4.15 TRANSPORTATION

Existing transportation conditions in the City of Arcadia and the potential traffic impacts of the General Plan Update are evaluated in the *Arcadia General Plan EIR Traffic Study* prepared by The Mobility Group in May 2010. The findings of this traffic report are summarized below and the study is included in Appendix J of this EIR. Unless noted otherwise, the information in this section has been obtained from the above-referenced report.

4.15.1 METHODOLOGY

The Traffic Study for the *Arcadia General Plan* was developed using the methodology that is summarized below and discussed in detail in Appendix A of the Traffic Study.

Traffic Performance

Level of Service (LOS) is a measure of the efficiency of a section of roadway and intersections. LOS represents the traffic flow characteristics on a roadway, with LOS A representing the best conditions and LOS F the worst conditions.

The LOS is defined by comparing the volume of traffic on a segment of roadway to the vehicle capacity of that roadway, to obtain a volume to capacity (V/C) ratio. Table 4.15-1 defines and describes the LOS and the corresponding volume to capacity ranges representing each LOS.

TABLE 4.15-1
LEVEL OF SERVICE (LOS) DEFINITIONS FOR ROADWAYS

LOS	Description	V/C Ratio
A	***Excellent operation.*** All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	< 0.60
B	***Very good operation.*** Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601–0.700
C	***Good operation.*** Occasionally drivers may have to wait for more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701–0.800
D	***Fair operation.*** Cars are sometimes required to wait for more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801–0.900
E	***Poor operation.*** Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.901–1.000
F	***Forced flow.*** Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	> 1.001

The roadway capacities used in the assessment of traffic volumes are based on the number of traffic lanes, the typical proportion of green time at key intersections, and the effects of any side friction such as parking, and turn lanes. Capacities are higher for major roadways as more traffic signal green time is allocated to those roadways, as provided in Table 4.15-2.

TABLE 4.15-2
ROADWAY CAPACITIES BY TYPE

Street Type	Number of Lanes	Daily Capacity	Peak Hour Capacity per Lane (vehicles per lane)
Major Arterial	6–8	60,000-80,000	900
Primary Arterial	4	40,000	900
Secondary Arterial	4	35,000	800
Collector	2	15,000	650

The LOS for each key roadway segment in the City was calculated by comparing the peak hour traffic volume to the roadway capacity to obtain a V/C ratio and corresponding LOS.

Traffic Forecasts

Year 2035 traffic forecasts were based on the Regional Travel Model used by SCAG to prepare the travel forecasts for the 2008 Regional Transportation Plan (RTP). The SCAG model was used to obtain estimates of traffic growth between 2003 (the SCAG Model base year) and 2035 (the SCAG forecast year) for roadway segments throughout the City. These locations were represented by a series of nine screenlines or cutlines, running north-south and east-west across the City, and representing total travel on each screenline. The forecast growths were then adjusted to represent growth from 2009 to 2035 and applied to 2009 existing traffic volumes to obtain forecasts of 2035 conditions.

Adjustments were necessary to adequately reflect the specific local forecasts and components of the proposed General Plan Update. A series of checks and adjustments were made to the SCAG model in order to make the final traffic forecasts adequately reflect not only regional conditions but also the local conditions represented in the General Plan Update. These included socioeconomic growth projections for the region and for the City and regional and local transportation improvements.

Traffic Analysis

For the proposed General Plan Update, traffic forecasts and analyses are link-based in that they are prepared for roadway segments rather than intersections. This is the most appropriate type of traffic forecast for a General Plan, as land use quantities and distributions in the Land Use Plan are forecast only at a very general level. Traffic forecasts at the intersection turning movement level are therefore less reliable and less accurate for the long time horizon (to 2035) than for roadway link forecasts. The General Plan identifies the overall level of roadway infrastructure necessary (roadway type and number of lanes). Specific intersection configurations will be determined in the future as specific development occurs and are analyzed on an ongoing basis.

4.15.2 RELEVANT POLICIES AND REGULATIONS

A number of programs and regulations have been adopted by regional, County, and local agencies to promote the transport of people or goods in the region. Those that have direct relevance to traffic and circulation issues in the City of Arcadia include those discussed below.

Regional

Regional Transportation Plan (RTP)

The Southern California Association of Governments (SCAG) prepared the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) to maximize regional mobility and accessibility, ensure safety and reliability, preserve the transportation system, and maximize productivity of this system while protecting the environment and encouraging land use and growth patterns that complement the transportation system. RTP strategies serve to link communities within the region, to meet air quality standards, and to improve the quality of life.

The RTP outlines the regional transportation needs and projects for the region to the year 2035. It provides a multi-modal approach for the improvement of mobility that includes airport access and arterials, freeway and highway improvements, commuter rail, light rail, high speed rail, shuttles, transit centers, truck lanes, and freight movement.

Performance measures for the goals of the RTP are summarized in Table 4.15-3, RTP Performance Criteria. These criteria were developed to ensure the goals of the RTP are achieved through policies that were developed to reflect the transportation priorities of the region.

TABLE 4.15-3
RTP PERFORMANCE CRITERIA

Performance Indicator	Performance Measure(s)	Definition	Performance Target	Performance Outcome
Mobility	Speed Delay	Speed: experienced by travelers regardless of mode. Delay: excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are the indicators used.	Improvement over Base Year	Between the Baseline and Plan scenarios: • Speed increases by 8%. • Total daily person delay decreases by 16%. • Daily delay per capita decreases by 16%.
Accessibility	Percent PM peak period work trips within 45 minutes of home. Distribution of work trip travel times.		Improvement over Base Year	Travel demand model outputs: • PM peak. • OD travel times. • OD person trips.
Reliability	Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems, and other non-recurrent conditions.	Improvement over Base Year	Highways: Performance Measurement System (PeMS) Transit: National Transit Database or triennial audit reports.
Productivity	Percent capacity utilized during peak conditions	Transportation infrastructure capacity and services provided. • Roadway Capacity: vphpl by type of facility. • Transit Capacity: seating capacity utilized by mode.	Improvement over Base Year	Highways: PeMS Transit: National Transit Database or triennial audit reports.

TABLE 4.15-3 (Continued)
RTP PERFORMANCE CRITERIA

Performance Indicator	Performance Measure(s)	Definition	Performance Target	Performance Outcome
Safety	Accident Rates	Measured in accidents per million vehicle-miles by mode for: • Fatalities, • Injuries, and • Property.	"0" for all accident types and modes	Highways: freeway accident rates from Caltrans. Transit: National Transit Database or triennial audit reports.
Sustainability	Total cost per capita to sustain system performance at Base Year levels	Focus is on overall performance, including infrastructure condition. Preservation measure is a subset of sustainability.	Improvement over Base Year	Subregional submittals, Regional population forecast.
Preservation	Maintenance cost per capita to preserve system at Base Year conditions	Focus is on infrastructure condition. Subset of sustainability.	Improvement over Base Year	Subregional submittals, Regional population forecast.
Cost-Effectiveness	B/C ratio	Ratio of benefits of travel alternatives to the costs of travel including infrastructure, maintenance, travel time, environmental, accident, and vehicle operating costs. This can be used to evaluate impacts of mode split changes resulting from RTP investments.	Improvement over Base Year	Travel demand model outputs, revenue forecasts, RTP project expenditures, other cost estimates.
Environmental	Emissions generated by travel	Measured/forecasted emissions include CO, NOx, PM10, SOx and VOC. CO_2 as secondary measure to reflect greenhouse gas emissions.	Meet SIP Emission Budgets & Transportation Conformity requirements	Travel demand model outputs, EMFAC2007.
Environmental Justice	Distribution of benefits and costs • Accessibility • Environmental • Emissions • Noise	Share of net benefits and costs by mode, household income, race/ethnicity include: • RTP expenditures; • Taxes paid (e.g., income, sales & use, gas); • Access to jobs (See "Accessibility"); • Travel time savings by mode; and • Environmental impacts from EIR.	Equitable distribution of benefits and costs	Travel demand model outputs, revenue forecasts, RTP project expenditures, EIR.

vphpl: vehicles per hour per lane; B/C ratio: benefit-to-cost ratio; RTP: Regional Transportation Plan; Caltrans: California Department of Transportation; CO: carbon monoxide; NOx: nitrogen oxides; PM10: particulate matter that is 10 microns or less in diameter; SOx: sulfur oxides; VOC: volatile organic compounds; CO_2: carbon dioxide; SIP: State Implementation Plan

Note: Performance outcomes are estimated for the General Plan Update as a whole in 2035 and not on a project-by-project basis.

Regional Transportation Improvement Program (RTIP)

The RTIP implements the RTP. The RTIP lists regional transportation projects needed to meet the circulation needs of the region. The 2008 RTIP projects in and near the City of Arcadia include ten Dial-A-Ride Vans for the Arcadia Transit System; Metro Rail Gold Line Extension Segment 1 (Pasadena to Azusa); and the southern access pedestrian bridge to Sierra Madre Villa Light Rail Transit (LRT) Station.

County

Congestion Management Program for Los Angeles County

As the Congestion Management Agency for Los Angeles County, Los Angeles County Metropolitan Transportation Authority (LACMTA) developed and implements the Congestion Management Program (CMP) for Los Angeles County. The CMP links transportation, land use, and air quality decisions in the County and addresses the impact of local growth on the regional transportation system. It calls for (1) monitoring of the Highway and Roadway System in the County; (2) multi-modal system performance analysis; (3) the Transportation Demand Management Program to promote alternative modes of transportation; (4) the Land Use Analysis Program; and (5) local conformance for all the County's jurisdictions. Local jurisdictions are required to conform to local CMP requirements in order to receive their portion of State gas tax revenue. The CMP requires monitoring of land use and roadway performance by individual jurisdictions and provides guidelines for conducting a Traffic Impact Analysis (TIA). The level of service (LOS) standard in Los Angeles County is set by the CMP at LOS E, except where base year LOS is worse than E.

Local jurisdictions are also required to monitor the CMP highway and transit system, implement a transportation demand management ordinance, implement a program to analyze the impacts of local land use decisions on the regional transportation system, and participate in the Countywide Deficiency Plan. They must complete and submit a Local Development Report to the LACMTA that identifies the new developments (type and size) with each city; development adjustments (demolition permits that were issued and then revoked, expired, or withdrawn); and exempt developments. This reporting program allows the LACMTA to monitor developments throughout the region and generate more accurate forecasts of traffic according to land use. The LACMTA is currently working on a nexus study to determine the feasibility of adopting transportation improvement fees that would be committed to regional transportation improvements as part of the Countywide Deficiency Plan.

Local

Arcadia General Plan

The Municipal Facilities and Services chapter of the *Arcadia General Plan* calls for the provision of adequate public services and facilities in the City, including the City's circulation and transportation system; utility and infrastructure systems; educational facilities; parks and recreational facilities; police, fire, and emergency response services; and general City services.

This chapter includes the Circulation System Map of the City, which shows the roadway configuration of major streets and not their function. This map reflects the existing roadway system that is expected to serve existing and future developments in the City.

It also includes a strategy for maintaining the Level of Service (LOS) standard on City roadways and intersections at LOS D or better (LOS C or better for local residential streets) during the

non-racing season. The LOS standard for Michillinda Avenue between Colorado and Sunset Boulevards has been retained at the existing LOS E due to heavy traffic loads and the constraints to the acquisition of additional right-of-way. During horse racing events, LOS E operations at peak hours are also acceptable.

The City subsequently adopted Resolution No. 6493 in December 2005, which clarified the General Plan strategies FS-1, FS-2, and FS-3 on maintaining LOS D at roadways and intersections (except for residential streets at LOS C) during the non-racing season as non-mandatory requirements, subject to the City's existing practices and procedures.

Traffic Congestion Management Regulations

Arcadia's Traffic Congestion Management regulations are contained in Article V, Chapter 9 of the Municipal Code. The regulations require non-residential development projects with 25,000 square feet or more of floor area to incorporate transportation demand management and trip reduction measures. Specifically, non-residential development with 25,000 square feet or more of floor area shall provide a bulletin board, display case, or kiosk displaying transportation information (i.e., maps, routes and schedules for public transit routes serving the site; telephone numbers for regional ridesharing agency and local transit operators; ridesharing promotional materials; bicycle route maps and bicycle safety information; and a listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders, and pedestrians).

Non-residential development with 50,000 square feet or more shall provide a bulletin board, display case, or kiosk displaying transportation information and the following:

- No less than 10 percent of employee parking close to the employee entrances;
- At least 1 preferential parking space for carpool/vanpool vehicles for every 100,000 square feet of floor area, as identified on the site plan, and with information on obtaining the preferential spaces on the transportation information board;
- Preferential parking spaces that are accessible to vanpool vehicles, with a minimum vertical clearance of 7 feet, 2 inches and adequate turning radii and parking space dimensions; and
- Bicycle racks or other secure bicycle parking for at least 4 bicycles per 50,000 square feet of floor area.

Non-residential development with 100,000 square feet or more of floor area shall provide a bulletin board, display case, or kiosk displaying transportation information; employee parking close to employee entrances; preferential carpool/vanpool parking; bicycle racks; and the following:

- A safe and convenient loading/unloading zone for vanpool and carpool vehicles;
- Sidewalks or designated pathways providing direct and safe routes for pedestrians to and from each building in the development;
- If determined necessary by the City, bus stop improvements with building entrances designed to provide safe and efficient access to nearby transit stations/stops; and
- Safe and convenient access for bicyclists to and from bicycle parking facilities.

ADA Sidewalk Transition Plan

The City of Arcadia has adopted an Americans with Disabilities Act (ADA) Sidewalk Transition Plan that will provide ADA-compliant pedestrian access throughout the City, as well as bring existing pedestrian walkways into compliance. This program is ongoing and prioritizes the needed improvements by building use, with existing government facilities as the priority, followed by institutions, commercial uses, residential streets, and existing non-compliant ramps.

Transportation Master Plan

The City's Transportation Master Plan (2005) analyzes existing roadway and intersection operations; develops traffic forecasts; and calls out potential roadway system deficiencies that may occur by the year 2030. Based on a threshold for deficient intersections of operations at a V/C ratio above 0.900 or worse than LOS D, it identifies a comprehensive set of transportation improvements at 20 intersections to address future deficiencies. These improvements include restriping of roadway lanes, providing additional roadway lanes, and traffic signal system improvements. The City intends to update this plan on a regular basis.

Transportation Impact Fee Program

The City's Transportation Impact Fee Program was adopted in 2005 to support the City's Transportation Master Plan. This program provides a funding source for roadway improvements that will be needed by future developments in the City. The traffic mitigation fee is set based on a PM peak hour trip generation of proposed development projects.

