

STATE ROUTE 133 TRANSPORTATION CONCEPT REPORT

District 12 - June 2014



The Transportation Concept Report (TCR) is Caltrans' long range planning document for each State Highway Route. The TCR provides information regarding route segments, including planned projects and route development concepts for the next 20 years, and existing and forecasted traffic data. Projects identified in the TCR will require environmental and engineering studies before final approval and are subject to change.

Approvals:



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8/4/2014

 Date



 RYAN CHAMBERLAIN
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8/4/14

 Date

California Department of Transportation
 Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.



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TRANSPORTATION CONCEPT REPORT

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ABOUT THE TRANSPORTATION CONCEPT

System Planning is Caltrans' long-range transportation planning program. The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) as it identifies deficiencies and needed highway improvements (Gov. Code §65086). Through long-term System Planning, the department focuses on maximizing total system benefits and on developing a system that meets Caltrans' goals of safety, mobility, delivery, stewardship, and service.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the DSMP Project List. The **DSMP** provides the goals for the development of the SHS within the whole District, the **TCR** develops the vision for the future development of each route in a District, the **CSMP** develops the vision for the future development of those routes which will require active management using strong partnerships with stakeholders, and the **DSMP Project List** is a list of planned and partially programmed transportation projects used to recommend projects for funding.

TCR Need, Purpose, and Goals

California needs long range planning documents to guide the logical and predictable development of transportation systems as required by law and as necessitated by public, stakeholder and system user needs. There is a need for a focused planning document for each highway route and its corresponding transportation corridor.

The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon, and will be updated approximately every five years. The TCR is developed with the goals of improving mobility, increasing safety, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

As part of the development of the TCR, Caltrans has partnered with the various jurisdictions located along the State Route 133 corridor, including the City of Laguna Beach, City of Irvine, County of Orange, Transportation Corridor Agencies (TCA), Orange County Transportation Authority (OCTA), and the Southern California Association of Governments (SCAG). After a period of review and comment, written comments were received from each city as well as OCTA and TCA. Comments were incorporated into the final report and supplemental information provided by internal and external partners was added. Much of the supplemental information was derived from internal documents from the Divisions of Maintenance, Project Development, Programming, Traffic Operations, and Travel Forecasting Unit, and external documents from the City of Laguna Beach, the Orange County Public Works Department (OCPW), OCTA, and SCAG.

CALTRANS MISSION

As the owner and operator of the State Highway System, Caltrans strives to provide a transportation system that is safe, sustainable, and globally competitive. This system provides reliable and efficient mobility and accessibility for people, goods, and services while meeting our greenhouse gas emission reduction goals and preserving community character. This integrated, connected, and multimodal system supports a prosperous economy, a healthy environment and communities, and social equity. Caltrans' Mission serves as the core principle for the planning, developing, maintaining, and operating a safe and effective highway system for the people of Orange County.

CALTRANS GOALS

SAFETY: Provide the safest transportation system in the nation for users and workers.

MOBILITY: Maximize transportation system performance and accessibility.

DELIVERY: Efficiently deliver quality transportation projects and services.

STEWARDSHIP: Preserve and enhance California's resources and assets.

SERVICE: Promote quality service through an excellent workforce.

CALTRANS VALUES

INTEGRITY: We promote trust and accountability through our consistent and honest actions.

COMMITMENT: We are dedicated to public service and strive for excellence and customer satisfaction.

TEAMWORK: We inspire and motivate one another through effective communication, collaboration and partnership.

INNOVATION: We are empowered to seek creative solutions and take intelligent risks.

TRANSPORTATION CONCEPT REPORT

STATE ROUTE 133

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EXECUTIVE SUMMARY

STATE ROUTE 133

State Route 133 (SR) 133 is a conventional facility, freeway, and partially tolled highway that provides access to the coastal area within the City of Laguna Beach, residential communities and employment centers in the City of Irvine, and residential communities located at the foothills of Orange County. The average daily traffic (ADT) ranges from 18,000 to 37,000 vehicle trips and 1,450 to 2,850 vehicle trips during the peak period. Travelers experience congestion during the week in the southbound morning peak period at the southern end of the route. SR 133 in Laguna Beach has seasonal congestion, particularly during summer months. This report will focus on the non-tolled portion of SR 133, which runs between SR 1 (Pacific Coast Highway) to Interstate 405. A separate report was prepared in 2014 for the tolled portion.

SR 133 connects coastal Orange County with the base of the County foothills. The City of Laguna Beach is a popular destination for visitors throughout the region and SR 133 along with SR 1 connects the City to the rest of the County. The northern portion of SR 133 also functions as a toll road which allows commuters from other areas to reach the City of Irvine which is one of the largest employment centers in Orange County. The route also provides access to recreation and entertainment areas nearby, including the Orange County Great Park (formerly Marine Corps Air Station El Toro) and the Irvine Spectrum area.

The most prominent destinations of SR 133 are the beaches located at the southern end of the route which attract visitors throughout the county. Laguna Beach is also home to the popular “Festival of Arts”, “Pageant of the Masters,” and “Saw Dust Festival” which take place during the months of July and August. Further north, numerous parks and trails are accessible primarily through SR 133 including Laguna Canyon Wilderness Park, Willow Canyon Wilderness Park, Aliso & Wood Canyon Wilderness Park, Laguna Coast Wilderness Park & Nix Nature Center, and Laguna Lakes Trail.

ROUTE CONCEPT

SR 133 will experience increased traffic from regional growth and increased recreational travel. However, no significant growth or development is anticipated in the rural areas served by SR 133 due to the terrain and open space preserves on both sides of the roadway. As a result, capacity enhancement will be limited and the primary focus includes safety spot improvements, limitation and separation of left turn movements, reduction of driveways and access points (typically done with re-development) reduction or combination, right turn pockets, bus turn-outs, signal synchronization and other Transportation System Management (TSM) improvements.

The District is in support of locally funded projects which may improve the safety and mobility for travelers along SR 133. The District will also continue to pursue relinquishment of sections of SR 133 where local jurisdictions have expressed desire for greater control in design, configuration, and landscaping as opportunities come available.

CONCEPT RATIONALE

The Route Concept was developed through the City of Laguna Beach long-term goals to preserve the City’s rural characteristics and increase safety for all users. The City’s objectives are, improve traffic circulation and air quality, improving pedestrian and bike access with off-road pathways, improving traffic safety, fire safety, and aesthetics by undergrounding utilities, extending reclaimed water lines to downtown, improving pedestrian safety with traffic signals and crosswalks, improving storm drainage on the roadway and adjacent areas, improving mobility for trolleys and/or similar high occupancy vehicles, and maintaining the semi-rural character of the roadway.

LEVEL OF SERVICE SUMMARY TABLE

Segment	Post Mile	Limits	Jurisdiction	Number of Lanes / Level of Service (LOS)		
				2013 Existing	2035 Constrained	2035 Unconstrained
1	0.00-0.14	SR 1 to Beach St	Laguna Beach	3/D	3/D	3/D
2	0.14-0.31	Beach St to Forest Ave	Laguna Beach	4/C	4/D	4/D
3	0.31-0.96	Forest Ave to Canyon Acres Dr	Laguna Beach	4/B	4/C	4/C
4	0.96-3.41	Canyon Acres Dr to El Toro Rd	Laguna Beach	2/F	2/F	4/C
5	3.41-4.17	El Toro Rd to SR 73	Laguna Beach	3/C	3/B	4/A
6	4.17-7.71	SR 73 to Laguna Canyon Rd	Laguna Beach/Irvine	4/B	4/B	4/B
7	7.71-8.30	Laguna Canyon Rd to I-405	Irvine	4/B	6/B	6/C

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CORRIDOR OVERVIEW

SEGMENTATION

For the purpose of analysis, SR 133 was divided into seven segments based on the following criteria: jurisdiction, intersection with a state highway, major intersection, change in classification, change in traffic volumes, or change in number of lanes.

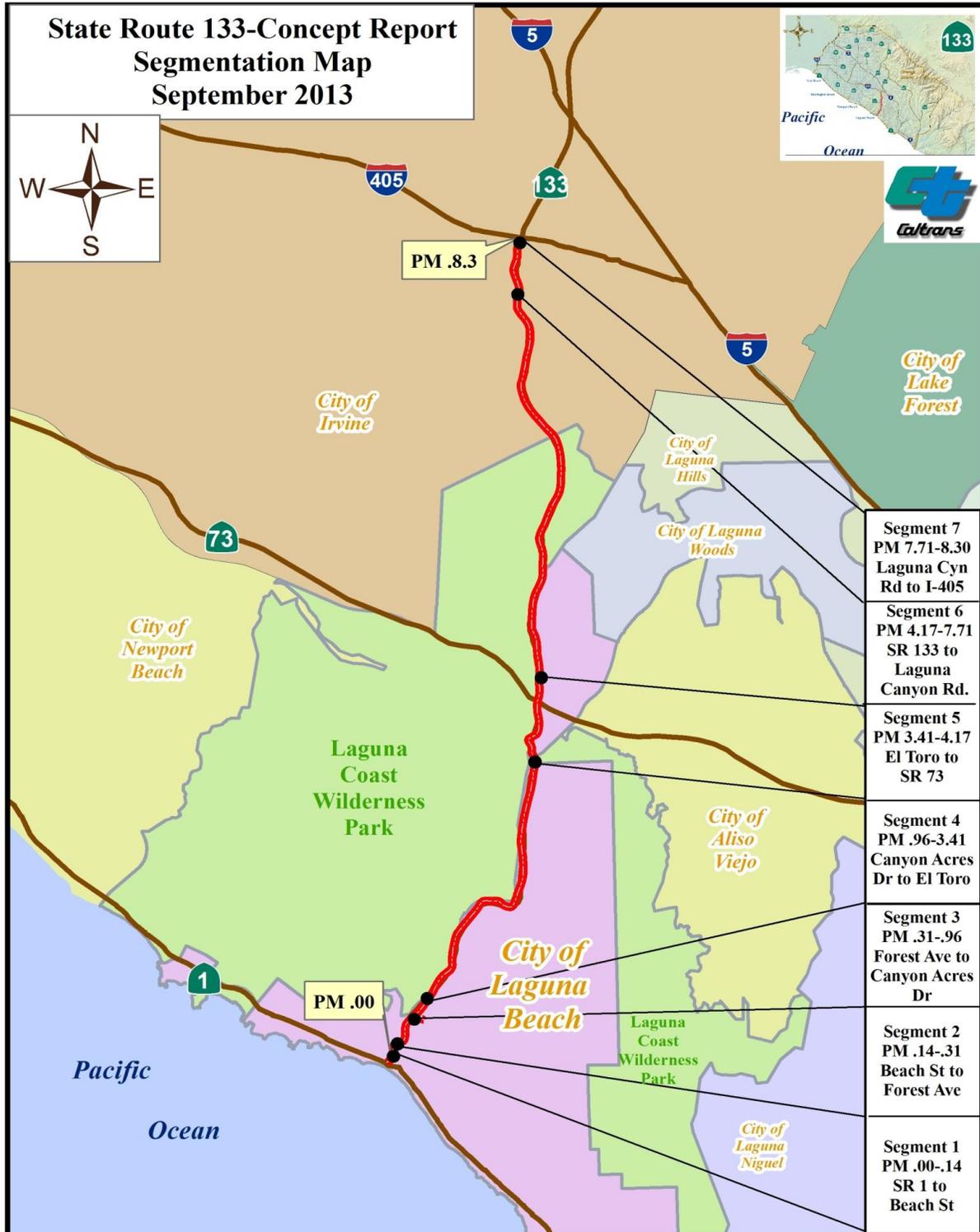


Figure 1 - Route Segmentation

ROUTE DESCRIPTION

SR 133 is a north-south route located completely within Orange County. It provides access between the south coast of Orange County and the Irvine area. The total length of SR 133 is 13.73 miles. This includes 4.21 miles of the east leg of the Eastern Transportation Corridor which is a tolled facility. This report will only analyze the conventional highway and expressway portions of the route, while the tolled portion of SR 133 (P.M. 8.08-13.64) has been analyzed in a separate report. SR 133 passes through the cities of Laguna Beach, Irvine, and unincorporated Orange County. While the route lies completely within the urban boundary of Orange County, much of the land surrounding the route is designated as a wilderness preserve with the exception of the downtown Laguna Beach and Irvine Spectrum areas. SR 133 operates as a conventional highway, an expressway, controlled access freeway, and toll road.

