3.2 TRANSPORTATION AND CIRCULATION

EXECUTIVE SUMMARY

This section summarizes existing and projected traffic conditions in the City's Planning Area. The City's Planning Area consists of its incorporated boundaries and adopted Sphere of Influence (SOI). The County's Planning Area consists of unincorporated land outside of the City's boundaries and adopted SOI but within the One Valley One Vision (OVOV) Planning Area boundaries. Both the City and County Planning Areas comprise the OVOV Planning Area. Information on existing and proposed traffic conditions was provided by a traffic impact analysis prepared by Austin-Foust Associates, Inc. (Austin-Foust 2010), which is included in **Appendix 3.2**.[1]

The traffic impact analysis prepared by Austin-Foust presents information on existing and future traffic conditions and circulation for the OVOV Planning Area. Existing conditions (2004) are compared with the projected growth in traffic on the City's and County's street system. A comparison was also made between long-range traffic forecasts based on the current General Plan and current Area Plan and conditions based on the proposed General Plan and Area Plan. Traffic forecasts were made using the Santa Clarita Valley Consolidated Traffic Model (SCVCTM), which produces peak hour and average daily traffic (ADT) forecasts for the OVOV Planning Area roadway system. Performance criteria, capacity and volume, were used to evaluate the roadway system in relation to future land use in the OVOV Planning Area. These performance criteria are separated according to the two components of the circulation system; arterial roadways and freeway segments. ADT data as well as peak hour data was used in both cases to establish volume/capacity (V/C) data and level of service (LOS) measurements.

Comparison of existing conditions to the proposed OVOV plan indicates that four of the five roadway segments that exceed LOS F for existing conditions are forecast to operate at LOS E or better with the proposed OVOV plan. The fifth segment that is at LOS F for existing conditions, McBean Parkway south of Avenue Scott, is shown to remain at LOS F with the OVOV plan. However, the V/C ratio at that location does not increase with the OVOV plan. Buildout of the City's proposed General Plan as compared to the current General Plan would reduce overall traffic on the City's roadways, including those monitored by the Los Angeles County Congestion Management Program (CMP), and at principal intersections. However, without implementation of mitigation measures, impacts would be potentially significant. Potential impacts on roadway segments and intersections would be assessed on a project-by-project basis as buildout occurs. The proposed General Plan includes goals, objectives, and policies that each individual development within the Planning Area would be required to abide by to help in reducing

1 Austin-Foust Associates, Inc., Technical Report for the Circulation Elements of the Santa Clarita Valley Area Plan Update (Los Angeles County) and the City of Santa Clarita General Plan Update, (2010).

the amount of vehicular traffic on the local roadway system. The proposed General Plan includes goals, objectives, and policies relating to parking, safety evacuation routes, hazardous conditions on roadways, and alternative transportation. With implementation of mitigation measures, potential impacts on traffic and circulation would be less than significant.

EXISTING CONDITIONS

Vehicle Circulation System

Introduction

Arterial Roadways

Traffic can be measured by identifying both the capacity and volume of a roadway. "Capacity" refers to the vehicle carrying ability of a roadway, and "volume" is either a traffic count or a forecast for a future point in time. The ratio of the volume to the capacity provides the volume/capacity (V/C) ratio. Intersection Capacity Utilization (ICU) is a measure of the V/C ratio for an intersection. Based on the V/C ratio and ICU value, a corresponding level of service (LOS) is defined. The LOS designation of a roadway or intersection indicates whether the capacity is adequate to handle the volume of traffic using the facility. Levels of service provided by street segments and intersections are dependent upon traffic volumes, number of lanes, whether the roadway is divided, general plan arterial cross-streets and the lane configuration at intersections. The LOS rating may range from A to F, with LOS A representing free flowing traffic conditions and LOS F representing severe traffic congestion, long queues of traffic, and unstable flows. Traffic flow quality for each LOS rating is provided in **Table 3.2-1, Level of Service Criteria – Roadways and Intersections**.

Average Daily Traffic (ADT) is a measurement of the average number of vehicles that travel a segment of roadway during a 24-hour period. Arterial roadway segments in the OVOV Planning Area are evaluated using a generalized ADT capacity based on their classifications, each of which is identified in **Table 3.2-2, Roadway Classification Capacities**. The actual capacity of a roadway is based upon a number of factors including the relationships between peak hour and daily traffic volumes, roadway design features (access, intersection geometrics, etc.), the volume of traffic crossing the roadway or turning onto or off of the roadway at intersecting roadways, and the actual turn movements at an intersection.

Table 3.2-1
Level of Service Criteria – Roadways and Intersections

Level of Service	Roadway V/C Ratio & Intersection ICU Ranges	Flow Conditions	Percent of Free Flow Speeds (FFS)
A	0.00–0.60	LOS "A" describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed (FFS) for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is normal.	90
B	0.61–0.70	LOS "B" describes reasonably unimpeded operations at average travel speeds, usually about 70 percent of the FFS for the street class. Vehicles are completely unimpeded in their ability to maneuver with the traffic stream. Control delay at signalized intersections is minimal.	70
C	0.71–0.80	LOS "C" describes stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS "B," and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the FFS for the street class.	50
D	0.81–0.90	LOS "D" borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS "D" may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors. Average travel speeds are about 40 percent of FFS.	40
E	0.91–1.00	LOS "E" is characterized by significant delays and average travel speeds of 33 percent or less of the FFS. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.	33
F	Above 1.00	LOS "F" is characterized by urban street flow at extremely low speeds, typically one-third to one-fourth of the FFS. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.	25

Source: Austin-Foust Associates, Inc., 2010.

Table 3.2-2
Roadway Classification Capacities

City General Plan/County Area Plan Classification	Number of Lanes	Ultimate Capacity (Level of Service "E")[1]
Major Arterial Highway	8	72,000
	6	54,000
Secondary Arterial Highway	4	36,000
Limited Secondary Arterial Highway	2	18,000
Collector[2]	2	15,000

Source: Austin-Foust Associates, Inc., 2010.

[1] *The ultimate capacity value is an estimate of the physical limit of daily traffic flows (level of service "E") based upon typical suburban peak hour characteristics. This value can vary significantly depending upon volume demand characteristics (i.e., volume of off-peak travel and duration of peak periods) as well as roadway design features (access, spacing, intersection geometrics, etc.).*

[2] *Collector roadways are not identified in the City/County Circulation Elements but are included in the traffic analysis on a limited basis. Collector roadways serve internal traffic movements within an urban area and connect it with the arterial system.*

Freeways

Table 3.2-3, Level of Service Criteria – Freeway Segments, summarizes the V/C ratio ranges that correspond to LOS A through F for general freeway segments. The V/C ratio ranges listed for freeway segments are based on the V/C and LOS relationships for basic freeway sections with free-flow speeds of 65 miles per hour, and are specified by the County's CMP for the evaluation of CMP freeway monitoring stations (the CMP is discussed in greater detail later in the section).

Table 3.2-3
Level of Service Criteria – Freeway Segments

LOS	Freeway Segment Volume Density Ranges	Freeway Segment V/C Ratio Ranges
A	0.0–11.0	0.00–0.30
B	11.1–18.0	0.31–0.50
C	18.1–26.0	0.51–0.71
D	26.1–35.0	0.72–0.89
E	35.1–45.0	0.90–1.00
F	Above 45.0	Above 1.00

Sources: HCM 2000; Congestion Management Program of Los Angeles County

Roadway Network

Figure 3.2-1, Existing Roadway Network, identifies the roadways, including freeways and arterial roadways, within the Santa Clarita Valley. The primary regional roadways serving the Santa Clarita Valley are the Interstate-5 (I-5) and State Route 14 (SR-14) freeways, passing through the Santa Clarita Valley in the north-south direction, and State Route 126 (SR-126) expressway, which connects the Santa Clarita Valley to Ventura County. Typical roadway cross sections are illustrated in **Figures 3.2-2a** through **3.2-2d, Typical Roadway Cross Sections**. The figures show the cross sections of the different roadways located within the City's Planning Area, including their dimensions, number of lanes allotted, and the location and width of sidewalks.

The I-5 freeway serves inter-regional travel in the north-south direction from California's southern border with Mexico to Washington's northern border with Canada. Within the OVOV Planning Area, the I-5 freeway is classified as an urban interstate. The I-5 freeway generally consists of four mix-flow lanes in each direction through the OVOV area. Through the SR-14 interchange area, the I-5 freeway consists of three mix-flow lanes in each direction along with two dedicated truck bypass lanes which are separated from the mainline lanes. A truck weigh station facility operated by the California Highway Patrol is located on the northbound side of the I-5 freeway just south of the SR-126 interchange. High Occupancy Vehicle (HOV) lanes are located just south of the Santa Clarita Valley.

The SR-14 freeway, in conjunction with US Highway 395, is one of the four major north-south corridors serving California. This corridor connects the Eastern Sierra and Western Nevada regions to the Southern California region. The SR-14 freeway is designated as a Super Truck Route (STR), and is also part of the Surface Transportation Assistance Act (STAA) truck network, which provides freeway access for oversized trucks. Within Los Angeles County, the SR-14 freeway serves as a major commuter route between Antelope Valley cities such as Palmdale and Lancaster and the Los Angeles area.

Within the OVOV area, the SR-14 freeway generally consists of three to four lanes in each direction, including one HOV lane in each direction. From the I-5 freeway to the Newhall Avenue interchange, there are five mix-flow lanes and one HOV lane in each direction; from the Newhall Avenue interchange to the Golden Valley Road interchange, there are three mix-flow lanes and one HOV lane in each direction; from the Golden Valley Road interchange to the Sierra Highway interchange, there are four mix-flow lanes and one HOV lane in each direction; from the Sierra Highway interchange to the Sand Canyon Road interchange, there are three mix-flow lanes and one HOV lane in each direction; from the Sand Canyon Road interchange to the Soledad Canyon Road interchange, there are two mix-flow lanes

and one HOV lane in each direction; and from the Soledad Canyon Road interchange to the Escondido Canyon Road interchange, there are two to three mix-flow lanes and one HOV lane in each direction.

Secondary regional access to the City's Planning Area is provided to motorists via SR-126, which extends from the City of Ventura east to the I-5 freeway. SR-126 was once designated along portions of Magic Mountain Parkway and Newhall Avenue between the I-5 and SR-14 freeways; however, these roadways were turned over to the City in 2002 and no longer serve as a state highway alignment.

In addition to the above roadways, several major north-south arterials run through the City's Planning Area, including the following:

- Newhall Avenue/Railroad Avenue/Bouquet Canyon Road originates at the southern part of the SR-14 freeway, traverses the Santa Clarita Valley, continues across the Sierra Pelona range and terminates at Elizabeth Lake Road, just west of Palmdale, well north of the OVOV boundaries. The roadway varies in width from two to eight lanes.

- Stevenson Ranch Parkway/McBean Parkway originates at Pico Canyon Road, traverses the City, and terminates at Copper Hill Drive. The roadway varies in width from four to eight lanes.

- Whites Canyon Road/Plum Canyon Road originates at Via Princessa and terminates at Bouquet Canyon Road. The roadway varies in width from four to six lanes.

- Golden Valley Road originates just east of the SR-14 freeway, traverses the middle portion of the Valley, and currently terminates at Newhall Ranch Road.

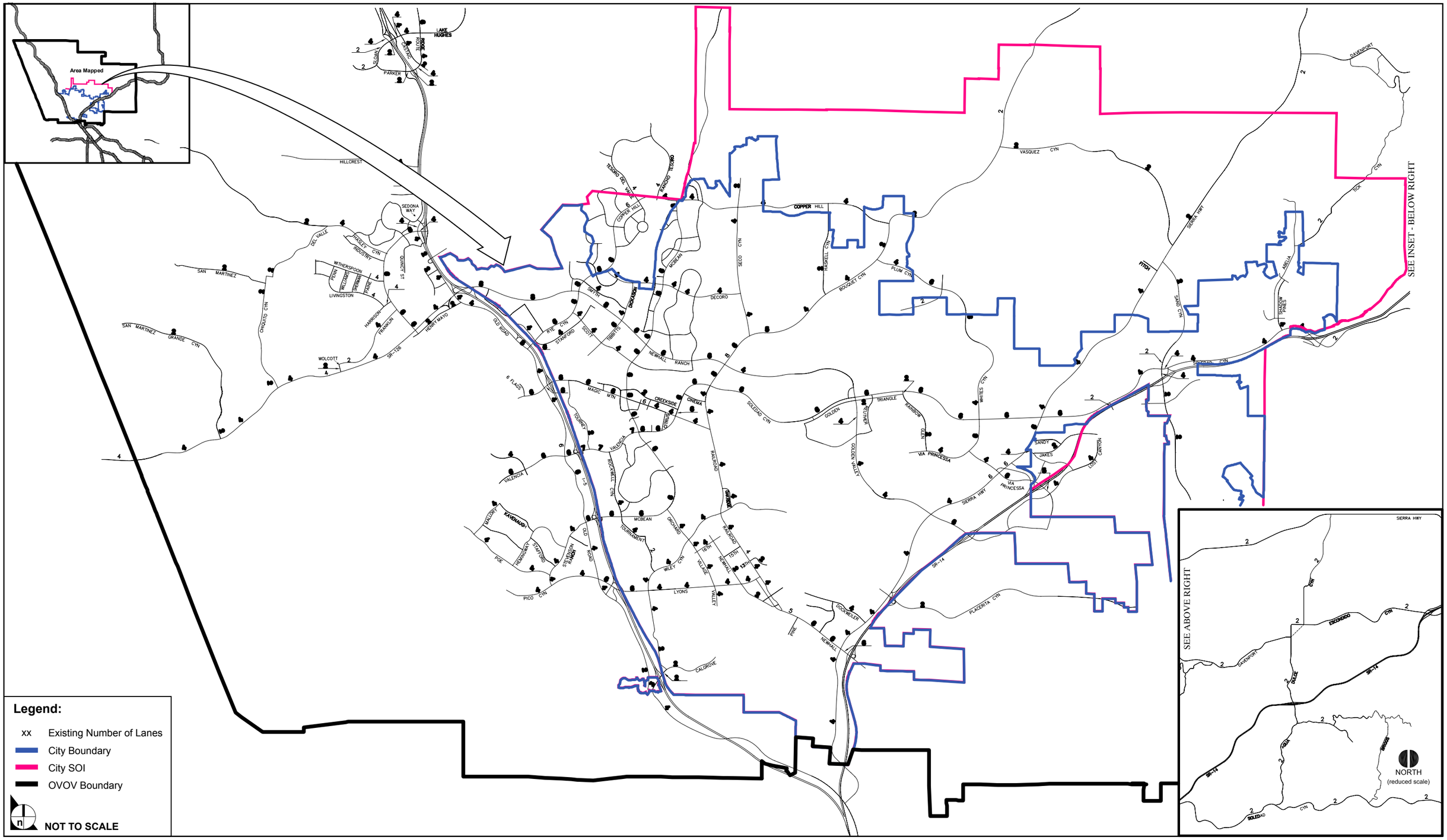
- Sierra Highway originates near the SR-14/I-5 interchange, traverses the Santa Clarita Valley on the east side, and terminates at Angeles Forest Highway just north of the Angeles National Forest and well to the north and east of the OVOV boundaries. Sierra Highway varies between two to six lanes.

Several east-west arterials serve the Santa Clarita Valley and provide access to the I-5 and SR-14 freeways. Many of these arterials are incomplete and provide access to only portions of the Santa Clarita Valley. These roadways include the following:

- Rye Canyon Road/Copper Hill Drive ranges from four to eight lanes and provides a half interchange at the I-5 freeway and terminates at Bouquet Canyon Road.

- Newhall Ranch Road varies from four to eight lanes and provides an interchange to the I-5 freeway and terminates at Golden Valley Road.

- Magic Mountain Parkway originates just west of the I-5 freeway and terminates at Railroad Avenue.



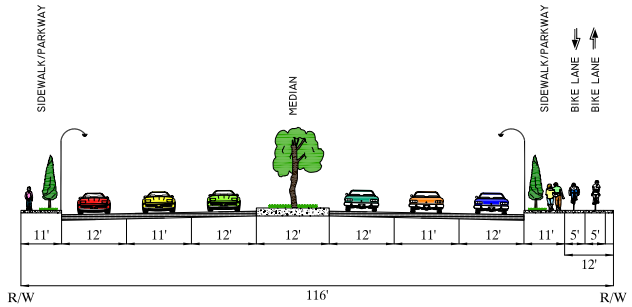
SOURCE: Austin-Foust Associates, Inc. - June 2010

FIGURE **3.2-1**

Existing Roadway Network

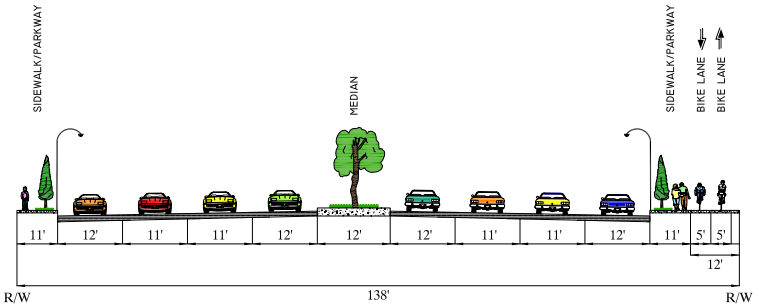
112-023•09/10

MAJOR ARTERIAL HIGHWAY
(WITH BIKE TRAIL DETAIL)



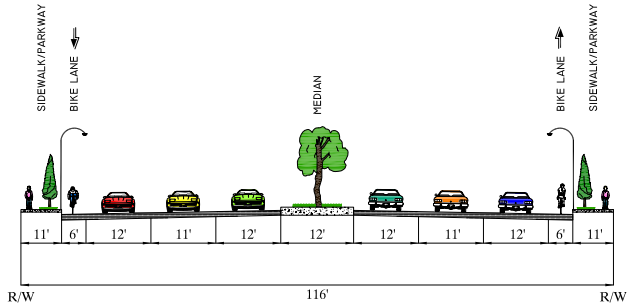
THREE LANES IN EACH DIRECTION WITH RAISED
LANDSCAPE MEDIAN, NO ON-STREET PARKING

MAJOR ARTERIAL HIGHWAY
(EIGHT LANE ALTERNATIVE WITH BIKE TRAIL DETAIL)



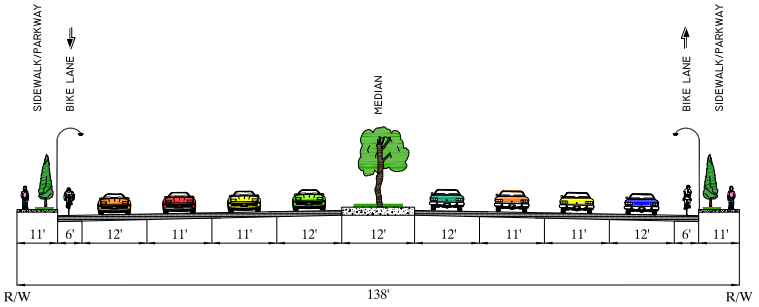
FOUR LANES IN EACH DIRECTION WITH RAISED
LANDSCAPE MEDIAN, NO ON-STREET PARKING

MAJOR ARTERIAL HIGHWAY
(WITH BIKE LANE DETAIL)



THREE LANES IN EACH DIRECTION WITH RAISED
LANDSCAPE MEDIAN, NO ON-STREET PARKING

MAJOR ARTERIAL HIGHWAY
(EIGHT LANE ALTERNATIVE WITH BIKE LANE DETAIL)



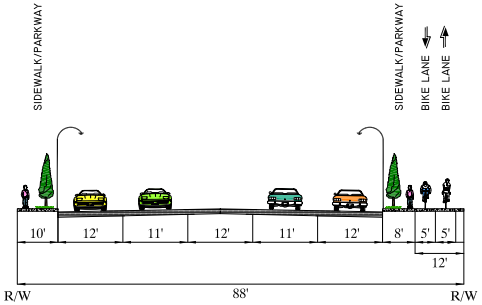
FOUR LANES IN EACH DIRECTION WITH RAISED
LANDSCAPE MEDIAN, NO ON-STREET PARKING

SOURCE: One Valley One Vision Valley-wide Traffic Study, prepared by Austin-Foust Associates, Inc. - June 2010

FIGURE **3.2-2a**

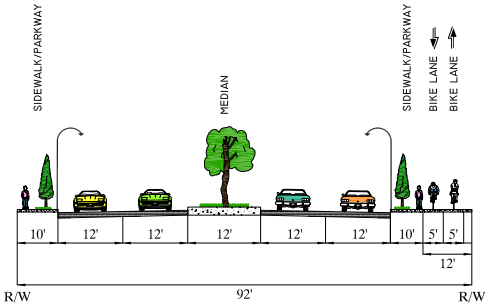
Typical Roadway Cross Sections

URBAN SECONDARY ARTERIAL HIGHWAY
(WITH BIKE TRAIL DETAIL)



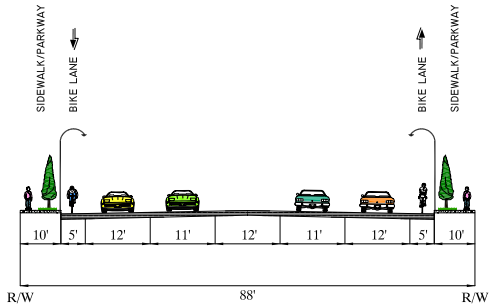
TWO LANES IN EACH DIRECTION WITH TWO WAY
LEFT TURN LANE, NO ON-STREET PARKING

SUB-URBAN SECONDARY ARTERIAL HIGHWAY
(WITH BIKE TRAIL DETAIL)



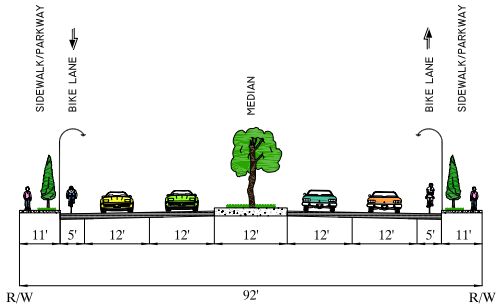
TWO LANES IN EACH DIRECTION WITH RAISED
LANDSCAPE MEDIAN, NO ON-STREET PARKING

URBAN SECONDARY ARTERIAL HIGHWAY
(WITH BIKE LANE DETAIL)



TWO LANES IN EACH DIRECTION WITH TWO WAY
LEFT TURN LANE, NO ON-STREET PARKING

SUB-URBAN SECONDARY ARTERIAL HIGHWAY
(WITH BIKE LANE DETAIL)



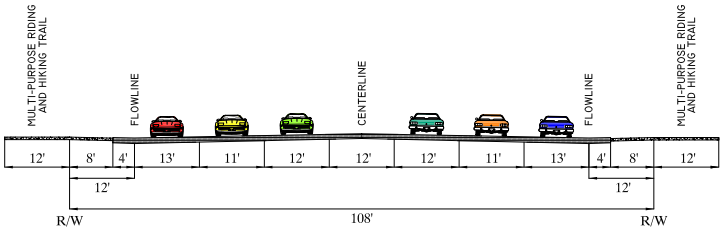
TWO LANES IN EACH DIRECTION WITH RAISED
LANDSCAPE MEDIAN, NO ON-STREET PARKING

SOURCE: One Valley One Vision Valley-wide Traffic Study, prepared by Austin-Foust Associates, Inc. - June 2010

FIGURE **3.2-2b**

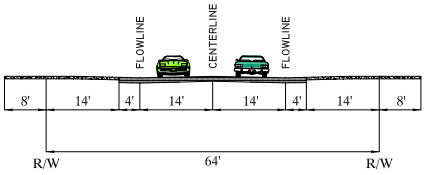
Typical Roadway Cross Sections (continued)

RURAL MAJOR HIGHWAY



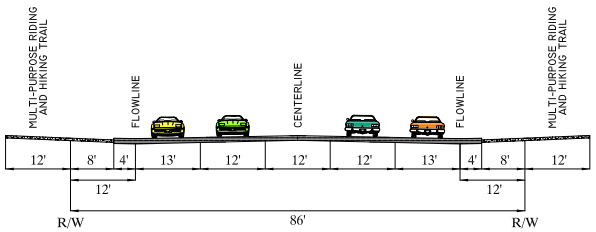
THREE LANES IN EACH DIRECTION WITH TWO WAY LEFT TURN LANE, NO ON-STREET PARKING

LIMITED SECONDARY ARTERIAL HIGHWAY



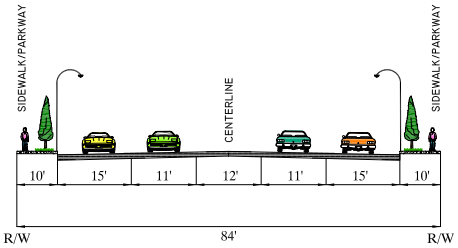
ONE LANE IN EACH DIRECTION WITH NO ON-STREET PARKING

RURAL SECONDARY HIGHWAY



TWO LANES IN EACH DIRECTION WITH TWO WAY LEFT TURN LANE, NO ON-STREET PARKING

LIMITED SECONDARY ARTERIAL HIGHWAY



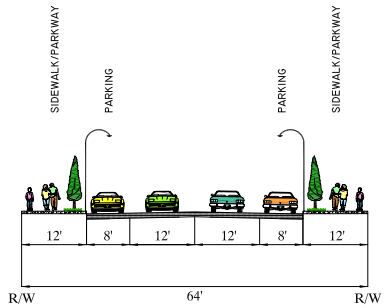
TWO LANES IN EACH DIRECTION WITH NO ON-STREET PARKING

SOURCE: One Valley One Vision Valley-wide Traffic Study, prepared by Austin-Foust Associates, Inc. - June 2010

FIGURE **3.2-2c**

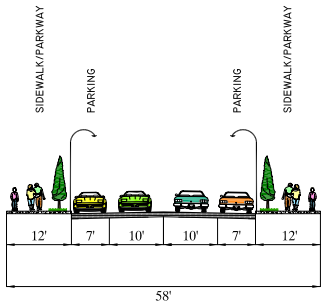
Typical Roadway Cross Sections (continued)

RESIDENTIAL COLLECTOR



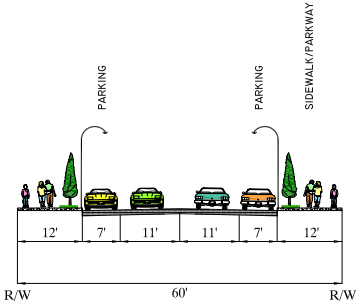
ONE LANE IN EACH DIRECTION WITH ON-STREET PARKING

RESIDENTIAL CUL-DE-SAC



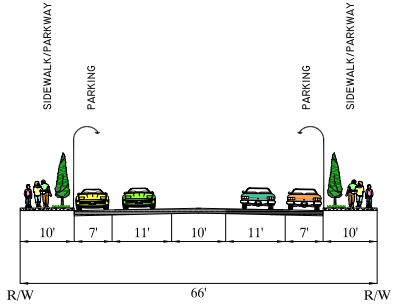
ONE LANE IN EACH DIRECTION WITH ON-STREET PARKING

RESIDENTIAL THROUGH STREET



ONE LANE IN EACH DIRECTION WITH ON-STREET PARKING

INDUSTRIAL/COMMERCIAL CUL-DE-SAC



ONE LANE IN EACH DIRECTION WITH TWO WAY LEFT TURN LANE, WITH ON-STREET PARKING

SOURCE: One Valley One Vision Valley-wide Traffic Study, prepared by Austin-Foust Associates, Inc. - June 2010

FIGURE **3.2-2d**

Typical Roadway Cross Sections (continued)

- Valencia Boulevard/Soledad Canyon Road is the main east-west arterial; and varies from two to seven lanes. Valencia Boulevard originates just west of the I-5 freeway, and is renamed to Soledad Canyon Road at the Bouquet Canyon Road intersection. The roadway terminates to the east of the SR-14 freeway near the Acton, well east of the OVOV boundaries. This roadway features interchanges with the I-5 freeway as well as the SR-14 freeway.

