
IV. THE CIRCULATION PLAN

The Circulation Plan describes the strategies that the City will pursue to address the Goals and Policies identified in the previous section. It also shows how a balanced transportation system will be created which meets the future mobility needs of La Cañada Flintridge residents as well as the business sector's demand to move goods most efficiently and effectively.

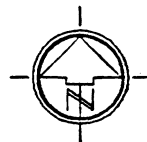
MASTER PLAN OF STREETS

The City's existing General Plan Roadway System is presented on Figure C-7.

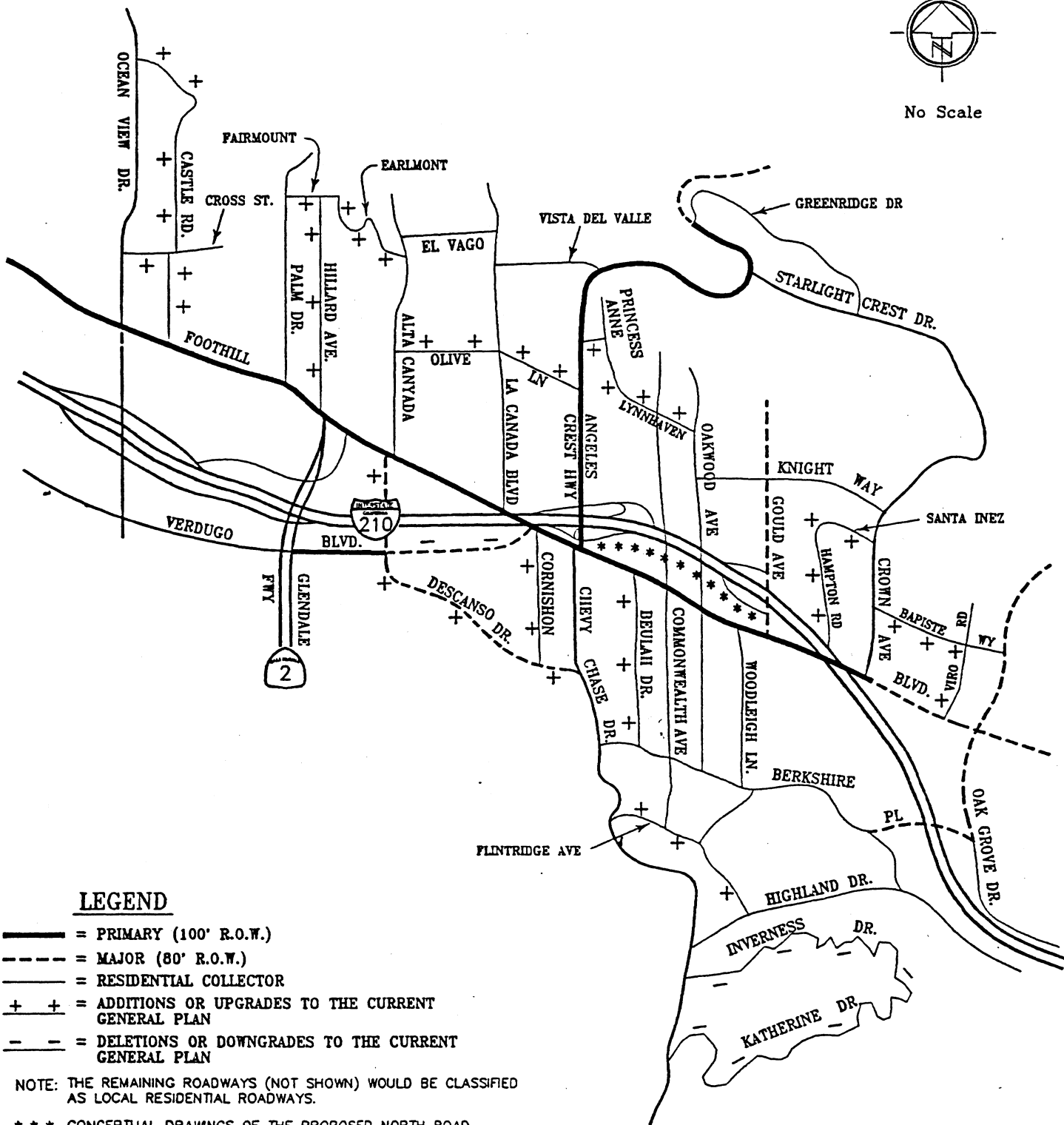
Review of projected daily traffic volumes and roadway capacities under General Plan buildout indicates that the City's Master Plan of Streets is adequate to accommodate future growth. The most notable issue related to the Master Plan of Streets is the accepted Foothill Boulevard Master Plan, which proposes an integrated system to accommodate all forms of travel.

