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### III. CIRCULATION GOALS AND POLICIES

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Circulation Element goals and policies define the City's vision for a balanced, efficient circulation system which incorporates many modes of travel and which allows for the safe movement of people and goods in and around La Cañada Flintridge. These goals recognize the constraints posed by the existing built environment, but also capitalize upon the opportunities created by established transportation routes. Through these goal statements, the City also lends its support to regional, long-range efforts to manage congestion and reduce pollutant emissions within the South Coast Air Basin.

#### BALANCED, FUNCTIONAL AND EFFICIENT STREET SYSTEM

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A transportation network must be well planned, functional, and properly maintained to allow street traffic to move efficiently over time. In addition to congestion relief, a well-designed system offers other benefits such as cleaner air, time savings, and reduced motorist anxiety.

**GOAL 1: Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of La Cañada Flintridge.**

**Policy 1.1:** Respond to transportation problem areas with efforts to implement both interim and long term solutions.

**Policy 1.2:** Participate in transportation planning efforts which involve other governmental agencies, mandated programs, and regulations in order to minimize environmental impacts related to transportation.

**Policy 1.3:** Encourage developments which contribute to balanced land uses and which serve to reduce overall trip lengths (e.g. jobs/housing balance, locating retail in closer proximity to residents/patrons).

**Policy 1.4:** Require new developments to conform to the standards and criteria of the City of La Cañada Flintridge and other mandated programs. This includes mitigation of traffic impacts to the surrounding street system.

**Policy 1.5:** Encourage the development of aesthetic streetscapes which are consistent with the low density, residential character of the community to promote a positive City image and provide visual relief.

**Policy 1.6:** To the extent constitutionally permitted, pursue right-of-way acquisition to meet the City's adopted standards. Dedication of right-of-way is anticipated to be the primary means to upgrade right-of-way widths. 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.

**Policy 1.7:** 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. This policy shall be revisited when this element is next updated on a comprehensive basis, or within five years of experience with the Los Angeles County Congestion Management Deficiency Plan, whichever is sooner.

**Policy 1.8:** The City shall establish Level of Service (LOS) standards by which to evaluate the new developments and substantial redevelopments for their potential impacts on and contribution to the City's congestion management concerns. These standards shall identify when it is appropriate to require developers to contribute to the mitigation of such impacts on the City's circulation system.

**Policy 1.9:** Installation of street lights in previously unlit areas due to the interest of homeowners shall be initiated 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, and with proper public notice to directly affected properties as well as those properties nearby which may be indirectly affected. 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, and shall be appealable at a public hearing.

## ALTERNATIVE MODES OF TRANSPORTATION

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As growth throughout Southern California adds vehicles to the overburdened freeways and roadways, people will rely more heavily on alternative modes of transportation, such as bus service, bicycles, and ridesharing. The following goal and policies intend to reduce vehicular travel by promoting alternative methods of transportation.

**GOAL 2: Facilitate other modes of transportation, or alternatives to automobiles, including public transportation, bicycling, ridesharing, and walking, which support the land use plans and related transportation needs.**

**Policy 2.1:** Encourage developments and improvements which incorporate innovative methods of accommodating transportation demands, and which facilitate pedestrian and other non-motorized travel.

**Policy 2.2:** Ensure that effective Transportation Demand Management (TDM) measures and programs are being implemented within the City.

**Policy 2.3:** In conjunction with air quality policies, evaluate the establishment of a high quality public transit system or other means of achieving trip reductions that minimize dependency on the automobile and work in conjunction with pedestrian travel.

**Policy 2.4:** Respond to increases in demand for additional bus service through contact with MTA and other available resources.

## PUBLIC FACILITIES AND UTILITIES

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Public facilities and utilities are an essential component of the infrastructure needed to support both existing and future development in La Cañada Flintridge. These services are provided by several special service districts and private utility companies, and require coordination through the City to ensure a high level of service is maintained for residents and businesses.

**GOAL 3: Coordinate with public facility and utility service providers to ensure the provision of services that are economical and adequately meet the needs of the community.**

**Policy 3.1:** Work closely with local water and sewer districts in determining and meeting community needs for water and sewer service.