- Pico Canyon Road/Lyons Avenue varies from two to six lanes. This stretch of roadway is relatively short, starting west of Stevenson Ranch Parkway in the Santa Susana Mountains and currently terminating at Railroad Avenue. It also provides an interchange with the I-5 freeway.

The Cross Valley Connector is a primarily east-west roadway formed by the combination of Newhall Ranch Road and Golden Valley Road. As Newhall Ranch Road, the Cross Valley Connector originates at the SR-126/I-5 interchange and continues east to transition into Golden Valley Road. Golden Valley Road crosses the Santa Clara River and connects the SR-14 interchange, resulting in a continuous roadway between SR-126 and the SR-14 freeway.

Within the Santa Clarita Valley, connectivity of the street network is interrupted by topographic constraints, including rolling terrain, canyons, and the Santa Clara River. In addition, due to the prevalent pattern of cul-de-sac streets with limited connectivity within residential subdivisions, traffic is funneled onto collector and arterial streets. As a result, regional traffic is concentrated onto a limited number of arterial streets.

Existing Levels of Service

Arterial Roadway Segments

Figure 3.2-3, Study Area Roadway Segments, identifies the study arterial roadway segments included in this analysis. Existing ADT volumes on each study segment are illustrated in **Figure 3.2-4, Existing Average Traffic Volumes**. Traffic counts used to determine these ADT volumes were conducted at various times between 2005 and 2010 by the Traffic and Transportation Planning Division of the City of Santa Clarita Department of Public Works, the Traffic and Lighting Division of the Los Angeles County Department of Public Works, and by various development projects within the OVOV Planning Area as part of their entitlement process.

Table 3.2-4, Existing Level of Service Summary – Arterial Roadways, lists the existing ADT volume and corresponding V/C ratio and LOS rating of each study segment. As can be seen here, five roadway segments have V/C ratios greater than 1.00 and therefore do not meet the performance standard of LOS E or better.

- Bouquet Cyn w/o Haskell (Segment No. 15)
- Lyons Avenue between Orchard Village Road and Newhall Avenue (Segment No.92)
- McBean s/o Ave Scott (Segment No. 114)
- Newhall Avenue between Lyons Avenue and Main Street (Segment No.131)
- Whites Canyon Road between Soledad Canyon Road and Pleasantdale Street (Segment No.288)

All of these arterial roadway segments are located within the City's Planning Area.

Table 3.2-4
Existing Level of Service Summary – Arterial Roadways

Map No.	Roadway Segment (Location)	Average Daily Traffic Volume	Year	Number of Lanes	Capacity	V/C Ratio	LOS
1.	Agua Dulce n/o Escondido Canyon (County)	4,000	2006	2	18,000	0.22	A
2.	Agua Dulce n/o Davenport (County)	3,000	2006	2	18,000	0.17	A
4.	Agua Dulce s/o SR-14 (County)	<500	2005	2	18,000	0.00	A
6.	Ave Scott s/o Stanford (City)	14,000	2007	4	36,000	0.39	A
8.	Ave Stanford s/o Vanderbilt (City)	5,000	2007	4	36,000	0.14	A
10.	Ave Stanford s/o Rye Canyon (City)	9,000	2007	4	36,000	0.25	A
11.	Bouquet Canyon n/o Vasquez (County)	4,000	2007	2	18,000	0.22	A
14.	Bouquet Cyn e/o Haskell (City)	25,000	2010	4	36,000	.69	B
15.	Bouquet Cyn w/o Haskell (City)	39,000	2010	4	36,000	1.08	**F**
16.	Bouquet Canyon e/o Seco (City)	43,000	2006	5	45,000	0.96	E
17.	Bouquet Cyn w/o Seco (City)	48,000	2010	6	54,000	.89	D
18.	Bouquet Cyn s/o Newhall Ranch (City)	50,000	2010	8	72,000	.69	B
20.	Bouquet Cyn n/o Magic Mtn (City)	36,000	2010	4	36,000	1.00	E
25.	Castaic n/o Lake Hughes (County)	11,000	2007	4	36,000	0.31	A
28.	Chiquito Canyon s/o San Martinez Canyon (County)	1,000	2007	2	18,000	0.06	A
31.	Commerce Center s/o Franklin (County)	16,000	2006	6	54,000	0.30	A

Map No.	Roadway Segment (Location)	Average Daily Traffic Volume	Year	Number of Lanes	Capacity	V/C Ratio	LOS
32.	Commerce Center n/o SR-126 (County)	11,000	2006	6	54,000	0.20	A
35.	Copper Hill n/o Newhall Ranch (City)	35,000	2005	8	72,000	0.49	A
39.	Copper Hill e/o McBean (City)	35,000	2007	4	36,000	0.97	E
43.	Davenport e/o Sierra Hwy (County)	2,000	2005	2	18,000	0.11	A
44.	Davenport w/o Agua Dulce (County)	2,000	2006	2	18,000	0.11	A
46.	Decoro e/o Dickason (City)	20,000	2005	4	36,000	0.56	A
48.	Decoro w/o Hillsborough (City)	16,000	2005	4	36,000	0.44	A
51.	Dickason n/o Newhall Ranch (City)	13,000	2005	4	36,000	0.36	A
54.	Escondido e/o Agua Dulce (County)	3,000	2007	2	18,000	0.17	A
55.	Franklin e/o Wolcott Way (County)	<500	2006	2	15,000	0.00	A
56.	Franklin w/o Commerce Center (County)	6,000	2006	4	36,000	0.17	A
62.	Golden Valley s/o Centre Point (City)	19,000	2007	4	36,000	0.53	A
64.	Golden Valley e/o Sierra Hwy (City)	14,000	2007	6	54,000	0.26	A
68.	Hasley Canyon w/o Del Valle (County)	3,000	2007	2	18,000	0.17	A
69.	Hasley Canyon w/o Commerce Center (County)	7,000	2006	4	36,000	0.19	A
70.	Hasley Canyon w/o The Old Road (County)	17,000	2006	6	54,000	0.31	A
71.	Hasley Canyon w/o I-5 (County)	11,000	2006	4	36,000	0.31	A
74.	Hillcrest w/o The Old Road (County)	9,000	2007	4	36,000	0.25	A
75.	Jakes Way e/o Canyon Park (City/County)	6,000	2005	2	18,000	0.33	A
77.	Lake Hughes e/o Castaic (County)	9,000	2008	4	36,000	0.25	A
78.	Lake Hughes e/o Ridge Route (County)	2,000	2007	2	18,000	0.11	A
86.	Lost Canyon n/o Via Princessa (County/City)	9,000	2008	4	36,000	0.25	A
87.	Lost Canyon s/o Via Princessa (County/City)	2,000	2005	2	18,000	0.11	A
92.	Lyons e/o Orchard Village (City)	47,000	2007	4	36,000	1.31	**F**
93.	Lyons w/o Main Street (City)	20,000	2007	4	36,000	0.56	A
105.	Magic Mountain e/o Valencia (City)	16,000	2006	4	36,000	0.44	A
109.	McBean s/o Copper Hill (City)	21,000	2010	6	54,000	0.39	A
112.	McBean n/o Newhall Ranch (City)	39,000	2010	6	54,000	.72	C
113.	McBean s/o Newhall Ranch (City)	50,000	2008	8	72,000	0.69	B
114.	McBean s/o Ave Scott (City)	58,000	2010	6	54,000	1.07	**F**
117.	McBean s/o Valencia (City)	35,000	2005	6	54,000	0.65	B

Map No.	Roadway Segment (Location)	Average Daily Traffic Volume	Year	Number of Lanes	Capacity	V/C Ratio	LOS
118.	McBean n/o Orchard Village (City)	40,000	2010	6	54,000	0.67	B
119.	McBean e/o Rockwell Canyon (City)	24,000	2005	6	54,000	0.44	A
120.	McBean w/o Rockwell Cyn (City)	32,000	2010	6	54,000	.59	A
124.	Newhall Ranch e/o Rye Canyon (City)	11,000	2005	8	72,000	0.15	A
126.	Newhall Ranch e/o McBean (City)	32,000	2005	8	72,000	0.44	A
127.	Newhall Ranch w/o Bouquet Canyon (City)	37,000	2008	8	72,000	0.51	A
128.	Newhall Ranch e/o Bouquet Cyn (City)	25,000	2010	4	36,000	.69	**B**
131.	Newhall s/o Lyons (City)	22,000	2007	2	18,000	1.22	**F**
132.	Newhall n/o Valle Oro (City)	44,000	2010	6	54,000	.81	D
133.	Newhall n/o Sierra Hwy (City)	41,000	2010	6	54,000	.76	C
136.	Orchard Village s/o McBean (City)	30,000	2007	4	36,000	0.83	D
137.	Orchard Village s/o Wiley Canyon (City)	29,000	2007	4	36,000	0.81	D
138.	Orchard Village n/o Lyons (City)	21,000	2007	4	36,000	0.58	A
146.	Placerita Canyon e/o SR-14 (County)	4,000	2007	2	18,000	0.22	A
150.	Poe s/o Mallory (County)	1,000	2007	4	36,000	0.03	A
151.	Poe w/o Stevenson Ranch (County)	8,000	2007	4	36,000	0.22	A
155.	Railroad s/o Oak Ridge (City)	33,000	2010	4	36,000	.92	E
157.	Railroad n/o Lyons (City)	34,000	2010	4	36,000	.94	E
161.	Ridge Route n/o Lake Hughes (County)	5,000	2007	6	54,000	0.09	A
166.	Rockwell Canyon n/o McBean (City)	8,000	2005	4	36,000	0.22	A
168.	Rye Canyon w/o Ave Scott (City)	41,000	2005	6	54,000	0.76	C
169.	Rye Canyon e/o The Old Road (County)	47,000	2007	6	54,000	0.87	D
172.	San Martinez Grande Canyon n/o SR-126 (County)	<500	2005	2	15,000	0.00	A
174.	Sand Canyon n/o Soledad Canyon (City)	7,000	2005	2	18,000	0.39	A
175.	Sand Canyon s/o Soledad Canyon (City)	27,000	2005	4	36,000	0.75	C
192.	Sierra Hwy n/o Vasquez Canyon (County)	11,000	2008	2	18,000	0.61	B
195.	Sierra Hwy n/o Soledad Canyon (City)	23,000	2010	4	36,000	0.64	B
196.	Sierra Hwy s/o Soledad Canyon (City)	36,000	2010	6	54,000	0.67	B
198.	Sierra Hwy s/o Via Princessa (City)	24,000	2010	4	36,000	.67	**B**
201.	Sierra Hwy n/o Newhall (City)	19,000	2010	4	36,000	.53	**A**
211.	Soledad Canyon e/o Bouquet Canyon (City)	47,000	2010	6	54,000	.87	D

Map No.	Roadway Segment (Location)	Average Daily Traffic Volume	Year	Number of Lanes	Capacity	V/C Ratio	LOS
212.	Soledad Cyn w/o Golden Valley (City)	45,000	2010	6	54,000	.83	D
213.	Soledad Cyn e/o Golden Valley (City)	37,000	2010	6	54,000	.69	B
215.	Soledad Canyon w/o Whites Canyon (City)	44,000	2010	6	54,000	0.81	D
216.	Soledad Cyn e/o Whites Cyn (City)	43,000	2010	6	54,000	.80	C
217.	Soledad Canyon e/o Sierra Hwy (City)	30,000	2010	6	54,000	0.56	A
220.	Soledad Cyn e/o SR-14 (at Sand Cyn) (City)	17,000	2010	4	36,000	.47	A
222.	Soledad Canyon e/o Shadow Pines (City)	5,000	2009	4	36,000	0.22	A
223.	Soledad Canyon e/o SR-14 (County)	2,000	2009	2	18,000	0.33	A
224.	Soledad Canyon w/o Agua Dulce (County)	2,000	2005	2	18,000	0.11	A
225.	Soledad Canyon e/o Agua Dulce (County)	2,000	2006	2	18,000	0.11	A
227.	SR-126 w/o San Martinez Grande Canyon (County)	24,000	2007	4	44,000	0.55	A
228.	SR-126 w/o Chiquito Canyon/Long Canyon (County)	24,000	2007	4	44,000	0.55	A
229.	SR-126 w/o Wolcott (County)	24,000	2007	4	44,000	0.55	A
230.	SR-126 w/o Commerce Center (County)	25,000	2007	4	44,000	0.57	A
231.	SR-126 w/o I-5 (County)	34,000	2007	6	66,000	0.52	A
239.	The Old Road n/o Sedona Way (County)	15,000	2006	2	18,000	0.83	D
242.	The Old Road n/o Biscailuz (County)	10,000	2006	2	18,000	0.56	A
245.	The Old Road s/o Henry Mayo (County)	15,000	2006	4	36,000	0.42	A
247.	The Old Road n/o Magic Mtn (County)	31,000	2006	4	36,000	0.86	D
248.	The Old Road s/o Magic Mtn (County)	15,000	2006	4	36,000	0.42	A
254.	Avenue Tibbitts s/o Newhall Ranch (City)	11,000	2007	6	54,000	0.20	A
262.	Valencia w/o The Old Road (County)	16,000	2006	6	54,000	0.30	A
266.	Valencia w/o McBean (City)	48,000	2010	7	63,000	.76	C
271.	Valencia s/o Cinema (City)	54,000	2010	6	54,000	1.00	E
273.	Valley s/o Lyons (City)	2,000	2007	4	36,000	0.06	A
274.	Vasquez Canyon e/o Bouquet Canyon (County)	7,000	2007	2	18,000	0.39	A
275.	Vasquez Canyon w/o Sierra Hwy (County)	8,000	2008	2	18,000	0.44	A
288.	Whites Canyon n/o Soledad (City)	39,000	2005	4	36,000	1.08	**F**

Map No.	Roadway Segment (Location)	Average Daily Traffic Volume	Year	Number of Lanes	Capacity	V/C Ratio	LOS
289.	Whites Canyon s/o Soledad (City)	32,000	2005	6	54,000	0.59	A
290.	Wiley Canyon e/o Orchard Village (City)	11,000	2007	4	36,000	0.31	A
294.	Wiley Canyon n/o Calgrove (City)	9,000	2007	2	18,000	0.50	A

Source: Austin-Foust Associates, Inc., 2010.
Note: Only those roadway segments for which ADT volumes are available are shown above.

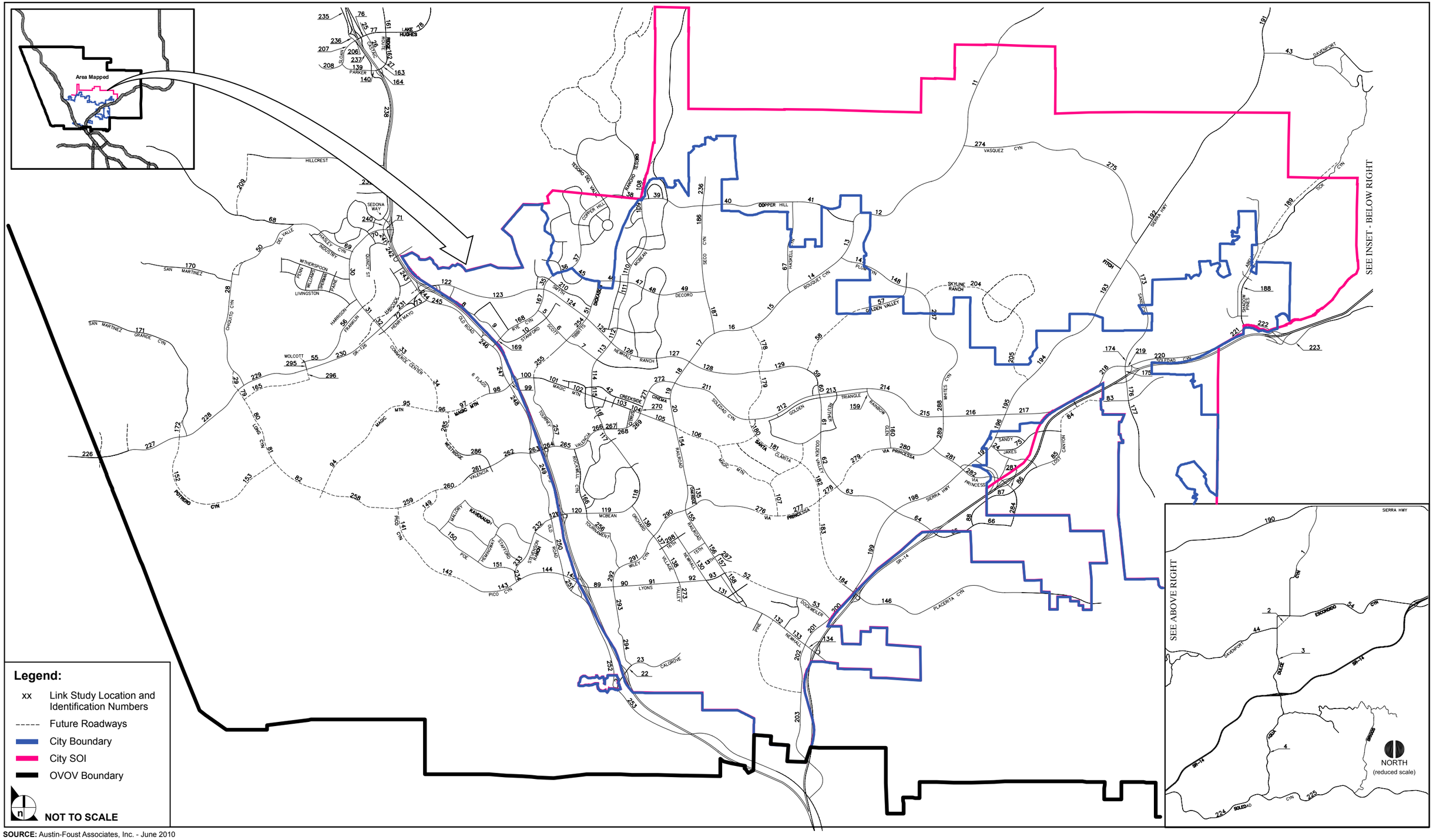
Principal Intersections

Key intersections within the OVOV Planning Area accommodate significant volumes of traffic and are critical to vehicle mobility within the Santa Clarita Valley. These intersections are indentified in **Figure 3.2-5, Study Area Principal Intersections**. As with the ADT counts, the peak hour counts were collected at various intersections and at times between 2005 and 2010 and provide a representative sample of existing traffic conditions throughout the Santa Clarita Valley.

Table 3.2-5, ICU and Level of Service Summary – Principal Intersections (2007–2010), lists the existing ICU ratio and LOS rating for each principal intersection during the AM and PM peak hour periods. These periods represent the hours during which the greatest number of vehicle trips on a given roadway are generated. The AM peak period is between 7:00 AM and 9:00 PM, and the PM peak period is between 3:00 PM and 6:00 PM. As shown in the table, all principal intersections operate at LOS D or better except for the Bouquet Canyon Road/Soledad Canyon Road intersection in the City's Planning Area, which operates at LOS E during the PM peak hour. No principal intersections currently operate at LOS F.

Planned Roadway Improvements

In order to provide greater connectivity and capacity for east-west traffic across the Santa Clarita Valley, the City and County have worked in partnership to complete the Cross-Valley Connector. The 8.5-mile system of arterial road, bridges, and intersections provides a seamless connection between Newhall Ranch Road and Golden Valley Road, and a direct connection between the I-5/SR-126 junction and the SR-14/Golden Valley Road interchange. In addition to serving auto and truck traffic in the Santa Clarita Valley with six to eight travel lanes, the Cross-Valley Connector was designed to include a Class I bike path adjacent to the roadway and a landscaped median. The recently completed Cross-Valley Connector has already substantially reduced traffic volumes on portions of Soledad Canyon Road and other major arterials in the City.

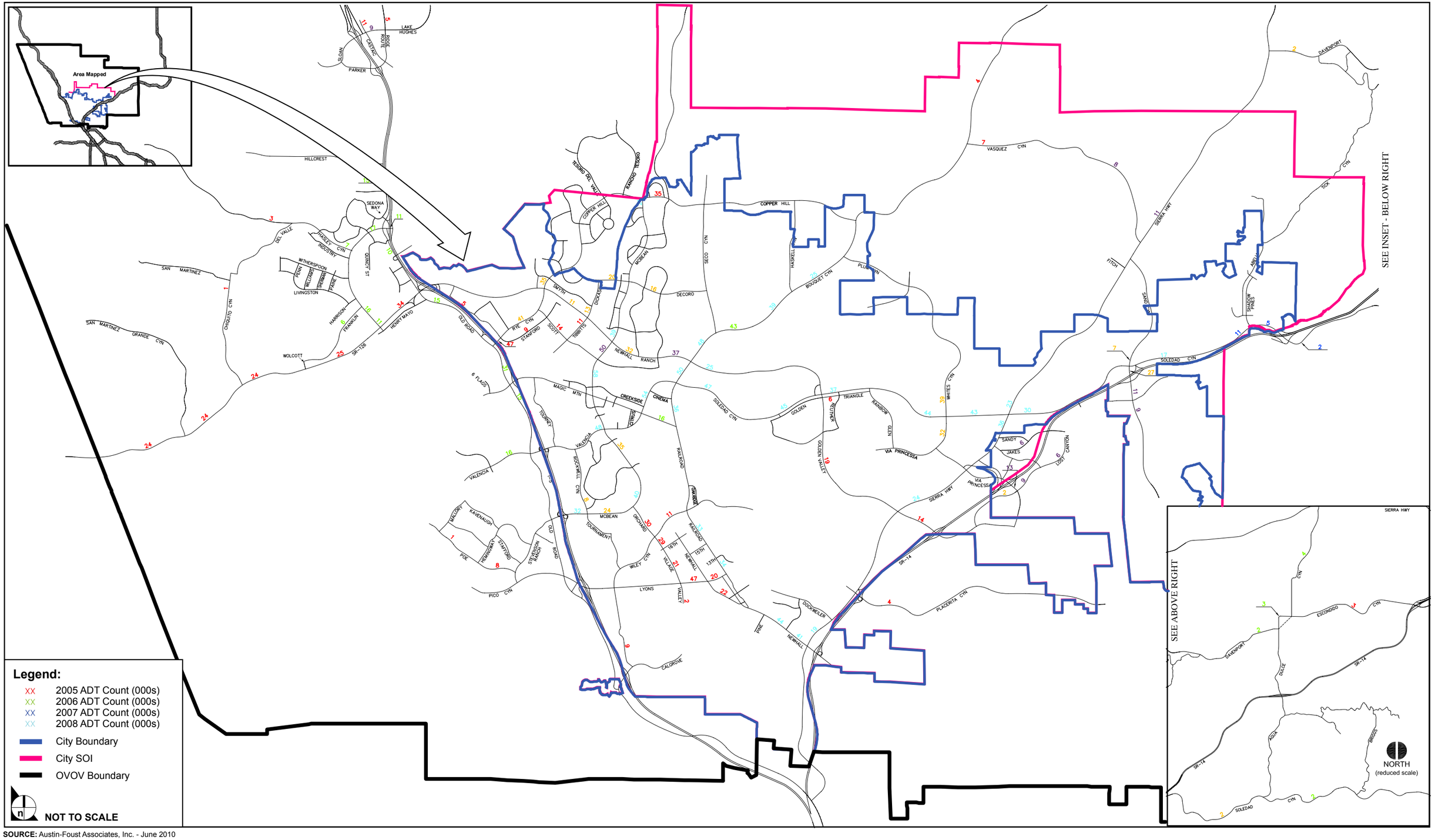


SOURCE: Austin-Foust Associates, Inc. - June 2010

FIGURE **3.2-3**

Study Area Roadway Segments

112-023•09/10



SOURCE: Austin-Foust Associates, Inc. - June 2010

FIGURE **3.2-4**

Existing Average Traffic Volumes

112-023•09/10

Table 3.2-5
ICU and Level of Service Summary – Principal Intersections (2007–2010)

Intersection (Location)	AM Peak Hour ICU	AM Peak Hour LOS	PM Peak Hour ICU	PM Peak Hour LOS
1. The Old Road & Rye Canyon (County)	.61	B	.66	B
2. The Old Road & Magic Mountain (County)	.28	A	.32	A
3. The Old Road & Valencia (County)	.67	B	.44	A
4. The Old Road & McBean (County)	.58	A	.76	C
5. The Old Road & Pico Canyon (County)	.76	C	.71	C
6. Rye/Copper Hill & Newhall Ranch (City)	.63	B	.70	B
7. McBean & Newhall Ranch (City)	.73	C	.78	C
8. McBean & Magic Mountain (City)	.61	B	.76	C
9. McBean & Valencia (City)	.61	B	.74	C
10. Orchard Village & McBean (City)	.57	A	.68	B
11. Orchard Village & Wiley Canyon (City)	.60	A	.62	B
12. Valencia & Magic Mountain (City)	.58	A	.66	B
13. Bouquet Canyon & Plum Canyon (City)	.68	B	.73	C
14. Bouquet Canyon & Newhall Ranch (City)	.66	B	.82	D
15. Bouquet Canyon & Soledad Canyon (City)	.68	B	.77	C
16. Railroad & Lyons (City)	.57	A	.56	A
17. Sierra Highway & Newhall (City)	.57	A	.64	B
18. Whites Canyon & Soledad Canyon (City)	.80	C	.86	D
19. Sierra Highway & Soledad Canyon (City)	.67	B	.76	C

Source: Source: Austin-Foust Associates, Inc., 2010.

Public Transportation

City of Santa Clarita Transit

Local and regional bus service is provided by City of Santa Clarita Transit, which operates local routes within the OVOV Planning Area and commuter service into and out of Century City, downtown Los Angeles, the Antelope Valley, and Warner Center. The City completed a Transit Development Plan (TDP) in 1997, which made several recommendations for improvements and modifications. Since 1997 and based on the TDP, total transit system ridership has more than doubled. The City updated the TDP in 2006.

City of Santa Clarita Transit provides connections with services by Metrolink, Antelope Valley Transit Authority, Metro, and other regional transit providers. City of Santa Clarita Transit provides service on eight local fixed routes, eight commuter express routes, two station link routes, and supplemental school day service. Local routes provide service seven days a week while the remaining services operate on weekdays only. Express buses operate to and from the Antelope Valley, downtown Los Angeles, Van Nuys, Westwood/Century City, and Woodland Hills. City of Santa Clarita Transit's regional routes serve several park-and-ride lots located throughout the Santa Clarita Valley, as well as the Santa Clarita and Newhall Metrolink stations. The areas generating the highest transit ridership are Newhall and Canyon Country in the vicinity of the intersection of Soledad Canyon Road and Sierra Highway.

