

Complete Streets

A Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of transportation networks.

PUBLIC REVIEW DRAFT

CHAPTER 3

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Re-Imagine
Santa Fe Springs

2040 GENERAL PLAN



Telegraph Road

Telegraph Road is one of the busiest roads in Santa Fe Springs with over 44,000 vehicle trips per day.



CIRCULATION ELEMENT

Introduction

Moving around, through, and beyond Santa Fe Springs requires a system of pathways, roadways, freeways, and railways that is convenient and efficient. The industrial businesses that dominate the landscape in the City depend upon these systems to deliver raw materials and bring goods to market. City residents expect the local road network to provide easy and safe connections to work, school, parks, and commercial centers. Residents may opt to ride bikes or walk to local destinations, and mobility networks that accommodate multi-modal forms of travel can allow them to do that. This Circulation Element identifies a network that meets evolving mobility modes and forwards initiatives to improve the health of the environment and Santa Fe Springs residents. In addition to addressing mobility infrastructure, this Element covers other infrastructure that supports a thriving community: water and sewer systems, communications networks, and the energy systems that heat, cool, and power homes and businesses.



Elementary school students participating in a walk to school program.



Foundation for Mobility Planning

The primary goal of transportation planning is to provide efficient, safe travel routes for all mobility modes. The Santa Fe Springs community has grown up recognizing that industry requires rail and freeway connections to ports and destinations beyond the City. However, residential neighborhoods have long been part of the community, and residents have expressed parallel priorities: safe walking and biking routes, reduced traffic congestion, improved rail crossings, better physical street conditions, and lower levels of diesel exhaust from trucks and trains. They mentioned that more shade trees along sidewalks would greatly improve the pedestrian environment, as would enhanced street crossings in neighborhoods and around schools and parks.

Another goal, although no less a priority, is to reduce the pollutant loads associated with fossil fuel combustion motor vehicles and trains, thus improving local air quality and combating the adverse consequences of climate change. The California legislature has adopted several laws focused on reducing greenhouse gases to address climate change. California Assembly Bill (AB) 1358 (Complete Streets Act), AB 32 (Global Warming Solutions Act), and California Senate Bill (SB) 375 (Sustainable Communities and Climate Protection Act) form the basis of greenhouse gas reduction policies and establish requirements that link land use(s) and transportation policy planning.



Vehicles traversing on Pioneer Boulevard just south of Telegraph Road.



Regional Context

Santa Fe Springs benefits tremendously from the freeways and railways that pass by and through the City.

- **Interstate 605.** The San Gabriel Freeway (I-605) traverses along the northwestern border of Santa Fe Springs, paralleling the San Gabriel River and extending 27 miles between Seal Beach in Orange County to Duarte in Los Angeles County to the north. Within the City, Telegraph Road, Slauson Avenue, and Washington Boulevard have on- and off-ramps to I-605.
- **Interstate 5.** Interstate 5 (I-5) extends the length of the west coast, from San Diego to Seattle. The section through Orange and Los Angeles Counties is referred to as the Santa Ana Freeway. Florence Avenue is the primary access roadway to I-5 in Santa Fe Springs, with additional interchanges at Bloomfield Avenue, Norwalk Boulevard, Carmenita Road, and Valley View Avenue. I-5 and I-605 intersect just north of the Florence Avenue ramps. The California Department of Transportation (Caltrans) initiated a massive I-5 widening project through Orange and Los Angeles Counties in 2013 that included interchange improvements at Florence Avenue and Valley View Avenue.

Santa Fe Springs has history as a railroad town, with its name indicating the early importance of the local Santa Fe Railroad station. In the past, many railroad lines connected through the Los Nietos Junction community, including the defunct Pacific Electric Railway that connected passengers to Whittier and La Habra, as well as Southern Pacific and Atchison, Topeka, and Santa Fe. The Northern Santa Fe (BNSF) and Union Pacific (UP) operate freight rail lines that traverse the City, as well as the Union Pacific Los Nietos and Valla rail yards. Metrolink, sharing the rail line right-of-way with BNSF, connects commuters in the Inland Empire and Orange County to Downtown Los Angeles, with a stop at the Norwalk/Santa Fe Springs station. Station parking is available on the east and west sides of the station. The east side parking lot is located in the City of Santa Fe Springs, while the west side parking lot is located in the City of Norwalk.

Metro, the agency which operates Los Angeles County's light rail system, has an ambitious program to extend service into east Los Angeles and west San Bernardino counties, and southeast to Santa Fe Springs and Whittier. The planned station at Washington Boulevard/Norwalk Boulevard will be the catalyst for land use transformation of this area.



Aerial view of Florence Avenue and I-5 Freeway interchange.

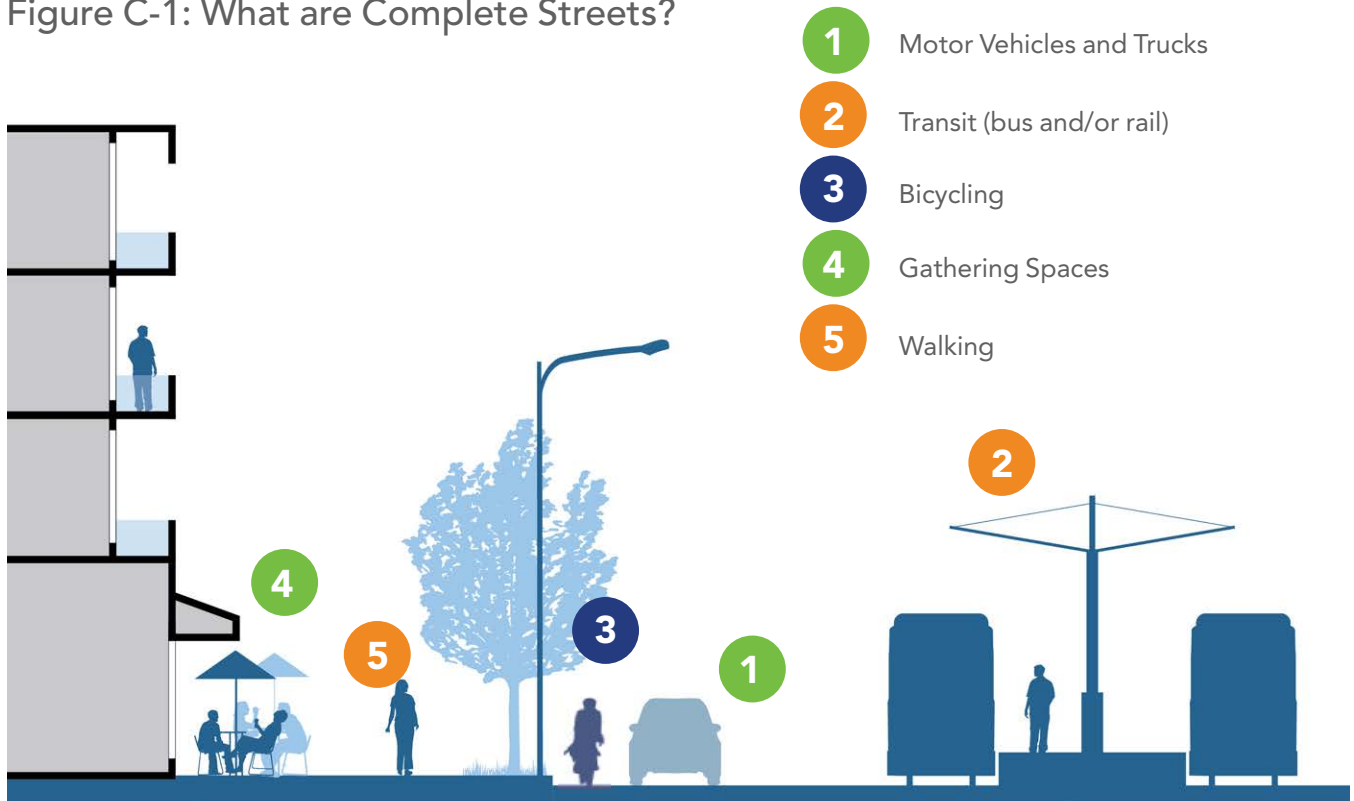


Complete Streets

A complete streets approach to mobility planning integrates people and places into the planning, design, construction, operation, and maintenance of transportation networks. It ensures that streets are not just designed for a single mobility mode, but that different streets may prioritize pedestrian, automobiles, bikes, transit, or freight mobility, with the integrated street network moving all modes efficiently. In Santa Fe Springs, where industry represents the predominant land use, the network must accommodate significant truck and car volumes. However, parallel roadways within an integrated system may be more suitable for pedestrians, bikes, and transit. Balancing and accommodating trucks, cyclists, pedestrians, transit riders, and emerging mobility options on the street system—and allowing freight and commuter trains to serve the community is the focus of this element.

The complete streets planning approach has been shown to contribute to healthier, more equitable communities. Health benefits include reduced traffic and fewer traffic collisions, more active living and exercise opportunities, and better air quality for surrounding neighborhoods. Complete streets can also provide social spaces for pedestrians. Spaces can be created for outdoor seating, public spaces for event programming, park spaces, and outdoor dining areas.

Figure C-1: What are Complete Streets?





Equitable Transportation

Employed residents who earn lower incomes are less likely to have access to personal vehicles and more likely to use public transit to get to their jobs. These residents are more likely to experience poor transportation outcomes resulting from gaps in pedestrian, bicycle, and public transportation infrastructure. When age and physical abilities are not a barrier, costs associated with car ownership can inhibit mobility in car-centric environments.

In 2018, 15 percent of renter-occupied units in Santa Fe Springs lacked access to a vehicle, compared to only two percent of owner-occupied households (see Table C-1). Employed residents living below the poverty line were less likely to drive to work alone (three percent) and more likely to carpool (13.9 percent) and take public transit (25.0 percent) compared to employed residents earning 150 percent or more than the federal poverty level. Employed residents earning 149 percent of the federal poverty wage or lower comprised 30 percent of all commuters using transit despite making up only eight percent of all workers.

Although a greater share of residents commuting within Los Angeles County use public transportation overall, employed Santa Fe Springs residents earning below the poverty line used public transportation at higher rates than County residents living in poverty.

Environmental factors and infrastructure deficiencies also disproportionately affect low-income communities and communities of color. For example, inadequate walking and biking infrastructure (e.g., missing or broken sidewalks, limited street lighting, lack of marked crosswalks and traffic islands, substandard or no bike lanes, etc.) and perceived safety issues create barriers to walking and biking. Bicyclists and pedestrians in low-income communities and communities of color have higher injury and fatality rates.

This Circulation Element promotes accessibility of pedestrian, bicycle, and transit networks in the City of Santa Fe Springs by making daily transportation options more reliable and convenient for children, older adults, people of color, and people with physical disabilities.

Table C-1: Vehicles Available (2018)

Vehicles Available	Santa Fe Springs		Los Angeles County	
	Owner	Renter	Owner	Renter
No vehicles available	2.0%	15.0%	2.8%	13.6%
1 or more vehicle available	98.0%	85.0%	97.2%	86.4%
Total	100.0%	100.0%	100.0%	100.0%

Overarching Objectives

Transportation equity in Santa Fe Springs means that community members who historically have been left out of transportation investments and decisions will be prioritized, engaged, and included.

Active transportation and transit options increase mobility for vulnerable populations, enabling safe, affordable access to economic and social opportunities.



Active Transportation

Active transportation refers to human-powered methods of travel: walking, bicycling, or rolling (using a skateboard or non-motorized scooter) to get from one place to another. Everyone uses active transportation at some point in a trip, whether walking to a rail station, bicycling to work, or skating home from a bus stop.

What are the benefits of active transportation?

- Safe places to walk, bike, or travel by human-powered means improves access to transit and provides more travel choices.
- Reduces transportation costs and support the local economy.
- Reduces greenhouse gas emissions and traffic congestion.
- Improves public health by providing more opportunities for physical activity.

Active Transportation Plan

In 2020, Santa Fe Springs completed the 2020 Active Transportation Plan, which represents a new commitment to promoting walking and biking. The plan will help our community move toward a more sustainable, multi-modal transportation system that serves all residents regardless of age, ability, identity, or income.

Biking



Rolling



Walking



Little Lake City and Los Nietos school district students participate in international Walk to School Day.



Walkable Streets for Pedestrians

Safe, accessible, and comfortable pedestrian paths encourage walkability in residential neighborhoods and business districts for people of varying abilities and ages. When the street environment supports walking with wide sidewalks, sidewalks offset from the curb, well-marked crosswalks, street trees for shade, and easily identifiable and accessible building entrances, the number of people who walk increases significantly.

Principles of Walkable Streets

What do pedestrians need to feel comfortable as they walk around an area? Walkable environments meet three crucial needs:

- **Safety.** People walking need to be protected from vehicles traveling at high speeds, truck noise, emissions, and train crossings.
- **Convenience.** People on foot need to be able to get where they are going directly, without going out of their way.
- **Comfort.** People who walk need the street to provide for their physical abilities and mental ease.

Safer Streets

The City has identified a focused strategy to minimize severe injuries that occur on local streets. It is a multipronged approach focused on programs and policies categorized by design, law enforcement, and information.

As many modern roadways have been designed for the efficient use of motor vehicle traffic, the consideration of bicyclist and pedestrian safety and convenience has often been a secondary concern. A complete streets strategy involves designing to meet pedestrian and bicyclist mobility and safety needs rather than assume they will not use the facility.

Key principles in keeping streets safer include:

- **Buffers.** Between Pedestrians and Vehicle Traffic. Trees and other landscaping, bicycle lanes, and cars parked along the street all provide a cushion between people walking and vehicle traffic. This increases pedestrians' actual safety as well as their feeling of comfort.



Visible street crossings, mid-block crossings, and crossing guards create a safer environment for kids walking to school.



- **Traffic Calming.** When cars and trucks exceed posted speed limits or drive while distracted, they increase the number of collisions and the severity of injuries for motorists and especially pedestrians. The rates of injury and death are even higher for children and older adults. Ways to calm traffic include intermittent lane width reducers (“chicanes”), changes in road textures, raised medians, and angled parking.
- **Increased Enforcement.** No one likes getting a traffic ticket. Increased enforcement, with signage warning motorists of a no-nonsense approach to traffic law enforcement, can increase driver vigilance.
- **Destinations and Density.** If there isn’t anywhere to go or destinations are far from one another, would-be pedestrians will be discouraged from setting out. When many potential destinations are located close together, people may be more inclined to walk among several different stores or from a park to a store.