Intelligent Transportation System (ITS) Master Plan

The Intelligent Transportation Systems (ITS) Master Plan (2004) provides a blueprint for the future use of ITS in the City, which involves the latest technologies in computers, electronics, and communications to improve the management and operations of the City's transportation system. ITS allows for the monitoring and control of traffic signal operations from a centralized location to better manage traffic flow on major arterials; to minimize traffic flow on residential streets; and to respond to incidents and special events more quickly and effectively. The Master Plan includes fiber-optic communication cable on several key arterials, video detection at key intersections, closed circuit television, and traffic management hardware and software.

Design of Streets

Article IX, Chapter 1, Part 1, Division 4 of the *Arcadia Municipal Code* provides standards for the design of streets in the City, including alignment, roadway widths, intersections, grades, and alleys. The City's Zoning Regulations in Article IX, Chapter 2 of the Municipal Code also contain standards for maintaining vehicular visibility at driveways and intersections.

Pavement Management Plan

The City's Pavement Management Plan outlines the City's planned pavement maintenance and repair projects. These include pavement rehabilitation, asphalt overlay, roadway widening, and sidewalk and traffic signal maintenance and improvements. The projects in this plan are programmed into the City's Capital Improvement Plan for funding and implementation.

Parking Requirements

Article IX, Chapter 2, Zoning Regulations, of the City's Municipal Code includes parking requirements for individual zones. The requirements vary by land use and include the number of parking spaces, parking stall size and layout/design, location, pavement, access, required signs, storage cabinets, landscaping, screening, walls, wheel stops, loading areas, drainage, lighting, and bicycle parking. In addition, standards for circulation and driveways for the parking spaces are also outlined.

4.15.3 EXISTING CONDITIONS

Existing Circulation System

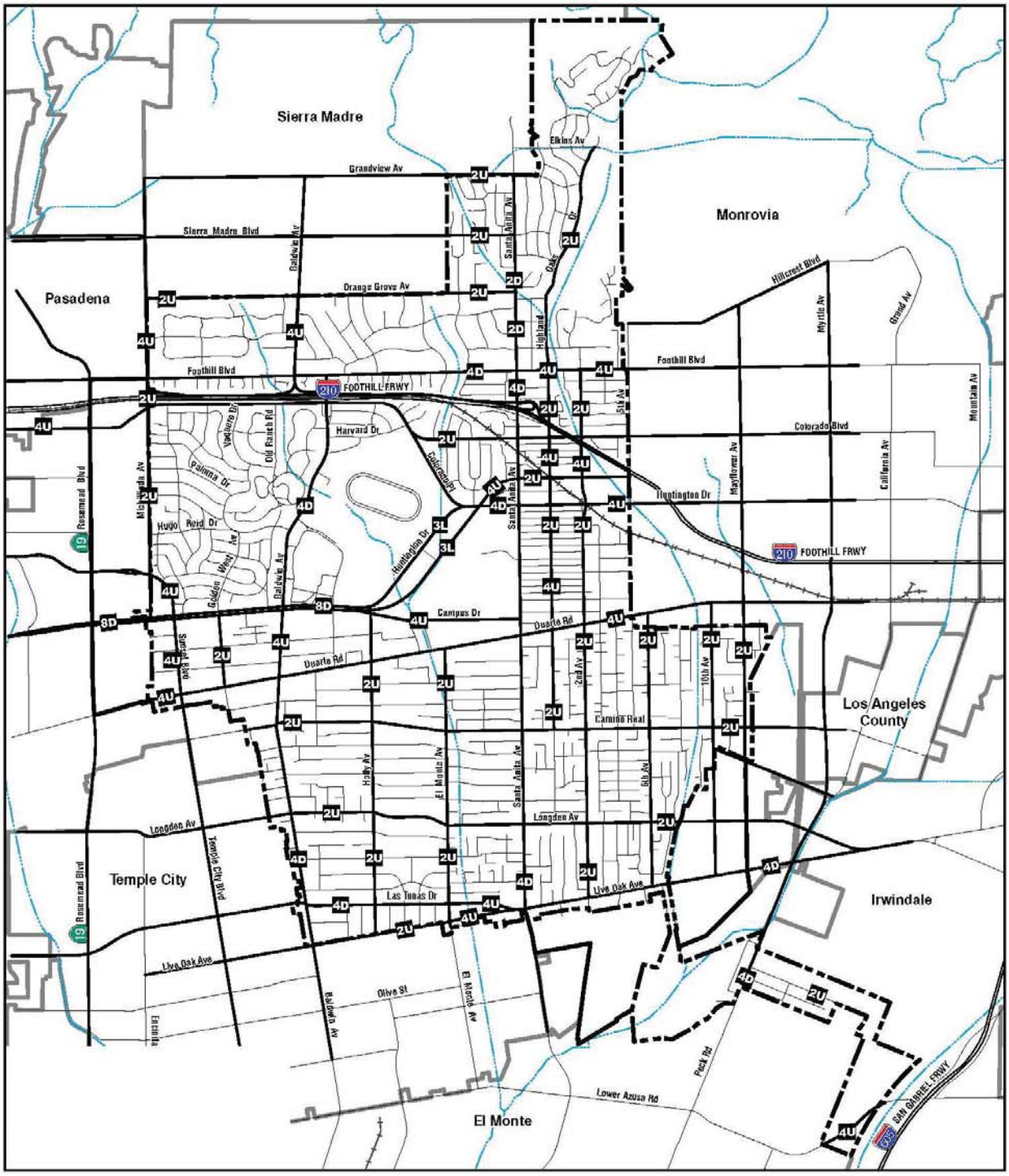
The existing circulation system in the City, along with the number of travel lanes for each roadway section, is shown in Exhibit 4.15-1, Existing Roadway System. Major roadways and freeways in or near the City include:

- ***Foothill Freeway (Interstate 210 [I-210]):*** A 10-lane, east-west freeway running through the northern half of the City of Arcadia. It has four general purpose lanes and one high-occupancy vehicle (HOV) lane in each direction. Two interchanges on the I-210 Freeway are on arterial roadways within the City of Arcadia at Baldwin Avenue and at Santa Anita Avenue. Two other interchanges are located just outside the City limits at Michillinda Avenue/Rosemead Boulevard just west of the City, and at Huntington Drive just east of the City. Average daily volumes at the segment crossing the City were estimated at approximately 255,000 to 260,000 vehicles per day in 2008.

- ***Baldwin Avenue:*** A major north-south roadway in the City of Arcadia. It is developed as a two-lane roadway from Orange Grove Avenue to Hampton Road and becomes a four-lane roadway from Hampton Road to Foothill Boulevard, with eastbound ramps to the I-210 Freeway south of Foothill Boulevard. It is offset 0.1 mile to the east south of the I-210 Freeway, where its configuration varies between four and five lanes until Huntington Drive. It reverts into a four-lane roadway between Huntington Drive and Live Oak Avenue. While residential uses are found on both sides of Baldwin Avenue north of the freeway and south of Norman Avenue, it provides direct access to the Santa Anita Racetrack, Westfield Mall, the Los Angeles Arboretum, and various commercial retail uses south of the mall. Baldwin Avenue carried an average of approximately 27,000 to 33,000 vehicles per day, between Foothill Boulevard and Live Oak Avenue in 2008. It is classified as a Primary Arterial south of Foothill Boulevard and as a Secondary Arterial north of Foothill Boulevard in the City's Circulation Map.

- ***Santa Anita Avenue:*** A two-lane roadway from the northern City limits until Foothill Boulevard, where it becomes a four-lane roadway to the south until the City's southern limits. It has on- and off ramps to the I-210 Freeway. Santa Anita Avenue carried approximately 24,000 to 32,000 vehicles per day between Foothill Boulevard and Live Oak Avenue, except between Colorado Boulevard & Santa Clara Drive where it carries 34,700 vehicles per day. It is classified as a Primary Arterial south of Foothill Boulevard and as a Secondary Arterial Modified north of Foothill Boulevard in the City's Circulation Map.

- ***Second Avenue:*** A local two-lane north-south roadway, except for its segment between Colorado Boulevard and Huntington Drive, where it has four lanes. Second Avenue carried approximately 6,108 vehicles per day north of the I-210 Freeway and 6,535 to



Source: Hogle Ireland

Existing Roadway System

Exhibit 4.15-1

Arcadia General Plan Update

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10,993 vehicles per day south of the freeway in 2008. It is classified as a Secondary Arterial Modified south of Huntington Drive, as a Secondary Arterial from Huntington Drive to Colorado Boulevard, and as a Collector from Colorado Boulevard to Foothill Boulevard in the City's Circulation Map.

- ***Orange Grove Avenue:*** A two-lane, east-west roadway at the boundary of Arcadia and Sierra Madre along the City's northern border. Along the southern side of Orange Grove Avenue are low density residential areas of the City. Orange Grove Avenue carried an average of approximately 7,124 to 7,404 vehicles per day in 2008 and is classified as a Collector in the City's Circulation Map.

- ***Foothill Boulevard:*** A four-lane major roadway running parallel and just north of the I-210 Freeway. In 2008, it carried approximately 20,000 to 32,000 vehicles per day, between Michillinda Avenue and Fifth Avenue, and is classified as a Primary Arterial in the City's Circulation Map.

- ***Colorado Street:*** A four-lane roadway running east-west south of the I-210 Freeway from Michillinda Avenue to Colorado Boulevard. It becomes Colorado Place as it runs southeasterly from Colorado Boulevard to Huntington Drive. It carried an average of approximately 17,000 to 18,000 vehicles per day, between Michillinda Avenue and Colorado Boulevard in 2008 and is classified as a Secondary Arterial Modified from Michillinda Avenue to Princeton Road. Colorado Place is a Primary Arterial from Princeton Road to Huntington Drive and carried approximately 11,035 vehicles per day in 2008. Colorado Boulevard is Collector from Colorado Place to Sixth Avenue in the City's Circulation Map and carried 5,264 to 10,382 vehicles per day in 2008.

- ***Huntington Drive:*** An eight-lane roadway between Michillinda Avenue and Holly Avenue/Campus Drive. It becomes a one-way couplet at Holly Avenue, with each couplet having three lanes. The couplet joins Colorado Place where it becomes a four-lane roadway. In 2008, it carried an average of approximately 25,000 to 31,500 vehicles per day through the downtown area and 36,000 to 39,000 vehicles per day, between Michillinda Avenue and Campus Drive. It is classified as a Major Arterial from Michillinda Avenue to Holly Avenue, as a Major Arterial Modified 1 Way from Holly Avenue to Colorado Place, and as a Primary Arterial from Colorado Place to Sixth Avenue in the City's Circulation Map.

- ***Duarte Road:*** A four-lane east-west roadway through the City. In 2008, it carried an average of approximately 21,500 to 23,500 vehicles per day, between Baldwin Avenue and Fifth Avenue. It is classified as a Secondary Arterial in the City's Circulation Map.

- ***Camino Real:*** A two-lane, east-west roadway through the City. It carried approximately 3,889 to 4,940 vehicles per day in 2008 and is classified as a Collector in the City's Circulation Map.

- ***Longden Avenue:*** A two-lane, east-west roadway running through the southern section of the City. It carried an average of approximately 6,352 to 7,931 vehicles per day in 2008 and is classified as a Collector in the City's Circulation Map.

- ***Las Tunas Drive:*** A four-lane, east-west roadway through the City. It carried an average of approximately 22,000 vehicles per day between Baldwin Avenue and Live Oak Avenue in 2008 and is classified as a Primary Arterial in the City's Circulation Map.

- ***Live Oak Avenue:*** A two-lane roadway along and near the southern City limits from Baldwin Avenue to El Monte Avenue, and a four-lane roadway from El Monte Avenue to Mayflower Avenue. It carried an average of approximately 30,000 to 32,000 vehicles per day, between Santa Anita Avenue and the eastern City limits in 2008. It is classified as a Collector from the western City limit to El Monte Avenue and as a Primary Arterial from El Monte Avenue to the eastern City limit in the City's Circulation Map.

Table 4.15-4 shows the key features of the different street classifications in terms of number of lanes, street curb-to-curb width, and right-of-way width. Exhibit 4.15-2, Existing Circulation Map, shows the City's currently adopted Circulation Map.

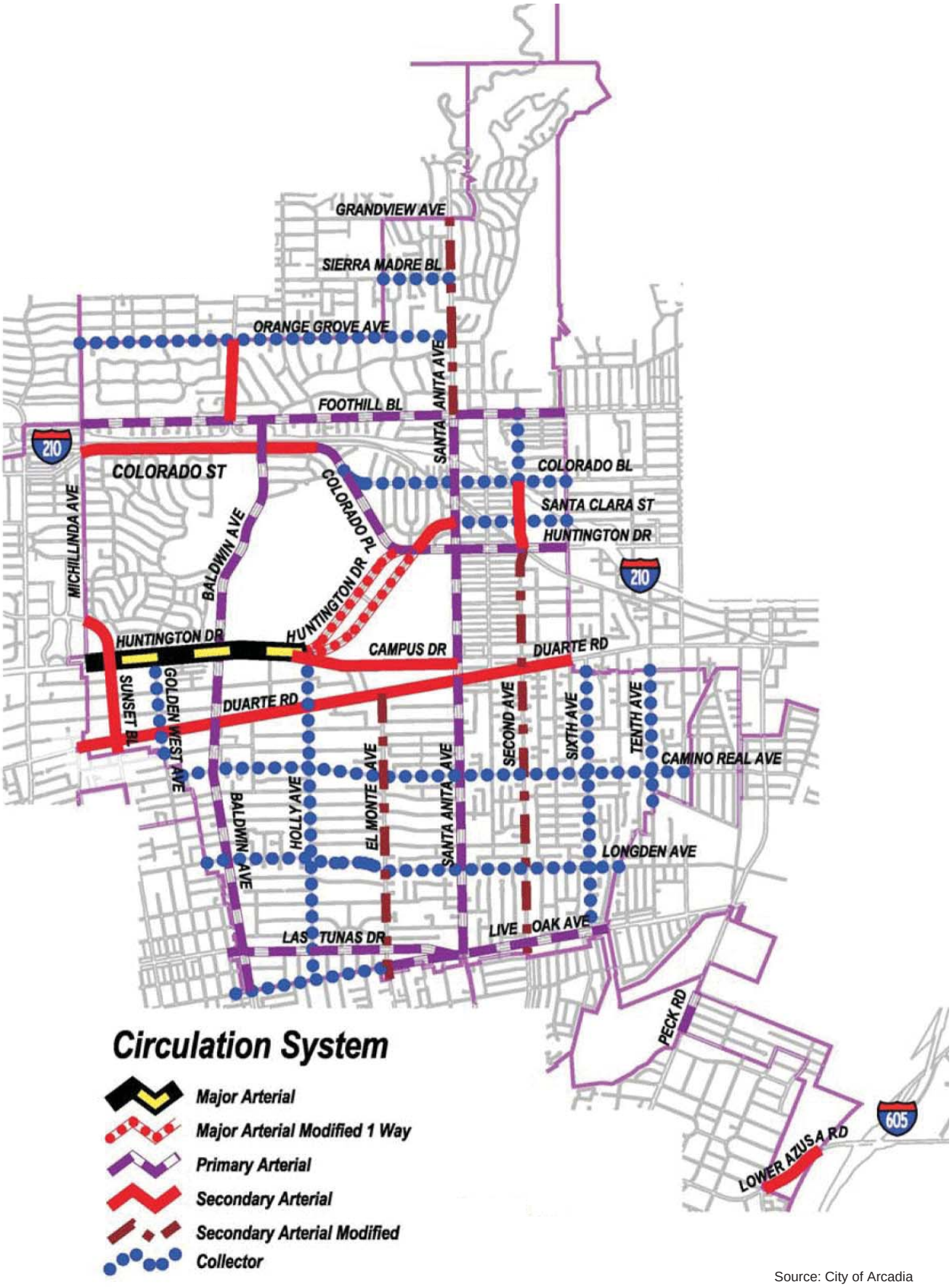
TABLE 4.15-4
STREET CLASSIFICATION AND CHARACTERISTICS

Street Type	Number of Lanes	Right-of-Way Width	Divided?	Curb-to-Curb Width
Major Arterial	8	220 feet	Yes	160–180 feet
Major Modified Arterial (one-way)	3	80–88 feet	No	56–64 feet
Primary Arterial	4/6	100–108 feet	Yes	84 feet
Secondary Arterial	4	84–92 feet	No	60–68 feet
Enhanced Collector[a]	2	80–88 feet	No	54–64 feet
Collector	2	64–72 feet	No	40–48 feet
[a] Roadway can also be striped for four lanes or five lanes (including turn lane) depending on available roadway width.				

