

Circulation Element

INTRODUCTION	1
Achieving the Vision	1
Relationship to Other Elements	2
Relationship to Other Programs.....	2
GOALS AND POLICIES	5
Future Roadway System.....	5
Level of Service (LOS) Analysis.....	14
System Maintenance	20
State-Designated Scenic Highways.....	21
Transit.....	25
Passenger and Commuter Rail.....	29
Bikeways.....	31
Pedestrians	35
Commuter Services.....	36
Goods Movement.....	37
Aviation and Heliport Facilities	41
Parking.....	42



List of Figures

Figure C-1	Planned Roadway Network	8
Figure C-2	Santa Ana Canyon Road Access Points.....	10
Figure C-3	Scenic Highways	23
Figure C-4	Existing and Planned Bus Routes.....	27
Figure C-5	Existing and Proposed Bicycle Facilities.....	33
Figure C-6	Truck Routes	39

List of Tables

Table C-1:	Congestion Management Intersections	17
------------	---	----

INTRODUCTION

An efficient and effective circulation system is a fundamental need of the City and its residents, businesses and visitors. Anaheim's transportation infrastructure affects the City's quality of life in a variety of ways.

As the County's second largest city and home to several world-class and regional tourist destinations, Anaheim serves the mobility needs of over 330,000 residents and accommodates traffic from millions of visitors every year. The City also serves as a regional hub that is traversed by one interstate freeway, five State highways, two toll roads, two commuter rail and intercity passenger and freight rail lines. This important regional setting requires that the City coordinate its circulation system with State, county and regional transportation plans.

ACHIEVING THE VISION

The Circulation Element is more than the description of a transportation system – it is an infrastructure plan that addresses the mobility of people, goods and services, energy, water, sewage, storm drainage, and communications. It affects land use patterns, air quality, open space, habitat planning, noise, energy use, and community appearance.

The major purpose of the Element is to design and improve a circulation system to meet the current and future needs of all Anaheim residents, businesses and visitors. Such a system should have the following four components: equity, effectiveness, efficiency and foresight. It should be equitable by being accessible to all economic segments of the City to make everyone's lives more convenient. The system must be effective if it is to carry out the goals of this Element. It should be efficient by making use of existing infrastructure wherever practical. Finally, it should have the foresight to accommodate future growth and preserve important transportation routes for future planning needs.

The Circulation Element helps achieve the Anaheim Vision by:

- ▶ Facilitating the design and operation of arterial streets;
- ▶ Encouraging the use of mass transit with multiple modes;



- ▶ Encouraging traffic calming strategies that enhance pedestrian safety and increase the livability of neighborhoods;
- ▶ Identifying linkages of bicycle and pedestrian paths in proximity to residential, commercial, civic, educational, recreational and institutional uses; and
- ▶ Providing for the efficient mobility of people and goods.

RELATIONSHIP TO OTHER ELEMENTS

State planning law not only requires that a General Plan include a Circulation Element, it mandates that it be directly correlated to the Land Use Element. The relationship between the Circulation and Land Use Elements is one of the most critical – the circulation system must be able to accommodate the traffic that is generated by the City's Land Use Plan. The Growth Management and Public Services and Facilities Elements are also tied to Circulation and Land Use; the policies identified in these four Elements work together to ensure that the provision of City services and infrastructure keeps pace with new development and subsequent changes in population and employment. In addition, the Circulation Element is directly linked to the Economic Development Element since the efficient movement of employees, visitors, residents and goods throughout the City is a critical factor to strengthening Anaheim's economy. Circulation is also linked to the Community Design Element because of its direct effect on the City's image and character and it is also closely related to the Noise Element because of the potential noise impacts that can be created by many forms of transportation.

RELATIONSHIP TO OTHER PROGRAMS

The Circulation Element must be consistent with County and regional transportation plans. In addition to the Orange County Congestion Management Program (CMP) and the Orange County Transportation Authority Master Plan of Arterial Highways (MPAH) discussed later in this Element, circulation is also related to the Southern California Association of Government's (SCAG) Regional Transportation Plan (RTP) and the long-range transportation plan for Orange County, prepared by the Orange County Transportation Authority (OCTA).

SCAG is the region's Metropolitan Planning Organization (MPO) and is responsible for establishing the overall long-term mobility policies for the movement of people and goods in Southern California. These policies are presented in SCAG's Regional Transportation Plan (RTP). In order for local projects to receive State or Federal funding, they must be consistent with the RTP.

OCTA is the County Transportation Commission (CTC) for Orange County and plans, funds and operates transportation projects and services for the County. As the CTC, the OCTA is responsible for producing the Long-Range Transportation Plan for the County. Projects and programs in OCTA's Plan are incorporated in SCAG's RTP, making State

and Federal funding available and resulting in consistent planning at the County, regional, and statewide levels.

OCTA's long-range transportation plan is developed in three tiers. Tier 1 is the baseline scenario, which includes only projects that have already been approved and are being implemented. Tier 2 is the "Balanced Plan," which includes all projects in the baseline scenario plus other improvements that are reasonably expected to be fundable. Tier 3 includes a needs-based element and is unconstrained by funding expectations. As the "Balanced Plan" considers funding expectations and includes projects that are likely to be constructed or implemented, this plan was utilized in the development of the Circulation Element to ensure consistency with regional circulation plans.



This page intentionally left blank

GOALS AND POLICIES

The following section identifies critical transportation issues and circulation components, maps the various circulation network components, and provides goals and policies that support the City's vision of an efficient transportation system that serves all of Anaheim's residents, businesses and visitors.

Future Roadway System

The Planned Roadway Network map, shown in Figure C-1, identifies the roadway system that is planned to accommodate current development and future growth established by the Land Use Element and necessary to maintain appropriate levels of service. It is important to note that the local street system, which generally serves residential neighborhoods and industrial areas, is not a part of or reflected in the Planned Roadway System map.

Arterial Streets

The streets reflected on the Planned Roadway Network map are classified as scenic expressways, smartstreets, major arterials, primary arterials, secondary arterials, and collector streets. These classifications are consistent with those of the OCTA Master Plan of Arterial Highways (MPAH). The street classifications shown on the map reflect the planned classifications, not necessarily existing conditions. A brief description of each of the roadway classifications is provided below. It is important to note that there are some exceptions to each classification and that individual streets may have modified standards, as identified in the Right-of-way Exceptions Map, maintained by the Public Works Department, Development Services Division.

- **Scenic Expressway:** Divided roadways that have restricted access, serve intercity traffic, and provide scenic vistas. This four to six lane divided facility has a right-of-way that varies from a width of 106 to 148 feet. Weir Canyon and portions of Santa Ana Canyon Roads are both scenic expressways. In 1966, the City Council adopted the Santa Ana Canyon Road Access Points Map, shown in Figure C-2, limiting



access on Santa Ana Canyon Road from Cerro Vista Road east to Weir Canyon Road.

- **Resort Smartstreet:** Divided roadways that are six or eight lanes with a typical right-of-way width of 120 to 166 feet. Smartstreets improve roadway traffic capacity through a variety of measures such as traffic signal synchronization, bus turnouts, intersection improvements, removing on-street parking, consolidating driveways and landscaped median island construction with limited left turn openings.
- **Stadium Smartstreet:** Divided roadways that are six or eight lanes with a typical right of way width of 130 to 144 feet. This facility utilizes capacity improvements similar to the Resort Smartstreet.
- **Major Arterial:** Roadways that connect to freeways and typically have six lanes, a landscaped median, left turn pockets, parking lanes adjacent to each curb and a right-of-way width of 120 feet.
- **Primary Arterial:** Roadways that provide for circulation within the City and to its adjacent communities. Primary arterials are typically six lane divided facilities with no parking or four lane divided with left turn pockets and two parking lanes. The typical right-of-way width of a primary arterial is 106 feet.
- **Hillside Primary Arterial:** Roadways that provide for circulation within the City and to its adjacent communities through areas that are constrained by terrain. Primary arterials are typically six lane divided facilities with no parking or four lane divided with left turn pockets and two parking lanes. The typical right-of-way width of a hillside primary arterial is 106 feet in areas without driveway access and 118 feet in areas in areas with driveway access.
- **Secondary Arterial:** Roadways that provide for circulation within the City. Secondary arterial facilities are four-lane roadways, with two parking lanes, that are undivided. These facilities have a typical right-of-way width of 90 feet.
- **Hillside Secondary Arterial:** Roadways that provide for circulation within the City through areas that are constrained by terrain. Hillside secondary arterial facilities are four-lane roadways, with two parking lanes, that are undivided. These facilities have a typical right-of-way width of 66 feet without driveway access and 78 feet with driveway access.
- **Collector Street:** Roadways that distribute residential traffic from its point of origin to higher capacity facilities. They are typically two-lane undivided roadways with a 64-foot right of way width.
- **Hillside Collector Street:** Roadways that distribute residential traffic from its point of origin to higher capacity facilities through areas that are constrained by terrain. They

The Smart Street concept seeks to improve roadway traffic capacity and smooth traffic flow through a variety of measures. The Smart Street concept is cost-effective since many of these improvements can be made within existing highway rights-of-way.