Convenient Streets

For someone in a vehicle, traveling an extra one-half mile to a destination takes an extra minute. But for a pedestrian, those 10 additional minutes of walking can mean the difference between being willing to make the trip or not—the difference between a quick stroll and an uncomfortable, exhausting slog. Encouraging short trips on foot, rather than in a car, requires:

- **Good Lighting.** At night, crime and traffic collisions are less likely to occur where lighting is designed for pedestrians and is closely spaced, avoiding pools of darkness between lights.
- **Direct Access to Buildings.** Accessible storefronts face the street, ensuring that pedestrians don’t have to trek across expansive parking lots or wander in perplexity seeking an entrance.
- **Street Connectivity.** With short blocks, many intersections, and frequent street crossings, pedestrians can get to their destinations by the most efficient and direct route. Grid street patterns offer alternative routes, which add interest to frequently traveled paths.



Landscaping and street trees create safer and convenient streets for pedestrians.



Comfortable Streets

When a pedestrian sets out on a trip, his or her comfort depends on the environment. On hot days, walkers will be uncomfortable unless their route is shaded, with places to rest and water to drink. When people on foot get hungry or thirsty, they must either carry an extra load or find food and drink along the way. If signs are misleading, pedestrians may become tired and frustrated during searches for their destination. When sidewalks are poorly maintained and graffiti covers walls or fences, people walking may feel threatened, in contrast to people in cars who can relax in the familiarity of their vehicle. This means that people walking rely heavily on features such as:

- **Short Blocks and Pedestrian Short Cuts.** Smaller street blocks create shorter walking distances for pedestrians. Although the street system in Santa Fe Springs is well established, pedestrian short cuts within mixed-use and commercial centers and linkages within blocks and between buildings create environments that are easy to navigate and conducive to walking.
- **Urban Cooling.** Urban cooling includes shade tree canopies, landscaping, shade elements and shelters (e.g., shade sail), hydration stations, and cool pavements to keep pedestrians cool under warm walking conditions and to minimize impacts from the hot weather and heat-reflective surfaces.
- **Comfort.** Convenient seating and benches create respites for comfort, especially for people walking long distances and seniors and adults with young children.
- **Wayfinding and Signage.** Wayfinding signage can be used to educate and inform visitors of their new surroundings to help familiarize themselves with the features and functions of the space in which they find themselves. Mobile devices and electronic displays can allow users to interactively experience Santa Fe Springs' historical and cultural landmarks.
- **Active Ground Floor.** The ground floor is where vibrancy and public life exist and is most visually apparent. People coming and going from service

businesses or sitting on terraces having a drink or eating a meal—this all happens at the street level on the ground floor. Activating the ground floor is not practical for all of Santa Fe Springs given the industrial character of much of the City, but is ideal within pedestrian priority zones, mixed-use districts, and the downtown setting.

- **Placemaking.** Making the physical environment a better place through public realm improvements is known as “placemaking.” These measures make places safer and more comfortable and interesting, and generally more attractive to pedestrians. Taking all of the elements described above, and orchestrating a plan that integrates these improvements, will create a recognizable environment for Santa Fe Springs.



Shade elements create cooler environments for pedestrians



Street trees provide shade and comfort on warmer days.



Sidewalks and Crosswalks

While the City has a fairly complete sidewalk network in residential neighborhoods, a few residential streets lack sidewalks. Adding sidewalks to existing streets can be costly and almost infeasible where right-of-way does not exist, but retrofits can be accomplished when funds are available. Improvements to existing walking paths can include adding shade trees and curb cuts to accommodate wheelchairs and strollers. All new residential development will require sidewalks on both sides of the streets and include the planting of climate-appropriate shade trees.

Marked crosswalks are an essential tool for helping pedestrians move safely, conveniently, and predictably across roadways. Crosswalks can also provide a unique streetscape design treatment to emphasize pedestrians' presence and right-of-way. Streetscape design should emphasize crosswalks, where warranted, as a fundamental part of the pedestrian realm, not as an intrusion into the roadway reserved for vehicles only.

Midblock crosswalks and safety islands facilitate crossings to places that people want to go but that are not well served by the existing traffic network. These pedestrian crossings, which commonly occur at schools, parks, bus stops, and other destinations, have historically been overlooked or difficult to access, creating unsafe or unpredictable situations for both pedestrians and vehicles. The Santa Fe Springs Department of Public Works will consider midblock crossing when deemed necessary and/or feasible.

Universal Access and Design

The barriers faced by seniors and disabled persons are similar since the two groups encounter the same issues: transportation system designs and policies that impair their ease of mobility and access. Such barriers include missing sidewalks, poorly marked intersections, inadequate time to cross wide intersections, and a lack of benches for resting.

Universal design (also called inclusive design or accessible design) refers to facility designs that accommodate the widest range of potential users, including people with mobility and visual disabilities and other special needs.

Transportation efficiency can be encouraged by universal design. Increased walkway widths and smooth walking surfaces improve convenience for all travelers, not just those with mobility impairments. Curb ramps are important for people using handcarts, scooters, baby strollers, bicycles, and wheelchairs.



Clear crosswalks and midblock crossings help pedestrians move safely and conveniently.



Pedestrian Plan

Pedestrian Priority Streets

Pedestrian priority streets include improvements that increase the safety, convenience, and comfort for pedestrians. These streets can provide direct routes to schools, parks, commercial districts, and transit stations. The following are the different types of priority streets, as shown on Figure C-2.

- Safe Routes to Schools and Parks.** Safe Routes to School streets—located primarily within a 1/4-mile radius around schools—are areas targeted for improvements to intersections and crosswalks, and missing sidewalks or curb cuts are added, where feasible. Safe Routes to Parks also provide street, sidewalk, and intersection amenities and improvements to areas around parks, recreational facilities, and public gathering spaces. These routes should also include streetlights, connected sidewalks, and bicycle facilities.
- Transit Stations.** The immediate half-mile radius around the Metrolink and future L Line stations must be designed to allow pedestrians to walk comfortably to shops, homes, and parking areas (for those that use the station as part of their journeys). Wayfinding signage will help visitors.
- Downtown and Mixed-Use Districts Safe Streets.** These streets include pedestrian-friendly amenities and wider sidewalks and have specialized pedestrian zones (see Figure C-2). The sidewalk amenity zone is the area between the building and sidewalk where outdoor seating and street furniture can be located. This space also ensures that pedestrians have a safe and adequate place to walk.



Safe routes to schools and parks



Comfortable walking conditions around transit stations/stops.

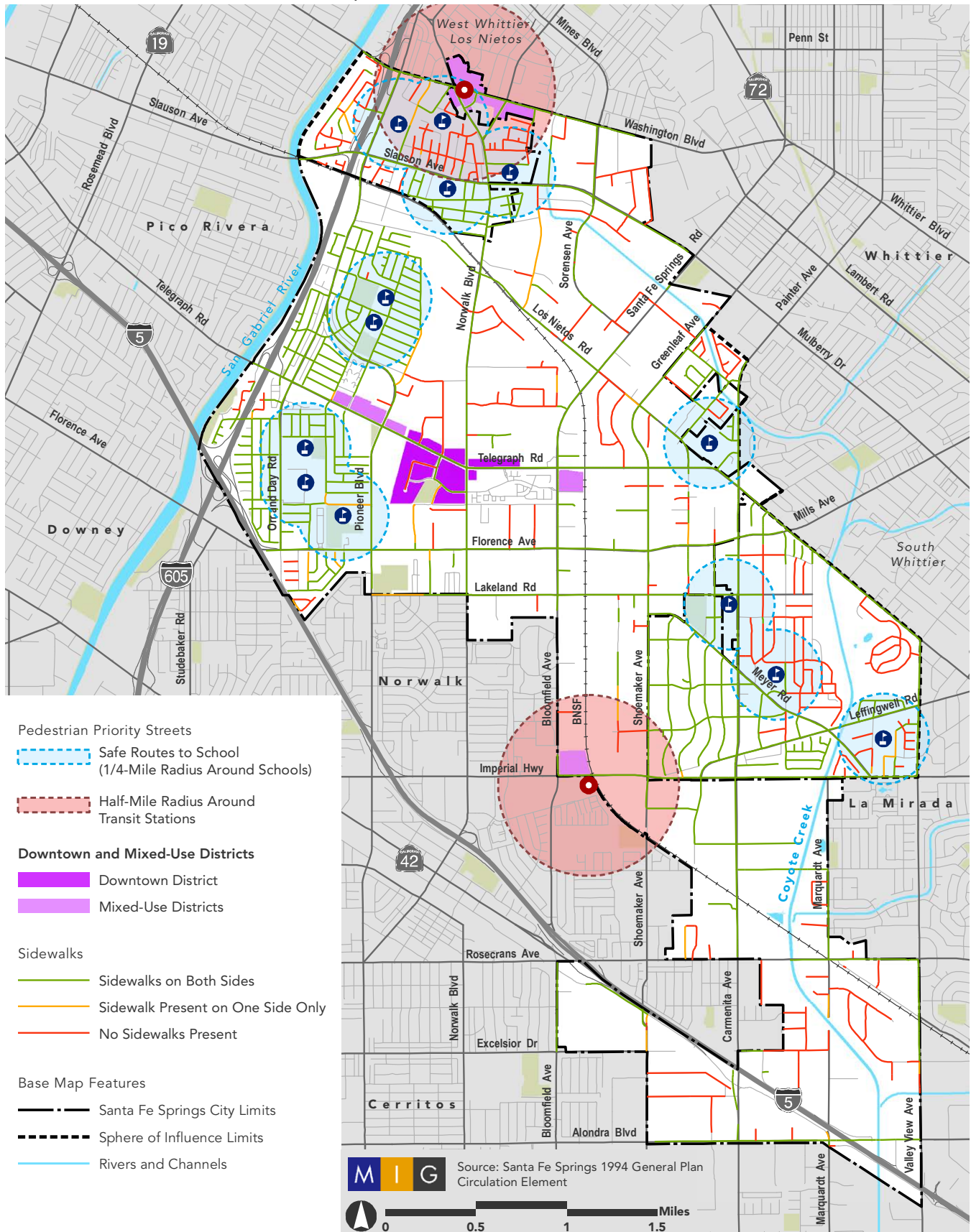


Pedestrian-friendly environments are ideal within a downtown and mixed-use setting.

Figure C-2: Pedestrian Priority Streets



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Pedestrian Improvements

Figure C-3 shows locations of planned pedestrian improvements citywide. Categories of recommended pedestrian projects are:

- 1 **Sidewalks and Paths.** New sidewalks/paths, sidewalks offset from the curb, meandering sidewalks, and sidewalk gap closures make walking along the street safer, more comfortable, continuous, and accessible for people using mobility devices.
- 2 **Crossing Enhancements.** Crossing enhancements that make crossing the street at intersections and midblock easier, including high-visibility crosswalks, advance yield markings, and pedestrian refuge islands.
- 3 **Curb Treatments.** Curb ramps and curb extensions increase accessibility for people crossing the street and accessing sidewalks from the street.
- 4 **Beacons and Signals.** Beacons and pedestrian activated warning devices (e.g., Rectangular Rapid Flashing Beacons [RRFBs]) to help people safely cross the street at uncontrolled locations, particularly where high traffic volumes or speeds are prevalent.
- 5 **Green Infrastructure.** Trees, landscaping, and stormwater capture features provide shade, increase cooling green space, contribute visual character, and improve comfort for people walking and biking.



Wide sidewalks



Midblock crossing with beacons and signals



Enhanced curb treatments and crossing enhancements

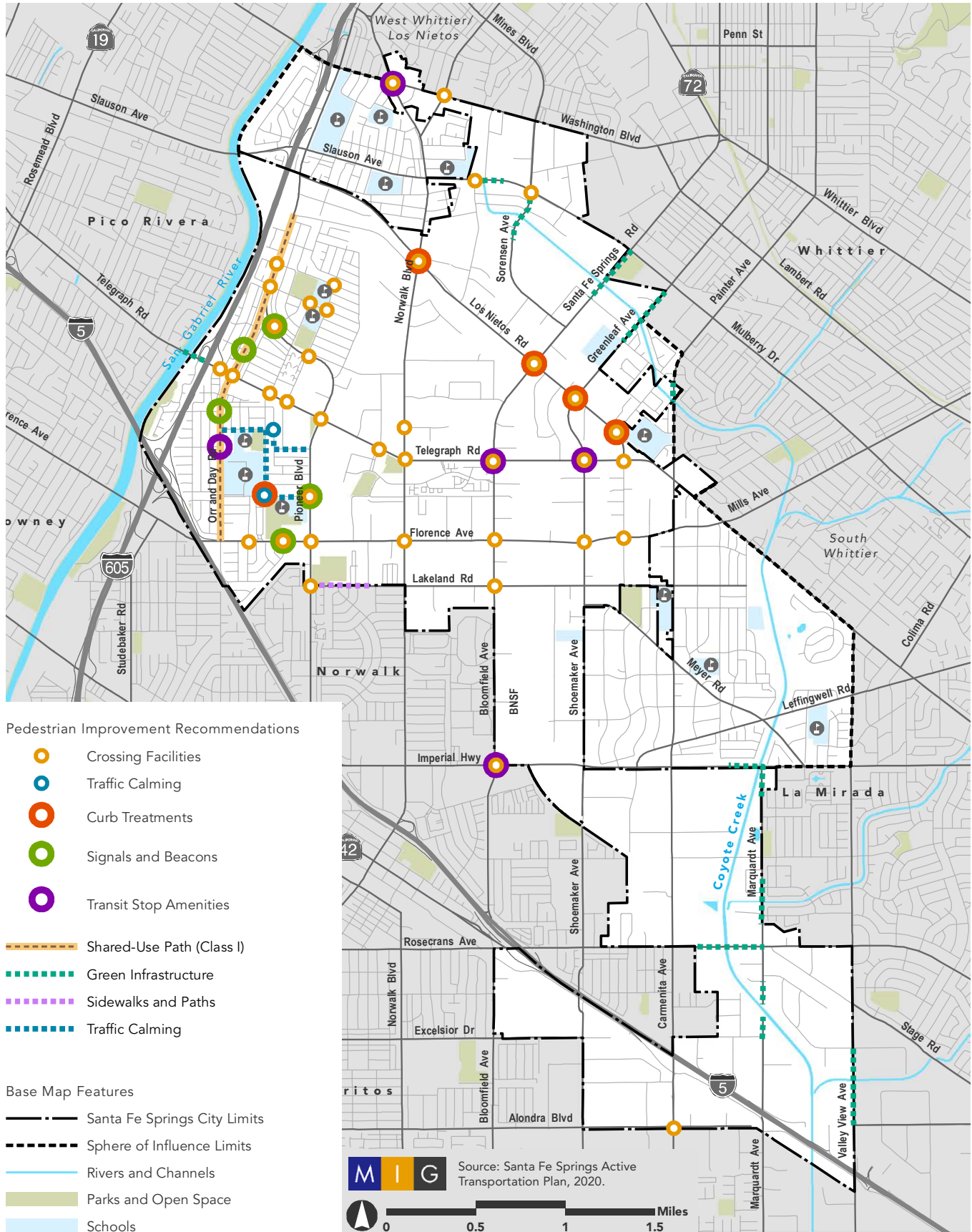


Green infrastructure, including bioswales and landscaping

Figure C-3: Recommended Pedestrian Improvements



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Bicycle Network Plan

A transportation system that integrates a comprehensive network of bicycle facilities—from bicycle routes to bike racks—results in fewer vehicle trips, reduces greenhouse gases, and improves air quality while providing a recreational resource and a functional transportation option. Recognizing that trucks and bicycle facilities do not mix well, the Bicycle Network Plan identifies paths along the San Gabriel River and streets to accommodate various types of bike facilities that provide connections from neighborhoods to parks, schools, activity areas, and commercial centers, while ensuring alternative connections to avoid bike facilities on major truck routes.

