



# City of San Clemente Public Works Department

Tom Bonigut, Public Works Director/City Engineer  
(949) 361-6187

December 1, 2020

Sent via email to:  
[kbrotcke@octa.net](mailto:kbrotcke@octa.net)

Kurt Brotcke  
Director of Strategic Planning  
Orange County Transportation Authority  
550 S. Main Street  
Orange, CA 92863-1584

**RE: Follow Up to Request to modify the lane configuration on Master Plan of Arterial Highways (MPAH) Segment – Camino Vera Cruz.**

Dear Mr. Brotcke:

This letter is to follow up on the City's subject request dated October 5, 2020. The City appreciates your interim approval of this request dated October 27, 2020, after which the City formally concurred with the interim approval conditions via letter dated November 2, 2020. After that time, OCTA staff noted that, for MPAH mapping purposes, it would be better to slightly extend the northern limit of the requested reclassification from Riachuelo as originally requested by the City, north to the northern terminus of Camino Vera Cruz at Camino De Los Mares. The City concurs with this minor modification, therefore, we request the limits of the subject reclassification be from Carretera at the southern end to Camino De Los Mares at the northern end.

Please contact me if you have any questions.

Sincerely,

Tom Bonigut, P.E.  
Public Works Director/City Engineer

C: Ziad Mazboudi, Deputy Public Works Director  
Nestor Mangohig, Senior Traffic Engineer  
Charlie Larwood, OCTA  
Gregory Nord, OCTA  
Stephanie Chhan, OCTA



# City of San Clemente

## Public Works Department

Tom Bonigut, Public Works Director/City Engineer  
(949) 361-6187

October 5, 2020

Sent via email to:  
[kbrotcke@octa.net](mailto:kbrotcke@octa.net)

Kurt Brotcke  
Director of Strategic Planning  
Orange County Transportation Authority  
550 S. Main Street  
Orange, CA 92863-1584

**RE: Request to modify the lane configuration on Master Plan of Arterial Highways (MPAH)  
Segment – Camino Vera Cruz.**

Dear Mr. Brotcke:

The City of San Clemente is requesting an interim approval from OCTA to modify the lane configuration on Master Plan of Arterial Highways (MPAH) Segment – Camino Vera Cruz from Riachuelo to Carretera (refer to Attachment 1 for location map).

The City is proposing to modify the existing lane configuration of this segment of Camino Vera Cruz which is adjacent to and near Truman Benedict Elementary and Bernice Ayer Middle Schools. The proposed lane configuration, described below, will address several community concerns including:

- Parked and/or idling vehicles within the bike lane on the Camino Vera Cruz school frontage force bicycles to veer into the adjacent vehicle lane along with motor vehicles travelling on the downhill grade.
- Speeding vehicles, particularly travelling on the downhill grade.
- Parking demand related to sports and other park activities will send vehicles into the adjacent neighborhoods to search for parking.
- Sight distance limited for vehicles entering Camino Vera Cruz from Riachuelo, Bello Panorama, and Arbolado due to roadway curvature and geometrics.

Camino Vera Cruz is a four-lane divided roadway from Camino De Los Mares to Avenida Pico, and is shown on the MPAH as a Secondary Arterial. The proposed lane reconfiguration is depicted in Attachment 2 and consists of the following:

- Maintain a 10-foot wide striped median with left turn lanes at intersections.
- Eliminate one vehicle lane in each direction from about Riachuelo to Carretera with appropriate lane drops, resulting in one 10-foot wide vehicle lane in each direction.

- Provide 8-foot wide parking lanes and buffered bicycles lanes (generally 2-foot wide buffer area with seven-foot wide bicycle lane) on both sides of Camino Vera Cruz.

The proposed lane reconfiguration will provide the following benefits:

- On-street parking in the vicinity of the lane reconfiguration limits would provide additional parking and/or pick-up/drop-off space for school activity and would accommodate overflow parking related to sports and other park activities.
- Pedestrians crossing Camino Vera Cruz would only cross two through vehicle lanes instead of four.
- Platoon effect would provide for a level of speed management on a reduced lane section since a single leading vehicle would attenuate speeds of the vehicles behind it.
- Wider bike lanes.
- Bike lane buffer would provide further separation between the bicycle and vehicle travel lanes.