South of I-405, Laguna Canyon Road veers off of SR 133 to the northwest. This intersection is controlled by a traffic signal and a yield sign for traffic entering SR 133 from Laguna Canyon Road only. For the purpose of the report, this intersection will be referred to as Old Laguna Canyon Road. The terrain at the southern end of the route in downtown Laguna Beach and Laguna Canyon areas is considered flat, while the terrain between El Toro Road and I-5 is considered rolling.

HISTORY

SR 133 was originally added to the State Highway System as Route 185 in 1933. The section between SR 1 and Canyon Acres Drive was adopted as part of the State Highway System in September of 1950. A freeway portion of SR 133 was added in 1954 to the State Freeway and Expressway System. The Proposed Freeway Resolution including relocation and improvements as a freeway (to Route 185) was adopted in November of 1954. It proposed realignment to a freeway from Canyon Acres Drive to just south of I-405.

The section between Proposed Route 185 and Proposed Route 1 was relinquished in January of 1959 due to monetary and other constraints. The Proposed Freeway Resolution (Canyon Acres Drive to south of Route 405) was rescinded by the California Highway Commission in April of 1976. Due to lack of local support, financial and other reasons no right-of-way was purchased.

The section of SR 133 between I-405 and I-5 was planned as a freeway in 1965. The toll road section (I-5 to SR-241) was opened in November of 1998 and was adopted as part of the State Freeway and Expressway System.

In 2003, Caltrans initiated a project to widen SR 133 from two lanes to four lanes between I-405 and SR 73. As part of this project, SR 133 was rerouted in 2004. The southbound portion of the roadway needed to be rerouted around two lakes which eliminated flooding during the rainy season. The project also provided for wider shoulders and a center median. Crews built four trail and wildlife crossings that promote wildlife access between open-space areas surrounding the road. Utility lines are now underground, and a new bike lane was constructed. The project was completed in October of 2006.

Today, over half of SR 133 remains “unadopted” as part of the State Freeway and Expressway System (from SR 1 to I-405). The “adopted” portion of SR 133 that is part of the State Freeway and Expressway System is from I-405 to the end of the toll road section (P.M. 8.08-13.64).

MASTER PLAN OF ARTERIAL HIGHWAYS

The Master Plan of Arterial Highways (MPAH) was first adopted by the County in 1956. The MPAH was formerly a part of the County of Orange Advance Planning Program (General Plan) Transportation Element, with administration by the Orange County Environmental Management Agency (OCEMA) Transportation Planning Division. The County has been responsible for the MPAH since the 1950s. The MPAH became the cornerstone of the first County Circulation Element, initially adopted in 1974 by the Orange County Board of Supervisors. Since that time, the MPAH has been amended on a regular basis, generally in response to land use policy changes within both incorporated and unincorporated areas of the County. These policy changes are reviewed for impacts on the arterial highway system in order to maintain a balance between land use and transportation plans. The MPAH has often been viewed as a model of coordinated planning, requiring the cities of Orange County to work cooperatively with the County in implementing a regional transportation

system. The MPAH map is a critical element of the overall transportation planning in Orange County because it defines a countywide circulation system in response to existing and planned land uses. The entire non-tolled section of SR 133 is classified as a Primary Arterial under the MPAH, with the exception of the section of SR 133 between Lake Forest Drive and Old Laguna Canyon Road, which is classified as a Major Arterial. The extensions of Bake Parkway, Ridge Route Drive, and the entirety of Santa Maria Avenue have recently been removed from the MPAH, while Santa Vittoria Drive has recently been added to the MPAH. All of these roads were to connect with SR 133 according to the MPAH, and would have had a significant impact on the future traffic volumes in Segments 6 and 7. More information is available at: <http://www.octa.net/Freeways-and-Streets/Streets/Master-Road-lan/Overview/?terms=mpah%20map>

COMMUNITY CHARACTERISTICS

State Route 133 is one of two State highways that connect the City of Laguna Beach to the rest of Orange County; the other is SR 1 (Pacific Coast Highway). Laguna Beach is a beachside community with numerous entertainment and recreational options. Significant portions of the traffic using SR 133 are motorists who are visiting the area. Motorists traveling to Laguna Beach from other beachside communities use SR 1 as their primary route. In addition to the “Festival of Arts” and the “Pageant of the Masters,” Laguna Beach is also home to the Laguna Playhouse and the Laguna College of Arts and Designs. These areas are major destination points in the City of Laguna Beach, as well as the various businesses located in the downtown area of Laguna Beach.

The area between the Laguna Beach City Limits and Laguna Canyon Road is rural in nature with much of the area protected and designated as State/County parkland. These areas attract visitors seeking recreational activities and much of these parkland areas are directly accessible via SR 133. However, the segment of SR 133 between Old Laguna Canyon Road and I-405 within the City of Irvine has seen development take place on both sides of the route, including residential communities such as Quail Hill and Laguna Altura.

LAND USE

Orange County encompasses 790 square miles and has a population of approximately three million people. For transportation planning purposes, Orange County is considered to be a fully urbanized county. Metropolitan Orange County lies southeasterly of the Los Angeles urban area with the Pacific Ocean to the west, the Cleveland National Forest to the east, and Camp Pendleton Marine Corps Base to the south. The majority of the land in the County, not within or adjacent to the boundaries of the national forest is developed. The primary land use is residential with pockets of retail commercial, light industrial, and professional office space. Industrial and commercial uses usually border freeways and major arterials.

The land use along and around SR 133 reflects the diversity of land use patterns of the entire county. The area at the southern terminus of the route near the SR 1 is known as Main Beach. SR 133 in this part of downtown Laguna Beach is known as Broadway, a relatively high density retail and commercial use area. As the route extends north, out of the downtown area, it enters the Laguna Canyon where the name of the road changes to Laguna Canyon Road. There are residential areas within Laguna Canyon, mostly clustered around Canyon Acres Drive. Though this area is more sparsely occupied, most of the development (much of it commercial in nature) is directly adjacent to and is accessed by SR 133. As the road winds through Laguna Canyon, it skirts the south/east boundary of the Laguna Coast Wilderness Park and along the northwestern portion of Aliso/Wood Canyons Regional Park. In this area, SR 133 intersects with El Toro Road which experiences traffic congestion during peak periods of travel. North of SR 73, the road passes through the northeast corner of the Laguna Coast Wilderness Park. As the road extends north out of Laguna Canyon, the landscape is mostly open space characterized by rolling hills with some livestock grazing land and other commercial agricultural uses. This segment of the road passes between the Laguna Lakes which are the only group of natural lakes in Orange County. North of the Laguna Lakes in the City of Irvine, several residential communities have recently been constructed in the City of Irvine, with more residential units in construction, particularly between Lake Forest Drive and I-405.

PARALLEL ALTERNATIVE FACILITIES

Due to its unique location and surrounding topography, SR 133 does not have a parallel alternate facility in close proximity. The only other routes that traverse the coastal area inland towards I-405/I-5 are MacArthur Boulevard, which is approximately seven miles to the north, and Crown Valley Parkway, which is approximately five miles to the south.

PEDESTRIAN FACILITIES

For Segments 1 to 3 of SR 133 within the “Broadway” portion of Laguna Beach (PM 0.00 to 0.96), there are pedestrian facilities consisting of standard four to eight foot sidewalks and standard at-grade signalized with crosswalks. This exists for both directions, up until PM 0.42, where the southbound sidewalk ends. From Segment 4 to a part of Segment 7 (PM 0.96 to 8.08), there is no sidewalk present; however, pedestrians are not restricted from using the highway. There are standard crossing facilities available, which are standard at grade signalized with crosswalks, despite the lack of a sidewalk. This continues through until Laguna Canyon Road (PM 8.08) in Segment 7 where SR 133’s designation transitions to freeway. At this point, no pedestrian facilities are present and are prohibited on the freeway.

Segment	Sub-Segment	Post mile	Location Description	Access Prohibited	Sidewalk Present	Sidewalk Width	Facility Description	Alternate Facility
1	A	0.00-0.14	SR 1 to Beach St.	No	Yes	4-8 ft.	No obstruction, sidewalk cafes	N/A
2	A	0.14-0.31	Beach St to Forest Ave.	No	Yes	4-8 ft.	No obstruction	N/A
3	A	0.31-0.96	Forest Ave to Canyon Acres Dr.	No	Yes (Southbound disappears)	4-8 ft.	Dirt Paths outside of Shoulders	N/A
4	A	0.96-3.41	Canyon Acres Dr to El Toro Rd.	No	No	0	Dirt Paths outside of Shoulders	N/A
5	A	3.41-4.17	El Toro Rd to SR 73	No	No	0	Paved Shoulders	N/A
6	A	4.17-7.71	SR 73 to Laguna Canyon Rd.	No	No	0	Paved Shoulders	N/A
7	A	7.71-8.30	Laguna Canyon Rd to I-405	Yes	No	0	Pedestrians Prohibited from PM 8.08 to 8.30 in this segment	N/A

Table 1 - Pedestrian Facilities on State Route 133

BICYCLE FACILITIES

The 2009 OCTA Bikeways map identifies a Class III (on-road, signed only) bikeway on SR 133 from SR 1 to Laguna Canyon Road. Bicycles are not permitted on the freeway portion of SR 133.

Bicycles are permitted on all arterial roads in the vicinity of SR 133, and some arterial highways in the area have designated bike lanes. However, north of Old Laguna Canyon Road where the expressway/freeway portion is located, bicycles are prohibited. There are alternatives for bicycle travel adjacent to the SR 133 corridor. North of SR 73, parallel Class I Bikeways include Stagecoach South Trail, Lake Trail, Bea Whittlesey Trail, Mariposa Trail, Laurel Canyon Hike, and West Canyon Trail. The primary north/south alternative bicycle facilities to SR 133 are between I-5 and SR 1. Crown Valley Parkway, Newport Coast Drive and MacArthur Boulevard are arterials that run parallel to SR 133 but since they are located between five and ten miles away from SR 133, they would generally not be considered reasonable alternatives for bicycle travel on SR 133.

There are four bikeways that intersect with the Class III Bikeway on SR 133; one is a Class III Bikeway on SR 1 and three Class II Bikeways on El Toro Road, Laguna Canyon Road and Old Laguna Canyon Road. See Appendix A for more details.

