evaluate roadway level of performance from a multi-modal, Complete Streets perspective.

M-2.17. ***Traffic Control Devices.*** Traffic control devices and transportation infrastructure will be operated to serve the needs of all users of the roadway and pedestrians.

M-2.18. ***Design Standards.*** We support the design principles in the City's Design Manual of Living Streets in determining the appropriate standard to apply to a given situation, the City will seek to maximize cyclists' and pedestrians' comfort and convenience, in balance with other roadway users.

M-2.19. ***Bicycle Facilities.*** In preparing City land use plans and applicable Capital Improvement Programs, we address bicycle needs, including:

- a. Attractive destination facilities, such as secure bicycle lockers, showers, and changing rooms that are conveniently located for bicyclists, i.e. a bike station);
- b. Facilities for bicycle parking within newly-built and renovated multi-family residential developments, residential condominiums and apartment conversions to condominiums, multi-use and non-residential sites;
- c. Safe, secure, attractive and convenient bicycle parking; and
- d. Wayfinding systems and traffic control signage or markings for all bicycle facilities.

M-2.20. ***Regional Bicycle and Pedestrian Coordination.*** We coordinate regional trail and bicycle planning, acquisition and development efforts with adjacent jurisdictions.

- M-2.21. **External Linkages.** We link on-road and off-road bicycle and pedestrian facilities within San Clemente to existing and planned facilities in adjacent and regional jurisdictions.
- M-2.22. **Off-Road Trail Linkages.** Where feasible, the City connects off-road trails with the on-road transportation network.
- M-2.23. **Skateboarding.** We encourage and support skateboard use as an efficient and legitimate transportation mode.
- M-2.24. **Maintenance and Hazard Monitoring.** We maintain bicycle and pedestrian facilities according to a management plan to be adopted by the City.
- M-2.25. **Intersections and Crossing Locations.** We utilize Federal, State, and local guidelines and standards for traffic operations, signal timing, geometric design, Universal Access (ADA) and roadway maintenance that facilitate walking and bicycling at intersections and other key crossing locations.
- M-2.26. **Bicycle and Pedestrian Facility Design Standards.** We shall utilize the Caltrans Highway Design Manual and other infrastructure guidelines as appropriate to design and maintain bicycle and pedestrian facilities to high safety standards.
- M-2.27. **Unpaved Trails.** We require unpaved bicycle and pedestrian trails on City-controlled property to be built and maintained using recognized best practices.
- M-2.28. **Intersection Configuration.** We shall require the intersections of local roads with Interstate 5 (I-5) to be designed using a “complete streets” approach.
- M-2.29. **Safety Awareness.** We encourage and support the creation of comprehensive safety awareness programs for pedestrians, skateboarders, cyclists and drivers.
- M-2.30. **Improvements along Bicycle and Pedestrian Routes.** We improve and maintain alternative transportation infrastructure and assign a high priority to improvements along primary pedestrian and bicycle routes to schools.
- M-2.31. **Non-Automotive Transportation Co-Benefits.** We utilize non-automotive transportation solutions as tools for achieving economic development and environmental sustainability goals.
- M-2.32. **Grant Funding.** We pursue Federal, State, County, regional and other funding opportunities to increase bicycle and pedestrian mode share percentages, improve transportation system performance, and to improve air quality through a balanced, multi-modal transportation system.
- M-2.33. **Deferred Street Improvements.** Should the City defer construction of street improvements as part of any development approval, the property owner may be required to sign an agreement to participate in the installation of the improvements when a more complete street improvement project is feasible.