Bicycle Facility Types

In planning and designing bicycle facilities, the City takes design cues from Caltrans' Highway Design Manual standards and the City's 2021 Active Transportation Plan. Santa Fe Springs supplements these classes of facilities with modified design standards customized for its context and in the future, to accommodate other bicycle design classifications. Shared street facilities are comparatively low-cost ways to start a comprehensive and functional bicycle network since existing rights-of-way are used. Location of bicycle facilities are show in Figure C-5.

Off-Street Bike Facilities

Pathways separated from the street right-of-way and intended for the exclusive use by bicyclists are called off-street bike facilities or shared use paths (Class I)

On-Street Bike Facilities

On-street facilities include bike routes, striped bike lanes, and buffered bike lanes (Class II, Class IIB, Class III, Class IIIB), as shown in Figure C-4. These facilities are recommended where the desired bicycling route follows an existing street and where traffic speeds and volumes are low enough to permit an adjacent facility, but high enough to preclude a "shared" facility. As a simple rule for low-stress bike lanes, the greater the separation from vehicle traffic, the better. Buffered bike lanes are recommended anywhere roadway space allows. Protected bike lanes, which are separated from vehicle lanes by vertical physical barriers, are recommended where vehicle speeds and volumes are high.



Bike boulevards allow vehicles and bicycles to share vehicle lanes within local residential streets with lower vehicle volumes.



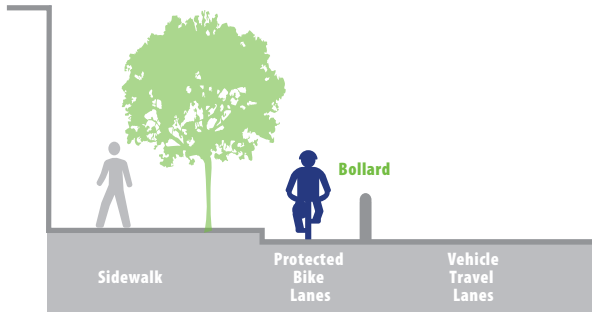
Figure C-4: Bicycle Facility Types



Off-Street Bike Facilities

Class I: Shared Use Path

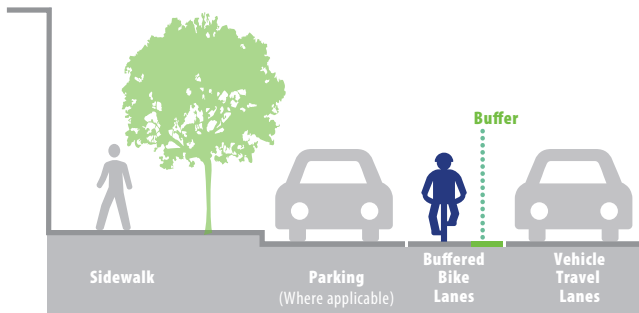
- » Paths completely separated from motor vehicle traffic used by people walking and biking.
- » Comfortable for people of all ages and abilities.
- » Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park, along a river or water channel.



On-Street Bike Facilities

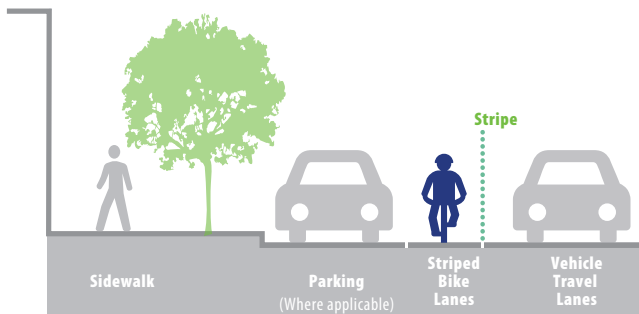
Class II: Bicycle Lane

- » A dedicated lane for bicycle travel adjacent to traffic.
- » A painted white line separates the bicycle lane from motor vehicle traffic.



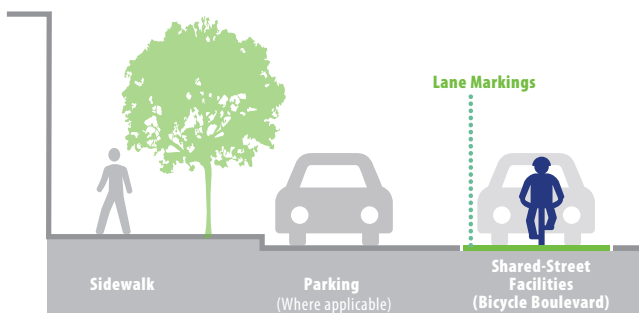
Class IIB: Buffered Bicycle Lane

- » A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- » The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.



Class III: Bicycle Route

- » Signed bike route that people share with motor vehicles.
- » Can include pavement markers.
- » Comfortable facility for more confident bicyclists.
- » Recommended when space for a bike lane may not be feasible.



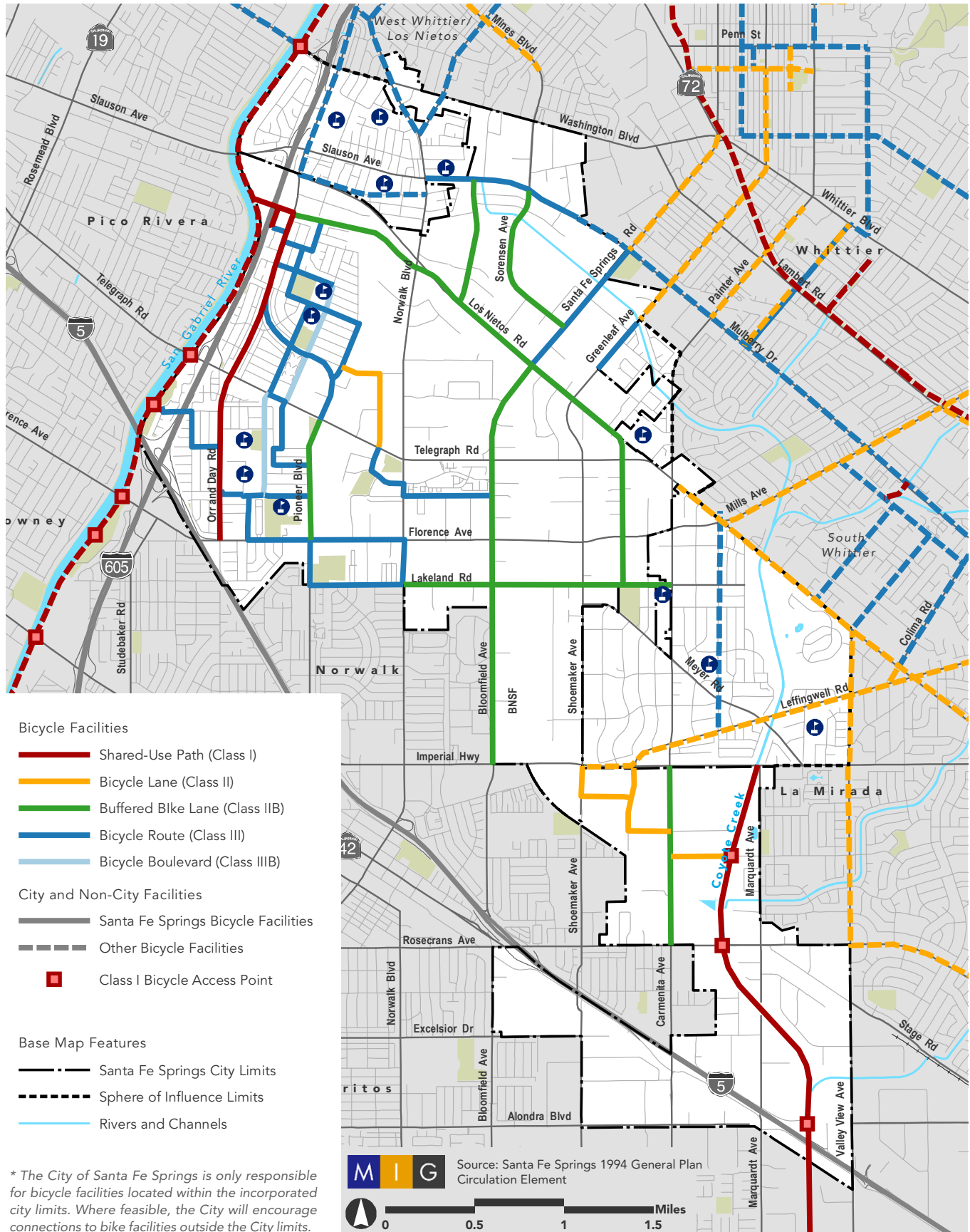
Class IIIB: Bicycle Boulevard

- » Calm, local streets where bicyclists have priority but share roadway space with motor vehicles.
- » Shared roadway bicycle markings on the pavement as well as traffic calming features to keep these streets more comfortable for bicyclists.
- » Comfortable facility for bicyclists with a wider range of abilities.

Figure C-5: Bicycle Facilities



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* The City of Santa Fe Springs is only responsible for bicycle facilities located within the incorporated city limits. Where feasible, the City will encourage connections to bike facilities outside the City limits.



Bicycle Amenities

Bicycle amenities are thoughtful investments in bicycle infrastructure that complement bicycle travel as a way to increase biking.

- **Bicycle Parking and Storage.** Ample bicycle parking encourages people to bicycle more often, increases business visibility by installing parking spaces in front of stores, and provides well-designed shared spaces to both bicyclists and pedestrians. Understanding bike parking design and function can help communities prioritize needs, functionality, and optimal design considerations. Standard bicycle racks like hoop, wave, and grid style are simple in design and cost effective and keep cyclists from locking their bikes to trees or streetlights.
 - **Bicycle Shelters.** Bicycle shelters provide bike storage in areas that would not normally accommodate bicycle parking. Shelters come in a variety of styles and sizes, including modular systems that provide covered and secure bicycle storage while being extremely space efficient and cost effective.
 - **Bike Rooms.** Bike rooms provide high-security,
- long-term parking when there are no outdoor shelters or lockers. Dedicated indoor bicycle storage rooms are praised by bicyclists for residential and commercial use.
- **End-of-Trip Facilities.** Cyclists and non-cyclists agree on the need to provide good parking for bicyclists – especially secure, sheltered parking to help prevent theft, protect bicycles from inclement weather, and keep them out of the way of pedestrians. People appreciate amenities that encourage them to bike more often, such as offering tools like public repair stands where people need them – near streets, shops, trails, and bicycle storage areas. Other end-of-trip facilities may include bike wash stations, showers, and locker rooms to store changes of clothes.



Bicycle parking and storage facilities come in all shapes and sizes. Here is a simple and modern bike rack.



Encouraging Transit Use

Quality transit service is critical for people who do not own cars and can encourage use by people looking for more pleasant commutes. As a suburban community, Santa Fe Springs has long lacked the needed concentration of population for regular bus service, although the day-time population of 58,000 employees might suggest that transit can fill a need. With changing commute patterns, state-wide goals to reduce greenhouse gas emissions, and an increase in young adults eschewing car ownership, buses and commuter rail have become more convenient. Transit will grow to be an important mobility mode in Santa Fe Springs.

Bus Transit

The City is served by the Metro, Foothill Transit, Montebello Bus Lines, and Norwalk Transit System transit agencies. Bus transit generally runs every 30 to 45 minutes during the peak periods, with certain routes such as Norwalk route 7 and Metro routes 62 and 460 running every 25 minutes or better. Generally, transit users prefer reliable wait times of less than 15 minutes when making trip choices. Metro bus stops along Telegraph Road have the highest number of average daily boardings. The corridor serves multiple transit routes, including Norwalk Transit routes 1 and 3, as well as Metro routes 62 and 120;

Bus Shelters

Quality bus stops and a clean environment around a bus stop can encourage ridership and improve the transit experience. Transit riders are more likely to use buses if they can walk to it, have a comfortable place to wait, and experience shorter bus frequencies. Amenities at bus stops make the wait easier to endure, including lighting, shelters, signage, seating, transit information, and real-time arrival data. New generation bus shelters, also called smart or connected shelters, are intended to be digital reference points for transit riders by allowing greater interactivity. Technological improvements expand outdoor communication and interactive information, emphasizing the information provided to riders and improving the transportation experience.



Metro buses are a major service provided in the City, including Telegraph Road.



Commuter Heavy Rail: Metrolink

Metrolink’s Norwalk/Santa Fe Springs station is located on Imperial Highway east of Bloomfield Avenue. The physical station is located within the City of Norwalk, with a pedestrian bridge crossing over the tracks to connect to a surface vehicle parking lot located in Santa Fe Springs. The station has 630 commuter parking spaces available for Metrolink riders at daily and monthly fees. Long- and short-term bicycle parking is available in bike lockers and racks for users to make the first/last mile to transit without a motor vehicle. The Land Use Element designates properties across from the station for transit-oriented development (TOD) both to provide goods and services to rail users and to create station-adjacent residential units.

Commuter Light Rail: Metro L Line

Metro’s L Line (formerly the Gold Line) is planned to extend to Santa Fe Springs, connecting the City to Downtown Los Angeles via station stops in Pico Rivera, Montebello, Commerce, and East Los Angeles before heading into the City of Los Angeles. From East Los Angeles, the line is planned to travel south along Atlantic Boulevard underground to the Commerce station. The route will then proceed east along Washington Boulevard via aerial and/or at-grade (street level) configurations, ending at Lambert Road in Whittier. A station is planned in Santa Fe Springs at the intersection of Washington Boulevard/Norwalk Boulevard. The L Line extension has an aggressive target date of 2028, in time for the summer Olympics in Los Angeles.