The highest traffic volumes in the City occur on Huntington Drive, Santa Anita Avenue, Baldwin Avenue, and Foothill Boulevard. Destinations in the City that attract visitors from outside include the Santa Anita Race Track, the Los Angeles County Arboretum, the Santa Anita Mall (Westfield Santa Anita), Arcadia County Park, Methodist Hospital, and the Santa Anita Golf Course. Huntington Drive, Santa Anita Avenue, and Baldwin Avenue provide primary access to these facilities. Two of the major destinations in the City—the Santa Anita Race Track and the Westfield Santa Anita Mall—generate significant traffic volumes during the weekends rather than during weekday peak hours. Still, the resulting high traffic volumes cause backups at City streets during peak shopping periods and large events at the Santa Anita Race Track.

Foothill Boulevard, Huntington Drive, Duarte Road, and Las Tunas Drive/Live Oak Avenue carry a high percentage of regional traffic that is only passing through the City. These flows increase when traffic congestion on the I-210 Freeway leads to diversions on local streets.

The analysis of existing LOS operations on roadway segments in the City is provided in Table 4.15-5.



Source: City of Arcadia

Existing Circulation Map

Exhibit 4.15-2

Arcadia General Plan Update

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TABLE 4.15-5
EXISTING ROADWAY SEGMENTS LEVEL OF SERVICE ANALYSIS - AM AND PM PEAK HOUR

	Street	Between	And	Existing Roadway Classification	Peak Period	Capacity Per Lane		No. of Lanes Peak Period		On-Street Parking		Existing Volume		Existing Capacity		V/C Ratio		Level of Service	
						NB/EB	SB/WB	NB/EB	SB/WB	Peak	Off-Peak	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
1	Sierra Madre Boulevard	West City Boundary	Santa Anita Avenue	Collector Street	A.M	650	650	1	1	Y	Y	200	214	650	650	0.308	0.329	A	A
					P.M	650	650	1	1	Y	Y	354	177	650	650	0.545	0.272	A	A
2	Orange Grove Avenue	Baldwin Avenue	San Carlos Road	Collector Street	A.M	1,100	650	1	1	Y	Y	219	488	1,100	650	0.199	0.751	A	C
					P.M	1,100	650	1	1	Y	Y	805	186	1,100	650	0.732	0.286	C	A
3	Foothill Boulevard	Michillinda Avenue	Baldwin Avenue	Primary Arterial	A.M	950	950	2	2	N	N	325	1,546	1,900	1,900	0.171	0.814	A	**D**
					P.M	950	950	2	2	N	N	1,395	851	1,900	1,900	0.734	0.448	C	A
4	Michillinda Avenue	Colorado Street	Panorama Drive	Secondary Arterial	A.M	1,350	1,350	1	1	Y	Y	959	558	1,350	1,350	0.710	0.413	C	A
					P.M	1,350	1,350	1	1	Y	Y	735	839	1,350	1,350	0.544	0.621	A	B
5	Foothill Boulevard	Rancho Road	Santa Anita Avenue	Primary Arterial	A.M	900	1,100	2	2	N	N	550	1,533	1,800	2,200	0.306	0.697	A	B
					P.M	900	1,100	2	2	N	N	1,007	716	1,800	2,200	0.559	0.325	A	A
6	Foothill Boulevard	Second Avenue	Fifth Avenue	Primary Arterial	A.M	900	1,100	2	2	Y	Y	470	1,988	1,800	2,200	0.261	0.904	A	**E**
					P.M	900	1,100	2	2	Y	Y	2,067	902	1,800	2,200	1.148	0.410	**F**	A
7	Colorado Street	Michillinda Avenue	Vaquero Road	Secondary Arterial	A.M	1,150	1,100	2	2	N	N	362	1,756	2,300	2,200	0.157	0.798	A	C
					P.M	1,150	1,100	2	2	N	N	1,811	514	2,300	2,200	0.787	0.234	C	A
8	Colorado Street	Baldwin Avenue	Colorado Boulevard	Secondary Arterial	A.M	1,300	1,150	2	2	N	N	454	1,617	2,600	2,300	0.175	0.703	A	C
					P.M	1,300	1,150	2	2	N	N	1,721	586	2,600	2,300	0.662	0.255	B	A
9	Colorado Boulevard	Santa Anita Avenue	First Avenue	Collector Street	A.M	1,250	950	1	1	Y	Y	301	791	1,250	950	0.241	0.833	A	**D**
					P.M	1,250	950	1	1	Y	Y	872	310	1,250	950	0.698	0.326	B	A
10	Colorado Boulevard	Second Avenue	Fifth Avenue	Collector Street	A.M	800	800	1	1	Y	Y	88	513	800	800	0.110	0.641	A	B
					P.M	800	800	1	1	Y	Y	259	232	800	800	0.324	0.290	A	A
11	Santa Clara Street	Huntington Drive	Santa Anita	Secondary Arterial	A.M	850	800	2	2	Y	Y	465	711	1,700	1,600	0.274	0.444	A	A
					P.M	850	800	2	2	Y	Y	941	328	1,700	1,600	0.554	0.205	A	A
12	Santa Clara Street	Second Avenue	Fifth Avenue	Collector Street	A.M	750	750	1	1	Y	Y	141	500	750	750	0.188	0.667	A	B
					P.M	750	750	1	1	Y	Y	528	191	750	750	0.704	0.255	C	A
13	Huntington Drive	Sunset Boulevard	Golden West Avenue	Major Arterial	A.M	900	900	4	4	Y	Y	946	1,794	3,600	3,600	0.263	0.498	A	A
					P.M	900	900	4	4	Y	Y	1,951	1,307	3,600	3,600	0.542	0.363	A	A
14	Huntington Drive	Baldwin Avenue	Holly Avenue	Major Arterial	A.M	900	900	4	4	Y	Y	1,394	2,229	3,600	3,600	0.387	0.619	A	B
					P.M	900	900	4	4	Y	Y	1,961	1,643	3,600	3,600	0.545	0.456	A	A
15	Huntington Drive	Santa Clara Street	Santa Anita Avenue	Primary Arterial	A.M	1,025	900	2	2	Y	Y	668	1,493	2,050	1,800	0.326	0.829	A	**D**
					P.M	1,025	900	2	2	Y	Y	1,664	699	2,050	1,800	0.812	0.388	**D**	A
16	Huntington Drive	Second Avenue	Fifth Avenue	Primary Arterial	A.M	900	900	2	2	Y	Y	775	1,373	1,800	1,800	0.431	0.763	A	C
					P.M	900	900	2	2	Y	Y	1,638	1,120	1,800	1,800	0.910	0.622	**E**	B
17	Fairview Avenue	Baldwin Avenue	Holly Avenue	Collector Street	A.M	650	650	1	1	Y	Y	125	208	650	650	0.192	0.320	A	A
					P.M	650	650	1	1	Y	Y	174	145	650	650	0.268	0.223	A	A
18	Campus Drive	Huntington Drive	Santa Anita Avenue	Secondary Arterial	A.M	800	800	2	2	Y	Y	859	774	1,600	1,600	0.537	0.484	A	A
					P.M	800	800	2	2	Y	Y	852	391	1,600	1,600	0.533	0.244	A	A
19	Duarte Road	City Limit	Sunset Boulevard	Secondary Arterial	A.M	800	800	2	2	Y	Y	526	760	1,600	1,600	0.329	0.475	A	A
					P.M	800	800	2	2	Y	Y	874	735	1,600	1,600	0.546	0.459	A	A
20	Duarte Road	Baldwin Avenue	Holly Avenue	Secondary Arterial	A.M	800	800	2	2	Y	Y	600	912	1,600	1,600	0.375	0.570	A	A
					P.M	800	800	2	2	Y	Y	1,124	858	1,600	1,600	0.703	0.536	C	A

TABLE 4.15-5 (Continued)
EXISTING ROADWAY SEGMENTS LEVEL OF SERVICE ANALYSIS - AM AND PM PEAK HOUR

	Street	Between	And	Existing Roadway Classification	Peak Period	Capacity Per Lane		No. of Lanes Peak Period		On-Street Parking		Existing Volume		Existing Capacity		V/C Ratio		Level of Service	
						NB/EB	SB/WB	NB/EB	SB/WB	Peak	Off-Peak	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
21	Duarte Road	El Monte Avenue	Santa Anita Avenue	Secondary Arterial	A.M	800	800	2	2	Y	Y	744	1,278	1,600	1,600	0.465	0.799	A	C
					P.M	800	800	2	2	Y	Y	1,364	889	1,600	1,600	0.853	0.556	**D**	A
22	Duarte Road	Second Avenue	Fifth Avenue	Secondary Arterial	A.M	1,000	1,000	2	2	Y	Y	1,372	657	2,000	2,000	0.686	0.329	B	A
					P.M	1,000	1,000	2	2	Y	Y	916	1,385	2,000	2,000	0.458	0.693	A	B
23	Camino Real Avenue	El Monte Avenue	Santa Anita Avenue	Collector Street	A.M	650	650	1	1	Y	Y	174	321	650	650	0.268	0.494	A	A
					P.M	650	650	1	1	Y	Y	355	209	650	650	0.546	0.322	A	A
24	Longden Avenue	El Monte Avenue	Santa Anita Avenue	Collector Street	A.M	650	650	1	1	Y	Y	215	390	650	650	0.331	0.600	A	A
					P.M	650	650	1	1	Y	Y	450	240	650	650	0.692	0.369	B	A
25	Las Tunas Drive	Baldwin Avenue	Holly Avenue	Primary Arterial	A.M	900	900	2	2	Y	Y	1,280	519	1,800	1,800	0.711	0.288	C	A
					P.M	900	900	2	2	Y	Y	853	1,194	1,800	1,800	0.474	0.663	A	B
26	Live Oak Avenue	El Monte Avenue	Las Tunas Drive	Primary Arterial	A.M	900	900	2	2	Y	Y	325	361	1,800	1,800	0.181	0.201	A	A
					P.M	900	900	2	2	Y	Y	451	410	1,800	1,800	0.251	0.228	A	A
27	Live Oak Avenue	Santa Anita Avenue	Second Avenue	Primary Arterial	A.M	1,100	900	2	2	Y	Y	939	1,532	2,200	1,800	0.427	0.851	A	**D**
					P.M	1,100	900	2	2	Y	Y	1,717	1,336	2,200	1,800	0.780	0.742	C	C
28	Sunset Boulevard	Huntington Drive	Fairview Avenue	Secondary Arterial	A.M	800	800	2	2	Y	Y	1,110	589	1,600	1,600	0.694	0.368	B	A
					P.M	800	800	2	2	Y	Y	682	1,213	1,600	1,600	0.426	0.758	A	C
29	Golden West Avenue	Huntington Drive	Fairview Avenue	Collector Street	A.M	650	650	1	1	Y	Y	118	265	650	650	0.182	0.408	A	A
					P.M	650	650	1	1	Y	Y	256	210	650	650	0.394	0.323	A	A
30	Baldwin Avenue	Orange Grove Avenue	Foothill Boulevard	Secondary Arterial	A.M	1,050	1,300	1	1	Y	Y	344	764	1,050	1,300	0.328	0.588	A	A
					P.M	1,050	1,300	1	1	Y	Y	406	541	1,050	1,300	0.387	0.416	A	A
31	Baldwin Avenue	Stanford Drive	Hugo Reid Drive	Primary Arterial	A.M	1,300	1,300	2	2	N	N	1,014	1,271	2,600	2,600	0.390	0.489	A	A
					P.M	1,300	1,300	2	2	N	N	1,342	1,186	2,600	2,600	0.516	0.456	A	A
32	Baldwin Avenue	Hugo Reid Drive	Huntington Drive	Primary Arterial	A.M	1,000	950	3	2	SB Only	SB Only	1,110	794	3,000	1,900	0.370	0.418	A	A
					P.M	1,000	950	3	2	SB Only	SB Only	894	1,234	3,000	1,900	0.298	0.649	A	B
33	Baldwin Avenue	Huntington Drive	Fairview Avenue	Primary Arterial	A.M	950	950	2	2	NB Only	NB Only	1,037	1,155	1,900	1,900	0.546	0.608	A	B
					P.M	950	950	2	2	NB Only	NB Only	1,007	1,453	1,900	1,900	0.530	0.765	A	C
34	Baldwin Avenue	Longden Avenue	Las Tunas Drive	Primary Arterial	A.M	950	950	2	2	Y	Y	984	870	1,900	1,900	0.518	0.458	A	A
					P.M	950	950	2	2	Y	Y	1,072	1,175	1,900	1,900	0.564	0.618	A	B
35	Holly Avenue	Fairview Avenue	Duarte Road	Collector Street	A.M	700	700	1	1	Y	Y	280	441	700	700	0.400	0.630	A	B
					P.M	700	700	1	1	Y	Y	625	252	700	700	0.893	0.360	**D**	A
36	Holly Avenue	Longden Avenue	Las Tunas Drive	Collector Street	A.M	650	650	1	1	Y	Y	198	168	650	650	0.305	0.258	A	A
					P.M	650	650	1	1	Y	Y	256	192	650	650	0.394	0.295	A	A
37	El Monte Avenue	Longden Avenue	Las Tunas Drive	Collector Street	A.M	650	650	1	1	Y	Y	336	339	650	650	0.517	0.522	A	A
					P.M	650	650	1	1	Y	Y	333	396	650	650	0.512	0.609	A	B
38	Santa Anita Avenue	Sierra Madre	Virginia Drive	Secondary Arterial Modified	A.M	800	800	1	1	Y	Y	382	557	800	800	0.478	0.696	A	B
					P.M	800	800	1	1	Y	Y	365	463	800	800	0.456	0.579	A	A
39	Santa Anita Avenue	Foothill Boulevard	I-210	Primary Arterial	A.M	900	900	2	2	Y	Y	1,053	1,018	1,800	1,800	0.585	0.566	A	A
					P.M	900	900	2	2	Y	Y	922	924	1,800	1,800	0.512	0.513	A	A
40	Santa Anita Avenue	Colorado Boulevard	Santa Clara Street	Primary Arterial	A.M	900	900	2	2	Y	Y	1,385	1,238	1,800	1,800	0.769	0.688	C	B
					P.M	900	900	2	2	Y	Y	1,316	1,278	1,800	1,800	0.731	0.710	C	C