The daily traffic level on Camino Vera Cruz in the project vicinity, based on 2018 traffic counts, range from about 8,600 to 9,300 vehicles per day (vpd). The City's 2030 traffic model forecasts long-term volumes to be in the 9,000 to 10,000 vpd range. The MPAH roadway capacity values indicate that a two-lane Divided Arterial can accommodate 15,000 vpd while still maintaining favorable performance conditions. Therefore, the proposed lane reconfiguration can support existing and forecast traffic volumes in the project vicinity while meeting vehicular Level of Service (LOS) requirements.

Please contact me if you have any questions regarding this MPAH amendment request.

Sincerely,



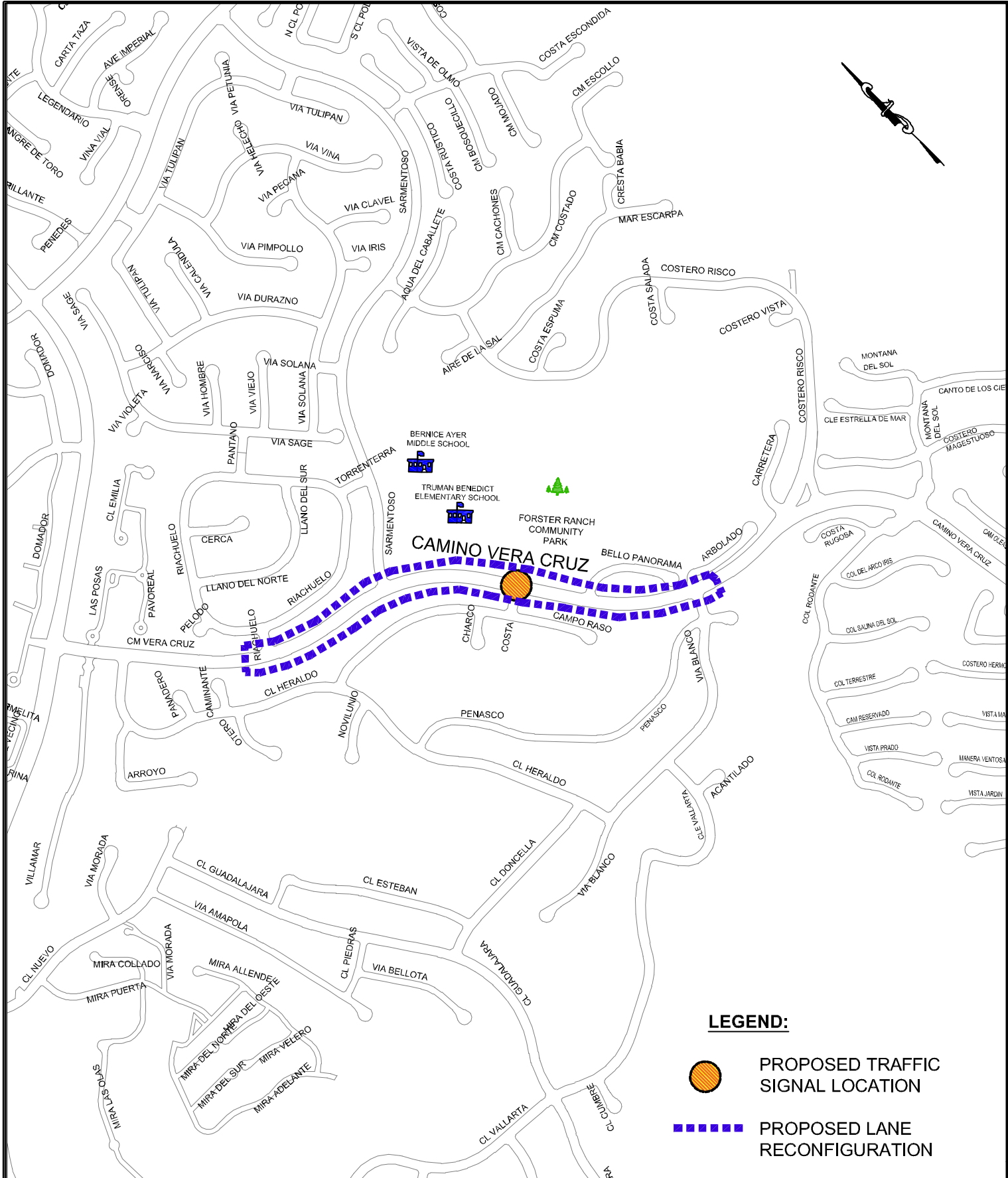
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Attachments:

1. Location Map
2. Camino Vera Cruz Conceptual Striping Schematic

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**LEGEND:**

-  PROPOSED TRAFFIC SIGNAL LOCATION
-  PROPOSED LANE RECONFIGURATION

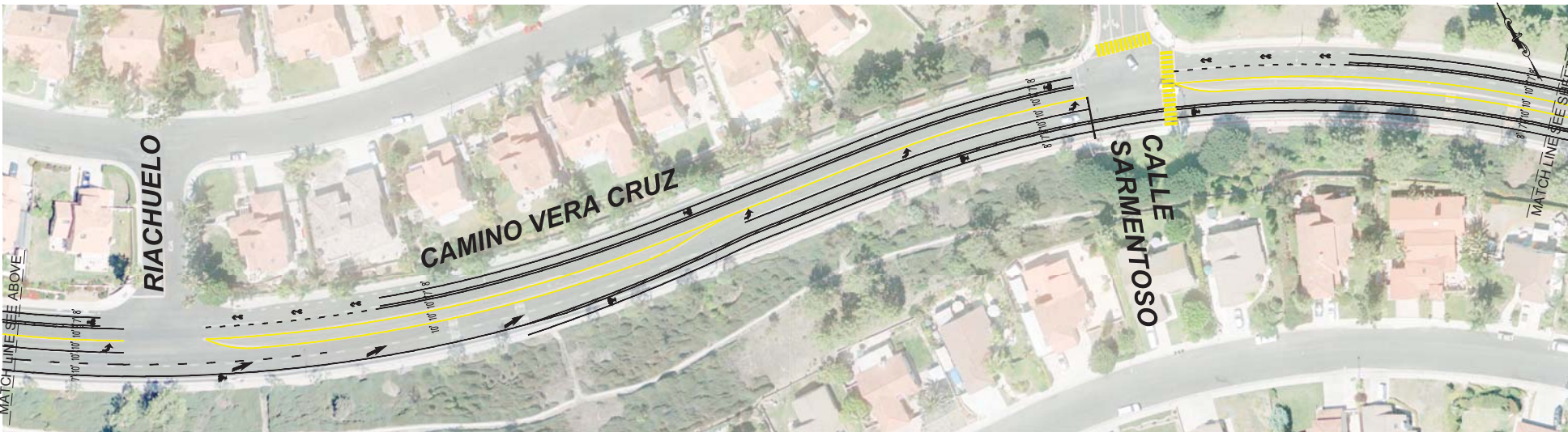
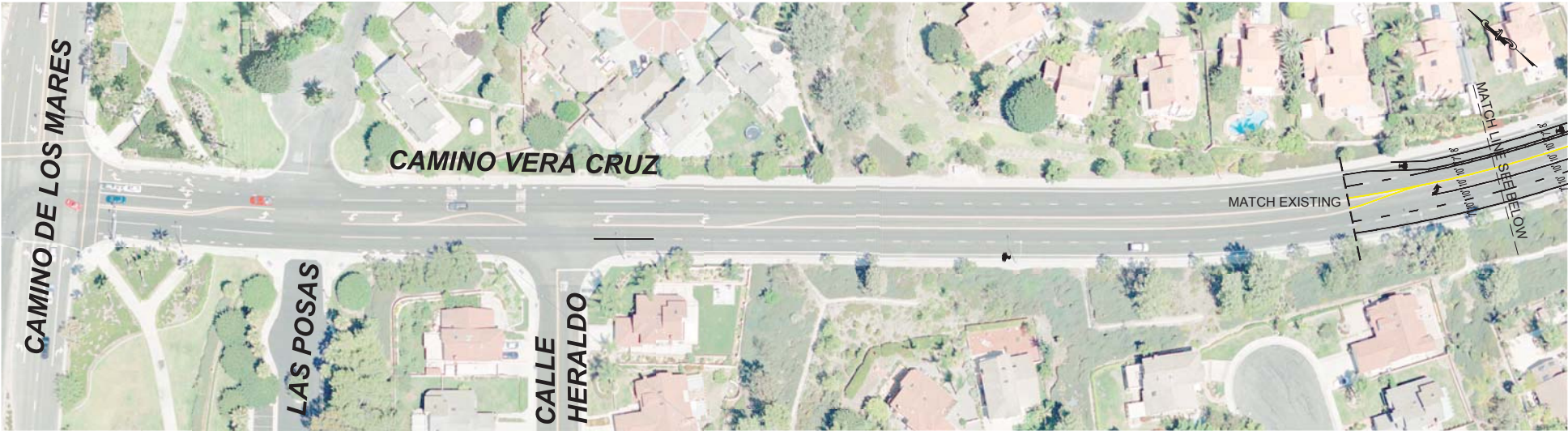