Source: OCTA Website

are typically two-lane undivided roadways with a 42-foot right-of-way width without driveway access and 54 feet with driveway access.

Interstate Freeways

Freeways are controlled-access, separated highways that provide for vehicular traffic. The Santa Ana (I-5) Freeway is a northwest-southeast freeway that serves interstate and regional travel, proceeding through the western and central parts of Anaheim. It provides access to Los Angeles County to the north and San Diego County to the south. This facility diagonally traverses the City, crossing the north-south street grid at an angle. It has four to five mixed flow lanes and one HOV lane in each direction through Anaheim. This freeway has a total of eleven interchanges that provide access to and from the City. OCTA maintains and annually updates a Traffic Flow map to depict traffic volumes on freeways and arterial highways throughout Orange County. This map may be accessed on the web at www.octa.net.

State Highways

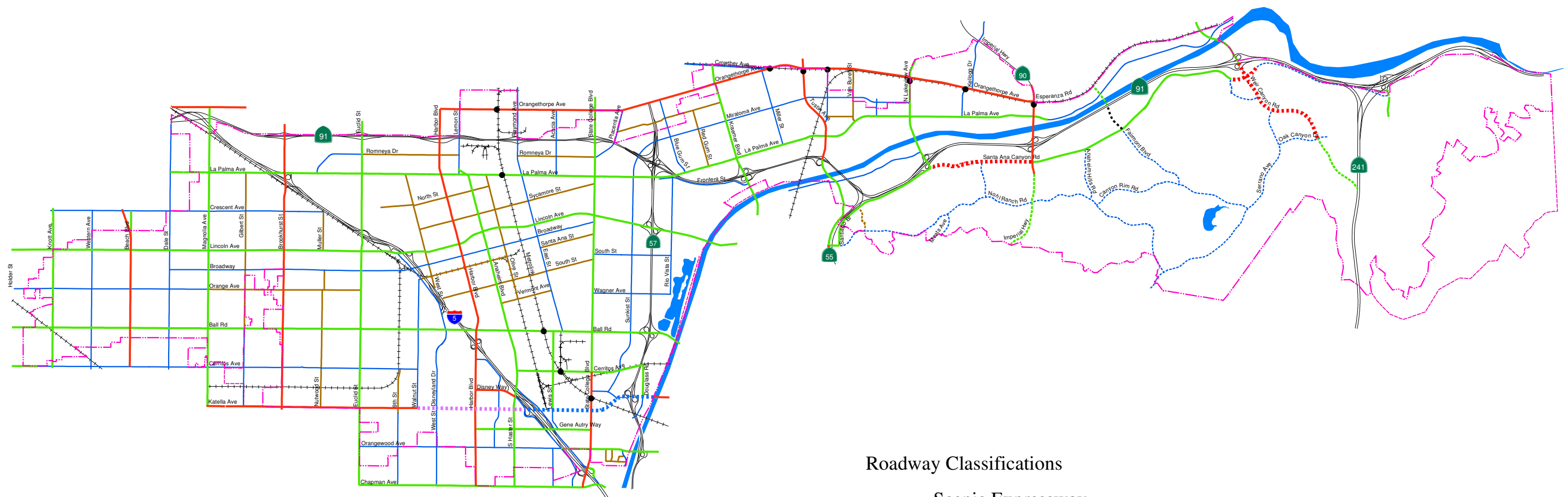
The Orange (SR-57) Freeway is a north-south freeway with its southern terminus at the I-5 and Garden Grove (SR-22) Freeways just south of the Anaheim City limit. It provides regional access to northern Orange County and eastern Los Angeles County. The SR-57 is a ten-lane freeway, including two high-occupancy vehicle (HOV) lanes, with a total of five interchanges that provide access to the City. The SR-22 is located approximately one mile south of the City. It provides regional access to western Orange County and eastern Los Angeles County.

OCTA's plan for the SR-57 within the City of Anaheim includes the following improvements:

- ▶ Adding a northbound auxiliary lane from Katella Avenue to Lincoln Avenue
- ▶ Adding a southbound auxiliary lane from Ball Road to Katella Avenue
- ▶ Adding a fourth northbound through lane at SR-91
- ▶ Adding an HOV ramp at Douglass Road

The Riverside (SR-91) Freeway is an east-west freeway that lies at the northern edge of the City. It provides regional access to Riverside County, San Bernardino County and points east, as well as regional access westerly to Los Angeles County. The SR-91 generally has 8 mixed flow lanes through the City, plus 2 HOV lanes from the Los Angeles County Line to the Costa Mesa (SR-55) Freeway.

Planned Roadway Network



Roadway Classifications

- ⋯⋯⋯ Scenic Expressway
- ⋯⋯⋯ Resort Smartstreet
- ⋯⋯⋯ Stadium Area Smartstreet
- Major Arterial
- Primary Arterial
- ⋯⋯⋯ Hillside Primary Arterial
- Collector Street
- ⋯⋯⋯ Hillside Collector Street
- Secondary Arterial
- ⋯⋯⋯ Hillside Secondary Arterial
- +++++ Passenger & Commuter Rail
- ⋯⋯⋯ Right-of-Way Reserve
- = Freeway/Tollroad
- Future Passenger Rail Grade Separations
- City Boundary
- Sphere-of-Influence



Adopted: May 25, 2004
 Revised: November 30, 2010

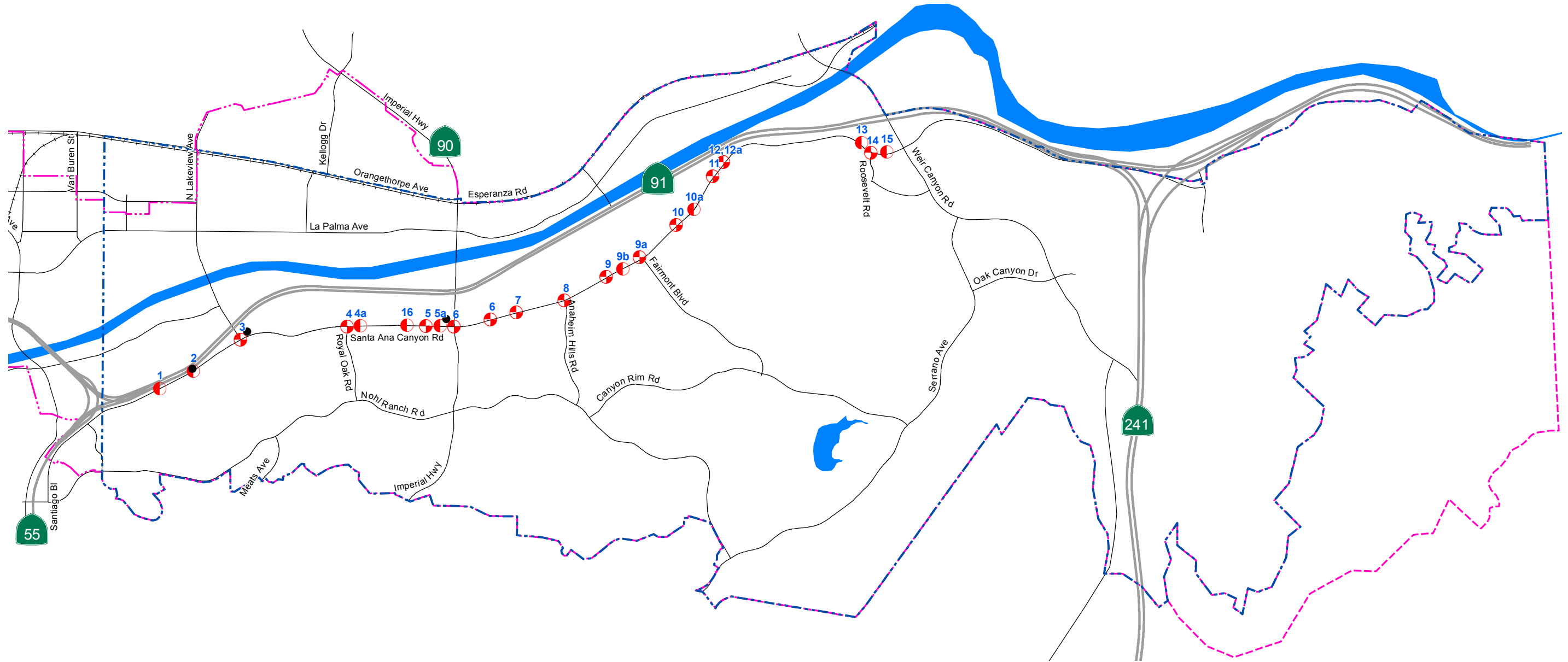



City of Anaheim

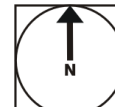
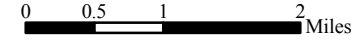
General Plan Program

