CIRCULATION ELEMENT

6.1 Introduction

The Circulation Element of La Cañada Flintridge's General Plan is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. Due to the importance of a well-planned circulation system, the State has mandated the adoption of a citywide Circulation Element since 1955. The current State mandate for a Circulation Element is found in Government Code section 65302(b), which states that the General Plan shall include:

> ... a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.

To help meet the future demands and achieve balanced growth, the City has adopted specific goals, objectives, and policies, which serve as the basis for the Circulation Element.

6.1.1 Related Plans and Programs

6.1.1.1 Connect SoCal 2024

The Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), currently known as Connect SoCal 2024, serves as the long-range regional vision for transportation, land use, mobility, and sustainability across Southern California. It identifies the region's transportation priorities and major projects over a 20- to 30-year horizon, including highways, transit, active transportation, and goods movement improvements. The RTP/SCS itself does not directly fund projects, but it establishes the framework and priorities that guide future funding decisions. Projects generally need to be included in or consistent with the RTP/SCS to be eligible for many federal and state funding programs.

6.1.1.2 Connect SoCal Project List

The Connect SoCal 2024 Project List provides the long-range regional transportation investment framework for Southern California and includes both

funded and future transportation projects. At its core is the Federal Transportation Improvement Program (FTIP), which identifies near-term federally funded and regionally significant projects programmed for implementation within the first six years of the plan. State-funded transportation projects included in the State Transportation Improvement Program (STIP), including the Regional Transportation Improvement Program (RTIP), are reviewed for consistency with the RTP/SCS before inclusion in the FTIP. Together, these programs create an integrated framework in which the RTP/SCS establishes regional transportation priorities, while the FTIP, STIP, RTIP, and specialized funding programs such as the Highway Safety Improvement Program (HSIP) provide mechanisms for project funding and implementation.

Several regional transportation improvement projects are included in the Connect SoCal 2024 Project List under FTIP projects, meaning the funding has been identified for these projects. These include:

- The Foothill Boulevard Link Bikeway and Pedestrian Greenbelt Project is approximately 1.5 miles of Class II bike lanes along Foothill Boulevard between Briggs Avenue and Alta Canyada Road, along with bike and bus facility improvements, a raised median, and approximately 0.5 miles of pedestrian greenbelt enhancements, including lighting and landscaping.

- The I-210 Soundwall Improvement Project includes the design and construction of multiple soundwall segments along Interstate 210 to reduce freeway noise impacts on nearby residential communities. Improvements include segments along the north side of I-210 between Waltonia Drive and Glenhaven Drive, between La Granada Way and Vista Place, between La Cañada Boulevard and Angeles Crest Highway, and between Commonwealth Avenue and Oakwood Avenue.

- I-210 Eastbound Soundwall Phase 2 Project includes the design and construction of an additional soundwall segment along the eastbound side of I-210 as part of the Soundwall Project Phase 2 program to further reduce traffic noise impacts within the City.

- I-210 Bridge Overpass Soundwall Improvement Project includes soundwall improvements along eastbound and westbound I-210 near the Alta Canyada Road and Foothill Boulevard bridge overpasses. The project is intended to reduce existing traffic noise levels affecting surrounding neighborhoods in La Cañada Flintridge.

6.1.1.3 Congestion Management Program (CMP)

Under California State law, every county with an urbanized area of 50,000 or more must adopt a Congestion Management Program (CMP). The CMP has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The Los Angeles County CMP identifies major corridors to monitor levels of service and congestion throughout the County. Corridors include all freeways, selected major arterial roadways, and intersections. La Cañada Flintridge contains the following roadways and intersections that are monitored as part of the CMP program:

- Foothill (Interstate 210 [I-210]) Freeway
- Glendale (State Route 2 [SR-2]) Freeway
- Angeles Crest Highway (SR-2)
- Angeles Crest Highway/I-210 Westbound Ramp Intersection

The intersection of Angeles Crest Highway/I-210 Westbound Ramps operates at level of service (LOS) A during the AM peak hour and LOS B during the PM peak hour. CMP monitoring methodologies are distinct from those used to determine roadway LOS in this General Plan.

6.2 Setting

The City is situated between the foothills of the San Gabriel Mountains and the Angeles National Forest to the north, and the San Rafael Hills to the south. A well-established roadway network allows residents and commuters to travel within the City and provides connectivity to surrounding cities such as Glendale, Pasadena, and Los Angeles. La Cañada Flintridge is served by two major regional freeways (I-210 and SR-2), a local roadway network with relatively few arterial streets, and several transit lines.

6.3 Baseline Circulation System

This section describes the City's local roadway system, transit system, bicycle paths, goods movement infrastructure, and parking availability. Since La Cañada Flintridge is predominantly a hillside residential community with limited through arterial access, the street system is comprised of primarily residential and residential collector roadways, with only a few arterials. The City also has a network of riding and hiking trails that traverse the community.

6.3.1 Regional Freeways

The two freeways that traverse the City are under the jurisdiction of the California Department of Transportation (Caltrans) and provide regional access to the greater Los Angeles area:



Foothill Freeway approaching SR-2

- The Foothill Freeway, I-210, is a regional east–west limited-access facility between Interstate 5 (I-5) in Sylmar to the west and Pasadena and San Bernardino County to the east. In the City, the I-210 Freeway has four travel lanes in each direction with interchange ramps at the Glendale (SR-2) Freeway, Angeles Crest Highway (SR-2), Gould Avenue (half-interchange), Foothill Boulevard (half-interchange), and Berkshire Place.
- The Glendale Freeway, SR-2, is a regional north–south limited-access facility that extends from the I-210 in the City to Glendale and Los Angeles in the south. In the City, SR-2 has four to five travel lanes in each direction with interchange ramps at the I-210, Verdugo Boulevard, and Foothill Boulevard.

6.3.2 Roadway Classifications

Five general roadway classifications are used to designate the public streets within the roadway network of La Cañada Flintridge: Primary, Major, Collector, Residential Collector, and Local Residential. The first four of these categories are considered part of the City's General Plan circulation network because their function is to move traffic efficiently from one part of the City to another as well as in and out of the City. Local residential streets and private roadways, in contrast, provide direct access to adjacent properties. Figure CE-1 illustrates the Primary, Major, Collector, and Residential Collector roadways. Foothill Boulevard east of I-210, while classified as a Major Roadway, is indicated as a "Special Major" Roadway because of its limited width. Figure CE-2 illustrates the typical cross-sections of all of the roadway classifications in the City. The following sections describe the classifications.

6.3.2.1 Primary Roadway

This classification has an ideal 80-foot curb-to-curb width within a 100-foot right-of-way. A four-lane, divided roadway can be provided within this street section,

based on the typical section shown in Figure CE-2. However, the actual design may vary depending on the specific roadway needs. In some cases, the curb-to-curb width may change to best accommodate the overall transportation system and topography, but the right-of-way needs are expected to remain constant. The following are the roadways designated as Primary Roadways in the City:

- Foothill Boulevard is the only regional arterial street in the City. It traverses the City in a generally east–west orientation with two travel lanes in each direction. It is a Primary Roadway west of the I-210 interchange. Foothill Boulevard is generally divided by a raised or painted median. The street is the primary commercial thoroughfare and provides access to the downtown area of the City. It also has a half-interchange to/from the east with the I-210 Freeway near its eastern terminus.
- Verdugo Boulevard provides east–west access between the communities of Montrose and La Crescenta to the west and the downtown area to the east. It is a Primary Roadway only west of Alta Canyada Road. With two travel lanes in each direction, Verdugo Boulevard is divided by a painted median. The arterial has a half-interchange with the SR-2 Freeway to/from the south.
- Angeles Crest Highway provides north–south access to the downtown area at its south end and the Angeles National Forest to its north. It serves as SR-2 north of the I-210 Freeway. It has two travel lanes in each direction within the City and is divided by a raised or painted median. Angeles Crest Highway has a full-access interchange with the I-210 Freeway.

6.3.2.2 Major Roadway

A Major Roadway generally has an ideal 80-foot right-of-way width, but the street width may vary to accommodate the distinctive transportation needs of the specific area. There is one Special Major section on Foothill Boulevard, east of Crown Avenue. This section needs to provide a higher function than a Residential Collector, but has existing right-of-way and roadway constraints. The following are the roadways designated as Major Roadways:

- Foothill Boulevard east of the I-210 interchange is classified as a Major Roadway to its terminus at Oak Grove Drive. It is divided by double yellow striping.

- Verdugo Boulevard east of Alta Canyada Road is classified as a Major Roadway, with one lane in each direction from Alta Canyada Road to Foothill Boulevard and is divided with double yellow striping.
- Alta Canyada Road south of Foothill Boulevard provides north–south access to the west of the downtown area toward Descanso Gardens south of Verdugo Boulevard. It has one lane in each direction and is divided by double yellow striping.
- Descanso Drive provides east–west access southwest of the downtown area to Descanso Gardens south of Verdugo Boulevard. It has one lane in each direction and is divided by double yellow striping.
- Gould Avenue north of Foothill Boulevard provides north–south access to the east of the downtown area with one travel lane in each direction. It has a half-interchange (to/from the west) with the I-210 and is divided by a painted median.
- Oak Grove Drive provides north–south access along the far eastern edge of the City. It has two travel lanes in each direction with raised and painted medians. The street primarily provides access to the NASA Jet Propulsion Laboratory (JPL), La Cañada High School, and the Flintridge Riding Club. Only a portion of Oak Grove Drive is within La Cañada Flintridge city limits.
- Berkshire Place between Berkshire Avenue and Oak Grove Drive provides east–west access to the I-210 via a full interchange west of Oak Grove Drive. It has one travel lane in each direction west of the eastbound freeway ramps and two lanes in each direction east of these ramps. Berkshire Place is divided by double yellow striping.

6.3.2.3 Collector

Collector roadways are designed to carry traffic between local streets and the arterial street network. The typical right-of-way dimension is 88 feet with a 68-foot curb-to-curb width. The typical designated roadway width allows for on-street parking or a center left-turn lane. Currently, the only collector roadway in the City of La Cañada Flintridge is Town Center Drive east of Angeles Crest Highway (45 feet curb to curb), providing parallel capacity to Foothill Boulevard. It has one travel lane in each direction, with a painted median, and is located south of the I-210 Freeway.