**CITY OF SAN CLEMENTE**  
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**VICINITY MAP**  
 CAMINO VERA CRUZ/COSTA  
 INTERSECTION IMPROVEMENTS



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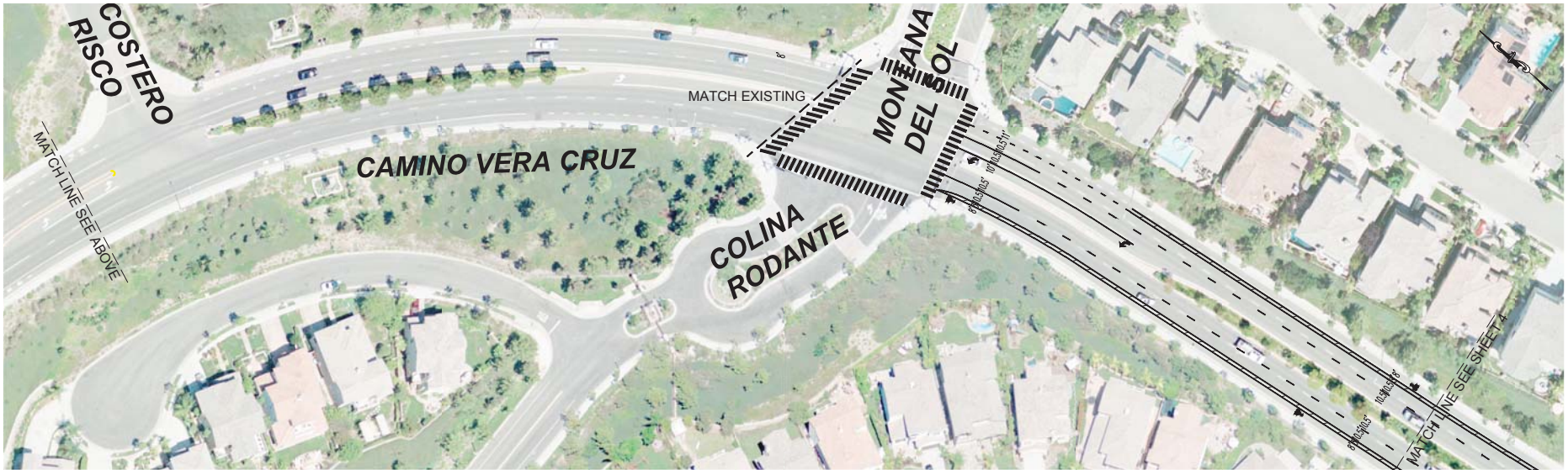
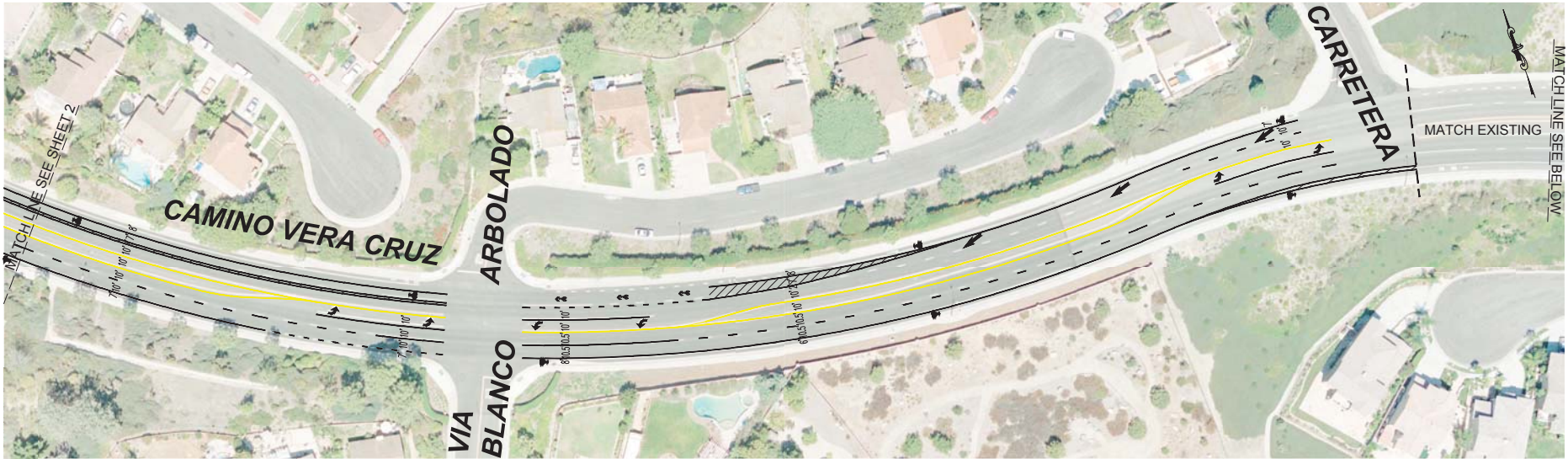
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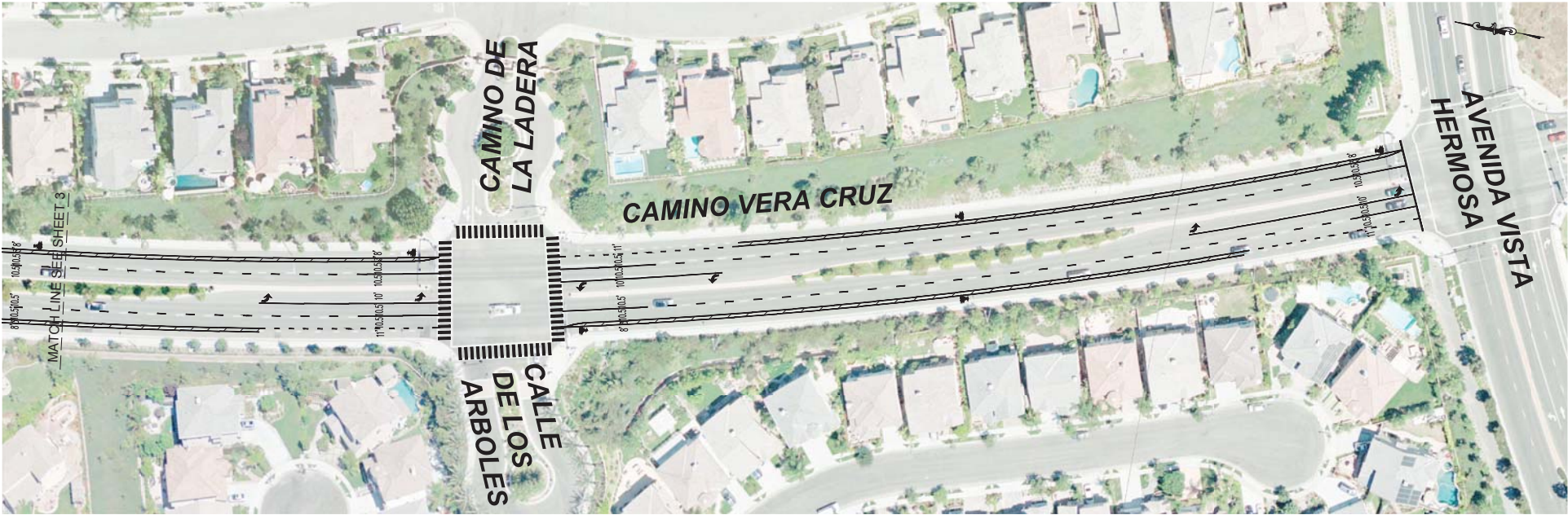
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| REVISIONS  |  |  |             |  |  | REFERENCES |  |  |                     |  |               | APPROVALS  |   |                                       |  |                      |             | THOMAS A. BONIGUT RCE 53961<br>DEPUTY PUBLIC WORKS DIRECTOR |  |  |  |  |  |





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