This page intentionally left blank

Santa Ana Canyon Road Access Points



-  3-Way Intersection
-  4-Way Intersection
-  Conflicting Access
-  Scenic Corridor Overlay Zone
-  Rivers and Reservoirs
-  City Boundary
-  Sphere-of-Influence

Adopted: January 11, 1966
 Revised: December 17, 1996



City of Anaheim

General Plan Program

Figure C-2 Page C-9

This page intentionally left blank



As part of the proposed SR-91 Widening Project, one general purpose lane will be added in each direction on the SR-91, east of SR-55 to the Riverside County line. In addition, a four to six lane elevated freeway is proposed over the SR-91 median between SR-241 and I-15. Also proposed, potentially on a shared structure with the elevated freeway, is the Anaheim to Ontario International Airport segment of the California-Nevada Interstate Mag-Lev Project. It would provide reliable 15-minute travel times between Angel Stadium and Ontario International Airport. The SR-91 Chokepoint Project is planned to address the congestion resulting from vehicles traveling north on the Eastern Toll Road (SR-241) not being able to enter SR-91, most notably in the eastbound direction. This project will add auxiliary lanes on the Riverside Freeway between SR-241 in Orange County and the Chino Valley (SR-71) Freeway in Riverside County. The additions are intended to reduce congestion and delays occurring between these two junctions and increase the effectiveness of the toll road.

The Costa Mesa (SR-55) Freeway is a north-south freeway, which terminates at the Riverside Freeway within the City limits of Anaheim. The facility provides five lanes in each direction, which are generally composed of eight mixed flow lanes and two HOV lanes. The SR-55 facilitates regional access to the central coastal communities of Orange County. The only interchange that serves Anaheim is Lincoln Avenue/Nohl Ranch Road.

Beach Boulevard (SR -39) is a State Route beginning at Pacific Coast Highway traveling into Los Angeles County. This eight lane, divided arterial links Anaheim with the cities of Huntington Beach, Westminster, Garden Grove, Stanton, Buena Park, and La Habra.

Imperial Highway is a State Route terminating at the Riverside Freeway. The portion of Imperial Highway (SR-90) south of Orangethorpe Avenue is generally a five to six lane, divided major arterial. It is a grade-separated highway between Orangethorpe Avenue and Yorba Linda Boulevard.

91 Express Lanes

The 91 Express Lanes were created as a privately financed, fully automated four-lane facility with the first variable congestion pricing system in the United States. OCTA has since purchased and now operates these lanes. The Express lanes run in the median lanes of SR-91 from SR-55 to the Riverside County line and consist of two lanes in each direction. Toll costs vary to optimize traffic flow, and are typically higher during peak hours to manage their use and maintain reliable travel times through this 10-mile segment of congested freeway.

Eastern Transportation Corridor

In 1986, two joint powers agencies, the Foothill/Eastern Transportation Corridor Agency and the San Joaquin Hills Transportation Corridor Agency (collectively known as the TCA), were formed to finance and construct toll roads in Orange County. The Eastern Transportation Corridor (SR-241) was built by this agency, connecting Eastern Anaheim

and the Riverside Freeway with Rancho Santa Margarita at its southern terminus. The SR-241 also connects with other toll roads operated by the TCA, including the SR-261, terminating in Tustin and the SR-133, terminating in Irvine after connecting with I-5 and I-405 in Southern Orange County.

GOAL 1.1:

Provide a comprehensive multimodal transportation system that facilitates current and long-term circulation of people and goods in and through the City.

Policies:

- 1) Assign street classifications to provide an acceptable level of service based on projected traffic demands, circulation functions and the areas that they are intended to serve. The system will be coordinated with the OCTA Master Plan of Arterial Highways and the circulation plans of adjacent cities.
- 2) Provide enhanced access to destinations through the use of **Intelligent Transportation Systems** and by enabling modal choices.
- 3) Require that major new development proposals include traffic impact analyses that identify measures and financing to mitigate traffic impacts.
- 4) Update, when necessary, the City's **Transportation Demand Management Ordinance**.
- 5) Continue to qualify for funds for transportation improvements by complying with OCTA Measure M requirements and State Congestion Management Program requirements.
- 6) Ensure the provision of needed transportation improvements through the site plan and environmental review process.
- 7) Enable modal choice to improve mobility as an alternative to roadway expansions or additions.
- 8) Continue Capital Improvement Program funding processes for transportation improvements based on the most recent level of service and traffic accident data to balance safety, mobility and access.

Intelligent Transportation Systems (ITS) are utilized to improve the safety and performance of the surface transportation system using new technology in detection, communication, computing, and traffic control. These systems increase the efficiency and safety of the regional transportation system and can be applied to arterials, freeways, transit, trucks, and private vehicles.

Transportation Demand Management provides low-cost ways to reduce demand by automobiles on transportation systems such as programs to promote telecommuting, flextime, ridesharing, bus and bicycle travel modes.



- 9) Consider aesthetics, including the provision of appropriate landscaping, in the development of arterial highways.

GOAL 1.2:

Support improvements to highways passing near and through the City.

Policies:

- 1) Continue working with Caltrans, the Federal Highway Administration and the Federal Transit Administration to address traffic flow along State highways that traverse the City.
- 2) Discourage Riverside (SR-91) Freeway bypass traffic through the Hill and Canyon Area by working with Caltrans and OCTA to improve traffic flow on SR-91.
- 3) Work with Caltrans to identify needed improvements to its facilities in the City as necessary.
- 4) Work with Caltrans and adjacent jurisdictions to improve the operational performance of highways within and adjacent to the City.
- 5) Work with Caltrans in analyzing the performance of freeway interchanges located in the City and seek appropriate improvements.

Level of Service (LOS) Analysis

An important standard referred to throughout this Element relates to the ability of a roadway and/or intersection to accommodate traffic. This level of service standard may be used to describe both existing and future traffic conditions. Level of service (LOS) is a qualitative ranking that characterizes traffic congestion on a report card scale of A to F with LOS A being a free-flow condition and LOS F representing extreme congestion. In addition to the LOS definition, a traffic volume to capacity ratio (V/C ratio) is used to provide a more quantified description of traffic conditions at intersections. This section includes a discussion of level of service analysis for the a.m. and p.m. **peak hours** at key intersections in the City.

In traffic studies, the Intersection Capacity Utilization (ICU) method is often used to analyze intersection operating conditions by calculating a volume-to-capacity ratio (V/C) for each movement during a traffic **signal phase**. The V/C ratio is the ratio of existing or projected traffic volumes to an

Peak hours include those times of day where the traffic volumes are the highest; typically they are in the morning and evening hours when most people are traveling to and from their places of employment.

A **signal phase** green light assigned to an independent traffic movement or combination of movements. A **signal cycle** is a combination of signal phases in which all approaches of vehicles are allocated signal green time to go through the intersection. Each interval is assigned a specific amount of time in seconds.

intersection's design capacity. The V/C ratio represents the percentage of the capacity utilized. For example, a V/C ratio of 0.90 for an intersection means that the traffic volumes at the intersection represent that 90 percent of its design capacity is being used.

This Circulation Element establishes that the LOS should be LOS D or better for major intersections in the City. The Congestion Management Program (CMP) establishes that the LOS should be LOS E or better for CMP roadways and intersections.



Levels of Service Definitions

The V/C ratio can also be related to LOS definitions. For example, an intersection with a V/C ratio exceeding 0.95 is handling traffic volumes that approach design capacity. The V/C ratio of 0.95 corresponds to LOS E, which indicates an unacceptable level of service at that particular intersection. The following six levels of service definitions relate traffic conditions to traffic volumes and the design capacity of roadways and/or intersections.

LOS A (V/C ratio 0.0 - 0.60): There are no **signal cycles** that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.

LOS B (V/C ratio 0.61 - 0.70): Stable operation is maintained. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within groups of vehicles.

LOS C (V/C ratio 0.71 - 0.80): Stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles.

LOS D (V/C ratio 0.81 - 0.90): Encompasses a zone of increasing restriction approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.

LOS E (V/C ratio 0.91 - 1.00): Represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00), there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).