6.3.2.4 Residential Collector

Residential Collector roadways are residential in nature due to surrounding development but are also designed to carry traffic between local streets and the

arterial street network. The typical right-of-way dimension is 60 feet with a 40-foot curb-to-curb width. However, some streets have different widths and are still classified as Residential Collectors. The typical designated roadway widths allow for on-street parking or, in rare cases, a left-turn lane. Examples of residential collectors are: Oakwood Avenue north of Foothill, Lynnhaven west of Oakwood Avenue, Hillard Avenue north of Foothill Boulevard, Alta Canyada Road north of Foothill Boulevard, and La Canyada Boulevard north of Foothill to El Vago Street.

6.3.2.5 Local Residential

Local residential roadways provide direct access to adjacent properties, short distance intra-neighborhood traffic, and access to higher classification roads and streets. The ideal local residential right-of-way is 52 feet wide, while the minimum is shown as 44 feet wide. "Ideal" and "minimum" cross-sections are shown in Figure CE-2, giving the preferred design compared to existing conditions in some locations. Although many existing areas do not meet this ideal, it may be beneficial to have a desired street section for new development or redevelopment. The ideal cross-section may not always be feasible but would provide for multiple modes of transportation including pedestrians, bicyclists, and vehicles. It can be beneficial to obtain the ideal right-of-way for short sections, even if the overall street improvements are not provided until a future date. The minimum right-of-way provides an interim section, which can allow a phased widening for areas that fall below the minimum standard and for which widening to the ideal is not feasible in the foreseeable future, and does not mean the entire width of right-of-way will be paved. The City may allow flexibility in the Local Residential cross-sections in consideration of several factors, including terrain and developable lands areas, context of the roadway in comparison to land uses, among others.

6.3.2.6 Private Roadways

Private roadways are neighborhood roadways not dedicated to the City and not maintained by the City. These streets are typically maintained by a homeowners' association. They must be designed to City standards for emergency access and accessibility.

6.3.3 Roadway Capacities

Table CE-1 presents the maximum operational daily traffic capacity for each roadway classification within the City. The roadway capacities were developed by the Florida Department of Transportation based on road width, number of lanes, and other characteristics, and are used by many jurisdictions across the country.

Table CE-1. Typical Daily Roadway Capacity by Roadway Classification

Roadway Classification	Typical Number of Lanes per Direction	Maximum Operational Daily Roadway Capacity
Primary Roadway	2	32,900
Major Roadway	1	15,600
Collector	1	15,600
Residential Collector	1	12,600
Local Residential	1	5,000

Source: Florida DOT

6.3.4 Existing Transit System

The City of La Cañada Flintridge is presently served by several bus lines provided by a number of transit systems: Los Angeles Department of Transportation (LADOT), Pasadena Transit , Glendale Beeline, and the City of La Cañada Flintridge (LCF). There is also a Dial-A-Ride service available to seniors and disabled persons. Major bus stops include the park-and-ride lot located on Verdugo Boulevard, adjacent to the SR-2 Freeway southbound on-ramp, and JPL bus stop. Several bus lines have termini at JPL, and many serve La Cañada Flintridge. The LCF Shuttle is the primary bus line serving the City, with 29 stops along Foothill Boulevard. This service is provided by the City. Figure CE-3 illustrates these routes.

6.3.5 Existing Bikeway Facilities

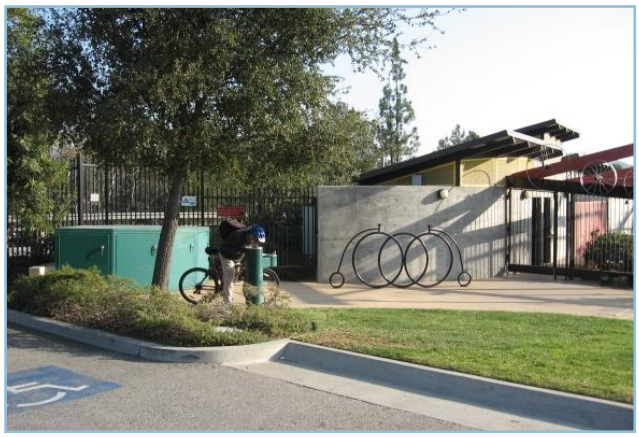
The City recognizes that a safe and effective bikeway network enhances the quality of life for residents, visitors, and employees and encourages bicycle travel for recreation and as an alternative form of transportation. Bikeways are included in the management of the circulation network and are classified according to the location of the facility within the right-of-way. Bikeway classifications include:

- Class I Bikeway: Bike paths provide for bicycle travel on a paved right-of-way completely separated from vehicular or pedestrian traffic.

- Class II Bikeway: Bike lanes are striped and stenciled onto a vehicular street. Vehicles are prohibited from entering the bike lane except within 200 feet of making a right turn or turning on or off of the road.
- Class III Bikeway: Bike routes provide for shared use with pedestrian or vehicular travel and are identified only by posted signage. Class III bike routes typically share the road alongside vehicular traffic.

Existing bicycle facilities in La Cañada Flintridge are identified on Figure CE-5 and include:

- Class II bike lanes on Town Center Drive, Oak Grove Drive, Descanso Drive, and Berkshire Place east of the I-210 Freeway.
- Class II Bike Lane on Foothill Boulevard east of SR-2 Ramp to west of Alta Canyada Road.



Bicyclist at Mayor's Discovery Park

- Class I Bike Lane on the south side of Foothill west of SR-2 to east of La Cañada Plaza (Link Project.
- Class III route on Berkshire Drive and Chevy Chase Drive between Berkshire Drive and Descanso Drive. Commonwealth north of Foothill to Lynnhaven
- Bicycle racks, bike lockers, and restrooms are located at Mayors' Discovery Park.

The Los Angeles County Metropolitan Transportation Authority (Metro) identified a key gap in the 2006 Metro Bicycle Transportation Strategic Plan, along Foothill Boulevard between Wentworth in the City of Los Angeles and Oak Grove in La Cañada Flintridge. There is an existing Class II route along a portion of this gap, extending from Briggs Avenue to Pennsylvania Avenue, west of the City. As bicycle facilities within the City are completed, the locations may be submitted to Metro for inclusion on the Countywide map. (Link Project)

6.3.6 Existing Trails Network

The City provides access to open space via a network of multi-use trails that enhances the quality of life for the community. The trails network is incomplete

at this time, and several projects are planned to link trails in the northern and southern portions of the City, with enhanced connections to the regional trail network. The La Cañada Flintridge Trails Master Plan was adopted on March 6, 2006 by the City Council. According to the Trails Master Plan's trails inventory, there are approximately 24 miles of existing hiking and riding trails. Approximately 4 miles of trails are maintained by the City; these trails are currently on City-owned, Southern California Edison (SCE) right-of-way, or Caltrans property. The remaining 20 miles of trails are on County, SCE, federal, and privately owned property; these trails are maintained by the County. Figure CE-4 shows the active trail system in La Cañada Flintridge. The City also adopted a Trails Ordinance in 2006, which outlines conduct on City and non-City owned trails and on property adjoining and abutting trails.

6.3.7 Truck Circulation

The City does not have any designated truck routes. Trucks utilize the freeways, State routes, and Foothill Boulevard as functional truck routes. Commercial trucks with three or more axles or over 4½ tons are prohibited from using Angeles Crest Highway. Given the predominance of local streets in the City and the absence of a grid arterial system, there is not expected to be high demand for through truck traffic on City streets. Truck traffic in La Cañada Flintridge is associated almost exclusively with local deliveries or pick-ups. Due to the absence of designated truck routes, the legal truck route is the shortest distance to the origin/destination from the I-210 or SR-2 freeways, both regionally designated truck routes.

6.3.8 Parking Facilities

6.3.8.1 General Parking Provisions

Chapter 8.10.020 of the City's Zoning Code describes the off-street parking requirements, regulations, and design standards for various categories of residential, commercial, office, and other development projects within the City. On-street parking is currently permitted on most streets with a few exceptions: commercial parking is prohibited at night on City streets, and all parking is prohibited on Foothill Boulevard and Angeles Crest Highway at night except by permit. Diagonal on-street parking is available in portions of the downtown area along Foothill Boulevard and Town Center Drive.



Diagonal Parking on Foothill Boulevard

A *Comprehensive Parking Strategy Report* was completed in 2008. The purpose of the report is to evaluate parking conditions along and adjacent to Foothill Boulevard, ensure that parking supply can be managed to meet parking demand in the business district, and identify opportunities to increase parking supply where possible and needed. The report included short-term strategies, code change recommendations, and long-term strategies that will enhance parking availability, which are summarized below.

- Short-term strategies include adding signage and improving the appearance of the Caltrans public parking lot, adding signage for the Farmer's Market on Foothill Boulevard, reducing the length of bus stops, improving curb markings, and limiting parking to 2 hours along Foothill Boulevard during peak usage periods.
- Code change recommendations include simplifying parking requirements and developing a streamlined process for shared parking between businesses in order to optimize parking availability and minimize curb cuts for entryways to parking lots.
- Long-term strategies include studying the possibility of reverse angled parking in order to increase safety in the Old Town area and establishing agreements between owners of neighboring properties to share parking.

6.3.8.2 Park and Ride Facilities

There are two Park and Ride facilities located in the City of La Cañada Flintridge. One is located on Verdugo Boulevard adjacent to the SR-2 Freeway southbound ramps at the far western edge of the City. This facility serves commuters who carpool and those who utilize the Commuter Express Line 409 to and from downtown Los Angeles during peak periods. The second facility is located at the Mayor's Discovery Park, at the intersection of Foothill Boulevard and the SR-2 Freeway ramps.



6.3.9 Traffic Conditions and Level of Service

This Circulation Element evaluates general traffic flows and levels of service for roadways in the City. Roadway analysis is generally quantified using the total traffic counted during a typical weekday, called the Average Daily Traffic (ADT). Specific intersection traffic analysis is typically reserved for more specific types of analysis, such as for new development projects or a Specific Plan area. Intersection traffic analyses use weekday peak-hour traffic volumes as a measure of the performance of intersections at their highest periods of utilization. This Circulation Element does not evaluate the performance of intersections.