- M-2.34. **American Disabilities Act.** All new streets shall have provisions for the adequate and safe movement of pedestrians, in accordance with the American Disabilities Act.
- M-2.35. **Sidewalks and Pathways.** Sidewalks or pathways are desirable in most areas, including coastal neighborhoods where, at a minimum, it may only be feasible to install sidewalk on one side of the street.
- M-2.36. **Active Transportation Linkages to Schools.** We assign high priority to the improvement and maintenance of active transportation infrastructure within one half mile of San Clemente schools.
- M-2.37. **Facilities Outside of Roadway.** We shall consider using the public right-of-way outside that of the roadway limits to install safe and convenient bicycle and pedestrian facilities.
- M-2.38. **Formalization of Bicycle and Pedestrian Paths.** We shall explore the formalization of existing informal bicycle and pedestrian paths, where appropriate.
- M-2.39. **Roadway Repairs.** When roadway repairs are done by the City or other agencies, such as utility companies, the roadway shall be restored in accordance with City standards, with restriping suitable for bicycle use, as appropriate.
- M-2.40. **Bikeway Width.** Where feasible, design bikeways beyond the minimum required widths, but within Federal, State or local standards (For example, Class 2 lanes should not exceed eight feet in width to avoid confusion with driving lanes).
- M-2.41. **Retention of Bikeways.** We retain existing bikeways when a roadway is reconstructed, reconfigured or improved. When designated bikeways must be temporarily removed, they should be replaced on nearby, convenient and parallel routes.
- M-2.42. **Consistency with Bicycle and Pedestrian Master Plan.** We review all new capital improvement projects and private development projects to ensure consistency with the Bicycle and Pedestrian Master Plan and with the Mobility and Complete Streets Element.
- M-2.43. **Implementation of Bicycle and Pedestrian Improvements.** We shall consider implementing bicycle and pedestrian improvement projects as part of other street improvement projects.
- M-2.44. **Bicycle Parking.** We provide convenient, secure, attractive and easy to use bicycle parking at public buildings, commercial areas, multi-family residential development projects, and at schools and parks and encourage other agencies to provide bicycle parking for rail transit and Park-n-Ride facilities.
- M-2.45. **Public Pedestrian Improvements.** We encourage public pedestrian improvement projects such as public art, fountains, street trees, lighting and directional signs.

- M-2.46. **Access to Public Lands.** We improve appropriate legal access to lands open for public use by bicyclists and pedestrians.
- M-2.47. **Bicycle Improvements Conditionally Required.** We require the construction or rehabilitation of bicycle facilities and/or “bicycle-friendly” improvements as a condition of approving new development, in accordance with Zoning Ordinance standards.
- M-2.48. **Bicycle- and Pedestrian-Oriented Site Design.** We encourage bicycle and pedestrian-oriented site design in commercial areas.
- M-2.49. **Network Linkages.** We design bicycle and pedestrian network linkages that directly connect to retail and commercial centers.
- M-2.50. **Pedestrian Connectivity.** We require development projects and site plans to be designed to encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.
- M-2.51. **Pedestrian Facility Improvements.** As funding permits, we will install, or require as a condition of development approval, pedestrian facility improvements such as installation of signs, signals, street crosswalks, proper lighting, pedestrian-activated signals, street trees, placement of benches, transit shelters, shade and other ancillary pedestrian features.
- M-2.52. **Sidewalk Repair or Replacement.** We repair or replace substandard public sidewalks and paving in public areas, in accordance with Sidewalk Repair Program.
- M-2.53. **Public Facility Access.** We give high priority to providing pedestrian and bicycle access to all public facilities and transit stops and will coordinate with OCTA as necessary.
- M-2.54. **Beneficial Commercial Uses on Public Sidewalks.** We may approve certain commercial uses on public sidewalks in the Pedestrian Overlay District when those uses benefit the overall pedestrian environment.