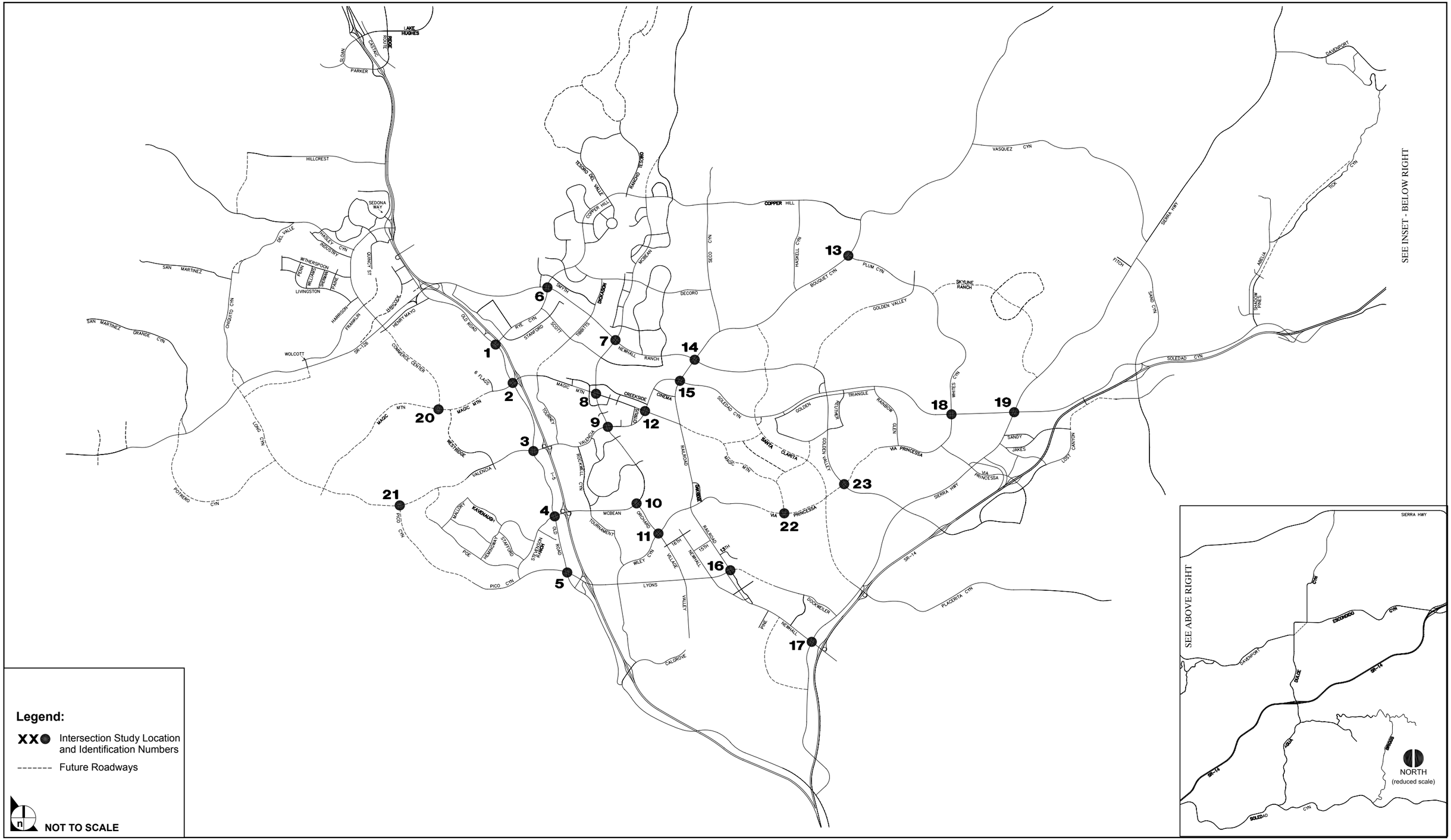
City of Santa Clarita Transit also provides daily Dial-a-Ride (DAR) service within the Santa Clarita Valley to provide service to senior citizens and disabled residents. Much of the DAR services are to the Adult Day Care Center and the Senior Center in Newhall. The updated TDP proposes several operational improvements to improve efficiency of this program.

Commuter Service

City of Santa Clarita Transit operates local commuter service into and out of Century City, downtown Los Angeles, the Antelope Valley, and Warner Center. Most of these routes are well used; use is monitored and adjustments are made to times if necessary to accommodate demand. The busiest commuter transit stops serve the Metrolink stations and park-and-ride lots. Commuters have identified the need to increase service to downtown Los Angeles during mid-day hours, and to provide service to the North Hollywood Red Line Station, which also serves the Metro Orange Line. City of Santa Clarita Transit will continue to expand service to meet customer needs as funding allows.

Special Transit Services

In 2006, the City acquired an old-fashioned trolley (Santa Clarita Hometown Trolley) that provides free seasonal service to major destination points within the community, including the Town Center, Six Flags Magic Mountain, and the Aquatics Center. Service hours and routes may be expanded in the future. In order to facilitate multi-modal transportation, City of Santa Clarita Transit installed bicycle racks on all buses in July 2006. These racks can accommodate two to three bicycles per bus. Approximately 100 riders per month use the bicycle racks.



SOURCE: Austin-Foust Associates, Inc. - June 2010

FIGURE **3.2-5**

Study Area Principal Intersections

112-023•09/10

Bus Stop Improvement Program

The Bus Stop Improvement Program identified opportunities to create uniform and aesthetically pleasing bus stop improvements throughout City and County portions of the Santa Clarita Valley. As highly visible features within the streetscape right-of-way, bus shelters and benches provide an opportunity to assist in creating a distinctive identity for the Santa Clarita Valley, as well as promoting a positive environment for transit riders. A goal of the program is to remove shelters that provide advertising and replace them with an architecturally enhanced bus shelter design that meets federal regulations and enhances the Santa Clarita Valley's image.

Park-and-Ride Lots

Six park-and-ride lots are located in and near the OVOV Planning Area to encourage the use of public transit for a portion of commuter travel. All park-and-ride lots within the City have transit service except for the lot at Golden Valley Road at SR-14. Several of the park-and-ride lots, including those at the Newhall and Santa Clarita Metrolink stations, are at or exceeding capacity. Additional commuter parking is provided in scattered locations adjacent to businesses that are located along transit routes.

School Bus Transportation

Each of the elementary school districts provides limited yellow bus transportation to students. Over the last decade the William S. Hart School District has gradually eliminated school buses to junior high and high schools. City of Santa Clarita Transit provides transit services near the schools, providing an alternative means of transportation for students although not designated as the official school transport provider.

Rail Service

Metrolink Service

The Southern California Regional Rail Authority (SCRRA) operates Metrolink, a five-county commuter rail network of over 400 miles. Metrolink serves Union Station in downtown Los Angeles, where connections to other trains operated by Amtrak can be made, or where riders may board buses, vans, or the Metro Red Line subway to central downtown Los Angeles locations. Union Station also provides connections to the Metro Gold Line, a light rail transit line connecting to Pasadena and other San Gabriel Valley destinations, and to Los Angeles International Airport (LAX) via the Metro Purple, Blue and Green light rail lines or the Fly-Away Bus service.

Metrolink provides commuter service between Santa Clarita and downtown Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, and the Antelope Valley. The Antelope Valley line operates on the Union Pacific rail line, which is also used for freight rail service.

Metrolink's Santa Clarita station on Soledad Canyon Road in Saugus, provides parking for about 500 vehicles, restroom facilities, and a passenger drop-off area. The station also serves as a major transit center for commuter and local buses. The Princessa station, which opened as a temporary facility in 1994, contains 420 parking spaces. The Jan Heidt Metrolink Newhall station in Newhall contains 250 parking spaces.

As of 2009, 12 commuter trains run daily in each direction on the Antelope Valley line from Monday through Friday, with five trains departing Santa Clarita to Union Station before 8:00 AM. Three of the 12 daily trains in each direction do not extend to the Antelope Valley, and City of Santa Clarita Transit provides connecting express buses for those trips. Reduced weekend service is also available on the Antelope Valley Line, with six trains on Saturday and three trains on Sunday running between Union Station and Lancaster.

Amtrak Service

Amtrak rail service does not operate between Bakersfield and Santa Clarita. However, Amtrak operates daily express buses along the I-5 freeway. These buses provide a connection to the daily San Joaquin trains that originate at the Bakersfield Amtrak station. Amtrak provides a total of 5 daily northbound and 6 daily southbound trips that stop in Santa Clarita at the Newhall Metrolink station.

Future Rail Service

The State of California has been studying the feasibility of a statewide intercity high speed rail network since the early 1990s. Various alignments have been reviewed by the California High Speed Rail Authority for the proposed 700-mile route linking the cities of Sacramento, San Francisco, Los Angeles, and San Diego. The proposed rail system would use steel wheels on steel rails and be powered by electricity, with top speeds of over 200 miles per hour. One segment of the proposed route would extend from Union Station in Los Angeles to Bakersfield, through the San Fernando Valley, Santa Clarita, the Antelope Valley, and Tehachapi Pass. Under this scenario, the closest station serving Santa Clarita would likely be in Sylmar.

In addition to the State's high speed rail project, the Orangeline Development Authority (OLDA) was formed as a joint powers authority to finance, design, construct, and operate an environmentally

sensitive, high-speed transportation system. OLDA includes 14 Orange County and Los Angeles County cities, including the City of Santa Clarita. The new transportation infrastructure is proposed as an elevated transportation system that would provide service between Irvine and Palmdale with stations located at key locations along the 108-mile route, including one in the Santa Clarita Valley adjacent to the Antelope Valley Freeway. Vehicles in the new system would travel at top speeds of 120 miles per hour. Other high-speed lines would link Los Angeles International Airport to airports in Ontario and Palmdale as well as extend to Las Vegas. To date, the alternatives analysis, feasibility analysis, and Phase 1 Engineering have been completed. The next step is to begin work on the Environmental Impact Report.

The City and County will work cooperatively with the OLDA on the alignment for the new system through the OVOV Planning Area to identify the most suitable station site in the Santa Clarita Valley. While the station is envisioned generally in the vicinity of the Antelope Valley Freeway, more information is needed before a specific site can be identified. The station would serve as a regional hub within the Santa Clarita Valley but would also act as a gateway between the Valley and the rest of California. The station area would likely contain hotels, parking structures, office buildings, retail space, residential units and even recreational or cultural amenities. The station would require significant investment in new infrastructure and would require a large amount of land. Several possible locations exist, including an area known as the Vulcan properties, located in the eastern portion of the planning area east of the current City limits. Planning for the new transportation system remains preliminary and it is too early in the process to know which potential station site would best serve the Valley's high-speed transportation needs with the least impact on existing development.

Bicycle Circulation System

The Santa Clarita Valley's interconnected network of bikeways provides residents with both recreational opportunities and options for reducing vehicle trips. Bikeways are classified into three categories based on their location and type. A Class I bikeway is an exclusive, two-way path for bicycles that is completely separated from a street or highway. Class II bike lanes are signed and striped one-way lanes on streets or highways, typically at the edge of the pavement. Bike lanes provide a designated space for bicyclists within the roadway right-of-way, which is especially important on streets with moderate or higher traffic volumes and speeds. Class III bike routes share the right-of-way with vehicles Class IV; they may be signed, but are not exclusively striped for use by cyclists. Although bike routes offer little benefit to cyclists on busy roadways, they can be used to guide cyclists through the street network. On any street carrying over 10,000 vehicles per day at speeds of 30 mph or higher, striped bike lanes are recommended over bike routes. In selecting routes for bikeways that share the right-of-way with vehicles, design criteria

include connectivity, traffic volumes, speeds, curb width, intersection protection, and the number of commercial driveways.

The first bike paths built in the City generally followed the Santa Clara River and its tributaries. Newer paths have been developed which connect residential neighborhoods to the river paths. Bike paths exist in most neighborhoods, providing connections to the Santa Clarita Metrolink Station, several schools, businesses along Soledad Canyon Road and McBean Parkway, and to recreational opportunities along the rivers. Grade-separated undercrossings are generally provided where Class I bike paths cross major highways.

The City has already taken several steps to encourage walking and biking, including providing bicycle racks on City buses; promoting transit-oriented development in Downtown Newhall; constructing over 30 miles of off-street bicycle trails and over 14 miles of bicycle lanes; providing bicycle lockers at Metrolink stations, the McBean transfer station and City Hall; modifying traffic signal detection for bicycles; promoting Bike-To-Work days; and hosting the Amgen Tour Bicycle Race in 2008 and 2009.[2] Further discussion on proposed infrastructure improvements for biking is discussed below in subsection **Non-Motorized Transportation Plan**. Bicycle lockers are provided at all three Metrolink stations and at City Hall. Several major employers, such as Six Flags Magic Mountain and The Master's College, provide bicycle parking and changing facilities to promote bicycle support for employees.

Pedestrian Circulation System

The Santa Clarita Valley's existing pedestrian network is comprised of sidewalks, paseos, and multi-use trails. Sidewalks are defined as pathways running alongside a parallel roadway. Paseos are paved walking paths that provide pedestrian links outside of the street network. Multi-use trails are unpaved trails that are suitable for walkers, hikers, equestrians, and mountain bikers. Most of the major roadways in the Santa Clarita Valley have sidewalks along portions of their length. Along many arterials, such as Soledad Canyon Road, sidewalks are located adjacent to the curb and are not buffered from vehicle traffic by landscaped parkways, causing an unpleasant walking environment due to traffic noise and fumes. In other areas, such as McBean Parkway, sidewalks are separated from vehicle lanes by landscaped parkways, resulting in a more user-friendly pedestrian experience. The network of sidewalks is discontinuous in many areas; sidewalks are not provided on some residential streets, in some industrial areas, or on designated rural roads. Not all bus stops are served by sidewalks, and in some areas sidewalks are not provided on both sides of a street. Some rural communities in the Santa Clarita Valley,

2 City of Santa Clarita General Plan, Draft Circulation Element, August 2009, C-49.

such as Agua Dulce and those with special standards districts such as Placerita Canyon and Sand Canyon, have opted not to have concrete sidewalks and prefer streetscape designs more in keeping with the rural and equestrian character of these neighborhoods.

Airports

Aviation facilities are an integral component of the regional transportation system. The Los Angeles World Airports (LAWA) provides commercial air travel to the OVOV Planning Area through its main facilities in Los Angeles (LAX); the Van Nuys Regional Airport; and Palmdale Regional Airport. In addition, the Burbank/Glendale/Pasadena Regional Airport (also called the Bob Hope Airport) serves residents of the OVOV Planning Area.

Santa Clarita Valley residents primarily use the Bob Hope Airport in Burbank for shorter distance flights and LAX for international flights, or for destinations not served by Burbank. In addition to taxi service, shuttles provide trips to local airports, including the Antelope Valley Airport Express and the Van Nuys Fly-Away Shuttle. Fly-Away service to LAX is also available from Union Station in Los Angeles, which connects with Metrolink service to the Santa Clarita Valley.

The Agua Dulce Airpark is a privately owned airport serving general aviation needs with one runway, aircraft parking, and fuel. The Airpark averages about 60 operations per month and stores about 33 aircraft.[3] Most of the Airpark's activity involves local operations. The Airpark is located in an unincorporated area of Los Angeles County, and the County has adopted an Airport Land Use Plan to protect the clear zones and ensure land use compatibility with airport operations. In 2006, the County approved continued operation and expansion of Airpark services, including allowing up to 300 airplanes and adding helicopter operations.

Future Airport Service

Planned expansion of passenger air service at the Palmdale Regional Airport is being studied as an alternative to continued expansion of service at LAX. Officials representing the Santa Clarita Valley have indicated support for this plan, which would make air service more accessible to Santa Clarita Valley residents. Due to congestion on the I-5 and I-405 freeways, expanded airport operations in Palmdale would provide a shorter and less congested alternative for air passengers from the Santa Clarita Valley.

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3 AirNav.com L70 Agua Dulce Airport, Agua Dulce, California, http://www.airnav.com/airport/L70, Accessed on September 4, 2009.

REGULATORY FRAMEWORK

Congestion Management Program

The CMP was enacted by the California Legislature in 1989 to improve traffic congestion in urban areas. The program became effective with the passage of Proposition 111 in 1990, which also increased the State gas tax. Funds generated by Proposition 111 are available to cities and counties for regional road improvements, provided these agencies are in compliance with CMP requirements. The intent of the legislation was to link transportation, land use, and air quality decisions by addressing the impact of local growth on the regional transportation system. State statute requires that a congestion management program be developed, adopted, and updated biennially for every county that includes an urbanized area, which shall include every city and county government within that county. Therefore, the City of Santa Clarita and County of Los Angeles must comply with CMP requirements in developing a circulation plan for the Santa Clarita Valley.

Under this legislation, regional agencies are designated within each county to prepare and administer the CMP for agencies within that county. Each local planning agency included in the CMP has the following responsibilities:

- Assisting in monitoring the roadways designated within the CMP system
- Adopting and implementing a trip reduction and travel demand ordinance
- Analyzing the impacts of local land use decisions on the regional transportation system
- Preparing annual deficiency plans for portions of the CMP system where LOS standards are not maintained

Metro is the CMP agency for Los Angeles County. Metro has the responsibility to review compliance with the CMP by agencies under its jurisdiction. For any agency out of compliance, after receiving notice and after a correction period, a portion of state gas tax funds may be withheld if compliance is not achieved. In addition, compliance with the CMP is necessary to preserve eligibility for state and federal funding of transportation projects.

Metro adopted the County's first CMP in 1992, and completed its most recent update in 2004. The statute requires that all state highways and principal arterials be included within the CMP roadway system. Within the Santa Clarita Valley, the following roadways are designated as CMP roadways:

- I-5 Freeway

- SR-14 Freeway
- Sierra Highway from Newhall Avenue (formerly San Fernando Road) to SR-14 at Red Rover Mine Road
- Magic Mountain Parkway from I-5 to Railroad Avenue (formerly San Fernando Road)
- Railroad Avenue/Newhall Avenue (formerly San Fernando Road) from Magic Mountain Parkway to SR-14

The 2004 CMP noted that both the I-5 and SR-14 freeways within the OVOV Planning Area demonstrate traditional commute patterns, with congestion flowing into Los Angeles and the San Fernando Valley in the morning and a reverse flow in the afternoon. Various strategies are available to local jurisdictions to mitigate CMP traffic impacts, including constructing new roadway improvements, managing traffic flow through signal improvements and trip reduction measures, and land use strategies such as locating higher density uses in proximity to public transit.

Metro Bicycle Transportation Strategic Plan

The Metro Board adopted the Metro Bicycle Transportation Strategic Plan in 2006 to promote bicycle use throughout Los Angeles County. The Plan's vision is to make cycling a viable travel choice by promoting links between bicycle facilities and the transit network. The plan identifies four "bike-transit" hubs within the Santa Clarita Valley: the three Metrolink commuter rail stations, and the McBean Transfer Station. The Metro Bicycle Transportation Strategic Plan evaluated gaps in the inter-jurisdictional bikeway network connecting cities and unincorporated areas to destinations and transit stops. Within the Santa Clarita Valley, four gaps in the inter-jurisdictional bikeway network were identified with The Old Road, SR-126, Castaic/San Francisquito Creek, and Sierra Highway corridors.

2006 Transportation Development Plan

The City of Santa Clarita Transit's 2006 Transportation Development Plan (TDP) outlines a 58 percent expansion of services in the OVOV Planning Area over the next several years. The TDP identifies major employers and other activity centers which are served by transit, including Six Flags Magic Mountain, Henry Mayo Newhall Memorial Hospital, the Valencia Industrial Center, the Valencia Commerce Center, and the Valencia Town Center. The Plan also identifies employers and destinations that are not yet served. According to the Plan, transit service is desirable at locations where very large employers or clusters of employment operate, or at locations that attract large numbers of visitors, students, children, the elderly, or the disabled. Under the proposed expansion of services, planned transit improvements include automated vehicle location equipment, passenger information systems, and automated ridership

count equipment. Signage would be posted throughout the community to highlight bus arrival and departure times, which would also be accessible through personal computers and hand held computer devices.

A significant need identified in the TDP is improving the accessibility, convenience, and safety for bus stops. Some existing stops have no paved waiting areas for transit riders to stand while waiting for the bus, causing them to stand on unpaved shoulders of busy streets, or in landscaped areas where sprinklers spray intermittently. The TDP recommends retrofitting bus waiting areas to provide pavement and connections to walkways, and ensuring that new development provides or contributes to adequate transit stop facilities as a condition of approval, where appropriate.

Additionally, the TDP identifies a need for development of a major (500+ spaces) park-and-ride lot at the intersection of Newhall Avenue and Sierra Highway. In addition to improving service at that location, a larger lot would increase parking capacity at the Newhall and Santa Clarita Metrolink Stations by diverting some bus riders from parking at the Metrolink stations. A second park-and-ride lot is also needed near the McBean Transfer Station, according to the plan. Funding sources for these improvements are being evaluated. The TDP also recommends the development of a permanent Metrolink station in the Canyon County Area with transfer facilities to accommodate bus service, and increased park-and-ride spaces, and identifies a need for a future fourth station on the east side of the Santa Clarita Valley.

Non-Motorized Transportation Plan

The City of Santa Clarita initiated preparation of a Non-Motorized Transportation Plan in 2006, with the general goal of reducing the number and length of vehicle trips through promotion of walking and biking as alternate modes of transportation. In undertaking a plan to increase non-motorized transportation, the City identified quality of life benefits such as reduced noise from traffic, better air quality, reduced fuel costs, and less time spent in traffic congestion. The City found that generally people are willing to walk to destinations within 0.25 mile, and bike to destinations within 0.5 mile. Other studies have found that people routinely walk 0.5 mile to access rail transit and surveys of bicycle commuters indicate that average bicycle commute distance can vary from approximately 4.5 miles to 7.5 miles.

The City's Non-Motorized Transportation Plan was adopted in June 2008. The Plan developed connected, safe, and convenient routes for cyclists and pedestrians. Policies and programs in the plan were designed to identify and prioritize bikeway needs; provide a plan for needed facilities and services; contribute to the quality of life through trail development; improve safety for cyclists and pedestrians; identify land use patterns that promote walking and cycling; improve access to transit; maximize funding opportunities for trails; and provide educational and incentive programs. The Non-Motorized

Transportation Plan identified a need to accommodate on-street bicyclists through designation of bike lanes on arterials, wide curb lanes, loop detectors at signals, direct commuter routes, and protected intersection crossing locations. In addition, connections between residential areas and bikeways are needed to facilitate increased bicycle use for both recreational and commuting purposes. The Non-Motorized Transportation Plan identified the various needs for pedestrians, including sufficient crossing time at signalized intersection, visibility at crossings, continuity of walkways, adequate walkway width, removing obstructions in the walkway, and providing buffer or separation from travel lanes. The Plan also included a Safe Routes to Schools Program for three elementary schools.

THRESHOLDS OF SIGNIFICANCE

In order to assist in determining whether a project will have a significant effect on the environment, the *California Environmental Quality Act (CEQA) Guidelines*, Appendix G identifies criteria for conditions that may be deemed to constitute a substantial or potentially substantial adverse change in physical conditions. Potentially significant impacts on transportation and circulation would occur if the proposed General Plan would:

- cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to-capacity ratio on roads, or congestion at intersections);
- exceed a level of service standard established by the County congestion management agency for designated roads or highways;
- 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;
- result in inadequate emergency access;
- generate a parking demand that exceeds municipal code–required parking capacity.
- conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks); and/or
- cause a hazard or barrier for pedestrians or bicyclists.

The City strives to achieve LOS D or better on arterial roads to the extent feasible given right-of-way and physical constraints, while recognizing that in higher density urban areas there is generally a tradeoff between vehicle LOS and other factors such as pedestrian mobility, and that LOS E is acceptable in those types of urban settings. In certain situations, higher LOS may be acceptable if it is offset by other improvements/benefits. In residential neighborhoods, vehicular LOS is less important than other factors, such as traffic volumes and speeds.

According to the City, the project would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system if the project would:

- increase the V/C ratio or ICU by at least one percentage point (0.01) at any location where the final V/C ratio or ICU is 0.91 or greater (LOS E or F); or
- increase the V/C ratio or ICU by at least two percentage points (0.02) at any location where the final V/C ratio or ICU is between 0.81 and 0.90 (LOS D).

The above City's thresholds are project-specific thresholds and would be applicable to projects as the City of Santa Clarita builds out under the proposed General Plan.

IMPACT ANALYSIS

Impact 3.2-1 **Implementation of the proposed General Plan could result in a potentially significant increase in traffic relative to the street system.**

Trip Generation

The Santa Clarita Valley Consolidated Traffic Model (SCVCTM) was used to derive traffic forecasts.[4] This traffic model produces peak hour and ADT forecasts for the OVOV area roadway system. Buildout land use data from the proposed City General Plan and County Area Plan Land Use Elements was used as the basis for the traffic forecasts.

The number of trips generated by a certain type of land use is estimated by applying a representative trip generation rate to the quantity of land use in the area under consideration. The SCVCTM uses a predefined set of trip generation rates calibrated specifically to local conditions to calculate both peak hour and ADT trips by land use.

Table 3.2-6, Trip Generation – Existing vs. OVOV Buildout, compares the number of trips generated by existing (2004)[5] land uses to that generated by future (OVOV Buildout) land uses in the Santa Clarita Valley based on six generalized land use categories. As shown in the table, buildout of the OVOV land uses would result in an approximately 121 percent increase in valleywide trip ends[6] over existing trip

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4 The SCVCTM, originally developed in 1994, was substantially updated in 2004 with subsequent refinements. See **Appendix 3.2** for a more detailed discussion of the updates to this model and the version used in this traffic analysis.

5 One Valley One Vision Valley-Wide Traffic Study, Austin-Foust Associates, June 2010, 2-19.

6 Trip ends are daily trip ends where one trip is equal to two trip ends. One Valley One Vision Valley-Wide Traffic Study, Austin-Foust Associates, June 2010, 2-18.

ends. However, this comparison does not account for future increases in trip ends that could result from growth under the existing City General Plan and County Area Plan. Therefore, the more appropriate approach involves comparing the number of trips that would be generated under buildout of the current City General Plan and County Area Plan to the number of trips that would be generated under buildout of the proposed City General Plan and County Area Plan. This comparison, which is presented in **Table 3.2-7, Trip Generation – Existing City General Plan and County Area Plan Buildout vs. OVOV Buildout**, forms the basis for the analysis of project impacts in this section. As shown in this table, buildout of the OVOV land uses would result in an approximately 3 percent increase in valleywide trip ends over those that would be generated under buildout of the current City General Plan and County Area Plan.