6.3.9.1 Level of Service Definitions

Level of service (LOS) is a measure of transportation system performance based upon the ratio of traffic volume relative to the capacity of the roadway or intersection. Roadway capacity is a factor of the number of travel lanes, the presence of left-turn pockets, parking, and other specific attributes. The volume-to-capacity ratio (V/C) indicates the overall performance of the roadway or intersection and corresponds to a rating of A through F, identifying its level of capacity utilization and relative level of congestion. LOS A represents free-flow traffic with little or no delay, whereas LOS F represents a breakdown of traffic flow and a high incidence of delay. Table CE-2 defines and describes the level of service criteria for roadway segments. The City's acceptable level of service is LOS C or better.

Table CE-2. Level of Service (LOS) Criteria and Definitions

LOS	Interpretation/Definition	Volume-to-Capacity Ratio
A	Free-flow speeds prevail. Vehicles are almost unimpeded in their ability to maneuver within the traffic stream.	0.00–0.60
B	Reasonably free-flow speeds are maintained. The ability to maneuver within traffic is only slightly restricted.	0.61–0.70
C	Flow with speeds at or near free-flow speed of the roadway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.	0.71–0.80
D	Speeds begin to decline slightly with increasing flows. In this range, density begins to increase somewhat more quickly with increasing flow. Freedom to maneuver within the traffic stream is noticeably limited.	0.81–0.90
E	Operation at capacity with no usable gaps in the traffic stream. Any disruption to the traffic stream has little or no room to dissipate.	0.91–1.0
F	Breakdown of the traffic flow with long queues of traffic. Unacceptable conditions.	>1.0

Source: Los Angeles County METRO 2004 Congestion Management Program

6.3.9.2 Existing Roadway Conditions—Daily Traffic

Average Daily Traffic volumes are measured as an indicator of daily roadway usage. The ADT can be used to determine adequate capacity and appropriate roadway classification for roadways in the City. Table CE-3 presents 2009 ADT volumes for selected roadway segments in the City of La Cañada Flintridge, along with the daily level of service for each segment.

Table CE-3. Existing Daily Traffic Volumes and Level of Service (2009[1])

Roadway	Location	Roadway Classification	Total Lanes	Capacity	ADT	V/C[2]	LOS
Angeles Crest Hwy	North of Foothill Blvd	Primary Roadway	4	32,900	16,912[3]	0.51	A
Foothill Blvd	East of Ocean View Blvd	Primary Roadway	4	32,900	23,643	0.72	C
Foothill Blvd	East of Hillard Ave	Primary Roadway	4	32,900	15,600	0.47	A
Foothill Blvd	East of Verdugo Blvd	Primary Roadway	4	32,900	21,362	0.65	B
Foothill Blvd	East of Gould Ave	Primary Roadway	4	32,900	22,670	0.69	B
Descanso Dr	West of Chevy Chase Dr	Major Roadway	2	15,600	4,460	0.29	A

Roadway	Location	Roadway Classification	Total Lanes	Capacity	ADT	V/C[2]	LOS
Gould Ave	North of I-210 Westbound Ramp	Major Roadway	2	15,600	5,926	0.38	A
Oak Grove Dr	South of Foothill Blvd	Major Roadway	4	31,200	11,709	0.38	A
Verdugo Blvd	East of Alta Canyada Rd	Major Roadway	2	15,600	8,333	0.53	A
Alta Canyada Rd	North of Foothill Blvd	Residential Collector	2	12,600	1,417	0.11	A
Berkshire Ave	East of Commonwealth Ave	Residential Collector	2	12,600	2,346	0.19	A
Chevy Chase Dr	South of Berkshire Ave	Residential Collector	2	12,600	2,976	0.24	A
Chevy Chase Dr	South of Foothill Blvd	Residential Collector	2	12,600	2,150	0.17	A
Commonwealth Ave	South of Foothill Blvd	Residential Collector	2	12,600	1,144	0.09	A
Crown Ave	North of Santa Ynez Way	Residential Collector	2	12,600	1,833	0.15	A
Cornishon Ave	South of Foothill Blvd	Residential Collector	2	12,600	1,907	0.15	A
Highland Dr	East of Chevy Chase Dr	Residential Collector	2	12,600	2,043	0.16	A
Hillard Ave	North of Foothill Blvd	Residential Collector	2	12,600	1,900	0.15	A
La Cañada Blvd	North of Fairview Dr	Residential Collector	2	12,600	1,535	0.12	A
Ocean View Blvd	North of Foothill Blvd	Residential Collector	2	12,600	4,917	0.39	A

[1] Although the baseline for the EIR used 2007 data, the 2009 data provided here is not worse than the 2007 data used and therefore the EIR considered the worst-case scenario.
[2] Volume-to-capacity ratio
[3] 2008 ADT, 2009 ADT not available

6.4 Issues and Opportunities

Several issues and opportunities to address and improve circulation in the City were identified as a part of the General Plan update.

6.4.1 Roadway Network

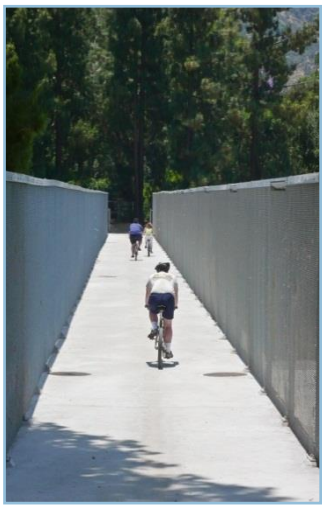
As seen in Table CE-3, all of the study roadway segments are currently operating at LOS C or better. Because there will be future traffic growth on the City's roadways, it is important that the City adopt an LOS impact standard for its roadways and intersections. An LOS impact standard will allow the City to

evaluate proposed projects based on the amount by which they degrade the operations of the City's transportation system. Because many of the City's roadways are operating at very good levels of service, projects should be evaluated based on their incremental impact on traffic operations on a specific roadway, regardless of the roadway's LOS.

6.4.2 Trip Reduction

Reducing the number of vehicle trips on the City's streets has several important benefits. Not only can it improve the efficiency of the circulation system and mitigate the need for costly infrastructure improvements, it can also reduce air pollution and greenhouse gas (GHG) emissions. The City will encourage trip reduction by promoting use of alternative modes of transportation, including walking, transit, and bicycling; encouraging smart growth principles in new and redeveloped projects; and encouraging employers to implement transportation demand management strategies, such as carpooling.

6.4.3 Bicycle Network



Cyclists crossing, I-210

The City currently does not have a bike master plan and will aim to adopt either an Active Transportation Plan or a Multi-modal Plan.

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage, promote, and increase active modes of transportation. Administered by the Division of Local Assistance, Office of State Programs, the ATP receives funding annually from the Road Maintenance and Rehabilitation Account, as mandated by Senate Bill 1 (SB 1) (Chapter 2031, Statutes of 2017). By consolidating disparate programs, such as the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and Safe Routes to School (SRTS), into a single program, the ATP streamlines efforts to advance California's status as a national leader in fostering active transportation. The ATP supports the development of communitywide bicycle, pedestrian, safe routes to school, and active transportation plans, as well as capital projects and non-infrastructure projects such as education and encouragement activities. However, the ATP is significantly focused on providing funding to disadvantaged communities. It should be noted that the City does not have any disadvantaged communities.

6.5 Circulation Plan

The Circulation Plan embodies the approach the City will take to ensure safe and convenient operation of the circulation system and identifies improvements required to accommodate traffic from planned development. As described in the Land Use Element, the proposed changes in land use designations will only moderately increase mixed-use densities along Foothill Boulevard. Development under the Mixed-Use designation, as proposed in the Land Use Element, will not cause significant increases in vehicle trips because development in these areas is expected to attract seniors, and the use of alternative modes of transportation will be encouraged through design and land use planning. Instead, most of the future growth in traffic will be related to regional rather than local growth, and it will occur mainly on Foothill Boulevard.

To mitigate the effects of long-term traffic growth, the use of active, alternative modes of transportation, such as transit, bicycling, and walking, is encouraged to reduce dependency on automobile transportation. The City also recognizes that a safe, well-connected, and aesthetically pleasing bicycle, pedestrian, and equestrian network enhances the quality of life for those who live, work, and recreate in La Cañada Flintridge. As a part of implementation of the Circulation Plan, the City will promote the concept of complete streets, which are transportation facilities that are planned, designed, operated, and maintained to provide safe and efficient mobility for users of all ages and abilities, including bicyclists, pedestrians, transit riders, and motorists. Due to geometric constraints, construction of sidewalks is limited within the City.



6.5.1 Master Plan of Streets

The Master Plan of Streets is established with hierarchical roadway designations, physical design standards for the roadway designations, and service standards. The Master Plan of Streets is shown in Figure CE-1. Review of daily traffic volumes and roadway capacities under the General Plan build-out indicates that, with the exception of one location, the Master Plan of Streets is adequate to accommodate future growth.

CE Policy 1.2.1 states that the City Council may adopt, based on the recommendations of the City Engineer, a threshold of significance for traffic growth impacts on City roadways and intersections. Transportation Study Guidelines were adopted in November 2025 for vehicle miles traveled and level of service assessment. Thus, a development may have significant traffic impacts if the increment of growth in congestion generated by the development exceeds the adopted threshold for any City roadway or intersection.

Prior to the adoption of the thresholds of significance for traffic impacts in the City, the CMP was used to determine which locations in the Master Plan of Streets would be significantly impacted under General Plan build-out conditions. As specified in Appendix B.9.1 of the CMP, a significant impact occurs when traffic demand on a facility increases by two percent of capacity (change in V/C ≥ 0.02), causing LOS F (V/C > 1.00). If the facility is already at LOS F, a significant impact occurs when traffic demand on the facility increases by 2 percent of capacity (V/C ≥ 0.02). Development should be monitored and evaluated as it occurs to determine its impacts on the City's street system.