LOS F (V/C ratio > 1.00): Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

Congestion Management Program

The Orange County Transportation Authority (OCTA) is responsible for adopting the Congestion Management Program (CMP) for Orange County. The CMP is designed to reduce traffic congestion and to provide a mechanism for coordinating land use and transportation decisions. **Proposition 111**, passed by California voters in June 1990, provides funds to those urbanized areas that adopt a CMP. In Anaheim the CMP roadway system includes all or parts of seven streets (Harbor Boulevard, State College Boulevard, Katella Avenue, Tustin Avenue north of SR-91, Orangethorpe Avenue, Beach Boulevard and Imperial Highway north of SR-91) and thirteen intersections (see Table C1). At a minimum, LOS E must be met at these intersections; if it is not met, the City is responsible for developing a deficiency plan to address the impacted intersections in order to remain eligible for funding.

Proposition 111 (1990), entitled "The Traffic Congestion Relief and Spending Limitation Act of 1990," enacted a statewide traffic congestion and relief program and updated the spending limit on State and local government to better reflect the needs of a growing California population. It provided new revenues to be used to reduce traffic congestion by building State highways, local streets and roads, and public mass transit facilities. The measure enacted a 55 percent increase in truck weight fees and a five cent per gallon increase in the fuel tax on August 1, 1990, and an additional one-cent on January 1 of each of the following four years.

TABLE C-1: CONGESTION MANAGEMENT INTERSECTIONS

Harbor Boulevard / Riverside (SR-91) Freeway Eastbound Ramps
Harbor Boulevard / Santa Ana (I-5) Freeway Northbound Ramp
Harbor Boulevard / Santa Ana (I-5) Freeway Southbound Ramp
Harbor Boulevard / Katella Avenue
State College Boulevard/ Riverside (SR-91) Freeway Westbound Ramps
State College Boulevard / Riverside (SR-91) Freeway Eastbound Ramps
Katella Avenue / Orange (SR-57) Freeway Southbound Ramps
Katella Avenue / Orange (SR-57) Freeway Northbound Ramps
Tustin Avenue/ Riverside (SR-91) Freeway Westbound Ramps
Tustin Avenue/ Riverside (SR-91) Freeway Eastbound Ramps
Imperial Highway / Orangethorpe Avenue
Imperial Highway / Riverside (SR-91) Freeway Westbound Ramps
Imperial Highway / Riverside (SR-91) Freeway Eastbound Ramps

Future Level of Service

In order to understand the impacts of the General Plan Land Use Plan (see Land Use Element, Figure LU-4), a traffic analysis was performed to determine intersections that are projected to operate at an unacceptable level of service at theoretical buildout. The analysis also identifies a preliminary set of measures designed to decrease the congestion at those intersections. The traffic analysis includes all roadway and intersection improvements that correspond with buildout of the City's Planned Roadway Network (Figure C-1), and other improvements that will either mitigate each intersection to an acceptable level of service or will widen the intersection to its maximum feasible configuration. The maximum feasible configuration for an approach on a major arterial highway typically includes dual left-turn lanes, two or three through lanes and an



exclusive right-turn lane. The maximum feasible for an approach on a primary arterial highway typically includes dual left-turn lanes, two or three through lanes and an exclusive right-turn lane.

Future Peak Hour Conditions

Peak Hour Intersection Capacity Utilization (ICU) analysis of the Land Use Plan (see Land Use Element, Figure LU-4) identified the following intersections that do not meet a minimum LOS D with buildout of the Planned Roadway Network:

- Dale Street/Lincoln Avenue
- Harbor Boulevard/Ball Road
- Sportstown/Katella Avenue
- Tustin Avenue/La Palma Avenue
- Tustin Avenue/Riverside (SR-91) Freeway Westbound Ramps
- Imperial Highway/Santa Ana Canyon Road
- Weir Canyon Road/Riverside (SR-91) Freeway Eastbound Ramps

Adjustments in intersection lane geometry enable many of the intersections to function more efficiently and raise deficient LOS grades to acceptable levels. However, one intersection may be unable to be mitigated to acceptable levels through the maximum feasible configuration lane geometry adjustments set forth above:

- Harbor Boulevard/Ball Road

This intersection could be improved with extraordinary improvements, including triple left lanes or additional through lanes. It is important to note, however, that these improvements may require additional right-of-way acquisition that could impact existing adjacent land uses beyond what would occur through the maximum feasible configuration.

The results of the LOS analysis reflect a theoretical buildout scenario, with only modest reduction in peak travel demands due to TDM strategies. The following goals and policies address mitigation of traffic impacts, land use balance, transportation demand management, advanced transportation technology, and enhanced modal choice which, if implemented, will improve future conditions by reducing vehicle demands and optimizing circulation system efficiency.

GOAL 2.1:

Maintain efficient traffic operations on City streets and maintain a peak hour level of service not worse than D at street intersections.

Policies:

- 1) Make improvements to streets and intersections experiencing conditions worse than the applicable Level of Service standard by providing appropriate improvements, including, but not limited to:
 - Landscaped median islands to restrict left turns, with median opening spacing occurring a minimum of 400 feet apart, and preferably limited to signalized locations.
 - Adequate driveway spacing of 125 feet (at 30 mph) to 230 feet (at 45 mph) between driveways on arterial highways.
- 2) Improve intersection operations by providing optimal ongoing traffic signal maintenance and Intelligent Transportation Systems operations per Institute of Transportation Engineer guidelines.
- 3) Install new warranted signals as funding permits, with minimum preferred spacing of 1,000 feet apart.

GOAL 2.2:

Provide a safe circulation system.

Policies:

- 1) Promote the principle that streets have multiple uses and users, and protect the safety of all users.
- 2) Discourage high speed, through traffic on local streets with appropriate traffic calming measures (e.g., traffic enforcement, bulb-outs, lane striping, chokers, etc).
- 3) Design access onto major arterial streets in an orderly and controlled manner.
- 4) Promote common driveways and reduce curb cuts along arterial highways to minimize impacts to traffic flows.
- 5) Minimize disruptions to traffic and pedestrian/bicycle flow.
- 6) Implement street design features on arterial highways such as the use of medians, bus turnouts, consolidated driveways and onstreet parking prohibitions to minimize mid-block traffic congestion.



- 7) Implement street design features that discourage through traffic intrusion on residential streets.
- 8) Support freeway improvements that remove through traffic from local and arterial streets.
- 9) Provide bus turnouts along heavily traveled arterials to minimize traffic conflicts.
- 10) Provide adequate sight distances for safe vehicular movement on roadways, at intersections and at driveways.
- 11) Implement arterial grade separations at railroad crossings.

GOAL 2.3:

.....
Improve regional access for City residents and workers.
.....

Policies:

- 1) Continue to implement the State-mandated Congestion Management Program and Orange County's Growth Management Program.
- 2) Actively engage in inter-jurisdictional planning efforts as part of the Measure M program.
- 3) Engage in regionally based planning efforts to improve the jobs-housing balance and regional commuter rail and express bus transit systems.
- 4) Participate in cooperative planning processes to promote effective regional transportation and sustainable development and ensure that citizens of Southern California can access jobs, housing and tourism destinations in Anaheim.
- 5) Coordinate with neighboring jurisdictions and regional, State, and Federal agencies to implement Smartstreets, Intelligent Transportation Systems, High Speed Rail, Bus Rapid Transit and ARTIC.

System Maintenance

A well-planned, designed, constructed, maintained and operated street and highway system facilitates the movement of vehicles and provides safe and convenient access to various areas of the City. Roadways also need to be built with sufficient capacity to accommodate long-term growth. Maintenance of mobility, safety and access are all issues that must be considered when operating a roadway system.

GOAL 3.1:

.....
Provide a well-maintained street system.
.....

Policies:

- 1) Maintain the street network in optimal functioning condition.

- 2) Maintain and rehabilitate all components of the circulation system, including roadways, sidewalks, bicycle facilities, pedestrian facilities, Intelligent Transportation systems and traffic signals.
- 3) Prioritize maintenance and reconstruction projects.
- 4) Coordinate maintenance or enhancement of transportation facilities with related infrastructure improvements.

State-Designated Scenic Highways

The intent of the California Scenic Highway program is to enhance the State's natural beauty and protect California's economic and social resources. Scenic Highways are transportation corridors where visual intrusions would impact views of natural beauty from the highway. The Riverside (SR-91) Freeway, between SR-55 and Weir Canyon Road is officially designated as a Scenic Highway.

The portion of SR-91 east of Weir Canyon is designated as an eligible Scenic Highway. State highways nominated for scenic designation must be included on the list of highways eligible for scenic designation in the State Scenic Highway System. Scenic highway nominations are evaluated using the following qualifications:

- The proposed scenic highway is principally within an unspoiled native habitat and showcases the unique aspects of the landscape.
- Existing visual intrusions do not significantly impact the scenic corridor.
- Strong local support for the proposed scenic highway designation is demonstrated.
- The length of the proposed scenic highway is not short or segmented.