LINKS TO OTHER GENERAL PLAN CONTENT:

- [Land Use Element, Focus Areas \[link to Focus Areas page\]](#)
- [Urban Design Element \[link to LUE Homepage\]](#)

ADDITIONAL LINKS:

- [San Clemente Bicycle and Pedestrian Master Plan \[staff to provide link\]](#)
- [Design Manual of Living Streets \(DML\) \(City will complete manual with deleted sections\)](#)
- [Caltrans Chapter 1000 Standards \[http://www.dot.ca.gov/hq/oppd/hdm/pdf/chp1000.pdf\]](#)
- [Orange County Transit Authority \[http://www.octa.net\]](#)
- [Metrolink \[www.metrolinktrains.com\]](#)

- [California Office of Planning & Research General Plan Guidelines, Complete Streets \[http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf\]](http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf)

Safety

To encourage multi-modal transportation, San Clemente will use a combination of roadway improvements, urban design strategies, quality bicycle and pedestrian facilities, education/awareness programs and traffic code enforcement.

GOAL:

Create a balanced transportation system that facilitates safe travel by all modes of travel.

POLICIES:

- M-3.01. **Connected Roadway Network.** We require development projects to connect to and where necessary, improve local streets to allow travel by all modes and ensure connectivity with the larger City-wide roadway network.
- M-3.02. **Complete Streets Roadway Standards.** We require that pedestrian, vehicular, and bicycle circulation on public and private property is coordinated and designed to maximize safety, comfort and aesthetics and is consistent with Federal, State, Orange County, and local laws, codes, and standards.
- M-3.03. **Safe Routes to School.** We collaborate with the Capistrano Unified School District and private schools to identify and implement safety measures to improve safe travel to and from schools for students, parents, residents and school employees.
- M-3.04. **Manage Traffic Speeds.** We use a combination of effective design and traffic code enforcement to manage traffic speeds.
- M-3.05. **Safety Awareness Program.** We encourage and assign high priority to the creation of a comprehensive safety awareness program for pedestrians, skateboarders, cyclists, and motorists which addresses proper riding behavior, wearing helmets, using lights, and other issues as appropriate.
- M-3.06. **Emergency Response.** We manage the transportation system to balance emergency response time and evacuation needs with other community concerns, such as Urban Design and balanced road designs.
- M-3.07. **Railway Safety.** We coordinate with appropriate agencies and organizations when reviewing development projects located adjacent to or near railroad rights-of-way to improve safety and minimize negative impacts on surrounding areas and on railway operations.

ADDITIONAL LINKS:

- [Design Manual of Living Streets \(City to complete manual with deleted sections. This is the most important link in the Element to address safety\)](#)
- [San Clemente Bicycle and Pedestrian Master Plan \[staff to provide link\]](#)

- [California Office of Planning & Research General Plan Guidelines, Complete Streets \[http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf\]](http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf)

Parking

Parking facilities are essential for most types of land uses. Their location, design and availability can influence travel choices. For example, reducing the level of available parking has been shown to reduce vehicle travel and increase biking, walking, and transit use. To strike a balance between the provision of adequate parking to meet residential and business needs and the goal of improving non-motorized travel options, San Clemente strives to provide an appropriate level of “right-sized” parking facilities.

For example, shared parking concepts allow parking spaces to be used by more than one type of user at different times of the day. This can provide more efficient utilization of parking spaces over predictable cycles of the day, week or year. Another strategy is to provide comprehensive and routine management of parking in key destination areas of San Clemente, like the Del Mar/T-Zone, North Beach, and the Pier Bowl.

GOAL:

Create a circulation-driven parking system which provides an appropriate level of multi-modal parking and helps reduce traffic congestion.