The 2009 OCTA Commuter Bikeways Strategic Plan proposes the following projects adjacent to SR 133 along Broadway/Laguna Canyon Road:

Jurisdiction	From	To	Facility Type	Length in Miles
City of Laguna Beach	City Limit (E. Laguna Canyon Rd.)	Coast Hwy	II	5.1 miles

Class I – off-street paved bike paths - Off-street paths are facilities on a separate right-of-way from roadways, and are usually shared by bicyclists and pedestrians. Shared paths should not be used as high-speed bikeways, as the safety of the other non-motorized users must be considered.

Class II – on-road striped and signed bicycle lanes - Bicycle lanes are on-street facilities that use painted stripes and stencils to delineate the right of way assigned to bicyclists and motorists, and to provide for more predictable movements by each.

Class III – on-road shared-lane signed bicycle routes - Bicycle routes are signed on-street facilities that accommodate vehicles and bicycles in the same travel lane. Bicycles are permitted on most roadways; however, for safety purposes, signed bicycle routes are often found on streets with lower speeds and traffic volumes.

Segment	State Bicycle Facility								Parallel Bicycle Facility			
	Sub-Segment	Post Mile	Location Description	Access Prohibited	Class	Shoulder Width	Facility Description	Posted Speed Limit	Parallel Facility Present	Name	Location Description	Class
1-4	1-4	0.00-3.41	SR 1 to El Toro Rd	No	III	>5 ft.	No Obstacles	25-50 mph	No			
5	5	3.41-4.17	El Toro Rd to SR 73	No	III	>5 ft.	No Obstacles	45-55 mph	Yes	Stagecoach South/ West Canyon	SR 133 from El Toro Rd to Lake Forest Dr	I
6-7	6	4.17-8.30	SR 73 to I-405	No	III	>5 ft.	No Obstacles	55-65 mph	Yes	Stagecoach South/ West Canyon	SR 133 from El Toro Rd to Lake Forest Dr	I
	6									Bea Whittlesey Canyon	SR 133 from SR 73 to Nix Nature Center	I
	6									Lake/Edison	SR 133 from SR 73 to Nix Nature Center	I
	6									Mariposa/Sunflower	SR 133 from SR 73 to Nix Nature Center	I
	6									Gravel/Ridgetop/Ridgecrest	SR 133 from SR 73 to Nix Nature Center	I
	7									Laguna Canyon Rd. NB	SR 133 - Sand Canyon Ave	II

Table 2 - Bicycle Facilities on or near State Route 133

TRANSIT SERVICE

Bus

The Orange County Transportation Authority (OCTA) operates 76 fixed route bus lines, encompassing every city in Orange and portions of Los Angeles counties. In addition, they provide express service to destinations in Los Angeles, San Bernardino, and Riverside Counties.

Currently OCTA has one bus route traveling on SR 133, Bus Route 89 which travels between highway from SR 1 to El Toro Road and continues on El Toro Road towards Los Alisos Boulevard before terminating at Mustang Run in Mission Viejo. At the intersection with Pacific Coast Highway, passengers can use Bus Route 1 to travel as far south as San Clemente, or towards Newport Beach, and as far north as Long Beach VA Hospital. Laguna Beach Transit has three routes (Gray, Blue, and Red) and a summer shuttle service that serve various locations around the city. These services can be accessed at the Transit Center/Bus Depot along the Broadway portion of SR 133.

Rail

Metrolink, operated by the Southern California Regional Rail Authority (SCRRA) along with the National Railroad Passenger Corporation (AMTRAK) Pacific Surfliner operated by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Joint Powers Agency (LOSSAN), are the intercity rail service providers in Orange County.

Metrolink is a coordinated effort, made possible by the Los Angeles County Metropolitan Transportation Authority (Metro), OCTA, the Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG), and Ventura County Transportation Commission (VCTC). In 1991, the SCRRA, a Joint Powers Authority (JPA), consisting of the five county transportation planning agencies listed above, was formed to develop a regional rail service to reduce the congestion on highways and improve mobility throughout the Southern California region. Three Metrolink lines serve Orange County but only two serve in the proximity of SR 133 and are listed below:

- The Orange County Line provides daily service between Oceanside in Northern San Diego County and Union Station in Downtown Los Angeles. The Orange County Line roughly parallels I-5 and intersects with Jamboree Road west of Walnut Avenue.
- The Inland Empire – Orange County Line provide service between Oceanside and Riverside/San Bernardino.

The LOSSAN Corridor traversed by a 351-mile intercity AMTRAK Pacific Surfliner route covering a six-county coastal region in Southern California and is the second busiest intercity passenger rail corridor in the United States. It is governed by the LOSSAN Corridor Agency, an 11-member Board of Directors composed of elected officials representing rail owners, operators, and planning agencies along the rail corridor. In September 2013, OCTA was elected as the current local managing agency.

The primary train station providing both Metrolink and AMTRAK services in this corridor is the Irvine Station located about two miles from the SR 133/I-5 Interchange. In addition to rail services, the Irvine Station also provides connections to OCTA Bus Route 480 towards Lake Forest, iShuttle Route C towards Irvine Center Drive and Irvine Spectrum, and iShuttle Route D towards Sand Canyon Avenue and Irvine Spectrum.

Segment	Mode & Collateral Facility	Name	Route End Points	Stations	
				Locations	Transit Service
1-7	Rail	Amtrak: Pacific Surfliner	San Diego to San Luis Obispo	Irvine	Amtrak, Metrolink, and OCTA
		Metrolink: Inland Empire-Orange County	Oceanside to San Bernardino		
		Metrolink: Orange County	Oceanside to Los Angeles		
		CA High Speed Rail	San Diego to Sacramento/San Francisco		TBD
	Traditional Bus	OCTA Route 1	Avenida Pico to Long Beach VA Hospital	San Clemente to Long Beach	OCTA
		OCTA Route 89	SR 1 to Mustang Run	Laguna Beach to Mission Viejo	
	Express Bus/Shuttle	Laguna Beach Transit: Gray Line	Top of the World to North Laguna & Laguna Canyon	Laguna Beach	City of Laguna Beach
		Laguna Beach Transit: Blue Line	Arch Beach Heights to Bluebird Canyon		
		Laguna Beach Transit: Red Line	Downtown to Ritz-Carlton		
	Park & Ride	OCTA	N/A	Laguna Hills Transportation Center	OCTA
I-5 - Jeffrey Rd Park & Ride					

Table 3 - Transit Facilities

PARK AND RIDE

The Park and Ride program is an integral operational element of the State Highway System, not just in Orange County, but also throughout the region. Park and Ride lots encourage car, vanpool, and transit ridesharing at the point of departure in order to reduce congestion and improve air quality. Caltrans and OCTA work cooperatively to develop Park and Ride solutions in Orange County.

Currently there is one Park and Ride lot in the immediate vicinity of SR 133 in Orange County. This facility, owned and operated by OCTA, is located at the Laguna Hills Transportation Center and has a combined 225 spaces dedicated full time to transportation purposes.

CONTEXT SENSITIVE SOLUTIONS

Caltrans' Director's Policy Number 22 (2001) requires Caltrans to use "Context Sensitive Solutions" as an approach to plan, design, construct, maintain and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic and environmental values with transportation safety, maintenance and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options. When considering the context, issues such as funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, and relevant laws, rules, and regulations must be addressed. For more information is available at <http://www.dot.ca.gov/hq/oppd/context-solution.pdf>.

COMPLETE STREETS

Under the guidance of Deputy Directive 64-R1, Caltrans develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of pedestrians, bicyclists, and transit users in all projects, regardless of funding, is implicit in these objectives. Pedestrian, bicycle, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery, maintenance, and operations. Transit options, Park and Ride locations, and safe pedestrian crossings are some examples of efforts to meet these goals. Bicycle riders and pedestrians have a legal right to access most public roads in California as specified in California Vehicle Code (CVC) (Sections 21200-21212), and the Streets and Highways Code (Sections 890 – 894.2). Pedestrians, bicyclists, and other non-motorized modes are permitted on all State facilities, unless prohibited (CVC, section 21960). The safety and mobility needs of all who have legal access to the transportation system must be addressed including requirements under the Americans With Disabilities Act of 1990 (ADA). For more information is available at http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html.

Complete Streets concepts are especially critical on State Highways that also function as main streets through communities and are challenged with balancing the public's need for roadways that provide local, regional and statewide connections. The updated 2013 *Main Street, California* provides guidance to recent updates to Caltrans manual and policies that improve multimodal access, livability, and sustainability within the transportation system. Incorporating principles of livability and sustainability into main street projects can help balance the need for an efficient multimodal transportation facility with local needs for a main street that functions as the heart of the community. *Main Street, California* is available at <http://www.dot.ca.gov/hq/LandArch/mainstreet/>.

CLIMATE ACTION PROGRAM

Assembly Bill (AB) 32 (California Global Warming Act of 2006) requires the reduction of greenhouse gas (GHG) emissions to 1990 levels by 2020. Executive Order S-17-06 directs State agencies to begin implementing AB 32 and the recommendations coming from the Climate Action Team (CAT). As a member of the CAT, Caltrans' Climate Action Program promotes clean and energy efficient transportation and provides guidance for mainstreaming energy and climate change issues into its business operations. The framework for this is provided by the Director's Policy 23-R1

(Energy, Efficiency and Conservation) which is intended to implement a comprehensive, long-term departmental energy policy.

Caltrans' Climate Action Program is the result of a collaborative effort working with various divisions and districts within Caltrans, the California Air Resources Board and the CAT to analyze and formulate transportation strategies that provide GHG benefits. Caltrans' Climate Action Program outlines transportation strategies consistent with the Governor's Strategic Growth Plan that contribute to GHG emission reduction and greening goals in the State.

Governor's Executive Order (EO) S-13-08 signed in November 2008 directs state agencies planning construction projects in areas vulnerable to sea level rise to begin planning for potential impacts by considering a range of sea level rise scenarios for the years 2050 and 2100.

LOCAL DEVELOPMENT-INTERGOVERNMENTAL REVIEW

Caltrans District 12 Local Development-Intergovernmental Review (LD-IGR) staff review proposals for federal, state, and local planning development activities that have the potential to impact state transportation facilities or other resources under Caltrans' jurisdiction, such as drainage facilities, and to recommend conditions of project approval that eliminate those impacts or reduce them to a level of insignificance. Typically, this involves the review of development proposals in which Caltrans is either a responsible (permitting) or commenting (reviewing) agency, but has no discretionary approval power over the project other than permit authority. From 2010 to 2014, LD-IGR staff reviewed approximately 10 projects that are within close proximity to SR 133. Most of these projects are small scale (one to two units) residential projects, and none required traffic mitigation. LD-IGR staff work cooperatively with local lead agencies and developers in determining the type and level of mitigation needed to offset project impacts. They are also responsible for identifying other functional areas within District 12 that are affected by the proposal, and coordinating the circulation of appropriate documents with other functional areas for review and comment. More information is available at http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/DD-25-R1_final.pdf.