6.5.2 Public Transportation Plan

A key component of the Circulation Plan is the promotion of public transit as an alternative mode of transportation. Increasing the use of this mode of transportation will produce a number of benefits for the community, including reduced traffic, less need for costly roadway improvement projects, improved air quality, and a reduction in GHG emissions.

The City will continue to fund the free City of La Cañada Flintridge Foothill Boulevard Shuttle along Foothill Boulevard and will enhance its level of service as part of continued development of the Downtown Village Specific Plan (DVSP) and new mixed-use development, as efficient public transportation service is complementary to a pedestrian-oriented area. As development continues in the DVSP area, the City should consider providing transit service along Town Center Drive. The City also will pursue improved and expanded connections to the regional transit system.

6.5.3 Bicycle Transportation Plan

As discussed in section 6.4.3, the City currently doesn't have a Bicycle Master Plan and will pursue adopting either an Active Transportation Plan or a Multi-modal Plan. However, the City has implemented several bikeway projects in the City (see Figure CE-5).

The future planning efforts should incorporate connections to regional bicycle networks identified by Los Angeles County and Metro. Existing and planned bicycle facilities may include connections along corridors such as Foothill Boulevard, Ocean View Boulevard, Verdugo Boulevard/Honolulu Avenue, and Highland Drive/Woodbury Road, many of which connect to neighboring jurisdictions and regional routes.



Foothill Link Bikeway and Pedestrian Greenbelt Project

In 2010, the City pursued and was awarded a Metro Call for Projects Grant in the amount of $2,038,067 to construct a new greenbelt along the south side of Foothill Boulevard between Leata Lane and the Glendale Freeway (SR-2) ramps located at Hillard Avenue. Approximately 0.5 miles of Class I "Bike Path" and 1.5 miles of Class II "Bike Lane" were built to connect existing bike route networks in La Crescenta, Montrose (Glendale), and Pasadena. Wider pedestrian paths, landscape buffers, and pedestrian-level lighting alongside the bike path, as well as an enhanced bus stop, were also constructed.

The City has also implemented bike facilities along Foothill Boulevard, Verdugo Boulevard, and Alta Canyada Road. Completed in 2023, the Foothill Link Bikeway project upgraded the existing eastbound bike lane (basic striped unprotected) to a curb-level eastbound bike path. The project also includes landscaping, signal work, lighting, resurfacing, a landscaped median, and the removal of some (not heavily used) parking spaces on the westbound side. The City is also working with Caltrans, the City of Glendale, and Los Angeles County to transform Foothill Boulevard into an active transportation-friendly corridor between Lowell Avenue and Oak Grove Drive. Additionally, the City is working with Caltrans to enhance safety and manage speeds along Angeles Crest Highway (ACH), from the I-210 freeway on- and off-ramps to the city limits. Improvements under consideration include the introduction of bike lanes and sidewalks.

Pursuant to SB 932 (2022), the City shall continue to support the development of a balanced, multi-modal transportation network that improves mobility, safety, and accessibility for all users, including pedestrians, bicyclists, transit riders, seniors, youth, and persons with disabilities. The effort should identify existing conditions, completed and missing bicycle facilities, network gaps, priority corridors, safety concerns, connectivity opportunities, and implementation strategies for bicycle, pedestrian, transit, trail, and micromobility improvements. The evaluation should also consider changing mobility trends, roadway

conditions, safety needs, and current state requirements related to complete streets and multi-modal planning.

The multi-modal planning effort should evaluate opportunities to improve access to schools, parks, commercial areas, civic destinations, transit stops, and regional trail systems while considering the City's unique hillside context, roadway constraints, emergency access needs, and community character. The plan should also identify opportunities for traffic calming, Safe Routes to School improvements, enhanced crossings, wayfinding, first/last-mile connections, and coordination with adjacent jurisdictions to close gaps in the regional active transportation network.

A Trails Master Plan, maintained by the La Cañada Flintridge Trails Council, catalogs the extensive trail network that primarily serves recreational purposes, including walking, hiking, bicycling, and equestrian use. These trails are generally intended as recreational amenities rather than primary commuter facilities. However, certain trail segments may be evaluated as part of the City's broader multi-modal network to support local connectivity and commuting opportunities. Any such use should be balanced with trail preservation, user safety, environmental considerations, and compatibility with recreational and equestrian activities. The City shall continue to prohibit motorized vehicle use on trails, except for authorized maintenance, emergency, or accessibility-related uses where permitted.

To comply with SB 932 requirements, the City shall initiate preparation of an Active Transportation Plan or a Multi-modal Plan within two years of adoption of the updated Circulation Element and establish measurable implementation actions tied to funding, capital improvement programming, and future roadway projects. Future circulation improvements should consider complete streets principles where feasible and context appropriate, while balancing mobility, safety, emergency access, evacuation needs, neighborhood character, and preservation of the City's recreational trail system. The City may also continue to pursue grants and coordinate with regional agencies, Metro, Caltrans, neighboring jurisdictions, Los Angeles County, and major institutional partners and major employers such as the Jet Propulsion Laboratory (JPL), as well as connections to Park-and-Ride facilities, to advance multimodal improvements and strengthen regional connectivity.

6.5.4 Truck Access

Assembly Bill 98 (AB 98), effective January 1, 2026, requires cities and counties to address goods movement and truck routing within their Circulation Elements to reduce conflicts between truck traffic and sensitive land uses. The law primarily focuses on warehouse and logistics-related truck activity. It also requires

jurisdictions to identify and evaluate truck routes that support regional goods movement. Although La Cañada Flintridge is not a logistics or industrial community, regional truck traffic does travel through the City due to its location within the Foothill Transportation Network and its connections to surrounding communities and mountain areas. The City does not currently contain any warehouse or logistics facilities and does not intend to introduce such land uses in the foreseeable future. As a result, the City's approach to AB 98 compliance focuses on managing regional through-truck traffic while protecting residential neighborhoods, maintaining community character, and minimizing impacts to sensitive receptors.

Caltrans provides the California Truck Network Map for State highways, which is the official government source for truck route information. Within the City, Interstate 210 is a designated truck route and falls under the National Network Route. The State Route 2 (Angeles Crest Highway), north of Interstate 210, is also designated as a truck route with special restrictions, prohibiting commercial vehicles with three or more axles or a gross vehicle weight of 9,000 pounds or more on this portion of SR-2. These highways serve as the principal corridors for regional truck movement through the area.

Truck traffic on Foothill Boulevard is intended primarily to support local-serving commercial activity, including deliveries to businesses located within the City. The City does not support the use of Foothill Boulevard or local residential streets as bypass routes for regional cut-through truck traffic attempting to avoid designated State truck routes.

The City recognizes that SR-2 serves a unique regional function as a critical connection to foothill and mountain communities located north of La Cañada Flintridge. The City is currently in discussions with Caltrans regarding the potential future relinquishment or dedication of portions of SR-2 to the City. Future coordination between the City and Caltrans may address roadway operations, truck management strategies, signage, safety improvements, and context-sensitive design treatments along the corridor. Figure CE-6 shows the designated truck routes for the City of La Cañada Flintridge.

To minimize neighborhood impacts and maintain roadway safety, the City intends to continue directing regional truck traffic to Interstate 210 and SR-2, while discouraging unnecessary truck circulation on local streets and commercial corridors not intended for heavy freight. The City may consider additional enforcement measures, signage, and operational controls to reduce unauthorized cut-through truck traffic.

Figure CE-7 shows potential locations of signage to restrict freight trucks on local streets, Foothill Boulevard, and other roadways with commercial uses. These signs are intended to clearly direct truck drivers toward designated truck routes and away from sensitive receptors. However, a more detailed analysis should be conducted to develop a signage location plan and the signage design. The City may also evaluate truck size limitations on local commercial corridors, such as restricting access to trucks exceeding 40 feet in length except where necessary for local deliveries, emergency access, or utility operations.



Sample signage for truck size limits and prohibited routes

Consistent with AB 98, the City will continue to evaluate the impacts of truck routing, roadway operations, and goods movement as part of future transportation planning efforts. The City's approach emphasizes concentrating truck traffic on appropriate regional corridors while minimizing conflicts with homes, schools, parks, trails, and other sensitive land uses.

6.5.5 Loading and Unloading on Foothill Boulevard

Loading and unloading activity along Foothill Boulevard and in adjacent commercial areas has emerged as an important issue affecting circulation, parking, and business operations within the City. Many of the commercial properties along Foothill Boulevard were developed incrementally over time and are located on relatively small or shallow parcels with limited on-site loading areas. As a result, loading and unloading activities frequently occur within parking lots, drive aisles, sidewalks, on-street parking spaces, or on the center median striping, which can create circulation conflicts, reduce parking availability, interrupt bicycle and pedestrian movement, and contribute to localized congestion along the corridor. These challenges are especially pronounced during peak business hours and delivery periods when curb space is already in high demand for customer parking, rideshare activity, and short-term access.

As part of the ongoing Zoning Code Update, the City is evaluating new off-street loading standards intended to improve safety, support efficient business operations, and reduce circulation conflicts within commercial areas. The proposed standards establish minimum loading requirements for commercial, mixed-use, office, and multifamily development based on building size and use type. The standards also establish dimensional, access, screening, and operational requirements for loading spaces to help ensure loading and unloading activities occur on-site rather than within public rights-of-way.

Proposed provisions require loading areas to be located away from street frontages where feasible, provide adequate maneuvering space on-site, and minimize impacts on adjacent residential uses through screening and design treatments.

The City also recognizes that the unique parcel configuration and small-scale commercial character along portions of Foothill Boulevard may limit the ability of some businesses to provide dedicated loading areas on-site. In some locations, shared parking lots, rear-access areas, or coordinated loading arrangements between adjacent businesses may provide opportunities to accommodate loading and unloading more efficiently while reducing the need for trucks to stop in travel lanes or occupy on-street parking spaces. Shared loading and service areas may also create opportunities to preserve curbside space for customer parking, passenger pick-up and drop-off activity, outdoor dining, bicycle parking, and pedestrian improvements. However, due to varying site conditions and parcel constraints, not all commercial properties may be able to accommodate off-street loading facilities.