TABLE 4.15-5 (Continued)
EXISTING ROADWAY SEGMENTS LEVEL OF SERVICE ANALYSIS - AM AND PM PEAK HOUR

	Street	Between	And	Existing Roadway Classification	Peak Period	Capacity Per Lane		No. of Lanes Peak Period		On-Street Parking		Existing Volume		Existing Capacity		V/C Ratio		Level of Service	
						NB/EB	SB/WB	NB/EB	SB/WB	Peak	Off-Peak	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
41	Santa Anita Avenue	Huntington Drive	Campus Drive	Primary Arterial	A.M	950	950	2	2	Y	Y	1,453	1,277	1,900	1,900	0.765	0.672	C	B
					P.M	950	950	2	2	Y	Y	1,120	1,169	1,900	1,900	0.589	0.615	A	B
42	Santa Anita Avenue	Duarte Road	Camino Real Avenue	Primary Arterial	A.M	1,000	1,050	2	2	Y	Y	1,657	935	2,000	2,100	0.829	0.445	**D**	A
					P.M	1,000	1,050	2	2	Y	Y	1,343	1,371	2,000	2,100	0.672	0.653	B	B
43	First Avenue	Santa Clara Street	Huntington Drive	Collector Street	A.M	650	650	1	1	Y	Y	429	267	650	650	0.660	0.411	B	A
					P.M	650	650	1	1	Y	Y	492	316	650	650	0.757	0.486	C	A
44	First Avenue	Huntington Drive	Duarte Road	Collector Street	A.M	650	650	2	2	Y	Y	379	515	1,300	1,300	0.292	0.396	A	A
					P.M	650	650	2	2	Y	Y	314	588	1,300	1,300	0.242	0.452	A	A
45	Second Avenue	Foothill Boulevard	Colorado Boulevard	Collector Street	A.M	650	650	1	1	Y	Y	279	350	650	650	0.429	0.538	A	A
					P.M	650	650	1	1	Y	Y	282	304	650	650	0.434	0.468	A	A
46	Second Avenue	Santa Clara Street	Huntington Drive	Secondary Arterial Modified	A.M	800	800	2	2	Y	Y	326	327	1,600	1,600	0.204	0.204	A	A
					P.M	800	800	2	2	Y	Y	334	409	1,600	1,600	0.209	0.256	A	A
47	Second Avenue	Huntington Drive	Duarte Road	Secondary Arterial Modified	A.M	800	800	1	1	Y	Y	586	377	800	800	0.733	0.471	C	A
					P.M	800	800	1	1	Y	Y	506	586	800	800	0.633	0.733	B	C
48	Second Avenue	Duarte Road	Camino Real	Secondary Arterial Modified	A.M	800	800	1	1	Y	Y	445	274	800	800	0.556	0.343	A	A
					P.M	800	800	1	1	Y	Y	325	436	800	800	0.406	0.545	A	A
49	Sixth Avenue	City Limit	Camino Real	Collector Street	A.M	650	650	1	1	Y	Y	269	179	650	650	0.414	0.275	A	A
					P.M	650	650	1	1	Y	Y	177	149	650	650	0.272	0.229	A	A
50	Tenth Avenue	City Limit	Camino Real	Collector Street	A.M	650	650	1	1	Y	Y	231	101	650	650	0.355	0.155	A	A
					P.M	650	650	1	1	Y	Y	123	163	650	650	0.189	0.251	A	A
51	Mayflower Avenue	City Limit	Camino Real	Collector Street	A.M	650	650	1	1	Y	Y	506	229	650	650	0.778	0.352	C	A
					P.M	650	650	1	1	Y	Y	253	362	650	650	0.389	0.557	A	A
52	Peck Road	City Limit - North of Clark Street	City Limit - Randolph Street	Primary Arterial	A.M	1,300	1,300	2	2	Y	Y	757	1,078	2,600	2,600	0.291	0.415	A	A
					P.M	1,300	1,300	2	2	Y	Y	1,133	875	2,600	2,600	0.436	0.337	A	A
53	Lower Azusa Road	City Limit - East of Cogswell Road	City Limit - San Gabriel Rive	Secondary Arterial	A.M	1,400	1,400	2	2	N	N	1,057	1,535	2,800	2,800	0.378	0.548	A	A
					P.M	1,400	1,400	2	2	N	N	1,695	1,124	2,800	2,800	0.605	0.401	B	A

As shown, most streets operate at LOS D or better during the AM (morning) peak hour, except for one segment:

- Westbound Foothill Boulevard between Fifth Avenue and Second Avenue (LOS E).

During the PM (afternoon/evening) peak hour, only two segments operate worse than LOS D:

- Eastbound Huntington Drive between Second Avenue and Fifth Avenue (LOS E) and
- Eastbound Foothill Boulevard between Second Avenue and Fifth Avenue (LOS F).

Truck Routes

Designated truck routes in the City include Baldwin Avenue, Santa Anita Avenue, Foothill Boulevard (segment east of Santa Anita Avenue), Colorado Street/Colorado Place, Huntington Drive, Duarte Road (segments west of Baldwin Avenue and east of Santa Anita Avenue only), and Las Tunas Drive/Live Oak Avenue.

Alternative Transportation

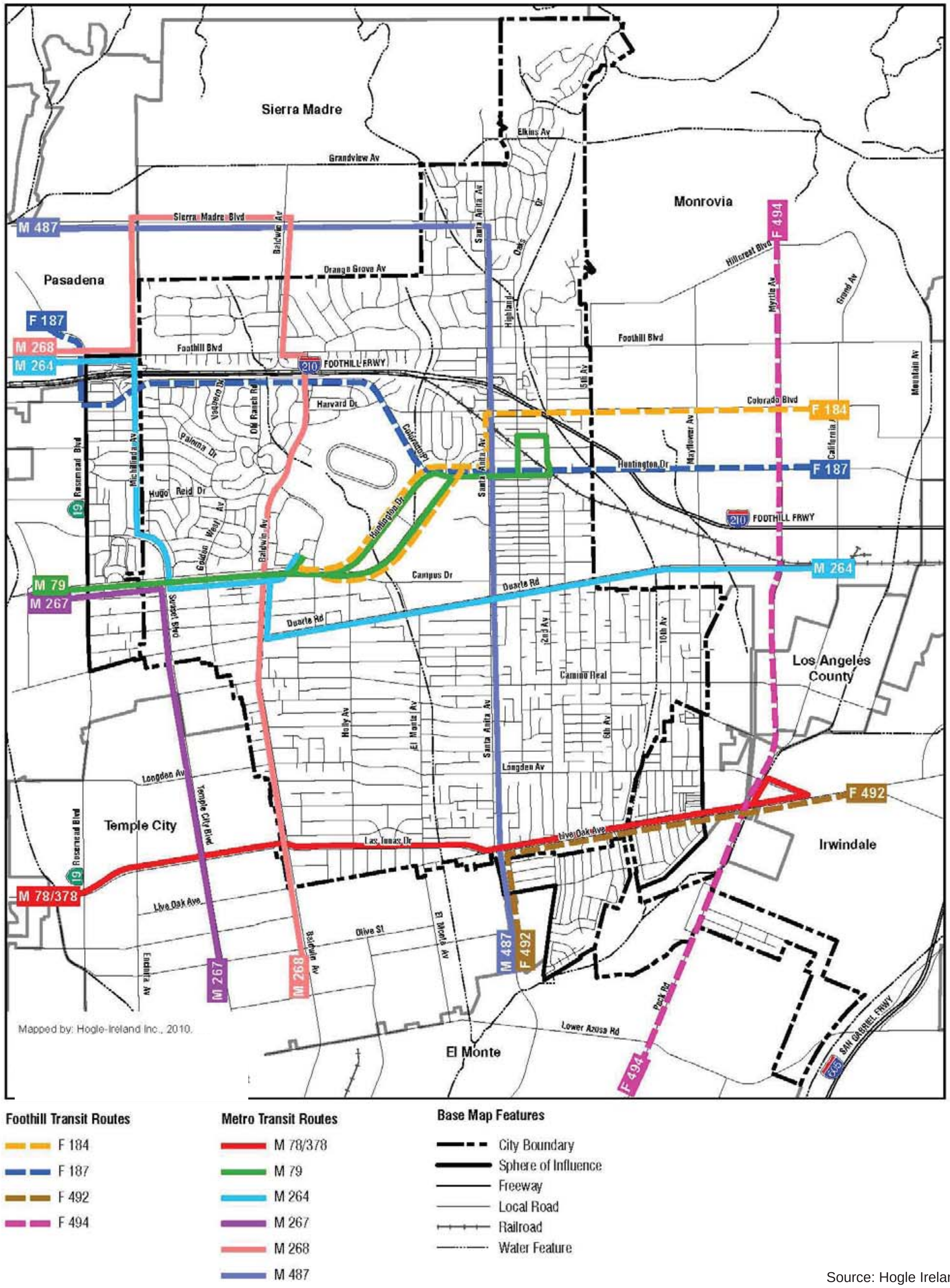
Bus transit services in Arcadia are provided by six LACMTA bus routes and four Foothill Transit routes, which primarily serve the commercial areas and corridors in the City. In addition, the City operates Arcadia Transit, which provides a curb-to-curb service in response to individual travel requests. The service is open to the general public and operates to all destinations within the City limits and five designated medical facilities located beyond the City limits. Exhibit 4.15-3, Existing Transit Routes, shows LACMTA and Foothill Transit routes.

The Metro Gold Line provides light rail transit services from downtown Los Angeles to Pasadena, with the rail line running at the center median of the I-210 Freeway at its eastern segment. The last station on this line is located on Sierra Madre Villa Avenue, approximately one mile west of the Arcadia's northwestern corner.

An extension of the Gold Line is currently being proposed, which would run on the existing old Santa Fe railroad right-of-way at the center of the I-210 Freeway that comes off the freeway through Arcadia and then veers southeasterly and easterly through the Cities of Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. This approximately 24-mile extension would connect Pasadena to the Montclair Transcenter with 12 stations. The station in Arcadia would be located on the southeastern corner of the intersection of First Avenue and Santa Clara Street. Grade-separated crossings will be provided at Colorado Boulevard, Santa Anita Avenue, and Huntington Drive/Second Avenue. This project is expected to break ground in 2011 for the segment from Pasadena to Azusa.

A 300-space, park-and-ride garage will be located across the Santa Clara Street and First Avenue intersection. An on-street Bus Transit Center proposed on Santa Clara Street adjacent to the station could alternatively be located partly on First Street. The Bus Transit Center will accommodate Foothill Transit and Metro buses serving the station, and would provide a transfer point for local bus services.

The nearest airport to the City is the El Monte Municipal Airport, located approximately 0.75 mile to 1.5 miles west and south of the City's southern boundary. This airport is a general aviation airport located at 4233 North Santa Anita Avenue in the City of El Monte. This airport has 365 base aircraft and experiences over 158,000 aircraft operations (arrivals and departures) per



Source: Hogle Ireland

Existing Transit Routes

Exhibit 4.15-3

Arcadia General Plan Update

N W E S

BonTerra CONSULTING

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year. It is used mainly by light, single- and multi- engine aircraft and helicopters (American Airports Corporation 2010).

4.15.4 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the State CEQA Guidelines. The project would result in a significant adverse impact related to transportation and traffic if it would:

Threshold 4.15a: Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

Threshold 4.15b: Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;

Threshold 4.15c: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;

Threshold 4.15d: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

Threshold 4.15e: Result in inadequate emergency access; and/or

Threshold 4.15f: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

4.15.5 GENERAL PLAN GOALS, POLICIES AND IMPLEMENTATION ACTIONS

Goals and Policies

A number of goals and policies in the 2010 Arcadia General Plan Update address the local transportation network and the provision of an adequate roadway and circulation system in the City. Implementation of these goals and policies would reduce impacts on traffic and transportation from future development. These include:

> ***Policy LU-1.10:*** *Require that new development projects provide their full fair share of the improvements necessary to mitigate project generated impacts on the circulation and infrastructure systems.*

Goal CI-1: *An efficient roadway system that serves all of Arcadia, supports all transportation modes, and balances the roadway system with planned land uses.*

> ***Policy CI-1.1:*** *Pursue enhancements to the roadway network consistent with the Figure CI-3, Master Plan of Roadway, and the Transportation Master Plan.*

Policy CI-1.2: *Implement street design standards on arterial corridors consistent with the Master Plan of Roadways to address bicycle facilities, sidewalks, and on-street parking that are context sensitive to adjacent land uses and districts, and to all roadway users, where appropriate.*

Policy CI-1.3: *Maintain a maximum Level of Service (LOS) D throughout the City, except that LOS E may be permitted in the following circumstances:*[1]

- *Intersections/roadways at, or adjacent to, freeway ramps.*
- *Intersections/roadways adjacent to Santa Anita Park during racing season.*
- *Intersections/roadways at or adjacent to designated Downtown, Baldwin Avenue, and Live Oak Avenue commercial and mixed-use districts.*

  These performance standards may require, but are not intended to mandate, roadway and/or intersection widenings. They represent goals used to monitor traffic conditions and to assess traffic impacts of development projects. Because LOS standards apply only to vehicular mobility and do not account for enhanced pedestrian movement or other modes, the City will not use them as the sole criteria for judging transportation system performance. Pedestrian convenience, transit access and operations, urban aesthetics, and other factors will be considered.