Table 3.2-6
Trip Generation – Existing vs. OVOV Buildout

		Existing (2004)		Future (OVOV Buildout)		
Land Use Category	**Units**	**Quantity**	**Trip Ends**	**Quantity**	**Trip Ends**	**Increase**
Single-Family Residential	du	48,251	471,153	81,395	795,563	69%
Multi-Family Residential	du	24,387	191,023	67,679	514,809	170%
Subtotal	*du*	*72,638*	*662,176*	*149,074*	*1,310,372*	*98%*
Commercial Retail	tsf	9,157.63	515,716	23,585.06	1,230,042	139%
Commercial Office	tsf	2,072.12	25,996	17,311.53	205,851	692%
Industrial Park	tsf	18,332.42	107,565	40,735.96	240,697	124%
Subtotal	*tsf*	*29,562.17*	*649,277*	*81,632.55*	*1,676,590*	*158%*
Other (Schools, etc.)	--	--	176,541	--	301,424	71%
	Total:	**--**	**1,487,994**	**--**	**3,288,386**	**121%**[1]

[1] *Represents an annual increase of approximately 2.6% (compounded) if buildout is presumed to occur over a 30-year period.*
du = dwelling units
tsf = thousand square feet
Trip Ends = Daily trip ends (one trip = 2 trip ends)

Table 3.2-7
Trip Generation – Existing City General Plan and County Area Plan Buildout vs. OVOV Buildout

		Existing Plan Buildout		Proposed Plan Buildout		
Land Use Category	**Units**	**Quantity**	**Trip Ends**	**Quantity**	**Trip Ends**	**Increase**
Single-Family Residential	du	89,373	877,112	81,395	795,563	-9%
Multi-Family Residential	du	62,543	481,988	67,679	514,809	7%
Subtotal	*du*	*151,916*	*1,359,100*	*149,074*	*1,310,372*	*-4%*
Commercial Retail	tsf	21,561.65	1,134,793	23,585.06	1,230,042	8%
Commercial Office	tsf	14,746.77	169,850	17,311.53	205,851	21%
Industrial Park	tsf	43,144.21	254,465	40,735.96	240,697	-5%
Subtotal	*tsf*	*79,452.63*	*1,559,108*	*81,632.55*	*1,676,590*	*8%*
Other (Schools, etc.)	--	--	288,885	--	301,424	4%
	Total:	**--**	**3,207,093**	**--**	**3,288,386**	**3%**

du = dwelling units
tsf = thousand square feet
Trip Ends = Daily trip ends (one trip = 2 trip ends)

Roadway Segments

A comparison of traffic forecasts based on the proposed OVOV plan (the proposed land uses along with the proposed highway network) to existing conditions is provided in **Table 3.2-8**. The table presents roadway segment V/C ratios and LOS values for each of the two scenarios. A comparable table for peak hour intersection conditions is provided in **Table 3.2-8**.

Table 3.2-8 demonstrates that with the proposed Highway Plan in place, each of the four of the five roadway segments that exceed are at LOS F for existing conditions are forecast to operate at LOS E or better with the proposed OVOV plan. The fifth segment that is at LOS F for existing conditions, McBean Parkway south of Avenue Scott, is shown to remain at LOS F with the OVOV plan. However, the V/C ratio at that location does not increase with the OVOV plan.

Table 3.2-8 (the comparison of existing conditions to OVOV Buildout Conditions) identifies three segments that are forecast to operate at LOS F, **Table 3.2-9** (the comparison of the current City/County plan to OVOV Buildout Conditions) identifies five roadway segments that are forecast to operate at LOS F due to a greater number of locations evaluated in **Table 3.2-9**. The number of locations evaluated in the comparison of existing conditions to OVOV Buildout Conditions is limited to the locations where existing traffic data is available, hence a fewer number of locations are evaluated in **Table 3.2-8**.

Table 3.2-8
ADT V/C and LOS – Existing Conditions vs OVOV Buildout Conditions
(With Highway Plan Roadways)

		Existing Conditions			OVOV General Plan With Highway Plan		
	Roadway Segment	Volume	V/C	LOS	Volume	V/C	LOS
1.	Agua Dulce n/o Escondido Cyn	4,000	.22	A	8,000	.22	A
2.	Agua Dulce n/o Davenport	3,000	.17	A	13,000	.36	A
4.	Agua Dulce s/o SR-14	<500	.00	A	3,000	.08	A
6.	Ave Scott s/o Stanford	14,000	.39	A	37,000	.69	B
8.	Ave Stanford s/o Vanderbilt	5,000	.14	A	17,000	.47	A
10.	Ave Stanford s/o Rye Cyn	9,000	.25	A	16,000	.44	A
11.	Bouquet Cyn n/o Vasquez	4,000	.22	A	6,000	.17	A
14.	Bouquet Cyn e/o Haskell	25,000	.69	B	32,000	.59	A
15.	Bouquet Cyn w/o Haskell	39,000	1.08	**F**	49,000	.91	E
16.	Bouquet Cyn e/o Seco	43,000	.96	E	54,000	1.00	E
17.	Bouquet Cyn w/o Seco	48,000	.89	D	53,000	.74	C
18.	Bouquet Cyn s/o Newhall Ranch	50,000	.69	B	77,000	1.07	**F**
20.	Bouquet Cyn n/o Magic Mtn	36,000	1.00	E	54,000	1.00	E
25.	Castaic n/o Lake Hughes	11,000	.31	A	5,000	.14	A
28.	Chiquito Cyn s/o San Martinez Cyn	1,000	.06	A	6,000	.33	A
31.	Commerce Center s/o Franklin	16,000	.30	A	39,000	.72	C
32.	Commerce Center n/o SR-126	11,000	.20	A	43,000	.80	C
35.	Copper Hill n/o Newhall Ranch	35,000	.49	A	54,000	.75	C
39.	Copper Hill e/o McBean	35,000	.97	E	41,000	.76	C
43.	Davenport e/o Sierra Hwy	2,000	.11	A	6,000	.17	A
44.	Davenport w/o Agua Dulce	2,000	.11	A	3,000	.08	A
46.	Decoro e/o Dickason	20,000	.56	A	14,000	.39	A
48.	Decoro w/o Hillsborough	16,000	.44	A	17,000	.47	A
51.	Dickason n/o Newhall Ranch	13,000	.36	A	21,000	.39	A
54.	Escondido e/o Agua Dulce	3,000	.17	A	5,000	.14	A
55.	Franklin e/o Wolcott Way	<500	.00	A	8,000	.53	A
56.	Franklin w/o Commerce Center	6,000	.17	A	11,000	.31	A
62.	Golden Valley s/o Centre Point	19,000	.53	A	39,000	.72	C
64.	Golden Valley e/o Sierra Hwy	14,000	.26	A	36,000	.67	B
68.	Hasley Cyn w/o Del Valle	3,000	.17	A	13,000	.72	C
69.	Hasley Cyn w/o Commerce Center	7,000	.19	A	14,000	.39	A
70.	Hasley Cyn w/o The Old Road	17,000	.31	A	38,000	.70	B
71.	Hasley Cyn w/o I-5	11,000	.31	A	34,000	.63	B
74.	Hillcrest w/o The Old Road	9,000	.25	A	17,000	.47	A
75.	Jakes Way e/o Canyon Park	6,000	.33	A	12,000	.67	B
77.	Lake Hughes e/o Castaic	9,000	.25	A	37,000	.69	B
78.	Lake Hughes e/o Ridge Route	2,000	.11	A	7,000	.39	A
85.	Lost Cyn n/o Canyon Park	6,000	.17	A	16,000	.30	A

Roadway Segment	Existing Conditions			OVOV General Plan With Highway Plan		
	Volume	V/C	LOS	Volume	V/C	LOS
86. Lost Cyn n/o Via Princessa	9,000	.25	A	21,000	.39	A
87. Lost Cyn s/o Via Princessa	2,000	.11	A	11,000	.31	A
92. Lyons e/o Orchard Village	47,000	1.31	**F**	52,000	.96	E
93. Lyons w/o Main Street	20,000	.56	A	24,000	.44	A
105. Magic Mtn e/o Valencia	16,000	.44	A	54,000	1.00	E
109. McBean s/o Copper Hill	21,000	.39	A	27,000	.50	A
112. McBean n/o Newhall Ranch	39,000	.72	C	48,000	.89	D
113. McBean s/o Newhall Ranch	50,000	.69	B	58,000	.81	D
114. McBean s/o Ave Scott	58,000	1.07	**F**	77,000	1.07	**F**
117. McBean s/o Valencia	35,000	.65	B	54,000	1.00	E
118. McBean n/o Orchard Village	40,000	.74	CB	43,000	.80	C
119. McBean e/o Rockwell Cyn	24,000	.44	A	44,000	.81	D
120. McBean w/o Rockwell Cyn	32,000	.59	A	53,000	.98	E
124. Newhall Ranch e/o Rye Cyn	11,000	.15	A	49,000	.68	B
126. Newhall Ranch e/o McBean	32,000	.44	A	68,000	.94	E
127. Newhall Ranch w/o Bouquet Cyn	37,000	.51	A	69,000	.96	E
128. Newhall Ranch e/o Bouquet Cyn	25,000	.69	B	46,000	.85	D
131. Newhall s/o Lyons	22,000	1.22	**F**	27,000	.75	C
132. Newhall n/o Valle Oro	44,000	.81	D	33,000	.61	B
133. Newhall n/o Sierra Hwy	41,000	.76	C	40,000	.74	C
136. Orchard Village s/o McBean	30,000	.83	D	54,000	1.00	E
137. Orchard Village s/o Wiley Cyn	29,000	.81	D	44,000	.81	D
138. Orchard Village n/o Lyons	21,000	.58	A	34,000	.63	B
146. Placerita Cyn e/o SR-14	4,000	.22	A	4,000	.11	A
150. Poe s/o Mallory	1,000	.03	A	3,000	.08	A
151. Poe w/o Stevenson Ranch	8,000	.22	A	14,000	.39	A
155. Railroad s/o Oak Ridge	33,000	.92	E	40,000	.74	C
157. Railroad n/o Lyons	34,000	.94	E	36,000	.67	B
161. Ridge Route n/o Lake Hughes	5,000	.09	A	35,000	.65	B
166. Rockwell Cyn n/o McBean	8,000	.22	A	23,000	.64	B
168. Rye Cyn w/o Ave Scott	41,000	.76	C	48,000	.89	D
169. Rye Cyn e/o The Old Road	47,000	.87	D	58,000	.92	E
172. San Martinez Grande Cyn n/o SR-126	<500	.00	A	5,000	.14	A
174. Sand Cyn n/o Soledad Cyn	7,000	.39	A	14,000	.39	A
175. Sand Cyn s/o Soledad Cyn	27,000	.75	C	25,000	.46	A
176. Sand Cyn s/o SR-14	11,000	.61	B	26,000	.48	A
177. Sand Cyn s/o Lost Cyn	9,000	.50	A	14,000	.78	C
192. Sierra Hwy n/o Vasquez Cyn	11,000	.61	B	16,000	.30	A
195. Sierra Hwy n/o Soledad Cyn	23,000	.64	B	52,000	.96	E
196. Sierra Hwy s/o Soledad Cyn	36,000	.67	B	36,000	.67	B
198. Sierra Hwy s/o Via Princessa	24,000	.67	B	30,000	.56	A
201. Sierra Hwy n/o Newhall	19,000	.53	A	23,000	.43	A
211. Soledad Cyn e/o Bouquet Cyn	47,000	.87	D	45,000	.83	D

Roadway Segment	Existing Conditions			OVOV General Plan With Highway Plan		
	Volume	V/C	LOS	Volume	V/C	LOS
212. Soledad Cyn w/o Golden Valley	45,000	.83	D	38,000	.70	B
213. Soledad Cyn e/o Golden Valley	37,000	.69	B	50,000	.93	E
215. Soledad Cyn w/o Whites Cyn	44,000	.81	D	38,000	.70	B
216. Soledad Cyn e/o Whites Cyn	43,000	.80	C	44,000	.81	D
217. Soledad Cyn e/o Sierra Hwy	30,000	.56	A	34,000	.63	B
220. Soledad Cyn e/o SR-14 (at Sand Cyn)	17,000	.47	A	18,000	.33	A
221. Soledad Cyn w/o Shadow Pines	11,000	.31	A	10,000	.19	A
222. Soledad Cyn e/o Shadow Pines	5,000	.14	A	17,000	.31	A
223. Soledad Cyn e/o SR-14	2,000	.11	A	10,000	.28	A
224. Soledad Cyn w/o Agua Dulce	2,000	.11	A	4,000	.11	A
225. Soledad Cyn e/o Agua Dulce	2,000	.11	A	3,000	.08	A
227. SR-126 w/o San Martinez Grande Cyn	24,000	.55	A	33,000	.75	C
228. SR-126 w/o Chiquito Cyn/Long Cyn	24,000	.55	A	38,000	.86	D
229. SR-126 w/o Wolcott	24,000	.55	A	59,000	.89	D
230. SR-126 w/o Commerce Center	25,000	.57	A	66,000	.75	C
231. SR-126 w/o I-5	34,000	.52	A	75,000	.85	D
239. The Old Road n/o Sedona Way	15,000	.83	D	23,000	.64	B
242. The Old Road n/o Biscailuiz	10,000	.56	A	18,000	.33	A
245. The Old Road s/o Henry Mayo	15,000	.42	A	16,000	.30	A
247. The Old Road n/o Magic Mtn	31,000	.86	D	52,000	.96	E
248. The Old Road s/o Magic Mtn	15,000	.42	A	30,000	.56	A
254. Tibbitts s/o Newhall Ranch	11,000	.20	A	34,000	.63	B
262. Valencia w/o The Old Road	16,000	.30	A	61,000	.97	E
266. Valencia w/o McBean	48,000	.76	C	61,000	.85	D
271. Valencia s/o Cinema	54,000	1.00	E	59,000	1.09	**F**
273. Valley s/o Lyons	2,000	.06	A	11,000	.31	A
274. Vasquez Cyn e/o Bouquet Cyn	7,000	.39	A	6,000	.33	A
275. Vasquez Cyn w/o Sierra Hwy	8,000	.44	A	10,000	.56	A
283. Via Princessa n/o Lost Cyn	13,000	.29	A	24,000	.44	A
288. Whites Cyn n/o Soledad	39,000	1.08	**F**	42,000	.78	C
289. Whites Cyn s/o Soledad	32,000	.59	A	48,000	.89	D
290. Wiley Cyn e/o Orchard Village	11,000	.31	A	42,000	.78	C
294. Wiley Cyn n/o Calgrove	9,000	.50	A	19,000	.53	A

*LOS in **Bold** exceeds performance criteria of LOS E.*

Level of service ranges: .00 - .60 A .61 - .70 B .71 - .80 C .81 - .90 D .91 – 1.00 E Above 1.00 F

Future daily traffic volumes on study arterial roadways were estimated for both the current City General Plan and County Area Plan land uses and the proposed OVOV land uses, with incorporation of the proposed Highway Plan, which is illustrated in **Figure 3.2-6, OVOV Highway Plan**. The proposed Highway Plan includes improvements such as roadway designation changes, widenings, and traffic

signal modifications, to roadways located throughout the OVOV Planning Area. These improvements are summarized in **Appendix 3.2**. For purposes of this analysis, the buildout year is conservatively assumed to be 2035.

Plan to Plan Analysis

Long-range ADT volumes for study arterial roadways under current City General Plan and County Area Plan buildout are shown in **Figure 3.2-7, Average Daily Traffic Volumes – Buildout of Current City General Plan and County Area Plan**. Long-range ADT volumes for study arterial roadways under proposed City General Plan and County Area Plan buildout are shown in **Figure 3.2-8**, **Average Daily Traffic Volumes – Buildout of Proposed City General Plan and County Area Plan**.

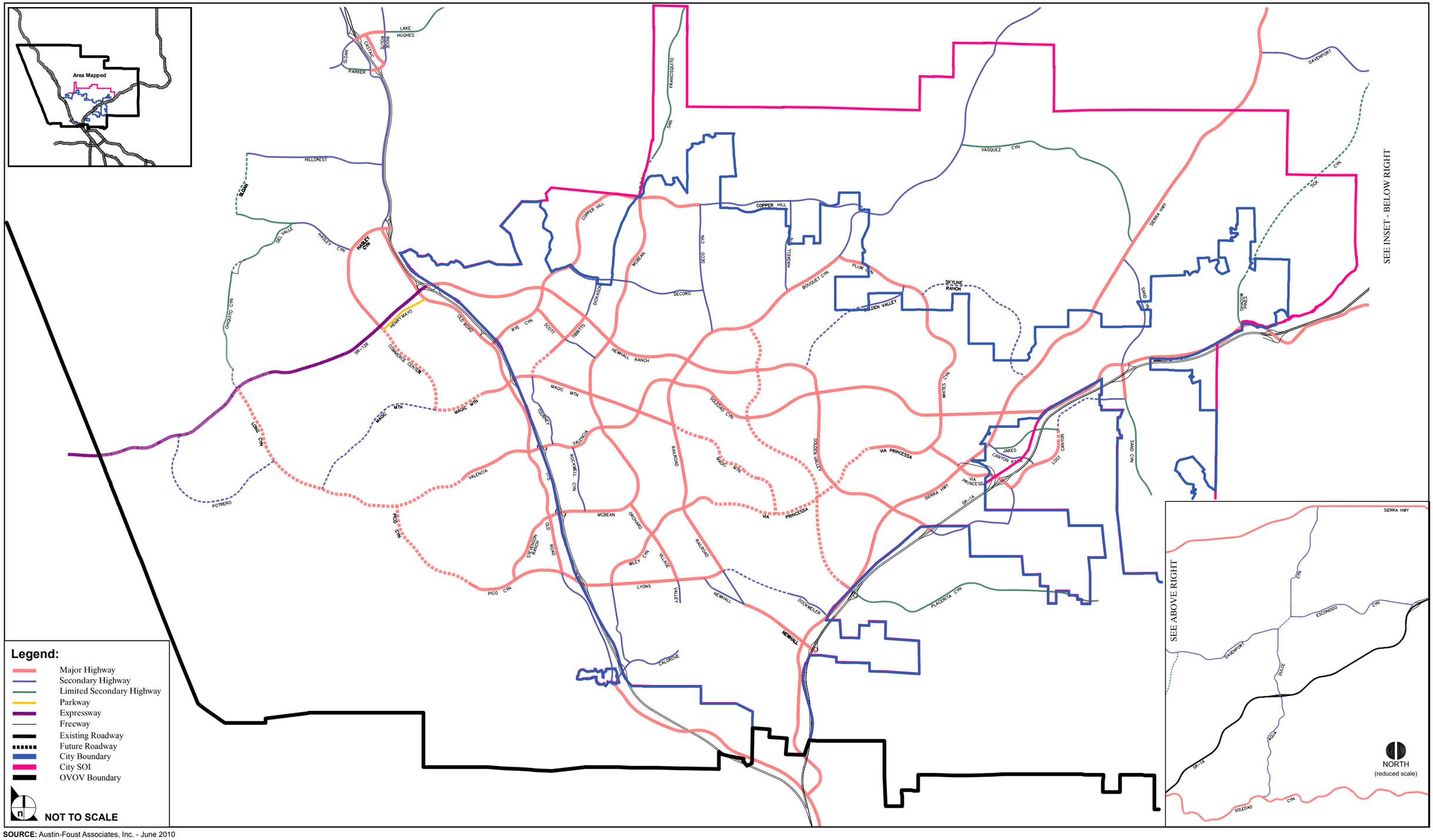
As stated previously, the maximum desired LOS on arterial roads within the OVOV Planning Area is LOS E; therefore, a LOS F rating will be acceptable under previously stated situations. According to **Table 3.2-9, Future Level of Service Summary – Arterial Roadways**, the following 10 roadway segments would operate at LOS F under buildout of the current City General Plan and County Area Plan:

City

- Bouquet Canyon Road between Newhall Ranch Road and Soledad Canyon Road (Segment No.18)
- Golden Valley Road between Via Princessa and Sierra Highway (Segment No.63)
- McBean Parkway between Avenue Scott and Creekside Road (Segment No.114)
- McBean Parkway between the I-5 freeway and Rockwell Canyon Road (Segment No.120)
- Newhall Avenue between Sierra Highway and SR-14 freeway (Segment No.134)
- Valencia Boulevard between Creekside Road and Magic Mountain Parkway (Segment No.270)
- Valencia Boulevard between Cinema Drive and Creekside Road (Segment No.271)
- Via Princessa between Santa Clarita Parkway and Golden Valley Road (Segment No.278)
- Via Princessa between Whites Canyon Road and Sierra Highway (Segment No.281)

County

- County: Valencia Boulevard between Pico Canyon Road and Magic Mountain Parkway (West) (Segment No.258)
- In contrast, five arterial roadway segments, all located within the City, would operate at LOS F under buildout of the proposed City General Plan and County Area Plan.



Legend:

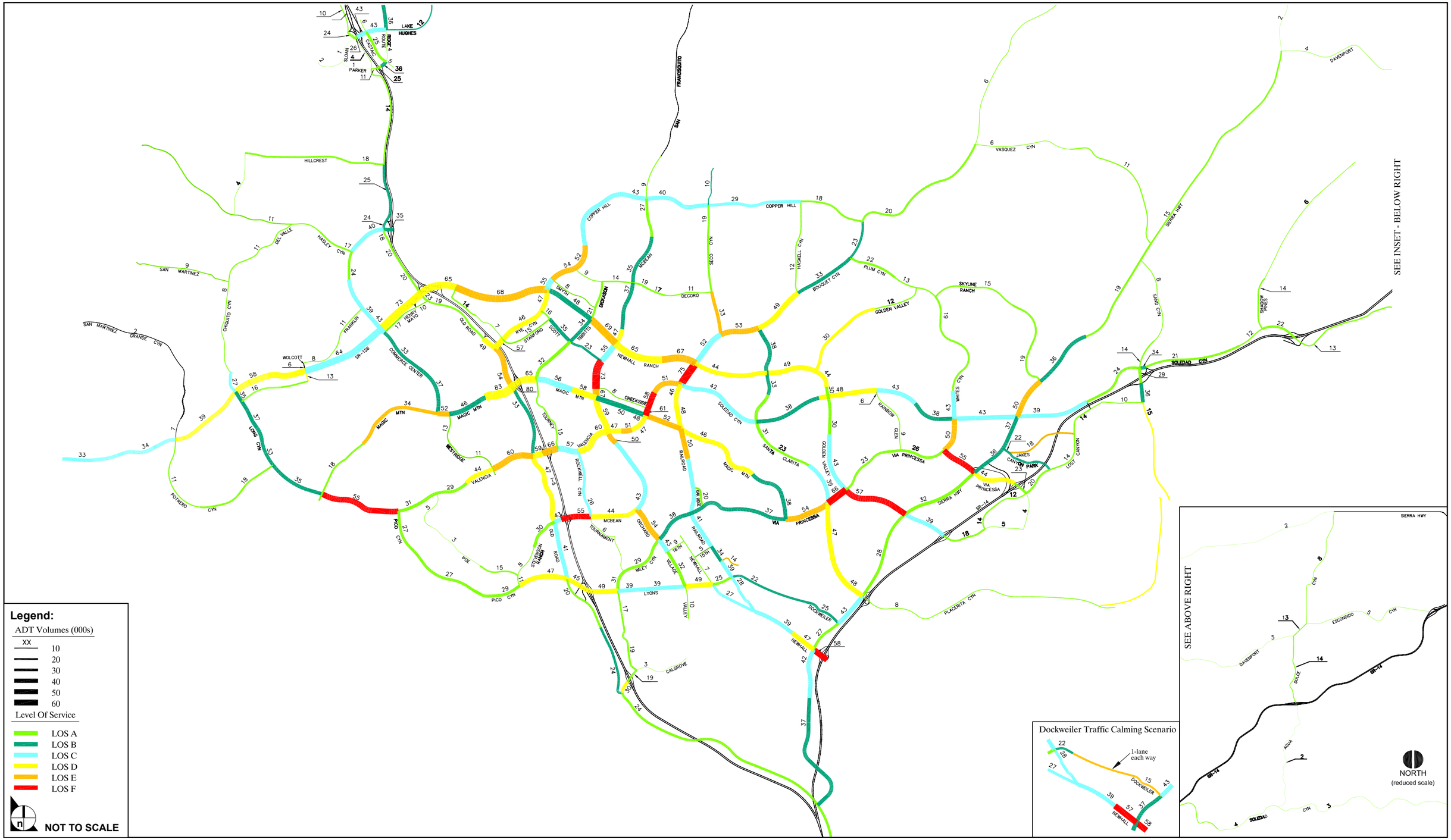
- Major Highway
- Secondary Highway
- Limited Secondary Highway
- Parkway
- Expressway
- Freeway
- Existing Roadway
- Future Roadway
- City Boundary
- City SOI
- OVOV Boundary

NOT TO SCALE

SOURCE: Austin-Foust Associates, Inc. - June 2010

FIGURE **3.2-6**

OVOV Highway Plan

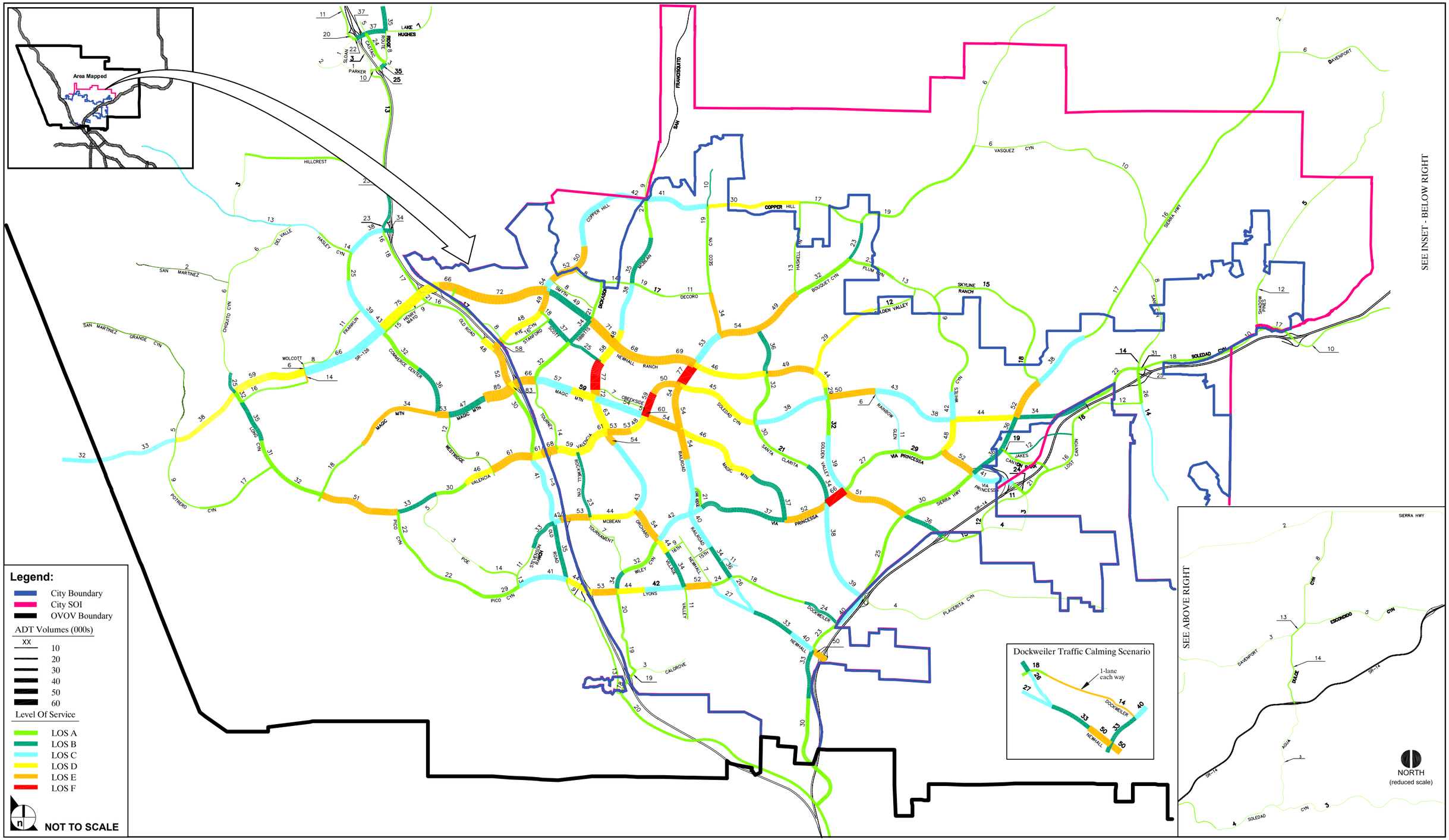


SOURCE: Austin-Foust Associates, Inc. - June 2010

FIGURE **3.2-7**

Average Daily Traffic Volumes - Buildout of Current City General Plan and County Area Plan

112-023•09/10



SOURCE: Austin-Foust Associates, Inc. - June 2010

FIGURE **3.2-8**

Average Daily Traffic Volumes - Buildout of Proposed City General Plan and County Area Plan

112-023•09/10

City

- Bouquet Canyon Road between Newhall Ranch Road and Soledad Canyon Road (Segment No.18)
- McBean Parkway between Avenue Scott and Creekside Road (Segment No.114)
- Valencia Boulevard between Creekside Road and Magic Mountain Parkway (Segment No.270)
- Valencia Boulevard between Cinema Drive and Creekside Road (Segment No.271)
- Via Princessa between Santa Clarita Parkway and Golden Valley Road (Segment No.278)

It should be noted that these same arterial roadway segments would also operate at LOS F under buildout of the current City General Plan and County Area Plan. Therefore, five fewer roadway segments would operate at LOS F with implementation of the proposed City General Plan and County Area Plan. Consequently, roadway operations would incrementally improve with implementation of the proposed City General Plan and County Area Plan in place of the current City General Plan and County Area Plan.