SMART MOBILITY FRAMEWORK

Caltrans initiated a Smart Mobility Framework in 2010 to respond to the latest transportation challenges with new concepts and tools. The Smart Mobility Framework addresses the State mandate to find solutions to climate change, the need to reduce per capita vehicle miles traveled, the demand for a safe transportation system that gets people and goods to their destinations, and the commitment to create a transportation system that advances social equity and environmental justice. Smart Mobility moves people and freight while enhancing California's economic, environmental, and human resources by emphasizing convenient and safe multi-modal travel, speed suitability, accessibility, management of the circulation network, and efficient use of land. Caltrans has identified six principles that express the priorities and values of Smart Mobility: Location Efficiency, Reliable Mobility, Health and Safety, Environmental Stewardship, Social Equity, and a Robust Economy. This framework was used to form the route concept of the TCR.

KEY CORRIDOR ISSUES

Improving safety and circulation for all modes of transportation is a key focus for the SR 133 corridor. During the peak recreational season of May through October, SR 133 carries significant recreational traffic south of SR 73. Much of the terrain is rolling and has varying highway shoulder widths, which may require bicyclists to share the road with vehicular traffic especially in areas where shoulders are not present. The main issue for the Laguna Beach portion of SR 133 is the intersection with El Toro Road. During peak periods of travel, SR 133 experiences congestion in each direction approaching the intersection. There have been several alternatives proposed to address this issue, which may include adding a lane in one or both directions, or a roundabout at various locations. These locations also include Canyon Acres Drive and Forest Avenue where other improvements have been proposed. A primary focus for Segments 3 to 5 is to widen shoulders, where feasible, to better accommodate bicyclists. This will increase safety and provide efficient access for bicyclists and pedestrians utilizing these segments, and circulation for recreational traffic including RVs and vehicles towing trailers and boats. Through Deputy Directive 64-R1 (Complete Streets), Caltrans promotes development of integrated multimodal projects in balance with community goals, plans and values.

FUTURE PROJECTS

WIDENING AT SR 133 AND LAKE FOREST DRIVE

A widening improvement to include a third northbound lane to accommodate residential development is planned in the City of Irvine between I-405 to the Lake Forest Drive intersection.

WIDENING OF LAGUNA CANYON ROAD AT EL TORO ROAD

Improvements are planned for merging lanes adjacent to the north and southbound lanes at the intersection of Laguna Canyon Road (SR 133) and El Toro Road. Currently, the merging lanes are too short for existing demand and must be extended. The northbound merging lane will be lengthened by 300 feet, while the southbound merging lane will be lengthened by 600 feet. This will allow motorists greater distance to merge onto SR 133 from El Toro Road. The project will also involve relocation of nearby utilities.

In addition, the County of Orange will be improving the intersection of El Toro Road and SR 133 in Laguna Canyon. The improvements include signage, intersection geometry, sensors and utility relocation. The improvements are intended to improve the level of service above its current levels.

The City of Laguna Beach has shown interest in a potential improvement project for Laguna Canyon Road at El Toro Road due to congestion caused by the Anneliese School pickups and drop-offs, recreational traffic, and other businesses in the general vicinity. These improvements may include additional lane widening at or near the intersection and a roundabout that may require a complete reconstruction of the intersection. Preliminary studies are currently underway to develop and evaluate potential alternatives.

SR 1/PACIFIC COAST HIGHWAY (PCH) CORRIDOR STUDY

A study is in the process of being conducted by Caltrans and OCTA to identify problem areas for regional circulation in the SR 1 corridor, as well as identify potential improvement options by ranking of several alternatives by cost, benefit and impact of improvement alternatives. The study's limits will extend from Avenida Pico in San Clemente to the Los Angeles County line near Seal Beach and is scheduled to be completed by April 2016.

AMERICANS WITH DISABILITIES IMPROVEMENTS

Improvements are currently being planned and constructed as funding becomes available. These improvements include sidewalk upgrades, improved curb cuts at intersections, and upgraded pedestrian signals.

ROUTE CONCEPT

SR 133 will experience increased traffic from regional growth and recreational travel. City speed zones in Segments 1 to 3 and rolling terrain in Segments 4 to 6 restrict driving speeds, and the high environmental impact and cost of widening the route are limiting factors to developing a higher standard facility. With the exception of the Pacific Coast Highway intersection, no capacity enhancements are currently envisioned for Segments 1 and 2. Maintaining the route and widening shoulders to accommodate bicyclists and meeting minimum facility standards are the main focuses for Segments located in the southern end of SR 133. For Segments 3 to 5, there are opportunities for improvements at the SR 133/Forest Avenue intersection and between the SR 133/Canyon Acres Drive and SR 133/El Toro Road intersections. Preliminary studies are underway to identify potential improvements which may include adding a lane in one or both directions, or a roundabout at one or several locations. The potential growth in the City of Irvine immediately adjacent to Segment 7 may necessitate system operations and management concepts such as implementation of complete streets, and strategies to respond to traffic impacts from new developments to maintain safe and efficient access for all users. These improvements may include safety spot improvements, limitation and separation of left turn movements, reduction of driveways and access points (typically done with re-development) reduction or combination, right turn pockets, bus turn-outs, signal synchronization and other Transportation System Management (TSM) improvements.

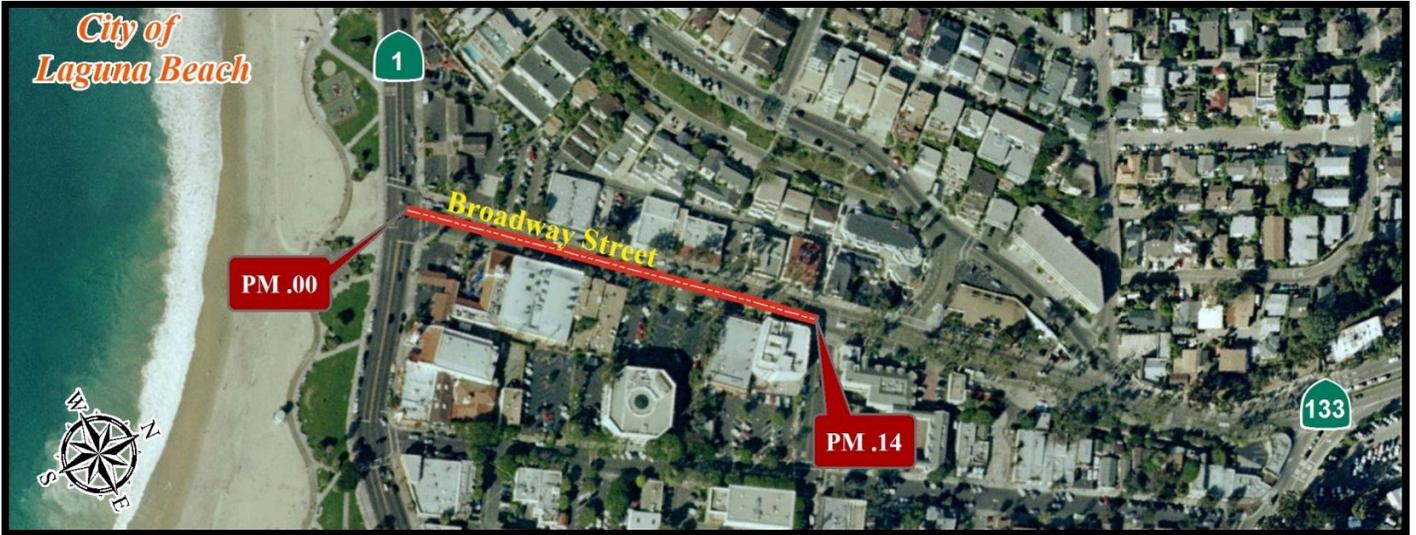
The District is in support of locally funded projects which may improve the safety and mobility for travelers along SR 133. The District will also continue to pursue relinquishment of sections of SR 133 where local jurisdictions have expressed desire for greater control in design, configuration, and landscaping as opportunities come available.

CONCEPT RATIONALE

The Route Concept was developed through the City of Laguna Beach long-term goals to preserve the City's rural characteristics and increase safety for all users. The City's objectives are, improve traffic circulation and air quality, improving pedestrian and bike access with off-road pathways, improving traffic safety, fire safety, and aesthetics by undergrounding utilities, extending reclaimed water lines to downtown, improving pedestrian safety with traffic signals and crosswalks, improving storm drainage on the roadway and adjacent areas, improving mobility for trolleys and/or similar high occupancy vehicles, and maintaining the semi-rural character of the roadway.

SEGMENT FACT SHEETS

SEGMENT 1: PM 0.00 – 0.14



Segment 1 begins at the intersection of Pacific Coast Highway (SR 1) and Broadway Street in the downtown area of the City of Laguna Beach and extends 0.14 miles north to Beach Street. This segment of SR 133 serves both tourists and residents alike and is the primary access to many popular beachside destinations. Year round weekend and summertime congestion is common as the area attracts users for the Pageant of the Masters, Sawdust Festival, Laguna Playhouse, and various art festivals, exhibits, and the beach. This segment is very commercial oriented, with many shops and restaurants located within the downtown area with residential areas that can access SR 133 on the periphery.

This segment is a three-lane highway (two southbound, one northbound) with on-street parking available throughout most of the area. There is a Class III bicycle route that extends from SR 1 north towards SR 73. Three Laguna Beach Transit routes travel through this segment at various locations; the Red Line runs the length of the segment. OCTA has two bus routes that are available for users in this area; Bus Route 89 which also runs the length of the segment and Bus Route 1 which intersects at SR 1.

Planned and Programmed Highway Improvement Projects

Location	Improvement	Project Type
Various	Preventative maintenance to pavement needs	SHOPP

Segment 1: PM 0.00 – 0.14



ANNUAL AVERAGE DAILY TRAFFIC (Year)		
2013 (Existing)	23,000	
2035 (No Build)	32,400	
2035 (Unconstrained)	32,400	
PEAK HOUR VOLUMES		
2013 (Existing)	1,800	
2035 (No Build)	2,500	
2035 (Unconstrained)	2,500	
TRAFFIC PROFILE		
Peak Hour Direction Distribution	(NB A.M.): 43% (SB A.M.): 57% (NB P.M.): 47% (SB P.M.): 53%	
Traffic Growth/Year	1.1%	
TRUCKS		
Truck Percentage of ADT	2%	
Truck Percentage of Peak Hour	1%	
LEVEL OF SERVICE		
	NB	SB
2013 (Existing)	A	B
2035 (No Build)	C	D
2035 (Unconstrained)	C	D
VOLUME/CAPACITY RATIO		
	NB	SB
2013 (Existing)	0.56	0.64
2035 (No Build)	0.72	0.83
2035 (Unconstrained)	0.72	0.83

*Derived from HCS ARTPLAN 2010

SYSTEM CHARACTERISTICS	
Freeway and Expressway	No
National Highway System	No
Strategic Highway Network	No
State Scenic Highway	No
Interregional Road System	No
High Emphasis	No
Focus Route	No
HOV Lanes	No
Toll Lanes	No
Bus Rapid Transit Lanes	No
Auxiliary Lanes	No
Federal Designation	CA Legal Network
MPAH Designation	Primary Arterial
Goods Movement Route	No
Truck Designation	No
Rural/Urban/Urbanized	Urban
MPO	SCAG
RTPA	SCAG
Congestion Management Agency	OCTA
Local Agency	City of Laguna Beach
Tribes	None
Air Quality District	SCAQMD
Coastal Zone	Yes
TMS Elements	No