Policy CI-1.4: *Require the cost of transportation mitigation and improvements necessitated by new development be borne by new development—including non-automobile solutions—through the Traffic Impact Fee Program.*

Policy CI-1.5: *Update the Transportation Master Plan and the Traffic Impact Fee Program on a regular basis.*

Policy CI-1.6: *Develop and maintain adequate funding sources for the ongoing maintenance and upkeep of the City's transportation infrastructure.*

Policy CI-1.7: *Continue Capital Improvement Programs (CIP) funding for transportation improvements.*

Goal CI-2: *Maximized operational efficiency of the street system.*

Policy CI-2.1: *Implement traffic management and traffic signal operations measures, where feasible, to:*

- *Minimize delay and congestion for all modes, without adversely impacting transit, bicycles, and pedestrians, and*
- *Focus traffic onto arterial streets, and minimize intrusion into residential neighborhoods.*

Policy CI-2.2: *Design and operate arterials and intersections for the safe operation of all modes, including transit, bicyclists, and pedestrians.*

Policy CI-2.3: *Develop and enhance the Traffic Management Center to continue to coordinate and manage the City's traffic signal system, provide signal synchronization,*

[1] Earlier versions of the draft General Plan inadvertently failed to identify roadways as part of the LOS standard definition, although the City's intent has always been to do so. The language for Policy CI-1.3 presented here is the correct version of the policy.

integrate transit operations on City streets (including transit priority as appropriate), and continue participation with the RIITS and Los Angeles IEN.

Policy CI-2.4: *Implement intelligent transportation system measures and advanced traffic management technologies where appropriate as a means of reducing traffic and improving emergency response times.*

Policy CI-2.5: *Use rubberized asphalt in streets and/or latest technology for "green streets".*

Goal CI-3: *Enhanced local and regional transit service.*

Policy CI-3.1: *Work with the Los Angeles County Metropolitan Transportation Authority (Metro) and Foothill Transit to maintain and improve the coverage and frequency of transit service in Arcadia.*

Policy CI-3.2: *Support Metro's and Foothill Transit's expansion of rapid bus service in the region, and particularly on routes serving the City.*

Policy CI-3.3: *Work with Metro and Foothill Transit to provide attractive and convenient bus stops, including shade/weather protection, seats, transit information, and bus shelters.*

Policy CI-3.4: *Enhance local transit circulator service, particularly to link neighborhoods to commercial districts, and Downtown to all areas.*

Policy CI-3.5: *Investigate the feasibility of working with surrounding cities to establish circulator bus service that serves business districts and key destinations in those communities.*

Policy CI-3.6: *Cooperate with Metro and the Gold Line Authority to bring light rail service to Arcadia as soon as possible.*

Policy CI-3.7: *Establish transit hubs at the planned Gold Line Station at Santa Clara Street and First Avenue, and other locations as appropriate, including possibly the race track property and regional mall.*

Policy CI-3.8: *Encourage private efforts to connect Gold Line riders to local places of employment.*

Policy CI-3.9: *Require all new and substantially renovated office, retail, industrial, and multi-family developments to install and implement transit amenities, including bus turnouts, transit shelters, and other streetscape elements, as appropriate.*

Goal CI-4: *Connected, balanced, and integrated bicycle and pedestrian networks that provide viable alternatives to use of the car.*

Policy CI-4.1: *Develop and maintain the citywide bicycle network of off-street bike paths, on-street bike lanes, and bike streets identified in Figure CI-7. Development of this plan will include use of easements and flood control channel rights-of-way.*

Policy CI-4.2: *Establish bike hubs (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes) at key transit and commercial nodes.*

Policy CI-4.3: *Encourage the establishment of secure bike parking facilities throughout the City.*

Policy CI-4.4: *Support transit programs that provide bike racks on buses and trains.*

Policy CI-4.5: *Develop and implement a comprehensive pedestrian circulation plan that includes, among other components: (1) enhanced pedestrian crossings of streets, (2) sidewalk improvement plans, (3) pedestrian amenities on sidewalks on major streets that are key pedestrian routes, including the benches, street trees, trash cans, and pedestrian scaled lighting (4) ADA compliant crossings, (5) convenient crossing of arterials with landscaped medians, particularly in the vicinity of schools, and (6) strategies to remove barriers to pedestrian movement (for example, news racks, utility poles and boxes).*

Policy CI-4.6: *Provide sidewalks on all arterial roadways.*

Policy CI-4.7: *Ensure that intersections and development at intersections are designed and maintained to provide for pedestrian safety.*

Policy CI-4.8: *Require that development projects within commercial districts provide pedestrian-focused access independent from vehicle entrances, as feasible.*

Policy CI-4.9: *Enhance pedestrian and bicycle access to local and regional transit, including connections to bus routes and the light rail station.*

Policy CI-4.10: *Coordinate the provision of the bicycle and pedestrian networks with adjacent jurisdictions to maximize connectivity.*

Policy CI-4.11: *Encourage walking, biking, and use of transit through a variety of supportive land use development and urban design measures, including site planning that promotes safety, pedestrian-friendly design, and access to transit facilities.*

Policy CI-4.12: *Require new and substantially renovated office, retail, industrial, and multi-family developments to include bicycle and pedestrian amenities in the vicinity of the development to facilitate bicycling and walking, including on-site bike paths where appropriate, sidewalk improvements, benches, and pedestrian signal push-buttons at nearby signals.*

Policy CI-4.13: *Require new and major renovations to office, industrial, and institutional developments to provide secure off-street bicycle parking, and encourage such developments to provide bicycle facilities, such as showers and changing rooms.*

Goal CI-5: *Limited cut-through traffic in residential neighborhoods.*

Policy CI-5.1: *Develop a process or program for developing neighborhood traffic management programs, where appropriate, in residential neighborhoods and around schools, parks, and community centers.*

Policy CI-5.2: *Develop and implement traffic-calming programs and management measures on local and collector streets, where determined to be necessary, to discourage traffic from diverting into or taking short-cuts through residential neighborhoods, and to control the volume and speed of traffic to appropriate levels consistent with adjacent land uses on local streets, near schools, and along streets with a significant amount of residential development.*

Policy CI-5.3: *Continue to focus truck traffic onto appropriate arterial corridors. Retain and strengthen ordinances restricting truck travel in residential neighborhoods.*

Policy CI-5.4: *Require that on-site loading facilities be located and designed to avoid interference with traffic on the street system and internal site circulation.*

Goal CI-6: *Reduced auto traffic and improved traffic management around schools.*

Policy CI-6.1: *Coordinate with the Arcadia Unified School District to identify traffic issues in the vicinity of all District schools within the City, and to develop workable traffic relief plans such as possible designated student pick-up times and pick-up zones.*

Policy CI-6.2: *Look for ways to enhance pedestrian and bicycle facilities in the vicinity of schools.*

Policy CI-6.3: *Establish a zero-tolerance and aggressive citation policy for traffic violations in the vicinity of schools.*

Policy CI-6.4: *Promote Safe Route to School programs and policies.*

Policy CI-6.5: *Work with the Arcadia Unified School District and parents of local school children to implement innovative strategies that increase the number of children walking and riding bikes to school.*

Goal CI-7: *Parking facilities that support diverse parking needs.*

Policy CI-7.1: *Ensure that parking requirements in the City's zoning regulations appropriately reflect the needs of businesses, residents, and institutions, and the evolving nature of personal transportation (for example, electric or other alternative fuel vehicles, car sizes, increased bicycle use).*

Policy CI-7.2: *Accommodate shared use of public and private parking facilities within business districts and where joint use of parking lots is appropriate given the uses sharing the facilities.*

Goal CI-8: *Effective coordination with other jurisdictions and agencies on regional transportation issues.*

Policy CI-8.1: *Actively pursue federal, State, and regional funds for local and regional roadway improvements.*

Policy CI-8.2: *Maintain consistency with the South Coast Air Quality Management District air quality mandates, the Los Angeles Congestion Management Program, and SCAG Regional Mobility Plan requirements.*

Policy CI-8.3: *Work with adjacent jurisdictions to mitigate traffic impacts in surrounding communities resulting from development in Arcadia, as well as to mitigate impacts in Arcadia associated with development in surrounding communities.*

Policy CI-8.4: *Work with Caltrans, SCAG, Metro, the Gold Line Authority, Foothill Transit, Los Angeles County, and the cities of Pasadena, Sierra Madre, Monrovia, Irwindale, El Monte, and Temple City to coordinate regional transportation facilities, continue participation in RIITS and Los Angeles County IEN, and to pursue federal and State funds for local and regional traffic improvements.*

Policy CI-8.5: *Provide a regularly scheduled report, with an objective of producing the report every two years, detailing the City's implementation status of regional transportation policies.*

Policy RS-2.4: *Pursue the strategies in the Land Use and Community Design Element to encourage transit-oriented development in established focused areas.*

Policy RS-2.5: *Pursue the enhancement of bicycle and pedestrian infrastructure set forth in the Circulation and Infrastructure Element to help decrease vehicle miles traveled and vehicle trips.*

Policy RS-3.3: *Educate residents on methods of sustainable driving techniques such as: reducing excessive speeding, preventing car idling, regular car maintenance for maximizing fuel efficiency, and car pooling.*

Implementation Actions

A number of implementation actions are proposed in the General Plan Update that would reduce impacts related to traffic and transportation. These include:

Implementation Action 2-5: *Downtown Planning Efforts*

Implementation Action 2-9: *Development of Parking Districts*

Implementation Action 3-7: *Redevelopment Agency's Five-Year Implementation Plan*

Implementation Action 4-1: *Achieve Consistency in Roadway Rights-of-way*

Implementation Action 4-2: *Complete Streets*

Implementation Action 4-3: *Reciprocal Vehicular and Pedestrian Access*

Implementation Action 4-4: *Pedestrian Accommodation Master Plan*

Implementation Action 4-5: *Conduct a Citywide Bicycle Study and Develop a Bicycle Plan*

Implementation Action 4-6: *Conduct a System Planning and Design Feasibility Study for an Advanced Traffic Control System*

Implementation Action 4-7: *Install an Advanced Traffic Signal Control System*

Implementation Action 4-8: *Develop a Prototype Neighborhood Traffic Management Program*

Implementation Action 4-9: *Regional Coordination*

Implementation Action 4-13: *Infrastructure Master Plan Updates*

Implementation Action 8-9: *Adequate Emergency Vehicle Access*

Implementation Action 8-13: *Pre-emptive Traffic Control Devices*

Roadway Plan

The proposed Roadway Plan in the proposed General Plan Update is provided in Exhibit 3-14 in Section 3.0 of this EIR and includes the following changes relative to the existing Circulation Plan:

- First Avenue from Duarte Road to Elkins Avenue is proposed to be designated as a Collector and is currently not designated.
- Mayflower Avenue is proposed to be designated as a Collector and is currently not designated.
- Fairview Avenue between the west City Limits and Holly Avenue is proposed to be designated as a Collector and is currently not designated.
- Colorado Boulevard from Santa Anita Avenue to Fifth Avenue would be designated as an Enhanced Collector, from a Collector.
- Santa Clara Avenue, from Santa Anita Avenue to Fifth Avenue would change from a Collector to an Enhanced Collector.
- Enhanced Intersections would be designated.

The City's street system is well established, and no new streets or major street widening are planned in the future. However, there are some street enhancements and other circulation system improvements proposed. These enhancements are not needed in the short term but will eventually be needed by buildout of the General Plan Update. They include:

- ***Colorado Boulevard between Santa Anita Avenue and Fifth Avenue.*** This section of Colorado Boulevard will be restriped from two lanes to four lanes. No roadway widening will be needed. Mid-block, on-street parking will be retained on one side of the street. Left turn lanes will be provided at intersections. This will provide additional east-west traffic capacity through the downtown area to help alleviate traffic loads on Huntington Drive.

- ***Santa Clara Street between Santa Anita Avenue and Fifth Avenue.*** This section of Santa Clara Street will be restriped from two lanes to four lanes. No roadway widening will be needed. On-street parking will be prohibited. This will provide additional east-west traffic capacity through the downtown area to help alleviate traffic loads on Huntington Drive.

- ***Santa Anita Avenue between Santa Clara and Colorado.*** This section of Santa Anita Avenue will be restriped from four lanes to six lanes. On-street parking will be prohibited in peak periods.

- ***First Avenue between California Street and Duarte Road.*** This section of First Avenue will be restriped from four lanes to two lanes, consistent with the character of First Avenue between Huntington Drive and California Street in order to enhance the pedestrian environment for the planned adjacent mixed-use development.

- ***Enhanced Intersections.*** Enhanced intersections have been identified in the Roadway Plan where the roadway width may exceed the regular standards and additional right-of-way may be needed. Typically, this would allow for dual left-turn lanes. It could also allow for an exclusive right turn lane. The additional lanes may be installed on any approach but not necessarily on all approaches. These enhancements are not needed in the short term but will eventually be necessary by buildout of the General Plan Update.

- ***Signal System.*** The City's traffic signal system will be upgraded to provide state-of-the-art traffic control strategies to further enhance the operations of the City's arterial street system through better traffic management. The City's ITS Master Plan includes the installation of fiber-optic communications cables on several key arterials, video detection at intersections, closed-circuit television, changeable message signs, and a traffic management center workstation. The system will include ITS elements at most all signalized intersections in the City with communications and monitoring along the intervening streets.

4.15.6 STANDARD CONDITIONS

There are existing federal, State, and regional regulations that relate to transportation and the prevention of traffic congestion. Compliance with these regulations would be required for all new development in the City. These include:

SC 4.15-1: In accordance with the City's Transportation Impact Fee Program, future development shall pay development impact fees to help fund intersection and roadway improvements in the City.

SC 4.15-2: Future development shall improve perimeter and on-site roadways in accordance with the City's roadway standards under Article IX, Chapter 1, Parts 1 (Design of Streets) and 2 (Street Improvement Plans) of the *Arcadia Municipal Code*.

SC 4.15-3: Future development shall provide internal circulation improvements in accordance with City standards for the location of traffic signs, minimum drive aisle widths, turning radii, sight distances/vision clearances, pedestrian walkways/crosswalks, and other features.

SC 4.15-4: Future development shall include a Traffic Control Plan to be prepared and implemented in compliance with the *California Manual for Uniform Traffic Control Devices* (MUTCD) for all construction activities within public rights-of-way. If the project construction requires special measures outside the California MUTCD standards, the Traffic Control Plan shall be prepared, stamped, and signed by a registered Traffic Engineer. If the development is located on or near California Department of Transportation (Caltrans) right-of-way, the Property Owner/Developer shall provide a copy of the Traffic Control Plan to Caltrans for review and approval.