To improve circulation efficiency and reduce conflicts between loading activity and roadway operations, the City's overall policy direction is to prioritize off-street loading and unloading wherever feasible. On-street loading should generally be discouraged except where physical site constraints or existing development patterns make off-street accommodations impractical. Future development, redevelopment, and property improvements along Foothill Boulevard and other commercial corridors should incorporate site planning strategies that support internal loading access, shared service areas, and efficient circulation patterns while minimizing impacts to sidewalks, travel lanes, and public parking supply. The City may also continue evaluating curb management strategies, delivery timing practices, and operational improvements to balance loading needs with parking demand, business activity, pedestrian comfort, and overall corridor functionality.

6.6 Future Conditions of Traffic Flow

The potential traffic and circulation impacts related to the adoption of the updated General Plan are determined by forecasting future daily traffic volumes and calculating future daily V/C ratios for all major roadways. Future daily traffic volumes were developed using SCAG's RTP (2004[1]) Regional Model and adjusted to reflect changes in the land use proposed as part of the General Plan update. Table CE-5 summarizes the forecast for daily traffic volumes, capacities, V/C ratios, and LOS for 20 roadway segments. As shown in Table CE-5, none of the studied roadway segments is anticipated to be significantly affected by the General Plan build-out.

Table CE-5. Future Daily Traffic Volumes and Level of Service (2030)

Roadway	Location	Roadway Classification	Total Lanes	Capacity	ADT	V/C[1]	LOS
Angeles Crest Hwy	North of Foothill Blvd	Primary Roadway	4	32,900	16,900	0.51	A
Foothill Blvd	East of Ocean View Blvd	Primary Roadway	4	32,900	25,200	0.77	C
Foothill Blvd	East of Hillard Ave	Primary Roadway	4	32,900	24,100	0.73	C
Foothill Blvd	East of Verdugo Blvd	Primary Roadway	4	32,900	29,600	0.90	D
Foothill Blvd	East of Gould Ave	Primary Roadway	4	32,900	28,600	0.87	D
Descanso Dr	West of Chevy Chase Dr	Major Roadway	2	15,600	9,100	0.58	A
Gould Ave	North of I-210 Westbound Ramp	Major Roadway	2	15,600	7,700	0.49	A
Oak Grove Dr	South of Foothill Blvd	Major Roadway	4	32,900	17,700	0.57	A
Verdugo Blvd	East of Alta Canyada Rd	Major Roadway	2	15,600	9,500	0.61	B
Alta Canyada Rd	North of Foothill Blvd	Residential Collector	2	12,600	2,900	0.23	A
Berkshire Ave	East of Commonwealth Ave	Residential Collector	2	12,600	3,500	0.28	A
Chevy Chase Dr	South of Berkshire Ave	Residential Collector	2	12,600	5,400	0.43	A
Chevy Chase Dr	South of Foothill Blvd	Residential Collector	2	12,600	4,600	0.37	A
Commonwealth Ave	South of Foothill Blvd	Residential Collector	2	12,600	3,100	0.25	A

[1] The baseline for the Circulation Element and Environmental Impact Report was developed in 2007 and was based on SCAG's 2004 RTP, which was the most current data.

Roadway	Location	Roadway Classification	Total Lanes	Capacity	ADT	V/C[1]	LOS
Crown Ave	North of Santa Ynez Way	Residential Collector	2	12,600	7,200	0.57	B
Cornishon Ave	South of Foothill Blvd	Residential Collector	2	12,600	4,600	0.37	A
Highland Dr	East of Chevy Chase Dr	Residential Collector	2	12,600	6,700	0.53	A
Hillard Ave	North of Foothill Blvd	Residential Collector	2	12,600	4,600	0.37	A
La Cañada Blvd	North of Fairview Dr	Residential Collector	2	12,600	4,400	0.35	A
Ocean View Blvd	North of Foothill Blvd	Residential Collector	2	12,600	8,600	0.68	B

[1]Volume-to-capacity ratio

Bold indicates location with significant project impact based on Los Angeles County Congestion Management Program (CMP) threshold of significance.

6.7 Planned Improvements

6.7.1 City of La Cañada Flintridge Capital Improvement Program

The City's Capital Improvement Program (CIP), which outlines the City's infrastructure needs for the future, contains a list of municipal projects scheduled to receive funding and be constructed within a 5-year period. The CIP includes all capital projects planned within the City, their funding sources, and their schedule of implementation, including those that implement the General Plan.

6.7.2 Foothill Boulevard Districts

In 1991, the City prepared and approved the Foothill Boulevard Master Plan (FBMP) to guide future development of Foothill Boulevard and to provide recommendations for identified issues that were considered impediments to revitalization. The vision described in the FBMP was to preserve and enhance a small-scale pedestrian-oriented atmosphere with a village character, while enhancing economic vitality, use, and circulation efficiency.

The FBMP identified five districts along the entire length of Foothill Boulevard within the City, each with its own mix of uses and unique characteristics, and provided policy direction for future development and redevelopment within those districts. The Foothill Boulevard Districts are included in the Circulation Element because they incorporate public improvements to support the land use policies for each district and the overall vision for Foothill Boulevard. Four of the five original districts include West Gateway, The Link, Old Town, and Michigan Hill Districts. The adopted DVSP, described below, implements the fifth district, called the Downtown District. Figure CE-8, Foothill Districts, displays the boundaries of the five districts on Foothill Boulevard.



Foothill Boulevard in The Link District

6.7.2.1 Downtown Village Specific Plan

The DVSP incorporates and supports many of the goals, policies, and design principles of the Foothill Boulevard Master Plan. The City's Design Options Manual and Community Planned Development (CPD) Ordinance also contain many elements of the Foothill Boulevard Master Plan. The DVSP, which was adopted in 2000, identifies several transportation-related improvements to better serve downtown land uses (existing and proposed) and improve local access and circulation. The new North Road and associated north–south connecting streets would allow for additional local streets to provide alternate routes and relief to Foothill Boulevard. The DVSP retains the current number of lanes on Foothill Boulevard, both at mid-block locations and at intersections. Some of the key improvements outlined in the DVSP include the following:

- Retain Foothill Boulevard as a four-lane roadway throughout the downtown area.
- Implement various improvements at specific locations. Some of these improvements are described in greater detail below.

Town Center Drive (The North Road)

The North Road, now named Town Center Drive, is a new collector street with one lane in each direction and a striped center two-way left-turn lane and/or median. The North Road has one striped bicycle lane in each direction. As

conceived in the DVSP, the North Road is intended as alternative access for the general public to the businesses along Foothill Boulevard.

The first segment of North Road, connecting Angeles Crest Highway to approximately Beulah Drive (Civic Center Drive) south of the I-210 Freeway, was constructed as part of the Town Center development.

Angeles Crest Highway/Chevy Chase Drive at Foothill Boulevard

The intersections of Angeles Crest Highway and Chevy Chase Drive with Foothill Boulevard are currently offset. While the DVSP contemplated the realignment of these two intersections to eliminate the offset, the City completed a project in 2008 that signalized the Chevy Chase intersection and operates the two signals as one intersection with full coordination between the two. The City recognizes that the closely spaced traffic signals have resulted in less-than-satisfactory operation and will continue to pursue optimal signal timing and configuration to reduce driver delay. As the Town Center and Downtown Village areas develop further, it will be important to monitor congestion along Foothill Boulevard, evaluate alternatives, and make intersection improvements when volumes increase. Developers should be responsible for their share of needed traffic signal improvements along Foothill Boulevard.



Eastbound on Foothill Boulevard at Chevy Chase Drive and Angeles Crest Highway

6.7.3 SR-710 Transportation Improvement

The Long Beach Freeway (I-710) currently terminates 6 miles south of the I-210/SR-134 Freeway interchange in Pasadena, at Valley Boulevard just north of the San Bernardino Freeway (I-10) in Alhambra. On October 12, 2019, Governor Newsom signed Assembly Bill No. 29 removing Route 710 between Alhambra Avenue in the City of Los Angeles and California Boulevard in the City of Pasadena from the California freeway and expressway system on January 1, 2024.

6.7.4 Public Facilities

In addition to the circulation infrastructure, the Circulation Element also addresses other public infrastructure and utilities that support the existing and planned land uses and development in the City necessary for implementation of the General Plan, such as storm drain facilities, the wastewater collection and transmission system, and the water supply and distribution system.

6.7.4.1 Storm Drain Facilities

Existing drainage facilities were originally constructed by either the Los Angeles County Flood Control District (LACFCD) or the Los Angeles County Department of Public Works (LACDPW). After the City incorporated in 1976, the LACFCD continued to own and operate its facilities because LACFCD is responsible for flood control. The ownership and operation of the LACDPW drainage facilities became the responsibility of the City.

In addition to its storm drain and channel facilities, the LACDPW also owns and operates eight (8) debris basins within the City: Mullaly, Pickens, Halls Canyon, Winery Canyon, Hay Canyon, Big Briar, Gould Upper, and Gould Canyon.

The City has regular Capital Improvement Program (CIP) projects to maintain and upgrade its drainage facilities. The City also reviews new development to ensure no drainage problems are created.

6.7.4.2 Wastewater Collection and Transmission

The City is included within two Los Angeles County Sanitation Districts (LACSD): District 28 (generally north of Foothill Boulevard) and District 34 (generally south of Foothill Boulevard). Prior to the establishment of public sewer assessment districts, the City was served primarily by private septic sewage disposal systems (also known as onsite wastewater treatment systems or OWTSs). However, there existed limited public sewer systems. The La Cañada Country Club (LCCC) and approximately 400 associated dwelling units are served by the Water Reclamation Plant (WRP) Outfall within District 28. The westerly portion of the City is served by the Crescenta Valley Water District (CVWD). Some properties located adjacent to the City of Pasadena boundary have access to the Pasadena sewer system.

In April 1997, the LACSD completed the Foothill Boulevard Main Trunk Sewer enabling the commercial establishments on Foothill Boulevard to have access to a public sewer system.

In 1998, the first Assessment District (AD 98-1) was formed allowing for the construction of a public sewer system. The boundaries of AD 98-1 consist generally of the southerly boundary of the LCCC to the north, Foothill Boulevard to the south, Gould Avenue to the west, and the east City Limit to the east (not including the Jet Propulsion Laboratories (JPL)). The construction of AD 98-1 was completed in 1998.