Segment 1: PM 0. 00 – 0.14



PHYSICAL CHARACTERISTICS		
Direction	SB	NB
Number of Lanes	2	1
Lane Widths	12'	12'
Inside Shoulder Type	None	None
Inside Shoulder Width	0'	0'
Outside Shoulder Type	None	None
Outside Shoulder Width	0'	0'
Sidewalks	Yes	Yes
On-Street Parking	Yes	Yes
Lane Miles	0.42	
Centerline Miles	0.14	
Passing Lanes	Yes	
Median Characteristics	Paved	
Median Width	0'	
Terrain	Flat	
Divided / Undivided	Undivided	
Posted Speed Limit	25	
Number of Signalized Intersections	2	
Pavement Condition	State 1 – No Distress	

NON-MOTORIZED	REGIONAL RAIL
Laguna Beach Boardwalk is adjacent to SR 133 at SR 1. Class II bicycle facilities accessible on parallel arterials.	Amtrak Pacific Surfliner and Metrolink Orange County Line serve SR 133 area; nearest stations are Laguna Niguel and Irvine.
PARK and RIDE	BUS ROUTES
Nearest facility is the Laguna Hills Transportation Center with 225 spaces, approximately 3 miles to the east of SR 133.	<u>OCTA</u> – Route 1 and 89 <u>Laguna Beach Transit</u> – Red, Blue, and Gray lines

SEGMENT CHARACTERISTICS	
Commute Characteristics	Balanced; Recreation & Home/Work
Segment Operation	Moderate congestion, especially during peak periods
Constraints/Bottlenecks	Lane Drop west of Beach St.
Immediate Surroundings	Residential/Commercial
Intersection Density	High
Driveways	Yes

SEGMENT 2: PM 0.14 – 0.31



Segment 2 is located on Broadway Street in the downtown area of the City of Laguna Beach extending from Beach Street to Forest Avenue. This segment of Broadway Street is in the heart of downtown Laguna Beach where many shops and restaurants are located, with residential on the periphery.

This segment is a four-lane highway with on-street parking available throughout the area. There is a Class III bike route on Broadway that extends from SR 1 north towards SR 73. Three Laguna Beach Transit routes travel through this segment at various locations, the main route, the Red Line, runs the length of the segment. OCTA operates Bus Route 89 which runs through the length of the segment.

Due to limited right-of-way, fiscal and environmental constraints, no capacity enhancements are proposed for Segment 2. The vision for this segment is to reduce or combine access points when and where feasible. Bus turnouts and the elimination or reduction of on-street parking would benefit operations and reduce disruptions of traffic flow. ADA improvements are currently being planned and constructed as funding becomes available. These improvements include sidewalk upgrades, improved curb cuts at intersections and upgraded pedestrian signals. The OCTA Bicycle Strategic Plan proposes a Class II facility through the entire length of this segment.

Planned and Programmed Highway Improvement Projects

Location	Improvement	Project Type
Various	Preventative maintenance to pavement needs	SHOPP
0.31/Forest Ave	Construction of 2 nd SB left-turn lane	Conceptual

Segment 2: PM 0.14 – 0.31



ANNUAL AVERAGE DAILY TRAFFIC (Year)		
2013 (Existing)	33,500	
2035 (No Build)	40,900	
2035 (Unconstrained)	40,900	
PEAK HOUR VOLUMES		
2013 (Existing)	2,600	
2035 (No Build)	3,200	
2035 (Unconstrained)	3,200	
TRAFFIC PROFILE		
Peak Hour Direction Distribution	(NB A.M.): 43%	
	(SB A.M.): 57%	
Peak Hour Direction Distribution	(NB P.M.): 46%	
	(SB P.M.): 54%	
Traffic Growth/Year	0.7%	
TRUCKS		
Truck Percentage of ADT	2%	
Truck Percentage of Peak Hour	1%	
LEVEL OF SERVICE		
	NB	SB
2013 (Existing)	A	B
2035 (No Build)	A	C
2035 (Unconstrained)	A	C
VOLUME/CAPACITY RATIO		
	NB	SB
2013 (Existing)	0.55	0.66
2035 (No Build)	0.59	0.73
2035 (Unconstrained)	0.59	0.73

SYSTEM CHARACTERISTICS	
Freeway and Expressway	No
National Highway System	No
Strategic Highway Network	No
State Scenic Highway	No
Interregional Road System	No
High Emphasis	No
Focus Route	No
HOV Lanes	No
Toll Lanes	No
Bus Rapid Transit Lanes	No
Auxiliary Lanes	No
Federal Designation	CA Legal Network
MPAH Designation	Primary Arterial
Goods Movement Route	No
Truck Designation	No
Rural/Urban/Urbanized	Urban
MPO	SCAG
RTPA	SCAG
Congestion Management Agency	OCTA
Local Agency	City of Laguna Beach
Tribes	None
Air Quality District	SCAQMD
Coastal Zone	Yes
TMS Elements	No

Segment 2: PM 0.14 – 0.31

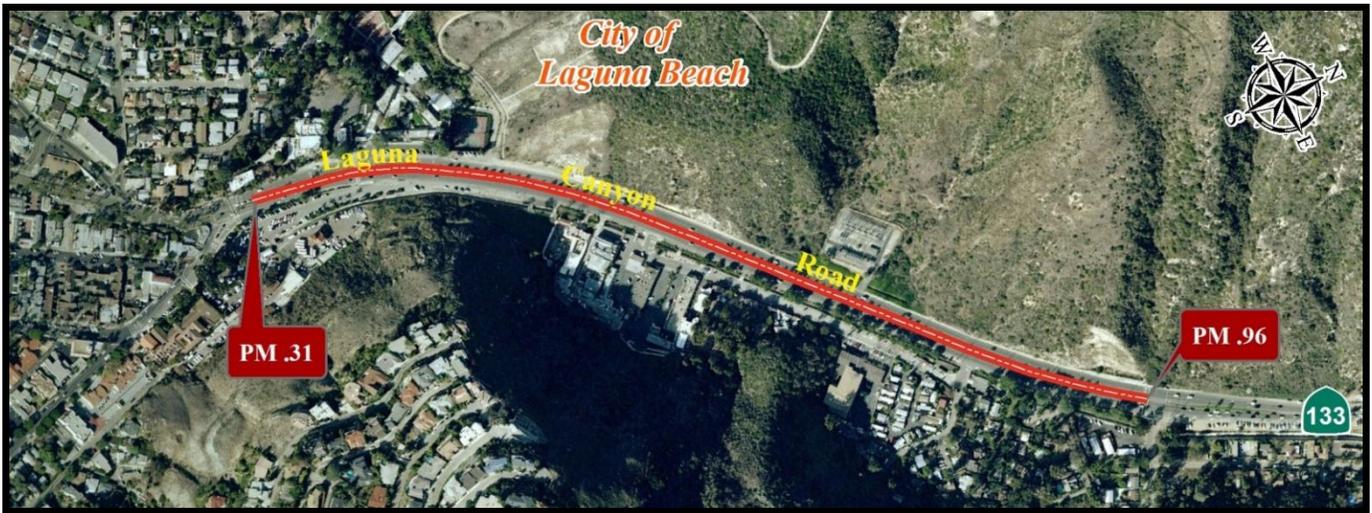


PHYSICAL CHARACTERISTICS		
Direction	SB	NB
Number of Lanes	2	2
Lane Widths	12'	12'
Inside Shoulder Type	None	None
Inside Shoulder Width	0'	0'
Outside Shoulder Type	None	None
Outside Shoulder Width	0'	0'
Sidewalks	Yes	Yes
On-Street Parking	No	Yes
Lane Miles	0.68	
Centerline Miles	0.17	
Passing Lanes	Yes	
Median Characteristics	Paved	
Median Width	0'	
Terrain	Flat	
Divided / Undivided	Divided	
Posted Speed Limit	25	
Number of Signalized Intersections	2	
Pavement Condition	State 1 – No Distress	

NON-MOTORIZED	REGIONAL RAIL
Laguna Beach Boardwalk is adjacent to SR 133 at SR 1. Class II bicycle facilities accessible on parallel arterials.	Amtrak Pacific Surfliner and Metrolink Orange County Line serve SR 133 area; nearest stations are Laguna Niguel and Irvine.
PARK and RIDE	BUS ROUTES
Nearest facility is the Laguna Hills Transportation Center with 225 spaces, approximately 3 miles to the east of SR 133.	<u>OCTA</u> – Route 89 <u>Laguna Beach Transit</u> – Red, Blue, and Gray lines

SEGMENT CHARACTERISTICS	
Commute Characteristics	Balanced; Recreation & Home/Work
Segment Operation	Minor congestion except during peak periods
Constraints/Bottlenecks	None
Immediate Surroundings	Residential/Commercial
Intersection Density	High
Driveways	Yes

SEGMENT 3: PM 0.31 – 0.96



Segment 3 is within the City of Laguna Beach extending 0.65 miles from Forest Avenue to Canyon Acres Drive. This segment of Laguna Canyon Road provides access for both tourists and residents alike for events such as the Pageant of the Masters, Sawdust Festival, Laguna Playhouse, and various art festivals and exhibits. North of Forest Avenue, SR 133 is known as Laguna Canyon Road and transitions from the downtown area of Laguna Beach to the rural area of Laguna Canyon.

This segment is a four-lane highway with a Class III bike route that extends the entire length and on-street parking available throughout most of the southern section. Laguna Beach Transit operates the Grey Line which services within the area. OCTA operates Bus Route 89 which runs through the length of the segment.

Due to limited right-of-way, fiscal and environmental constraints, no capacity enhancements are proposed for Segment 3, except for a potential southbound left-turn lane at Forest Avenue and possible roundabout at Canyon Acres Drive. The vision for this segment is to reduce or combine access points when and where feasible. Bus turnouts and the enhancement of available parking would benefit operations and reduce disruptions of traffic flow. ADA improvements are currently being planned and constructed as funding becomes available. These improvements include sidewalk upgrades, improved curb cuts at intersections and upgraded pedestrian signals. The OCTA Bicycle Strategic Plan proposes a Class II facility through the entire length of this segment.