POLICIES:

- M-4.01. **Shared Parking.** We encourage mixed-use and multiple use developments to implement shared parking techniques as a preferred approach for complementary land uses.
- M-4.02. **Parking Management.** We manage and evaluate public and private parking resources in key destination areas.
- M-4.03. **Automobile Parking Demand.** We reduce automobile parking demand by improving public transit, bicycle and pedestrian mobility, particularly to and from our key destination areas.
- M-4.04. **Alternative Parking Strategies.** We consider alternative parking strategies that address multi-modal parking needs, improve land use efficiency and enhance environmental quality, such as use of energy-saving/generating features, demand-based parking strategies, stacking, alternative paving, and accommodating multiple uses.
- M-4.05. **Parking Requirements.** We support the evaluation and possible consolidation of parking requirements to facilitate the gradual transition of land uses and to simplify standards.
- M-4.06. **Comprehensive Parking Strategies.** We base parking decisions and related improvements in key commercial areas (e.g., North Beach, Del Mar/T-Zone, Pier Bowl, and Plaza San Clemente) on comprehensive parking and circulation strategies, such as the adopted North Beach Parking Master Plan.

- M-4.07. ***Alternative Parking Requirements and Incentives.*** We will consider incentives to encourage alternative parking, such as crediting bicycle, neighborhood electric vehicles (NEV), motorcycle and scooter parking spaces toward meeting a portion of the required automobile parking.

LINKS TO OTHER GENERAL PLAN CONTENT:

- [Urban Design Element \[link to UDE Homepage\]](#)
- [Land Use Element, Focus Areas \[link to Focus Areas page\]](#)

ADDITIONAL LINKS:

- [Link to local parking maps, applications, other programs \[staff to provide separate links\]](#)
- [Zoning Code, Chapter 17.64, Parking and Access Standards \[http://library.municode.com/HTML/16606/level2/TIT17ZO_CH17.64PAACST.html#TOPTITLE\]](#)

Freight Movement

Freight vehicles are an integral aspect of the transportation network and crucial to the economic vitality of any city. A key consideration is to manage freight vehicle traffic to limit negative impacts to City residents and employees. Our transportation infrastructure allows trucks traffic to flow efficiently and minimize the possible exposure of people in sensitive areas, such as residential neighborhoods, hospitals and schools, to accidents involving trucks, high noise levels, and diesel emissions. In addition, directing truck traffic to use designated routes minimizes impacts and maintenance demands on roadways not designed or designated for truck traffic.

GOAL:

Create a transportation system which accommodates the safe and efficient movement of freight vehicles on appropriate routes.

POLICIES:

- M-5.01. ***Truck and Freight Movements.*** We will continue to implement a program which allows efficient freight movement while minimizing negative impacts on local roads and noise-sensitive land uses by identifying and implementing vehicle weight restrictions on designated streets.

ADDITIONAL LINKS

- [Designated Truck Routes \(Municipal Code, Title 10, Section 36, Vehicles and Traffic\) \[http://library.municode.com/HTML/16606/level2/TIT10VETR_CH10.36WELITRRO.html#TIT10VETR_CH10.36WELITRRO_10.36.010TRRO\]](#)

Implementation Measures

General Plan Implementation Measures are contained in the Strategic Implementation Program (SIP). The SIP contains Implementation Measures for one-time projects that end with a specific goal, and ongoing projects that requires routine activity with no specified end date. The SIP is updated by the City Council with the City budget and Long-Term Financial Plan (LTFP) to ensure the effective implementation of the Centennial General Plan. This coordination ensures that the General Plan remains a dynamic, up to date, responsive guide to public decision making and expenditures.

Click [here](#) to access Implementation Measures for this element in the latest Strategic Implementation Program.

