

Chapter Five:
Circulation

5 Circulation

The purpose of this chapter is to describe the transportation, circulation and parking elements of the Specific Plan. This chapter is organized as follows:

- 5.1 Specific Plan Transportation Elements
- 5.2 Intersection Improvements
- 5.3 Mitigation Measures
- 5.4 Optional Improvement
- 5.5 Parking
- 5.6 Pedestrians and Bicycles
- 5.7 Transit
- 5.8 Freeway Access and Truck Routes

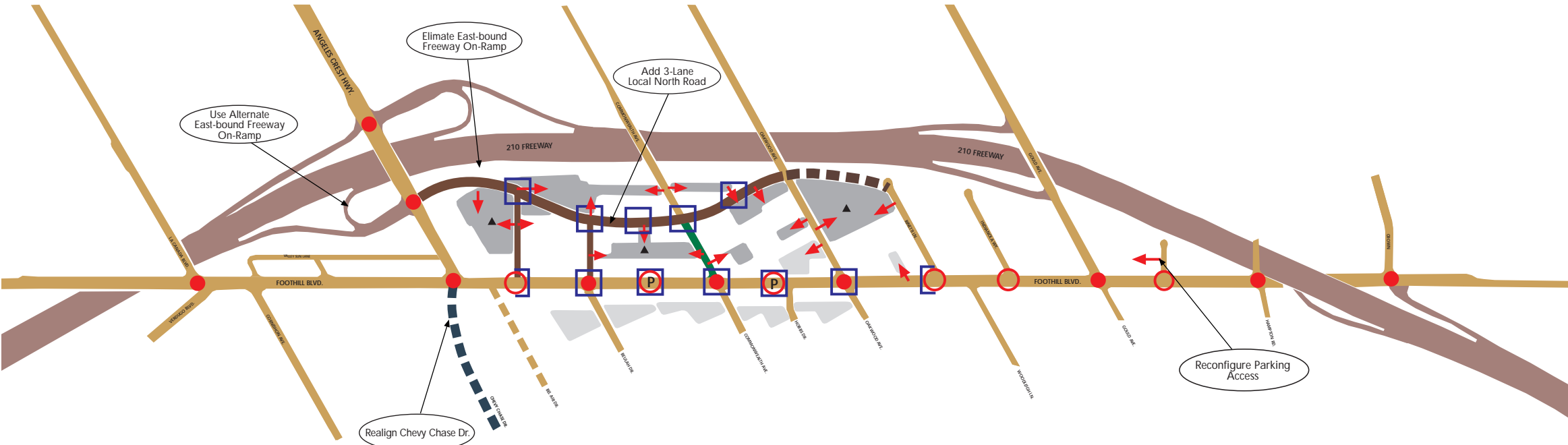
5.1 Specific Plan Transportation Elements

The transportation and circulation components of the Specific Plan support both the overall vision for the plan, and the proposed land use plan. Figure 5.1 is the transportation plan for the Downtown Village Specific Plan. The circulation and parking components illustrated in the plan are described as follows:

- Retain Foothill Boulevard as a four-lane roadway throughout the downtown area.
- Create a new roadway (the North Road) between Angeles Crest Highway and Oakwood Avenue with an optional future extension to Rinetti Lane. The North Road will be a three-lane local collector street, with one lane in each direction and a central turn lane and/or median. The North Road will also have one striped bicycle lane in each direction. The design and alignment of the North Road will be substantially consistent with the alignment shown in Figure 5.1
- Extend the local downtown street grid to improve connections between Foothill Boulevard and the North Road, by:
 - (1) Rebuilding Marvin Street as a two-lane road between Foothill Boulevard and the North Road.
 - (2) Extending Beulah Drive north from Foothill Boulevard to the North Road as a two-lane road.
 - (3) Widening Commonwealth Avenue to a two-lane local road between Foothill Boulevard and the North Road.
- Remove the current I-210 eastbound on-ramp on the east side of Angeles Crest Highway due to its incompatibility with alignment of the North Road. Freeway access will be maintained by use of the on-ramp on the west side of Angeles Crest Highway, which will be aligned with the North Road to

create a four-way intersection. This will require coordination with the State Department of Transportation (CalTrans).

