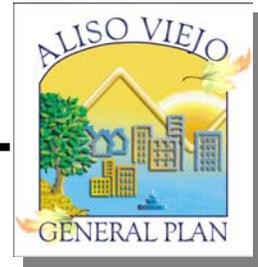


CIRCULATION ELEMENT



INTRODUCTION

Efficient and well-designed, Aliso Viejo's circulation system consists primarily of arterials and local streets. Regional access is provided by the San Joaquin Hills Transportation Corridor (SR-73), which roughly bisects the City northwest to southeast. Transit service is provided by the Orange County Transit Authority (OCTA) allowing an alternative to vehicular transportation and enabling inter-jurisdictional connections. Aliso Viejo also has an extensive network of hiking and biking trails taking advantage of community sidewalks, natural hiking trails in Aliso and Woods Canyons Wilderness Park, and bicycle routes. Creating effective strategies to ensure the continued adequacy of these transportation resources is the central objective of the General Plan Circulation Element.

PURPOSE OF THE CIRCULATION ELEMENT

The Circulation Element identifies the future circulation system needed to allow Aliso Viejo residents and visitors to move about the community in an efficient manner. The Element addresses the physical circulation system consisting of streets, highways, bicycle routes and sidewalks, as well as available modes of transportation including, cars, buses, bicycles, and walking.

SCOPE AND CONTENT OF THE CIRCULATION ELEMENT

The Circulation Element is a mandatory component of the General Plan, as outlined in the State Government Code. Roadways are classified according to a hierarchical network of established roadway types and associated design standards. Future traffic volumes are quantified projections of average daily trip (ADT) volumes, used to determine a roadway's level of service (LOS). The adequacy of roadways is evaluated based on LOS standards.

Local circulation issues are directly linked with the regional transportation system, and therefore, the Element draws upon regional programs that might assist in construction of capacity improvements and alleviate traffic congestion. Additionally, alternative modes of transportation are emphasized as a method of reducing congestion and improving the natural environment and community quality of life.





The Circulation Element has three sections: 1) this Introduction; 2) Issues, Goals, and Policies; and 3) the Circulation Plan. In the second section (Issues, Goals, and Policies), goals and policies are established to address identified circulation issues. The goals identify overall City desires and consist of broad statements of purpose and direction. The policies are guidelines aimed to improve overall mobility within the community. The Circulation Plan describes how goals and policies will be achieved, or implemented. Specific implementation for the Circulation Element is provided in the General Plan Implementation Program, located in Appendix A.

RELATED PLANS AND PROGRAMS

Many plans and programs enacted through State and local legislation directly relate to the goals of the Circulation Element. These plans and programs are administered by agencies with powers to enforce State and local laws.

County of Orange Master Plan of Arterial Highways (MPAH)

The County of Orange Master Plan of Arterial Highways (MPAH) designates the arterial system in the Circulation Element of the Orange County General Plan. The MPAH identifies the intended future roadway system for the County. Aliso Viejo's Circulation Element is expected to be consistent with the MPAH. With the exception of Wood Canyon Drive south of Aliso Creek Road, all roadways in Aliso Viejo are built and striped to the County MPAH specifications. This segment of Wood Canyon Drive is currently striped as a two-lane undivided roadway, and will be re-striped to the County classification as a four-lane secondary roadway when needed.

County of Orange Congestion Management Program

The State of California requires urbanized areas such as Orange County to adopt a Congestion Management Program (CMP) with the goal of reducing traffic congestion and facilitating coordination of local land use planning and regional transportation improvement decisions. By and large, the Orange County CMP is a composite of data collected by local jurisdictions according to guidelines established by the Orange County Transportation Authority (OCTA). The data is compiled by the OCTA and submitted to the Southern California Association of Governments (SCAG), the agency that determines regional consistency. The San Joaquin Transportation Corridor (SR-73) is a component of the Orange County CMP.

County of Orange Growth Management Plan (Measure M)

In 1990, Orange County voters approved Measure M authorizing a half-cent retail sales tax increase for a period of 20 years effective April 1, 1991. Revenue generated by Measure M is returned to local jurisdictions for use on local and regional transportation improvements and maintenance projects. To qualify for this revenue, each jurisdiction must comply with the Countywide Traffic Improvement and Growth Management Program. Specifically, to receive an allocation of Measure M funds, Aliso Viejo must submit a statement of compliance with the growth management components of this Program. Requirements include the adoption of a traffic circulation plan consistent with the MPAH, adoption of a



Growth Management Element within the General Plan, adoption and adequate funding for a local transportation fee program, and adoption of a seven-year capital improvement program that includes all transportation projects funded either partially or fully by Measure M funds.

OCTA 2001 Commuter Bikeways Strategic Plan

The Orange County Transportation Authority (OCTA) 2001 Commuter Bikeways Strategic Plan is a regional planning document that identifies existing and proposed bikeways in Orange County. The comprehensive inventory of County bikeways was achieved through the cooperation of cities and the County and priority corridors for new bikeways were identified. OCTA's bikeway classification system is employed by Aliso Viejo and the City's bikeway plan, as discussed in this Element, is linked to regional County bikeways.

Regional Transportation Plan

The Southern California Association of Governments prepared a Regional Comprehensive Plan and Guide (RCP&G) in 1995 to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st Century. Part of the RCP&G is the Regional Transportation Plan (RTP). Updated periodically, the RTP has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, and private institutions and citizens. The RTP sets broad goals for the region and provides strategies to reduce problems associated with congestion and mobility. In recognition of the close relationship between traffic and air quality issues, the assumptions, goals, and programs contained in the RTP parallel those used to prepare the Air Quality Management Plan.