The Land Use Element establishes policies that will transition the approximate half-mile around the station to a TOD district, with mixed uses, engaging ground-floor spaces, and public gathering places that accommodate pedestrians moving to and from the rail station. A mix of uses with higher-density residential development, along with first/last mile strategies, prioritized non-motorized transport networks, and multi-modal connections will enhance ridership.

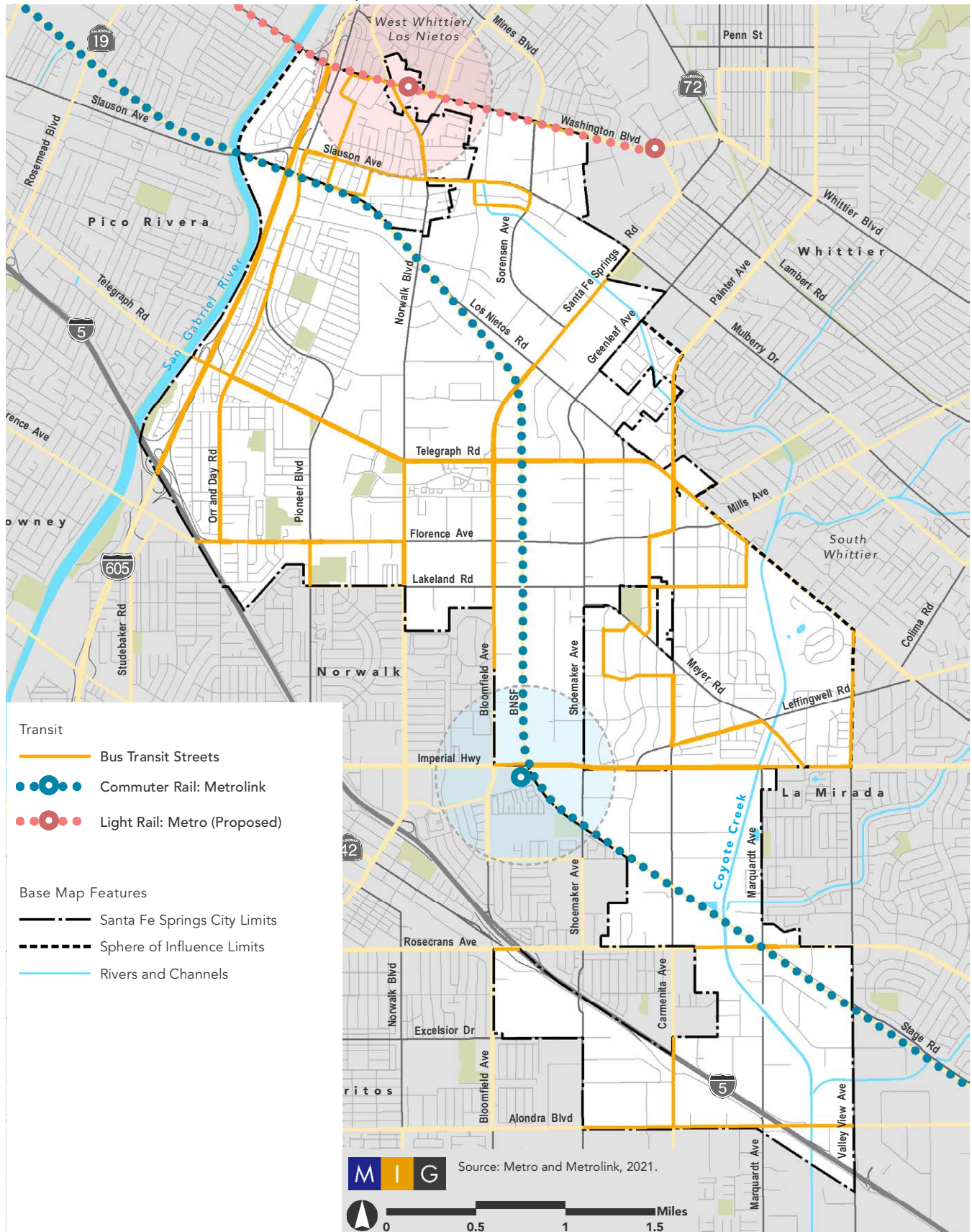


Metro’s L Line (formerly the Gold Line) is planned to extend to Santa Fe Springs, with a station at Washington and Norwalk Boulevards.

Figure C-6: Transit



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C Line Expansion

Metro’s C Line (formerly the Green Line) is a 20-mile light rail line running between Redondo Beach and Norwalk. The C Line’s eastern terminus suffers from the fact that it stops just two miles short of the heavily used Norwalk/Santa Fe Springs Metrolink station, where several Metrolink lines converge. Local bus service is provided between the Metrolink station and the C Line terminus, but schedules historically have not been coordinated with C Line arrivals. While plans exist to close the gap, available Los Angeles County Measure M funding allows for operation to start in roughly 2052. Studies have shown that connecting the C Line terminus in Norwalk to the Norwalk/Santa Fe Springs Metrolink would benefit the region.

First/Last Mile Strategy

A first or last mile gap is a barrier that discourages potential riders from using transit because a station or stop cannot be easily accessed from home, work, or other destinations. The gap can be created by elements of geography, topology, street network and design, or a lack of available transportation options. All transit riders must contend with the first/last mile challenge; the easier it is to access the system, the more likely people are to use it. Improving access starts with creating urban environments with cohesive pedestrian and bicycle networks that are inviting and safe, with multiple transportation options available including shared transportation systems, and with a comprehensive transit system. As such, best practice is to pursue multiple strategies that increase the number of transit access points and options. First/last mile improvements are recommended for Metro L and Metrolink stations, and all bus stops within pedestrian priority zones. See Table C-2 for first/last mile tools.

Table C-2: First/Last Mile Tools

Crossing Enhancements	Signage and Wayfinding	Safety and Comfort	Allocation of Street Space	Add-In Components
Enhance Existing Crosswalks	Transit Signage and Maps	Street Furniture	Reduce Lane Width	Car Share
Mid-Block Crossings	Medallion Signage	Landscaping and Shade	Enhanced Bike Stations	Bike Share and Bike Station
Raised Crossings	Time-to-Station Signage	Lighting	Bus Enhancement	Van Pool and Bus Connections
Cut-Through and Short Cuts	Real-Time Signage	Bus/Station Shelters and Waiting Areas	Green Infrastructure	Bicycle parking
Curb Extensions	Smart Technologies	Traffic Calming	Pedestrian Priority Zones and Sidewalk Widening	Kiss & Ride
		Sidewalk Paving and Surface Enhancements		Micro Park-and-Ride



High-Speed Rail

California high-speed rail trains will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. The Los Angeles-to-Anaheim project section connects Los Angeles and Orange counties from Los Angeles Union Station to the Anaheim Regional Transportation Intermodal Center (ARTIC) using the existing Los Angeles-San Diego-San Luis Obispo rail corridor. This corridor is used by both passenger (Metrolink and Amtrak) and freight rail providers.

The Norwalk/Santa Fe Springs Metrolink Station likely will not include a high-speed rail station. Due to the overall system costs, the likelihood of the high-speed rail system operating through Southern California are not guaranteed. If high-speed rail were to traverse Santa Fe Springs, it is the preference of community and City leaders to include grade separation crossings at all major street intersections and include noise wall mitigation.

The California High Speed Authority is providing funding from Proposition 1A funds for the Rosecrans/Marquardt Grade Separation Project in the city that will improve safety and traffic flow for existing freight rail but also future high-speed rail.

Shuttles and Paratransit

Santa Fe Springs has long provided shuttle service to transit-dependent residents for transportation to medical institutions and to deliver meals to residents. Transportation to medical and dental appointments is available to residents aged 60 and older, as well as for persons with disabilities. The coverage area includes areas within Santa Fe Springs, as well as to Downey, Norwalk, Pico Rivera, and the Bellflower Kaiser medical facility during weekdays. Shuttle service is also provided to assist seniors, youth, and disabled groups with subsidized excursions to attend educational, recreational, or cultural events. Trips funded through this program are open to the general public.



Santa Fe Springs provides safe and reliable transportation services to transit dependent residents, including seniors and disabled residents.



Roadway Plan

The Roadway Plan articulates the City’s vision for the development and maintenance of a comprehensive roadway network that will move people and goods throughout the City and region. The plan builds on the street design by providing for improvements, such as more pedestrian/bike facilities and methods to address traffic safety and increased vehicle congestion while accommodating trucks and freight movement.

Design standards set the baseline for street improvements and dedications. Streets with excess capacity, given their configurations and anticipated long-term daily volumes, are candidates for conversion to complete streets, where excess capacity can be repurposed for bicycle, transit, pedestrian, or other alternative travel modes.

Local and Regional Access

The City’s roadway system has a unique roadway network that easily serves both local and intercity traffic. The primary north-south roads are Norwalk Boulevard, Pioneer Boulevard, Orr and Day Road, Santa Fe Springs Road/Bloomfield Avenue, Shoemaker Avenue, Carmenita Road, and Valley View Avenue. The primary east-west roads are Washington Boulevard, Slauson Avenue, Telegraph Road, Florence Avenue, Imperial Highway, and Rosecrans Avenue.

Roadway Classification

This section describes the planned street classification network as identified in the General Plan Circulation Element. Street classifications are illustrated in figures C-7 and C-8.

Freeways

I-605 runs along the City’s northwestern border, extending from Seal Beach in Orange County north to Duarte, where it terminates at I-210. Within the City, Telegraph Road, Slauson Avenue, and Washington Boulevard provide primary access to I-605. I-5, along the southwest City boundary, is a major interstate highway providing north-south connectivity to Los Angeles, Anaheim, and Irvine, and as far north as Washington state. Florence Avenue is the primary access roadway to I-5 and the I-605/I-5 interchange.

Major Arterials

Major arterials are designed to move large volumes of traffic through the community. Most arterial roadways have four to six lanes, with a two-way left-turn lane. Telegraph Road has a raised median instead of a dedicated left-turn lane, with turns permitted at specific intersections and driveways. Traffic signals are the primary traffic control on arterials within the City.

Secondary Arterials

The primary function of secondary roadways is to provide connectivity between commercial and industrial areas. These roadways are generally located in the eastern part of the City—south of Imperial Highway—and include portions of Leffingwell Road, Shoemaker Avenue, and Foster Road. These roadways are generally wider, providing mobility for freight vehicles, and are generally one to two lanes in each direction.

Local Streets

Local streets provide access to and from residential neighborhoods and industrial areas and generally provide one travel lane in each direction with on-street parking permitted on both sides of the street. These roadways are primarily located on the western part of the City. Most local streets have a posted, unposted, or prima facie speed limit of 25 miles per hour.



Figure C-7: Typical Street Cross Sections

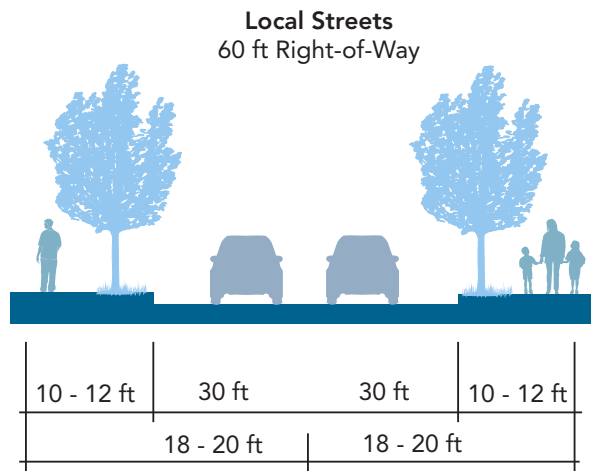
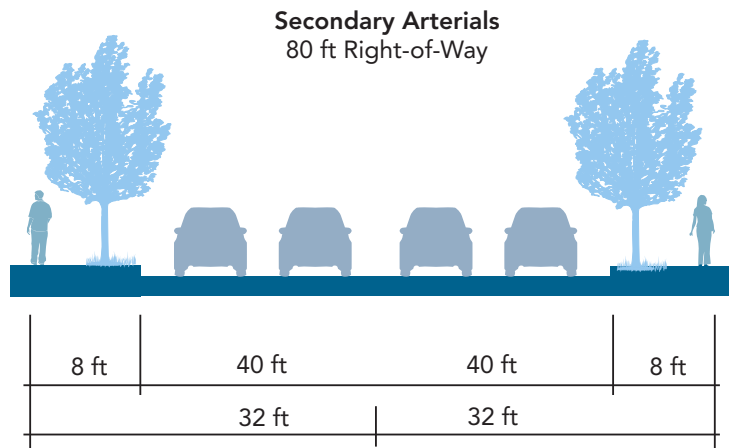
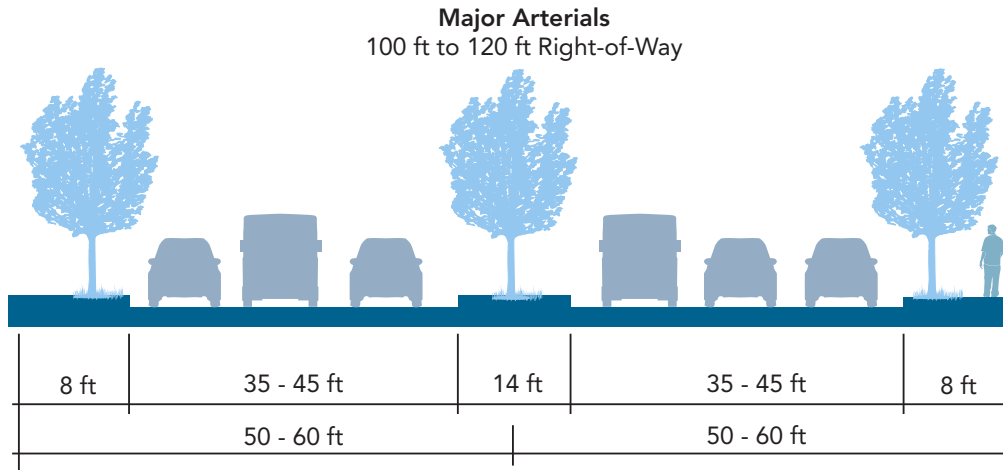
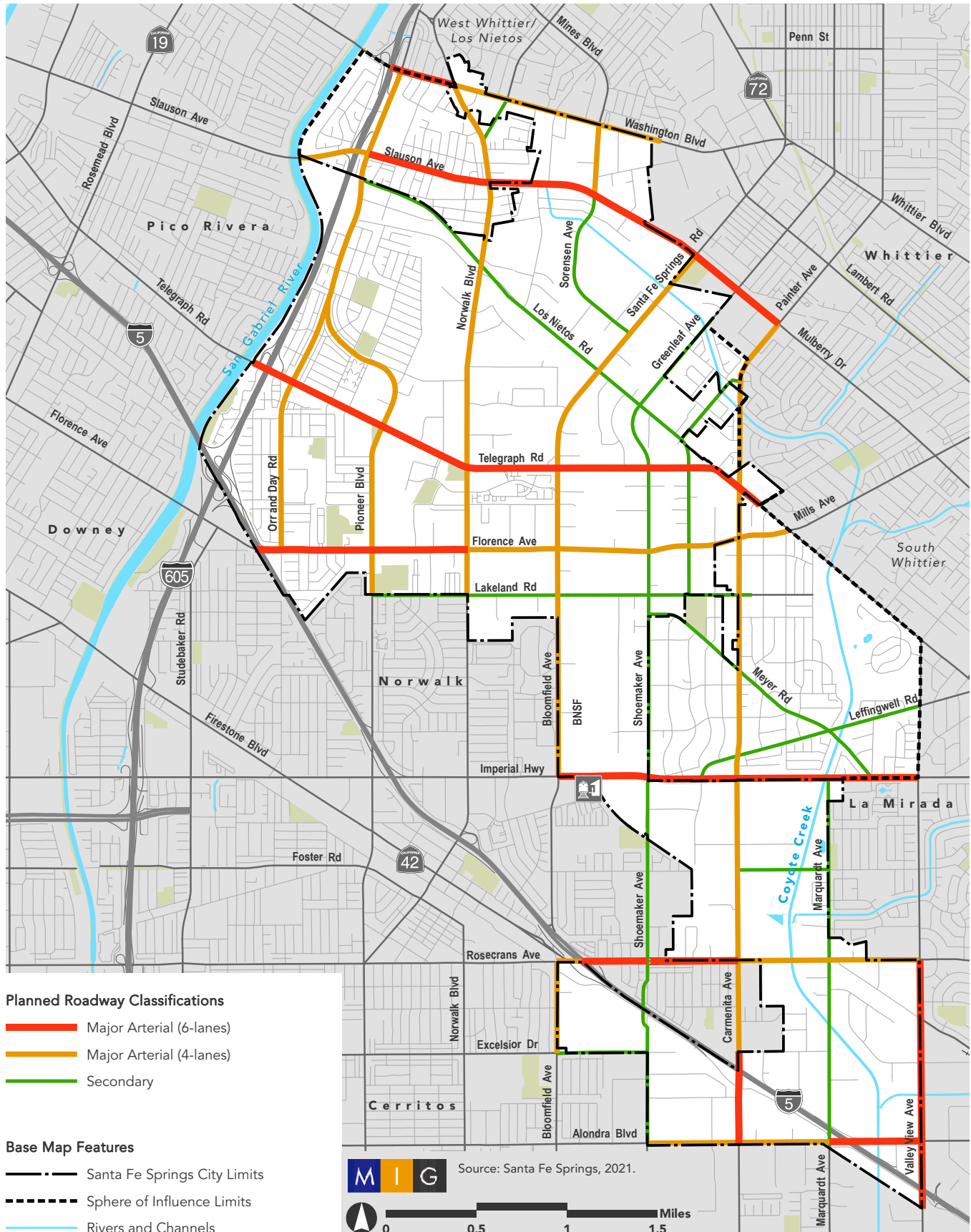