Table 3.2-9
Future Level of Service Summary – Arterial Roadways

				Current General Plan and Area Plan			OVOV General Plan and Area Plan		
	Roadway Segment (Location)	Lanes	Capacity	Volume	V/C	LOS	Volume	V/C	LOS
1.	Agua Dulce n/o Escondido Canyon (County)	4	36,000	8,000	0.22	A	8,000	0.22	A
2.	Agua Dulce n/o Davenport (County)	4	36,000	13,000	0.36	A	13,000	0.36	A
3.	Agua Dulce n/o SR-14 (County)	4	36,000	14,000	0.39	A	14,000	0.39	A
4.	Agua Dulce s/o SR-14 (County)	4	36,000	2,000	0.06	A	3,000	0.08	A
5.	Ave Scott s/o Rye Canyon (City)	6	54,000	16,000	0.30	A	18,000	0.33	A
6.	Ave Scott s/o Stanford (City)	6	54,000	35,000	0.65	B	37,000	0.69	B
7.	Ave Scott n/o McBean (City)	4	36,000	23,000	0.64	B	25,000	0.69	B
8.	Ave Stanford s/o Vanderbilt (City)	4	36,000	14,000	0.39	A	17,000	0.47	A
9.	Ave Stanford n/o Rye Canyon (City)	4	30,000	7,000	0.23	A	8,000	0.27	A
10.	Ave Stanford s/o Rye Canyon (City)	4	36,000	15,000	0.42	A	16,000	0.44	A
11.	Bouquet Canyon n/o Vasquez (County)	4	36,000	6,000	0.17	A	6,000	0.17	A
12.	Bouquet Canyon n/o Copper Hill (County)	4	36,000	20,000	0.56	A	19,000	0.53	A
13.	Bouquet Canyon e/o Plum Canyon (City)	4	36,000	23,000	0.64	B	23,000	0.64	B
14.	Bouquet Canyon e/o Haskell (City)	6	54,000	33,000	0.61	B	32,000	0.59	A
15.	Bouquet Canyon w/o Haskell (City)	6	54,000	49,000	0.91	E	49,000	0.91	E
16.	Bouquet Canyon e/o Seco (City)	6	54,000	53,000	0.98	E	54,000	1.00	E
17.	Bouquet Canyon w/o Seco (City)	8	72,000	52,000	0.72	C	53,000	0.74	C

	Roadway Segment (Location)	Lanes	Capacity	Current General Plan and Area Plan			OVOV General Plan and Area Plan		
				Volume	V/C	LOS	Volume	V/C	LOS
18.	Bouquet Canyon s/o Newhall Ranch (City)	8	72,000	75,000	1.04	**F**	77,000	1.07	**F**
19.	Bouquet Canyon s/o Soledad (City)	6	54,000	46,000	0.85	D	54,000	1.00	E
20.	Bouquet Canyon n/o Magic Mtn (City)	6	54,000	48,000	0.89	D	54,000	1.00	E
21.	Calgrove e/o The Old Road (County)	4	36,000	30,000	0.83	D	18,000	0.50	A
22.	Calgrove w/o Wiley Canyon (City)	4	36,000	19,000	0.53	A	19,000	0.53	A
23.	Calgrove e/o Wiley Canyon (City)	4	36,000	3,000	0.08	A	3,000	0.08	A
24.	Canyon Park e/o Sierra Hwy (County)	4	36,000	22,000	0.61	B	19,000	0.53	A
25.	Castaic n/o Lake Hughes (County)	4	36,000	6,000	0.17	A	5,000	0.14	A
26.	Castaic s/o Lake Hughes (County)	6	54,000	25,000	0.46	A	24,000	0.44	A
27.	Castaic s/o Ridge Route (County)	2	15,000	5,000	0.33	A	3,000	0.20	A
28.	Chiquito Canyon s/o San Martinez Canyon (County)	2	18,000	8,000	0.44	A	6,000	0.33	A
29.	Chiquito Canyon (Long Canyon) n/o SR-126 (County)	4	36,000	27,000	0.75	C	25,000	0.69	B
30.	Commerce Center s/o Industry (County)	6	54,000	24,000	0.44	A	25,000	0.46	A
31.	Commerce Center s/o Franklin (County)	6	54,000	39,000	0.72	C	39,000	0.72	C
32.	Commerce Center n/o SR-126 (County)	6	54,000	43,000	0.80	C	43,000	0.80	C
33.	Commerce Center s/o Henry Mayo (County)	6	54,000	33,000	0.61	B	32,000	0.59	A
34.	Commerce Center n/o Magic Mtn (County)	6	54,000	37,000	0.69	B	36,000	0.67	B
35.	Copper Hill n/o Newhall Ranch (City)	8	72,000	55,000	0.76	C	54,000	0.75	C
36.	Copper Hill s/o Decoro (City)	6	54,000	54,000	1.00	E	52,000	0.96	E
37.	Copper Hill n/o Decoro (County)	6	54,000	52,000	0.96	E	50,000	0.93	E
38.	Copper Hill w/o McBean (County)	6	54,000	43,000	0.80	C	42,000	0.78	C
39.	Copper Hill e/o McBean (City)	6	54,000	40,000	0.74	C	41,000	0.76	C
40.	Copper Hill e/o Seco Canyon (City)	4	36,000	29,000	0.81	D	30,000	0.83	D
41.	Copper Hill e/o Haskell (County)	4	36,000	18,000	0.50	A	17,000	0.47	A
42.	Creekside e/o McBean Pkwy (City)	4	36,000	8,000	0.22	A	7,000	0.19	A
43.	Davenport e/o Sierra Hwy (County)	4	36,000	4,000	0.11	A	6,000	0.17	A
44.	Davenport w/o Agua Dulce (County)	4	36,000	3,000	0.08	A	3,000	0.08	A
45.	Decoro e/o Copper Hill (City)	4	36,000	9,000	0.25	A	8,000	0.22	A
46.	Decoro e/o Dickason (City)	4	36,000	14,000	0.39	A	14,000	0.39	A
47.	Decoro e/o McBean (City)	4	36,000	19,000	0.53	A	19,000	0.53	A
48.	Decoro w/o Hillsborough (City)	4	36,000	17,000	0.47	A	17,000	0.47	A
49.	Decoro w/o Seco Canyon (City)	4	36,000	11,000	0.31	A	11,000	0.31	A
50.	Del Valle n/o San Martinez (County)	2	18,000	11,000	0.61	B	6,000	0.33	A

Roadway Segment (Location)	Lanes	Capacity	Current General Plan and Area Plan			OVOV General Plan and Area Plan		
			Volume	V/C	LOS	Volume	V/C	LOS
51. Dickason n/o Newhall Ranch (City)	6	54,000	21,000	0.39	A	21,000	0.39	A
52. Dockweiler e/o Railroad (City)	4	36,000	22,000	0.61	B	18,000	0.50	A
53. Dockweiler w/o Sierra Hwy (City)	4	36,000	25,000	0.69	B	24,000	0.67	B
54. Escondido e/o Agua Dulce (County)	4	36,000	5,000	0.14	A	5,000	0.14	A
55. Franklin e/o Wolcott Way (County)	2	15,000	8,000	0.53	A	8,000	0.53	A
56. Franklin w/o Commerce Center (County)	4	36,000	11,000	0.31	A	11,000	0.31	A
57. Golden Valley s/o Plum Canyon (City)	4	36,000	12,000	0.33	A	12,000	0.33	A
58. Golden Valley n/o Newhall Ranch (City)	4	36,000	30,000	0.83	D	29,000	0.81	D
59. Golden Valley n/o Soledad (City)	6	54,000	44,000	0.81	D	44,000	0.81	D
60. Golden Valley s/o Soledad (City)	6	54,000	30,000	0.56	A	29,000	0.54	A
61. Golden Valley n/o Centre Point (City)	6	54,000	30,000	0.56	A	32,000	0.59	A
62. Golden Valley s/o Centre Point (City)	6	54,000	43,000	0.80	C	39,000	0.72	C
63. Golden Valley s/o Via Princessa (City)	6	54,000	57,000	1.06	**F**	51,000	0.94	E
64. Golden Valley e/o Sierra Hwy (City)	6	54,000	39,000	0.72	C	36,000	0.67	B
65. Golden Valley e/o SR-14 (City)	4	36,000	18,000	0.50	A	15,000	0.42	A
66. Golden Valley e/o Lost Canyon (City)	4	36,000	5,000	0.14	A	4,000	0.11	A
67. Haskell Canyon n/o Bouquet (City)	4	36,000	12,000	0.33	A	13,000	0.36	A
68. Hasley Canyon w/o Del Valle (County)	2	18,000	11,000	0.61	B	13,000	0.72	C
69. Hasley Canyon w/o Commerce Center (County)	4	36,000	17,000	0.47	A	14,000	0.39	A
70. Hasley Canyon w/o The Old Road (County)	6	54,000	40,000	0.74	C	38,000	0.70	B
71. Hasley Canyon w/o I-5 (County)	6	54,000	35,000	0.65	B	34,000	0.63	B
72. Henry Mayo e/o Commerce Center (County)	4	36,000	17,000	0.47	A	15,000	0.42	A
73. Henry Mayo w/o The Old Road (County)	4	36,000	10,000	0.28	A	9,000	0.25	A
74. Hillcrest w/o The Old Road (County)	4	36,000	18,000	0.50	A	17,000	0.47	A
75. Jakes Way e/o Canyon Park (County)	2	18,000	18,000	1.00	E	12,000	0.67	B
76. Lake Hughes w/o Castaic (County)	6	54,000	43,000	0.80	C	37,000	0.69	B
77. Lake Hughes e/o Castaic (County)	6	54,000	43,000	0.80	C	37,000	0.69	B
78. Lake Hughes e/o Ridge Route (County)	2	18,000	12,000	0.67	B	7,000	0.39	A
79. Long Canyon s/o SR-126 (County)	6	54,000	35,000	0.65	B	32,000	0.59	A
80. Long Canyon s/o River Village (County)	6	54,000	37,000	0.69	B	35,000	0.65	B
81. Long Canyon n/o Potrero Canyon (County)	6	54,000	33,000	0.61	B	31,000	0.57	A
82. Long Canyon s/o Potrero Canyon (County)	6	54,000	35,000	0.65	B	32,000	0.59	A
83. Lost Canyon w/o Sand Canyon (County)	4	36,000	10,000	0.28	A	12,000	0.33	A
84. Lost Canyon n/o Jakes Way (County)	4	36,000	14,000	0.39	A	16,000	0.44	A

Roadway Segment (Location)	Lanes	Capacity	Current General Plan and Area Plan			OVOV General Plan and Area Plan		
			Volume	V/C	LOS	Volume	V/C	LOS
85. Lost Canyon n/o Canyon Park (County)	6	54,000	14,000	0.26	A	16,000	0.30	A
86. Lost Canyon n/o Via Princessa (County)	6	54,000	20,000	0.37	A	21,000	0.39	A
87. Lost Canyon s/o Via Princessa (County)	4	36,000	12,000	0.33	A	11,000	0.31	A
88. Lost Canyon n/o Golden Valley (City)	4	36,000	14,000	0.39	A	12,000	0.33	A
89. Lyons e/o I-5 (City)	6	54,000	49,000	0.91	E	53,000	0.98	E
90. Lyons e/o Wiley Canyon (City)	6	54,000	39,000	0.72	C	44,000	0.81	D
91. Lyons w/o Orchard Village (City)	6	54,000	39,000	0.72	C	42,000	0.78	C
92. Lyons e/o Orchard Village (City)	6	54,000	49,000	0.91	E	52,000	0.96	E
93. Lyons w/o Main Street (City)	6	54,000	25,000	0.46	A	24,000	0.44	A
94. Magic Mtn e/o Long Canyon (County)	4	36,000	18,000	0.50	A	18,000	0.50	A
95. Magic Mtn w/o Commerce Center (County)	4	36,000	34,000	0.94	E	34,000	0.94	E
96. Magic Mtn e/o Commerce Center (County)	6	54,000	52,000	0.96	E	53,000	0.98	E
97. Magic Mtn e/o Westridge (County)	8	72,000	46,000	0.64	B	47,000	0.65	B
98. Magic Mtn w/o The Old Road (County)	10	90,000	83,000	0.92	E	85,000	0.94	E
99. Magic Mtn e/o The Old Road (County)	10	90,000	80,000	0.89	D	83,000	0.92	E
100. Magic Mtn e/o I-5 (City)	8	72,000	65,000	0.90	D	66,000	0.92	E
101. Magic Mtn e/o Tourney (City)	8	72,000	56,000	0.78	C	57,000	0.79	C
102. Magic Mtn w/o McBean (City)	8	72,000	58,000	0.81	D	59,000	0.82	D
103. Magic Mtn e/o McBean (City)	8	72,000	50,000	0.69	B	54,000	0.75	C
104. Magic Mtn w/o Valencia (City)	8	72,000	48,000	0.67	B	51,000	0.71	C
105. Magic Mtn e/o Valencia (City)	6	54,000	52,000	0.96	E	54,000	1.00	E
106. Magic Mtn e/o Bouquet Canyon (City)	6	54,000	46,000	0.85	D	46,000	0.85	D
107. Magic Mtn n/o Via Princessa (City)	6	54,000	38,000	0.70	B	37,000	0.69	B
108. McBean n/o Copper Hill (City)	2	18,000	9,000	0.50	A	9,000	0.50	A
109. McBean s/o Copper Hill (City)	6	54,000	27,000	0.50	A	27,000	0.50	A
110. McBean n/o Decoro (City)	6	54,000	35,000	0.65	B	35,000	0.65	B
111. McBean s/o Decoro (City)	6	54,000	37,000	0.69	B	38,000	0.70	B
112. McBean n/o Newhall Ranch (City)	6	54,000	47,000	0.87	D	48,000	0.89	D
113. McBean s/o Newhall Ranch (City)	8	72,000	55,000	0.76	C	58,000	0.81	D
114. McBean s/o Ave Scott (City)	8	72,000	73,000	1.01	**F**	77,000	1.07	**F**
115. McBean n/o Magic Mtn (City)	8	72,000	67,000	0.93	E	72,000	1.00	E
116. McBean n/o Valencia (City)	8	72,000	59,000	0.82	D	63,000	0.88	D
117. McBean s/o Valencia (City)	6	54,000	50,000	0.93	E	54,000	1.00	E
118. McBean n/o Orchard Village (City)	6	54,000	43,000	0.80	C	43,000	0.80	C

Roadway Segment (Location)	Lanes	Capacity	Current General Plan and Area Plan			OVOV General Plan and Area Plan		
			Volume	V/C	LOS	Volume	V/C	LOS
119. McBean e/o Rockwell Canyon (City)	6	54,000	44,000	0.81	D	44,000	0.81	D
120. McBean w/o Rockwell Canyon (City)	6	54,000	55,000	1.02	**F**	53,000	0.98	E
121. McBean w/o I-5 (County)	6	54,000	43,000	0.80	C	42,000	0.78	C
122. Newhall Ranch e/o I-5 (City)	8	72,000	65,000	0.90	D	66,000	0.92	E
123. Newhall Ranch w/o Rye Canyon (City)	8	72,000	68,000	0.94	E	72,000	1.00	E
124. Newhall Ranch e/o Rye Canyon (City)	8	72,000	48,000	0.67	B	49,000	0.68	B
125. Newhall Ranch w/o McBean (City)	8	72,000	69,000	0.96	E	71,000	0.99	E
126. Newhall Ranch e/o McBean (City)	8	72,000	65,000	0.90	D	68,000	0.94	E
127. Newhall Ranch w/o Bouquet Canyon (City)	8	72,000	67,000	0.93	E	69,000	0.96	E
128. Newhall Ranch e/o Bouquet Canyon (City)	6	54,000	44,000	0.81	D	46,000	0.85	D
129. Newhall Ranch e/o Santa Clarita (City)	6	54,000	49,000	0.91	E	49,000	0.91	E
130. Newhall n/o Lyons (City)	4	36,000	2,000	0.06	A	1,000	0.03	A
131. Newhall s/o Lyons (City)	4	36,000	27,000	0.75	C	27,000	0.75	C
132. Newhall n/o Valle Oro (City)	6	54,000	39,000	0.72	C	33,000	0.61	B
133. Newhall n/o Sierra Hwy (City)	6	54,000	47,000	0.87	D	40,000	0.74	C
134. Newhall s/o Sierra Hwy (City)	6	54,000	58,000	1.07	**F**	50,000	0.93	E
135. Oak Ridge e/o Railroad (City)	4	36,000	20,000	0.56	A	21,000	0.58	A
136. Orchard Village s/o McBean (City)	6	54,000	54,000	1.00	E	54,000	1.00	E
137. Orchard Village s/o Wiley Canyon (City)	6	54,000	43,000	0.80	C	44,000	0.81	D
138. Orchard Village n/o Lyons (City)	6	54,000	32,000	0.59	A	34,000	0.63	B
139. Parker e/o Sloan (County)	2	18,000	1,000	0.06	A	1,000	0.06	A
140. Parker w/o I-5 (County)	6	54,000	11,000	0.20	A	10,000	0.19	A
141. Pico Canyon s/o Valencia (County)	6	54,000	27,000	0.50	A	22,000	0.41	A
142. Pico Canyon w/o Whispering Oaks (County)	6	54,000	27,000	0.50	A	22,000	0.41	A
143. Pico Canyon w/o Stevenson Ranch (County)	6	54,000	29,000	0.54	A	29,000	0.54	A
144. Pico Canyon w/o The Old Road (County)	6	54,000	47,000	0.87	D	41,000	0.76	C
145. Pico Canyon w/o I-5 (County)	6	54,000	45,000	0.83	D	44,000	0.81	D
146. Placerita Canyon e/o SR-14 (County)	4	36,000	8,000	0.22	A	4,000	0.11	A
147. Plum Canyon s/o Bouquet Canyon (City)	6	54,000	22,000	0.41	A	23,000	0.43	A
148. Plum Canyon w/o Golden Valley (County)	6	54,000	13,000	0.24	A	13,000	0.24	A
149. Poe s/o Valencia (County)	4	36,000	5,000	0.14	A	5,000	0.14	A
150. Poe s/o Mallory (County)	4	36,000	3,000	0.08	A	3,000	0.08	A
151. Poe w/o Stevenson Ranch (County)	4	36,000	15,000	0.42	A	14,000	0.39	A
152. Potrero s/o SR-126 (County)	4	36,000	11,000	0.31	A	9,000	0.25	A

Roadway Segment (Location)	Lanes	Capacity	Current General Plan and Area Plan			OVOV General Plan and Area Plan		
			Volume	V/C	LOS	Volume	V/C	LOS
153. Potrero w/o Long Canyon (County)	4	36,000	18,000	0.50	A	17,000	0.47	A
154. Railroad s/o Magic Mtn (City)	6	54,000	50,000	0.93	E	54,000	1.00	E
155. Railroad s/o Oak Ridge (City)	6	54,000	41,000	0.76	C	40,000	0.74	C
156. Railroad n/o 13th St (City)	6	54,000	34,000	0.63	B	34,000	0.63	B
157. Railroad n/o Lyons (City)	6	54,000	39,000	0.72	C	36,000	0.67	B
158. Railroad s/o Lyons (City)	4	36,000	28,000	0.78	C	26,000	0.72	C
159. Rainbow Glen s/o Soledad Canyon (City)	2	15,000	6,000	0.40	A	6,000	0.40	A
160. Rainbow Glen n/o Via Princessa (City)	2	15,000	9,000	0.60	A	11,000	0.73	C
161. Ridge Route n/o Lake Hughes (County)	6	54,000	36,000	0.67	B	35,000	0.65	B
162. Ridge Route n/o Castaic (County)	4	36,000	4,000	0.11	A	8,000	0.22	A
163. Ridge Route e/o I-5 (County)	6	54,000	36,000	0.67	B	35,000	0.65	B
164. Ridge Route between I-5 Ramps (County)	6	54,000	25,000	0.46	A	25,000	0.46	A
165. Landmark e/o Long Canyon (County)	4	36,000	16,000	0.44	A	16,000	0.44	A
166. Rockwell Canyon n/o McBean (City)	4	36,000	26,000	0.72	C	23,000	0.64	B
167. Rye Canyon e/o Ave Scott (City)	6	54,000	47,000	0.87	D	49,000	0.91	E
168. Rye Canyon w/o Ave Scott (City)	6	54,000	46,000	0.85	D	48,000	0.89	D
169. Rye Canyon e/o The Old Road (City)	7	63,000	57,000	0.90	D	58,000	0.92	E
170. San Martinez w/o Del Valle (County)	2	15,000	9,000	0.60	A	2,000	0.13	A
171. San Martinez Grande Canyon n/o VTTM 60678 (County)	2	15,000	2,000	0.13	A	<500	0.00	A
172. San Martinez Grande Canyon n/o SR-126 (County)	4	36,000	7,000	0.19	A	5,000	0.14	A
173. Sand Canyon s/o Sierra Hwy (County)	4	36,000	8,000	0.22	A	8,000	0.22	A
174. Sand Canyon n/o Soledad Canyon (City)	4	36,000	14,000	0.39	A	14,000	0.39	A
175. Sand Canyon s/o Soledad Canyon (City)	6	54,000	29,000	0.54	A	25,000	0.46	A
176. Sand Canyon s/o SR-14 (City)	6	54,000	36,000	0.67	B	26,000	0.48	A
177. Sand Canyon s/o Lost Canyon (City)	2	18,000	15,000	0.83	D	14,000	0.78	C
178. Santa Clarita s/o Bouquet Canyon (City)	6	54,000	38,000	0.70	B	36,000	0.67	B
179. Santa Clarita s/o Newhall Ranch (City)	6	54,000	33,000	0.61	B	32,000	0.59	A
180. Santa Clarita s/o Soledad (City)	6	54,000	31,000	0.57	A	30,000	0.56	A
181. Santa Clarita s/o Porta Bella (City)	6	54,000	23,000	0.43	A	21,000	0.39	A
182. Santa Clarita n/o Via Princessa (City)	6	54,000	39,000	0.72	C	34,000	0.63	B
183. Santa Clarita s/o Via Princessa (City)	6	54,000	47,000	0.87	D	38,000	0.70	B
184. Santa Clarita w/o Sierra Hwy (City)	6	54,000	48,000	0.89	D	39,000	0.72	C
185. Seco Canyon n/o Copper Hill (City)	2	15,000	10,000	0.67	B	10,000	0.67	B

Roadway Segment (Location)	Lanes	Capacity	Current General Plan and Area Plan			OVOV General Plan and Area Plan		
			Volume	V/C	LOS	Volume	V/C	LOS
186. Seco Canyon s/o Copper Hill (City)	4	36,000	19,000	0.53	A	19,000	0.53	A
187. Seco Canyon n/o Bouquet Canyon (City)	4	36,000	33,000	0.92	E	34,000	0.94	E
188. Shadow Pines n/o Soledad Canyon (City)	4	36,000	14,000	0.39	A	12,000	0.33	A
189. Shadow Pines n/o Grandifloras (City)	2	18,000	6,000	0.33	A	5,000	0.28	A
190. Sierra Hwy w/o Agua Dulce (County)	6	54,000	2,000	0.04	A	2,000	0.04	A
191. Sierra Hwy n/o Davenport (County)	6	54,000	2,000	0.04	A	2,000	0.04	A
192. Sierra Hwy n/o Vasquez Canyon (County)	6	54,000	15,000	0.28	A	16,000	0.30	A
193. Sierra Hwy s/o Sand Canyon (County)	6	54,000	19,000	0.35	A	17,000	0.31	A
194. Sierra Hwy n/o Skyline Ranch (City)	6	54,000	36,000	0.67	B	38,000	0.70	B
195. Sierra Hwy n/o Soledad Canyon (City)	6	54,000	50,000	0.93	E	52,000	0.96	E
196. Sierra Hwy s/o Soledad Canyon (City)	6	54,000	37,000	0.69	B	36,000	0.67	B
197. Sierra Hwy s/o Canyon Park (City)	6	54,000	36,000	0.67	B	36,000	0.67	B
198. Sierra Hwy s/o Via Princessa (City)	6	54,000	32,000	0.59	A	30,000	0.56	A
199. Sierra Hwy s/o Golden Valley (City)	6	54,000	28,000	0.52	A	25,000	0.46	A
200. Sierra Hwy n/o Dockweiler (City)	6	54,000	43,000	0.80	C	40,000	0.74	C
201. Sierra Hwy n/o Newhall (City)	6	54,000	27,000	0.50	A	23,000	0.43	A
202. Sierra Hwy s/o Newhall (City)	6	54,000	42,000	0.78	C	33,000	0.61	B
203. Sierra Hwy n/o SR-14 (County)	6	54,000	37,000	0.69	B	30,000	0.56	A
204. Skyline Ranch e/o Plum Canyon (City)	4	36,000	15,000	0.42	A	15,000	0.42	A
205. Skyline Ranch w/o Sierra Hwy (City)	4	36,000	19,000	0.53	A	18,000	0.50	A
206. Sloan Canyon e/o The Old Road (County)	6	54,000	26,000	0.48	A	22,000	0.41	A
207. Sloan Canyon e/o Parker (County)	4	36,000	1,000	0.03	A	1,000	0.03	A
208. Sloan Canyon w/o Parker (County)	4	36,000	2,000	0.06	A	2,000	0.06	A
209. Sloan Canyon s/o Hillcrest (County)	2	18,000	4,000	0.22	A	3,000	0.17	A
210. Smyth s/o Copper Hill (City)	4	30,000	8,000	0.27	A	8,000	0.27	A
211. Soledad Canyon e/o Bouquet Canyon (City)	6	54,000	42,000	0.78	C	45,000	0.83	D
212. Soledad Canyon w/o Golden Valley (City)	6	54,000	38,000	0.70	B	38,000	0.70	B
213. Soledad Canyon e/o Golden Valley (City)	6	54,000	48,000	0.89	D	50,000	0.93	E
214. Soledad Canyon e/o Rainbow Glen (City)	6	54,000	43,000	0.80	C	43,000	0.80	C
215. Soledad Canyon w/o Whites Canyon (City)	6	54,000	38,000	0.70	B	38,000	0.70	B
216. Soledad Canyon e/o Whites Canyon (City)	6	54,000	43,000	0.80	C	44,000	0.81	D
217. Soledad Canyon e/o Sierra Hwy (City)	6	54,000	39,000	0.72	C	34,000	0.63	B
218. Soledad Canyon w/o Sand Canyon (City)	6	54,000	24,000	0.44	A	22,000	0.41	A
219. Soledad Canyon e/o Sand Canyon (City)	6	54,000	34,000	0.63	B	31,000	0.57	A