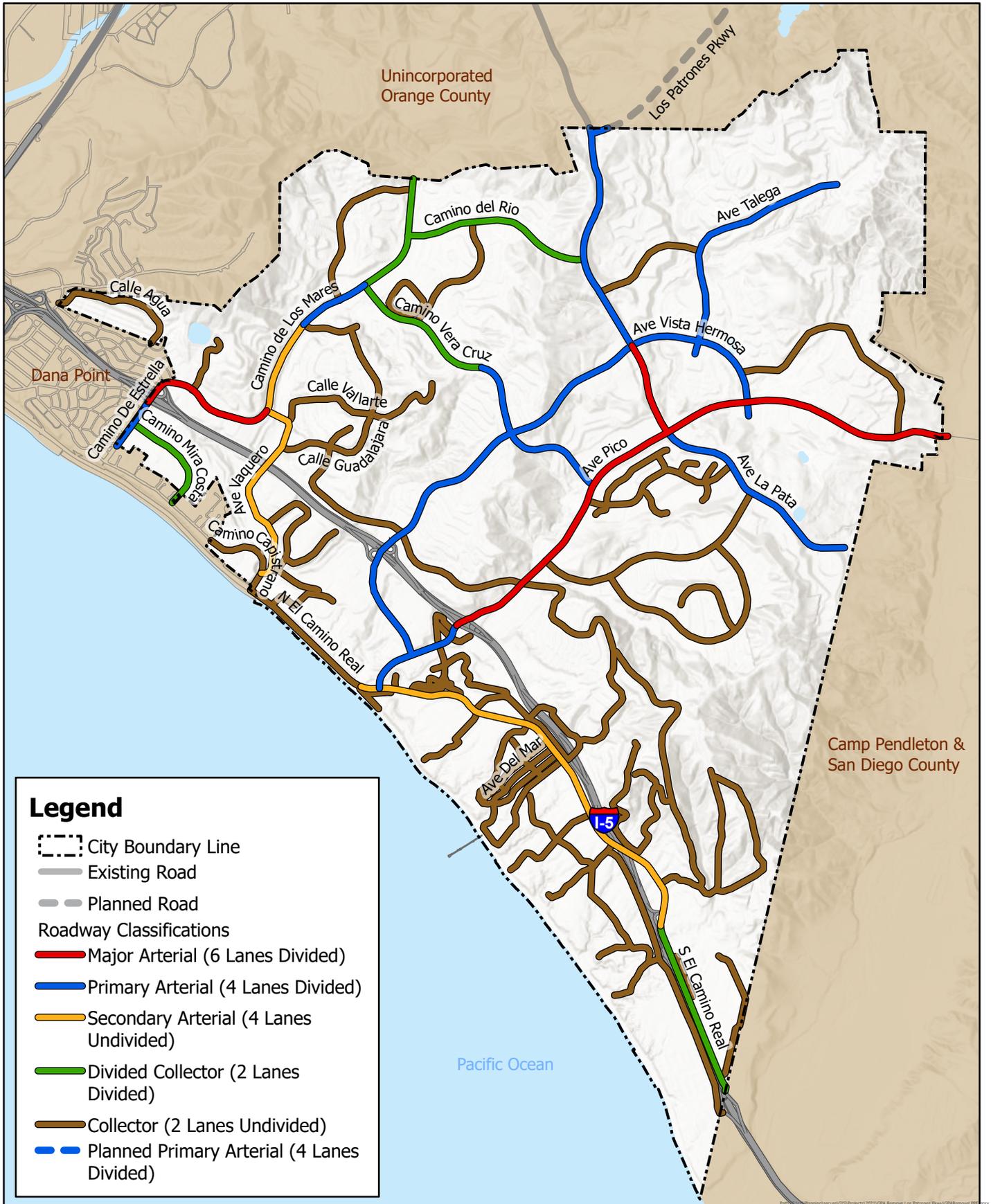
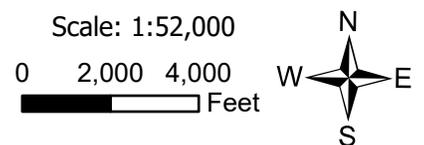