Figure C-8: Circulation Plan



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Transportation Management

Santa Fe Springs is committed to improving local traffic conditions. Driving a vehicle will remain the most common method of travel for residents. The City will continue to find ways to ensure that roadways operate at optimum level. The City will also continue to monitor street performance, and repair and/or retrofit as needed, when feasible. The City will continue to require street dedications, transportation system improvements on- and off-site, and traffic impact analysis from all new development when necessary.

Vehicle Miles Traveled

Vehicle miles traveled (VMT) is a measurement of the total mileage traveled by all vehicles in an area. This is a useful measurement that is directly related to fuel consumption and associated pollutant emissions, which harm the environment. The farther a person drives their vehicle, measured in miles, the more fuel is consumed.

Although VMT is focused on auto travel, the goal of a zero-or-less per capita VMT growth rate leads to an emphasis on the effects of development patterns (e.g., land use mix and density), together with attractive pedestrian, bicycle, and transit infrastructure, given that these factors have an impact on the number and length of vehicle trips. Efforts to reduce VMT may include implementation of transportation demand strategies and improvements to pedestrian, bicycle, and transit infrastructure as an alternative to personal vehicle usage. Although beyond the City's control, the increase in electric-powered vehicles on the streets and freeways will minimize pollutant emissions as well but will not affect VMT.

As a guide, the City has established the following significance thresholds for VMT transportation impacts for each land use type in a project. These may be adjusted over time in response to changing conditions and State legislation.

- **For land use plans:** Plans exceed 15 percent below the City and sphere of influence Existing VMT for Total VMT per service population

- **For residential projects:** Project exceeds 15 percent below the City and sphere of influence Existing VMT for home-based VMT per capita
- **For office (commercial or light industrial) projects:** Project exceeds 15 percent below the City and sphere of influence Existing VMT for home-based work VMT per employee
- **For regional retail projects:** Project results in a net increase in total VMT in comparison to the City and sphere of influence Cumulative Plus-Project VMT
- **For mixed-use projects:** Evaluate each project land use component separately using the criteria above

Level of Service (LOS)

In 2013, SB 743 introduced VMT as the replacement to Level of Service (LOS) as the primary metric of transportation system performance. While the law specifies that VMT will be the baseline metric for future CEQA analysis, it allows local agencies to continue using LOS for purposes of long-term transportation planning.

Overall, the City's goal is to prevent the deterioration of LOS at key intersections and roadway segments in the City. The City will pursue a broad array of strategies to maintain and improve roadway LOS through 2040.

For intersections or roadway segments with a LOS E or F, if a proposed project's traffic study identifies increases in the volume-to-capacity ratio above the thresholds identified in the City's transportation traffic guidelines, then the impact would be considered significant, and mitigation would be required.

The City standard for the minimum LOS for intersections is LOS D or better.



Street Intersection Improvements

With the growth allowed in the Land Use Element, the City's street system would not be able to accommodate General Plan buildout conditions, as key intersections would experience LOS E or F conditions. To reduce the potential for future traffic congestion, the City is committed to engineering solutions and programs that encourage mode shift.

Design solutions such as protected bike/pedestrian lanes and sophisticated Intelligent Transportation Systems (ITS) for all modes will also help address congestion. Improvements to the street system will be required over time to achieve improved LOS conditions over time. Table C-3 identifies the ultimate lane configurations and improvements recommended over time—as needed—to maintain the minimum acceptable LOS D.

Traffic Calming and Reducing Cut-Through Traffic

Traffic is always a problem for drivers, especially during rush hour. When the fastest route is backed up, people may look for a cut-through to dodge the traffic and get to their destination faster. Finding that perfect cut-through street as a driver can make a commute so much better, but if this cut through is in a residential area or neighborhood, it can be dangerous to those living there. Wayfinding apps have aided this behavior and vexed people living along streets frequented by these impatient motorists. When a street becomes known as a cut-through route, residents begin to complain of excess volumes, speeding and distracted drivers, and new hazards when using the once-quiet road. In Santa Fe Springs, streets near Telegraph Road can become cut-through traffic targets. Streets within residential neighborhoods around schools also become prime cut-through traffic areas during school drop-off and pick-up times.

Traffic-calming strategies are focused on design improvements meant to address excessive speeding on roadways. Traffic-calming measures can offer a menu of design solutions to reduce collisions between drivers and pedestrians, cyclists, and others on the streets. Examples of traffic calming infrastructure include speed cushions, sidewalk bulb outs, or designating and upgrading

low-speed streets to “bike boulevard” status. These are in addition to traffic lights and traffic signals that regulate traffic flow.

In Santa Fe Springs, traffic-calming improvements need to carefully consider the sizes and shapes of large trucks critical to successful industrial businesses. For example, traffic circles would not work on a route used by trucks. The focus will be on implementing strategies in residential neighborhoods and reducing illegal speeds on collectors.

Parking

Vehicle parking has an impact not only on those drivers searching for spots, but on a wide range of areas, including the design of the built environment, the cost of development, housing affordability, the flow of traffic, and the community's overall quality of life.

The City has considered solutions to address parking problems in residential areas. These include residential streets with limited off-street parking and/or spillover parking from other uses. Off-street parking restrictions and permit parking has been applied around Santa Fe High School.

Typically, parking problems have been addressed by building additional parking facilities. As land becomes limited and the cost of building parking facilities soars, this approach is becoming much less feasible. Rather than adding more parking, the City of Santa Fe Springs is working to better manage existing parking resources through a range of strategies:

- Sharing the parking facilities of businesses within a district.
- Dedicating the most convenient spaces for priority users.
- Reducing parking requirements within walking distance of a transit station.



Goods Movement

Freight and delivery vehicles play a critical role in the local economy, with high volumes of truck traffic on the roads every day going to and from manufacturing, warehousing, wholesale trade, and construction businesses. The entire southern portion of Santa Fe Springs is dedicated to industrial lands, with freight and deliveries using the roadways serving these areas.

Truck

The key arterials of Telegraph Road, Florence Avenue, Carmenita Road, Santa Fe Springs Road, Washington Boulevard, and Pioneer Boulevard provide freight access to and from I-5, I-605, SR-72 (Whittier Boulevard), and SR-19 (Rosemead Boulevard). According to the 2020 California Freight Mobility Plan, I-605 is among the highways carrying the highest truck volumes in the region, averaging more than 25,000 trucks per day in 2016. In Santa Fe Springs, arterial roadways have been designed to accommodate freight movement, with lane widths of 11 to 12 feet and intersections designed with wide curb radii or deceleration lanes to accommodate turning trucks.

Rail Freight

Both the BNSF Railway and Union Pacific railroads operate in Santa Fe Springs, with a Union Pacific rail yard located adjacent to Los Nietos Road; Union Pacific Distribution Services operates the Valla railport on Sorenson Avenue. Rail freight operates within long-established rail easements/rights-of-way that traverse the City, largely at at-grade crossings. The BNSF Railway is a main line that connects to several spurs and industrial service tracks.

Crossings are located primarily at arterial roadways. Figure C-9 shows roadways and their respective weight restrictions, indicating where certain types of freight are permitted to travel. The at-grade crossings can be a source of congestion, restricting car and truck movement when long freight trains rumble through the City.

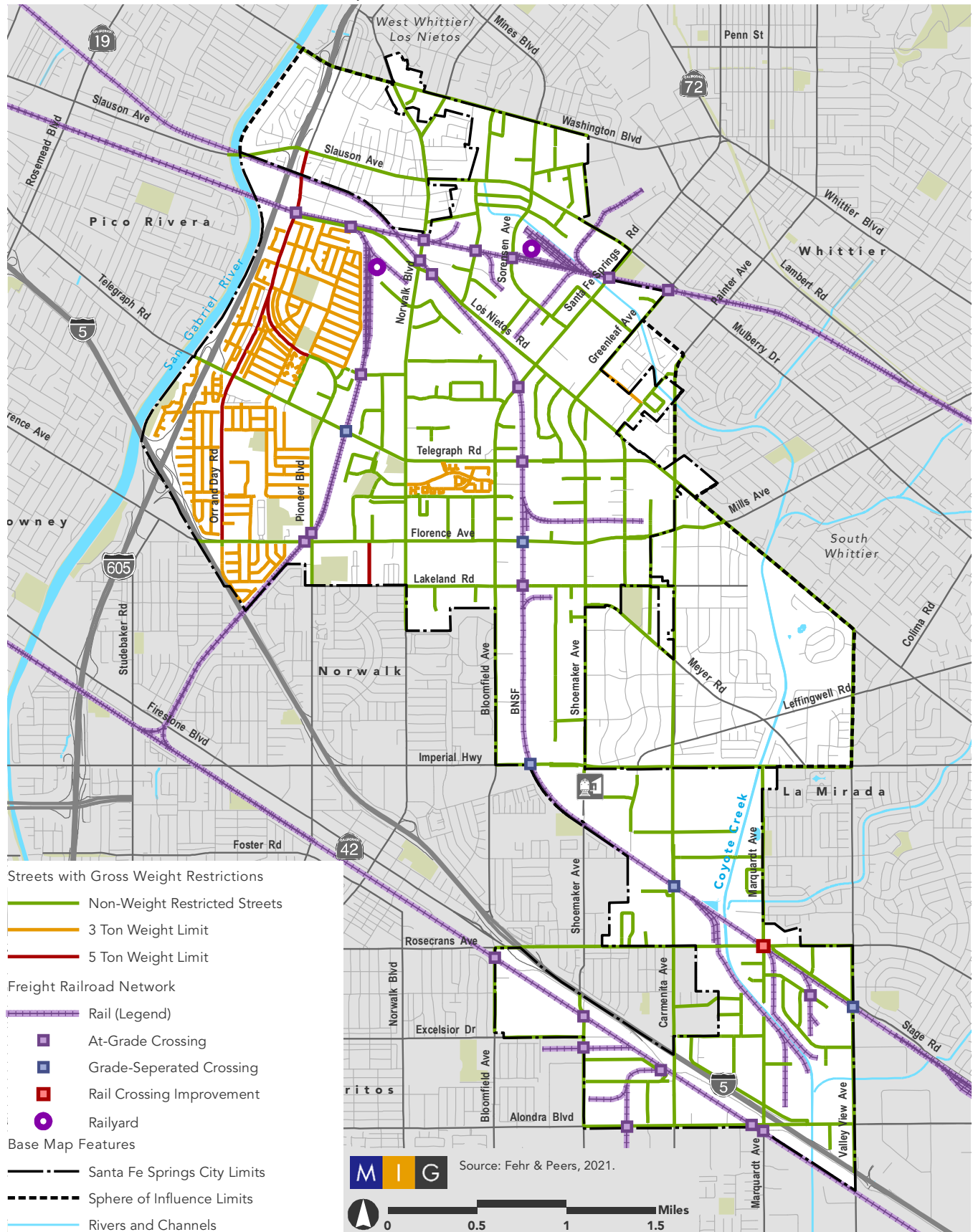


The Union Pacific Distribution Services Valla railport is a dedicated facility for plastics and some dry bulk commodities. The railyard has capacity for 250 rail car spots and is located at 8636 Sorenson Avenue.