Air Quality Management Plan

Aliso Viejo is located in the South Coast Air Basin, a non-attainment area (geographic area not meeting state or federal standards for a given pollutant). The federal Clean Air Act requires the preparation of plans to improve air quality in non-attainment areas. Implementing the Clean Air Act, the South Coast Air Quality Management Plan (SCAQMP) mandates a variety of measures to reduce traffic congestion and improve air quality. The Circulation Element includes SCAQMD circulation programs to be implemented in Aliso Viejo.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

State planning law requires the Circulation Element to be consistent with other General Plan elements. The Land Use and Noise Elements are most closely related to the Circulation Element.

Land use and circulation issues are closely related. The development potential of vacant or underutilized properties throughout the City identified in the Land Use Element is the basis for the future traffic volumes used to evaluate roadway adequacy in the Circulation Element.

CIRCULATION ELEMENT



The transportation policies found in the Circulation Element are also directly linked to the programs and policies developed in the Noise Element. Transportation facilities are largely responsible for excessive noise levels in certain locations in the community. Projected noise distribution, depicted as noise contours in the Noise Element, is corollary to the Circulation Plan. Policies and plans contained in the Noise Element are largely based on the Circulation Element and are aimed to minimize the effects of transportation noise on current and planned land uses.



ISSUES, GOALS, AND POLICIES

Originally developed as a planned community, the City is fortunate to have a well-defined circulation system consisting of auto, public transit, bicycle, and pedestrian components. Almost all of the circulation features were designed to complement the urban form of the community, and they remain important contributors to both the local and regional transportation system. A safe and convenient circulation system is needed to handle through traffic that originates in and is destined for locations outside the City, and to support the variety of land uses found in Aliso Viejo.

Four major issues are addressed by the goals, policies and implementation measures of the Circulation Element: (1) providing and maintaining a system of City roadways; (2) successfully integrating City roads with the regional roadway system; (3) promoting alternative modes of transportation; and (4) providing and maintaining a superior system of local bicycle and pedestrian trails.

LOCAL CIRCULATION SYSTEM

A well-designed roadway system is needed to provide safe and convenient access to activities in Aliso Viejo. The local roadway system serves the community’s primary needs for mobility and access, and includes a hierarchy of City streets to meet those needs. The City also desires to improve traffic safety along high speed major arterials, within residential neighborhoods, and near schools, churches, parks and community centers.



**Goal
C-1 Provide for convenient and safe local travel throughout Aliso Viejo.**

Policy C-1.1 Plan and maintain an integrated, hierarchical and multi-modal system of roadways, pedestrian walks, and bicycle paths throughout the City.

Policy C-1.2 Apply creative traffic management approaches to address congestion in areas with unique problems, particularly on roadways and intersections in the vicinity of schools in the morning and afternoon peak hours, and near churches, parks and community centers.

Policy C-1.3 Work with adjacent jurisdictions, the County and regional agencies to address the impacts of regional development patterns (e.g. residential development in surrounding communities, regional universities, employment centers, and commercial developments) on the City circulation system.

Policy C-1.4 Actively promote walking as a safe mode of local travel, particularly for children attending local schools.



Policy C-1.5 Employ traffic calming methods such as median landscaping and provision of bike or transit lanes to slow traffic, improve roadway capacity, and address safety issues.

REGIONAL CIRCULATION SYSTEM

Mobility and traffic congestion in Aliso Viejo are directly related to an overall transportation network for the region. City infrastructure accommodates regional through traffic originating in other communities on the San Joaquin Hills Transportation Corridor (SR-73) and other major regional parkways. In addition, a healthy local economy depends on the ability of businesses to move their goods, and the ability of employees living throughout the region to get to and from employment locations within the City. Recognition that the City’s mobility needs and issues are connected to those of surrounding jurisdictions, the region and the State is critical.



Goal	Maintain an effective regional transportation network.
C-2	

Policy C-2.1 Encourage the Transportation Corridor Authority (TCA) to reduce fees for short distance trips on the San Joaquin Hills Transportation Corridor (SR-73). Ensure that improvements to the Corridor do not negatively impact the operation of local roadways and land uses.

Policy C-2.2 Cooperate with adjacent jurisdictions to maintain adequate service levels at shared intersections along Moulton Parkway, Alicia Parkway and El Toro Road, and to provide adequate capacity on regional routes for through traffic.

PUBLIC TRANSPORTATION NETWORK

Public transportation is an important component of a comprehensive circulation system, and offers important opportunities to reduce air pollution and road congestion. To maximize the potential benefits of transit facilities and services, there is a need to increase the availability and use of public transit in Aliso Viejo. Although the City is served by multiple OCTA transit routes, only one enters the central core, and none provide direct access to important community activity nodes other than Aliso Viejo Town Center.



Goal	Promote and support an efficient public transportation network connecting activity centers in Aliso Viejo to each other and the region.
C-3	

Policy C-3.1 Promote increased use of public transportation to reduce roadway congestion, air pollution, and non-point source water pollution. Support efforts to increase bus service range and frequency within the City as appropriate.

Policy C-3.2 Enhance and encourage provision of attractive and appropriate transit amenities, including shaded bus stops, to encourage use of public transportation.