Planned and Programmed Highway Improvement Projects

PM/Location	Improvement	Project Type
Various	Preventative maintenance to pavement needs	SHOPP
0.31/Forest Ave	Construction of 2 nd SB left-turn lane	Conceptual
0.96/Canyon Acres Drive	Construction of a two-lane roundabout	Conceptual

Segment 3: PM 0.31 – 0.96



ANNUAL AVERAGE DAILY TRAFFIC (Year)		
2013 (Existing)	36,000	
2035 (No Build)	44,400	
2035 (Unconstrained)	44,400	
PEAK HOUR VOLUMES		
2013 (Existing)	2,900	
2035 (No Build)	3,500	
2035 (Unconstrained)	3,500	
TRAFFIC PROFILE		
Peak Hour Direction Distribution	(NB A.M.): 43%	
	(SB A.M.): 57%	
Peak Hour Direction Distribution	(NB P.M.): 46%	
	(SB P.M.): 54%	
Traffic Growth/Year	0.7%	
TRUCKS		
Truck Percentage of ADT	2%	
Truck Percentage of Peak Hour	1%	
LEVEL OF SERVICE	NB	SB
2013 (Existing)	B	B
2035 (No Build)	C	C
2035 (Unconstrained)	C	C
VOLUME/CAPACITY RATIO	NB	SB
2013 (Existing)	0.36	0.42
2035 (No Build)	0.44	0.48
2035 (Unconstrained)	0.44	0.48

SYSTEM CHARACTERISTICS	
Freeway and Expressway	No
National Highway System	No
Strategic Highway Network	No
State Scenic Highway	No
Interregional Road System	No
High Emphasis	No
Focus Route	No
HOV Lanes	No
Toll Lanes	No
Bus Rapid Transit Lanes	No
Auxiliary Lanes	No
Federal Designation	CA Legal Network
MPAH Designation	Primary Arterial
Goods Movement Route	No
Truck Designation	No
Rural/Urban/Urbanized	Urban
MPO	SCAG
RTPA	SCAG
Congestion Management Agency	OCTA
Local Agency	City of Laguna Beach
Tribes	None
Air Quality District	SCAQMD
Coastal Zone	Yes
TMS Elements	No

Segment 3: PM 0.31 – 0.96



PHYSICAL CHARACTERISTICS		
Direction	SB	NB
Number of Lanes	2	2
Lane Widths	12'	12'
Inside Shoulder Type	None	None
Inside Shoulder Width	0'	0'
Outside Shoulder Type	None	None
Outside Shoulder Width	0'	0'
Sidewalks	No	Yes
On-Street Parking	Yes	Yes
Lane Miles	2.6	
Centerline Miles	0.65	
Passing Lanes	Yes	
Median Characteristics	Grass/Trees	
Median Width	18'	
Terrain	Flat	
Divided / Undivided	Divided	
Posted Speed Limit	40	
Number of Signalized Intersections	2	
Pavement Condition	State 1 – No Distress	

NON-MOTORIZED	REGIONAL RAIL
Laguna Beach Boardwalk is adjacent to SR 133 at SR 1. Class II bicycle facilities accessible on parallel arterials.	Amtrak Pacific Surfliner and Metrolink Orange County Line serve SR 133 area; nearest stations are Laguna Niguel and Irvine.
PARK and RIDE	BUS ROUTES
Nearest facility is the Laguna Hills Transportation Center with 225 spaces, approximately 3 miles to the east of SR 133.	<u>OCTA</u> – Route 89

SEGMENT CHARACTERISTICS	
Commute Characteristics	Balanced; Recreation & Home/Work
Segment Operation	Moderate congestion, especially during peak periods
Constraints/Bottlenecks	Lane Drop north of Canyon Acres Dr
Immediate Surroundings	Residential/Commercial
Intersection Density	High
Driveways	Yes

SEGMENT 4: PM 0.96 – 3.41



Segment 4 transitions from the Laguna Canyon area into unincorporated Orange County extending approximately 3.45 miles from the northern area of Laguna Beach to the junction with El Toro Road, and serves as a connector between Laguna Beach and inland Orange County. There are a few small intersections in this segment which provide access to Laguna College of Art and Design, Willow and Laurel Canyon Trails, and the Anneliese School.

This segment is a two-lane highway with no on-street parking or a designated bikeway. OCTA has one bus route to serve this area; Bus Route 89 runs the length of the segment.

Due to limited right-of-way, fiscal and environmental constraints, the only improvements proposed for Segment 4 are at the junctions with Canyon Acres Drive and El Toro Road. These improvements may include additional widening of lanes at or near the intersection, and a roundabout which may require a complete reconstruction of the intersection.

Planned and Programmed Highway Improvement Projects

PM/Location	Improvement	Project Type
Various	Preventative maintenance to pavement needs	SHOPP
0.96/Canyon Acres Drive	Construction of two-lane roundabout	Conceptual
3.416/El Toro Road	Construction of two-lane roundabout	Conceptual
3.416/El Toro Road	Extend acceleration lane on NB SR 133, and drop taper length in SB direction beyond school entrance.	Minor A
3.416/El Toro Road	Restripe right turn lane on SB El Toro Road to optional right/left turn lane at intersection with SR 133.	Local

Segment 4: PM 0.96 – 3.41



ANNUAL AVERAGE DAILY TRAFFIC (Year)		
2013 (Existing)	39,300	
2035 (No Build)	49,700	
2035 (Unconstrained)	54,900	
PEAK HOUR VOLUMES		
2013 (Existing)	3,000	
2035 (No Build)	3,800	
2035 (Unconstrained)	4,200	
TRAFFIC PROFILE		
Peak Hour Direction Distribution	(NB A.M.): 51%	
	(SB A.M.): 49%	
	(NB P.M.): 45%	
	(SB P.M.): 55%	
Traffic Growth/Year	0.8%	
TRUCKS		
Truck Percentage of ADT	2%	
Truck Percentage of Peak Hour	1%	
LEVEL OF SERVICE	NB	SB
2013 (Existing)	F	F
2035 (No Build)	F	F
2035 (Unconstrained)	C	B
VOLUME/CAPACITY RATIO	NB	SB
2013 (Existing)	1.15	0.89
2035 (No Build)	1.46	1.13
2035 (Unconstrained)	0.49	0.41

SYSTEM CHARACTERISTICS	
Freeway and Expressway	No
National Highway System	No
Strategic Highway Network	No
State Scenic Highway	No
Interregional Road System	No
High Emphasis	No
Focus Route	No
HOV Lanes	No
Toll Lanes	No
Bus Rapid Transit Lanes	No
Auxiliary Lanes	No
Federal Designation	CA Legal Network
MPAH Designation	Primary Arterial
Goods Movement Route	No
Truck Designation	No
Rural/Urban/Urbanized	Urban
MPO	SCAG
RTPA	SCAG
Congestion Management Agency	OCTA
Local Agency	City of Laguna Beach
Tribes	None
Air Quality District	SCAQMD
Coastal Zone	Yes
TMS Elements	No

Segment 4: PM 0.96 – 3.41

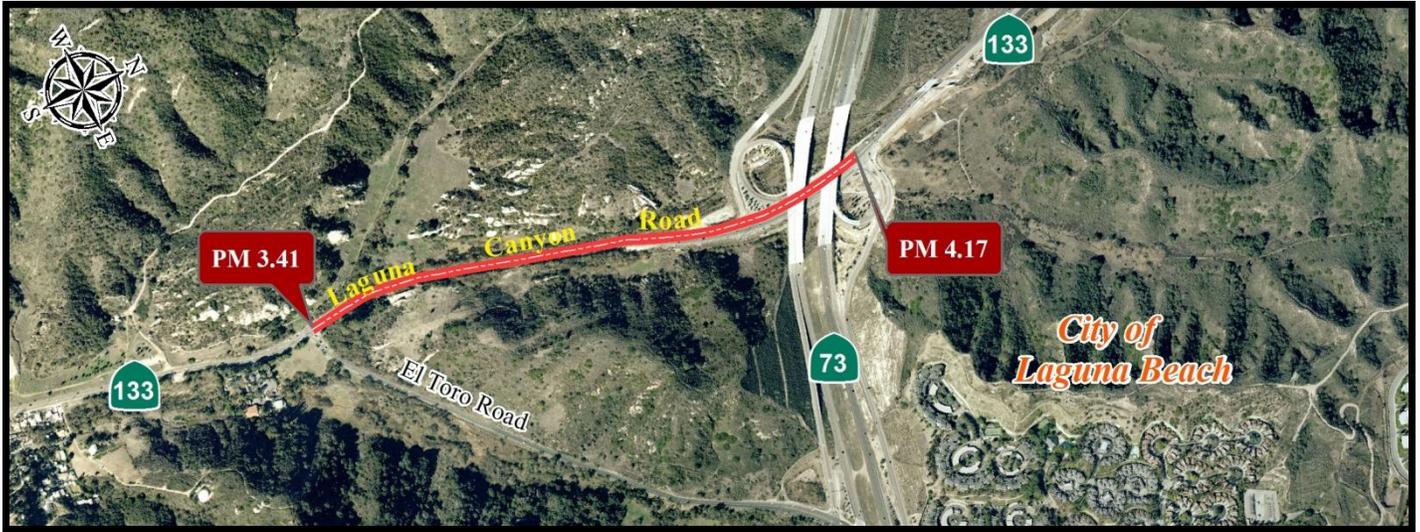


PHYSICAL CHARACTERISTICS		
Direction	SB	NB
Number of Lanes	1	1
Lane Widths	10-12'	10-12'
Inside Shoulder Type	None	None
Inside Shoulder Width	0'	0'
Outside Shoulder Type	Paved	Paved
Outside Shoulder Width	8-10'	8-10'
Sidewalks	Partial	Partial
On-Street Parking	Yes	Yes
Lane Miles	4.90	
Centerline Miles	2.45	
Passing Lanes	No	
Median Characteristics	Paved/Striped	
Median Width	18'	
Terrain	Flat	
Divided / Undivided	Undivided	
Posted Speed Limit	45	
Number of Signalized Intersections	2	
Pavement Condition	State 1 – No Distress	

NON-MOTORIZED	REGIONAL RAIL
Laguna Beach Boardwalk is adjacent to SR 133 at SR 1. Class II bicycle facilities accessible on parallel arterials.	Amtrak Pacific Surfliner and Metrolink Orange County Line serve SR 133 area; nearest stations are Laguna Niguel and Irvine.
PARK and RIDE	BUS ROUTES
Nearest facility is the Laguna Hills Transportation Center with 225 spaces, approximately 3 miles to the east of SR 133.	<u>OCTA</u> – Route 89

SEGMENT CHARACTERISTICS	
Commute Characteristics	Balanced; Recreation & Home/Work
Segment Operation	Moderate congestion especially during peak periods
Constraints/Bottlenecks	Lane Drop north of Canyon Acres Dr and south of El Toro Rd.
Immediate Surroundings	Commercial/Industrial
Intersection Density	High
Driveways	Yes

Segment 5: PM 3.41 – 4.17



Segment 5 is in the City of Laguna Beach extending approximately 0.76 miles from the intersection of El Toro Road to State Route 73.

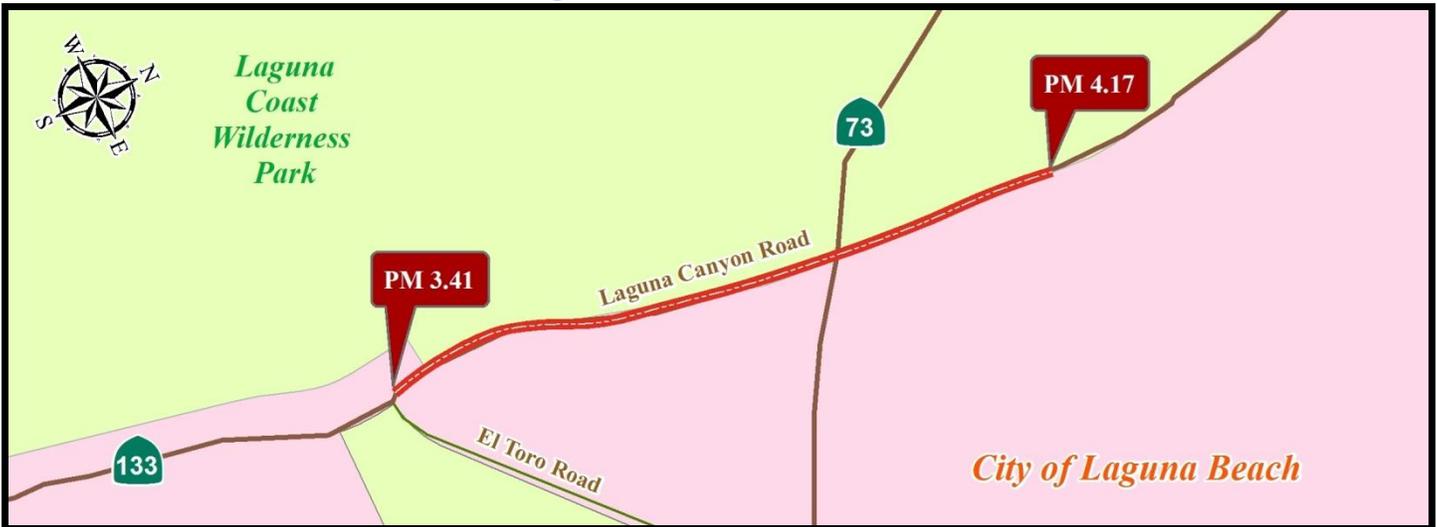
This segment is a two-lane highway for most of the segment, with a Class III bikeway and no on-street parking. Approaching El Toro Road, southbound SR 133 widens to two lanes. Approaching SR 73, northbound SR 133 widens to two lanes. OCTA has no bus routes that serve this area.