Figure C-9: Freight System



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Rosecrans/Marquardt Grade Separation Project

The Rosecrans/Marquardt Grade Separation Project will eliminate the at-grade rail crossing at Marquardt Avenue/Rosecrans Avenue and alleviate existing and future traffic congestion. The Rosecrans/Marquardt grade crossing is traversed by more than 112 freight and passenger trains and 45,000 vehicles in a 24-hour period. With such heavy through traffic and high number of traffic collisions and/or fatalities, this intersection has been identified by the California Public Utilities Commission as one of the most hazardous grade crossings in California. Providing a grade separation will significantly improve safety, eliminate delays, and enhance the environment.

This is a project of regional and national significance to passenger and freight rail traffic. The project will include a new bridge over the railway to grade separate this intersection from the existing diagonal at-grade crossing and substantially enhance the safety and traffic flow on surface streets. It will also improve the efficiency of train movements along the rail corridor. The project also has the potential to reduce greenhouse gas emissions by reducing vehicle idling through the elimination of railroad gates made possible by grade separation.

Delivery Vehicles

With the dominance of e-commerce, the delivery of merchandise to homes and businesses has increased significantly. As more goods are ordered, more delivery trucks will be dispatched onto City streets. Often, the delivery box trucks and vans will double-park on two-lane streets that lack loading zones, snarling the traffic behind them. The City will monitor delivery vehicles and determine if additional loading zones will be required within the highest-need areas to minimize traffic and safety issues. Also, delivery by drone, while reducing on-street delivery vehicles, may distract motorists. Drone delivery technologies and regulations will continue to evolve, and the City will be mindful of its effects locally.



Illustration depicting Rosecrans/Marquardt Grade Separation



Greenhouse Gas Reduction

In conjunction with land use planning, this Circulation Element bolsters City compliance with AB 32 (Global Warming Solutions Act) and SB 375 (Sustainable Communities and Climate Protection Act) to reduce the City's contribution to greenhouse gases that cause anthropogenic climate change. Vehicles on the roadway that rely on fossil fuels are one of the City's main generators of greenhouse gases. Greenhouse gas reduction will be achieved holistically by a robust complete streets strategy, including support for pedestrians and bicycling systems and sustainability policies that reduce the reliance on fossil fuel energy.



Electric vehicle charging stations



Transportation Technology

Mobile technology and artificial intelligence are becoming increasingly common and radically transforming mobility options and transportation systems. As the future of transportation continues to evolve, the City will remain flexible in accommodating better and more efficient ways to address transportation. Self-driving cars and trucks, web-enabled parking meters, smart street technology, adaptive signal controls, parking availability information, and other forms of new technology can improve many aspects of all modal experiences. The deployment of advanced technology could be used to assist in traffic enforcement.

Intelligent Transportation Systems

Intelligent Transport Systems (ITS) aim to achieve traffic efficiency by minimizing traffic problems. ITS enriches users with prior information about traffic, local convenient real-time running information, and seat availability, which reduces travel time of commuters, as well as enhances their safety and comfort. The purpose of transportation systems technology is to process and share information that can prevent potential crashes, keep traffic moving, and decrease the negative environmental impacts related to transportation.

Scooter Service and Bike Sharing Systems

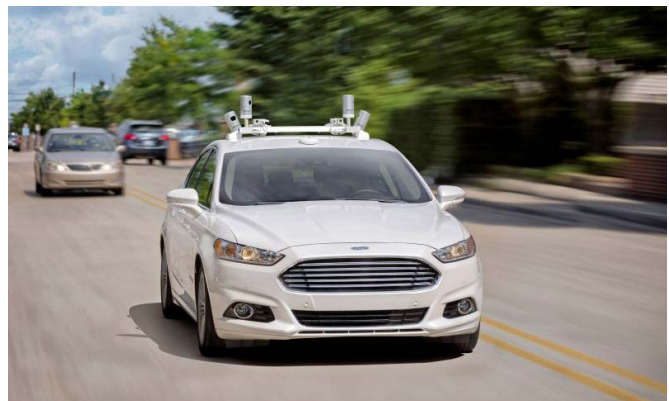
A scooter-sharing system is a service in which scooters are made available for short-term rentals using a dockless system and activated by mobile devices. Popularly used vehicles include electric-powered devices such as scooters and bicycles. These vehicles can travel on local roadways, particularly within bike lanes, and are not recommended on sidewalks. These systems are popular in communities with colleges or tourist attractions. However, these systems could arrive in Santa Fe Springs and may be considered as an alternative transportation option. The City staff will monitor and regulate any systems before they are established locally.

Ride-Hailing Services

Ride hailing services are services that use online-enabled platforms to connect passengers with local drivers using their personal vehicles. In most cases, they are a comfortable method for door-to-door transport. As this service continues to expand for not just rides but deliveries, the City may consider designating curbside pick-up/drop-off areas within Downtown, commercial centers, schools, and other popular activity areas.

Autonomous Vehicles

Self-driving vehicles are cars or trucks in which human drivers are never required to take control to safely operate the vehicle. Also known as autonomous or "driverless" vehicles, they combine sensors and software to control, navigate, and drive the vehicle. This is technology the City will need to monitor and consider how to properly regulate their use before it is established or widely adopted in the City.



Self-driving vehicles



Foundation for Infrastructure

This section addresses how water and sewer service, electrical and natural gas service, flood control infrastructure, and solid waste disposal are planned and provided through public utilities and contract services. Infrastructure requires planning and adequate sizing to accommodate future growth envisioned in the Land Use Element.

This Infrastructure Plan identifies the challenges ahead for infrastructure in general, such as aging, deterioration of service, and the impact of growth. Infrastructure upkeep and growth have to be sustainable in both usage and funding.

Water Services

Water Districts

Five water providers serve the Planning Area, as shown in Figure C-9.

- **City of Santa Fe Springs Water Utility Authority.** The City's own Water Utility Authority provides service to most of the City, covering approximately 90 percent of land area within the corporate limits. Customers are approximately 85 percent commercial and industrial and 15 percent residential. Historically, the water supply sources have included local groundwater pumped from City wells, treated groundwater through the Water Quality Protection Program, treated imported water purchased from Metropolitan Water District through Central Basin Municipal Water District (CBMWD), and recycled water supplies provided by CBMWD.
- **Golden State Water Company.** Golden State Water Company is a public utility water company that primarily serves residential customers in unincorporated portions east of the City.
- **Orchard Dale Water District.** The Orchard Dale Water District also serves residential customers in unincorporated neighborhoods east of the City. Most water is drawn from aquifers in the San Gabriel Main Basin and Coastal Plain of the Los Angeles Central Basin.

- **San Gabriel Valley Water Company.** The San Gabriel Valley Water Company is an investor-owned water utility that provides water service to the northern section of the City and adjacent unincorporated areas.
- **Suburban Water Systems.** Suburban Water Systems is a public utility water company that provides water service primarily to residential customers in unincorporated areas east of the City. Most water is drawn from groundwater through the City of Whittier from active deep wells located in the Whittier Narrows area.
- **Liberty Utilities.** Liberty owns and operates regulated water, wastewater, natural gas and electric utilities. The company provides water services to a small portion of residents southwest of the City.

Service providers serving Santa Fe Springs and surrounding unincorporated areas also receive groundwater from the Central Basin Water Quality Protection Program facility located in the Central Basin, as well as surface water distributed by Metropolitan Water District of Southern California sourced from the Colorado River and the State Water Project in Northern California.

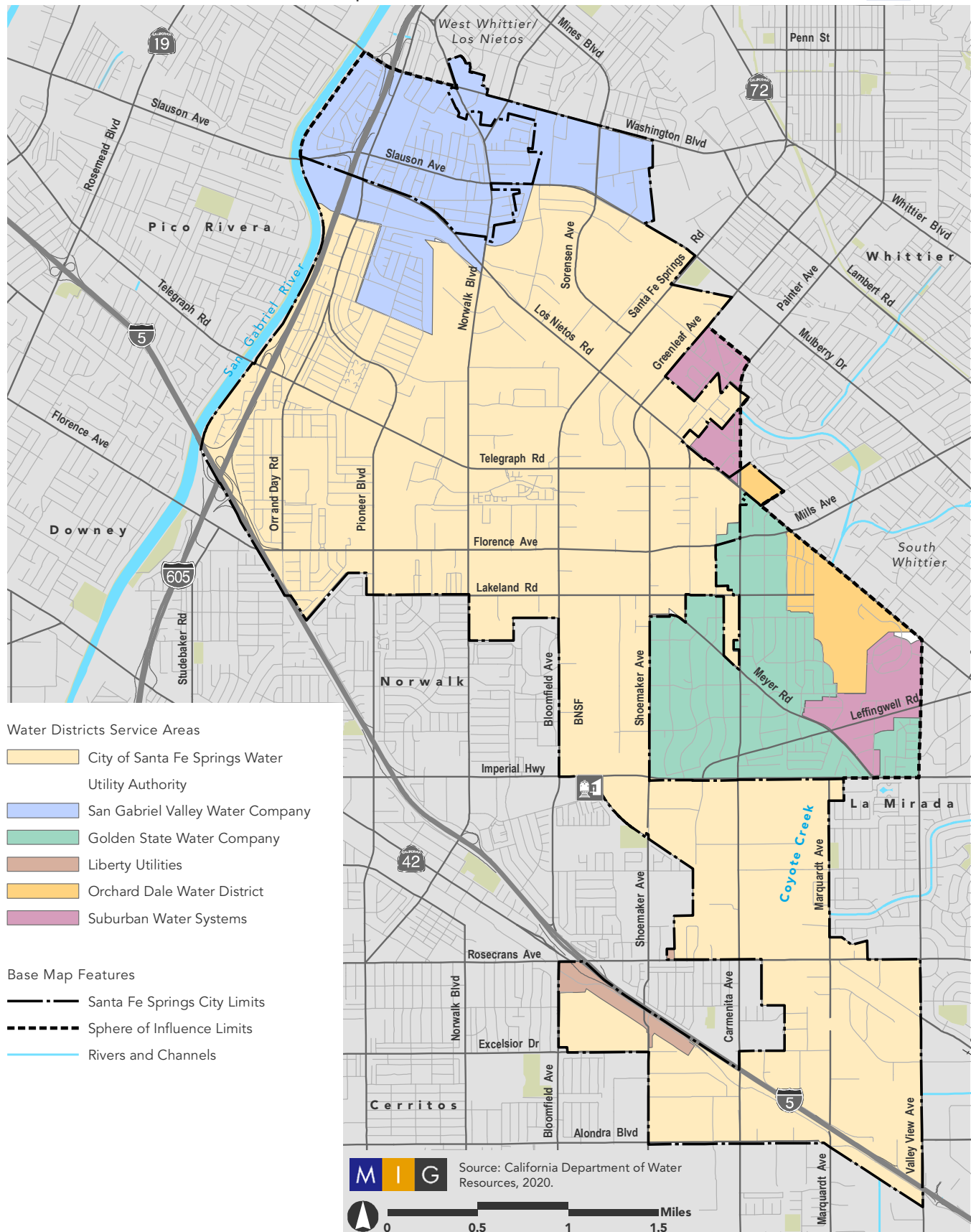
Recycled water is used within the City's Water Utility Authority service area for landscape irrigation at parks, schools, athletic fields, roadway medians, and business complexes, as well as for industrial purposes such as cooling tower use.

Since the majority of the Planning Area is built out, water service providers do not anticipate significant population growth and demand increases. The City's 2015 Urban Water Management Plan indicates sufficient water supply for projections through 2040. Planned infrastructure improvements include a water treatment facility to treat iron, manganese, hydrogen sulfite, and color to reintroduce a City well that has not been in use since 2014 due to contaminants. Planned capacity improvements within Santa Fe Springs are primarily focused on updating existing infrastructure

Figure C-9: Water Districts



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and maintaining adequate fire flows. To promote water conservation, the City encourages replacing existing lawn with drought-tolerant landscaping and other modes of water conservation.

Groundwater

Santa Fe Springs is located over the Central Basin groundwater basin. On its north, the Central Basin is bounded by the Hollywood Basin, and that boundary runs through the City of Los Angeles. The remainder of the northern boundary of the Central Basin extends along the Merced Hills, across Whittier Narrows, and then along the Puente Hills. The Central Basin consists of four sections: the Los Angeles Forebay, the Montebello Forebay, the Whittier Area, and the Pressure Area. The California Department of Water Resources does not identify the Central Basin as being in overdraft (as of 2020).

The City owns three wells: Wells No. 1, 2, and 12. Well No. 1 was placed on standby in 2014 as a result of poor water quality. Well No. 2 has been on standby since 2008 due to water quality problems as well. Well No. 12 was drilled in 2013 and has been inactive since 2013 (water quality issues). Water treatment facilities are planned for Wells No. 2 and No. 12.

Wastewater

The local wastewater collection system is owned by the City. The Los Angeles County Sanitation Districts (LACSD) owns and operates the regional system that the local system connects to. The wastewater collection system consists of approximately 84 miles of sewer mains providing wastewater pipelines to homes, businesses, and institutions (Figure C-10). Wastewater collected from businesses and residences within the City is treated at LACSD's Los Coyotes Water Reclamation Plant and Long Beach Water Reclamation Plant; after treatment, the wastewater is recycled for further use or discharged into the San Gabriel River.

Stormwater

The storm drain system in Santa Fe Springs is maintained by the Los Angeles County Flood Control District (LACFCD), which funnels stormwater through a network

of mains and catch basins until it is eventually discharged into the Pacific Ocean via the San Gabriel River and its tributaries, such as Coyote Creek (Figure C-11). High concentrations of impervious surfaces in intensive urban areas, like Santa Fe Springs and surrounding vicinities, has contributed to poor water quality from polluted stormwater runoff. Key sources of contamination include sediment, nutrients, pesticides, metals, oil and grease, and pathogens. The San Gabriel River is impaired by pollutants, including selenium and metals, such as copper, lead, and zinc. Metals are common stormwater pollutants associated with roads and parking lots. Other sources of these pollutants include building materials, such as galvanized steel, that are exposed to rain.

Santa Fe Springs, along with 12 other local cities and the LACFCD, formed the Lower San Gabriel River Watershed Management Group. The group attained a Los Angeles County National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System (MS4) Permit in 2013 and created a Watershed Management Program in 2015 to implement watershed control measures and reduce discharge of stormwater pollutants. In accordance with the Watershed Management Program, Santa Fe Springs set a final compliance milestone to capture and treat 2.1 acre-feet of stormwater in the Coyote Creek Watershed and 4.9 acre-feet of stormwater in the San Gabriel River Watershed by 2026.

