CHAPTER 6
CIRCULATION PLAN

CHAPTER 6 SECTIONS
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601. INTRODUCTION

The Circulation Element of the City's General Plan establishes the goal to "provide a transportation system that will facilitate the safe and efficient movement of people and goods throughout the community while supporting the designated Land Uses in the General Plan.” This goal applies to all aspects of circulation including: vehicular, mass transit, bicycle, and pedestrian. As a primary recreational focal area for the City, it is important for the Pier Bowl to have a well-designed circulation plan. In order for the Pier Bowl to successfully meet the vision set forth in the City's General Plan, the circulation plan will need to address a variety of transportation modes to facilitate the convenient and efficient movement of people in and near the Pier Bowl. In addition, this circulation plan must be integrated with the overall circulation plan for the City.

602. VEHICULAR CIRCULATION

The Pier Bowl Specific Plan creates new land uses for the area, including a new mixed-use zone and enhancements in recreational amenities. The implementation of the Specific Plan will increase the level of service for roads and intersections leading to and within the Pier Bowl.

A. EXISTING CONDITIONS

Regional traffic service to the Pier Bowl area is provided by the San Diego Freeway (I-5) and El Camino Real. The I-5 runs parallel to the coastline and traverses the length of the City. Freeway access to the Del Mar business district and the Pier Bowl is from the Avenida Palizada and Avenida Presidio interchanges. Access into the Pier Bowl is served by three (3) main arteries: Avenida Palizada, Avenida Del Mar, and Avenida Victoria. The existing circulation system in the vicinity of the Pier Bowl is shown in Figure 12.
1. **Avenida Palizada** - A two-lane street that is the primary northern access into the Pier Bowl. Avenida Palizada winds its way down into the Pier Bowl from the I-5 interchange. The streetscape plan identifies the intersection of Avenida Palizada and Calle Seville as an important entry into the Pier Bowl.

2. **Avenida Del Mar** - A two-lane street that is considered the main entrance road into the Pier Bowl. Avenida Del Mar extends from its intersection with El Camino Real, dissecting through the Del Mar Business District and terminating at the base of the Pier where it meets Avenida Victoria. The streetscape plan identifies the intersection of Avenida Del Mar and Calle Seville as the main entry into the Pier Bowl.

3. **Avenida Victoria** - A two-lane street that is the southern access road into the Pier Bowl. Avenida Victoria extends from the base of the Pier to El Camino Real and to I-5 via Avenida Presidio. The streetscape plan identifies the intersection of Avenida Victoria and Calle Seville as an important entry point into the Pier Bowl.

Average-daily-traffic (ATD) volumes for these main arteries are shown in Figure 13. Avenida Del Mar is carrying between 7,000 to 9,000 vehicles daily. Avenida Palizada traffic volume ranges between 4,000 to 8,000 vehicles per day, while Avenida Victoria traffic volumes range between 5,300 and 6,700 vehicles daily. El Camino Real is carrying an average of 20,000 vehicles per day between Avenida Victoria and Avenida Palizada.

B. **EXISTING LEVEL OF SERVICE**

The City Circulation Model measures the flow of traffic at strategic intersections based on present land uses. Existing a.m. and p.m. peak-hour volume for the eight (8) intersections were analyzed. Table 1 summarizes the "Intersection Capacity Utilization" (ICU) and the "Level of Service" (LOS) for each of these intersections. Presently, all of these intersections operate at LOS "B or better. The Circulation Element of the General Plan requires that intersections maintain a level of service of "D or better for peak-hour traffic, making these intersections well within the acceptable limits.

C. **FUTURE LEVEL OF SERVICE**

Utilizing the City Circulation Model and the Post-2010 General Plan land use, with the inclusion of the additional land uses in the Pier Bowl Specific Plan, the capacity
## Table 1

### Existing Intersection Level of Service

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<tbody>
<tr>
<td></td>
<td></td>
<td>V/C</td>
<td>L.O.S.</td>
<td>V/C</td>
<td>L.O.S.</td>
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<td>1</td>
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<td></td>
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<td>0.52</td>
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<td></td>
<td>0.70</td>
<td>B</td>
</tr>
<tr>
<td>3</td>
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<td>7</td>
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**Note:** V/C = volume / capacity

### Level of Service Ranges

- 0.00 – 0.60 A
- 0.61 – 0.70 B
- 0.71 – 0.80 C
- 0.81 – 0.90 D
- 0.91 – 1.00 E
- Above 1.00 F
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of the street network was analyzed. The projected average-daily-traffic volumes for the street network are also shown in Figure 6-2. Avenida Del Mar and Avenida Victoria are projected to have average daily traffic of 10,000 during non-summer weekdays and 11,000 to 12,000 during summer weekends, respectively. Avenida Del Mar and Avenida Victoria are both two-lane roadways; and as such, have a Level of service "C" at 10,000 ADT and Level of Service "DM at 11,300 ADT. The projected post-2010 ADT indicates that all streets operate at Level of Service "C" or better during non-summer weekdays. During the summer weekends, Avenida Del Mar and Avenida Victoria operate at a level of service of "D" and "E," respectively. Table 6-1 summarizes the "Intersection Capacity Utilization" (ICU) and indicates that all intersections are projected to operate at level of service "D or better.