In the past, there had been proposals to widen this entire segment of SR 133 to four lanes in each direction, but due to limited right-of-way, fiscal and environmental constraints, no capacity enhancements are currently proposed for Segment 5.

Planned and Programmed Highway Improvement Projects

PM/Location	Improvement	Project Type
Various	Preventative maintenance to pavement needs	SHOPP
3.416/El Toro Road	Construction of two-lane roundabout	Conceptual
3.416/El Toro Road	Extend acceleration lane on NB SR 133, and drop taper length in SB direction beyond school entrance.	Minor A
3.416/El Toro Road	Restripe right turn lane on SB El Toro Road to optional right/left turn lane at intersection with SR 133.	Local

Segment 5: PM 3.41 – 4.17



ANNUAL AVERAGE DAILY TRAFFIC (Year)		
2013 (Existing)	21,800	
2035 (No Build)	30,200	
2035 (Unconstrained)	31,600	
PEAK HOUR VOLUMES		
2013 (Existing)	1,800	
2035 (No Build)	2,400	
2035 (Unconstrained)	2,600	
TRAFFIC PROFILE		
Peak Hour Direction Distribution	(NB A.M.): 48% (SB A.M.): 52% (NB P.M.): 49% (SB P.M.): 51%	
Traffic Growth/Year	1%	
TRUCKS		
Truck Percentage of ADT	2%	
Truck Percentage of Peak Hour	1%	
LEVEL OF SERVICE		
	NB	SB
2013 (Existing)	A	C
2035 (No Build)	A	B
2035 (Unconstrained)	A	A
VOLUME/CAPACITY RATIO		
	NB	SB
2013 (Existing)	0.43	0.77
2035 (No Build)	0.47	0.61
2035 (Unconstrained)	0.27	0.41

SYSTEM CHARACTERISTICS	
Freeway and Expressway	No
National Highway System	No
Strategic Highway Network	No
State Scenic Highway	No
Interregional Road System	No
High Emphasis	No
Focus Route	No
HOV Lanes	No
Toll Lanes	No
Bus Rapid Transit Lanes	No
Auxiliary Lanes	No
Federal Designation	CA Legal Network
MPAH Designation	Primary Arterial
Goods Movement Route	No
Truck Designation	No
Rural/Urban/Urbanized	Urban
MPO	SCAG
RTPA	SCAG
Congestion Management Agency	OCTA
Local Agency	County of Orange
Tribes	None
Air Quality District	SCAQMD
Coastal Zone	Yes
TMS Elements	No

Segment 5: PM 3.41 – 4.17

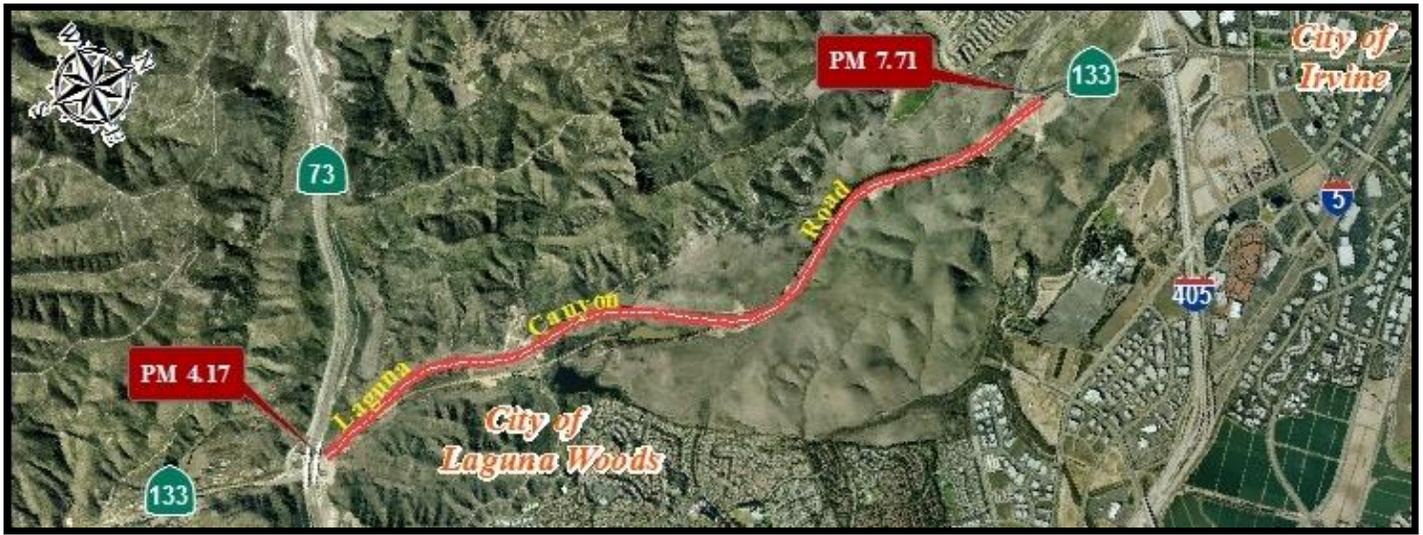


PHYSICAL CHARACTERISTICS		
Direction	SB	NB
Number of Lanes	1	2
Lane Widths	12'	12'
Inside Shoulder Type	None	None
Inside Shoulder Width	0'	0'
Outside Shoulder Type	Paved	Paved
Outside Shoulder Width	5'	5'
Sidewalks	No	No
On-Street Parking	No	No
Lane Miles	2.28	
Centerline Miles	0.76	
Passing Lanes	Yes	
Median Characteristics	None	
Median Width	0'	
Terrain	Flat	
Divided / Undivided	Undivided	
Posted Speed Limit	50	
Number of Signalized Intersections	2	
Pavement Condition	State 3 – Poor Ride Only	

NON-MOTORIZED	REGIONAL RAIL
Bicycles are not permitted on this segment of SR 133, However, there are numerous Class I bicycle trails adjacent to this segment.	Amtrak Pacific Surfliner and Metrolink Orange County Line serve SR 133 area; nearest stations are Laguna Niguel and Irvine.
PARK and RIDE	BUS ROUTES
Nearest facility is the Laguna Hills Transportation Center with 225 spaces, approximately 3 miles to the east of SR 133.	<u>OCTA</u> – Route 89 via El Toro Rd

SEGMENT CHARACTERISTICS	
Commute Characteristics	Balanced; Recreation & Home/Work
Segment Operation	Moderate congestion especially during peak periods
Constraints/Bottlenecks	Lane Drop N/S of El Toro Rd
Immediate Surroundings	Open Space
Intersection Density	Low
Driveways	None

Segment 6: PM 4.17 – 7.71



Segment 6 is in unincorporated Orange County extending approximately 3.54 miles from State Route 73 to Old Laguna Canyon Road. This segment serves as a connector for the communities of Aliso Viejo, Irvine, and Laguna Hills to the rural areas of Laguna Canyon towards Laguna Beach. There are two intersections in this segment at Lake Forest Drive and Old Laguna Canyon Road/Pavona Street; however, there are several turnaround areas to access the various reserves, wilderness parks, and trails located on both sides of SR 133 within this segment. Lake Forest Drive provides access to the Laguna Altura community in the City of Irvine and eventually will be extended into the City of Lake Forest.

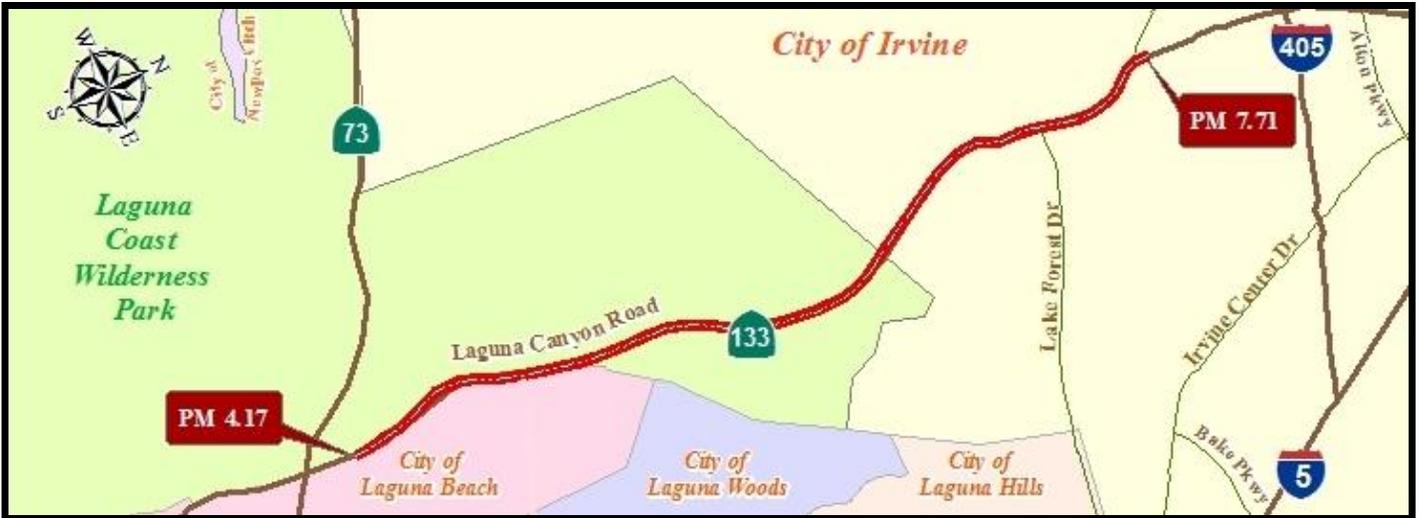
This segment is a four-lane highway with no on-street parking. OCTA has no bus route serving this area. Bicycles are permitted on this section of SR 133, as a Class III facility exists in both directions.

Since this section of SR 133 was recently reconstructed and there are environmental habitat preserves on each side of SR 133, no capacity expansion improvements are proposed for Segment 6.