In 2002, the second Assessment District (AD 02-1) was established. The boundaries of AD 02-1 consist generally of the north City Limit to the north, Foothill Boulevard to the south, La Cañada Boulevard to the west, and Gould Avenue to the east. The construction of AD 02-1 was completed in 2005.

In 2004, the third Assessment District (AD 04-1) was established. AD 04-1 is divided into two areas: A and B. The boundaries of Area A consist generally of the north City Limit to the north, Foothill Boulevard to the south, Ocean View Boulevard to the west, and Palm Drive to the east. The boundaries of Area B consist generally of the north City Limit to the north, Foothill Boulevard to the south, Palm Drive to the west, and La Cañada Boulevard to the east. The construction of AD 04-1 was completed in 2008.

AD 98-1, AD 02-1, and AD 04-1 (Area B) are all served by District 28 of the LACSD. Because of existing topography, AD 04-1 (Area A) is served by the City of Los Angeles via conveyance through CVWD sewer facilities.

Between 2005 and 2009, several types of sewer systems were proposed to the residents of the Flintridge area (south of Foothill Boulevard) to complete the public sewer system for the remainder of the City. Based on several City-sponsored studies, it was determined at that time that the cost of any public sewer system in the Flintridge area would be substantially more costly on a "per household" basis than the public sewer systems previously constructed in other areas of the City. Despite this increased cost, prior to the economic recession of 2008, there was considerable interest among the residents of Flintridge to form assessment districts for the construction of a public sewer system. At that time, the Flintridge area was generally divided into three geographic districts: District 4 (generally between Berkshire Avenue and Foothill Boulevard with deeper bedrock for gravity sewers), District 5 (generally between Berkshire and south to Glendale with shallower bedrock), and District 6 (generally west of District 4 between Foothill Boulevard and I-210). In District 5, based on studies and surveys of the residents, a Low Pressure System (LPS) was proposed as the public sewer system. In 2009, ballots were issued to the residents of District 5 for the formation of Sewer Assessment District AD 09-1 for the construction of the LPS system. However, by 2009 the effects of the 2008 recession had impacted public sentiment for the expenditure of funds for a public sewer system, and there was a majority protest against the formation of that Sewer Assessment District. While no assessment ballots were issued for Districts 4 or 6, resident

surveys conducted post-recession established that a majority of residents in District 4 would not have supported a public sewer assessment primarily due to the high costs involved. Currently, there are no plans for a public sewer system in the Flintridge area.

Due to the high cost of public sewers in the Flintridge area and the current economic environment, the existence of residential OWTSs will continue in the Flintridge area for the foreseeable future. The City embraces its responsibility as the Qualifying Local Agency under the California Water Code regarding the regulation of OWTSs within the City. The City's regulatory role is important to the community for multiple reasons. For public health reasons, the City desires to protect against the illicit discharge of liquid wastes into the public drainage facilities. The City's regulatory role, however, is also important to ensure that residents with properly functioning OWTSs are not burdened by overregulation or unreasonable restrictions on the use and enjoyment of their property just because their properties are serviced by an OWTS instead of a public sewer system. It is the policy of the City to remain the agency responsible for the implementation and enforcement of applicable local code requirements with respect to OWTSs and to carefully monitor the activities of any agency (e.g., the Los Angeles County Health and/or Building Department) to which the City delegates any such responsibilities to ensure that the residents are treated in a fair and reasonable manner in conjunction with applicable regulations.

6.7.4.3 Water Supply and Distribution

The City does not own or operate any water company; instead, it is served by four (4) water companies: CVWD, La Cañada Irrigation District (LCID), Liberty Utilities, and Valley Water Company (VWC). The CVWD obtains a portion of its water from the local wells in the Verdugo Basin and the Los Angeles Department of Water and Power (LADWP). LCID and VWC obtain a portion of their water from the Monk Hill portion of the Raymond Basin. The Raymond Basin has an area of approximately 40 square miles bounded by the San Gabriel Mountains to the north, the San Rafael Hills to the west, and the Raymond Fault on the south and east. The majority of the City is located within the basin's boundaries.

All four of the water purveyors purchase imported water supplies through the Foothill Municipal Water District (FMWD), a member agency of the Metropolitan Water District (MWD) of Southern California. FMWD is a water wholesaler and its only source of water is through MWD's Weymouth Plant in La Verne. CVWD gets 40 percent of its water from FMWD. LCID gets 90 percent of its water from FMWD. MCWC gets 100 percent of its water from FMWD. VWC gets 75 percent of its water from FMWD.

CVWD serves the western portion of the City. LCID serves the central and northern portions of the City. MCWC serves the northeasterly portion of the City. VWC serves the central and southern portions of the City.

6.8 Goals, Objectives, and Policies

The goals, objectives, and policies in the Circulation Element establish the policy foundation to guide future circulation- and transportation-related decision making to achieve the community's *Vision 2030*.

CE GOAL 1: Maintain a safe, multi-modal, efficient, economical, and aesthetically pleasing circulation system providing for the circulation of people, goods, and services to serve the existing and future needs of the City of La Cañada Flintridge.

CE Objective 1.1: Assure that local and regional traffic demands are met in a way that is consistent with and preserves the City's character as reflected in Vision 2030.

CE Policy 1.1.1: Establish and maintain a circulation network that supports the Land Use Element of the General Plan.

CE Policy 1.1.2: Coordinate improvements to the City's circulation system with appropriate local, county, regional, State, and federal transportation plans and programs.

CE Policy 1.1.3: Develop and periodically evaluate multi-modal transportation planning efforts, including an Active Transportation Plan or a Multi-modal Plan in the City, which are designed and operated to enable safe and convenient access for all users of all ages and abilities, including pedestrians, bicyclists, motorists, transit riders, equestrians, persons with disabilities, and micromobility users where appropriate.

CE Policy 1.1.4: Participate in transportation planning efforts that involve other governmental agencies, mandated programs, and regulations in order to minimize potential environmental impacts related to transportation in and around the City.

CE Policy 1.1.5: Oppose any SR-710 tunnel or surface freeway extension that would increase traffic volumes on the I-210 Freeway through La Cañada Flintridge due to the air quality, noise, and traffic congestion impacts on the community that such alternatives would create. Encourage the development of multi-modal transportation alternatives in lieu of a direct connection between the SR-710 and I-210 freeways that address regional transportation needs without significantly impacting the City.

CE Objective 1.2: Establish and periodically evaluate a Level of Service (LOS) impact standard by which to evaluate new developments and substantial redevelopments for their potential impacts on and contribution to the City's congestion management concerns.

CE Policy 1.2.1: The City Council may adopt, based on the recommendations of the City Engineer, a threshold of significance for traffic growth impacts on City roadways and intersections.

CE Policy 1.2.2: Require new developments to conform to LOS standards and project impact criteria of the City of La Cañada Flintridge and other mandated programs. This includes mitigation of traffic impacts to the surrounding street system.

CE Policy 1.2.3: Pursue right-of-way acquisition to meet the City's adopted standards. In non-residential areas, density bonuses may be considered in conjunction with right-of-way dedication. Right-of-way upgrades will serve to benefit not only vehicles but all forms of transportation. Although dedication of right-of-way is anticipated to be the primary means to upgrade right-of-way widths, the City may consider alternatives to right-of-way acquisition, such as easements, alternate routes, and designated access roads.

CE Policy 1.2.4: In order to maintain the residential character of its streets, the City may allow flexibility to the Standard Street Sections (Figure CE-2) in consideration of available right-of-way, the context of the roadway in comparison to its surrounding land uses, and impacts or benefits of multiple modes of transportation.

CE Objective 1.3: Enhance community character by maintaining aesthetically pleasing streets with low traffic volumes.

CE Policy 1.3.1: Encourage the development of aesthetic streetscapes that are consistent with the low-density, residential character of the community to promote a positive City image and provide visual relief.

CE Policy 1.3.2: Installation of street lights in previously unlit areas may be initiated at the request of homeowners by a petition to the City, with approvals to be determined by staff based on criteria to be established in advance by the City Council, such as where lighting is warranted for safety reasons. Appeals of staff determinations shall be referred to the appropriate Commission for consideration. The City's determination shall provide for the mitigation of lighting impacts if necessary.

CE Policy 1.3.3: Encourage developments that contribute to balanced land uses and that serve to reduce overall trip lengths (e.g., jobs and housing balance, locating retail in closer proximity to residents and patrons).

CE Policy 1.3.4: Ensure that effective Transportation Demand Management (TDM) measures and programs are being implemented within the City.

Objective 1.4: Evaluate funding options and prioritization of capital improvements that support transit and non-motorized transportation to reduce VMT and GHG emissions, while maintaining economic vitality and sustainability.

CE Policy 1.4.1: Before funding transportation improvements that increase roadway capacity and vehicle miles traveled (VMT), evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit services and infrastructure, and bicycle, trails, and pedestrian facilities, Safe Routes to School improvements, first/last-mile connections, traffic calming, and multi-modal corridor enhancements.

CE Policy 1.4.2: The City may require that when Proposition A funds are traded, congestion management credit commensurate with the level of funds traded will be given to the City.

CE GOAL 2: Facilitate alternatives to automobile travel, including public transportation, bicycling, ridesharing, walking, and equestrian, that support land use plans, meet transportation needs, and reduce vehicle-related and GHG emissions.

CE Objective 2.1: Promote transit-supportive uses where appropriate.

CE Policy 2.1.1: Ensure that new mixed-use, commercial, and multiple-family residential developments incorporate project design features that promote the use of alternative modes of transportation, such as proximity to transit, pedestrian and bicycle facilities, preferential parking for low-/no-emission vehicles, etc.

CE Policy 2.1.2: Provide and coordinate the provision of pedestrian and bicycling enhancements, such as sheltered benches and bike racks, wayfinding, enhanced crossings, shade features, and micromobility-supportive infrastructure along major roadways, within the DVSP, and near schools, parks, transit stops, and civic destinations.

CE Policy 2.1.3: Continue to provide information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services.