Policy C-3.3 Encourage the school districts, private schools and other operators to coordinate local bussing and to expand ride-sharing programs. All bussing options should be fully considered before substantial roadway improvements are made in the vicinity of schools to ease congestion.

PEDESTRIAN AND BICYCLE TRAILS

Non-vehicular modes of transportation offer alternatives to driving, and provide both recreational and commuting options within the community. To promote walking and bicycling, a safe pedestrian and bicycle system composed of bike lanes, sidewalks, and trails should be maintained that connects key activity centers within the community with each other and to the regional trail system. As a master planned community, Aliso Viejo benefits from the incorporation of many of these features within the original urban form. Gap closures and additional facilities will increase both the safety and utility of the system to achieve recreational and commuting objectives.



**Goal
C-4** Provide for safe and convenient mobility of pedestrians and bicyclists.

Policy C-4.1 Improve City sidewalks and rights-of-way to make them efficient and appealing for walking and bicycling safely. Coordinate with AVCA, adjacent jurisdictions, the County of Orange and regional agencies to improve pedestrian and bicycle trails, facilities, signage, and amenities, especially within Aliso Viejo Town Center.

Policy C-4.2 Provide safe and convenient pedestrian and bicycle connections to and from Aliso Viejo Town Center, other commercial districts, office complexes, neighborhoods, schools, other major activity centers, and surrounding communities.

Policy C-4.3 Work with neighboring jurisdictions to provide well-designed pedestrian and bicycle crossings of major roadways (such as Alicia Parkway, Moulton Parkway and El Toro Road) and Aliso Creek.



CIRCULATION PLAN

Efficient movement within and through the community and region is achieved by developing and maintaining a well designed and integrated circulation network. Easy and convenient access to vehicular, transit, pedestrian and bicycle options within a community is essential to an efficient network. The City has established goals and policies (listed in the previous section) to maintain and improve local and regional roadways, encourage use of alternative transportation options, and facilitate



expanded use of non-vehicular transportation options. The Circulation Plan describes the approach for achieving these aims and provides a general outline of action programs. As an extension of the Circulation Plan, circulation implementation contained in Appendix A of the General Plan describes specific actions that the City will take to achieve identified goals.

CIRCULATION POLICY MAP

The City's circulation policies and plan are represented graphically in Figure C-1, the Circulation Policy Map. This map identifies components of the Aliso Viejo roadway circulation system, distinguished by a hierarchical classification system. In addition, the Circulation Policy Map identifies the location of bikeways (by OCTA classification), transit routes, and trails within the City.

LOCAL CIRCULATION SYSTEM

A hierarchical classification system is used to distinguish roadways in Aliso Viejo. Roadway categories are differentiated by size, function, and capacity. Because City arterials were built according to the County standards, the arterial classification system is derived from the County Master Plan of Arterial Highways (MPAH). There are six basic categories of roadways in Aliso Viejo, briefly summarized below. Schematic cross-sections are included that represent desirable standards. These standards may be deviated from in cases where physical constraints and/or right-of-way limitations are present, and where preservation of community character dictates special treatment. The provision of adequate bikeways and sidewalks, and the need to comply with MPAH capacity requirements may also affect the specific design of roadways. In addition, the median width of major and secondary roadways will vary according to the area being served, right-of-way constraints, and turn lane requirements.