After it is determined a proposed scenic highway satisfies these qualifications, the local jurisdiction, with support of its citizens, must adopt a program to protect the scenic corridor. Figure C-3, *Scenic Highways*, shows the location of the Scenic Highway located in Anaheim.

GOAL 4.1

Preserve and enhance uniquely scenic or special visual resource areas along highways and designated State scenic routes for the enjoyment of all travelers.

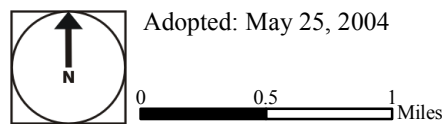
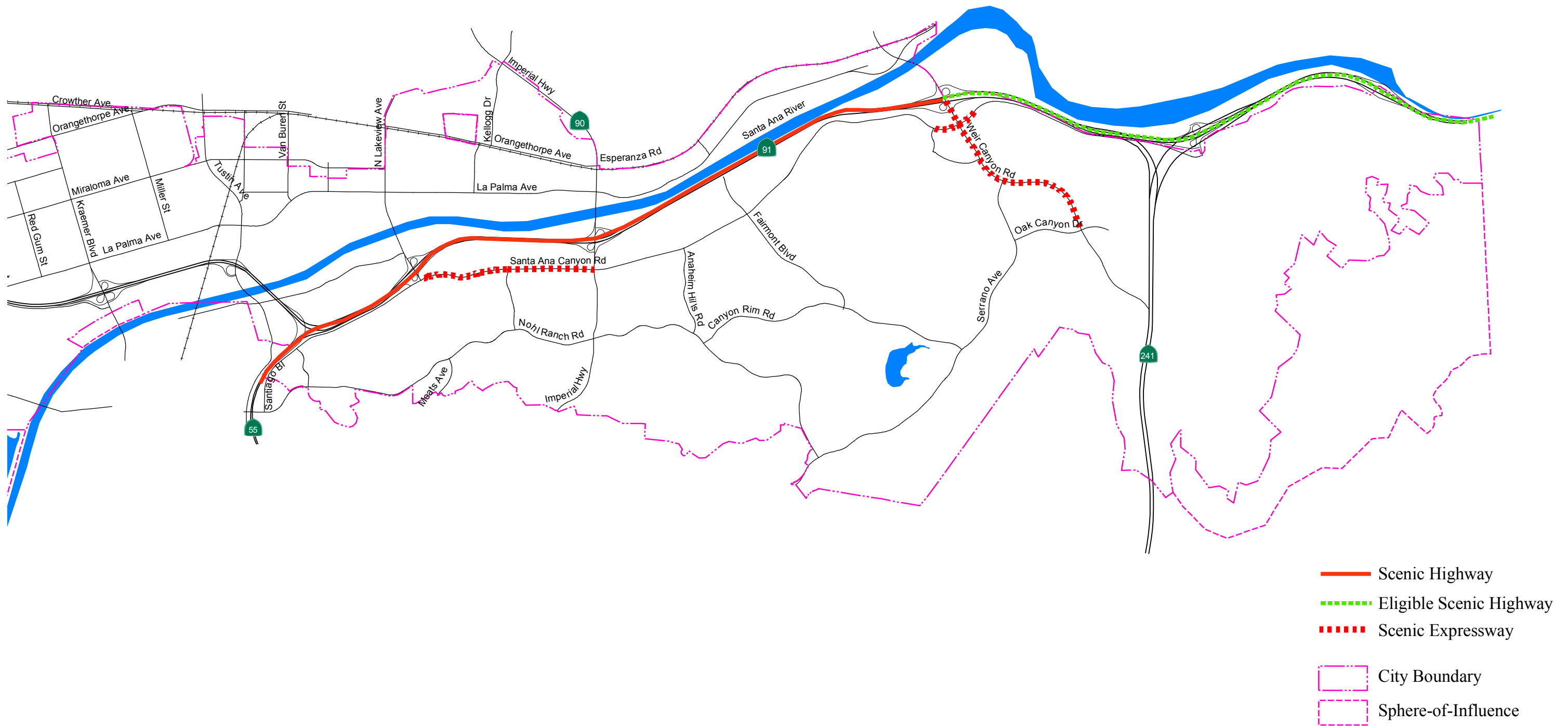
Policies:

- 1) Continue to work with Caltrans in its implementation of the State Scenic Highway Program. Ensure the preservation and enhancement of scenic routes through special highway design and building regulation.
- 2) Consider the unique natural features of the Hill and Canyon Area when arterial streets and highways are improved or constructed.
- 3) Landscape arterial highways in keeping with the intent of the Scenic Corridor Overlay Zone and the Santa Ana River Greenbelt Plan, and maintain the



residential character of the neighborhood by avoiding interference and intrusion into adjacent communities.

Scenic Highways



City of Anaheim

General Plan Program



This page intentionally left blank

- 4) Take such actions as may be necessary to protect the scenic appearance of the band of land generally adjacent to the scenic highway right-of-way, including but not limited to:
 - regulation of land use and intensity of development;
 - detailed land and site planning;
 - control of outdoor advertising;
 - careful attention to and control of grading and landscaping; and
 - careful design and maintained appearance of structures and equipment.
- 5) Pursue designation of SR-241.

Transit

The Orange County Transportation Authority (OCTA) provides an extensive network of fixed-route transit service in Anaheim. In addition to the many bus routes that directly serve the City, many routes also traverse the periphery of the City. OCTA also operates three Stationlink routes in the City that provide bus connections between rail stations and major employment centers and residential areas. Figure C-4, *Existing and Planned Bus Routes*, reflects existing and planned bus routes in Anaheim.

OCTA also offers several types of special needs service in addition to the fixed route transit service. Access Service provides demand-responsive service to the disabled with door-to-door travel anywhere in the County. Access service includes advance request service that requires one to fourteen-days notice and subscription service that covers pre-scheduled recurring trips. OCTA Access also provides backup service for urgent, unplanned medical appointments for the disabled.

OCTA plans to implement a Bus Rapid Transit (BRT) program in Orange County. BRT combines communications technology, traffic signal priority, specifically designed vehicles, rapid fare collection, and rail style stations to create a system that exhibits the flexibility of buses with features more typical of rail transit. A BRT demonstration project on Harbor Boulevard is expected to be completed first. Additional, BRT lines on Katella Avenue, State College Boulevard La Palma Avenue, and Beach Boulevard are planned following the completion of the demonstration project. These BRT routes are expected to improve travel time for transit users by up to 50% over existing bus service.

As the number of trips between Orange and Riverside Counties is forecast to double over the next twenty years, OCTA is planning an express bus service along the Riverside (SR-91) Freeway corridor to accommodate the increases in travel demand. OCTA has worked with the Riverside Transit Agency and the Riverside County Transportation



Commission to develop a demonstration schedule for this project. The plan proposes that eight routes originate in Riverside County and travel to major employment centers in Orange County, including The Anaheim Canyon Business Center and The Anaheim Resort®. It is expected that an express bus will be crossing the County line along the corridor every 7.5 minutes during peak hours when the eight proposed lines are operating.

OCTA's 10-year transit plan is also reflected in Figure C-4. New routes are planned for Nohl Ranch Road and Santa Ana Canyon Road, helping to fill the transit needs of eastern Anaheim.

