

California Department of Transportation

DISTRICT 12
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April 23, 2025

Mr. Kurth Nelson III
Principal Planner
City of Dana Point
33282 Golden Lantern Suite 209
Dana Point, CA 92629

File: LDR/CEQA
SCH: 2020099024
12-ORA-2020-02778
SR 1, PM R1.077

Dear Mr. Nelson,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Environmental Impact Report for the Dana Point Harbor Hotels Project for City of Dana Point. The mission of Caltrans is improving lives and communities through transportation.

The proposed project involves the demolition of the Dana Point Marina Inn, two boater service buildings, and parking areas on the project site and includes the development of two hotels among additional modifications. Regional access to the site is provided by Interstate 5 (I-5) and State Route 1 (SR 1). Caltrans is a commenting agency on this project and has the following comments:

1. Traffic Operations Southwest concurs with the analysis, that the proposed project will not generate a significant traffic impact on the State Highway.
2. Dana Point Harbor is a destination place. Please consider encouraging the use of transit among future visitors, and workers of the development including the regional connectivity into the nearest rail services provided by Metrolink and Amtrak Pacific Surfliner. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled, and improve air quality.
3. Caltrans encourages the design of Complete Streets that include high-quality pedestrian, bicycle, and transit facilities that are safe and comfortable for users of all ages and abilities. Improvements may include providing secure bicycle parking and comfortable connections to nearby active transportation and/or transit facilities. Complete Streets improvements also promote regional connectivity, improve air quality, reduce congestion, promote improved first-

/last-mile connections, and increase safety for all modes of transportation. Continue to incorporate Completer Streets in project development.

4. The proposed project is adjacent to an existing Class II bike lane along Dana Point Harbor Drive. To enhance safety and visibility of bicyclists consider installing green conflict zone striping on the existing Class II bike lane especially near driveways and intersections.
5. The modified project proposes bicycling parking, including chargers for electric bicycles and scooters. Caltrans supports the inclusion of secure and functional short-term bike parking.

For additional guidance on bicycle parking best practices, see the “Essentials of Bike Parking” guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>).

Bike parking should be installed a minimum of 24” away from walls and other objects (e.g. trash cans, plants, etc.). With the growing popularity of electric bikes and cargo/utility bikes (which tend to be bigger and heavier), Caltrans also recommends that bicycle storage facilities be designed to accommodate a range of a bicycle styles, sizes, and weights.

6. Non-motorized travel for workers should be accommodated (such as bike lockers, showers) or pedestrian access so that workers can choose alternative transportation.
7. Per Page 4.9-17 of the Draft Environmental Impact Report, the project scope will include curb improvements on Island Way and Casitas Place. Please consider installing ADA compliant directional curb ramps, truncated domes, and a high visibility crosswalk at the intersection of Island Way and Dana Point Harbor Drive at the western end of the project.

At the intersection of Casitas Place and Dana Point Harbor Dr install directional curb ramps and high visibility crosswalks on the east and south legs of the intersection.

8. Delivery areas need to be clearly marked so delivery drivers are easily seen by either on-street traffic or delivery yard employees, other truck drivers, or warehouse operations (such as forklifts).
9. Large operations should include emergency traffic management plans that prevents the local network from being overwhelmed, if feasible.

Creation of emergency plans that include emergency routes and paths, can alleviate congestion in the event of an emergency and allow EMS to easily access the site.

Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Joseph Jamoralin at Joseph.Jamoralin@dot.ca.gov.

Sincerely,



[Scott Shelley \(Apr 23, 2025 11:53 PDT\)](#)

Scott Shelley
Branch Chief, Local Development Review-Climate Change-Transit Grants
Caltrans, District 12