Figure C-1: Circulation Policy Map
11x17" Color Figure

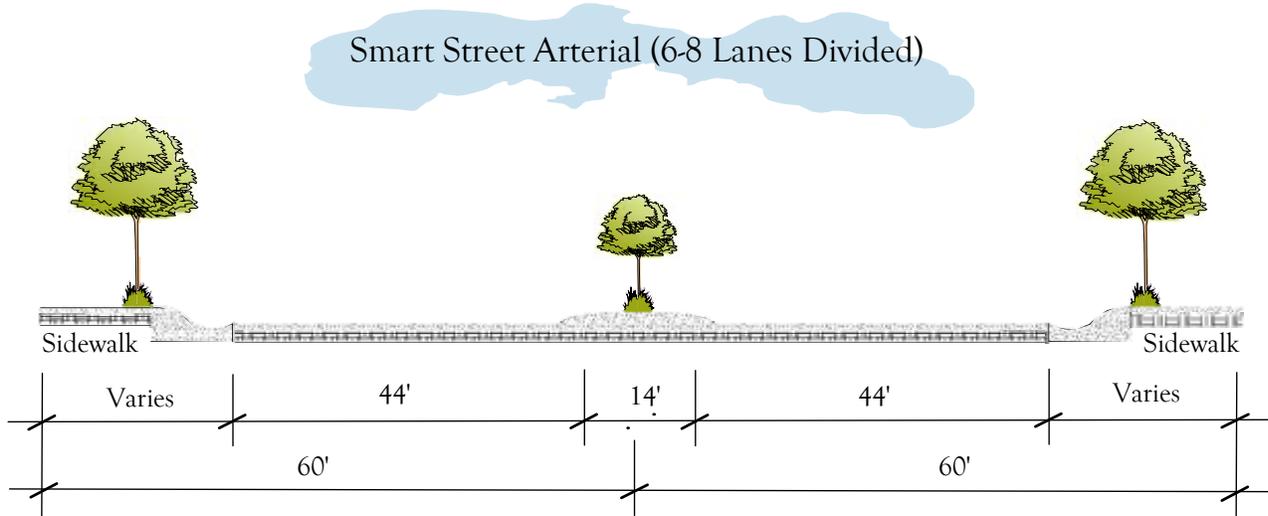
CIRCULATION
ELEMENT



Back Side of 11x17" Color Figure



Smart Street Arterials



Moulton Parkway

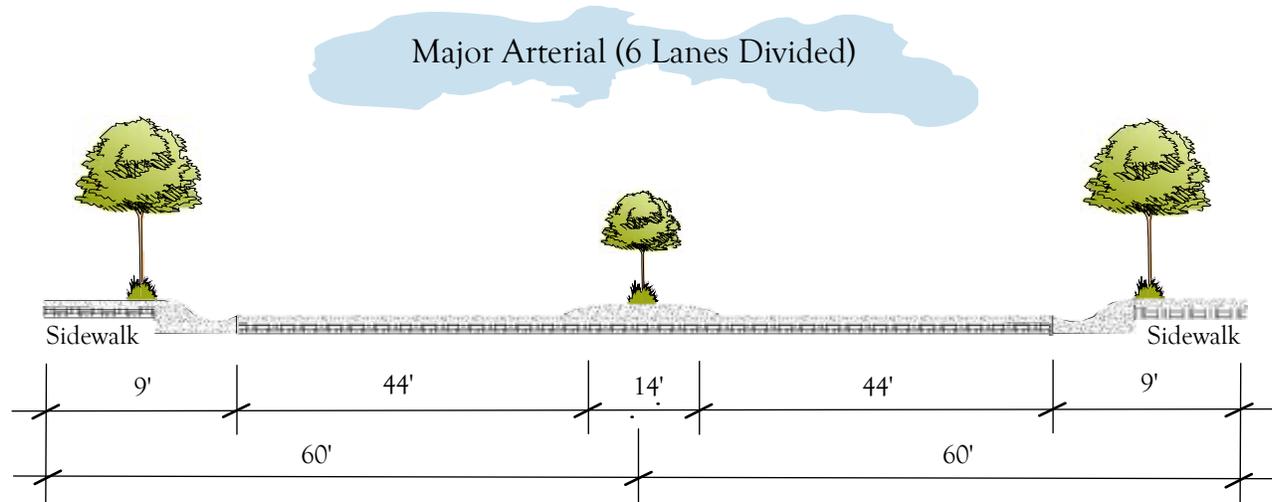
Smart Street Arterials are typically six to eight lane roadways with enhanced capacity compared to a standard arterial street. Moulton Parkway is classified as a six-lane Smart Street as it runs through the City. Traffic carrying capacities of Smart Streets can range from 60,000 to 79,000 vehicles per day, depending on the number of lanes, degree of access control, peak period loading and the configurations of major intersections.

The Smart Street concept seeks to improve roadway capacity and smooth traffic flow through measures such as traffic signal synchronization, bus turn-outs, intersection improvements and addition of travel lanes by removing on-street parking and consolidating driveways. Moulton Parkway is currently in various stages of implementation by partner Cities.

CIRCULATION ELEMENT



Major Arterials

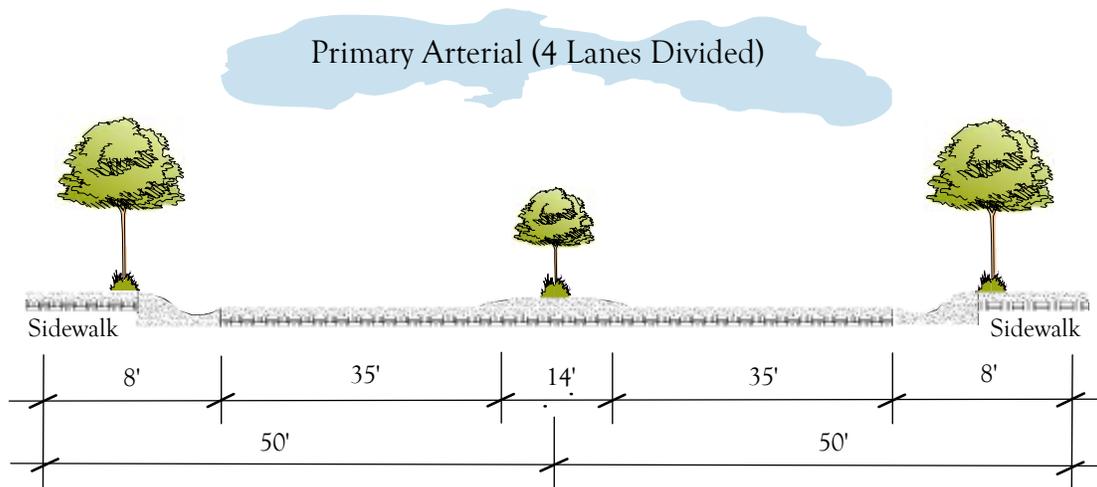


Alicia Parkway
 Aliso Creek Road (south of SR-73)
 Aliso Viejo Parkway (north of Pacific Park)

El Toro Road
 La Paz Road
 Pacific Park Drive (east of Wood Canyon Drive)

Major arterials are six-lane roadways with painted or raised landscaped medians. Unsignalized minor street and driveway access may be allowed, but signalized access is preferred, and left-turn restrictions are typically placed at unsignalized access locations. Curbside parking is prohibited. Traffic carrying capacities of 54,000 vehicles per day can be achieved depending on the degree of access control, peak period loadings, and the configurations of major intersections.