SC 4.15-5: Construction work on public rights-of-way shall be performed in accordance with City regulations, including the Standard Specifications for Public Works Construction (Greenbook) and the MUTCD.

SC 4.15-6: New non-residential developments shall comply with City's Traffic Congestion Management regulations, which require non-residential development to provide transportation demand management and trip reduction measures, such as

display/kiosk for transportation information, preferential parking space for carpool/vanpool vehicles, bike racks, loading/unloading zones, bus stop improvements, designated pathways, and convenient access for bicyclists.

SC 4.15-7: Future development shall be subject to review and approval by the Arcadia Fire Department for the appropriate provision of adequate emergency access and evacuation routes.

SC 4.15-8: Off-street parking shall be provided by new development, redevelopment, expansions, or with changes in occupancies in accordance with the parking requirements in the City's Zoning Regulations. Compliance with the parking requirements would prevent spillover parking on streets and adjacent areas, as well as provide buffers to surrounding land uses. The required parking spaces and other parking requirements shall be shown in site improvement plans submitted to the City during the permit process.

SC 4.15-9: Future development in the City and other public projects shall comply with the CMP requirements for the preparation of Traffic Impact Analysis, which provides a consistent methodology for determining background traffic conditions, trip generation, and trip distribution; analyzing impacts; and identifying, evaluating, and implementing mitigation.

4.15.7 ENVIRONMENTAL IMPACTS

Future development pursuant to the proposed General Plan Update would generate new vehicle trips that would add to existing traffic volumes at area roadways and intersections.

Circulation System Performance

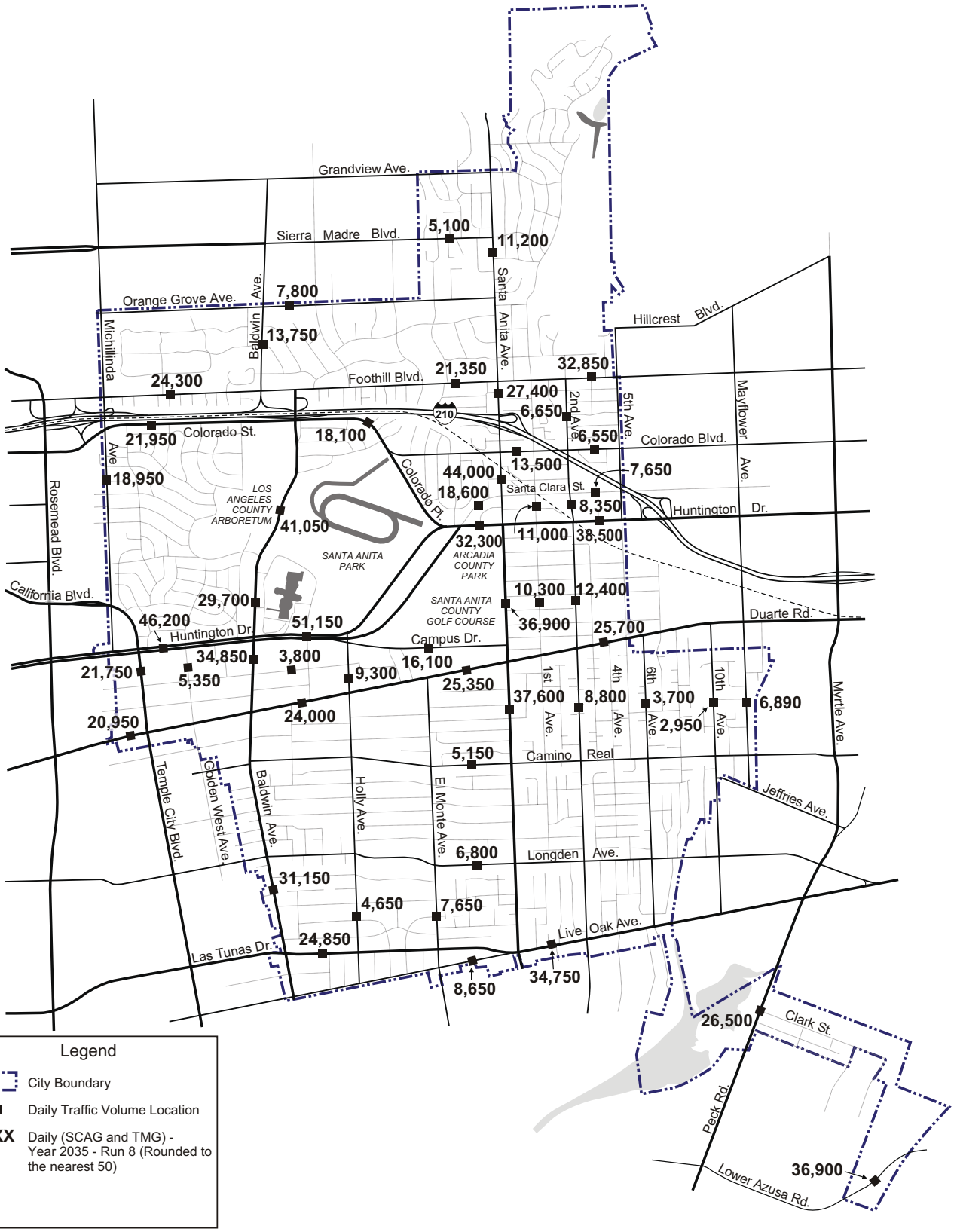
Threshold 4.15a: Would the proposed 2010 General Plan Update conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Future development under the proposed General Plan Update and public and infrastructure projects in the City would generate new vehicle trips that could add to existing traffic volumes on roadways, intersections, and freeways in and near the City.

Increases in traffic volumes on City streets were projected to year 2035 at anticipated buildout of the City under the proposed Arcadia General Plan Update. Exhibit 4.15-4, 2035 Daily Traffic Volumes, shows projected 2035 daily traffic volumes. Table 4.15-6 presents the projected LOS operations.

Policy CI-1.3 in the draft Circulation and Infrastructure Element sets the standard at a maximum LOS D throughout the City, except that LOS E may be permitted at:

- Intersections/roadways at, or adjacent to, freeway ramps;
- Intersections/roadways adjacent to the Santa Anita Park during racing season; and



Legend

- City Boundary
- ■ Daily Traffic Volume Location
- **XXX** Daily (SCAG and TMG) - Year 2035 - Run 8 (Rounded to the nearest 50)

Source: The Mobility Group

2035 Daily Traffic Volumes

Exhibit 4.15-4

Arcadia General Plan Update

N W E S

BonTerra CONSULTING

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TABLE 4.15-6
FUTURE ROADWAY SEGMENTS LEVEL OF SERVICE ANALYSIS - AM AND PM PEAK HOUR

	Street	Between	And	Existing Roadway Classification	Peak Period	Capacity Per Lane		No. of Lanes		On-Street Parking		Future Volume		Future Capacity		V/C Ratio		Level of Service	
						NB/EB	SB/WB	NB/EB	SB/WB	Peak	Off-Peak	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
1	Sierra Madre Boulevard	West City Boundary	Santa Anita Avenue	Collector Street	A.M	650	650	1	1	Y	Y	208	223	650	650	0.320	0.343	A	A
					P.M	650	650	1	1	Y	Y	369	184	650	650	0.568	0.283	A	A
2	Orange Grove Avenue	Baldwin Avenue	San Carlos Road	Collector Street	A.M	1,100	650	1	1	Y	Y	228	508	1,100	650	0.207	0.781	A	C
					P.M	1,100	650	1	1	Y	Y	837	193	1,100	650	0.761	0.298	C	A
3	Foothill Boulevard	Michillinda Avenue	Baldwin Avenue	Primary Arterial	A.M	950	950	2	2	N	N	374	1,654	1,900	1,900	0.197	0.871	A	**D**
					P.M	950	950	2	2	N	N	1,493	981	1,900	1,900	0.786	0.516	C	A
4	Michillinda Avenue	Colorado Boulevard	Panorama Drive	Secondary Arterial	A.M	1,350	1,350	1	1	Y	Y	1,036	586	1,350	1,350	0.767	0.434	C	A
					P.M	1,350	1,350	1	1	Y	Y	772	889	1,350	1,350	0.572	0.659	A	B
5	Foothill Boulevard	Rancho Road	Santa Anita Avenue	Primary Arterial	A.M	900	1,100	2	2	N	N	633	1,640	1,800	2,200	0.351	0.746	A	C
					P.M	900	1,100	2	2	N	N	1,077	826	1,800	2,200	0.599	0.375	A	A
6	Foothill Boulevard	Second Avenue	Fifth Avenue	Primary Arterial	A.M	900	1,100	2	2	Y	Y	557	2,127	1,800	2,200	0.309	0.967	A	**E**
					P.M	900	1,100	2	2	Y	Y	2,204	1,092	1,800	2,200	1.224	0.496	**F**	A
7	Colorado Street	Michillinda Avenue	Vaquero Road	Secondary Arterial	A.M	1,150	1,100	2	2	N	N	446	1,896	2,300	2,200	0.194	0.862	A	**D**
					P.M	1,150	1,100	2	2	N	N	1,992	681	2,300	2,200	0.866	0.310	**D**	A
8	Colorado Street	Baldwin Avenue	Colorado Boulevard	Secondary Arterial	A.M	1,300	1,150	2	2	N	N	526	1,746	2,600	2,300	0.202	0.759	A	C
					P.M	1,300	1,150	2	2	N	N	1,897	676	2,600	2,300	0.730	0.294	C	A
9	Colorado Boulevard	Santa Anita Avenue	First Avenue	Enhanced Collector Street	A.M	950	650	2	2	Y	Y	383	939	1,900	1,300	0.202	0.722	A	C
					P.M	950	650	2	2	Y	Y	1,004	417	1,900	1,300	0.528	0.321	A	A
10	Colorado Boulevard	Second Avenue	Fifth Avenue	Collector Street	A.M	800	800	1	1	Y	Y	112	596	800	800	0.140	0.745	A	C
					P.M	800	800	1	1	Y	Y	306	306	800	800	0.383	0.383	A	A
11	Santa Clara Street	Huntington Drive	Santa Anita	Secondary Arterial	A.M	850	800	2	2	Y	Y	724	932	1,700	1,600	0.426	0.583	A	A
					P.M	850	800	2	2	Y	Y	1,561	674	1,700	1,600	0.918	0.421	**E**	A
12	Santa Clara Street	Second Avenue	Fifth Avenue	Enhanced Collector Street	A.M	750	750	2	2	Y	Y	176	633	1,500	1,500	0.117	0.422	A	A
					P.M	750	750	2	2	Y	Y	1,018	246	1,500	1,500	0.679	0.164	B	A
13	Huntington Drive	Sunset Boulevard	Golden West Avenue	Major Arterial	A.M	900	900	4	4	Y	Y	1,231	1,974	3,600	3,600	0.342	0.548	A	A
					P.M	900	900	4	4	Y	Y	2,295	1,836	3,600	3,600	0.638	0.510	B	A
14	Huntington Drive	Baldwin Avenue	Holly Avenue	Major Arterial	A.M	900	900	4	4	Y	Y	1,825	2,473	3,600	3,600	0.507	0.687	A	B
					P.M	900	900	4	4	Y	Y	2,398	2,236	3,600	3,600	0.666	0.621	B	B
15	Huntington Drive	Santa Clara Street	Santa Anita Avenue	Primary Arterial	A.M	1,025	900	2	2	Y	Y	791	1,602	2,050	1,800	0.386	0.890	A	**D**
					P.M	1,025	900	2	2	Y	Y	1,665	951	2,050	1,800	0.812	0.528	**D**	A
16	Huntington Drive	Second Avenue	Fifth Avenue	Primary Arterial	A.M	900	900	2	2	Y	Y	901	1,581	1,800	1,800	0.501	0.878	A	**D**
					P.M	900	900	2	2	Y	Y	1,602	1,414	1,800	1,800	0.890	0.786	**D**	C
17	Fairview Avenue	Baldwin Avenue	Holly Avenue	Collector Street	A.M	650	650	1	1	Y	Y	133	212	650	650	0.205	0.326	A	A
					P.M	650	650	1	1	Y	Y	179	154	650	650	0.275	0.237	A	A
18	Campus Drive	Huntington Drive	Santa Anita Avenue	Secondary Arterial	A.M	800	800	2	2	Y	Y	1,031	888	1,600	1,600	0.644	0.555	B	A
					P.M	800	800	2	2	Y	Y	1,036	588	1,600	1,600	0.648	0.368	B	A
19	Duarte Road	City Limit	Sunset Boulevard	Secondary Arterial	A.M	800	800	2	2	Y	Y	645	854	1,600	1,600	0.403	0.534	A	A
					P.M	800	800	2	2	Y	Y	980	963	1,600	1,600	0.613	0.602	B	B
20	Duarte Road	Baldwin Avenue	Holly Avenue	Secondary Arterial	A.M	800	800	2	2	Y	Y	688	1,049	1,600	1,600	0.430	0.656	A	B
					P.M	800	800	2	2	Y	Y	1,236	1,020	1,600	1,600	0.773	0.638	C	B