Roadway Segment (Location)	Lanes	Capacity	Current General Plan and Area Plan			OVOV General Plan and Area Plan		
			Volume	V/C	LOS	Volume	V/C	LOS
220. Soledad Canyon e/o SR-14 (at Sand Canyon) (City)	6	54,000	21,000	0.39	A	18,000	0.33	A
221. Soledad Canyon w/o Shadow Pines (City)	6	54,000	12,000	0.22	A	10,000	0.19	A
222. Soledad Canyon e/o Shadow Pines (City)	6	54,000	22,000	0.41	A	17,000	0.31	A
223. Soledad Canyon e/o SR-14 (County)	4	36,000	13,000	0.36	A	10,000	0.28	A
224. Soledad Canyon w/o Agua Dulce (County)	4	36,000	4,000	0.11	A	4,000	0.11	A
225. Soledad Canyon e/o Agua Dulce (County)	4	36,000	3,000	0.08	A	3,000	0.08	A
226. SR-126 at County Line (County)	4	44,000	33,000	0.75	C	32,000	0.73	C
227. SR-126 w/o San Martinez Grande Canyon (County)	4	44,000	34,000	0.77	C	33,000	0.75	C
228. SR-126 w/o Chiquito Canyon/Long Canyon (County)	4	44,000	39,000	0.89	D	38,000	0.86	D
229. SR-126 w/o Wolcott (County)	6	66,000	58,000	0.88	D	59,000	0.89	D
230. SR-126 w/o Commerce Center (County)	8	88,000	64,000	0.73	C	66,000	0.75	C
231. SR-126 w/o I-5 (County)	8	88,000	73,000	0.83	D	75,000	0.85	D
232. Stevenson Ranch w/o Old Road (County)	6	54,000	30,000	0.56	A	33,000	0.61	B
233. Stevenson Ranch n/o Poe (County)	6	54,000	8,000	0.15	A	11,000	0.20	A
234. Stevenson Ranch n/o Pico Canyon (County)	6	54,000	11,000	0.20	A	13,000	0.24	A
235. The Old Road n/o I-5 (at Lake Hughes) (County)	4	36,000	10,000	0.28	A	11,000	0.31	A
236. The Old Road n/o Sloan Canyon (County)	6	54,000	24,000	0.44	A	20,000	0.37	A
237. The Old Road n/o Parker (County)	4	36,000	4,000	0.11	A	3,000	0.08	A
238. The Old Road n/o Hillcrest (County)	4	36,000	14,000	0.39	A	13,000	0.36	A
239. The Old Road n/o Sedona Way (County)	4	36,000	25,000	0.69	B	23,000	0.64	B
240. The Old Road n/o Hasley Canyon (County)	4	36,000	24,000	0.67	B	23,000	0.64	B
241. The Old Road s/o Hasley Canyon (County)	6	54,000	18,000	0.33	A	16,000	0.30	A
242. The Old Road n/o Biscailuiz (County)	6	54,000	20,000	0.37	A	18,000	0.33	A
243. The Old Road n/o Turnberry (County)	6	54,000	20,000	0.37	A	17,000	0.31	A
244. The Old Road n/o Henry Mayo (County)	6	54,000	23,000	0.43	A	21,000	0.39	A
245. The Old Road s/o Henry Mayo (County)	6	54,000	19,000	0.35	A	16,000	0.30	A
246. The Old Road n/o Rye Canyon (County)	6	54,000	49,000	0.91	E	48,000	0.89	D
247. The Old Road n/o Magic Mtn (County)	6	54,000	54,000	1.00	E	52,000	0.96	E
248. The Old Road s/o Magic Mtn (County)	6	54,000	33,000	0.61	B	30,000	0.56	A
249. The Old Road s/o Valencia (County)	6	54,000	47,000	0.87	D	41,000	0.76	C
250. The Old Road s/o McBean (County)	6	54,000	41,000	0.76	C	35,000	0.65	B

Roadway Segment (Location)	Lanes	Capacity	Current General Plan and Area Plan			OVOV General Plan and Area Plan		
			Volume	V/C	LOS	Volume	V/C	LOS
251. The Old Road s/o Pico (County)	4	36,000	20,000	0.56	A	9,000	0.25	A
252. The Old Road n/o Calgrove (County)	4	36,000	24,000	0.67	B	13,000	0.36	A
253. The Old Road s/o Calgrove (County)	6	54,000	24,000	0.44	A	20,000	0.37	A
254. Tibbitts s/o Newhall Ranch (City)	6	54,000	34,000	0.63	B	34,000	0.63	B
255. Tibbitts n/o Magic Mtn (City)	6	54,000	32,000	0.59	A	32,000	0.59	A
256. Tournament s/o McBean (City)	2	15,000	6,000	0.40	A	7,000	0.47	A
257. Tourney n/o Valencia (City)	4	36,000	15,000	0.42	A	14,000	0.39	A
258. Valencia e/o Magic Mtn (County)	6	54,000	55,000	1.02	**F**	51,000	0.94	E
259. Valencia e/o Pico Canyon (County)	6	54,000	31,000	0.57	A	33,000	0.61	B
260. Valencia e/o Poe (County)	6	54,000	29,000	0.54	A	30,000	0.56	A
261. Valencia w/o Westridge (County)	6	54,000	44,000	0.81	D	46,000	0.85	D
262. Valencia w/o The Old Road (County)	7	63,000	60,000	0.95	E	61,000	0.97	E
263. Valencia e/o Old Road (County)	8	72,000	59,000	0.82	D	61,000	0.85	D
264. Valencia e/o I-5 (City)	8	72,000	66,000	0.92	E	68,000	0.94	E
265. Valencia e/o Tourney (City)	8	72,000	57,000	0.79	C	59,000	0.82	D
266. Valencia w/o McBean (City)	8	72,000	60,000	0.83	D	61,000	0.85	D
267. Valencia e/o McBean (City)	6	54,000	47,000	0.87	D	53,000	0.98	E
268. Valencia w/o Citrus (City)	6	54,000	51,000	0.94	E	53,000	0.98	E
269. Valencia s/o Magic Mtn (City)	6	54,000	47,000	0.87	D	48,000	0.89	D
270. Valencia n/o Magic Mtn (City)	6	54,000	61,000	1.13	**F**	60,000	1.11	**F**
271. Valencia s/o Cinema (City)	6	54,000	58,000	1.07	**F**	59,000	1.09	**F**
272. Valencia w/o Bouquet Canyon (City)	6	54,000	51,000	0.94	E	50,000	0.93	E
273. Valley s/o Lyons (City)	4	36,000	10,000	0.28	A	11,000	0.31	A
274. Vasquez Canyon e/o Bouquet Canyon (County)	2	18,000	6,000	0.33	A	6,000	0.33	A
275. Vasquez Canyon w/o Sierra Hwy (County)	2	18,000	11,000	0.61	B	10,000	0.56	A
276. Via Princessa e/o Oak Ridge (City)	6	54,000	37,000	0.69	B	37,000	0.69	B
277. Via Princessa e/o Magic Mtn (City)	6	54,000	54,000	1.00	E	52,000	0.96	E
278. Via Princessa e/o Santa Clarita (City)	6	54,000	66,000	1.22	**F**	66,000	1.22	**F**
279. Via Princessa w/o Rainbow Glen (City)	6	54,000	23,000	0.43	A	27,000	0.50	A
280. Via Princessa e/o Rainbow Glen (City)	6	54,000	26,000	0.48	A	29,000	0.54	A
281. Via Princessa s/o Whites Canyon (City)	6	54,000	55,000	1.02	**F**	52,000	0.96	E
282. Via Princessa s/o Sierra Hwy (City)	6	54,000	44,000	0.81	D	41,000	0.76	C
283. Via Princessa n/o Lost Canyon (County)	6	54,000	23,000	0.43	A	24,000	0.44	A
284. Via Princessa s/o Lost Canyon (County)	6	54,000	4,000	0.07	A	3,000	0.06	A
285. Westridge s/o Magic Mtn (County)	4	36,000	13,000	0.36	A	12,000	0.33	A
286. Westridge n/o Valencia (County)	4	36,000	11,000	0.31	A	9,000	0.25	A
287. Whites Canyon s/o Skyline Ranch (City)	6	54,000	19,000	0.35	A	19,000	0.35	A
288. Whites Canyon n/o Soledad (City)	6	54,000	43,000	0.80	C	42,000	0.78	C

Roadway Segment (Location)	Lanes	Capacity	Current General Plan and Area Plan			OVOV General Plan and Area Plan		
			Volume	V/C	LOS	Volume	V/C	LOS
289. Whites Canyon s/o Soledad (City)	6	54,000	50,000	0.93	E	48,000	0.89	D
290. Wiley Canyon e/o Orchard Village (City)	6	54,000	38,000	0.70	B	42,000	0.78	C
291. Wiley Canyon e/o Tournament (City)	6	54,000	29,000	0.54	A	32,000	0.59	A
292. Wiley Canyon n/o Lyons (City)	6	54,000	31,000	0.57	A	34,000	0.63	B
293. Wiley Canyon s/o Lyons (City)	4	36,000	17,000	0.47	A	20,000	0.56	A
294. Wiley Canyon n/o Calgrove (City)	4	36,000	19,000	0.53	A	19,000	0.53	A
295. Wolcott n/o SR-126 (County)	2	15,000	6,000	0.40	A	6,000	0.40	A
296. Wolcott s/o SR-126 (County)	4	36,000	13,000	0.36	A	14,000	0.39	A
297. 13th St e/o Railroad (City)	2	15,000	14,000	0.93	E	11,000	0.73	C
298. 16th St e/o Orchard Village (City)	4	36,000	9,000	0.25	A	9,000	0.25	A
Average	**n/a**	**n/a**	**29,583**	**0.59**	**A**	**29,003**	**0.57**	**A**

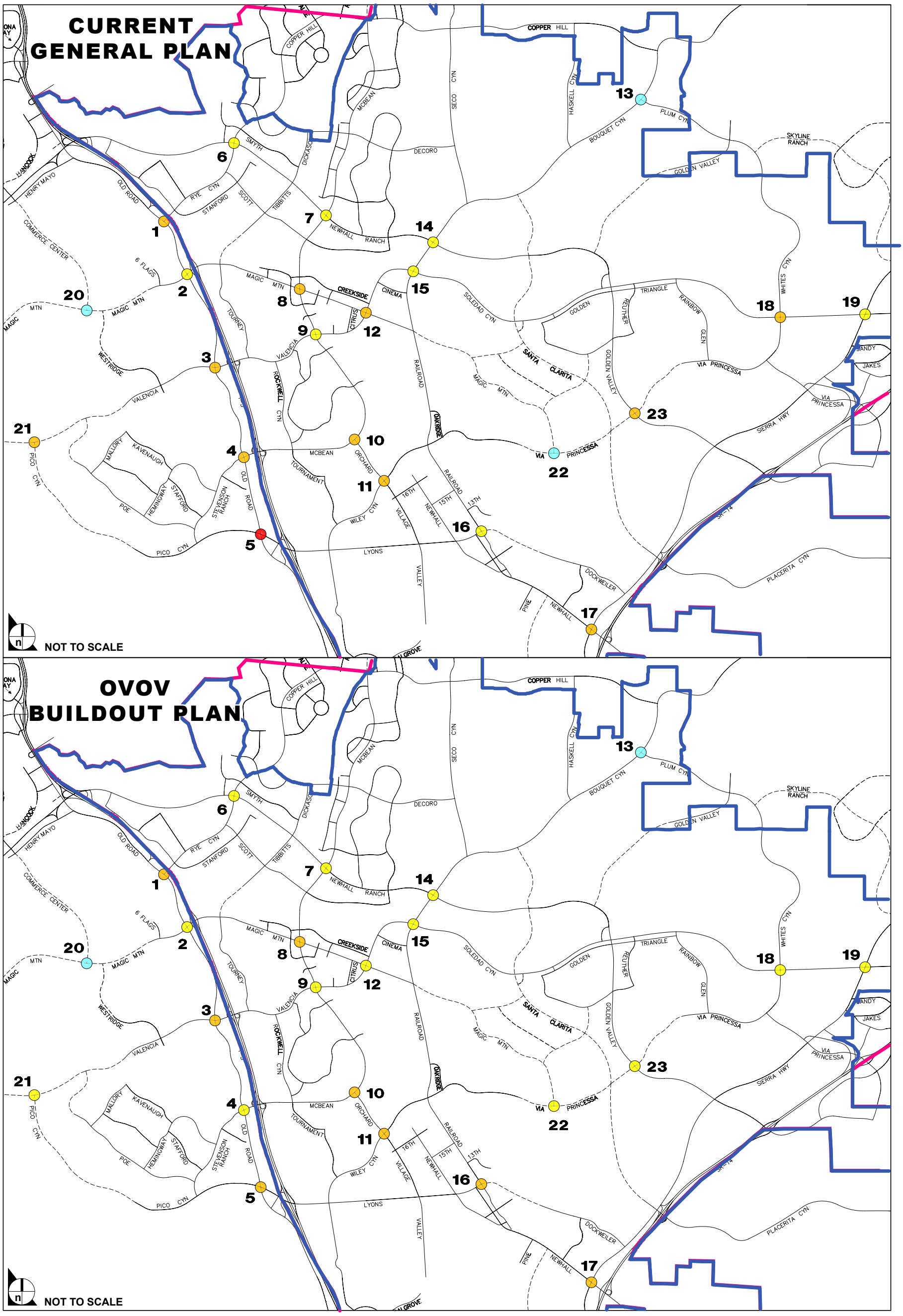
Principal Intersections

Table 3.2-10, ICU and LOS Summary for Principal Intersections – Existing Conditions vs OVOV Buildout Conditions (With Highway Plan Roadways), identifies the LOS ratings at principal intersections in the study area under existing conditions and proposed City General Plan and County Area Highway Plans. **Table 3.2-10** shows that with the proposed Highway Plan in place, there are no intersections forecast to exceed LOS E, as is also the case for existing conditions.

Plan to Plan Analysis

Table 3.2-11, Comparison of Existing General Plan and Area Plan Intersections with OVOV Buildout without Improvements to Roadways, identifies the LOS ratings at principal intersections in the study area under both the current and proposed City General Plan and County Area Plan. Additionally, this table identifies LOS ratings at the same principal intersections based on the existing intersection geometry as well as with buildout of the proposed Highway Plan Peak hour volumes for principal intersections are shown in **Figure 3.2-9, Level of Service Comparison for Principal Intersections**.

As previously stated, an LOS F rating is considered unacceptable. As shown in this table, without implementation of the roadway improvements in the proposed Highway Plan, multiple intersections would operate at LOS F under buildout of either the current or proposed City General Plan and County Area Plan. Under the current City General Plan and County Area Plan, the following 12 intersections would operate at LOS F during one or both peak hours without incorporation of the roadway improvements:



SOURCE: Austin-Foust Associates, Inc. - June 2010

FIGURE **3.2-9**

Level of Service Comparison for Principal Intersections

Table 3.2-10
ICU And LOS Summary for Principal Intersections – Existing Conditions vs OVOV Buildout Conditions (With Highway Plan Roadways)

	Buildout Intersection Lanes							
	Existing Conditions				OVOV GP With Highway Plan			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. The Old Road & Rye Canyon	.61	B	.66	B	.85	D	.99	E
2. The Old Road & Magic Mountain	.28	A	.32	A	.78	C	.86	D
3. The Old Road & Valencia	.67	B	.44	A	.84	D	.95	E
4. The Old Road & Stevenson Ranch	.58	A	.76	C	.65	B	.90	D
5. The Old Road & Pico Canyon	.76	C	.71	C	.85	D	.97	E
6. Rye/Copper Hill & Newhall Ranch	.63	B	.70	B	.81	D	.89	D
7. McBean & Newhall Ranch	.73	C	.78	C	.83	D	.89	D
8. McBean & Magic Mountain	.61	B	.76	C	.77	C	.95	E
9. McBean & Valencia	.61	B	.74	C	.70	B	.87	D
10. Orchard Village & McBean	.57	A	.68	B	.78	C	.98	E
11. Orchard Village & Wiley Canyon	.60	A	.62	B	.78	C	.98	E
12. Valencia & Magic Mountain	.58	A	.66	B	.82	D	.86	D
13. Bouquet Canyon & Plum Canyon	.68	B	.73	C	.80	C	.77	C
14. Bouquet Canyon & Newhall Ranch	.66	B	.82	D	.86	D	.89	D
15. Bouquet Canyon & Soledad Canyon	.68	B	.77	C	.78	C	.90	D
16. Railroad & Lyons	.57	A	.56	A	.60	A	.83	D
17. Sierra Highway & Newhall	.57	A	.64	B	.86	D	.93	E
18. Whites Canyon & Soledad Canyon	.80	C	.86	D	.80	C	.90	D
19. Sierra Highway & Soledad Canyon	.67	B	.76	C	.86	D	.89	D
20. Commerce Center & Magic Mtn[1]	n/a	n/a	n/a	n/a	.76	C	.77	C
21. Pico Canyon & Valencia Boulevard[1]	n/a	n/a	n/a	n/a	.75	C	.81	D
22. Magic Mountain & Via Princessa[1]	n/a	n/a	n/a	n/a	.61	B	.81	D
23. Golden Valley & Via Princessa[1]	n/a	n/a	n/a	n/a	.88	D	.76	C

*LOS in **Bold** exceeds performance criteria of LOS E.*

[1] *Future Intersection*

Level of service ranges: .00 - .60 A .61 - .70 B .71 - .80 C .81 - .90 D .91 – 1.00 E Above 1.00 F

City

- McBean & Newhall Ranch (Intersection No. 7)
- McBean & Magic Mountain (Intersection No.8)
- Orchard Village & McBean (Intersection No.10)
- Orchard Village & Wiley Canyon (Intersection No.11)
- Valencia & Magic Mountain (Intersection No.12)
- Bouquet Canyon & Newhall Ranch (Intersection No.14)
- Sierra Highway & Newhall (Intersection No.17)
- Sierra Highway & Soledad Canyon (Intersection No.19)

County

- The Old Road & Rye Canyon (Intersection No.1)
- The Old Road & Magic Mountain (Intersection No.2)
- The Old Road & McBean (Intersection No.4)
- The Old Road & Pico Canyon (Intersection No.5)

Under the proposed City General Plan and County Area Plan, all of the above intersections, except Intersection No. 5 (The Old Road and Pico Canyon), would operate at LOS F during one or both peak hours without incorporation of the roadway improvements. Overall, the ICU values at each intersection under either buildout scenario would be comparable.

As shown in **Table 3.2-11**, incorporation of the proposed Highway Plan roadway improvements would reduce the number of intersections operating at LOS F to two intersections (Intersection No. 5, The Old Road & Pico Canyon, and Intersection No. 17, Sierra Highway & Newhall) under buildout of the current City General Plan and County Area Plan, and would eliminate LOS F ratings from all intersections under buildout of the proposed City General Plan and County Area Plan.

Given the existing LOS ratings identified in **Table 3.2-5**, this analysis indicates that each of the principal intersections, with the exception of Bouquet Canyon Road at Plum Canyon Road, would be significantly impacted as the Santa Clarita Valley builds out under either the existing or the proposed City General Plan and County Area Plan. However, no intersection would operate at LOS F under the proposed City General Plan and County Area Plan, while two intersections would operate at LOS F under the current City General Plan and County Area Plan. Therefore, intersection operations would incrementally improve with implementation of the proposed City General Plan and County Area Plan in place of the current City General Plan and County Area Plan.

Intersection Improvements

Traffic congestion is usually generated at intersections, due to turn movements, pedestrian crossings, signal timing and other traffic control devices. If traffic flow at intersections is maintained, then the intervening roadway segments also generally operate at acceptable LOS. The City has implemented programs for intersection monitoring and signal synchronization to improve capacity at intersections.[7] These improvements may include but are not limited to additional turn lanes, installation of traffic signals, synchronization of signals, and other traffic control devices.

7 City of Santa Clarita, *City of Santa Clarita General Plan: Draft Circulation Element*, August 2009, C-40.

Table 3.2-11
Comparison of Existing General Plan and Area Plan Intersections with OVOV Buildout without Improvements to Roadways

		Current General Plan and Area Plan				OVOV General Plan and Area Plan			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Intersection (Location)	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
Existing Intersection Configurations									
1.	The Old Road & Rye Canyon (County)	1.58	**F**	2.31	**F**	1.74	**F**	2.30	**F**
2.	The Old Road & Magic Mountain (County)	.79	**C**	1.03	**F**	.78	**C**	1.06	**F**
3.	The Old Road & Valencia (County)	0.85	D	0.95	E	0.84	D	0.95	E
4.	The Old Road & McBean (County)	0.72	C	1.05	**F**	0.69	B	1.12	**F**
5.	The Old Road & Pico Canyon (County)	1.05	**F**	1.08	**F**	0.93	E	0.99	E
6.	Rye/Copper Hill & Newhall Ranch (City)	0.85	D	0.89	D	0.81	D	0.89	D
7.	McBean & Newhall Ranch (City)	0.80	C	1.15	**F**	0.83	D	0.93	E
8.	McBean & Magic Mountain (City)	0.87	D	1.21	**F**	0.97	E	1.24	**F**
9.	McBean & Valencia (City)	0.70	B	0.89	D	0.71	C	0.94	E
10.	Orchard Village & McBean (City)	0.91	E	1.23	**F**	0.94	E	1.26	**F**
11.	Orchard Village & Wiley Canyon (City)	1.00	E	1.42	**F**	1.04	**F**	1.42	**F**
12.	Valencia & Magic Mountain (City)	0.98	E	1.13	**F**	1.10	**F**	1.25	**F**
13.	Bouquet Canyon & Plum Canyon (City)	0.80	C	0.76	C	0.80	C	0.77	C
14.	Bouquet Canyon & Newhall Ranch (City)	0.97	**E**	1.16	**F**	1.00	E	1.17	**F**
15.	Bouquet Canyon & Soledad Canyon (City)	0.80	C	.99	**E**	0.78	C	1.00	E
16.	Railroad & Lyons (City)	0.71	C	0.94	E	0.60	A	0.83	D
17.	Sierra Highway & Newhall (City)	1.31	**F**	1.29	**F**	1.14	**F**	1.23	**F**
18.	Whites Canyon & Soledad Canyon (City)	0.89	D	0.92	E	0.86	D	0.91	E
19.	Sierra Highway & Soledad Canyon (City)	0.90	D	1.23	**F**	0.86	D	1.10	**F**
20.	Commerce Center & Magic Mountain (County) *	0.76	C	0.74	C	0.76	C	0.77	C
21.	Pico Canyon & Valencia Boulevard (County) *	0.85	D	0.98	E	0.75	C	0.81	D
22.	Magic Mountain & Via Princessa (City) *	0.57	A	0.80	C	0.61	A	0.81	D
23.	Golden Valley & Via Princessa (City) *	0.91	E	0.83	D	0.88	D	0.76	C

Intersection (Location)	Current General Plan and Area Plan				OVOV General Plan and Area Plan			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
Intersection Configurations Under Proposed Highway Plan								
1. The Old Road & Rye Canyon (County)	0.70	B	1.00	E	0.85	D	0.99	E
2. The Old Road & Magic Mountain (County)	0.79	C	0.84	D	0.78	C	0.86	D
3. The Old Road & Valencia (County)	0.85	D	0.92	E	0.84	D	0.95	E
4. The Old Road & Stevenson Ranch (County)	0.68	B	0.95	E	0.65	B	0.90	D
5. The Old Road & Pico Canyon (County)	0.96	E	1.07	**F**	0.85	D	0.97	E
6. Rye/Copper Hill & Newhall Ranch (City)	0.85	D	0.89	D	0.81	D	0.89	D
7. McBean & Newhall Ranch (City)	0.80	C	0.88	D	0.83	D	0.89	D
8. McBean & Magic Mountain (City)	0.75	C	0.93	E	0.77	C	0.95	E
9. McBean & Valencia (City)	0.66	B	0.85	D	0.70	B	0.87	D
10. Orchard Village & McBean (City)	0.79	C	0.97	E	0.78	C	0.98	E
11. Orchard Village & Wiley Canyon (City)	0.74	C	0.98	E	0.78	C	0.98	E
12. Valencia & Magic Mountain (City)	0.83	D	0.95	E	0.82	D	0.86	D
13. Bouquet Canyon & Plum Canyon (City)	0.80	C	0.76	C	0.80	C	0.77	C
14. Bouquet Canyon & Newhall Ranch (City)	0.84	D	0.87	D	0.86	D	0.89	D
15. Bouquet Canyon & Soledad Canyon (City)	0.80	C	0.90	D	0.78	C	0.90	D
16. Railroad & Lyons (City)	0.71	C	0.94	E	0.60	A	0.83	D
17. Sierra Highway & Newhall (City)	0.99	E	0.99	E	0.86	D	0.93	E
18. Whites Canyon & Soledad Canyon (City)	0.80	C	0.92	E	0.80	C	0.90	D
19. Sierra Highway & Soledad Canyon (City)	0.88	D	0.88	D	0.86	D	0.89	D
20. Commerce Center & Magic Mountain (County) *	0.76	C	0.74	C	0.76	C	0.77	C
21. Pico Canyon & Valencia Boulevard (County) *	0.85	D	0.98	E	0.75	C	0.81	D
22. Magic Mountain & Via Princessa (City) *	0.57	A	0.80	C	0.61	B	0.81	D
23. Golden Valley & Via Princessa (City) *	0.91	E	0.83	D	0.88	D	0.76	C

Source: Austin-Foust Associates, Inc. 2010.
** Denotes a future intersection.*

Plan to Plan Analysis

Vehicle Miles Traveled

The traffic forecasting process utilized by the SCVCTM also calculates vehicle miles travelled (VMT) based on the geographical placement of land uses within an area and the number of trips they generate. **Table 3.2-12, Trip Length and VMT Comparison – Existing City General Plan and County Area Plan Buildout vs. OVOV Buildout,** provides a comparison between total ADT, VMT and trip length under buildout of the existing and proposed City General Plan and County Area Plan. The table shows that the total number of vehicle trips under buildout of the proposed City General Plan and County Area Plan is approximately 1 percent lower than those under buildout of the current City General Plan and County Area Plan. The table also shows that total VMT is reduced by approximately 15 percent and the average trip length is reduced by approximately 1.9 miles.