GOAL 5.1:

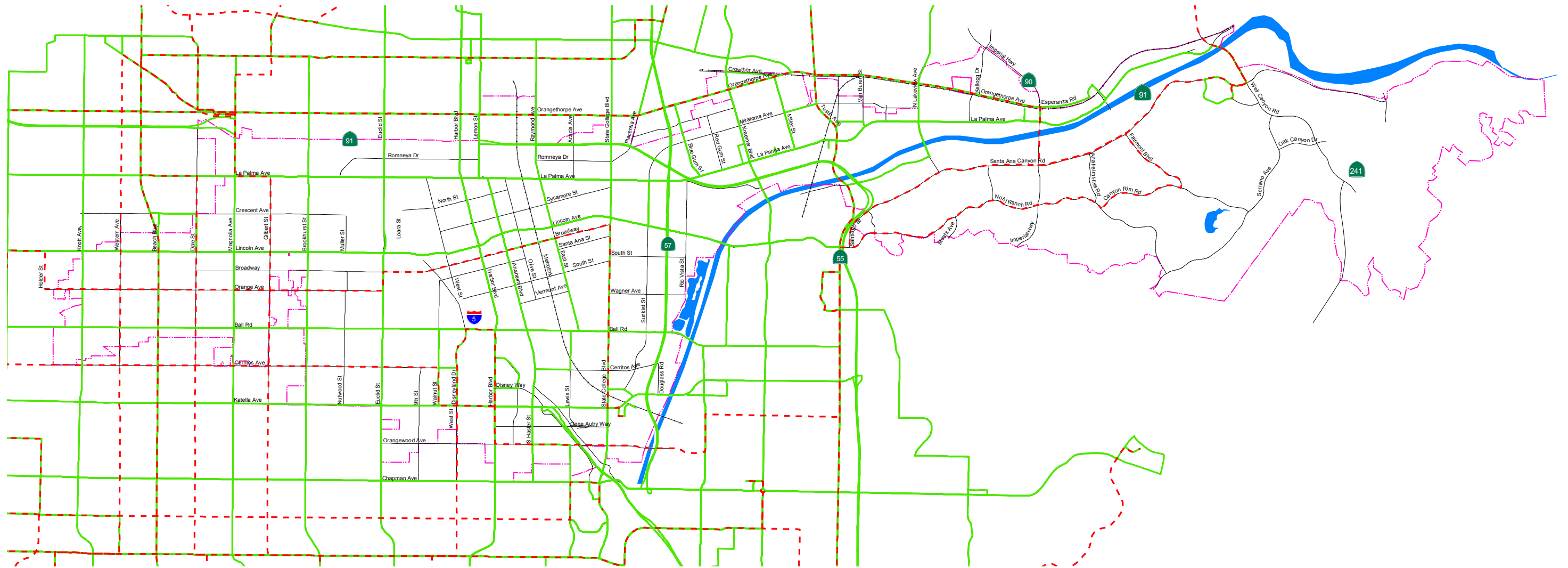
Promote bus service and paratransit improvements.

Policies:

- 1) Support the efforts of regional, State and Federal agencies to provide additional local and express bus service in the City.
- 2) Support and encourage the provision of a range of **paratransit opportunities** to complement bus and rail service for specialized transit needs.
- 3) Support transit supportive land uses in new development.
- 4) Support OCTA's development of a Bus Rapid Transit (BRT) system that is sensitive to the City's aesthetic needs.
- 5) Intensify land uses in close proximity to future BRT stop(s) where appropriate.
- 6) Improve pedestrian access to transit facilities.
- 7) Integrate BRT with ARTIC.

Paratransit services are transportation services such as carpooling, vanpooling, taxi service and dial-a-ride programs.

Existing and Planned Bus Routes



- Existing Bus Routes
- - - New or Expanded Routes
- City Boundary
- Sphere-of-Influence

Adopted: May 25, 2004

City of Anaheim

General Plan Program

Figure C-4 Page C-27



This page intentionally left blank

Passenger and Commuter Rail

Travelers in Anaheim are served by two types of railroad operations – passenger rail and commuter rail. Commuter rail service, Metrolink, is provided by the Southern California Regional Rail Authority (SCRRA) and OCTA. Passenger rail service is provided by Amtrak.

Passenger Rail

Amtrak operates the Pacific Surfliner passenger train line from San Diego to San Luis Obispo, connecting many cities along California's southern coast. Amtrak operates nine passenger trains daily in each direction along this route, providing fifteen roundtrips stopping at the Anaheim Station, which is just north of Angel Stadium of Anaheim. Five of these trains travel the length of the route, from San Diego to San Luis Obispo, while the remaining lines travel as far north as Downtown Los Angeles.

Commuter Rail

Commuter rail is a mode of inter-city travel that primarily transports people during the peak hours to major employment centers. As a result, it typically carries long-distance trips, serves stations that are several miles apart, and has high average operating speeds.

Metrolink operates six commuter rail lines throughout Southern California, three of which serve the City of Anaheim. The Orange County Line, linking Downtown Los Angeles and Oceanside, provides commuter rail service to the Anaheim Station. Commuters can transfer to the 91 Line at the Fullerton Station, one stop north of the Anaheim station, to travel east to Riverside County or transfer to the Inland Empire-Orange County Line at the Orange Station, one stop south of the Anaheim Station, to travel to San Bernardino County. Commuters can also directly access the inter-county Inland Empire-Orange County Line at the Anaheim Canyon Station, which is adjacent to Tustin Avenue, between the Riverside (SR-91) Freeway and La Palma Avenue.

Ridership in Fiscal Year 2001 to 2002 was 1,427,000 for the Orange County Line with nineteen daily trips. Current plans for future commuter rail in Orange County involve adding service to the existing Metrolink lines, with an expected thirty daily trips operating in 2020 on the Orange County Line. The Inland Empire-Orange County Line and 91 Line are each projected to increase from nine daily trips in 2002 to twenty-one in 2020. The Balanced Plan, contains plans for 15-minute headways on the Orange County Line and 30-minute headways on the Inland Empire-Orange County Line, plus increased rail feeder bus service.



California-Nevada Super Speed Train (SST)

Rail projects include the California-Nevada SST, which would initially connect Anaheim to Ontario International Airport, and subsequently to Barstow/Victorville, a new airport near Primm, Nevada and Las Vegas, Nevada. Report findings show that the **maglev** train could reach speeds up to 300 miles per hour along parts of its 270-mile length. Reliable 15 minute travel times would be provided between Anaheim and Ontario International Airport.

What is Maglev?

Maglev is the name for an elevated rail that uses advanced magnetic levitation technology to move people and cargo at very high speeds with a high degree of safety, comfort and reliability. The objective is to build this type of high speed system, connecting the Orange County's existing and emerging population and employment centers with the Ontario International Airport. Other benefits include reduced energy consumption, noise, air pollution, and impacts on other communities.

California High Speed Rail System

Established in 1996, the California High-Speed Rail Authority is charged with the planning, designing, constructing and operating a state of the art high-speed train system.

The proposed system stretches from San Francisco, Oakland and Sacramento in the north -- with service to the Central Valley -- to Los Angeles and San Diego in the south, with a proposed stop in Anaheim. With bullet trains operating at speeds up to 220 mph, the express travel time from downtown San Francisco to Los Angeles is just under 2 ½ hours. Intercity travelers (trips between metropolitan regions) along with longer-distance commuters would enjoy the benefits of a system designed to connect with existing rail, and to reduce aviation and highway system infrastructure demands.

Intermodal Transportation Center

Anaheim is currently seeking funding for a major intermodal transportation center in The Platinum Triangle. The transportation center would be one of three major transportation centers located in Southern California, along with Union Station in Los Angeles and the Ontario International Airport in the City of Ontario. The center would expand existing transportation infrastructure for Amtrak intercity rail, Metrolink commuter rail, Anaheim Resort Transit shuttle service, and vehicular and bicycle modes. Six planned rail and bus services would be added into the hub, providing seamless intermodal access to the planned California-Nevada Super Speed Train, California High Speed Rail, Express Bus and Bus Rapid Transit.

The intermodal transportation center would fit into the urban, mixed-use fabric planned for The Platinum Triangle, providing a multitude of transportation options for residents, employees and visitors of The Platinum Triangle and The Anaheim Resort.

GOAL 6.1:

Support the development of mass transit to enhance modal choice.

Policies:

- 1) Support efforts to enhance intercity and commuter rail systems and services.
- 2) Pursue the development of multi-modal transit opportunities in The Platinum Triangle, including the development of an Intermodal Transportation Center.
- 3) Participate in and support further study of regional and interstate rail projects.
- 4) Participate in and support the California-Nevada High Speed Rail planning effort.
- 5) Participate in passenger rail planning efforts.

Bikeways

The City of Anaheim currently has three classifications of bikeways, Class I, Class II, and Class III. Class I Bikeways provide for bicycle travel on right-of-way completely separated from the street. Class II Bikeways provide striped and signed lanes within the street right-of-way. Class III Bikeways are commonly signed only bike routes. Figure C-5, *Bikeways*, shows existing and planned bicycle routes. The Santa Ana River Trail is classified as a Class I Bikeway and connects with Orange County's riding and hiking trails following the western flank of the river as it moves south to the ocean in Huntington Beach.

As opportunities for acquiring lands for bikeways and recreational resources in the City are limited, the City will continue to look for new ways to provide more links from surrounding development to existing bikeways. Areas such as utility easements and public rights of way along flood control channels and rail lines provide alternatives to streets while planning new bikeways.

Proposed Class II bikeways will require on-street parking removal. These bikeways would provide connections between the existing facilities and would provide greater access in the City.

GOAL 7.1:

Protect and encourage bicycle travel.