CE Objective 2.2: Continue to improve transit service in the City to achieve trip reductions, improve air quality and reduce GHG emissions, and facilitate pedestrian and non-motorized travel.

CE Policy 2.2.1: Encourage the use of transit along Foothill Boulevard and specifically to and from the DVSP by enhancing the LCF shuttle service. Work to increase shuttle frequency and service hours.

CE Policy 2.2.2: Work with Metro and all other transit providers serving the City to respond to increases in demand for transit.

CE Policy 2.2.3: Work with Metro and Pasadena ARTS to enhance transit connections to the Metro system.

CE Policy 2.2.4: Work with regional and local transit providers to enhance customer service and system ease-of-use by supporting development features such as:

a. a Regional Pass system to reduce the number of different passes and tickets required of system users;
b. "Smart Bus" technology, using global positioning satellite (GPS) and electronic displays at transit stops, to provide customers with "real-time" arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service); and
c. a regional online trip planning program.

CE Policy 2.2.5: Upgrade and maintain the transit system infrastructure to enhance public use, including:

a. ensuring transit stops are safe, convenient, clean and efficient;
b. ensuring transit stops have clearly marked street-level designation and are accessible;
c. ensuring transit stops are safe, sheltered, benches are clean, and lighting is adequate; and
d. placing transit stops along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one-half mile.

CE Policy 2.2.6: Work with regional and local transit providers to create an interconnected transportation system that encourages a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, carsharing, bicycling, and walking.

CE GOAL 3: Provide and maintain public infrastructure and utilities that support existing and planned land uses and development in a cost-effective and responsible manner.

CE Objective 3.1: Continue to improve and expand public infrastructure and utilities in the City as determined necessary.

CE Policy 3.1.1: Determine public infrastructure and utility needs to implement the General Plan and prioritize them through the City's CIP.

CE Policy 3.1.2: Evaluate existing public infrastructure and utilities to determine facilities and identify ongoing maintenance and/or replacement needs, and prioritize and implement them through the City's CIP.

CE Policy 3.1.3: Require new development to install curbs and gutters, including all land divisions and substantial redevelopment of properties other than single-family residences where feasible and appropriate.

CE Policy 3.1.4: Implement policies for the preservation of natural conditions leading to retention of stormwater where it occurs.

CE Objective 3.2: Work closely with local water companies and districts and sewer districts in determining and meeting community needs for water, sewer, and stormwater service.

CE Policy 3.2.1: Continue to promote the opportunity for the construction of public sewers, where determined feasible.

CE Policy 3.2.2: Work closely with solid waste disposal companies in providing trash pick-up services, and reduce the per capita production of solid waste as defined in the City's Source Reduction and Recycling Element.

CE Policy 3.2.3: Work closely with the Los Angeles County Flood Control District in determining and meeting community needs for flood control facilities and maintenance.

CE Policy 3.2.4: Improve the existing storm drainage system by correcting identified deficiencies, where feasible and appropriate. Require new developments to upgrade storm drains to handle increased runoff generated by the development site.

CE Policy 3.2.5: Develop and implement a public education program that identifies the health hazards and penalties for improper disposal of graywater to assure the City's compliance with the requirements of the California Plumbing Code, the Clean Water Act, and the National Pollutant Discharge Elimination System (NPDES) statutes.

CE Objective 3.3: Work closely with telecommunications and energy companies in determining and meeting the community's needs.

CE Policy 3.3.1: Encourage providers of cable television, broadband Internet, and other communication services to consult with the City and with affected property owners before placing physical equipment, except cables, on telecommunications company infrastructure within the City.

CE Policy 3.3.2: Establish a communications protocol so that City officials and staff are apprised of all requests by telecommunication companies for the location of communication towers and monopoles on public and private properties.

CE Policy 3.3.3: Work closely with telecommunication companies to ensure the adequate provision of personal wireless service signal in the City on public or private property.

CE Policy 3.3.4: Encourage energy providers to develop a more energy efficient infrastructure, including solar power, LED lighting, time-of-day usage, equipment replacement, and other energy-reducing programs.

CE GOAL 4: Maintain and enhance accessibility to public facilities and services for persons with special mobility needs, emergency services, commercial deliveries, and other users.

CE Objective 4.1: Enhance the walkability of the City.

CE Policy 4.1.1: Pursue the development of sidewalks and/or ADA-compliant "walkable paths" in the vicinity of schools to provide adequate pedestrian access. The location of the sidewalks and/or ADA-compliant "walkable paths" will include consideration of the Suggested Routes to School Plans and connection to present or future bus or shuttle service in the area.

CE Policy 4.1.2: Provide sidewalk access from residential to commercial areas per the Downtown Village Specific Plan (DVSP) and increase the safety and attractiveness of such areas for pedestrians. Establish priorities for installation and identify funding and developer improvement opportunities to assure implementation of these sidewalk access plans.

CE Policy 4.1.3: Recommend sidewalks and/or ADA-compliant "walkable paths" in new development areas where public safety objectives will be served, at the discretion of the Planning Commission. Similar recommendations for public safety within existing developments should continue to be reviewed by the Public Works and Traffic Commission.

CE Policy 4.1.4: Encourage and recommend commercial, residential, and mixed-use developments to enhance walkability through pedestrian-friendly site and access design.

CE Policy 4.1.5: Identify additional safe and convenient locations for pedestrians to cross Foothill Boulevard, including consideration of mid-block crosswalks, and improve their visibility.

CE Policy 4.1.6: Undertake an evaluation of existing and proposed pedestrian and bicycle facilities, trail connections, and multi-modal corridors to improve access and linkages.

CE Objective 4.2: Ensure the accessibility and safety of all vehicle facilities in the City.

CE Policy 4.2.1: Take advantage of opportunities to control vehicle speeds through sound engineering practices, based on the particular conditions of a given area. Seek to keep apprised of new technologies, which can then be considered for implementation.

CE Policy 4.2.2: Maintain clear roadsides for safe vehicular, emergency vehicle, pedestrian, bicycle, and equestrian travel. Property owners shall be required to clear from their properties, debris, litter, brush, weeds, and low overhanging branches that intrude onto the adjacent rights-of-way.

CE Policy 4.2.3: Coordinate with Caltrans to improve public notification during freeway incidents in order to alleviate potential congestion on City streets.

CE Policy 4.2.4: Continue to work with Caltrans and State officials to enforce the prohibition of commercial trucks with three or more axles or over 4½ tons from using Angeles Crest Highway through the City and pursue and maintain runaway vehicle preventative measures.

CE Policy 4.2.5: Investigate and adopt strategies to discourage the use of local roads by through truck traffic.

CE Policy 4.2.6: Establish ordinances or land use permit conditions limiting the hours when deliveries can be made in off-peak hours in high traffic areas.

CE Policy 4.2.7: Investigate and adopt strategies to improve vehicular circulation around public and private schools and school-owned facilities located within the City.

CE Policy 4.2.8: Develop and implement a citywide program that encourages safe driving habits, including outreach to teens and senior citizens.

CE GOAL 5: Enhance the aesthetics, economic vitality, and circulation efficiency of Foothill Boulevard.

CE Objective 5.1: Enhance the appearance and use of Foothill Boulevard through a series of distinctive districts that incorporate public improvements to support the land use policies for each district and the overall vision for Foothill Boulevard.

CE Policy 5.1.1: *West Gateway.* Recognize the Ocean View at Foothill Boulevard intersection as a major entry for the City, and plan for the development of a significant entry statement there. Such an entry statement could include landscaping and parkway enhancements and may require the acquisition of additional public right-of-way at this intersection. Pursue the implementation of landscaping and parkway enhancements for Foothill Boulevard and the unsightly drainage facilities in West Gateway. Either separately or in conjunction with an Active Transportation Plan or a Multi-modal Plan, the City should work to redesign Foothill Boulevard and implement traffic-calming measures.

CE Policy 5.1.2: *The Link.* Pursue the implementation of a linear park extending from the YMCA west to the commercial district, using excess right-of-way on the south side of the street and screening the high retaining wall. Also pursue the creation of a multi-use pedestrian/bike parkway along the south side of Foothill Boulevard between Mayor's Discovery Park and the YMCA, with possible further extension to the west. Either separately or in conjunction with an Active Transportation Plan or a Multi-modal Plan, the City should work to redesign Foothill Boulevard and implement traffic-calming measures, including a center median on Foothill Boulevard in the Walls area and landscaping.

CE Policy 5.1.3: *Old Town.* Pursue parkway landscaping improvements that encourage pedestrian use and reduced traffic speeds while maintaining adequate emergency vehicle access.

CE Policy 5.1.4: *DVSP – Foothill Boulevard Improvements.* Pursue parkway improvements to provide visual enhancement to Foothill Boulevard as well as the Angeles Crest at Foothill Boulevard intersection. Pursue opportunities for improved access to off-street parking in the western portion of the DVSP by: working with property owners and developers to encourage reciprocal parking arrangements and removal of barriers to reciprocal access to such parking; revising the Zoning Code to permit removal of such barriers to encourage access to off-street parking; and investigating opportunities for development of additional publicly owned or leased parking. Continue pursuing streetscape enhancements according to the DVSP.

CE Policy 5.1.5: *Michigan Hill.* Establish a program for sidewalk, guardrail, trash receptacle, and landscaping improvements for this district, and continue to pursue long-term funding opportunities for the undergrounding of overhead utilities in this area. Continue to improve bus stop facilities in this area, installing bus shelters where feasible and appropriate.

CE Objective 5.2: Enhance traffic flow along Foothill Boulevard.

CE Policy 5.2.1: Extend the North Road from its current terminus to Rinetti Lane to provide parallel capacity to Foothill Boulevard.

CE Policy 5.2.2: Develop an integrated intersection and traffic signal improvement plan for Foothill Boulevard that balances the need between progressive traffic movements, at reasonable speeds, with the need for safe and convenient pedestrian crossings. Require developers to contribute their fair share to these planned improvements to maintain and improve traffic conditions at acceptable levels.

CE Policy 5.2.3: Evaluate the need for additional signals, and consider alternatives to additional traffic signals, at cross streets to Foothill Boulevard that facilitate pedestrian access to the Boulevard and enhance the levels of service at these intersections. Any new signals shall be incorporated into the

integrated signal synchronization program so as not to conflict with the objectives of congestion management and speed control.