Table 3.2-12
Trip Length and VMT Comparison – Existing City General Plan and County Area Plan Buildout vs. OVOV Buildout

Scenario	ADT	Total VMT	Average Trip Length (miles)
Current City General Plan and County Area Plan at Buildout	1,874,000	25,373,000	13.5
Proposed City General Plan and County Area Plan at Buildout	1,860,000	21,532,000	11.6
Difference	-14,000	-3,841,000	-1.9
	-1%	-15%	-14%

Source: Santa Clarita Valley Consolidated Traffic Model (SCVCTM)
ADT = Average Daily Trips
VMT = Vehicle Miles Traveled (daily)

Analysis of Proposed Area Plan Goals, Objectives and Policies

The above analysis provides a general overview of long-term impacts to various arterial roadway segments and principal intersections in the OVOV Planning Area. However, impacts on roadway segments and intersections would be assessed on a project by project basis as buildout of the proposed General Plan occurs, and the actual impacts are dependent on the uses proposed by each individual project. In order to ensure that impacts to roadway segments and intersections would be minimized, the

proposed General Plan contains several goals, objectives, and policies intended to increase mobility, ensure the funding of transportation improvements, and reduce vehicle trips.

Under **Goal C1** and **Objective C 1.2**, the proposed General Plan would promote transit-oriented development (**Policy C 1.2.10**), mixed-use development (**Policy C 1.2.5**), and walkable and bicycle-friendly communities (**Policies C 1.2.2** and **1.2.12**) that place housing and businesses in close proximity and connect such uses to alternative modes of transportation. Development would be oriented around public transit and pedestrian circulation via flexible roadway design and parking standards (**Policy C 1.2.10**), smaller blocks (**Policy C 1.2.10**), unified neighborhoods (**Policy C 1.2.10**) and the provision of the right-of-way for non-vehicular transportation modes (**Policy C 1.2.10**). Smart growth concepts would be followed to reduce VMT (**Policy C 1.2.10**). Additionally, the location, availability, and accessibility of transit would be considered in the evaluation of new development plans (**Policy C 1.2.12**), and new commercial and industrial development would be required to provide walkway connections to public sidewalks and transit stops, where available (**Policy C 1.2.3**).

Another objective of the proposed General Plan is to ensure that funding and phasing of new transportation improvements as growth occurs in the City's Planning Area (**Goal C 2** and **Objective C 2.6**). The City would require that new development would construct or provide its fair share of the cost of transportation improvements, and that required improvements or in-lieu contributions are in place to support the development prior to occupancy (**Policy C 2.6.2**). The City would also consider implementation of a joint City/County transportation management system impact fee to better address traffic impacts that cannot be mitigated (**Policy C 2.6.2**). The City would work with other local, regional, state, and federal agencies in identifying funding alternatives for the Santa Clarita Valley's transportation systems (**Policy C 2.6.3**). These policies would help maintain a functional and adequate transportation system throughout the Santa Clarita Valley.

To further reduce VMT, the proposed General Plan would require trip reduction measures in evaluating new development projects (**Policy C 3.1.1:**), promote home-based business and live-work units as a means of reducing home-to-work trips (**Policy C 3.1.2**), promote the use of flexible work schedules (**Policy C 3.1.3**), promote employee incentives to encourage alternative travel modes to work (**Policy C 3.1.4**), promote the use of van pools and car pools (**Policy C 3.1.5**), promote the provision of showers within businesses to encourage bicycling to work (**Policy C 3.1.6**) and encourage special event center operators to advertise and offer discount passes with event tickets and carpooling patrons **(Policies C 3.1.7 and C 3.1.8)**. All of these policies represent ways in which the City would promote the use of travel demand strategies to reduce vehicle trips (**Goal C 3** and **Objective C 3.1**).

Proposed General Plan Goals, Objectives, and Policies

Goal C 1: An inter-connected network of circulation facilities that integrates all travel modes, provides viable alternatives to automobile use, and conforms with regional plans.

Objective C 1.2: Coordinate land use and circulation planning to achieve greater accessibility and mobility for users of all travel modes.

Policy C 1.2.1: Develop coordinated plans for land use, circulation, and transit to promote transit-oriented development that concentrates higher density housing, employment, and commercial areas in proximity to transit corridors.

Policy C 1.2.2: Create walkable communities, with paseos and walkways connecting residential neighborhoods to multi-modal transportation services such as bus stops and rail stations.

Policy C 1.2.3: Require that new commercial and industrial development provide walkway connections to public sidewalks and transit stops, where available.

Policy C 1.2.4: Consider location, availability, and accessibility of transit in evaluating new development plans.

Policy C 1.2.5: In mixed-use projects, require compact development and a mix of land uses to locate housing, workplaces, and services within walking or bicycling distance of each other.

Policy C 1.2.6: Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, where appropriate.

Policy C 1.2.7: In pedestrian-oriented areas, provide a highly connected circulation grid with relatively small blocks to encourage walking.

Policy C 1.2.9: Emphasize providing right-of-way for non-vehicular transportation modes so that walking and bicycling are the easiest, most convenient modes of transportation available for short trips.

Policy C 1.2.10: Protect communities by discouraging the construction of facilities that sever residential neighborhoods.

Policy C 1.2.11: Reduce vehicle miles traveled (VMT) through the use of smart growth concepts.

Policy C 1.2.12: Balance the anticipated volume of people and goods movement with the need to maintain a walkable and bicycle friendly environment.

Goal C 2: A unified and well-maintained network of streets and highways which provides safe and efficient movement of people and goods between neighborhoods, districts, and regional centers, while maintaining community character.

Objective C 2.6: Ensure that funding and phasing of new transportation improvements is coordinated with growth.

Policy C 2.6.1: Require that new development construct or provide its fair share of the cost of transportation improvements, and that required improvements or in-lieu contributions are in place to support the development prior to occupancy.

Policy C 2.6.2: Evaluate the feasibility of establishing a joint City/County Intelligent Transportation Management System (ITMS) impact fee for new development that is unable to otherwise mitigate its impacts to the roadway system through implementation of the adopted Highway Plan.

Policy C 2.6.3: Support local, regional, state and federal agencies in identifying and implementing funding alternatives for the Valley's transportation systems.

Goal C 3: Reduction of vehicle trips and emissions through effective management of travel demand, transportation systems, and parking.

Objective C 3.1: Promote the use of travel demand management strategies to reduce vehicle trips.

Policy C 3.1.1: In evaluating new development projects, require trip reduction measures as feasible to relieve congestion and reduce air pollution from vehicle emissions.

Policy C 3.1.2: Promote home-based businesses and live-work units as a means of reducing home-to-work trips.

Policy C 3.1.3: Promote the use of flexible work schedules and telecommuting to reduce home to work trips.

Policy C 3.1.4: Promote the use of employee incentives to encourage alternative travel modes to work.

Policy C 3.1.5: Promote the use of van pools, car pools, and shuttles to encourage trip reduction.

Policy C 3.1.6: Promote the provision of showers and lockers within businesses and employment centers, in order to encourage opportunities for employees to bicycle to work.

Policy C 3.1.7: Encourage special event operators to advertise and offer discounted transit passes with event tickets.

Policy C 3.1.8: Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with four or more persons per vehicle for on-site parking.

Effectiveness of Proposed General Plan Goals, Objectives, and Policies

The proposed General Plan would promote denser, transit-oriented development in areas where transit use is already high. Emphasis is also placed on introducing mixed-use development in order to allow residents to reach services in ways that are not exclusively automobile-dependent, such as by walking,

biking and transit. Grouping mixed uses together also reduces the need for residents to make multiple vehicle trips to obtain services and reach employment centers, resulting in a net reduction in the number of vehicles on the roadway. The proposed OVOV land uses also represent a reduction in residential dwelling units of approximately 4 percent and an increase in office square footage of approximately 21 percent in comparison to the current City General Plan and County Area Plan. This change results in an improved jobs to housing balance for the Santa Clarita Valley, which reduces the need for residents to commute outside of the Valley for employment. For these reasons, trip generation, VMT, and impacts on arterial roadways and intersections would be incrementally reduced with the proposed City General Plan and County Area Plan in place of the current City General Plan and County Area Plan. Therefore, impacts would be less than significant.

Impact 3.2-2 **Implementation of the proposed General Plan could exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways.**

In conformance with the Los Angeles County CMP, the maximum acceptable level of service on CMP roadways within the OVOV Planning Area is LOS E. As previously stated, the following CMP roadways are located within the OVOV Planning Area:

Freeways

- I-5 Freeway
- SR-14 Freeway

Arterial Roadway Segments

- Sierra Highway from Newhall Avenue to the SR-14 freeway at Red Rover Mine Road
- Magic Mountain Parkway from the I-5 freeway to Railroad Avenue
- Railroad Avenue/Newhall Avenue from Magic Mountain Parkway to the SR-14 freeway

As shown in **Tables 3.2-8** and **3.2-9**, each of the three CMP arterial roadway segments would operate at LOS E or better under the proposed City General Plan and County Area Plan. Therefore, the following analysis evaluates impacts to the I-5 and SR-14 freeways. Caltrans has identified proposed improvements to the I-5 freeway through the Santa Clarita Valley. Caltrans currently proposes to add additional lanes to the I-5 freeway between the SR-14 interchange and the Parker Road interchange, a distance of approximately 13.6 miles. This includes extending the existing HOV lanes from the SR-14 interchange to

just south of the Parker Road interchange, incorporating truck climbing lanes from the Pico Canyon Road/Lyons Avenue interchange to the SR-14 interchange, and constructing and/or extending auxiliary lanes between interchanges at six locations.

The North County Combined Highway Corridors Study, a joint study sponsored in part by Metro, Caltrans, the County of Los Angeles, and the City of Santa Clarita, identified the SR-14 freeway through the OVOV area as needing additional lanes to accommodate existing and anticipated increases in traffic volumes. The study identified a short-range plan to complete the mainline to a minimum of three lanes in each direction, and a long-range plan to complete the mainline to four lanes in each direction between the Newhall Avenue interchange and the Sand Canyon interchange, and to add a dedicated truck lane between the I-5 freeway and the Placerita Canyon Road interchange.

The study also identified a short-range plan to convert the existing HOV lanes to a reversible HOV lane configuration that would provide three HOV lanes in the peak travel direction. However, subsequent planning efforts by Caltrans and Metro have focused on utilizing two conventional (i.e., non-reversible) HOV lanes in each direction in-lieu of reversible HOV lanes. Caltrans is currently constructing HOV lane direct connectors between the existing SR-14 HOV lanes and the existing I-5 HOV lanes. This project is estimated to be completed by 2013.

A summary of ADT volumes, as well as AM and PM peak hour traffic volumes, is provided in **Table 3.2-13, Freeway Segment Level of Service,** for six key freeway segments within the OVOV Planning Area. The freeway LOS ratings are presented for both the existing number of lanes and the planned number of lanes described above. As shown in the table, all six freeway segments, except for the I-5 freeway south of the Parker Interchange, would operate at LOS F during both peak hours under buildout of the current or proposed City General Plan and County Area Plan if the additional freeway lanes are not added. However, with incorporation of the additional freeway lanes described above, the number of segments operating at LOS F during both peak hours would be reduced to the following three segments under buildout of the existing City General Plan and County Area Plan:

- SR-14 south of Aqua Dulce Interchange
- SR-14 south of Sierra Highway Interchange
- SR-14 north of I-5 Interchange

Plan to Plan Analysis

Under buildout of the proposed City General Plan and County Area Plan, the number of segments operating at LOS F during both peak hours would be further reduced to the following two segments with incorporation of the additional freeway lanes.

- SR-14 south of Aqua Dulce Interchange
- SR-14 south of Sierra Highway Interchange

Therefore, traffic impacts on each freeway segment would be incrementally lower under the proposed City General Plan and County Area Plan than the current City General Plan and County Area Plan.

Table 3.2-13
Freeway Segment Level of Service

Segment	AM Peak Hour NB	AM Peak Hour SB	PM Peak Hour NB	PM Peak Hour SB
Existing Lane Configuration				
I-5 south of Parker Interchange				
Existing Conditions	A	A	B	B
Current GP	C	D	**F**	E
Proposed OVOV GP	C	D	**F**	E
I-5 south of Valencia Interchange				
Existing Conditions	C	C	D	D
Current GP	**F**	**F**	**F**	**F**
Proposed OVOV GP	E	**F**	**F**	**F**
I-5 north of SR-14 Interchange				
Existing Conditions	A	**F**	D	E
Current GP	**F**	**F**	**F**	**F**
Proposed OVOV GP	E	**F**	**F**	**F**
SR-14 south of Aqua Dulce Interchange				
Existing Conditions	A	C	C	B
Current GP	C	**F**	**F**	C
Proposed OVOV GP	B	**F**	**F**	B

Segment	AM Peak Hour		PM Peak Hour	
	NB	SB	NB	SB
SR-14 south of Sierra Highway Interchange				
Existing Conditions	A	C	D	B
Current GP	B	**F**	**F**	C
Proposed OVOV GP	B	**F**	**F**	C
SR-14 north of I-5 Interchange				
Existing Conditions	A	C	C	B
Current GP	C	**F**	**F**	C
Proposed OVOV GP	B	**F**	**F**	C
Planned Freeway Configuration				
I-5 south of Parker Interchange				
Current GP	C	C	D	D
Proposed OVOV GP	B	C	D	D
I-5 south of Valencia Interchange				
Current GP	D	E	E	E
Proposed OVOV GP	D	D	E	E
I-5 north of SR-14 Interchange				
Current GP	D	D	E	D
Proposed OVOV GP	C	C	D	D
SR-14 south of Aqua Dulce Interchange				
Current GP	B	**F**	**F**	C
Proposed OVOV GP	A	**F**	**F**	B
SR-14 south of Sierra Highway Interchange				
Current GP	B	**F**	**F**	C
Proposed OVOV GP	B	**F**	**F**	B
SR-14 north of I-5 Interchange				
Current GP	B	**F**	**F**	C
Proposed OVOV GP	B	E	E	B

Analysis of Proposed General Plan Goals, Objectives, and Policies

Under **Goal C 1** and **Objective C 1.3**, the proposed General Plan contains two policies that specifically address impacts to CMP arterial roadway and freeway segments. The City would continue to coordinate with Metro to implement the CMP for designated roadways (**Policy C 1.3.1**), and continue to coordinate with Caltrans on circulation and land use decisions that could affect I-5, and SR-14, (**Policy C 1.3.4**) to increase capacity and improve operations on these roadways.

Proposed General Plan Goals, Objectives, and Policies

Goal C 1: An inter-connected network of circulation facilities that integrates all travel modes, provides viable alternatives to automobile use, and conforms with regional plans.

Objective C 1.3: Ensure conformance of the Circulation Plan with regional transportation plans.

Policy C 1.3.1: Continue coordinating with the Metropolitan Transportation Authority (MTA or Metro) to implement the County's Congestion Management Program (CMP) for designated CMP roadways.

Policy C 1.3.4: Continue coordination with Caltrans on circulation and land use decisions that may affect Interstate 5, State Route 14, and State Route 126, and support programs to increase capacity and improve operations on these highways.

Effectiveness of Proposed General Plan Goals, Objectives and Policies

Adherence to the proposed General Plan goals, objectives, and policies would ensure that the planned improvements to the I-5 and SR-14 freeways would be implemented. With these roadway improvements, operating conditions along both freeways would improve. These proposed goals, objectives, and policies would be supported by the increased coordination between the City and County regarding land use and transportation improvements, an opportunity provided through the OVOV planning process.

As shown in **Tables 3.2-8, 3.2-9** and **3.2-13**, operating conditions along CMP roadways would improve with buildout of the proposed City General Plan and County Area Plan in place of the current City General Plan and County Area Plan. However, roadway conditions would only improve with the implementation of roadway improvements. Therefore, impacts would remain potentially significant without mitigation.

Impact 3.2-3 **Implementation of the proposed General Plan would not 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.**

The proposed General Plan would result in a significant impact to air traffic patterns if it would cause an increase in air traffic levels or introduce incompatible land uses. Buildout of the proposed General Plan would not result in the development of a new airport within the OVOV Planning Area nor would it introduce new land uses that could prevent safety hazards to air traffic. Under **Goal C 1** and **Objective C 1.3**, the proposed General Plan contains a policy to ensure consistency with the County's Airport Land Use Plan as it pertains to the Agua Dulce Airpark (**Policy C 1.3.5**).

Proposed General Plan Goals, Objectives, and Policies

Goal C 1: An inter-connected network of circulation facilities that integrates all travel modes, provides viable alternatives to automobile use, and conforms with regional plans.

Objective C 1.3: Ensure conformance of the Circulation Plan with regional transportation plans.

Policy C 1.3.5: Ensure consistency with the County's adopted Airport Land Use Plan as it pertains to the Agua Dulce Airport, in order to mitigate aviation-related hazards and protect airport operations from encroachment by incompatible uses.

Effectiveness of Proposed General Plan Goals, Objectives and Policies

The proposed General Plan policy ensures consistency with the Airport Land Use Plan for the Agua Dulce Airpark, the only airport that influences land use within the OVOV Planning Area. Since no other airport land use plans are applicable to development within the OVOV Planning Area, the above policy is considered effective. Impacts would be less than significant.

Impact 3.2-4 **Implementation of the proposed General Plan would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**

The proposed General Plan promotes changes to the designs of specific roadways that enhance their safety, these include increasing the number of lanes on major highways and other improvements under

the proposed Highway Plan (see **Appendix 3.2** for a detailed description of the Highway Plan). Hazards due to roadway design features would be evaluated on a project-by-project basis as buildout of the proposed General Plan occurs. However, the proposed General Plan contains several goals, objectives, and policies that would reduce the potential for hazardous design.

The City would periodically monitor levels of service, traffic accident patterns, and physical conditions of the existing street system, and upgrade roadways as needed through the Capital Improvement Program (**Goal C 2**, **Objective C 2.1**, and **Policy C 2.1.5**). Additionally, the City would apply consistent standards throughout the Santa Clarita Valley for street design to promote travel safety (**Objective C 2.2**). It would accomplish this by designating roadways based on their functional classification (**Policy C 2.2.1**), adopting consistent standard street cross sections (**Policy C 2.2.2**), coordinating circulation plans of new development projects with each other (**Policy C 2.2.3**), and adopting common standards for pavement width in order to reduce traffic speeds, protect resources, enhance pedestrian mobility or otherwise deemed appropriate by the reviewing agency (**Policy C 2.2.5**). Within residential neighborhoods, "healthy streets" would be promoted through traffic-calming devices, shorter block length, and other considerations (**Policy C 2.2.6**). Where practical, the use of a grid or modified grid street system would be encouraged (**Policy 2.2.7**), and local street patterns would be designed to create logical and understandable travel paths for users and discourage cut-through traffic where possible (**Policy C 2.2.8**). As set forth by **Policy C 2.2.10**, the street system design, including block length, width, horizontal and vertical alignments, curves, and other design characteristics, should function safely and effectively without the subsequent need for excessive traffic control devices to slow or deflect traffic. For intersections of collector or larger streets, four-way intersections would be preferred over offset intersection (**Policy C 2.2.11**), and private streets would typically be constructed to standards for public rights-of-way (**Policy C 2.2.12**).

Plan to Plan Analysis

Both the existing General Plan and proposed general plan contain goals and policies that would encourage safe roadway design and use. Impacts would be similar between both General Plans.

Proposed General Plan Goals, Objectives, and Policies

Goal C 2: A unified and well-maintained network of streets and highways which provides safe and efficient movement of people and goods between neighborhoods, districts, and regional centers, while maintaining community character.

Objective C 2.1: Implement the Circulation Plan (as shown on Exhibit C-2) for streets and highways to meet existing and future travel demands for mobility, access, connectivity, and capacity.

Policy C 2.1.5: Periodically monitor levels of service, traffic accident patterns, and physical conditions of the existing street system, and upgrade roadways as needed through the Capital Improvement Program.

Objective C 2.2: Adopt and apply consistent standards throughout the Santa Clarita Valley for street design and service levels, which promote safety, convenience, and efficiency of travel.

Policy C 2.2.1: Designate roadways within the planning area based on their functional classification as shown on Exhibit C-2.

Policy C 2.2.2: Adopt consistent standard street cross sections for City and County roadways in the planning area, as shown on Exhibit C-3.

Policy C 2.2.3: Coordinate circulation plans of new development projects with each other and the surrounding street network, within both City and County areas.

Policy C 2.2.5: Adopt common standards for pavement width in consideration of capacity needs to serve projected travel demand, provided that a reduction in pavement width may be allowed in order to reduce traffic speeds, protect resources, enhance pedestrian mobility, or as otherwise deemed appropriate by the reviewing authority.

Policy C 2.2.6: Within residential neighborhoods, promote the design of "healthy streets" which may include reduced pavement width, shorter block length, provision of on-street parking, traffic-calming devices, bike routes and pedestrian connectivity, landscaped parkways, and canopy street trees.

Policy C 2.2.7: Where practical, encourage the use of grid or modified grid street systems to increase connectivity and walkability; where cul-de-sacs are provided, promote the use of walkways connecting cul-de-sac bulbs to adjacent streets and/or facilities to facilitate pedestrian access; where street connectivity is limited and pedestrian routes are spaced over 500 feet apart, promote the use of intermediate pedestrian connections through or between blocks.

Policy C 2.2.8: Local street patterns should be designed to create logical and understandable travel paths for users and to provide access between neighborhoods for local residents while discouraging cut-through traffic; cul-de-sac length should not exceed 600 feet, and "dog-leg" cul-de-sacs with one or more turns between the bulb and the outlet should be avoided where possible.

Policy C 2.2.10: The street system design, including block length, width, horizontal and vertical alignments, curves, and other design characteristics, should function safely and effectively without the subsequent need for excessive traffic control devices to slow or deflect traffic.

Policy C 2.2.11: For intersections of collector or larger streets, four-way intersections are preferred over offset intersections.

Policy C 2.2.12: Private streets, other than driveways and alleyways typically associated with multi-family development, should be constructed to standards for public rights-of-way, except as otherwise approved by the reviewing agency.

Effectiveness of Proposed General Plan Goals, Objectives, and Policies

Implementation of the proposed General Plan goals, objectives, and policies would establish several roadway design standards for future development within the City's Planning Area. They would promote standards pertaining to roadway width, block length, street parking, and other features to achieve safe design. Additionally, the City would monitor levels of service, traffic accident patterns, and the physical conditions of the existing street system, and upgrade roadways as needed. Since the proposed General

Plan would provide the framework to avoid roadway hazards, as opposed to increasing their occurrence, impacts would be less than significant.

Impact 3.2-5 **Implementation of the proposed General Plan would not result in inadequate emergency access.**

Emergency access would be evaluated on a project-by-project basis as buildout of the proposed General Plan occurs. However, the proposed General Plan contains several goals, objectives, and policies intended to ensure that adequate emergency access is maintained throughout the Santa Clarita Valley. In order to promote mobility within the roadway network (**Goal C 2** and **Objective C 2.1**), the proposed General Plan seeks to limit excessive cross traffic, access points, and turning movements on arterial highways; and enforce the appropriate spacing of traffic signals at least 0.5 mile apart, and the minimum allowable separation should be at least 0.25 mile apart (**Policy C 2.1.1**), provide access to individual properties (**Policy C 2.1.2**), enhance connectivity of the roadway network through such methods as grade separations and bridges (**Policy C 2.1.2**), protect and enhance the capacity of the roadway system by upgrading intersections when necessary (**Policy C 2.1.3**), ensure that the future dedication and acquisitions of roadways are based on projected demand (**Policy C 2.1.4**), and implement the construction of paved crossover points through medians for emergency vehicles (**Objective C 2.2** and **Policy C 2.2.9**).

Additionally, the proposed General Plan would facilitate consideration of the needs for emergency access in transportation planning (**Objective C 2.5**). The City would maintain a current evacuation plan (**Policy C 2.5.1**), ensure that new development is provided with adequate emergency and/or secondary access, including two points of ingress and egress for most subdivisions (**Policy C 2.5.2**), require visible street name signage (**Policy C 2.5.3**), and provide directional signage to the I-5 and SR-14 freeways at key intersections to assist in emergency evacuation operations (**Policy C 2.5.4**).

Proposed General Plan Goals, Objectives, and Policies

Goal C 2: A unified and well-maintained network of streets and highways which provides safe and efficient movement of people and goods between neighborhoods, districts, and regional centers, while maintaining community character.

Objective C 2.1: Implement the Circulation Plan (as shown on Exhibit C-2) for streets and highways to meet existing and future travel demands for mobility, access, connectivity, and capacity.

Policy C 2.1.1: Protect mobility on arterial highways by limiting excessive cross traffic, access points, and turning movements; traffic signals on arterial highways should be spaced at least ½ mile apart, and the minimum allowable separation should be at least ¼ mile.

Policy C 2.1.2: Enhance connectivity of the roadway network to the extent feasible given the constraints of topography, existing development patterns, and environmental resources, by constructing grade separations and bridges; connecting discontinuous streets; extending secondary access into areas where needed; prohibiting gates on public streets; and other improvements as deemed appropriate based on traffic analysis.

Policy C 2.1.3: Protect and enhance the capacity of the roadway system by upgrading intersections to meet level of service standards, widening and/or restriping for additional lanes, synchronizing traffic signals, and other means as appropriate.

Policy C 2.1.4: Ensure that future dedication and acquisition of right-of-way is based on the adopted Circulation Plan, proposed land uses, and projected demand.

Objective C 2.2: Adopt and apply consistent standards throughout the Santa Clarita Valley for street design and service levels, which promote safety, convenience, and efficiency of travel.

Policy C 2.2.9: Medians constructed in arterial streets should be provided with paved crossover points for emergency vehicles, where deemed necessary by the Fire Department.

Objective C 2.5: Consider the needs for emergency access in transportation planning.

Policy C 2.5.1: Maintain a current evacuation plan as part of emergency response planning.

Policy C 2.5.2: Ensure that new development is provided with adequate emergency and/or secondary access for purposes of evacuation

and emergency response; require two points of ingress and egress for every subdivision or phase thereof, except as otherwise approved for small subdivisions where physical constraints preclude a second access point.

Policy C 2.5.3: Require provision of visible street name signs and addresses on all development to aid in emergency response.

Policy C 2.5.4: Provide directional signage to Interstate 5 and State Route 14 at key intersections in the Valley, to assist emergency evacuation operations.

Effectiveness of Proposed General Plan Goals, Objectives, and Policies

The proposed General Plan goals, objectives, and policies are designed to maintain adequate emergency access throughout the City's Planning Area. They would promote mobility to allow for acceptable response times by emergency vehicles, and ensure emergency access to various types of properties. Additionally, the City would maintain a current evacuation plan. Since the proposed General Plan would provide the framework to ensure adequate emergency access, impacts would be less than significant.

Plan to Plan Analysis

Both the existing General Plan and proposed general plan contain goals and policies that would provide for safe emergency access. Impacts would be similar between both General Plans.