D. STREET IMPROVEMENT RECOMMENDATIONS

The street network in and out of the Pier Bowl was established back when the City was first developed in 1925. Since the street network is in place and the Pier Bowl is nearly built out, there is limited room for expansion of these streets. Because of this limitation, improvements to the circulation system are focused on improvement of traffic flow by more clearly defining a circulation pattern rather than widening or developing new streets. Figure 6-3 shows the primary and secondary street circulation patterns in the Pier Bowl. These circulation patterns will be defined by streetscape improvements and directional signing.

The present circulation pattern in the Pier Bowl leads a vehicle down Avenida Del Mar to the base of the Pier. From the Pier, the vehicle is lead up Avenida Victoria where motorists not familiar with the City often become lost trying to find their way back to Avenida Del Mar or I-5. A goal of this circulation plan is to redirect traffic to the municipal parking lot, eliminate any confusion on how to enter and exit the Pier Bowl, and to reduce the amount of traffic circulating through residential streets. A traffic loop is therefore recommended to redirect the traffic back to Avenida Del Mar via Avenida Monterey and South Alameda Lane (see Figure 6-4). Traffic control devices may be required at the intersection of Avenida Del Mar and South Alameda Lane. The intersection should be analyzed at different stages of the development of the Pier Bowl area to determine the type of traffic-control devices warranted, such as a four-way stop sign or a traffic signal.

In order to implement the traffic loop, a signing and striping plan will be required. Directional signage will be required on Avenida Victoria and Monterey Lane, and a left-turn pocket is recommended on Avenida Victoria at its intersection with Monterey Lane.
603. PUBLIC TRANSPORTATION

Public transportation in the Pier Bowl is provided by Orange County Transit Authority (OCTA) bus service. The OCTA Route 394-A provides service to the Pier via Avenida Del Mar and Avenida Victoria. The Pier Bowl is also serviced by Amtrak passenger rail service, which makes two (2) morning southbound stops and one (1) afternoon northbound stop.

The City will continue to work with OCTA and Amtrak to maintain and improve mass transit service to the Pier Bowl. The enhancement of public transportation is seen as an opportunity to reduce auto dependency and parking demand in the Pier Bowl.

Potential improvements to the public-transportation system include: enhancing the existing train depot and bus stop, and the development of a local shuttle service. The shuttle service, if implemented, will be operational during the peak summer period and would connect satellite parking facilities, transit centers, activity areas, and possibly neighboring cities.

604. PEDESTRIAN CIRCULATION

Since the Pier Bowl is a mixed-use residential, recreational, and commercial area, it has a pedestrian orientation. Even those people who drive to the Pier Bowl generally park in a centralized location and walk a long way to their final destination. For this reason, the pedestrian circulation system is an important part of the Circulation Plan.

Along primarily and secondary vehicular circulation routes, it is important to provide safe pedestrian sidewalks and walkways. For pedestrian safety, sidewalks should be provided on both sides of the street; and crosswalks should be placed across Avenida Del Mar and Avenida Victoria at key locations. All sidewalks in the Pier Bowl core and beach and park sub-areas should have a minimum sidewalk width of ten (10) feet. The pedestrian circulation system is designed to interconnect parking areas and major points of interest within the Pier Bowl. These walkways are also planned to connect to other pedestrian activity areas within the City including: the Del Mar Business District, North Beach, and T-Street. The sidewalks and walkways will be incorporated into the design of the Pier Bowl’s streetscape program. Details on the design standards for sidewalks are discussed in Chapter 10, Landscape, and Streetscape Design Standards. (See Figure 16.)
BIKE CIRCULATION

The Bicentennial Bike Trail links the Pier Bowl area with the rest of San Clemente, as well as regional bicycle routes for Southern Orange County and Northern San Diego County. Because of its recreational orientation, the Pier Bowl is a natural bicycle-oriented destination point. The proximity to this regional route, availability of lodging, dining, and recreational amenities, as well as the pedestrian orientation of the Pier Bowl, makes it well suited for bicycle use and as a "destination point" for bicycle travelers.

The circulation plan identifies a connection from the Bicentennial Bike Trail to the Pier. The bike route will follow Avenida Del Mar from the Bicentennial Bike Trail that runs along Avenida Seville, down to the entrance to the Pier and Train Depot, and then follows Avenida Victoria out of the Pier Bowl until it connects back with the Bicentennial Trail further south on Avenida Seville (see Figure 16). Because of space limitations of the street right-of-way, the bike trail may be limited to a Class III Bikeway where bicycles share the street with motor vehicles. If space allows, a Class II or painted bike lane is recommended.