**Policy 3.2:** Coordinate with the County Sanitation District to ensure timely implementation of sewer line construction along Foothill Boulevard.

**Policy 3.3:** Develop plans for and begin construction of public residential sewers, as determined feasible.

**Policy 3.4:** 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.

**Policy 3.5:** Work closely with the Los Angeles County Flood Control District in determining and meeting community needs for flood control facilities and maintenance.

**Policy 3.6:** Improve the existing storm drainage system by correcting identified deficiencies, where feasible and appropriate. Require new developments to upgrade storm drains to handle the increased runoffs generated from a development site.

**Policy 3.7:** Work closely with local providers of energy in determining and meeting community needs for energy services.

**Policy 3.8:** Develop and implement a public education program which identifies the health hazards and penalties for improper disposal of greywater to assure the City's compliance with the requirements of the Health Code, the Clean Water Act, and the National Pollution Discharge Elimination System (NPDES) statutes.

## **SAFE PUBLIC STREETS, FACILITIES AND SERVICES**

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Public Safety is a key element of quality of life in the community. La Cañada Flintridge must effectively provide safe access for emergency vehicles, drainage and flood control on public streets, safe access to schools and other key destinations for pedestrians, and public streets which function efficiently while not encouraging excessive speeds.

**GOAL 4: Maintain and enhance public systems and services to provide safe access through the community for a wide range of needs, including motorized vehicle access, pedestrian and bicycle travel and flood/drainage control.**

**Policy 4.1:** 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 then can be considered for implementation.

**Policy 4.2:** Pursue the development of sidewalks in the vicinity of schools to provide adequate pedestrian access. The location of the sidewalks will include consideration of the Suggested Routes to School Plans and connection to present or future bus or shuttle service in the area.

**Policy 4.3:** Determine on a street-by-street basis where sidewalk access from residential to commercial areas is appropriate to achieving the objectives of the Foothill Boulevard Master Plan and increasing 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.

**Policy 4.4:** Recommend sidewalk development in new development areas where public safety objectives would 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 Commission.

**Policy 4.5:** Initiate a program in conjunction with the Fire Department to review private streets within the City limits and publicly notify property owners of potential emergency access problems. This program will also notify the homeowners of their responsibility to maintain adequate access and to provide disclosure of the responsibilities to any potential buyers prior to sale of the property.

**Policy 4.6:** Provide information to homeowners regarding methods to upgrade their private streets, such as establishment of assessment districts, to accommodate emergency vehicle access.

**Policy 4.7:** Require curbs and gutters of new development, including all land divisions and substantial redevelopment of properties other than single family residences. The Planning Commission may exclude residential land divisions from this policy where it is determined safe

from an engineering perspective and when such improvements are substantially inconsistent with the neighborhood's character. Where feasible, pursue the installation of curbs and gutters at existing developments based on recommendations from the City Engineer and approval through a public hearing process.

## FOOTHILL BOULEVARD

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The Master Plan establishes the following "vision" for Foothill Boulevard:

"Foothill Boulevard will be an inviting place for people to shop, stroll, live, play, work and move within the City. It will present a setting for uses, buildings, open spaces, and roadways which respect people as pedestrians rather than passengers. The setting will have a village character, including small districts of distinct identity, buildings scaled to fit the district, a community/civic center, a variety of architectural forms and convenient parking on the street and within each site. Landscaping will bring a more comfortable look to the street, softening the hard edges of pavement and providing a cooler, greener place for people to mingle and shop. The focus of commercial and civic activities will be local in nature, with some regionally oriented activities in support of the community's needs. A park-like environment will characterize residential development. The look of Foothill Boulevard will be enhanced by placing utilities underground, and the installation of sewers will improve and revitalize properties fronting the Boulevard."

**GOAL 5: Enhance the visual image, economic vitality and circulation efficiency of Foothill Boulevard through implementation of the 1991 Foothill Boulevard Master Plan.**

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

**Policy 5.1-1: West Gateway:** Recognize the Ocean View/Foothill Boulevard intersection as a major entry for the City, and plan for the development of a significant entry statement here. Such entry statement should 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, as identified in the 1991 Foothill Boulevard Master Plan.