Primary Arterials



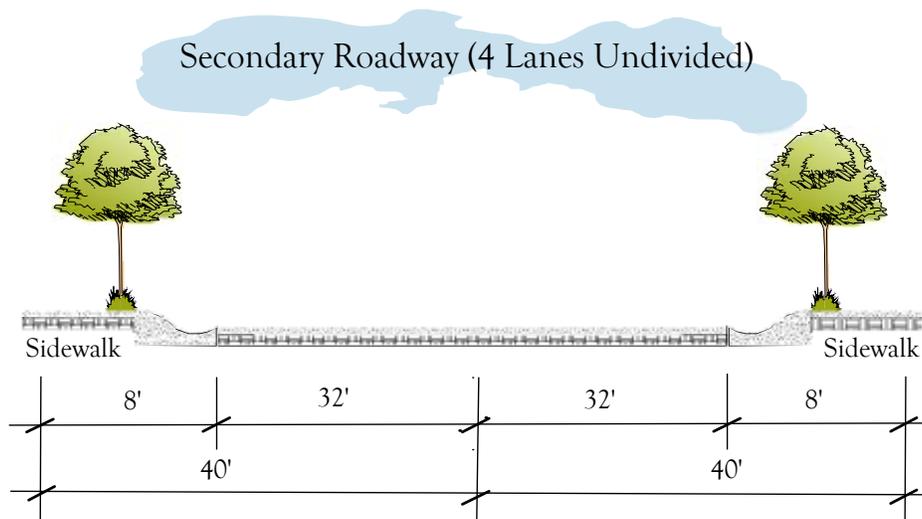


**Aliso Creek Road (SR-73 to Glenwood Drive)
Glenwood Drive**

Pacific Park Drive (north of Wood Canyon Drive)

Primary arterials are four-lane roadways with painted or raised landscaped medians. Left turn restrictions will generally be placed at minor unsignalized driveways. As a primary traffic carrier, curbside parking may not be appropriate along some of the more heavily traveled primary arterial street segments within the City, particularly in cases where a Class II bikeway is also placed on the roadway. Traffic carrying capacities of 36,000 vehicles per day can be achieved depending on the degree of access control and peak period loadings.

Secondary Roadways



Aliso Creek Road (north of Glenwood Drive)

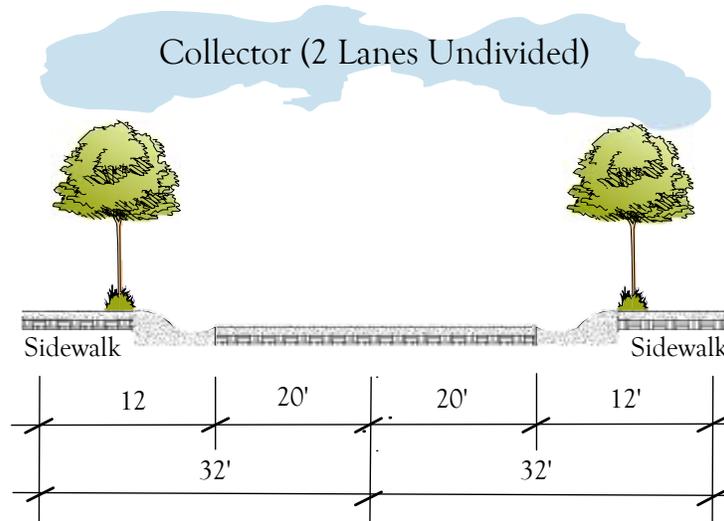
**Wood Canyon Drive (Pacific Park Drive to Aliso
Creek Road)**

Aliso Viejo Parkway (south of Pacific Park Drive)

Secondary roadways are four lane undivided roadways without medians. Direct access from private residential properties should be avoided where possible unless medians can be provided at such access points. While the secondary roadway provides for curbside parking, such parking should be prohibited near intersections where left turn lane striping is provided. Traffic carrying capacities of 25,000 vehicles per day can be achieved depending on the degree of access allowed and peak period traffic loadings.

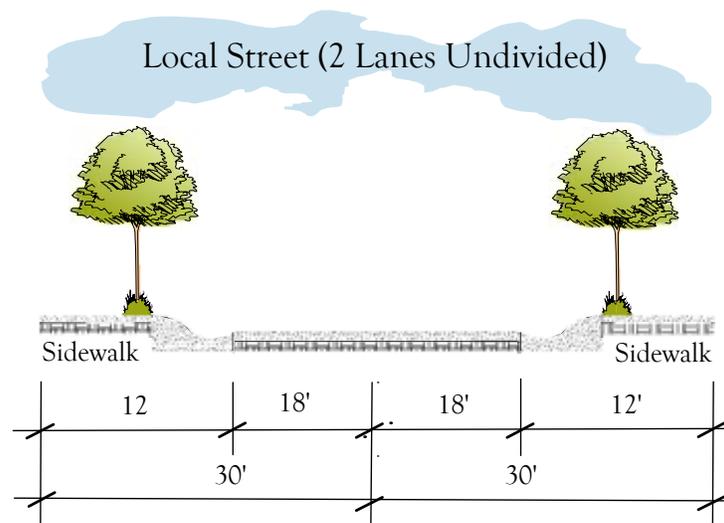


Collectors



Collectors are two lane roadways with no median or with painted medians for two-way left turn movements at selected intersections. The right-of-way width for collectors varies from 40 feet to 56 feet, depending on location. The 56-foot cross sections are typically applied to collectors located within industrial areas, whereas a smaller dimension may be appropriate for residential areas. Collectors provide for curbside parking, but parking should be restricted near intersection approaches where a separate right-turn lane is provided. Traffic carrying capacities of 12,000 vehicles per day can be achieved depending on the degree of access control and peak period traffic loadings. Due to varying standards, collector roadways are not identified in the Circulation Element.