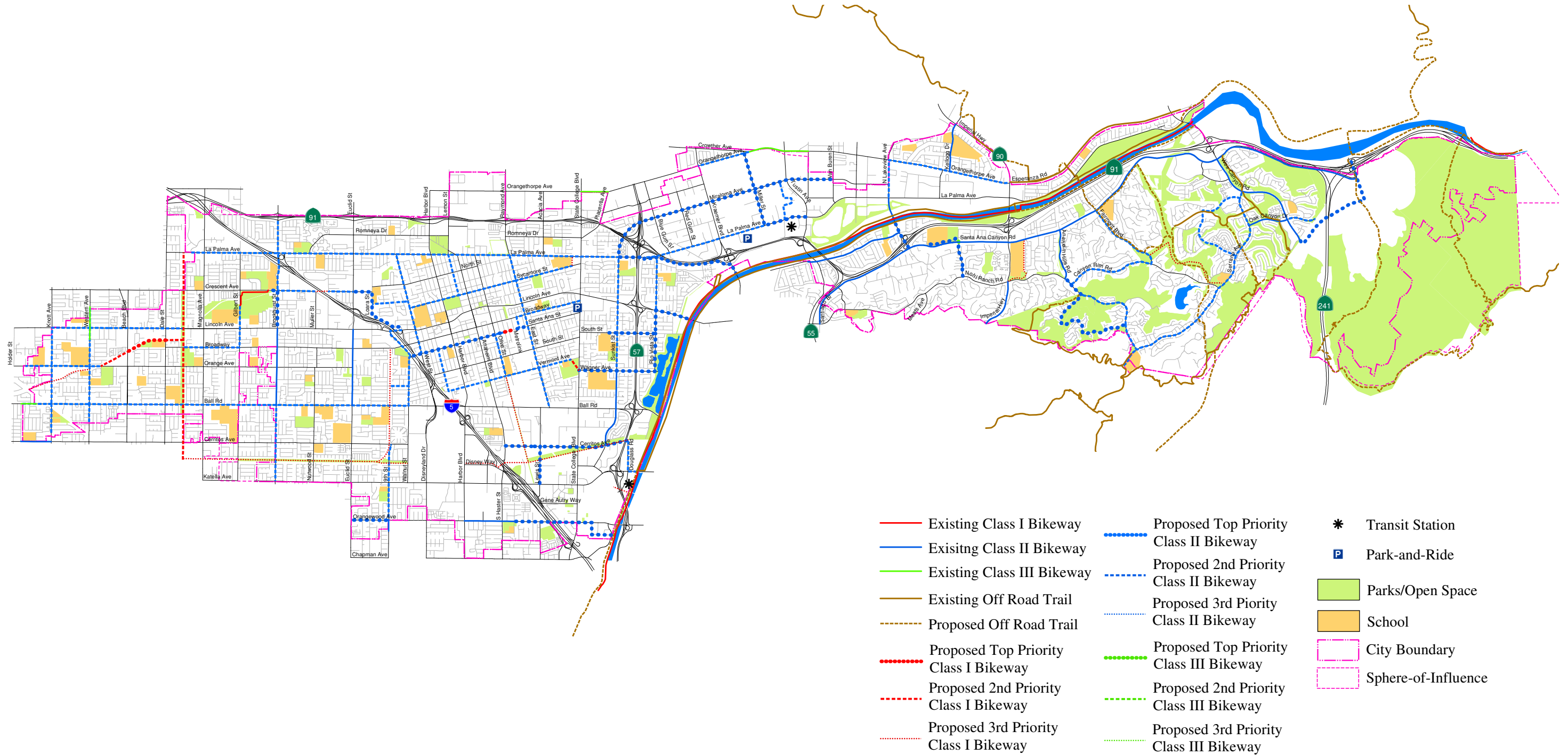
Policies:

- 1) Provide safe, direct, and continuous bicycle routes for commuter and recreational cyclists.



- 2) Incorporate bicycle planning into the traditional transportation planning process.
- 3) Support bicycle routes that minimize cyclist/motorist conflicts.
- 4) Support roadway design policies that promote attractive circulation corridors and pleasant traveling experiences for bicyclists.
- 5) Support OCTA's program to provide bike racks on transit buses.
- 6) Implement a bikeway system with linkages to routes in neighboring jurisdictions and regional bicycle routes.
- 7) Maximize the use of easements and public rights-of-way along flood channels, utility corridors, rail lines and streets for bicycle and pedestrian paths.
- 8) Connect Downtown with The Platinum Triangle using the Olive Street railroad right-of-way for pedestrian, bicycle, and/or transit use.
- 9) Require that new streets or developments contain adequate right of way for bicycle lanes, where appropriate.
- 10) Where space and appropriate roadway conditions currently exist, continue to install bike routes.

Existing and Proposed Bicycle Facilities



Adopted: May 25, 2004
 Revised: November 30, 2010
 0 0.5 1 2 Miles

City of Anaheim

General Plan Program

Figure C-5 Page C-33



This page intentionally left blank

Pedestrians

Pedestrian facilities include sidewalks, trails, walkways, bridges, crosswalks, signals, illumination, and benches, among others. These facilities are an important part of Anaheim's non-motorized transportation network. Pedestrian facilities provide a vital link between many other modes of travel and can make up a considerable portion of short-range trips made in the community. Where such facilities exist, people will be much more likely to make shorter trips by walking rather than by automobile. Pedestrian facilities also provide a vital link for commuters who use other transportation facilities such as buses and park and ride lots as well as those who utilize the City's recreational facilities and attend City schools.

Pedestrian circulation is accommodated by the provision of sidewalks within streets rights-of-way and Class I Bikeway rights-of-way.

Intermodal Linkages

The success of the City's pedestrian, transit, and bicycle facilities relies heavily upon the ability of the general population to access them. Linkages between these facilities can foster the creation of a system that works with great synergy and could ultimately help alleviate the general population's reliance upon the automobile as their primary source of transportation. In addition to the potential reduction in traffic that these linkages would encourage, the linkages could provide another option to Anaheim residents, businesses and visitors to navigate through the City along such linkages rather than utilizing the established roadway network.

GOAL 8.1:

Protect and encourage pedestrian travel.

Policies:

- 1) Encourage and improve pedestrian facilities that link development to the circulation network and that serve as a transition between other modes of travel.
- 2) Improve pedestrian and bicycle connections from residential neighborhoods to retail activity centers, employment centers, schools, parks, open space areas and community centers.
- 3) Encourage barrier free accessibility for all handicapped residents, employees and visitors throughout the City's circulation system.
- 4) Support the planning of sidewalks of appropriate width to allow the provision of buffers to shield non-motorized traffic from vehicles.



- 5) Add raised, landscaped medians and bulbouts, where appropriate, to reduce exposure to cross traffic at street crossings.
- 6) When appropriate, walkways should include pedestrian amenities such as shade trees and/or plantings, trash bins, benches, shelters, and directional kiosks.
- 7) Ensure that streets and intersections are designed to provide visibility and safety for pedestrians.
- 8) Improve pedestrian amenities adjacent to Metrolink and Amtrak stations.
- 9) Enhance and encourage pedestrian amenities and recreation, retail and employment opportunities in mixed-use areas to enhance non-motorized transportation.
- 10) Require commercial developments to provide specific pedestrian access points independent from auto entrances.
- 11) Coordinate with appropriate agencies to ensure that transit stops are accessible to pedestrians.

Commuter Services

The City of Anaheim established the Commuter Services Office as a part of the Public Works Department in 1989 to help meet Federal and State Clean Air Act requirements. In an effort to reduce traffic congestion and improve air quality, the Commuter Services Office offers a wide variety of information for City of Anaheim employees interested in bicycling, carpooling, vanpooling, public transit and rail transportation. Non-employees that are willing to use designated routes may be able to use vanpooling services.

Park-and-Ride Facilities

There are four park-and-ride facilities for those who carpool or use public transportation to reach their destination. Two park-and-ride facilities located adjacent to Metrolink Stations serve rail commuters only. The Anaheim Stadium Station lot has 400 spaces and the Anaheim Canyon Station lot has 100 spaces. Both Metrolink lots are heavily used. The two other park-and-ride lots – the 50-space lot near Kraemer Boulevard and La Palma Avenue and 40-space lot near State College Boulevard and Lincoln Avenue – experience less usage.

Vanpooling

Anaheim Commuter Services offers a vanpooling program with eleven routes to and from inland cities during the morning and evening commute. Participants in the program have

the option of joining as part-time or full-time riders and pay rates related to distance traveled.

GOAL 9.1:

Provide carpooling and vanpooling opportunities for commuters.

Policies:

- 1) Continue to encourage carpooling by promoting park-and-ride facilities.
- 2) Continue to encourage vanpooling for City residents and workers.
- 3) Participate in OCTA's Rideshare program.
- 4) Cooperate with public or private providers of vanpool services and publicize vanpool options to residents.