Planned and Programmed Highway Improvement Projects

PM/Location	Improvement	Project Type
Various	Preventative maintenance to pavement needs	SHOPP
4.06-7.60	Wetland Mitigation	Local
4.06-7.60	Planting and Irrigation	Local
4.06-8.30	RHMA Type G Overlay	Non Capital Outlay Support, Maintenance

Segment 6: PM 4.17 – 7.71



ANNUAL AVERAGE DAILY TRAFFIC (Year)		
2013 (Existing)	26,500	
2035 (No Build)	36,800	
2035 (Unconstrained)	42,000	
PEAK HOUR VOLUMES		
2013 (Existing)	2,200	
2035 (No Build)	3,000	
2035 (Unconstrained)	3,100	
TRAFFIC PROFILE		
Peak Hour Direction Distribution	(NB A.M.): 56%	
	(SB A.M.): 44%	
Peak Hour Direction Distribution	(NB P.M.): 47%	
	(SB P.M.): 53%	
Traffic Growth/Year	1%	
TRUCKS		
Truck Percentage of ADT	2%	
Truck Percentage of Peak Hour	1%	
LEVEL OF SERVICE	NB	SB
2013 (Existing)	A	B
2035 (No Build)	B	B
2035 (Unconstrained)	B	B
VOLUME/CAPACITY RATIO	NB	SB
2013 (Existing)	0.27	0.34
2035 (No Build)	0.37	0.34
2035 (Unconstrained)	0.38	0.35

SYSTEM CHARACTERISTICS	
Freeway and Expressway	No
National Highway System	No
Strategic Highway Network	No
State Scenic Highway	No
Interregional Road System	No
High Emphasis	No
Focus Route	No
HOV Lanes	No
Toll Lanes	No
Bus Rapid Transit Lanes	No
Auxiliary Lanes	No
Federal Designation	CA Legal Network
MPAH Designation	Primary Arterial
Goods Movement Route	No
Truck Designation	No
Rural/Urban/Urbanized	Urban
MPO	SCAG
RTPA	SCAG
Congestion Management Agency	OCTA
Local Agency	County of Orange
Tribes	None
Air Quality District	SCAQMD
Coastal Zone	No
TMS Elements	No

Segment 6: PM 4.17 – 7.71



PHYSICAL CHARACTERISTICS		
Direction	SB	NB
Number of Lanes	2	2
Lane Widths	12'	12'
Inside Shoulder Type	Paved	Paved
Inside Shoulder Width	5'	5'
Outside Shoulder Type	Paved	Paved
Outside Shoulder Width	8'	8'
Sidewalks	No	No
On-Street Parking	No	No
Lane Miles	14.68	
Centerline Miles	3.67	
Passing Lanes	Yes	
Median Characteristics	Unpaved	
Median Width	30'-290'	
Terrain	Rolling	
Divided / Undivided	Undivided	
Posted Speed Limit	65	
Number of Signalized Intersections	1	
Pavement Condition	State 1 – No Distress	

NON-MOTORIZED	REGIONAL RAIL
Bicycles are permitted on this segment of SR 133, Additionally, there are numerous Class I bicycle trails adjacent to this segment.	Amtrak Pacific Surfliner and Metrolink Orange County Line serve SR 133 area; nearest stations are Laguna Niguel and Irvine.
PARK and RIDE	BUS ROUTES
Nearest facility is the Laguna Hills Transportation Center with 225 spaces, approximately 3 miles to the east of SR 133.	There are no bus routes that operate on this segment of SR 133.

SEGMENT CHARACTERISTICS	
Commute Characteristics	Balanced; Recreation & Home/Work
Segment Operation	Low congestion
Constraints/Bottlenecks	None
Immediate Surroundings	Open Space
Intersection Density	Low
Driveways	Yes

SEGMENT 7: PM 7.71 – 8.30



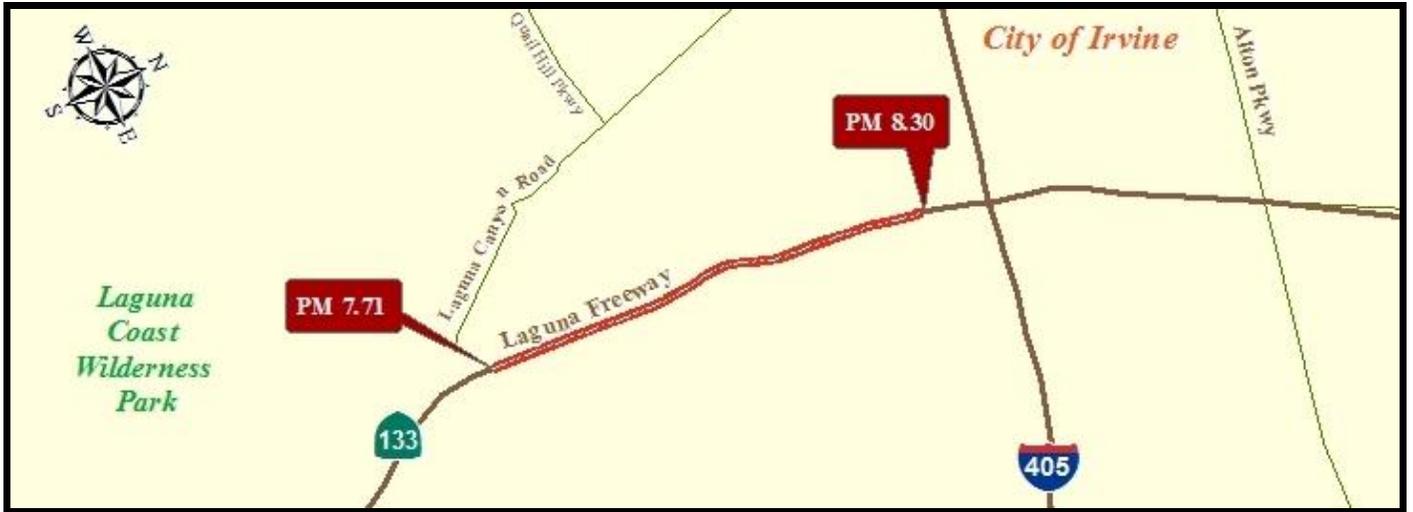
Segment 7 is in the City of Irvine extending approximately 0.69 miles from the Old Laguna Canyon Road intersection to the junction with I-405. There is only one intersection in the segment, Old Laguna Canyon Road/Pavona Street. The surface road extension of Laguna Canyon Road (Old Laguna Canyon Road) provides access to the Irvine Spectrum area, a major entertainment destination. North of Laguna Canyon Road, SR 133 transitions into the controlled access Laguna Freeway; however, northbound motorists also have the option of merging onto I-405.

This segment is a four-lane highway without on-street parking or bus routes serving this segment. The Class III bicycle facility transitions into a Class II facility on Old Laguna Canyon Road as bicyclists are prohibited north of this intersection.

Planned and Programmed Highway Improvement Projects

PM/Location	Improvement	Project Type
Various	Preventative maintenance to pavement needs	SHOPP
4.06-8.30	RHMA Type G Overlay	Non Capital Outlay Support, Maintenance
7.10-8.30	Addition of 3 rd NB lane from Laguna Canyon Road to I-405	Local
8.30	Modify existing ramp from SB SR 133 to SB I-405	Minor B

Segment 7: PM 7.71 – 8.30



ANNUAL AVERAGE DAILY TRAFFIC (Year)		
2013 (Existing)	33,500	
2035 (No Build)	47,200	
2035 (Unconstrained)	50,600	
PEAK HOUR VOLUMES		
2013 (Existing)	2,800	
2035 (No Build)	3,900	
2035 (Unconstrained)	4,500	
TRAFFIC PROFILE		
Peak Hour Direction Distribution	(NB A.M.): 48% (SB A.M.): 52% (NB P.M.): 49% (SB P.M.): 51%	
Traffic Growth/Year	1.1%	
TRUCKS		
Truck Percentage of ADT	2%	
Truck Percentage of Peak Hour	1%	
LEVEL OF SERVICE		
	NB	SB
2013 (Existing)	B	B
2035 (No Build)	A	C
2035 (Unconstrained)	B	C
VOLUME/CAPACITY RATIO		
	NB	SB
2013 (Existing)	0.34	0.34
2035 (No Build)	0.28	0.49
2035 (Unconstrained)	0.35	0.51

SYSTEM CHARACTERISTICS	
Freeway and Expressway	Yes
National Highway System	No
Strategic Highway Network	No
State Scenic Highway	No
Interregional Road System	No
High Emphasis	No
Focus Route	No
HOV Lanes	No
Toll Lanes	No
Bus Rapid Transit Lanes	No
Auxiliary Lanes	No
Federal Designation	CA Legal Network
MPAH Designation	Primary Arterial
Goods Movement Route	No
Truck Designation	No
Rural/Urban/Urbanized	Urban
MPO	SCAG
RTPA	SCAG
Congestion Management Agency	OCTA
Local Agency	City of Irvine
Tribes	None
Air Quality District	SCAQMD
Coastal Zone	No
TMS Elements	No

Segment 7: PM 7.71 – 8.30



PHYSICAL CHARACTERISTICS		
Direction	SB	NB
Number of Lanes	2	2
Lane Widths	12'	12'
Inside Shoulder Type	Paved	Paved
Inside Shoulder Width	5'	5'
Outside Shoulder Type	Paved	Paved
Outside Shoulder Width	10'	10'
Sidewalks	No	No
On-Street Parking	No	No
Lane Miles	1.84	
Centerline Miles	0.46	
Passing Lanes	Yes	
Median Characteristics	Paved	
Median Width	80'	
Terrain	Rolling	
Divided / Undivided	Undivided	
Posted Speed Limit	65	
Number of Signalized Intersections	2	
Pavement Condition	State 1 – No Distress	

NON-MOTORIZED	REGIONAL RAIL
Bicycles are prohibited on this segment of SR 133, However, there are numerous Class I bicycle trails adjacent to this segment.	Amtrak Pacific Surfliner and Metrolink Orange County Line serve SR 133 area; nearest stations are Laguna Niguel and Irvine.
PARK and RIDE	BUS ROUTES
Nearest facility is the Laguna Hills Transportation Center with 225 spaces, approximately three miles to the east of SR 133.	There are no bus routes that operate on this segment of SR 133.

SEGMENT CHARACTERISTICS	
Commute Characteristics	Balanced; Recreation & Home/Work
Segment Operation	Minor congestion
Constraints/Bottlenecks	Lane Drop south of I-405
Immediate Surroundings	Residential
Intersection Density	Low
Driveways	No

DEFINITIONS

AB – Assembly Bill

ADA – Americans with Disabilities Act

CAT – Climate Action Team

CSMP – Corridor System Management Plan

CVC – California Vehicle Code

DSMP – District System Management Plan

EO – Executive Order

GHG – Greenhouse Gas

HMP – Highway Maintenance Project

I – Interstate

LD/IGR – Local Development/Intergovernmental Review

LOS – Level of Service

MPAH – Master Plan of Arterial Highways

NB – Northbound

OCEMA – Orange County Environmental Management Agency

OCTA – Orange County Transportation Authority

PCH – Pacific Coast Highway

PID – Project Initiation Document

SB – Southbound

SHOPP – State Highway Operations and Protection Program

SHS – State Highway System

SR – State Route

TCA- Transportation Corridor Agencies

TCR – Transportation Concept Report

TSDP – Transportation System Development Plan

TSM – Transportation System Management