- Realign Chevy Chase Drive easterly to become the south leg at the intersection of Foothill Boulevard and Angeles Crest Highway.
- Eliminate the current intersections of Foothill Boulevard with Chevy Chase Drive, as it is replaced by the new alignment of Chevy Chase Drive to the Angeles Crest Highway intersection with Foothill Boulevard.
- Develop additional options related to circulation concepts for Chevy Chase and Foothill Boulevard and Chevy Chase and Bel Air Drive pursuant to one of the alternatives set forth in Section 5.2.2. These options will be subject to additional environmental analysis of impacts and analysis of benefits and feasibility as identified by the Implementation Committee and stipulated in Chapter 8, Implementation, of the Specific Plan.
- Relocate off-street parking access from Foothill Boulevard to the North Road and north-south streets to help maximize building frontage on Foothill Boulevard and enhance the pedestrian sidewalk environment.
- Implement traffic calming techniques along Foothill Boulevard between Marvin Street and Rinetti Lane, including:
 - (1) Add mid-block signals to enhance pedestrian crossings at the following locations: between Beulah Drive and Commonwealth Avenue; between Commonwealth Avenue and Oakwood Avenue.
 - (2) Add traffic signals at additional intersections, to help pedestrians crossing Foothill Boulevard, as well as traffic turning out of side streets: at Marvin Street/Foothill Boulevard; at Rinetti Lane/Foothill Boulevard.



- Existing Streets
 - New Streets
 - Realigned Street
 - Widened Street
 - Existing Traffic Signals (Some existing signals will be upgraded)
 - New Traffic Signal with Crosswalk
 - P New Pedestrian Signal
 - New Sidewalk Bulb-outs
 - Parking Access
 - New Parking Lots *
 - Existing Parking Lots *
 - Possible Parking Structure Locations*
- * Parking District Potential

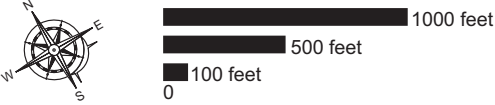


Figure 5.1: Specific Plan Circulation System

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- (3) Bulbout the sidewalk on Foothill Boulevard at intersections between Marvin Street and Rinetti Lane, to widen the sidewalk and reduce the street curb-to-curb distance and pedestrian walking distance to cross the street.

The intent of the traffic calming measures is to reduce the speed of automobile traffic along Foothill Boulevard, to increase the pedestrian crossing opportunities on Foothill Boulevard, and to increase the ease and convenience of crossing the roadway by reducing the walking distance across the street. The overall objective is to provide a more balanced environment between automobile and pedestrian traffic, to reduce the current total priority provided to the automobile, and to change the visual environment along the street, such that automobile drivers recognize that they are traveling through a downtown zone with significant pedestrian activity.

- Improve access to the Trader Joe’s shopping center on the northeast corner of the Foothill Boulevard and Gould Avenue intersection by installing a new traffic signal at the intersection of Foothill Boulevard and Vineta Avenue. Also, work with the property owners to enhance internal parking layouts and driveway connections from the shopping center to Vineta Avenue in order to provide full movement intersection access (left and right turns) to the shopping center at Foothill Boulevard and Vineta Avenue.

The intent of the circulation plan is to better serve downtown land uses (existing and proposed), to improve local access and circulation, and thus to be self-mitigating. The new North Road and associated north-south connecting streets allow for additional local streets to provide alternate routes and relief to Foothill Boulevard. The plan retains the current number of lanes on Foothill Boulevard, both at mid-block locations and at intersections.

Intersection	Existing Configuration	Specific Plan Configuration	Mitigation Configuration
Foothill Blvd, Angeles Crest Highway & Chevy Chase Realignment			Not Necessary
Angeles Crest Highway & I-210 EB			Not Necessary
Foothill Blvd & Beulah Drive			Not Necessary
Foothill Blvd & Oakwood Avenue			Not Necessary
Foothill Blvd & Gould Avenue		Same as Existing	
Gould Avenue & I-210 EB Off-Ramp		Same as Existing	

Figure 5.2: Intersection Improvements

5.2 Intersection Improvements

The following intersection improvements, which are illustrated in Figure 5.2, are an integral part of the Specific Plan Circulation Concept.