Local Streets





Local streets are two-lane roadways without medians. Centerline striping is typically not provided, and curbside parking is allowed. While the traffic carrying capacity is similar to a collector roadway, the limit of acceptable traffic volumes in a residential environment is substantially lower for safety and quality of life reasons (less than 5,000 vehicles per day). Local streets are not identified in the Circulation Element.

Performance Criteria

Evaluating the ability of the circulation system to serve Aliso Viejo's residents and businesses requires establishing suitable performance criteria. Performance criteria have a policy component that establishes a desired Level of Service (LOS), and a technical component that specifies how traffic forecast data can be used to measure criteria achievement.

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

Various LOS policy standards have been established to evaluate observed traffic conditions, future development plans, and circulation system modifications. At the local level, the City of Aliso Viejo has established LOS C (V/C ratio less than or equal to 0.80) as the lowest acceptable level of service. At the regional planning level, the statewide Congestion Management Plan (CMP) specifies LOS E (V/C ratio less than or equal to 1.00) as the operating standard for roadways on the CMP highway system. There are no CMP roadways within the City's jurisdiction.

Evaluation of volumes, capacities, and levels of service on the City street system is based on peak hour intersection data, since intersections are the primary limiting factor affecting traffic flow on City streets. The City of Aliso Viejo uses established procedures within CMP and GMP guidelines to calculate the performance of intersections within its jurisdiction. Aliso Viejo's roadway circulation performance criteria are listed in Table C-2.

General Plan Roadway System

Circulation Element goals and policies emphasize the need to provide a circulation system capable of serving both current and future local and regional traffic. The roadway plan for the City of Aliso Viejo is illustrated on the Circulation Policy Map, Figure C-1. This roadway plan accommodates anticipated traffic levels and the hierarchical roadway classification system described in this Element is used to avoid community impacts.



**Table C-1
Level of Service Definition**

Signalized Intersections			
Level of Service	Vehicle Delay (seconds/vehicle)	Volume to Capacity Ratio	Description
A	≤ 5.00	0.00-0.60	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	5.1-15.0	0.61-0.70	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers feel somewhat restricted within platoons of vehicles.
C	15.1-25.0	0.71-0.80	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	25.1-40.0	0.81-0.90	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40.1-60.0	0.91-1.00	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	≥ 60.0	N/A	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.
Unsignalized Intersections			
Level of Service	Vehicle Delay (seconds/vehicle)	Description	
A	≤ 5	Little or no delay.	
B	> 5 and ≤ 10	Short traffic delay.	
C	> 10 and ≤ 20	Average traffic delays.	
D	> 20 and ≤ 30	Long traffic delays.	
E	> 30 and ≤ 45	Very long traffic delays.	
F	> 45	Extreme delays potentially affecting other traffic movements in the intersection.	

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington DC, 1994.

**Table C-2
Circulation System Performance Criteria**

Peak Hour Intersection Criteria

Intersection capacity utilization (ICU) not to exceed 0.80 (LOS C)

Source: Austin-Foust Associates, Inc., 2003.



Aliso Viejo’s roadway network was designed to accommodate traffic associated with development that has taken place within the City, as well as to distribute regional traffic throughout the south Orange County area. As such, no amendment to the Orange County Master Plan of Arterial Highways (MPAH) is needed to support the land use plan identified in the Land Use Element. However, minor improvements to the following intersections may be required to support the land use plan:

Aliso Creek Road and Aliso Viejo Parkway	Moulton Parkway and Aliso Viejo Parkway
Wood Canyon Road and Pacific Park Drive	Pacific Park Drive and Peppertree
La Paz Road and Pacific Park Drive	Aliso Creek Road and Pacific Park Drive
La Paz Road and SR-73 Eastbound Ramp	

Any roadway or intersection improvements needed to support alternative land uses within the Community Benefit Overlay (CBO) areas identified in the Land Use Element will be identified, funded, and completed pursuant to conditions of future development agreements for each CBO area.

Relationship to Land Use

Planned future land uses within Aliso Viejo determine future traffic volumes and highway capacity needs. Current daily trip generation for the planning area is around 311,000 vehicle trips per day. Buildout on the remaining vacant lots within the City according to the land use plan identified in the Land Use Element will result in approximately 49,000 additional trips (an increase of about 15 percent). Alternative land uses described in the Land Use Element for each Community Benefit Overlay Area would result in fewer vehicle trips and a lower percentage increase. Aliso Viejo’s roadway system has been designed to accommodate current and anticipated future traffic levels resulting from local and regional growth.

Relationship to County Master Plan of Arterial Highways

Aliso Viejo’s roadway network was designed and constructed according to County standards and is, for the most part, consistent with the County Master Plan of Arterial Highways (MPAH). While a segment of Wood Canyon Drive is constructed to MPAH standards, its current striping as a two-lane undivided highway is inconsistent with MPAH standards. This roadway segment will be re-striped to the County classification standard as a four-lane secondary arterial when necessary.