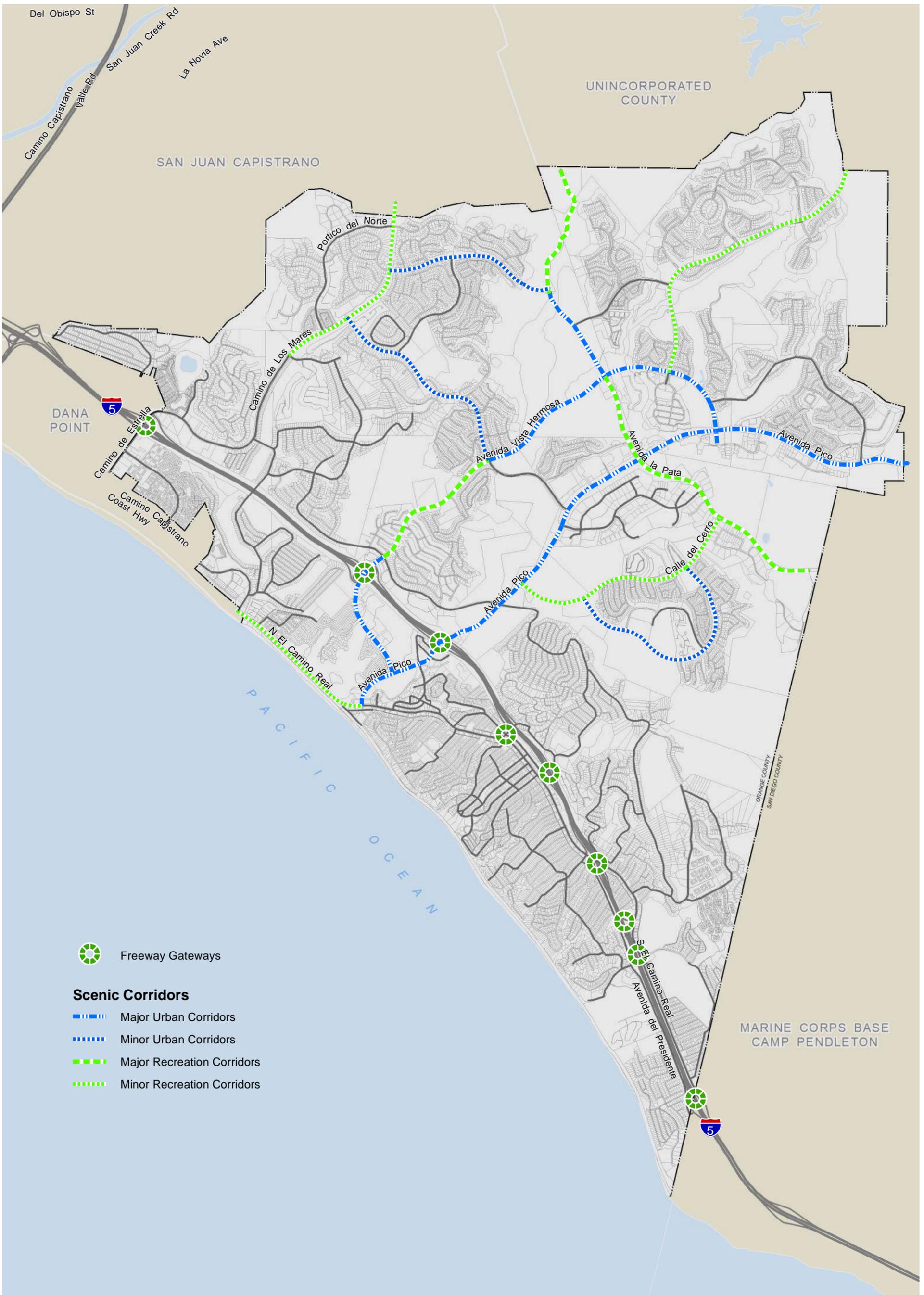