Goods Movement

Truck Routes

Truck routes not only allow truck traffic to flow efficiently, they also minimize the possible exposure of people in sensitive areas, such as residential neighborhoods and schools, to safety and mobility impacts involving trucks or high noise levels that can be generated by truck traffic. In addition, the maintenance of roadways to preserve mobility, safety, efficiency and convenience on roadways within the City is also affected by the frequency of truck trips made on specific routes. Directing truck traffic to specially designated truck routes minimizes impacts that could occur on local roadways. Figure C-6 maps truck routes in Anaheim.

GOAL 10.1:

Facilitate safe surface truck movement while minimizing the impact of truck traffic on residential streets.

Policies:

- 1) Monitor truck traffic to ensure that street restrictions are met and truck routes can be enforced.
- 2) Reexamine truck routes as needed to ensure the safety of residents, neighborhoods, pedestrians, cyclists, and other motorists.
- 3) Require sufficient on-site loading to minimize interference with traffic circulation.
- 4) Restrict heavy vehicles from entering the immediate vicinity of school and other institutions to minimize noise and safety impacts.



Freight Rail

Freight operators are the largest users of Anaheim's current rail facilities. Burlington Northern Santa Fe (BNSF) and the Southern Pacific Transportation Company (SPTC) provide freight rail services in Anaheim. BNSF operates intermodal, carload freight, and bulk unit trains through the City, with two spur lines serving industrial areas in Anaheim. The major origins and destinations for freight moved by BNSF are San Diego and Los Angeles. The SPTC operates the Santa Ana and West Santa Ana branches running through the City.

Freight train movements are expected to increase on rail lines through Anaheim, with an expected increase from 50 to 70 trains per day to 135 to 150 trains daily on BNSF's main transcontinental line, which runs through northern segments of the City. The Orange North-American Trade Rail Access Corridor Authority (ONTRAC), part of the Orange County Gateway project, will grade separate the BNSF main line in northern Orange County. The project was developed to eliminate traffic conflicts at eleven at-grade crossings, increase safety at rail crossings, and provide congestion relief.

The approximately seventy railroad crossings at arterial and local streets within the City are mostly at-grade.

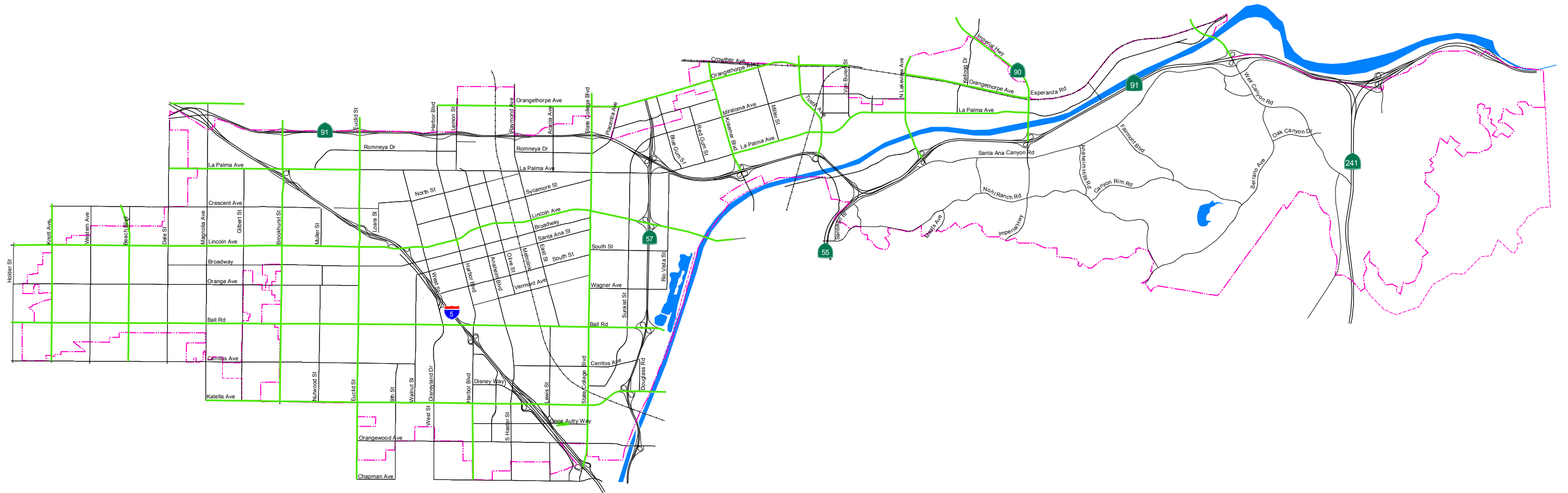
GOAL 10.2:

Facilitate safe rail freight movement while minimizing impacts on residents and motorists.

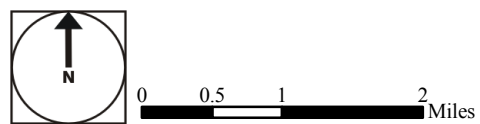
Policies:

- 1) Support a system of freight movement that minimizes conflicts with street circulation.
- 2) Support grade separations for major arterials at rail crossings.

Truck Routes



- Truck Routes
- - - City Boundary
- · · Sphere-of-Influence



City of Anaheim

General Plan Program

Figure C-6 Page C-39



This page intentionally left blank

Aviation and Heliport Facilities

Access to aviation facilities and services that meet the needs of Anaheim residents is also an important component of the City's circulation system. Anaheim accounts for one-third of all aviation demand generated by Orange County. Major commercial airports that are used for passenger service by Anaheim residents include John Wayne Airport, Los Angeles International Airport, Long Beach Airport and Ontario International Airport. The primary local general aviation facility that serves Anaheim is Fullerton Municipal Airport.

The Airport Land Use Commission (ALUC) of Orange County assists local agencies to ensure that there are no direct conflicts with land uses, noise, or other issues that would impact the functionality and safety of airport and heliport operations. The ALUC requires that local jurisdictions' general plans and zoning ordinances are consistent with Airport Environs Land Use Plans (AELUP's), which contain noise contours, restrictions for types of construction and building heights in navigable air space, as well as requirements impacting the establishment or construction of sensitive uses within close proximity to airports.

Two AELUP planning areas extend within City boundaries in West Anaheim. Fullerton Municipal Airport and Los Alamitos Joint Training Base, located northwest and southwest of the City, respectively, are regulated by AELUP's. In addition, the ALUC has established an AELUP that addresses heliport operations within cities and counties, which is applicable to the City of Anaheim.

GOAL 11.1:

Support the safe operation of aviation and heliport facilities within and in proximity to the City.

- 1) Ensure that reliable travel times and mode choices are provided to connect Anaheim residents and businesses with aviation facilities.
- 2) Ensure that private heliports and adjacent developments are reviewed and constructed in compliance with the *Airport Environs Land Use Plan for Heliports* adopted by the Airport Land Use Commission.
- 3) Implement and maintain appropriate policies identified in the *Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos and Fullerton Municipal Airport* adopted by the Airport Land Use Commission, which addresses compatible land use designations, noise issues, environmental impacts and safety considerations within and adjacent to the airport facility.



- 4) Ensure that all new projects are developed in compliance with FAA requirements and the *California Airport Land Use Planning Handbook* developed by the State of California Department of Transportation, Division of Aeronautics.

Parking

Typically, on-street parking in Anaheim is permitted on secondary and local streets unless specifically prohibited. Off-street parking requirements for various land uses are provided in the City Zoning Code.

Parking areas are essential facilities for most types of uses. Unfortunately, the amount of land devoted to parking can inhibit pedestrian orientation and detract from the aesthetics of urban areas, especially if parking lots are poorly designed or situated. Parking structures and shared parking associated with higher density mixed-use and multi use projects can improve vehicular circulation while utilizing the land more efficiently. When designed appropriately, parking structures are less intrusive than surface parking lots and can lead to the development of aesthetically pleasant parking areas that are integrated into the urban fabric.

GOAL 12.1:

Ensure adequate parking is made available to City residents, visitors, and businesses.

Policies:

- 1) Assess the adequacy of existing or proposed on- and off-street parking as needed, especially in urban and commercial areas, to ensure that an adequate supply is provided.
- 2) Explore strategies for the management of parking supply, which can include parking fees, metered on-street parking, and staggered work schedules.
- 3) Develop strategies for the control of parking demand such as improved transit service, amenities for bicyclists, and rideshare vehicles.
- 4) Develop strategies for shared parking opportunities in mixed-use and multiple-use development.
- 5) Encourage the use of well-designed, aesthetically-enhanced parking structures as an alternative to large, expansive surface parking lots.

(Res. 2005-19, February 15, 2005), (Res. 2005-207, October 25, 2005)