Neighborhood Concerns

One of the major components of the Circulation Plan is the importance of non-vehicular modes of transportation, including walking. To increase the number of people using non-automotive means of transportation, a safe network of crosswalks, grade separations (bridges), and walkways must be in place to ensure the safety of pedestrians and bicyclists. Where appropriate, traffic calming devices and methods such as median landscaping and provision of bike or transit lanes should be used to slow traffic, improve roadway capacity and address potential safety issues. These facilities should particularly be investigated and employed in cases where they would improve safety of children traveling to attend local schools. Aliso Viejo will establish a Street Median Improvement Program and a Sidewalk Improvement Program to



identify problem areas, design improvements, and identify financing sources to improve the overall condition, appearance, and safety of medians and sidewalks within the City.

The City will continue to work with AVCA and local school districts to ensure that sufficient improvements are in place to serve the needs of pedestrians and bicyclists, to investigate the potential for traffic calming devices in neighborhoods and near schools, and to assess and mitigate the impacts of special traffic problems.

REGIONAL CIRCULATION SYSTEM

Aliso Viejo's local circulation network is connected to an efficient regional circulation system. The San Joaquin Hills Transportation Corridor (SR-73), which traverses the City, connects to Interstate 405 (I-405) approximately 12 miles to the northwest near Irvine and to Interstate 5 (I-5) about 5 miles to the southeast near San Juan Capistrano. In addition, I-5 can be reached by residents via major arterials such as El Toro Road, Alicia Parkway, and Oso Parkway. The City will continue to coordinate with regional and state transportation planning efforts to provide and maintain an efficient regional circulation system.

While the Transportation Corridor provides residents and visitors an efficient means of access to and from Aliso Viejo, the toll charged for short distances traveled along this roadway leads many to use local streets for shorter distance trips, contributing to vehicle congestion. The City will continue to work with the Transportation Corridor Agency to have the toll reduced for short distance trips along SR-73 to alleviate local traffic congestion, improve community safety, and reduce noise and air quality impacts.

The efficiency and effectiveness of the City's transportation network also depends on maintenance of adequate service levels at intersections which are jointly maintained by the City of Aliso Viejo and adjacent jurisdictions along Moulton Parkway, Alicia Parkway and El Toro Road. The City will continue to coordinate intersection maintenance and improvements with surrounding jurisdictions to ensure that such intersections operate at Level of Service C or better, or at levels consistent with Orange County GMP requirements.

PUBLIC TRANSPORTATION NETWORK

Ensuring an effective and efficient public transportation network is an important component of the Circulation Element. The Orange County Transportation Authority (OCTA) provides public bus service to the community. As of 2003, five bus routes along several Aliso Viejo roadways provide alternative intra-City and regional transportation options. OCTA bus routes (2003) are depicted on the Circulation Policy Map (Figure C-1) and listed in Table C-3.

**Table C-3
OCTA Bus Routes (2003)**

Route	Origin/Destination and Description
87	Rancho Santa Margarita / Laguna Niguel - Follows Alicia Parkway, north-south.
89	Mission Viejo / Laguna Beach - Follows El Toro Road southwest-northeast.
187	Laguna Hills / Dana Point - Follows El Toro Road to Aliso Creek Road, Aliso Creek Road to Alicia Parkway, and Alicia Parkway to Avila Road.
188	Laguna Hills / Irvine - Follows Moulton Parkway, north-south.
490	Aliso Viejo – Laguna Niguel Metrolink Station - Begins at the intersection of Enterprise and Aliso Creek Road, follows Enterprise north to Glenwood Drive, then re-connects to Aliso Creek Road via Glenwood. The route follows Aliso Creek Road to Alicia Parkway and exits the City at Avila Road.

Source: Orange County Transportation Authority, 2003.

Expanding transit options, including promoting increased use of transit among City residents and employees is an important City objective. The City will coordinate with OCTA to expand and improve bus service within the City, and will encourage provision of attractive and appropriate transit amenities, including shaded bus stops. The City will also promote use of flexible car sharing programs, rideshare programs and park and ride lots to encourage use of alternatives to the automobile.

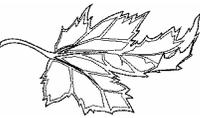
Public transit considerations also include ensuring that effective methods exist to transport students to and from local public and private schools, and Soka University of America. The City will coordinate with local school districts and private schools to coordinate bussing programs and expand ride-sharing opportunities to relieve congestion and improve safety conditions during school drop-off and pick-up times. It is the City's policy that all bussing options be fully considered before substantial roadway improvements are made in the vicinity of schools to ease congestion. The City will also work with Soka University to investigate the feasibility of connecting the campus to shopping, dining and entertainment activities elsewhere in Aliso Viejo.



PEDESTRIAN AND BICYCLE TRAILS

A comprehensive network of pedestrian and bicycle trails greatly benefits residents and visitors to Aliso Viejo. The City supports walking and bicycling as enjoyable recreational activities, as well as viable commute alternatives. Pedestrian trails in Aliso Viejo include an extensive network of well-maintained sidewalks, privately-owned trails within and connecting residential and commercial areas, as well as hiking trails in the Aliso and Wood Canyons Wilderness Park.

CIRCULATION ELEMENT



Community bicycle facilities, outlined in the OCTA 2001 Commuter Bikeways Strategic Plan, are identified in Figure C-2 and classified according to three classes described in Table C-4. The City will continue to support and implement the OCTA 2001 Commuter Bikeways Strategic Plan and will participate with OCTA in future updates and revisions to the Plan, and may limit parking on certain roadways with Class II bikeways to reduce potential for automobile/bicycle conflicts.

