

Circulation Element

City of La Cañada Flintridge

Adopted May 15, 1995



CITY OF LA CAÑADA FLINTRIDGE

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CIRCULATION ELEMENT

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I. INTRODUCTION

The La Cañada Flintridge circulation and transportation systems play important roles in shaping the overall structure and form of the City. Circulation relates to the actual physical support system for development such as streets, highways, bicycle routes, recreational trails and sidewalks, as well as the modes of transportation which include cars, buses, trucks, bicycles, horses, ridesharing, and walking. These systems define land use patterns and determine how goods and people move through and within La Cañada Flintridge most efficiently to serve those uses. Land use and circulation must be closely tied to insure that the overall circulation system enables people to move in and around the City to locations where they live, work, shop, and spend leisure hours.

PURPOSE

The Circulation Element of the General Plan identifies the existing circulation system related issues, sets goals and policies, and provides a comprehensive circulation plan which includes various modes of transportation. The circulation system plan is formulated to meet present and future travel demand needs. This Element is a general guide for the planning, development, and enhancement of the City of La Cañada Flintridge circulation system, based upon the existing and anticipated land uses and La Cañada Flintridge's unique characteristics.

RELATED PLANS AND PROGRAMS

Transportation issues extend far beyond the La Cañada Flintridge city limits. As a result, regional agencies have developed programs to manage greater Los Angeles' transportation system. The City must consider those transportation system planning efforts as it pursues its own agenda. Additionally, the City's Foothill Boulevard Master Plan must be considered.

Foothill Boulevard Master Plan

On November 18, 1991, the City Council accepted the Foothill Boulevard Master Plan and directed Staff and Commissions to use the Master Plan as a guideline in decision-making. This Master Plan presents a "vision" for Foothill Boulevard, which upon implementation will serve to meet the land use goals of the City, the Circulation Element policies, and comply with mandated regulations such as the Congestion Management Program (CMP).

The Master Plan's transportation focus is to better accommodate all forms of travel. Pedestrian activity is envisioned as an important part of the Master Plan and specific measures (i.e. reduced speeds, narrower crossing lengths, signalized crossings) will serve to reduce impediments to walking as a viable transportation alternative. Potential transit improvements will further enhance pedestrian needs, and bicycles are to be accommodated as well.

Proposition 111 - Congestion Management Program (CMP)

Assembly Bill (AB) 471 (Proposition 111), as subsequently modified by AB 1791, requires every urbanized county with a population of 50,000 or more to adopt a Congestion Management Program (CMP). Gasoline tax revenues for La Cañada Flintridge are subject to compliance with the Los Angeles County CMP requirements.

The Los Angeles County CMP Highway System (HS) is defined by State Highways and Principal Arterials, and a minimum Level Of Service (LOS) "E" is required unless the roadway was operating at a worse level when the baseline counts were conducted.

The CMPHS will be monitored through CMP-required counts and analyses. In addition, La Cañada Flintridge is required to participate in a Countywide deficiency plan, whereby the CMPHS as a whole is improved, air quality benefits are provided, and land use is linked to transportation.

An important aspect of the CMP regulations is that new developments must address any significant traffic impacts to the CMPHS. If an Environmental Impact Report (EIR) is required for a project, then a CMP Traffic Impact Analysis (TIA) is also

required. This serves to ensure that the LOS standards on the CMPHS are maintained. In addition, there are requirements such as a Capital Improvement Program (CIP) submittal, a trip reduction program (TDM), and the need for interjurisdictional coordination.

South Coast Air Quality Management Plan

The South Coast Air Quality Management Plan (AQMP) mandates a variety of measures to reduce traffic congestion and improve air quality. The 1994 Draft AQMP contains over 100 control measures, including new measures for both mobile and stationery sources, and will emphasize new technology and market-driven approaches to fight emissions. The 1994 Plan will seek to achieve a 35 percent reduction of each nonattainment pollutant or its precursors by 1997, and a 15 percent additional reduction for every three year period afterwards until the stringent state standards are attained. La Cañada Flintridge is subject to all AQMP requirements for local jurisdictions, and is demonstrating progress through the inclusion of an Air Quality Element in its General Plan.

Other Regional Plans

In the latter half of the 1980's, growing regional concern and legislation regarding traffic, air pollution, rising housing costs, and other issues affecting the Southern California community as a whole led the Southern California Association of Governments (SCAG) to prepare a series of comprehensive regional plans which address these concerns. Three plans which affect La Cañada Flintridge's Circulation Element include SCAG's *Regional Comprehensive Plan*; *Growth Management Plan*; and *Regional Mobility Plan*. These three plans are intended to work in concert with the SCAQMD's Air Quality Management Plan and the MTA's *Congestion Management Plan* to reduce traffic congestion and pollutant levels basinwide.

La Cañada Flintridge has included in this General Plan Circulation Element relevant policies and programs which reflect and respond to these regional goals. In particular, Circulation Element analysis incorporates the growth projections of the *Regional Comprehensive Plan* and the *Growth Management Plan*, while the circulation policies reflect

the ongoing implementation of both the *Regional Mobility Plan* and the *Congestion Management Plan*, including the role of Foothill Boulevard as the primary arterial.

SCOPE AND CONTENT

The Circulation Element begins with an evaluation of the existing circulation system within the City of La Cañada Flintridge, which includes various modes of transportation. The existing operations of the City street system are examined, and bus, bicycle, pedestrian, and recreational trail systems are addressed. The public facilities infrastructure network is evaluated, including water, electricity, natural gas, flood control, solid waste, and sewer. Circulation issues and opportunities in La Cañada Flintridge are also evaluated.

The City's adopted Land Use Element is analyzed to determine the potential transportation impacts associated with buildout under the General Plan. Based on factors which include the circulation evaluation, existing constraints, and identification of City needs, transportation related goals and policies are defined. In addition, plans for each of the transportation modes are outlined as a part of this Circulation Element.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Circulation Element is related to several other elements of the General Plan and is perhaps most closely related to the Land Use Element. Circulation facilities are designed to address the pattern of land use projected in the Land Use Element. The type and design of the circulation system are determined by the type and density of surrounding land uses, as well as inter-city access patterns and loads. An efficient circulation system is a critical factor for diversifying and expanding local economic activities. In addition, the Circulation Element promotes alternative transportation modes to minimize the regional impacts of planned local development, including air quality impacts.

The Circulation Element is also related to the Noise, Air Quality, Environmental Resource Management, and Safety Elements. The circulation system network has a direct impact on natural resources, particularly air quality. The Circulation Element provides for a trail and bikeway system that will support the City's recreational goals as identified in the Environmental Resources Management Element. In addition, factors of safety affect the location and design of circulation facilities and dictate the need for evacuation and emergency routes.