National Pollutant Discharge Elimination System (NPDES) Compliance

The National Pollutant Discharge Elimination System (NPDES) permit program addresses water pollution by regulating point sources that discharge pollutants to waters of the United States. Created in 1972 by the Clean Water Act, the NPDES permit program authorizes state governments to perform many permitting, administrative, and enforcement aspects of the program. To comply with the NPDES permit and reduce stormwater pollution, the City has implemented the so-called Best Management Practices, or BMPs, that include provision of low-impact runoff collection and infiltration infrastructure. BMPs include both surface and subsurface improvements to mitigate changes to both quantity and quality of urban runoff. Generally, BMPs focus on water quality problems

Figure C-10: Wastewater Facilities



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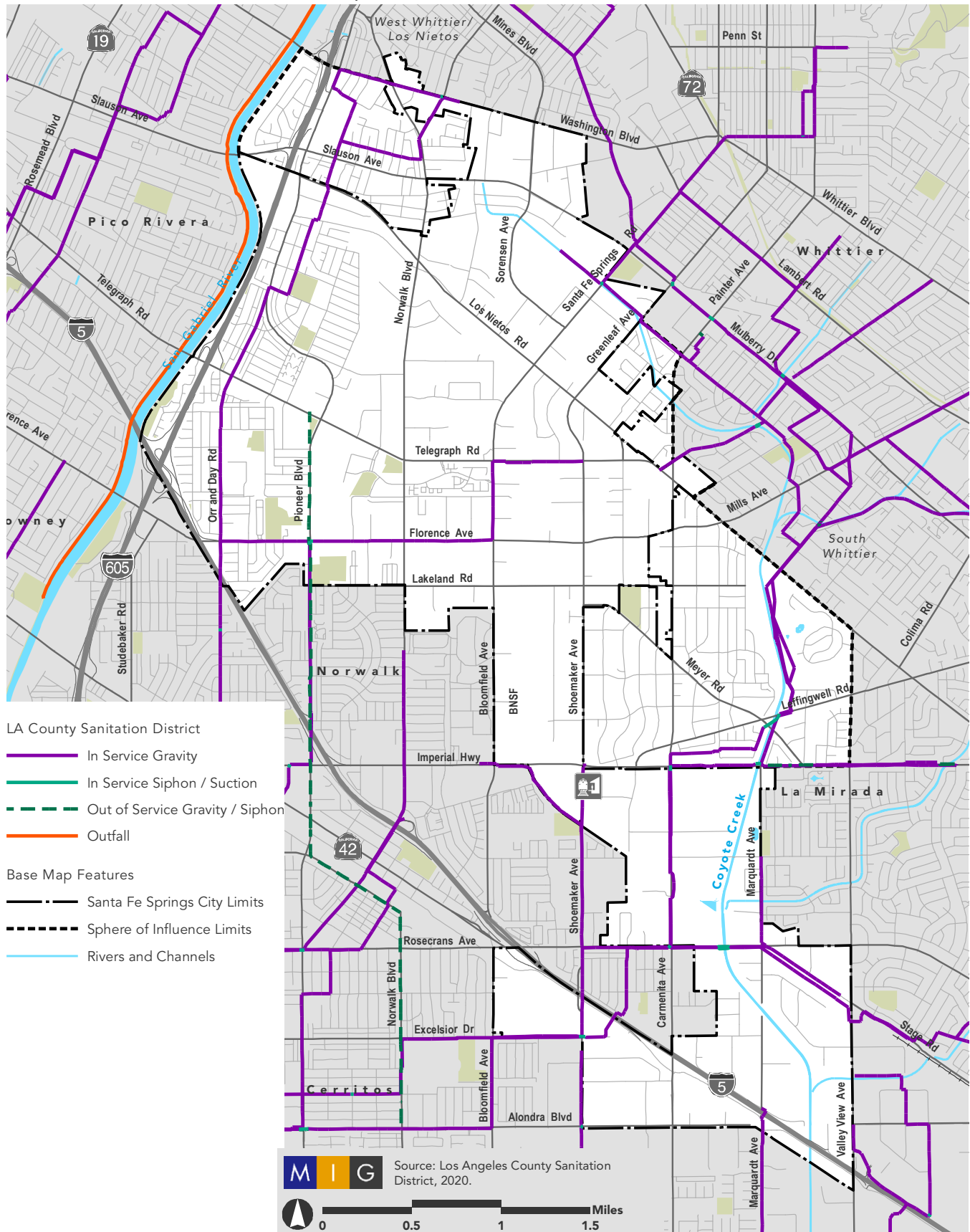
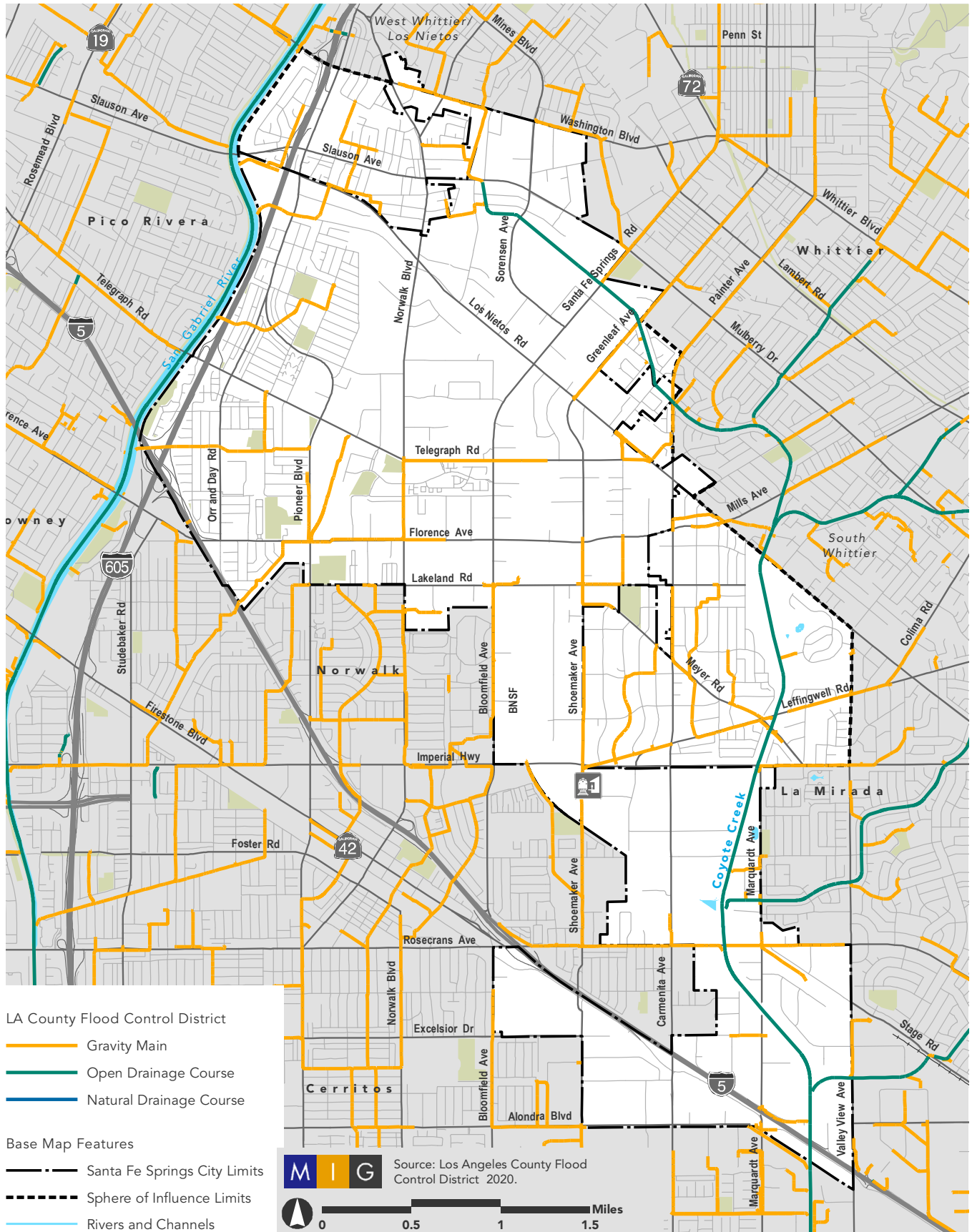


Figure C-11: Stormwater Facilities



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caused by increased impervious surfaces from land development. BMPs are designed to reduce stormwater volume, peak flows, and/or nonpoint source pollution through evapotranspiration, infiltration, detention, and filtration or biological and chemical actions. Types of BMPs include infiltration basins, bioretention, constructed wetlands, cistern, bioswales, green roof, and porous pavement.

Energy Utilities

Energy systems are essential to support daily activities, particularly the ones that provide power, cooling, heating, and lighting in Santa Fe Springs. Planning today for energy in the future allows the City to address long-term needs and the sustainability of energy sources.

Natural gas and electric power services are provided by the Southern California Gas Company and Southern California Edison, respectively. These service providers install and maintain mainline systems throughout the City and improve facilities over time as needed to respond to demand.

Solid Waste and Recycling

The solid waste that is produced requires dedication of land resources for disposal (in landfills) and energy resources for processing. Beginning in 1989, with the passage AB 939 (The Integrated Waste Management Act), the California legislature initiated statewide programs to reduce the amount of waste generated, ramp up recycling, and improve environmental conditions related to landfills. Since that landmark legislation, the State has continued to pass related laws, such as bans on single-use plastic bags, focused on reducing waste volumes, and limiting impacts on land, water, and air resources.

The City relies upon contract waste haulers to address State requirements for source reduction, recycling, and composting. Disposal of hazardous and electronic wastes are coordinated through County agencies.

While the City provides education to help residents and businesses understand the importance of disposing of all waste materials appropriately, illegal dumping does occur occasionally on vacant parcels. During quarterly citywide cleanup campaigns, known locations for illegal dumping are identified by Code Enforcement and pickup is coordinated with the City's contract waste services



CR&R Incorporated operates a fleet of solid waste and recycling collection truck in Santa Fe Springs.



Disadvantaged Unincorporated Communities

As required by Senate Bill 244, Disadvantaged Unincorporated Communities (DUCs) within or adjacent to a City’s sphere of influence are required to be identified in the General Plan, along with information regarding existing and planned water, sewer, flood control infrastructure, and fire protection services within those communities. DUCs are defined as inhabited unincorporated areas with an annual median household income that is less than 80 percent of the statewide annual median household income.

Five areas within Santa Fe Springs’ sphere of influence have been identified as DUCs, as shown on Figure C-12. Additional unincorporated areas within the City’s sphere exist, but they are not defined as DUCs because the median household exceeds the minimum.

DUC-1 is located in the West Whittier–Los Nietos unincorporated area of Los Angeles County, east of Norwalk Boulevard and south of Washington Boulevard. It primarily consists of single-family homes. DUC-2 and DUC-3 are located along the eastern boundary of the City, east of Greenleaf Avenue and west of Painter Avenue/Carmenita Road. DUC-2 consists of single-family homes, and DUC-3 consists of single-family homes and the Richard L. Graves Middle School. DUC-4 and DUC-5 are located in the Southern Whittier unincorporated area of Los Angeles County, west and south of Telegraph Road and east of Shoemaker Avenue and Laurel Avenue; predominant uses are large-lot single family homes, duplexes, triplexes, and fourplexes.

Water and Wastewater

Water services to the DUC areas are identified in Table C-4. All of the DUCs are fully developed. Limited opportunities for new development exist. The responsible water districts have not identified any constraints to continuing to serve these communities.

The local wastewater collection system is owned and operated by LACSD and maintained by CSMD. The wastewater collection system consists of sewer mains providing wastewater pipelines to homes, businesses,

and institutions. The collection system conveys wastewater to the San Jose Creek Water Reclamation Plant, Whittier Narrows Water Reclamation Plant, and Los Coyotes Water Reclamation Plant, which provide coagulated, filtered, and disinfected tertiary treatment. These three LACSD Water Reclamation Plants have capacities of 15 million gallons per day (mgd), 100 mgd, and 37.5 mgd, respectively. Long-range planning continually assesses demand associated with regional growth.

Flood Control

The storm drain system in Santa Fe Springs is maintained by the Los Angeles County Flood Control District (LACFCD). Local and regional stormwater runoff is conveyed through a network of mains and catch basins that are part of a massive regional system delivering discharge to the Pacific Ocean via the San Gabriel River and its tributaries. (Refer also to the Open Space and Conservation Element regarding the important groundwater recharge functions this system provides.)

Fire Services

Fire services for the West Whittier–Los Nietos and South Whittier unincorporated areas are provided by the Los Angeles County Fire Department (LACFD). The nearest fire station to DUC-1 and DUC-2 is LACFD Fire Station 17 located at 12006 Hadley Street in the City of Whittier. The nearest fire station to DUC-3, DUC-4, and DUC-5 is LACFD Fire Station 96 located at 10630 S. Mills Avenue in unincorporated Los Angeles County.