Figure M-1
ROADWAY SYSTEM MAP





Data Source: City of San Clemente Master Landscape Plan for Scenic Corridors, 1992



Figure M-2
SCENIC CORRIDORS MAP



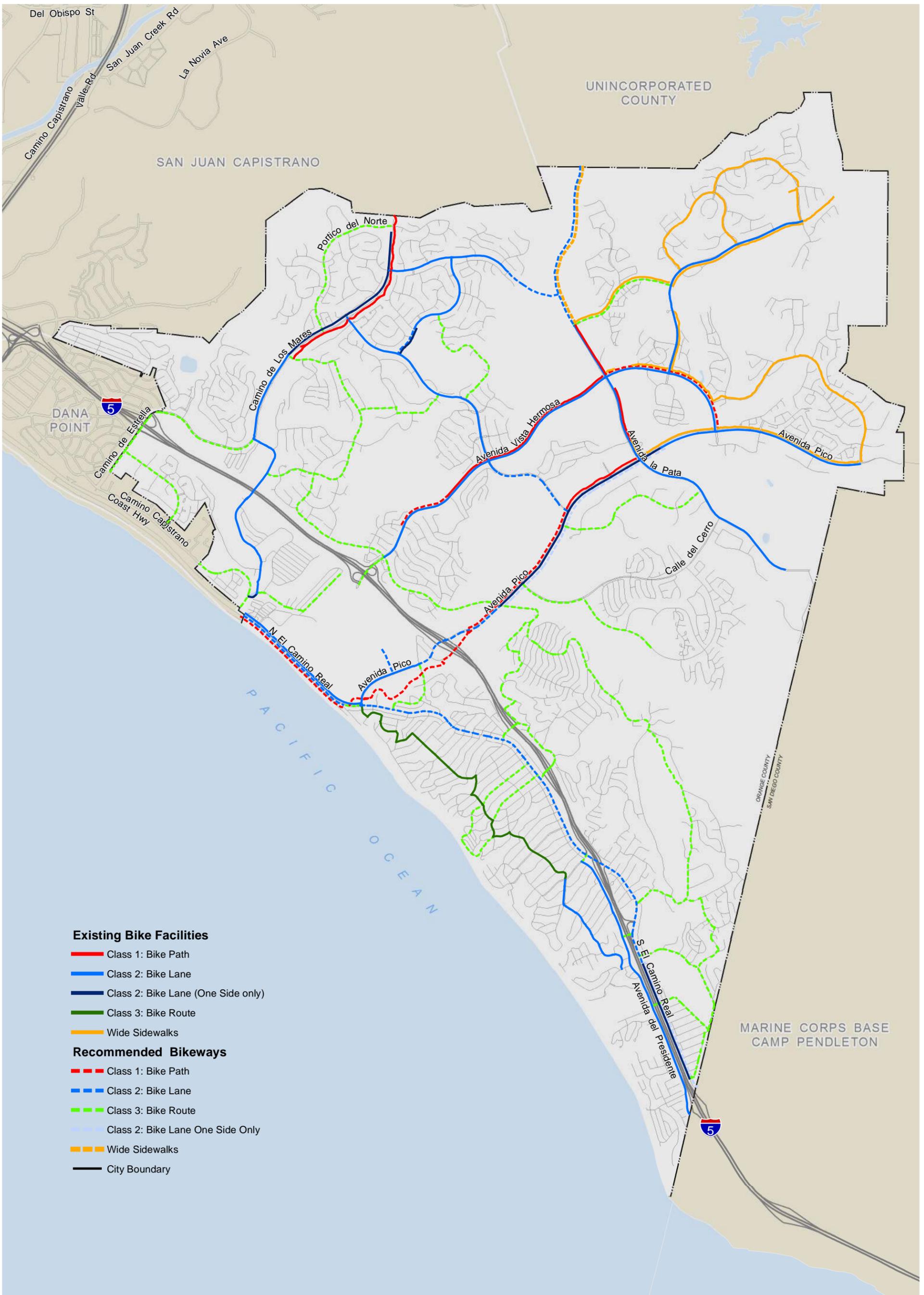


Figure M-3
BIKEWAYS MAP

san clemente
 centennial
 GENERAL PLAN

0 1,250 2,500 5,000
 Feet