Impact 3.2-6 **Implementation of the proposed General Plan would not generate a parking demand that exceeds municipal code–required parking capacity.**

Parking demand and capacity would be evaluated on a project-by-project basis as buildout of the proposed General Plan occurs. However, the proposed General Plan contains several goals, objectives, and policies intended to maintain adequate parking supply throughout the Santa Clarita Valley, while allowing flexibility where appropriate (**Goal C 3** and **Objective C 3.3**). The proposed General Plan would facilitate the use of various parking management strategies. These include evaluating parking standards and reducing requirements where they exceed demand (**Policy C 3.3.1**), providing common parking facilities in pedestrian-oriented, mixed-use districts (**Policy C 3.3.2**), promoting shared use of parking between businesses (**Policy C 3.3.3**), providing lower parking requirements for transit-oriented development projects (**Policy C 3.3.4**), encouraging short-term parking in high-activity areas and all-day

parking at the periphery of those areas (**Policy C 3.3.5**), the creation of parking benefit districts (**Policy C 3.3.7**) and establish performance pricing of street parking (**Policy C 3.3.8**). Additionally, the City would adopt regulations for truck parking on public streets (**Objective C 2.4**, and **Policy C 2.4.4**).

Proposed General Plan Goals, Objectives, and Policies

Objective C 2.4: Allow trucks to utilize only major and secondary highways as through routes, to minimize impacts of truck traffic on surface streets and residential neighborhoods.

Policy C 2.4.4: Adopt regulations for truck parking on public streets, to avoid impacts to residential neighborhoods.

Goal C 3: Reduction of vehicle trips and emissions through effective management of travel demand, transportation systems, and parking.

Objective C 3.3: Make more efficient use of parking and maximize economic use of land, while decreasing impervious surfaces in urban areas, through parking management strategies.

Policy C 3.3.1: Evaluate parking standards and reduce requirements where appropriate, based on data showing that requirements are in excess of demand.

Policy C 3.3.2: In pedestrian-oriented, high density mixed use districts, provide for common parking facilities to serve the district, where appropriate.

Policy C 3.3.3: Promote shared use of parking facilities between businesses with complementary uses and hours, where feasible.

Policy C 3.3.4: Within transit-oriented development projects, provide incentives such as higher floor area ratio and/or lower parking requirements for commercial development that provides transit and ride-share programs.

Policy C 3.3.5: Encourage convenient short-term parking in high-activity areas, and all day parking at the periphery of the development areas.

Policy C 3.3.7: Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities wherever feasible.

Policy C 3.3.8: Establish performance pricing of street parking, so that the costs are enough to promote frequent turnover and with a goal to keep 15 percent of spaces empty at all times whenever feasible.

Effectiveness of Proposed General Plan Goals, Objectives, and Policies

Implementation of the proposed General Plan goals, objectives, and policies would allow adjustments to the parking requirements for individual development projects, where appropriate. For example, to encourage transit-oriented development, the City may consider lowering the parking requirement if such development provides transit and ride-share programs. However, such exceptions to the parking requirements of the Santa Clarita Municipal Code would only be granted if those requirements are determined to exceed the project's demand. Otherwise, the code requirements, which would be continuously evaluated and, if necessary, updated, would continue to be enforced. For these reasons, implementation of the proposed General Plan would not generate a parking demand that exceeds code requirements. Impacts would be less than significant.

Plan to Plan Analysis

Both the existing General Plan and proposed general plan contain goals and policies that would require for adequate parking consistent with the Santa Clarita Municipal Code. Impacts would be similar between both General Plans.

Impact 3.2-7 **Implementation of the proposed General Plan would not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).**

One of the primary goals of the proposed General Plan is to promote policies, plans, and programs that support alternative transportation to a greater extent than the current General Plan. The proposed General Plan contains numerous goals, objectives, and policies to expand and improve its alternative transportation system. Under **Goal C 1** and **Objective C 1.1**, general polices include promoting expansion of alternative transportation options to all demographic and economic groups (**Policy C 1.1.2**), working with local and regional agencies and employers to promote an integrated, seamless transportation system (**Policy C 1.1.3**), planning for efficient links between circulation systems at bus-rail connections and

pedestrian-bus connections (**Policy C 1.1.5**), encouraging multi-modal travel through provision of bus turnouts, bus rapid transit, bikeways, walkways, and linkages to trail systems (**Policy C 1.1.8**), acquiring right-of-way in transportation corridors to accommodate multiple travel modes (**Policy C 1.1.6**), providing for flexibility in the transportation system to accommodate new technologies (**Policy C 1.1.10**), providing adequate way-finding programs directing users to transit stations (**Policy C 1.1.11**), and promoting walking, and bicycling and circulator transit within activity centers (**Policy C 1.1.13**). The proposed General Plan would coordinate land use and circulation planning to achieve greater accessibility and mobility for users of all travel modes. This includes providing opportunities and infrastructure to support the use of alternative fuel vehicles and travel devices (**Goal C 3**, **Objective C 3.3**, **Policy C 3.2.3,** and **Policy 3.2.4**) and promoting multi-modal travel choices between Palmdale Regional Airport and the Santa Clarita Valley (**Objective C 1.3, Policy C 1.3.6** and **Policy C 1.3.7**).

The proposed General Plan also promotes rail service to meet regional and inter-regional needs for convenient, cost-effective travel alternatives (**Goal C 4**). To maximize the effectiveness of Metrolink's commuter rail service (**Objective C 4.1**), the proposed General Plan includes policies to develop permanent Metrolink facilities with an expanded bus transfer station at the Via Princessa station, or at other locations (**Policy C 4.1.1**), facilitate extension of a passenger rail line from the Santa Clarita Station to Ventura County (**Policy C 4.1.2**), expand commuter services at all Metrolink stations (**Policy C 4.1.3**), preserve abandoned railroad right-of-way for future transportation facilities (**Policy C 4.1.4**), increase rail efficiency and public safety through street and track improvements and grade separations where identified (**Policy C 4.1.5**), promote transit-oriented development near rail stations (**Policy C 4.1.6**), and facilitate coordination of planning for any future high speed regional rail systems (**Policy C 4.1.7**).

The proposed General Plan promotes a high speed rail system connecting the Santa Clarita Valley with other regions, and other regional rail service connections (**Objective C 4.2**). Policies including working with the Orange Line Development Authority and other agencies to develop an environmentally sensitive transportation system with a route through the Santa Clarita Valley, a regional station hub with associated infrastructure to provide connection to the region (**Policies C 4.2.1** and **Policy C 4.2.2**), and promoting the expansion of Amtrak Rail Service to the Santa Clarita Valley (**Policy C 4.2.3**).

In addition to promoting improved rail service, the proposed General Plan also promotes improved bus service for the Santa Clarita Valley (**Goal C 5**). First, the proposed General Plan seeks to ensure that street patterns and design standards accommodate bus transit needs (**Objective C 5.1**). The City would require that new subdivisions provide for two means of access into and out of the development, in order to provide for transit access, where feasible (**Policy C 5.1.1**). For private gated communities, the City would require that the developer accommodate bus access through the entry gate or provide bus waiting

facilities at the project entry (**Policy C 5.1.2**). Bus operations would be considered when determining acceptable street designs (**Policy C 5.1.3**), and bus stops would be located within 0.25 mile of residential neighborhoods (**Policy C 5.1.4**). The proposed General Plan would promote locating and designing bus turnouts such that they would not obstruct traffic and would provide sufficient merging length for the bus to re-enter the traffic flow (**Policy C 5.1.5**). The feasibility of giving buses priority at signalized intersections to maintain transit service level standards would be evaluated (**Policy 5.1.6**). Additional strategies would be considered, including the provision for bicycles on buses, bicycle parking at transit centers, and park-and-ride lots at transit stops (**Objective C 5.2** and **Policy C 5.2.5**).

Second, the proposed General Plan seeks to explore opportunities to improve and expand bus transit service (**Objective C 5.3**). Supporting policies include providing fixed route service to significant activity areas, and serving low-density and rural areas with dial-a-ride, flexible fixed routes, or other transit services as deemed appropriate (**Policy C 5.3.1**). The City would promote concentrated development patterns in coordination with transit planning to maximize service efficiency and ridership (**Policy C 5.3.2**), evaluate the feasibility of providing "fly-away" bus transit service to various airports (**Policy C 5.3.3**), and evaluate the feasibility of providing bus rapid transit for key transit corridors when light-rail is not feasible (**Policy C 5.3.4**).

To provide adequate funding for the expansion of transit services (**Objective C 5.4**), the City would incorporate funding for all modes of transportation in the capital improvement program (**Policy C 1.1.9**), establish transit impact fee rates that are based on the actual impacts of new development on the transit system (**Policy C 5.4.1**), evaluate the feasibility of establishing a joint City/County transit impact fee (**Policy C 5.4.2**), and seek funding for transit system improvement from local, state, and federal programs and grants (**Policy C 5.4.3**).

Proposed General Plan Goals, Objectives, and Policies

Goal C 1: An inter-connected network of circulation facilities that integrates all travel modes, provides viable alternatives to automobile use, and conforms with regional plans.

Objective C 1.1: Provide multi-modal circulation systems that move people and goods efficiently while protecting environmental resources and quality of life.

Policy C 1.1.2: Promote expansion of alternative transportation options to increase accessibility to all demographic and economic groups

throughout the community, including mobility-impaired persons, senior citizens, low-income persons, and youth.

Policy C 1.1.3: Work with local and regional agencies and employers to promote an integrated, seamless transportation system that meets access needs, including local and regional bus service, dial-a-ride, taxis, rail, van pools, car pools, bus pools, bicycling, walking, and automobiles.

Policy C 1.1.5: Plan for efficient links between circulation systems at appropriate locations, including but not limited to bus-rail connections and pedestrian-bus connections.

Policy C 1.1.6: Provide adequate facilities, including but not limited to bicycle parking and storage, expansion of park-and-ride lots, and provision of adequate station and transfer facilities in appropriate locations.

Policy C 1.1.8: Acquire and/or reserve adequate right-of-way in transportation corridors to accommodate multiple travel modes, including bus turnouts, bus rapid transit (BRT), bikeways, walkways, and linkages to trail systems.

Policy C 1.1.9: Incorporate funding for all modes of transportation in the capital improvement program, and seek funding from all available sources for multi-modal system development.

Policy C 1.1.10: Provide for flexibility in the transportation system to accommodate new technology as it becomes available, in order to reduce trips by vehicles using fossil fuels where feasible and appropriate.

Policy C 1.1.11: Promote use of multi-modal facilities by providing adequate and attractive way-finding programs directing users to transit stations, park-and-ride lots, bicycle storage, and other facilities.

Policy C 1.1.13: Design new activity centers and improve existing activity centers to prioritize walking, bicycling and circulator transit for internal circulation of person-travel.

Objective C 1.3: Ensure conformance of the Circulation Plan with regional transportation plans.

Policy C 1.3.6: Support the expansion of Palmdale Regional Airport and the extension of multi-modal travel choices between the airport and the Santa Clarita Valley, in conformance with regional planning efforts.

Policy C 1.3.7: Apply for regional, State, and federal grants for bicycle and pedestrian infrastructure projects.

Goal C 3: Reduction of vehicle trips and emissions through effective management of travel demand, transportation systems, and parking.

Objective C 3.3: Make more efficient use of parking and maximize economic use of land, while decreasing impervious surfaces in urban areas, through parking management strategies.

Policy C 3.2.3: When available and feasible, provide opportunities and infrastructure to support use of alternative fuel vehicles and travel devices.

Policy C 3.2.4: The City/County will encourage new commercial and retail developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels.

Goal C 4: Rail service to meet regional and inter-regional needs for convenient, cost-effective travel alternatives, which are fully integrated into the Valley's circulation systems and land use patterns.

Objective C 4.1: Maximize the effectiveness of Metrolink's commuter rail service through provision of support facilities and land planning.

Policy C 4.1.1: Develop permanent Metrolink facilities with an expanded bus transfer station and additional park-and-ride spaces at the Via Princessa station, or other alternative location as deemed appropriate to meet the travel needs of residents on the Valley's east side.

Policy C 4.1.2: Coordinate with other agencies to facilitate extension of a passenger rail line from the Santa Clarita Station to Ventura County, which may be used for Metrolink service.

Policy C 4.1.3: Continue to expand and improve commuter services, including park-and-ride lots, bicycle parking and storage, and waiting facilities, at all Metrolink stations.

Policy C 4.1.4: Encourage the preservation of abandoned railroad right-of-way for future transportation facilities, where appropriate.

Policy C 4.1.5: Work with other agencies to increase rail efficiency and public safety through street and track improvements, and grade separations where needs are identified.

Policy C 4.1.6: Provide incentives to promote transit-oriented development near rail stations.

Policy C 4.1.7: Facilitate coordination of planning for any future high speed regional rail systems in the Valley with Metrolink services.

Objective C 4.2: Access to a high speed rail system connecting the Santa Clarita Valley with other regions, and other regional rail service connections.

Policy C 4.2.1: Continue to work with the Orange Line Development Authority (OLDA) to plan for development of an environmentally sensitive, high-speed transportation system with a route through the Santa Clarita Valley, including a regional transit hub with associated infrastructure that would provide connections to the Los Angeles Basin, Palmdale Regional Airport, and other destinations.

Policy C 4.2.2: Coordinate with other agencies as needed to facilitate planning for other high-speed rail alternatives in the Santa Clarita Valley.

Policy C 4.2.3: Promote and encourage the expansion of Amtrak Rail Service to the Santa Clarita Valley.

Goal C 5: Bus transit service as a viable choice for all residents, easily accessible and serving destinations throughout the Valley.

Objective C 5.1: Ensure that street patterns and design standards accommodate transit needs.

Policy C 5.1.1: Require that new subdivisions provide for two means of access into and out of the development, in order to provide for transit access, where feasible.

Policy C 5.1.2: For private gated communities, require the developer to accommodate bus access through the entry gate, or provide bus waiting facilities at the project entry with pedestrian connections to residential streets, where appropriate.

Policy C 5.1.3: Consider the operational characteristics of buses when determining acceptable street designs, including grades and turning radii.

Policy C 5.1.4: Provide for location of bus stops within ¼ mile of residential neighborhoods, and include paved bus waiting areas in street improvement plans wherever appropriate and feasible.

Policy C 5.1.5: Locate and design bus turnouts to limit traffic obstruction and to provide sufficient merging length for the bus to re-enter the traffic flow.

Policy C 5.1.6: Evaluate the feasibility of giving buses priority at signalized intersections to maintain transit service level standards, where appropriate.

Objective C 5.2: Maximize the accessibility, safety, convenience, and appeal of transit stops.

Policy C 5.2.5: Complementary transportation modes should be interconnected at intermodal transit centers, including provisions for bicycles on buses, bicycle parking at transit centers, and park-and-ride at transit stops.

Objective C 5.3: Explore opportunities to improve and expand bus transit service.

Policy C 5.3.1: Continue to provide fixed route service to significant activity areas and neighborhoods with moderate to high density, and serve low-density and rural areas with dial-a-ride, flexible fixed routes, or other transit services as deemed appropriate.

Policy C 5.3.2: Promote concentrated development patterns in coordination with transit planning to maximize service efficiency and ridership.

Policy C 5.3.3: Evaluate the feasibility of providing "fly-away" bus transit service to airports located at Burbank, Palmdale, and Los Angeles, and implement this program when warranted by demand.

Policy C 5.3.4: Evaluate the feasibility of providing bus rapid transit (BRT) for key transit corridors when light-rail is not feasible or cost effective.

Objective C 5.4: Provide adequate funding to expand transit services to meet the needs of new development in the Valley.

Policy C 5.4.1: Establish transit impact fee rates that are based on the actual impacts of new development on the transit system, and regularly monitor and adjust these fees as needed to ensure adequate mitigation.

Policy C 5.4.2: Evaluate the feasibility of establishing a joint City/County transit impact fee to equitably distribute the capital costs of transit system expansion to meet the needs of new development in both County and City areas of the Valley.

Policy C 5.4.3: Seek funding for transit system expansion and improvement from all available sources, including local, state, and federal programs and grants.

Effectiveness of Proposed General Plan Goals, Objectives, and Policies

The proposed General Plan goals, objectives, and policies address the deficiencies in the existing alternative transportation system, and provide direction for the expansion and improvement of alternative transportation throughout the Santa Clarita Valley. Several policies encourage the provision of infrastructure to accommodate alternative modes of transportation, links between bus, rail and pedestrian hubs, and the support of new transportation technology, among others. Several policies specifically address rail and bus transit service in the Santa Clarita Valley to ensure new facilities can be adequately accommodated. For example, the policies seek to provide bus service to locations that are not presently served due to various barriers, including terrain, infrastructure, street design, and grade separations, and provide for the location of bus stops with 0.25 mile of residential neighborhoods. Therefore, implementation of the proposed General Plan would encourage and enhance, as opposed to conflict with, plans supporting alternative transportation. Therefore, impacts would be less than significant.

Plan to Plan Analysis

Both the existing General Plan and proposed General Plan contain goals and policies that promote alternative transportation systems. However the proposed General Plan promotes alternative modes of transportation more substantively by providing more goals and policies which address the issue. Additionally, the proposed General Plan proposes more dense land uses on the Valley floor which would use or be located in close proximity to alternative modes of transportation including but not limited to buses, bikeways, and trains.

Impact 3.2-8 **Implementation of the proposed General Plan would not cause a hazard or barrier for pedestrians or bicyclists.**

As discussed above, the proposed General Plan strongly supports alternative modes of transportation, including walking and bicycling, to reduce total VMT. Additionally, the proposed General Plan establishes several goals, objectives, and policies to ensure the safety and mobility of pedestrians and bicyclists. The City would provide safe and convenient access to safe transit, bikeways, and walkways (**Policies C 1.1.1** and **C 1.1.4**), consider the safety and convenience of pedestrians and cyclists in the design and development of transportation systems (**Policy C 1.1.7 and C 1.3.7**), coordinate land use and circulation planning to achieve greater mobility for users of all travel modes (**Objective C 1.2**), provide safe pedestrian connections across barriers such as major traffic corridors, drainage and flood control facilities, and grade separations (**Policy C 1.2.8**), adopt consistent standards for implementation of Americans with Disabilities Act requirements (**Policy C 2.2.15**), and promote site plans that prioritize direct pedestrian access between building entrances, sidewalks and transit stops (**Policy C 3.3.6**).

The proposed General Plan seeks to develop a unified and well-maintained bikeway system by adopting and implementing a coordinated master plan for bikeways for the Santa Clarita Valley (**Goal C 6** and **Objective C 6.1**). The City would develop Class I bike paths linking neighborhoods to open space and activity areas (**Policy C 6.1.1**), provide striped Class II bike lanes within the right-of-way for bicycle commuters (**Policy C 6.1.2**), acquire right-of-way needed to complete the bicycle circulation system (**Policy C 6.1.3**), provide signage for Class III bike routes or designate alternative routes (**Policy C 6.1.4**), and plan for continuous bikeways to serve major destinations (**Policy C 6.1.5**).

The proposed General Plan encourages the provision of equipment and facilities to support the use of bicycles as an alternative means of travel (**Objective C 6.2**). The City would promote the provisions of bicycle parking at commercial sites and multi-family housing complexes (**Policy C 6.2.1**), bicycle racks on transit vehicles (**Policy C 6.2.2**), and services for bicycle commuters, such as showers and changing rooms, as part of the development review process for new or substantially altered development (**Policy C 6.2.3**).

The proposed General Plan seeks to develop walkable communities through an integrated system of pedestrian walkways, paseos and trails (**Goal C 7** and **Objective C 7.1**). The City would consider pedestrian connections within and between developments in reviewing development proposals (**Policy C 7.1.1**), promote the extension of pedestrian access to connect existing walled subdivisions to transit and services (**Policy C 7.1.2**), consider grade separated facilities to provide pedestrian connections across barriers (**Policy C 7.1.3**), develop an improvement program to connect existing walkways and paseos to

transit and services (**Policy C 7.1.4**), provide for pedestrian walkways from transit stops and parking areas to businesses, and avoid placement of uses that would obstruct pedestrian pathways (**Policy C 7.1.5**), encourage sidewalk access to building entrances (**Policy C 7.1.6**), promote use of pedestrian-oriented scale and design features (**Policy C 7.1.7**), upgrade streets that are not pedestrian friendly (**Policy C 7.1.8**), promote pedestrian-oriented street design through traffic-calming measures (**Policy C 7.1.9**), and improve the Santa Clarita Valley's multi-use trail system (**Policy C 7.1.10**).

Proposed General Plan Goals, Objectives, and Policies

Policy C 1.1.1: Reduce dependence on the automobile, particularly single-occupancy vehicle use, by providing safe and convenient access to transit, bikeways, and walkways.

Policy C 1.1.4: Promote public health through provision of safe, pleasant, and accessible walkways, bikeways, and multi-purpose trail systems for residents.

Policy C 1.1.7: Consider the safety and convenience of the traveling public, including pedestrians and cyclists, in design and development of all transportation systems.

Objective C 1.2: Coordinate land use and circulation planning to achieve greater accessibility and mobility for users of all travel modes.

Policy C 1.2.8: Provide safe pedestrian connections across barriers, which may include but are not limited to major traffic corridors, drainage and flood control facilities, utility easements, grade separations, and walls.

Policy C 2.2.15: Adopt consistent standards for implementation of Americans with Disabilities Act requirements such as curb ramp design and accessible pedestrian signals.

Policy C 3.3.6: In the development review process, prioritize direct pedestrian access between building entrances, sidewalks and transit stops, by placing parking behind buildings where possible, to the sides

of buildings when necessary, and always away from street intersections.

Goal C 6: A unified and well-maintained bikeway system with safe and convenient routes for commuting, recreational use and utilitarian travel, connecting communities and the region.

Objective C 6.1: Adopt and implement a coordinated master plan for bikeways for the Valley, including both City and County areas, to make bicycling an attractive and feasible mode of transportation.

Policy C 6.1.1: For recreational riders, continue to develop Class I bike paths, separated from the right-of-way, linking neighborhoods to open space and activity areas.

Policy C 6.1.2: For long-distance riders and those who bicycle to work or services, provide striped Class II bike lanes within the right-of-way, with adequate delineation and signage, where feasible and appropriate.

Policy C 6.1.3: Continue to acquire or reserve right-of-way and/or easements needed to complete the bicycle circulation system as development occurs.

Policy C 6.1.4: Where inadequate right-of-way exists for Class I or II bikeways, provide signage for Class III bike routes or designate alternative routes as appropriate.

Policy C 6.1.5: Plan for continuous bikeways to serve major destinations, including but not limited to regional shopping areas, college campuses, public buildings, parks, and employment centers.

Objective C 6.2: Encourage provision of equipment and facilities to support the use of bicycles as an alternative means of travel.

Policy C 6.2.1: Require bicycle parking, which can include bicycle lockers and sheltered areas at commercial sites and multi-family housing

complexes for use by employees and residents, as well as customers and visitors.

Policy C 6.2.2: Provide bicycle racks on transit vehicles to give bike-and-ride commuters the ability to transport their bicycles.

Policy C 6.2.3: Promote the inclusion of services for bicycle commuters, such as showers and changing rooms, as part of the development review process for new development or substantial alterations of existing commercial or industrial uses, where appropriate.

Goal C 7: Walkable communities, in which interconnected walkways provide a safe, comfortable and viable alternative to driving for local destinations.

Objective C 7.1: A continuous, integrated system of safe and attractive pedestrian walkways, paseos and trails linking residents to parks, open space, schools, services, and transit.

Policy C 7.1.1: In reviewing new development proposals, consider pedestrian connections within and between developments as an integral component of the site design, which may include seating, shading, lighting, directional signage, accessibility, and convenience.

Policy C 7.1.2: For existing walled subdivisions, extend pedestrian access to connect these neighborhoods to transit and services through public education and by facilitating retrofitted improvements where feasible.

Policy C 7.1.3: Where feasible and practical, consider grade separated facilities to provide pedestrian connections across arterial streets, flood control channels, utility easements, and other barriers.

Policy C 7.1.4: Identify and develop an improvement program to connect existing walkways and paseos to transit and services, where needed and appropriate.

Policy C 7.1.5: In new commercial development, provide for direct, clearly delineated, and preferably landscaped pedestrian walkways from transit stops and parking areas to building entries, and avoid placement of uses (such as drive-through facilities) in locations that would obstruct pedestrian pathways.

Policy C 7.1.6: Encourage placement of building entries in locations accessible to public sidewalks and transit.

Policy C 7.1.7: Utilize pedestrian-oriented scale and design features in areas intended for pedestrian use.

Policy C 7.1.8: Upgrade streets that are not pedestrian-friendly due to lack of sidewalk connections, safe street crossing points, vehicle sight distance, or other design deficiencies.

Policy C 7.1.9: Promote pedestrian-oriented street design through traffic-calming measures where appropriate, which may include but are not limited to bulb-outs or chokers at intersections, raised crosswalks, refuge islands, striping, and landscaping.

Policy C 7.1.10: Continue to expand and improve the Valley's multi-use trail system to provide additional routes for pedestrian travel.

Effectiveness of Proposed General Plan Goals, Objectives, and Policies

The proposed General Plan goals, objectives, and policies would encourage the creation of walkable communities and neighborhoods within the Santa Clarita Valley by considering pedestrian access in all phases of development planning, including site design, subdivision design, and public improvement projects. Intersections would be made more pedestrian-friendly through the installation of traffic calming features such as striping, landscaping, and pedestrian islands, or construction of pedestrian bridges. Additionally, the policies seek to create a unified and well-maintained bikeway system, which includes connection of the gaps in the existing system. The proposed General Plan has been designed to reduce, as opposed to cause, hazards, and barriers to pedestrians and bicyclists.

Plan to Plan Analysis

Both the existing General Plan and proposed general plan contain goals and policies that encourage walkable communities. Both the proposed and existing General Plan have similar goals and policies concerning this issue and potential impacts are similar.

MITIGATION FRAMEWORK

The following mitigation measures shall be implemented for activities that would occur under the proposed plan.

MM 3.2-1: The City of Santa Clarita shall work with Caltrans as they add additional lanes to the I-5 freeway between the SR-14 interchange and the Parker Road interchange. This improvement includes extending the existing HOV lanes from the SR-14 interchange to just south of the Parker Road interchange, incorporating truck climbing lanes from the Pico Canyon Road/Lyons Avenue interchange to the SR-14 interchange and constructing or extending auxiliary lanes between interchanges at six locations.

MM 3.2-2: The City of Santa Clarita shall continue to participate in implementing short-term measures of the North County Combined Highway Corridors Study including additional lanes to a minimum of 3-lanes in each direction of the SR-14. Participation for long-term measures includes the completion of the mainline to four lanes in each direction between the Newhall Avenue interchange and the Sand Canyon Interchange and to add a dedicated truck lane between the I-5 freeway and the Placerita Canyon Road interchange.

MM 3.2-3: The City shall continue to monitor potential impacts on roadway segments and intersections on a project-by-project basis as buildout occurs by requiring traffic studies for all projects that could significantly impact traffic and circulation patterns.

SIGNIFICANCE OF IMPACT WITH MITIGATION FRAMEWORK

No significant and unavoidable impacts would occur with the implementation of the Mitigation Measures **MM 3.2-1** through **3.2-3**.