There are three conceptual alternatives contained in Appendix A for the North Road which is referenced in Policy 5.1-4. An actual design will be based on several factors, including detailed examination of traffic operations, development proposals in the area, and availability of Caltrans right-of-way.

Verdugo Boulevard is classified as a Major and a Primary arterial, east and west of Alta Canyada Road, respectively, which serves to differentiate the two separate functions for Verdugo Boulevard. To the west, Verdugo Boulevard is more of a traditional arterial street, while to the east there are multiple functions planned for the roadway. The Major designation allows varying roadway widths and designs within the 80 foot right-of-way, which includes an option for a two-lane configuration divided by a two-way left turn lane, with the addition of bicycle lanes and enhanced sidewalks.



No Scale



LEGEND

- = PRIMARY (100' R.O.W.)
- = MAJOR (80' R.O.W.)
- = RESIDENTIAL COLLECTOR
- + +** = ADDITIONS OR UPGRADES TO THE CURRENT GENERAL PLAN
- -** = DELETIONS OR DOWNGRADES TO THE CURRENT GENERAL PLAN

NOTE: THE REMAINING ROADWAYS (NOT SHOWN) WOULD BE CLASSIFIED AS LOCAL RESIDENTIAL ROADWAYS.

*** CONCEPTUAL DRAWINGS OF THE PROPOSED NORTH ROAD ARE CONTAINED IN APPENDIX 'A'.

GENERAL PLAN ROADWAY SYSTEM

The Master Plan of Streets shows some upgrades and downgrades when compared to the previous classifications. These upgrades and downgrades are general evaluations based on the most recent traffic volume counts, and take into consideration the existing right-of-way, the existing and proposed function of the individual roadway, and the function of the street as it fits within the overall circulation plan.

The City's circulation system is anticipated to be operating at capacity conditions at certain key locations. Therefore it will be necessary to evaluate and monitor development as it occurs to determine its impacts on the surrounding street system. The specific types and sizes of future projects will influence the related traffic impacts. This indicates the need to balance land use decisions with the potential traffic impacts.

PUBLIC TRANSPORTATION PLAN

One of the key components of the Circulation Plan is to promote the use of alternative transportation modes, which includes transit. The City of La Cañada Flintridge could realize some benefit from the nearby five county Metrolink project, which will allow regionwide rail access. The actual location of the rail lines and accompanying stations will also greatly influence potential La Cañada Flintridge use.

The City also has Transportation Demand Management (TDM) goals that reduce the demand for vehicular transportation, and new development is anticipated to play a vital role in meeting these goals. In addition, implementation of the Foothill Boulevard Master Plan is expected to increase the need for added public transportation. The City and developers will need to take an active role in pursuing added transit services which will meet the demands.

The LCF Shuttle, initiated in March, 1995, provides a transportation loop from La Cañada High School and Jet Propulsion Laboratory, the City's two largest employers, to the majority of the City's commercial areas. This alternative transportation creates new mobility opportunities for students, employees and residents in the community.

Consideration of how to best utilize the existing and future transportation system will require continued involvement in these planning processes. These efforts could lead to programs which may include innovative measures.

TRUCK ACCESS

La Cañada Flintridge experiences only limited truck through traffic, given the City's predominance of local streets and absence of a grid street pattern. The Truck Route Plan therefore relies on the Freeways and State Routes directly serving the City. The City is interested in only identifying these roadways as truck routes, with the remaining streets in the City prohibited to through truck traffic.

This does not mean that trucks are restricted on the streets, since by law trucks making deliveries to specific locations will travel the shortest path from the nearest designated truck route. It does mean that trucks will be required to access the City via the Freeway/State Route system, and then take the shortest route to their destinations.

BIKEWAY PLAN

The Bikeway Plan illustrated in Figure C-5 will serve to facilitate increases in bicycle use as an alternative to travel by automobile. A goal should be to provide the highest quality of bikeways possible along these routes, given the individual needs. This Plan was developed by the City and the designated routes are expected to further review prior to implementation.