TABLE 4.15-6 (Continued)
FUTURE ROADWAY SEGMENTS LEVEL OF SERVICE ANALYSIS - AM AND PM PEAK HOUR

	Street	Between	And	Existing Roadway Classification	Peak Period	Capacity Per Lane		No. of Lanes		On-Street Parking		Future Volume		Future Capacity		V/C Ratio		Level of Service	
						NB/EB	SB/WB	NB/EB	SB/WB	Peak	Off-Peak	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
21	Duarte Road	El Monte Avenue	Santa Anita Avenue	Secondary Arterial	A.M	875	800	2	2	Y	Y	873	1,400	1,750	1,600	0.499	0.875	A	**D**
					P.M	875	800	2	2	Y	Y	1,473	1,092	1,750	1,600	0.842	0.683	**D**	B
22	Duarte Road	Second Avenue	Fifth Avenue	Secondary Arterial	A.M	1,000	1,000	2	2	Y	Y	1,638	710	2,000	2,000	0.819	0.355	**D**	A
					P.M	1,000	1,000	2	2	Y	Y	989	1,632	2,000	2,000	0.495	0.816	A	**D**
23	Camino Real Avenue	El Monte Avenue	Santa Anita Avenue	Collector Street	A.M	650	650	1	1	Y	Y	183	337	650	650	0.281	0.519	A	A
					P.M	650	650	1	1	Y	Y	373	219	650	650	0.573	0.338	A	A
24	Longden Avenue	El Monte Avenue	Santa Anita Avenue	Collector Street	A.M	650	650	1	1	Y	Y	226	433	650	650	0.347	0.666	A	B
					P.M	650	650	1	1	Y	Y	473	261	650	650	0.727	0.402	C	A
25	Las Tunas Drive	Baldwin Avenue	Holly Avenue	Primary Arterial	A.M	900	900	2	2	Y	Y	1,523	550	1,800	1,800	0.846	0.306	**D**	A
					P.M	900	900	2	2	Y	Y	921	1,490	1,800	1,800	0.512	0.828	A	**D**
26	Live Oak Avenue	El Monte Avenue	Las Tunas Drive	Primary Arterial	A.M	900	900	2	2	Y	Y	337	372	1,800	1,800	0.187	0.207	A	A
					P.M	900	900	2	2	Y	Y	458	422	1,800	1,800	0.254	0.234	A	A
27	Live Oak Avenue	Santa Anita Avenue	Second Avenue	Primary Arterial	A.M	1,100	900	2	2	Y	Y	1,129	1,639	2,200	1,800	0.513	0.911	A	**E**
					P.M	1,100	900	2	2	Y	Y	1,820	1,560	2,200	1,800	0.827	0.867	**D**	**D**
28	Sunset Boulevard	Huntington Drive	Fairview Avenue	Secondary Arterial	A.M	800	800	2	2	Y	Y	1,195	618	1,600	1,600	0.747	0.387	C	A
					P.M	800	800	2	2	Y	Y	716	1,308	1,600	1,600	0.448	0.818	A	**D**
29	Golden West Avenue	Huntington Drive	Fairview Avenue	Collector Street	A.M	650	650	1	1	Y	Y	133	292	650	650	0.205	0.449	A	A
					P.M	650	650	1	1	Y	Y	282	236	650	650	0.434	0.363	A	A
30	Baldwin Avenue	Orange Grove Avenue	Foothill Boulevard	Secondary Arterial	A.M	1,050	1,300	1	1	Y	Y	370	794	1,050	1,300	0.352	0.611	A	B
					P.M	1,050	1,300	1	1	Y	Y	441	576	1,050	1,300	0.420	0.443	A	A
31	Baldwin Avenue	Stanford Drive	Hugo Reid Drive	Primary Arterial	A.M	1,300	1,300	2	2	N	N	1,212	1,452	2,600	2,600	0.466	0.558	A	A
					P.M	1,300	1,300	2	2	N	N	1,690	1,529	2,600	2,600	0.650	0.588	B	A
32	Baldwin Avenue	Hugo Reid Drive	Huntington Drive	Primary Arterial	A.M	1,000	950	3	2	SB Only	SB Only	1,212	827	3,000	1,900	0.404	0.435	A	A
					P.M	1,000	950	3	2	SB Only	SB Only	932	1,317	3,000	1,900	0.311	0.693	A	B
33	Baldwin Avenue	Huntington Drive	Fairview Avenue	Primary Arterial	A.M	950	950	2	2	NB Only	NB Only	1,159	1,247	1,900	1,900	0.610	0.657	B	B
					P.M	950	950	2	2	NB Only	NB Only	1,098	1,642	1,900	1,900	0.578	0.864	A	**D**
34	Baldwin Avenue	Longden Avenue	Las Tunas Drive	Primary Arterial	A.M	950	950	2	2	Y	Y	1,100	1,015	1,900	1,900	0.579	0.534	A	A
					P.M	950	950	2	2	Y	Y	1,168	1,324	1,900	1,900	0.615	0.697	B	B
35	Holly Avenue	Fairview Avenue	Duarte Road	Collector Street	A.M	700	700	1	1	Y	Y	299	452	700	700	0.427	0.646	A	B
					P.M	700	700	1	1	Y	Y	656	263	700	700	0.937	0.376	**E**	A
36	Holly Avenue	Longden Avenue	Las Tunas Drive	Collector Street	A.M	650	650	1	1	Y	Y	211	174	650	650	0.325	0.268	A	A
					P.M	650	650	1	1	Y	Y	271	201	650	650	0.417	0.309	A	A
37	El Monte Avenue	Longden Avenue	Las Tunas Drive	Enhanced Collector Street	A.M	750	750	1	1	Y	Y	364	353	750	750	0.485	0.471	A	A
					P.M	750	750	1	1	Y	Y	350	416	750	750	0.466	0.554	A	A
38	Santa Anita Avenue	Sierra Madre	Virginia Drive	Enhanced Collector Street	A.M	750	750	1	1	Y	Y	398	595	750	750	0.531	0.793	A	C
					P.M	750	750	1	1	Y	Y	410	514	750	750	0.547	0.685	A	B
39	Santa Anita Avenue	Foothill Boulevard	I-210	Primary Arterial	A.M	900	900	2	2	Y	Y	1,091	1,089	1,800	1,800	0.606	0.605	B	B
					P.M	900	900	2	2	Y	Y	1,033	1,026	1,800	1,800	0.574	0.570	A	A
40	Santa Anita Avenue	Colorado Boulevard	Santa Clara Street	Primary Arterial	A.M	900	900	3	3	Y	Y	1,722	1,417	2,700	2,700	0.638	0.525	B	A
					P.M	900	900	3	3	Y	Y	1,682	1,741	2,700	2,700	0.623	0.645	B	B

TABLE 4.15-6 (Continued)
FUTURE ROADWAY SEGMENTS LEVEL OF SERVICE ANALYSIS - AM AND PM PEAK HOUR

	Street	Between	And	Existing Roadway Classification	Peak Period	Capacity Per Lane		No. of Lanes		On-Street Parking		Future Volume		Future Capacity		V/C Ratio		Level of Service	
						NB/EB	SB/WB	NB/EB	SB/WB	Peak	Off-Peak	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
41	Santa Anita Avenue	Huntington Drive	Campus Drive	Primary Arterial	A.M	950	950	2	2	Y	Y	1,698	1,417	1,900	1,900	0.894	0.746	**D**	C
					P.M	950	950	2	2	Y	Y	1,270	1,434	1,900	1,900	0.668	0.755	B	C
42	Santa Anita Avenue	Duarte Road	Camino Real Avenue	Primary Arterial	A.M	1,000	1,050	2	2	Y	Y	1,886	1,044	2,000	2,100	0.943	0.497	**E**	A
					P.M	1,000	1,050	2	2	Y	Y	1,531	1,620	2,000	2,100	0.766	0.771	C	C
43	First Avenue	Santa Clara Street	Huntington Drive	Collector Street	A.M	650	650	1	1	Y	Y	496	282	650	650	0.763	0.434	C	A
					P.M	650	650	1	1	Y	Y	541	434	650	650	0.832	0.668	**D**	B
44	First Avenue	Huntington Drive	Duarte Road	Collector Street	A.M	900	950	1	1	Y	Y	478	554	900	950	0.531	0.583	A	A
					P.M	900	950	1	1	Y	Y	373	791	900	950	0.414	0.833	A	**D**
45	Second Avenue	Foothill Boulevard	Colorado Boulevard	Collector Street	A.M	650	650	1	1	Y	Y	298	368	650	650	0.458	0.565	A	A
					P.M	650	650	1	1	Y	Y	296	327	650	650	0.456	0.503	A	A
46	Second Avenue	Santa Clara Street	Huntington Drive	Secondary Arterial	A.M	800	800	2	2	Y	Y	346	343	1,600	1,600	0.216	0.214	A	A
					P.M	800	800	2	2	Y	Y	351	442	1,600	1,600	0.219	0.276	A	A
47	Second Avenue	Huntington Drive	Duarte Road	Enhanced Collector Street	A.M	750	750	1	1	Y	Y	637	398	750	750	0.849	0.531	**D**	A
					P.M	750	750	1	1	Y	Y	548	648	750	750	0.731	0.864	C	D
48	Second Avenue	Duarte Road	Camino Real	Enhanced Collector Street	A.M	750	750	1	1	Y	Y	464	286	750	750	0.619	0.381	B	A
					P.M	750	750	1	1	Y	Y	339	454	750	750	0.452	0.605	A	B
49	Sixth Avenue	City Limit	Camino Real	Collector Street	A.M	650	650	1	1	Y	Y	280	187	650	650	0.431	0.288	A	A
					P.M	650	650	1	1	Y	Y	184	155	650	650	0.283	0.238	A	A
50	Tenth Avenue	City Limit	Camino Real	Collector Street	A.M	650	650	1	1	Y	Y	241	105	650	650	0.371	0.162	A	A
					P.M	650	650	1	1	Y	Y	128	170	650	650	0.197	0.262	A	A
51	Mayflower Avenue	City Limit	Camino Real	Collector Street	A.M	650	650	1	1	Y	Y	506	229	650	650	0.778	0.352	C	A
					P.M	650	650	1	1	Y	Y	253	362	650	650	0.389	0.557	A	A
52	Peck Road	City Limit - North of Clark Street	City Limit - Randolph Street	Primary Arterial	A.M	1,300	1,300	2	2	Y	Y	886	1,223	2,600	2,600	0.341	0.470	A	A
					P.M	1,300	1,300	2	2	Y	Y	1,280	1,015	2,600	2,600	0.454	0.370	A	A
53	Lower Azusa Road	City Limit - East of Cogswell Road	City Limit - San Gabriel Drive	Secondary Arterial	A.M	1,400	1,400	2	2	N	N	1,272	1,619	2,800	2,800	0.454	0.578	A	A
					P.M	1,400	1,400	2	2	N	N	1,784	1,472	2,800	2,800	0.631	0.524	B	A

- Intersections/roadways at or adjacent to designated Downtown, Baldwin Avenue, and Live Oak Avenue commercial and mixed-use districts.

As provided in Table 4.15-6 above, LOS calculations for the AM peak hour show that the majority of roadway segments in the City are forecasted to continue to operate at LOS D or better in 2035, except for the following segments that would operate at LOS E:

- Westbound Foothill Boulevard between Fifth Avenue and Second Avenue;
- Westbound Live Oak Avenue between Second Avenue and Santa Anita Avenue; and
- Northbound Santa Anita Avenue between Camino Real and Duarte Road.

The Foothill Boulevard segment currently operates at LOS E and will continue to operate at LOS E in the future with implementation of the General Plan Update. The Live Oak Avenue segment is located in designated commercial district (Live Oak Avenue), where LOS E is acceptable per Policy CI-1.3. However, the northbound segment of Santa Anita Avenue between Camino Real and Duarte Road would operate at LOS E, exceeding the City standard. Impacts on Foothill Boulevard between Fifth and Second Avenues and Santa Anita Avenue between Camino Real and Duarte Road are considered significant.

LOS calculations for the PM peak hour also show that the majority of roadway segments in the City are forecasted to continue to operate at LOS D or better, except for three segments:

- Eastbound Santa Clara Street between Huntington Drive and Santa Anita Avenue;
- Northbound Holly Avenue between Duarte Road and Huntington Drive; and
- Eastbound Foothill Boulevard between Fifth Avenue and Second Avenue.

Santa Clara Street is located in a designated commercial district (Downtown), and Holly Avenue is located adjacent to the Santa Anita Race Track, where LOS E is acceptable per Policy CI-1.3.

Eastbound Foothill Boulevard between Fifth Avenue and Second Avenue would operate at LOS F during the PM peak hour and this is considered a significant traffic impact. This segment of Foothill Boulevard currently operates at LOS F and would continue to operate at LOS F in the future. While no change in LOS would occur, existing operations on this segment of Foothill Boulevard are below City standards, and future development would contribute to future traffic volumes on this roadway segment.

There are no opportunities to widen Foothill Boulevard and Santa Anita Avenue without obtaining additional right-of-way, which would involve the demolition of adjacent buildings or demolition of existing streetscape and landscaping. Also, these roadways carry regional traffic as well as local Arcadia traffic, so solutions are not entirely within the control of the City of Arcadia. It is possible in the longer term that the projected traffic volumes and levels of service may not be reached, in that enhanced intersections may improve the LOS or traffic level increases may be less due to lower increases in regional traffic and/or greater use of transit, walking, and bicycling. Implementation of an advanced traffic control (Implementation Actions 4-6 and 4-7) could also increase the roadway capacity and improve the LOS. However, the traffic benefits of these improvements cannot be quantified and impacts are expected to remain significant and unavoidable at the following roadway segments:

- Northbound Santa Anita Avenue between Camino Real and Duarte Road (LOS E during AM peak hour);

- Westbound Foothill Boulevard between Second Avenue and Fifth Avenue (LOS E during AM peak hour); and
- Eastbound Foothill Boulevard between Second Avenue and Fifth Avenue (LOS F during PM peak hour).

Trip reduction measures would be implemented by individual developments under SC 4.15-6. In accordance with City regulations, each development would be required to implement the roadway improvements on site and along its site boundaries (SC 4.15-2), and would be required to pay its fair share for needed improvements at off-site locations (SC 4.15-1 and Policy LU-1.10). Payment of the City's development impact fee would allow the City to fund signalization, roadway widening, and other transportation programs and improvements necessary to maintain acceptable levels of service at local intersections and roadways.

The proposed Circulation and Infrastructure Element in the General Plan Update addresses the transportation needs of the City through the Roadway Plan that calls for restriping of roadway segments for additional travel lanes and creation of enhanced intersections with additional lanes, dual left-turn lanes, and/or an exclusive right-turn lane. In this Element, Goal CI-1 and its supporting policies call for an efficient roadway system. Goal CI-2 and its supporting policies promote operational efficiency of the street system. With adoption of the General Plan Update, Implementation Action 4-1 will improve City streets according to the Master Plan of Roadways and Implementation Action 4-2 calls for the implementation of complete streets for multi-modal transportation users. Implementation Action 4-13 calls for the update of the Transportation Master Plan every five years to keep it current and useful. Roadway improvements would also be made under Implementation Actions 2-5 and 3-7 for the downtown and the Redevelopment Project Area.

While compliance with the SCs and implementation of the relevant goals, policies and implementation actions in the proposed General Plan Update would reduce vehicle trips and improve the transportation network in the City, mitigation of future traffic volumes on certain roadway segments would require widening that would involve significant displacement of existing land uses. The acquisition of additional right-of-way to widen the segments of Santa Anita Avenue and Foothill Boulevard that are projected to operate at LOS E or F at buildout of the City is not considered feasible due to the need to demolish adjacent buildings and existing streetscape and landscaping for the widening. There are no environmentally sound or other readily available solutions to mitigate the projected LOS without adverse impacts to the community and existing infrastructure. The construction of enhanced intersections in the City may improve the LOS, or traffic levels may not reach the levels forecasted in this analysis due to greater use of transit, walking, and bicycling. Implementation of the citywide signal system could also increase the roadway capacity and improve the LOS. However, the changes in LOS due to these programs and actions cannot be directly quantified, and thus, traffic impacts need to be categorized as remaining significant and unavoidable.