Pedestrian trails for commuting and recreational use are identified in the Conservation/Open Space Element of the General Plan. The City will work with appropriate agencies and organizations to ensure pedestrian and bicycle facilities are well maintained and lighted (where appropriate). In addition, the City will coordinate a Sidewalk Improvement Program, in conjunction with a Street Median Improvement Program, to identify sidewalk problems, potential improvements and financing strategies to improve the overall condition of City sidewalks.

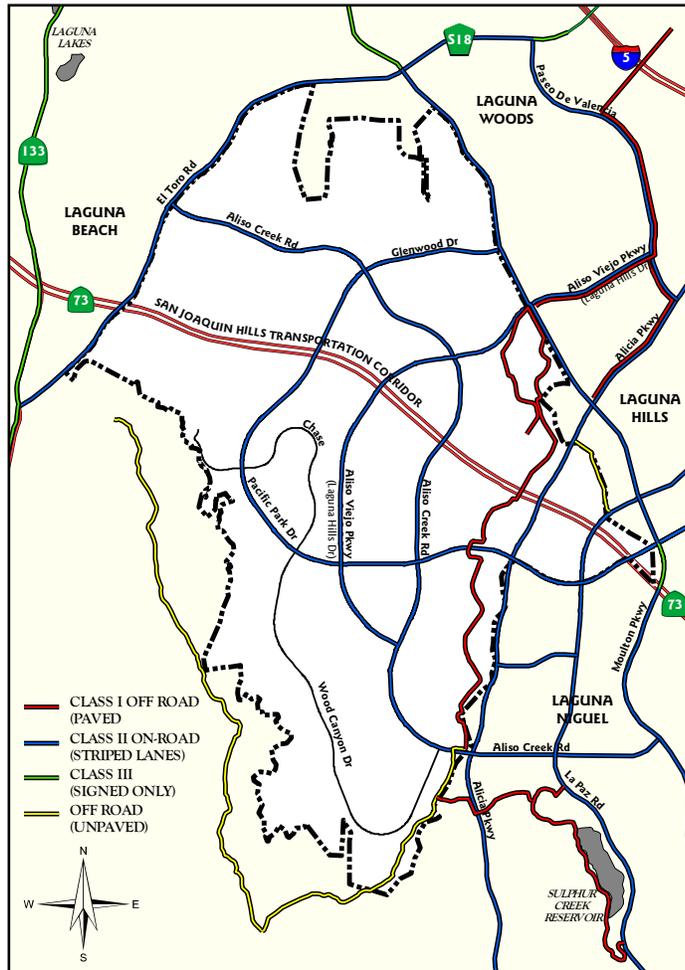


Figure C-2
Bikeways

Table C-4
Bikeway Classification Descriptions

Type	Description
Class I	Typically called a bike path , this provides for bicycle travel on a paved right-of-way completely separated from any street or highway. A Class I bike path is located west of Alicia Parkway traveling north-south through the Aliso and Wood Canyons Wilderness Park.
Class II	Often referred to as a bike lane , this provides a striped and stenciled lane for one-way travel on a street or highway. Numerous Class II bike lanes traverse the City on major roadways including Aliso Creek Road, Pacific Park Drive, Alicia Parkway, El Toro Road, Moulton Parkway, Glenwood Drive, and Aliso Viejo Parkway.
Class III	Generally referred to as a bike route , this provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing. Currently no Class III bike routes are located in Aliso Viejo.

Source: OCTA 2001 Commuter Bikeways Strategic Plan.



Another important community objective with regard to pedestrian and bicycle facilities is establishing new connections between Aliso Viejo Town Center and other commercial districts, office complexes, neighborhoods and schools. The City will seek opportunities to provide these connections as design components and required public improvements associated with future development projects. Such projects will be required to include safe and attractive sidewalks, walkways and bike lanes.

Cooperation with adjacent jurisdictions is also needed to improve conditions for pedestrians and bicyclists entering the City across major roadways, such as Alicia Parkway, Moulton Parkway and El Toro Road. The City will collaborate with surrounding jurisdictions to investigate the feasibility of improving current crossings or providing overcrossings of these roadways to improve safety conditions.

TRANSPORTATION SYSTEM AND DEMAND MANAGEMENT

Aliso Viejo's circulation system efficiency can be improved with effective transportation system management (TSM) and transportation demand management (TDM) strategies. As demand for improvements to transportation facilities increases, TSM and TDM strategies provide relief, enhancing the operation of the circulation system. More specifically, TSM is directed towards physical improvement of circulation infrastructure, while TDM strategies focus on reducing demand for vehicular transportation.

The City will participate in regional efforts to implement TDM requirements and will support implementation of the employer TDM provisions of the South Coast Air Quality Management District Air Quality Management Plan. TSM measures such as intersection capacity improvements and traffic signal coordination will also be completed as necessary to improve traffic flow. In addition, the City will actively encourage alternative modes of transportation and pursue programs to increase transit use.

TRANSPORTATION FINANCING

Ensuring that transportation infrastructure is in place prior to future development requires adequate financing. Several local, regional, State and federal financing sources will be necessary for transportation improvements required by planned local and regional growth. Pursuant to Measure M requirements, the City will establish a Development Mitigation Program, Comprehensive Phasing Program, Performance Monitoring Program and Capital Improvement Program to guide construction and funding of transportation system improvements.

Congestion Management Plan and Measure M standards and programs will be applied within Aliso Viejo to qualify the City for turnback revenue from these programs. Fees will be collected for traffic impacts of new development according to established fee programs. In addition, project proponents will be required to construct and/or fund circulation improvements resulting from new development projects.

CIRCULATION
ELEMENT



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