5.2.1 Angeles Crest Highway and I-210 Eastbound Ramps

Remove the existing eastbound freeway on-ramp on the east side of the intersection, and also remove existing Craig Avenue to the east of this intersection. Add a new east leg to the intersection comprising the western terminus of the North Road. The North Road's westbound approach to this intersection would be configured for one left turn lane, and one shared through/right turn lane. Add a southbound left turn lane, using the currently vacant space in the striped median. Add a northbound left turn lane, similarly using the currently vacant space in the striped median. Reconfigure the eastbound freeway off ramp to restripe the existing approach to retain three lanes but reconfigure the lanes for one left turn lane, one shared left/through/right lane, and one right turn lane. With the exception of the new east leg, all these improvements could be accommodated within the existing roadway widths.

The removal of the eastbound on-ramp east of Angeles Crest Highway is included in the Specific Plan to provide the optimum alignment of the North Road and the optimum configuration of the North Road and Angeles Crest Highway intersection. An alternative to removing this on-ramp would be to retain the ramp but relocate it eastward to a slip-ramp off the North Road east of the Angeles Crest Highway intersection. In order to accommodate this option, the North Road, as it heads east from the intersection with Angeles Crest Highway, would have to be aligned slightly further to the south (more in line with the existing Craig Street alignment) than shown in the recommended Specific Plan.

5.2.2 Chevy Chase Drive and Bel Air Drive Circulation Options

A number of options exist, for both Bel Air Drive and Chevy Chase Drive. The options are as follows:

- (1) Realign Bel Air Drive to the east, along the approximate alignment of the alley south of Foothill Boulevard to Beulah Drive;
- (2) Convert Bel Air Drive to a cul-de-sac just south of Foothill Boulevard;
- (3) Realign Bel Air Drive westerly to a new intersection with Chevy Chase Drive south of Foothill Boulevard;
- (4) Restrict turn movements at the intersection of Bel Air Drive and Foothill Boulevard to “right-in” and “right-out” only;
- (5) Add a signal and realign Chevy Chase Drive to the east, but take only the commercial property adjacent to Foothill Boulevard and not any residential property further south on Chevy Chase Drive;
- (6) Add a signal at Chevy Chase Drive and Foothill Boulevard, which would operate in coordination with the signal at Foothill Boulevard and Angeles Crest Highway using an extended yellow clearance interval in the signal cycle because of the distance between the two intersections.

5.2.3 Foothill Boulevard and Beulah Drive

Add a new north leg to the intersection and configure the southbound approach of Beulah Drive for one left turn lane and

one shared through/right turn lane. Add an eastbound left turn lane. This would require removal of the median at this location.

5.2.4 Foothill Boulevard and Oakwood Avenue

Reconfigure the southbound approach to provide a right turn lane, and a shared right/through/left lane. This will require widening of Oakwood Avenue by at minimum of four feet north of Foothill Boulevard, which would be accomplished on the east side of the street as the property redevelops.

5.3 Mitigation Measures

The impact analysis identified traffic impacts at two locations. The following mitigation measures have been identified for these impacts. These are also illustrated in Figure 5.2.

5.3.1 Foothill Boulevard and Gould Avenue

Restripe the eastbound approach of Foothill Boulevard to provide two eastbound left turn lanes. This would require the removal of the median at this location and the restriping of existing lanes of both the east and west sides of this intersection to accommodate the dual left turn lanes.

5.3.2 Gould Avenue/I-210 Eastbound Off-Ramp

Install a signal at this intersection. Also restripe the eastbound approach to provide one shared left/right turn lane and one right turn lane. This restriping could be accomplished within the existing ramp configuration.

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5.4 Optional Improvement

In developing the Specific Plan, one option considered was the installation of a roundabout at the intersection of Foothill Boulevard and Angeles Crest Highway. Such a roundabout would have four legs – two for Foothill Boulevard and one each for Angeles Crest Highway and Chevy Chase Drive (realigned). While this concept was not analyzed in detail, it was evaluated on a preliminary basis and it is considered to be both operationally and physically feasible. It would probably require an outside diameter of 180 feet or more (including circulating roadway) with a central island diameter of about 100 to 110 feet. In addition to the land acquisition necessary on the south side of Chevy Chase Drive, additional land acquisition would also be necessary on the northwest corner of the intersection (currently a gas station).

The roundabout option was not included in the final Specific Plan due to a general lack of majority support for the concept from members of the community who participated in the process. There was, however, strong minority support for the roundabout, which remains an option and which could be implemented at some future time.