**Policy 5.1-2: *The Link:*** Implement a greenbelt program to screen the visual appearance of this district in the area of the substantial retaining walls, and include non-auto-oriented uses such as a Class I bikeway, runner's par course, or other recreation- and open space-related improvements. Take advantage of the opportunity of restricting the roadway physically and visually in this area to encourage lower traffic speeds. Extend landscaping and parkway improvements through the eastern portion of the district and continue to work toward implementation of a substantial City Entry statement at the Foothill Boulevard/2 Freeway ramp interchange.

**Policy 5.1-3: *Old Town:*** Continue to pursue options for additional parking, both on- and off-street in this district, including but not limited to public/private cooperation to develop a parking facility at the Edison easement on the south side of Foothill Boulevard. When feasible and not in conflict with other public utilities improvements scheduled for this area, implement parkway landscaping improvements which maintain adequate emergency vehicle access while encouraging pedestrian uses and reduced traffic speeds.

**Policy 5.1-4: *Downtown - The North Road:*** Recognize the North Road as a circulation component for the Island area and this District. Develop a Specific Plan for the Island area which incorporates community involvement in the detailed analysis of the location of the North Road and promotes the long-term circulation and land use objectives for this area. Work with CalTrans to incorporate excess right-of-way from the I-210 into this project.

**Policy 5.1-5: *Downtown - Angeles Crest/Chevy Chase, North Road and I-210/S.R. 2 Interchange:*** Review opportunities and study the long-term resolution of the circulation and congestion management issues related to this interchange, recognizing that traffic operations at these intersections are inseparable from one another. Upon adoption of a locally appropriate solution for this interchange, follow up on federal, state, and local funding opportunities to implement the selected option within the long term circulation planning horizon.

**Policy 5.1-6: *Downtown - Foothill Boulevard Improvements:*** Consider parkway improvements to provide visual enhancement to Foothill Boulevard as well as the Angeles Crest/Foothill Boulevard intersection. Pursue opportunities for improved access to off-street parking in the western portion of the District by: working with property owners and developers to encourage reciprocal parking arrangements and removal of barriers to reciprocal access to such parking; revision of the Zoning Code to permit removal of such barriers to encourage access to off-street parking; and investigate opportunities for development of additional publicly owned or leased parking. Explore opportunities to create an entry statement with right-of-way landscaping improvements at the Gould/Foothill intersection, and introduction of entry signage on Foothill Boulevard for west-bound traffic, near the 1-210 cross-over.

**Policy 5.1-7: *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.

**Policy 5.2:** Initiate a program to introduce an integrated signal synchronization program for Foothill Boulevard to reduce congestion and direct speeds to a preferred rate throughout the Boulevard's length.

**Policy 5.3:** Establish priorities for and begin implementation of additional signals at cross streets to Foothill Boulevard which can facilitate pedestrian access to the Boulevard and enhance the levels of service at these intersections. Such 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.

**Policy 5.4:** Create an inventory of cross streets where opportunities exist for right-of-way enhancements, as outlined in the Foothill Boulevard Master Plan. Where existing right-of-way is insufficient to pursue such enhancements, require developer dedications of right-of-way or contributions to an improvement fund which are in scale with the level of development proposed. Pursue implementation of the cross street design enhancements as right-of-way and funding become available.

## VERDUGO BOULEVARD - DESCANSO GATEWAY DISTRICT

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The Verdugo Boulevard Corridor serves as an important entry into the City and provides access to Descanso Gardens. The Descanso Gateway District's circulation goals and policies are intended to support land use and community design considerations to enhance the gateway impression of this area. Safe, efficient access to the single family residential uses and adjacent commercial and institutional uses are blended into ongoing public improvements to underscore the gateway characteristics of this area.

**GOAL 6:** Establish Verdugo Boulevard as a visually pleasing travel corridor consistent with its Descanso Gateway District designation, which provides safe, easy access to the single family residences as well as adjacent public, institutional and commercial uses.

**Policy 6.1:** Continue to enhance the residential character of Verdugo Boulevard. Consider reducing noise, adding sidewalks, landscaping and bike lanes.