As indicated above, individual development projects would need to perform traffic analyses in accordance with City and CMP requirements and needed roadway and intersection improvements undertaken to maintain acceptable LOS operations in the City, either through payment of fair share fees (SC 4.15-1) or through incorporation of the improvements as part of the project (SC 4.15-2). Impacts related to freeways, pedestrian and bicycle paths, and mass transit are discussed below.

CMP Standard

Threshold 4.15b: Would the proposed 2010 General Plan Update conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The Los Angeles County CMP includes the I-210 and I-605 Freeways and Rosemead Boulevard (State Route 19) in the CMP Highway and Roadway System. The LOS standard for these highway and freeways is LOS E or better, or the current LOS if worse than E.

The I-605 Freeway is located outside the City and Rosemead Boulevard defines the western Boundary of the City's Sphere of Influence (SOI). While the I-210 Freeway cuts through the City, freeways are regional facilities outside the City's jurisdiction.

Freeways are outside the jurisdiction of the City and forecasting for the freeway system is outside the scope of a City's General Plan. The traffic forecasts for the *Arcadia General Plan* are based on the SCAG 2008 Regional Transportation Plan (RTP) forecasts; thus, they are consistent with the SCAG process and included within it. Compliance with the CMP allows the LACMTA to forecast regional growth and transportation needs and its 2008 Long Range Plan identifies regional freeway improvements in the County.

The goals and policies in the Circulation and Infrastructure Element, as listed above, are intended to meet the City's circulation and transportation needs, and consider both existing and future development in the City and the region. Goal CI-8 and its supporting policies address regional transportation issues through coordination with other jurisdictions and agencies. Policies CI-8.1 and CI-8.4 and Implementation Action 4-9 call for regional cooperation and the pursuit of available funding for local and regional roadway improvements, and Policy CI-8.3 calls for mitigating traffic impacts from and to surrounding communities.

While future development pursuant to the proposed General Plan Update was not considered in the development of the RTP and Long Range Plan, the projected buildout of the City in the proposed General Plan Update would be less than SCAG's 2035 projections for the City's population, which were used in the development of the RTP. Also, the CMP was developed specifically to address incremental increases in traffic in the County due to development and not buildout of General Plans. Per the LACMTA, General Plans do not need a CMP analysis.

The traffic analysis for the proposed General Plan Update looks at roadway segments, as land use quantities and distributions in the proposed Land Use Policy Map are forecast at a very general level. However, as development occurs in the City over time, the City will be utilizing the CMP's Traffic Impact Analysis (TIA) guidelines to determine the traffic impacts on individual developments (SC 4.15-9) and will be reporting these developments as part of the CMP's Land Use Analysis Program. This will allow individual developments to implement the needed roadway and intersection improvements; pay their fair share for the needed improvements; or allow the City to implement the improvement and get credit under in the Countywide Deficiency Plan. The proposed General Plan Update also includes policies and implementation actions for coordination with regional agencies on the efficient operation of the regional transportation network and to serve the growth anticipated at buildout of the City.

Thus, while the General Plan Update may indirectly generate additional traffic that would lead to LOS exceeding the CMP standard of LOS E, future developments in the City pursuant to the

proposed General Plan Update and other public projects would need to comply with the CMP requirements for TIAs, including mitigation of impacts to achieve roadway and intersection operations at LOS D or better (the City's more stringent standard). Thus, impacts would be less than significant, and no mitigation is required.

Air Traffic Patterns

Threshold 4.15c: Would the proposed 2010 General Plan Update result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Future development pursuant to the proposed General Plan Update and public and infrastructure projects in the City would not be directly served by air transportation and would not affect air traffic volumes at the El Monte Airport.

Development in the southern section of the City might affect aircraft landing and take-off operations at this airport and would need to comply with Part 77 of the Federal Aviation Regulations regarding structural height limits to prevent hazards to users, occupants, and visitors and to prevent obstruction to aircraft operations (see SCs 4.7-10 and 4.7-14, in Section 4.7, Hazards and Hazardous Materials). This issue is discussed in Section 4.7, Hazards and Hazardous Materials, of this EIR. Impacts on air traffic patterns would be less than significant; no mitigation is required.

Traffic Hazards

Threshold 4.15d: Would the proposed 2010 General Plan Update substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

During construction of roadway improvements by individual developments or the City, traffic flows along various roadway segments may be affected as travel lanes are temporarily blocked to traffic. The City requires implementation of the standards in the Greenbook and MUTCD for all construction work on public rights-of-way (SCs 4.15-4 and 4.15-5). An encroachment permit is needed for all construction or other activities within public rights-of-way and the standards call for the provision of signs, temporary striping, driveway access, street closures, detours and barricades, flag persons, and other measures to maintain public convenience and safety for motorists, cyclists, pedestrians, and construction workers. Compliance with these SCs would minimize traffic obstruction during construction and prevent hazards to all persons near the construction zones. Impacts due to temporary construction activities on public roadways would be less than significant; no mitigation is required.

Increases in vehicle trips on local roadways due to future development pursuant to the proposed General Plan Update and public and infrastructure projects would increase the potential for accidents. However, roadway improvements would have to be made in accordance with (1) the City's Master Plan of Roadways and the Transportation Master Plan (Police CI-1.1); (2) the City's roadway standards in Article IX, Chapter 1, Parts 1 (Design of Streets) and 2 (Street Improvement Plans) of the *Arcadia Municipal Code* (SC 4.15-2); and (3) City standards for the location of traffic signs, minimum drive aisle widths, turning radii, sight distances/vision clearances, and pedestrian walkways/crosswalks (SC 4.15-3). Compliance with these guidelines would allow City roadways to (1) accommodate vehicles and traffic volumes; (2) separate vehicle and pedestrian traffic; and (3) provide clear zones to prevent traffic accidents.

City implementation of the ADA Sidewalk Transition Plan and Pavement Management Plan would also improve pedestrian amenities and reduce the potential for conflicts with vehicular traffic. Thus, impacts related to traffic hazards would be less than significant; no mitigation is required.

Emergency Access

Threshold 4.15e: Would the proposed 2010 General Plan Update result in inadequate emergency access?

Evacuation routes include major roadways in the City, with the I-210 Freeway serving as primary exit routes for the planning area. No major change to the existing roadway system serving the City is proposed, aside from restriping segments of Colorado Boulevard, Santa Anita Avenue, and Santa Clara Avenue. Thus, no significant adverse impacts to emergency access would occur. Access to individual development sites would be made available through existing or planned roadways, as required under the City's Subdivision Code (Article IX, Chapter 1 of the Municipal Code), which requires all parcels to have access to a public street. Roadways, driveways, and parking lot aisles shall be designed and constructed in accordance with SCs 4.15-2 and 4.15-4, which require the provision of minimum drive aisle widths, turning radii, and sight distances/vision clearances. Thus, future development pursuant to the General Plan Update and public and infrastructure projects would have adequate site access.

The plan check and building permit process by the Arcadia Fire Department includes review of access for emergency vehicles in accordance with the *California Fire Code* (SC 4.15-7). Compliance with the requirements for emergency lane width, vertical clearance, and distance would provide adequate emergency access to all new development pursuant to the General Plan Update and public and infrastructure projects. No adverse impact related to emergency access would occur; no mitigation is required.

Construction activities on public rights-of-way may temporarily block traffic and access near the construction zone. As discussed above, compliance with SCs 4.15-4 and 4.15-5 would maintain emergency access to individual parcels at all times. Implementation Action 8-9 would provide adequate emergency vehicle access and Implementation Action 8-13 would improve emergency response times through signal preemption. Impacts on traffic flows for emergency response or evacuation would be less than significant; no mitigation would be required.

Alternative Transportation

Threshold 4.15f: Would the proposed 2010 General Plan Update conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Future development pursuant to the General Plan Update and public and infrastructure projects could increase the use of alternative transportation systems in the City. The proposed General Plan Update promotes the use of alternative transportation systems through a Transit Corridors Plan, Bicycle Plan, mixed-use developments, and pedestrian accommodations.

Bus Transit

With increases in the resident population of the City, as well as increases in employment opportunities due to future development pursuant to the proposed General Plan Update and public and infrastructure projects, increases in the use of bus transit services may occur.

The proposed Circulation and Infrastructure Element includes a Transit Corridors Plan (Exhibit 3-13 in Section 3.0 of this EIR) that identifies general expectations for eventual future bus service in the City. It anticipates three major transit corridors in the City. An east-west transit spine along Huntington Drive, a north-south transit spine along Santa Anita Avenue and an east-west corridor along Las Tunas Drive/Live Oak Avenue are designated as Primary Transit Corridors that will carry the highest levels of transit services, including regional transit service, to form the backbone of bus transit service in the City. These corridors will serve downtown, the Civic Center, the Santa Anita Racetrack, Westfield Shopping Mall, the Los Angeles Arboretum, and the future Gold Line Station.

Foothill Boulevard; Colorado Street/Place; Colorado Boulevard in the downtown area; Duarte Road in the east-west direction; and Baldwin Avenue, Sunset Boulevard, and Michillinda Avenue in the north-south direction are designated as Secondary Transit Corridors that are expected to carry lower but still significant levels of transit service within local service areas.

Future additional routes or increases in service frequencies will need to be evaluated and implemented by Foothill Transit and LACMTA based on their standards for service and other operational criteria. The General Plan Update supports greater use of bus transit services (Goal CI-3 and supporting policies).

Rail Transit

The MTA's proposed Gold Line Extension project would include a station in downtown Arcadia at Santa Clara Street and First Avenue. This will provide additional opportunities for transit use in the City. An on-street Bus Transit Center is also proposed by the City adjacent to the rail station, which will accommodate Foothill Transit and LACMTA buses.

The proposed General Plan Update acknowledges this project and builds upon the future availability of rail transit services in the City, with plans for a station in the downtown, a Bus Transit Center near the station, and mixed-use, transit-oriented development near the station.

Bike Lanes and Routes

Recognizing the need for alternative transportation facilities, the Circulation and Infrastructure Element includes a Bicycle Plan (see Exhibit 3-15 in Section 3.0 of this EIR) that will link the City to the Rio Hondo bike path system, which would connect to the regional bikeway system through a trailhead in the southern edge of the City. The proposed Bicycle Plan identifies a proposed bikeway system that will link local destinations, residential neighborhoods, and transit access locations. The Bicycle Plan explores the use of flood control channels as Class I bikeways (dedicated bicycle paths) and a loop around the Santa Anita Golf Course and Arcadia County Park. It also proposes Class II bike lanes to provide access to the Gold Line transit station, the regional mall and Santa Anita Park, and Class III bike routes throughout the City's residential neighborhoods.

Although a number of routes would be located along City streets, implementation of the Bicycle Plan will require coordination with regional agencies such as the Los Angeles County Department of Public Works and Department of Parks and Recreation where they occur on along drainage channels and County parks.

The General Plan Update promotes greater use of the bicycle through Goal CI-4 and its supporting policies. Implementation Action 4-5 would lead to the development of a Bicycle Plan that would promote increased bicycle use and reduce vehicle trips in the City.

Sidewalks

The City is committed to providing sidewalks on all arterial roadways as funding allows. Priority will be given to local commercial districts, such as Downtown and along Baldwin Avenue's restaurant row, as well as:

- The Foothill Boulevard corridor near Santa Anita Avenue (between Rodeo Road and Fifth Avenue);
- Downtown, and extending south along First Avenue;
- Baldwin Avenue between Huntington Drive and Camino Real;
- Live Oak Avenue/Las Tunas Drive around Santa Anita Avenue, from El Monte Avenue to Sixth Avenue; and
- Along the edges of Arcadia County Park and the Santa Anita County Golf Course, including connections to downtown and adjacent neighborhoods, as well as along Campus Drive by Arcadia High School.

Implementation of the City's ADA Sidewalk Transition Plan and Pavement Management Plan would also improve pedestrian circulation in the City. Goal CI-4 and its supporting policies call for connected, balanced, and integrated bicycle and pedestrian networks that provide viable alternatives to use of the car. Implementation Action 4-3 would provide reciprocal pedestrian and vehicle access and Implementation Action 4-4 would improve pedestrian pathways.

The goals and policies in the Circulation and Infrastructure Element, as listed above, are intended to implement the overarching principle of Connectivity that would both directly and indirectly influence circulation and transportation in the City as future development occurs. Beneficial impacts on alternative transportation systems would occur with the General Plan Update. The impacts of future development pursuant to the General Plan Update and public and infrastructure projects associated with increased use of alternative transportation would be less than significant, and no mitigation is required.

4.15.8 CUMULATIVE IMPACTS

Traffic issues are generally regional in nature, with drivers and travelers commuting throughout the Southern California region to places of employment and residence. Thus, cumulative traffic impacts are evaluated based on impacts to the roadway transportation network that serves the region. The SCAG 2008 RTP model used in assessing traffic impacts accounts for background growth in traffic volumes and increases in vehicle trips due to growth and development outside the City. Therefore, the analysis above includes the assessment of cumulative traffic impacts.

Future development pursuant to the General Plan Update, public and infrastructure projects, and future growth and development in the rest of the region would increase the number of vehicle trips to, through, and from the City and within the region. Traffic congestion is expected to increase on freeways and major roadways if no changes to the existing transportation network are made. Some vehicle trips would be confined to the City (short trips), while other trips would travel outside the City to surrounding cities and urban centers, and would affect the regional transportation system.

Based on regional traffic forecasts, SCAG has identified regional transportation improvements to meet the transportation and circulation needs of the region in its RTP and RTIP. Additional freeway travel lanes, expanded transit services, rapid bus transit expansion, high-speed rail service, dedicated truck lanes, and other projects are planned and accounted for in the travel forecasts. Planned local roadway improvements and implementation of the City's ITS Master Plan has also been incorporated into the model to project future traffic volumes.

As shown, significant adverse impacts would occur on three roadway segments in the City. Thus, buildout of the City and projected growth in the region would have cumulative adverse impacts on traffic and street system capacity.

Implementation of the RTP would mitigate significant adverse impacts on major roadways and freeways in the region. Compliance with pertinent SCs would prevent adverse impacts on alternative transportation systems and air traffic patterns, and would not create traffic hazards or lead to inadequate parking capacity or emergency access. Impacts would be less than significant.

4.15.9 MITIGATION MEASURES

While significant adverse impacts on the street system capacity have been identified, there is no feasible mitigation.

4.15.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Circulation System Performance

Significant Unavoidable Impact

CMP Standard

Less Than Significant Impact

Air Traffic Patterns

Less Than Significant Impact

Traffic Hazards

Less Than Significant Impact

Emergency Access

Less Than Significant Impact

Parking Capacity

Less Than Significant Impact

Alternative Transportation

Less Than Significant Impact

Cumulative Impacts

Significant Unavoidable Impact