5.5 Parking

The goal of the Specific Plan is to provide sufficient convenient parking for downtown uses, without requiring an oversupply of parking. A further goal is to encourage shared parking and for downtown visitors to “park once” and walk to multiple destinations rather than drive between destinations and park again. The following elements are proposed for the Parking Plan:

- Create a Parking District to better manage the supply of parking as a whole in the downtown area. This would involve taking some parking out of small lot private ownership and converting



Roundabout

it into more publicly-owned large lots under the control of the Parking District. This would encourage the use of shared parking and the “park once” process whereby downtown patrons park their car and walk between multiple destinations rather than driving as today. Future development activity would be required to contribute in-lieu parking fees to the Parking District to help pay for the construction and operation of the surface lots and/or small parking structures, rather than to provide their own exclusive on-site parking.

- After creation of a Parking District, modify the parking requirement for this area to reduce current Zoning Code parking requirements by 25%.
- Allow parking for new land uses to be provided either on-site or off-site in public parking lots controlled by the Parking District.

- If subsequent development and parking utilization in the Village Center continue to indicate the need for a public parking structure, this structure should be located on the block bounded by Foothill Boulevard, Beulah Drive, the North Road, and Commonwealth Avenue.
- Provide approximately 1,855 new parking spaces in the Downtown Village Specific Plan area to replace parking spaces removed by the Specific Plan and to accommodate the future parking needs of the Downtown, including new development.
- Continue to provide on-street parking throughout the downtown area, including on Foothill Boulevard, the North Road, and north-south connecting streets.

The Parking Plan supports the overall goals of the Specific Plan, and was developed and evaluated as Specific Plan area-wide strategy. It is recommended that a subsequent Downtown Parking Study address overall implementation issues for a Downtown Parking District, as well as addressing specific demand and supply issues on a block-by-block basis.

5.6 Pedestrians and Bicycles

The Specific Plan is designed to create a significantly improved pedestrian environment in the downtown area. The principal means of pedestrian circulation will be on sidewalks or the enhanced street grid system. This will help activate the adjacent land uses. It will also provide for a logical, easily understood, and convenient circulation system for pedestrians in the downtown area. The additional (mid-block) traffic signals on Foothill Boulevard will make it easier, more convenient, and safer for pedestrians to cross Foothill Boulevard. The widened sidewalks at intersections and mid-block crossing locations on Foothill Boulevard will also improve pedestrian circulation.

Bicycle use is encouraged in the downtown area. Both Foothill Boulevard, between Angeles Crest Highway and Gould Avenue, and the North Road will be signed as bicycle routes. All of the area bounded by Angeles Crest Highway, Foothill Boulevard, Gould Avenue, and the freeway will be designated a Bicycle Zone, because use of bicycles will be enhanced by the expanded street grid, providing more opportunities for bicycles to use lower traffic volume streets. A bicycle lane along the length of North Road will enhance bicycle circulation in the Village Center. The Bicycle Zone will include public signs identifying the area as such, and bicycle racks will be required for certain new developments to encourage bicycle use. Chapter 7 provides development standards for the provision of bicycle racks, as well as a requirement for new development to provide on-site bicycle connections to the dedicated bike path along the North Road. There is future potential of connecting the Village Center to the rest of the Downtown Village Specific Plan area with a bicycle lane along Foothill Boulevard. This will be considered as part of public improvements implementation process.

5.7 Transit

Foothill Boulevard should remain the transit spine of the Downtown Village Specific Plan, and continue to accommodate existing LCF Shuttle Service. Any future expansion in transit service should continue to focus on Foothill Boulevard (particularly for regional service), although any new/expanded local shuttle service could also use the North Road. Bus stops should be upgraded over time, as part of the overall streetscape and urban design improvements, to provide bus shelters, seats, transit information and other amenities for transit passengers. These transit stops should be integrated into the overall urban design of the Downtown Village Specific Plan.

5.8 Freeway Access and Truck Routes

The Specific Plan will continue to provide freeway access to the Downtown Village Specific Plan area at three key locations, as today, at:

- Angeles Crest Highway
- Gould Avenue
- Foothill Boulevard/Crown Avenue

Access at both Angeles Crest Highway and at Gould Avenue will be modified as described earlier.

Truck access to the Downtown will also primarily be from these locations. Because of the absence of trucks traveling through downtown, there is no need for truck routes to be established. However, trucks will use Foothill Boulevard and the North Road to access local destinations for deliveries and pick-ups. The North Road provides an alternate access route for such trucks, particularly to and from the Angeles Crest Highway/I-210 interchange.