CE Policy 5.2.4: At locations where trails cross Foothill Boulevard, maintain signage and ensure that safety measures include horse crossing capabilities.

CE Policy 5.2.5: Make improvements to key intersections along Foothill Boulevard, such as Angeles Crest Highway and Ocean View Boulevard, as right-of-way becomes available.

CE Policy 5.2.6: Investigate and adopt strategies to discourage the use of Foothill Boulevard by regional through traffic.

CE Policy 5.2.7: Pursue consolidation of closely intersecting streets in connection with new development.

CE Objective 5.3: Enhance parking efficiency and utilization along Foothill Boulevard to promote the City's commercial vitality.

CE Policy 5.3.1: Pursue the recommendations of the *Comprehensive Parking Strategy Report*, including short-term and long-term strategies and code changes to enhance parking availability. Recommendations include:

a. adding signage and improving the appearance of the Caltrans public parking lot
b. adding signage for the Farmer's Market on Foothill Boulevard;
c. reducing the length of bus stops;
d. improving curb markings, limiting parking to 2 hours along Foothill Boulevard during peak usage periods;
e. simplifying parking requirements in the Code;
f. developing a streamlined process for shared parking between businesses in order to optimize parking availability and minimize curb cuts for entryways to parking lots;
g. studying the possibility of reverse angled parking in the Old Town area; and
h. establishing agreements between owners of neighboring properties to share parking.

CE Policy 5.3.2: Investigate and consider adopting curb parking time limits along Foothill Boulevard during peak usage periods in areas with insufficient parking supply when feasible and appropriate for the adjacent land uses.

CE Objective 5.4: Improve the management of loading and unloading activity along Foothill Boulevard to reduce circulation conflicts, support business operations, and enhance pedestrian safety and curbside functionality.

CE Policy 5.4.1: Prioritize off-street loading and unloading facilities for commercial, mixed-use, and multifamily development wherever feasible to

minimize impacts on public streets, sidewalks, bicycle facilities, and on-street parking.

CE Policy 5.4.2: Encourage shared access arrangements, shared loading areas, rear access arrangements, and coordinated service access between adjacent properties where site conditions and parcel configurations limit the ability to provide dedicated on-site loading facilities.

CE Policy 5.4.3: Manage curbside loading activity along Foothill Boulevard and other commercial corridors to balance delivery needs with parking demand, pedestrian access, rideshare activity, outdoor dining, and overall circulation efficiency.

CE Policy 5.4.4: Encourage site design and operational strategies that minimize truck maneuvering conflicts, blockage of travel lanes, and obstruction of sidewalks and pedestrian access areas during loading and unloading activities.

CE GOAL 6: Promote active and multi-modal transportation.

CE Objective 6.1: Support bicycle and other active transportation modes as viable forms of transportation by providing a comprehensive network of bikeways, pedestrian facilities, trail connections, and supporting infrastructure.

CE Policy 6.1.1: Develop, maintain, and periodically evaluate an Active Transportation Plan or a Multi-modal Plan that shows access to primary destinations for commuting, schools, and recreational activities. The City shall evaluate whether updates, expansion, or consolidation into a broader Multi-modal Transportation Plan are warranted to address changing mobility needs, State requirements, safety concerns, ADA accessibility, and multi-modal connectivity opportunities.

CE Policy 6.1.2: Encourage developments and improvements which facilitate the implementation of high-quality, desirable bicycle routes and multi-modal connections. The City shall prioritize implementation of context-appropriate bicycle facilities, including separated bikeways, buffered bike lanes, Class II and Class III routes, shared-use connections, and trail linkages where feasible and appropriate.

CE Policy 6.1.3: Pursue funding opportunities to upgrade and expand bicycle and multi-modal facilities that meet or exceed established standards, including Safe Routes to School, Active Transportation Program (ATP), Congestion Mitigation and Air Quality (CMAQ), Metro, Caltrans, and other regional, State, and federal funding opportunities. First priority for upgrades or improvements shall be given to those routes that serve commuting and school access needs in order to improve the opportunities for bicycling as a viable transportation alternative.

CE Policy 6.1.4: Encourage existing public and private developments and destinations to incorporate adequate, convenient, and secure bicycle-related support facilities to strengthen the City's policy to improve bicycling as a viable transportation alternative, such as:

a. construction of weatherproof bicycle facilities where feasible, and at a minimum, bicycle racks or covered, secure parking near the building entrances; and
b. provision and maintenance of changing rooms, lockers, and showers at large employers or employment centers.

CE Policy 6.1.5: Link the City's bicycle and multi-modal network to the regional system to maintain connectivity to adjacent jurisdictions, regional trails, transit services, employment centers, and major destinations such as JPL and Park-and-Ride facilities.

CE Policy 6.1.6: Improve bicycle and pedestrian access to schools within the City, including pursuing Safe Routes to School funding for planned bikeways, sidewalks, crossings, ADA accessibility, lighting, traffic calming, trail access, and other active transportation improvements near schools.

CE Policy 6.1.7: Assist in the development and delivery of specific bicycle safety programs that will serve to meet the goal of providing a safe, efficient transportation system. Such programs should include public education on safety and rules of the road, appropriate signage, and information regarding proper sharing of roadways and trails by a variety of users.

CE Policy 6.1.8: Identify priority projects, network gaps, and multi-modal improvements needed to support a safer and more connected transportation system.

CE Objective 6.2: Preserve, improve, expand, and complete the trails system and promote safe, coordinated, and comprehensive trail systems for hikers, bicyclists, and equestrians.

CE Policy 6.2.1: Update Trails Master Plan in coordination with the Open Space and Recreation Element and utilize it as the implementing document for the General Plan regarding trails and trail-related issues.

CE Policy 6.2.2: Maintain and expand the trails system due to its importance as a component of the City's commitment to increasing non-motorized mobility and reducing dependence on automobiles for local trips.

CE Policy 6.2.3: Preserve, improve, and expand the trails system in conjunction with the goals, objectives, and policies within the Open Space and Recreation Element of the General Plan.

CE Policy 6.2.4: Maintain and update the Trails Map as the Trails Master Plan is implemented and make it available for public reference and use. Amend the Trails Map by a separate resolution of the City Council as

additional routes, trails, and facilities are deemed appropriate. Amendment of either the Trails Master Plan or the Trails Map will not require amendment of the General Plan unless the changes would create inconsistency with the General Plan's goals, objectives, and policies.

CE Policy 6.2.5: Seek to gain easements from roadways to trails to improve accessibility of the trail system.

CE Policy 6.2.6: Coordinate the provision of equestrian circulation and safety enhancements, such as equestrian accessible crosswalk buttons, traffic buffers, visible and horse-friendly crosswalk markings and materials, and warnings before and after trail crossings.

CE Policy 6.2.7: Continue to prohibit motorized vehicle use on trails, except for authorized maintenance, emergency response, accessibility-related uses where permitted, and other official purposes approved by the City.

CE Objective 6.3: Pursue the integration of the non-motorized transportation system.

CE Policy 6.3.1: Pursue the creation of linkages between any new bikeways and the City's trails system shown in Figure CE-4.

CE Policy 6.3.2: Enhance the trail crossings to improve safety and visibility, including the provision of markings on the street to alert motorists of horses crossing, and provide regular cleanup in order to clear foliage.

CE Objective 6.4: Implement multi-modal transportation actions that support a balanced transportation system, improve accessibility and safety for all users, and reduce reliance on single-occupancy vehicle travel.

CE Policy 6.4.1: Initiate preparation of an Active Transportation Plan or a Multi-modal Plan within two years of adoption of the updated Circulation Element and aim for full implementation of the plan within 20 years, including a 5-year goal to reduce fatalities by at least 20 percent.

CE Policy 6.4.2: Incorporate measurable implementation actions into future multi-modal transportation planning efforts, including prioritization of projects, funding strategies, capital improvement coordination, and periodic monitoring of implementation progress.

CE Policy 6.4.3: Coordinate with neighboring jurisdictions, Metro, Caltrans, Los Angeles County, regional agencies, schools, and major employers to improve regional multi-modal connectivity and close gaps in the active transportation network.

C.4-I: Track and share progress through a public-facing dashboard and regular updates to the City Council, detailing project status, funding, and safety outcomes.

CE GOAL 7: Manage truck movement to support regional connectivity while protecting neighborhoods and community character.

CE Objective 7.1: Concentrate regional truck traffic on appropriate State and regional corridors while minimizing cut-through truck traffic on local streets.

CE Policy- 7.1.1: Direct regional truck traffic to designated truck routes, including Interstate 210 and State Route 2, consistent with State and regional transportation planning objectives.

CE Policy- 7.1.2: Prohibit the use of Foothill Boulevard and local residential streets as bypass routes for regional through-truck traffic not serving destinations within the City.

CE Policy- 7.1.3: Support truck access necessary for local-serving commercial deliveries, emergency services, utility operations, and essential community functions.

CE Objective **7.2: Reduce potential conflicts between truck traffic and residential neighborhoods, schools, parks, trails, and other sensitive land uses.**

CE Policy- 7.2.1: Minimize truck traffic impacts on sensitive receptors through roadway management, operational controls, signage, and context-sensitive transportation improvements.

CE Policy- 7.2.2: Support enforcement of designated truck routes and truck restrictions to reduce unauthorized truck traffic on local streets.

CE Policy- 7.2.3: Evaluate operational strategies, including truck length restrictions and directional signage, to improve safety and reduce neighborhood impacts along local commercial corridors.

CE Objective 7.3: Maintain regional connectivity while supporting the City's long-term land use and community character goals.

CE Policy- 7.3.1: Coordinate with Caltrans and neighboring jurisdictions regarding truck route planning, roadway operations, and regional goods movement.

CE Policy- 7.3.2: Recognize State Route 2 as a critical regional connection to foothill and mountain communities and maintain appropriate truck access to avoid unnecessary increases in regional vehicle miles traveled (VMT).

CE Policy- 7.3.3: Avoid the introduction of logistics and warehouse land uses that would substantially increase heavy truck traffic within the City.

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