**Policy 6.2:** Encourage safer, more efficient access to the many single family residences while continuing to serve as a major arterial for the City.

**Policy 6.3:** The City will study and assist in planning and development of the Verdugo Boulevard roadway. The City shall provide assistance with public outreach activities, and with development of programs to make any interim improvements aesthetically pleasing.

**Policy 6.4:** Place entry signs in a prominent location to enhance the gateway designation for this district.

## BIKEWAY SYSTEM, SAFETY AND SUPPORT PROGRAMS

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Bicycling can be made more attractive and safe through specially designated routes, signage and support programs. A Bikeway Plan identifies streets, roads and paths which are specifically identified for bicycle use, and which connect users to primary designations such as major worksites, schools, commercial centers and recreational facilities. The City has developed a Bikeway Plan that addresses most such primary destinations in La Cañada Flintridge, as well as key connections to adjacent communities.

**GOAL 7: Promote bicycling as an alternative to motorized transportation for commuters, students, and recreational users by adopting and maintaining a Bikeway Plan, encouraging bicycle support facilities, and assisting with currently available bicycle safety programs in the community.**

**Policy 7.1:** Adopt a Bikeway Plan which shows access to primary destinations for commuting, schools and recreational activities. The Bikeway Plan as shown in Figure C-5 shall form the basis for initiating bikeway developments, and shall be amended by separate resolution of the City Council as additional routes, trails and facilities are deemed appropriate.

**Policy 7.2:** Encourage developments and improvements which facilitate the implementation of high quality, desirable bicycle routes. Such improvements shall begin with implementation of the routes as Class 3 as soon as possible on the adopted Bikeway Plan, where these routes can safely be established without mitigation of traffic conflicts or road hazards.

**Policy 7.3:** Pursue funding opportunities to upgrade routes to Class I and II bicycle routes which meet or exceed established standards. First priority for upgrade or improvements shall be given to those routes which serve commuting and school access needs, to improve the opportunities for bicycling as a viable transportation alternative.

**Policy 7.4:** Encourage public and private developments to incorporate bicycle-related support facilities to strengthen the City's policy to improve bicycling as a viable transportation alternative.

**Policy 7.5:** Assist in the development and delivery of specific bicycle safety programs which 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 trails signage, and information regarding proper sharing of on multi-purpose trails by a variety of users.

## **TRAILS SYSTEM**

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Recreational Trails provide an important outlet and a safe alternative to use of public streets for many recreational pursuits. Their continued maintenance and on-going development is important to the quality of life in La Cañada Flintridge.

**Goal 8: Preserve existing trails and promote coordinated and comprehensive trail systems for bicyclists, equestrians and hikers.**

**Policy 8.1:** Cooperate with public agencies, public utilities, and private organizations and property owners to maintain and keep in good repair all recreational trails, and seek to prevent loss of use or access to existing trails by encroachment or interference from abutting property owners.

**Policy 8.2:** Continue to seek dedication of land and/or fees in lieu of such dedication for recreational trails as a requirement of new residential land divisions, where such dedications or fees have the opportunity to augment the existing trails system.

**Policy 8.3:** Cooperate with public agencies, public utilities and private organizations to promote the use and development of trails facilities on their land.

**Policy 8.4:** The La Cañada Flintridge Trails System map, shown as Figure C-6 in this Element, shall be maintained and updated as policies 8.2 and 8.3 above are implemented, and shall be made available for public reference and use. The Trail System shall be amended by separate resolution of the City Council as additional routes, trails and facilities are deemed appropriate.

**Policy 8.5:** Maintain efforts to work with regional organizations, such as the Santa Monica Mountains Conservancy, to secure funding for the on-going implementation of the La Cañada Flintridge Trails System.

**Policy 8.6:** Pursue alternative funding sources which support emerging recreational uses, such as bikeway monies, to provide a balanced recreational trail system to the community. Where appropriate, the trails will be identified as an adjunct of the Bikeway Plan.

**Policy 8.7:** Install and maintain trail signage which promotes safety and courtesy between all trail users, including equestrians, hikers and bicyclists.