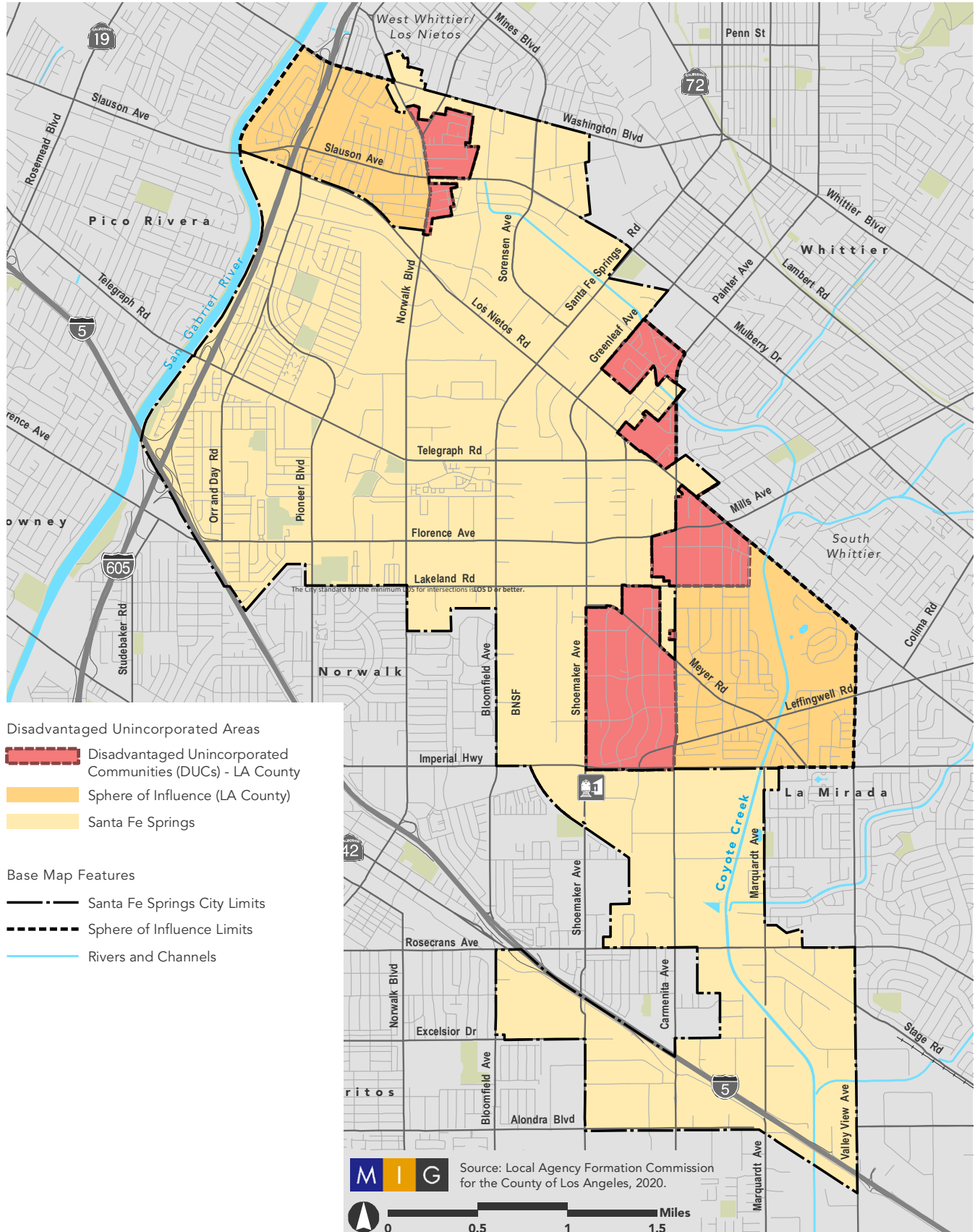
Table C-4: Disadvantaged Unincorporated Communities Water Districts

Disadvantaged Unincorporated Communities	Water Districts
DUC-1	San Gabriel Valley Water Company
DUC-2 and DUC-3	Suburban Water Systems
DUC-4 and DUC-5	Golden State Water Company

Figure C-12: Disadvantaged Unincorporated Communities



RE-IMAGINE SANTA FE SPRINGS | 2040 GENERAL PLAN





Transportation Goals and Policies

The following goals and policies guidance in addressing the current and future challenges the City will confront.

To help identify those goals and policies that align with the General Plan Guiding Principles, the following symbols are used:

- HS** Healthy and Safe Neighborhoods
- ES** Economic Strength and Local Businesses
- D** Downtown
- DE** Diversified Economy
- EJ** Environmental Justice
- CSE** Clean and Sustainable Environment
- ARC** Adaptive and Resilient Community
- EI** Equitable and Inclusionary
- ADT** Active and Diverse Transportation
- T** Technology

Complete Streets

GOAL C-1: A MULTIMODAL MOBILITY NETWORK THAT EFFICIENTLY MOVES AND CONNECTS PEOPLE, DESTINATIONS, VEHICLES, AND GOODS

- Policy C-1.1:** **Multi-Modal.** Use a multimodal approach when pursuing street and other transportation network improvements, including accommodating pedestrians, cyclists, transit riders, and motor vehicles, and that accounts for land use and urban form factors that affect accessibility. **ADT**
- Policy C-1.2:** **Complete Streets.** Implement where feasible, complete streets strategies to accommodate all users of different ages and abilities. **ADT**
- Policy C-1.3:** **Street Classification.** Designate a street’s functional classification based upon its current dimensions, land use and urban form context, and priority for various users and transportation options. **ADT**
- Policy C-1.4:** **Context-Sensitive Improvements.** Pursue context-sensitive complete streets strategies that recognize the City’s various neighborhoods and community character and geographic complexity. **HS**
- Policy C-1.5:** **Transportation Priority.** Prioritize transportation improvements that enhance safety, access, convenience, and affordability to the established street and transportation system within disadvantaged communities. **ADT**



GOAL C-2: STREETS DESIGNED AND MANAGED TO EASE ACCESS FOR ALL USERS

- Policy C-2.1:** **Accessibility.** Identify and evaluate the transportation system for potential improvements to accommodate seniors and disabled persons and to comply with Americans with Disabilities Act (ADA) requirements.

EI
- Policy C-2.2:** **Senior Transportation.** Identify multiple mobility options, including paratransit, to help improve access and connectivity for senior and/or disabled persons.

EI
- Policy C-2.3:** **Rights-of-Ways.** Use available public rights-of-ways to provide wider sidewalks, bicycle lanes, trail facilities, and transit amenities.

ADT
- Policy C-2.4:** **Equity.** Plan for the equitable treatment of all transportation users when planning and constructing transportation projects through a transparent and fair process.

EI
- Policy C-2.5:** **Universal Access:** Ensure accessibility of pedestrian facilities to the elderly and mobility impaired.

EI
- Policy C-2.6:** **Increasing Access of Vulnerable Populations.** Identify strategies and physical improvements to remove mobility barriers and to reduce travel time for vulnerable populations, including low-income households, seniors, and children within all areas of the communities, but also prioritize Disadvantaged Communities areas.

EI

- Policy C-2.7:** **Micromobility.** Plan for future micromobility within the City by considering use within public right-of-way and parking facilities, address public safety, and utilize pilot programs and demonstrations to evaluate potential systems in the City.

T
- Policy C-2.8:** **Community Engagement.** Involve the community and expand education in transportation planning and project design decisions for improving the transportation infrastructure and mobility network.

EJ
- Policy C-2.9:** **Sidewalk Maintenance and Upkeep.** Ensure established sidewalks and related physical improvements are preserved and maintained to provide a comfortable, safe, and desirable experience.

ADT

Active Transportation

GOAL C-3: ACTIVE TRANSPORTATION NETWORK: CONNECTED STREET NETWORK FOR PEDESTRIANS AND CYCLISTS

- Policy C-3.1:** **Promote Walking.** Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

ADT
- Policy C-3.2:** **Pedestrian Facilities.** Improve established pedestrian facilities and sidewalk areas, and require the inclusion of pedestrian facilities in new development.

ADT
- Policy C-3.3:** **Pedestrian Priority Zones.** Create pedestrian priority

ADT



zones around transit stations and along heavily traveled corridors to connect community facilities, commercial centers, and activity areas.

Policy C-3.4:



Connectivity. Require that new developments increase connectivity through convenient pedestrian and bicycling connections to the established and planned active transportation network.

Policy C-3.5:



Innovative Bicycle and Pedestrian Connections. Investigate the use of easements and/or rights-of-way along flood control channels, public utilities, railroads, and streets by cyclists and pedestrians.

Policy C-3.6:



Active Transportation Facilities. Promote and encourage active transportation improvements to improve connectivity and increase physical activity and healthier lifestyles.

Policy C-3.7:



Bicycle Facilities. Plan for new shared-use paths, bicycle lanes, buffered bicycle lanes, bicycle routes, and bicycle boulevards that establish a comprehensive bicycle network citywide.

Policy C-3.8:



Bicycle Parking. Establish standards for bicycle parking that include racks and locks and integrate bike parking facilities within all community facilities and activity areas, and consider parking reductions for

commercial developments that provide bicycle parking.

Policy C-3.9:



San Gabriel River. Improve connectivity to the San Gabriel River Trail, including access to parks and open spaces along the river.

Policy C-3.10:



Wayfinding. Develop a comprehensive bicycle and pedestrian wayfinding signage and pavement marking system program to guide visual connectivity to destinations such as parks, schools, landmarks, transit stations, community facilities, and activity centers.

Policy C-3.11:



Sidewalks Gaps. Prioritize adding new sidewalks to streets either lacking sidewalks on both sides of the streets or on one side of the street, with added priority in disadvantaged communities.

Policy C-3.12:



Sidewalks Widening. Evaluate widening sidewalks and/or offsetting sidewalks from the curb face to accommodate pedestrians along major transit routes and around planned and established transit stations.

Policy C-3.13:



Pedestrian and Bicycle Safety. Prioritize street and sidewalk improvements along streets and intersections with high activity of vehicle collisions involving pedestrians and bicyclists



Transit

GOAL C-4: A COMPREHENSIVE TRANSIT SYSTEM THAT PROVIDES CONVENIENT AND RELIABLE TRANSIT ACCESS TO RESIDENTIAL NEIGHBORHOODS AND ACTIVITY DESTINATIONS

Policy C-4.1: **Transit Stops and Station.**
 Develop approaches and coordinate with other agencies to create comfortable, functional, informational, and safe transit shelters for bus stops and rail stations.

Policy C-4.2: **Transit Rider Needs.** Consult with all transit agencies operating in the City to ensure bus services and facilities meet the needs of residents and the business community, specifically targeting specific populations such as residents in high transit ridership areas, senior populations, school-age children, and residents living in disadvantaged communities.

Policy C-4.3: **First/Last Mile.** Encourage first/last mile infrastructure improvements, mobility services, transit facilities and amenities, and signage/wayfinding solutions to all bus stops and transit stations.

Policy C-4.4: **Transit Improvement Priority.** Prioritize transit and bus connectivity and access improvements within disadvantaged communities.

Policy C-4.5: **Improve Transit Access.** Improve multi-modal access to the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station, including bicycle, micromobility, and pedestrian connections and

improvements.

Policy C-4.6: **Metro L Line Expansion.** Consult with Metro during the planning and construction phases of the Metro L line and station along Washington Boulevard to ensure improvements achieve the City’s connectivity and land use objectives.

Policy C-4.7: **Metro C Line Expansion.** Consult with regional partners and Metro to encourage expansion of the Metro C Line from its terminus in Norwalk to the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station.

Policy C-4.8: **Light Rail Stations.** Consult with Metro to establish appropriate light rail stations that consider local context and provide opportunities for attractive design, placemaking, and integrating public art and amenities that reflect the City of Santa Fe Springs’ community and culture.

Policy C-4.9: **Transit.** Require new development to post current transit and bus schedules and operating system information within communal gathering areas to encourage greater participation in public transportation.



Goods Movements

GOAL C-5: A MULTI-MODAL FREIGHT TRANSPORTATION SYSTEM THAT FACILITATES THE EFFECTIVE TRANSPORT OF GOODS WHILE MINIMIZING NEGATIVE IMPACTS ON THE COMMUNITY.

Policy C-5.1:

ADT

Truck Routes. Provide primary truck routes on selected arterial streets identified in Figure C-9 with direct connections to the freeway system, and where necessary, place restrictions on other streets to minimize the impacts of truck traffic on residential and commercial/retail areas.

Policy C-5.2:

HS

Minimize Community Impacts. Investigate means to establish buffers such as walls, landscape screening, and/or barriers along truck, rail, and freeway routes and adjacent to rail yards to minimize noise, vibration, and aesthetics impacts.

Policy C-5.3:

ADT

Street Design to Accommodate Trucks. Require that all new construction or reconstruction of streets or corridors that are designated as truck routes be designed, constructed, and maintained to accommodate projected truck volumes and weights.

Policy C-5.4:

HS

Minimize Truck Maneuvering on Streets. Implement site design solutions or restrictions on new uses and development to minimize truck maneuvering on streets with substantial traffic during periods of high traffic volumes.

Policy C-5.5:

HS

Minimize Roadway Damage.

Ensure that warehousing, logistics facilities, truck and container yards, and similar truck-heavy uses pay a fair share of the cost of repairing extensive damage and/or the cost of reconstructing established City roads caused by truck trips and excessive container weight.

Policy C-5.6:

HS

Railroad Crossing Improvements.

Pursue funding and innovative solutions to improve at-grade crossing safety improvements at all railroad and street/sidewalk crossings, with the goals of minimizing congestion and collisions and enhancing pedestrian and vehicle safety.

Policy C-5.7:

CSE

Hazardous Materials

Transport. Provide for the safe and expeditious transport of hazardous and flammable materials.

Policy C-5.8:

HS

Parcel Delivery. Develop a comprehensive curb management strategy to manage loading/unloading areas for local parcel and package deliveries within areas requiring high delivery demands and to minimize local congestion and illegal parking.

Policy C-5.9:

HS

Residential Parcel Delivery.

Monitor parcel delivery activities within residential neighborhoods to minimize impacts.



Street Design and Standards

GOAL C-6: STREET DESIGNS THAT ACCOMMODATE TRANSPORTATION MODES AND USERS OF ALL ABILITIES

Policy C-6.1:

Pedestrian Projects.

Incorporate new crossing treatments, curb treatments, signals and beacons, traffic-calming measures, and transit stop amenities identified in the Active Transportation Plan.

HS

Policy C-6.2:

Street Rehabilitation. Pursue a street rehabilitation plan that prioritizes street paving and resurfacing based on street condition, type of repair, cost effectiveness, and amount of vehicle and truck traffic that is implemented in an equitable manner.

HS

Policy C-6.3:

Crosswalks. Consider improvements at intersections or mid-blocks to improve crosswalk conditions, including more visible street markings and accommodating universal design standards.

HS

Policy C-6.4:

Context Sensitive Street Design. Maintain and implement street system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, and associated features such as landscaping buffers and building setback requirements.

HS

Policy C-6.5:

Driveway Access. Require the driveway access points onto arterial roadways be limited in number and location to ensure the smooth and safe flow of vehicles and bicycles.

HS

Policy C-6.6:

Safe Routes to School.

Prioritize safety improvements to intersections, sidewalks, and crosswalks around schools and consult with schools to identify safe and efficient drop off and pick up routes around school sites.

HS

Policy C-6.7:

Green Streets. Integrate a green street approach into street improvements to address/include stormwater management, urban greenery, and sustainable landscaping improvements.

CSE

Policy C-6.8:

Streetscape Aesthetics.

Promote an enhanced aesthetic image through streetscaping, median improvements, and careful implementation of non-essential signage.

HS

Policy C-6.9:

Interim Design Strategies.

Consider interim or temporary pilot strategies to integrate a parklet along a curb, transition a narrow corridor to a pedestrian route, or redesign a complex intersection before considering permanent and long-term solutions.

HS

Policy C-6.10:

Improvement Consultation.

Consult with applicable regional, State, and federal agencies on freeway and roadway improvements and transportation plans and proposals.

HS



Transportation Management

GOAL C-8: A TRANSPORTATION SYSTEM DESIGNED TO REDUCE VEHICLE MILES TRAVELED

Policy C-8.1:



Reducing Vehicle Miles Traveled. Integrate transportation and land use decisions to reduce vehicle miles traveled and greenhouse gas emissions.

Policy C-8.2:



Transportation Management Strategies. Evaluate the potential of transportation demand management strategies and intelligent transportation system applications to reduce vehicle miles traveled.

Policy C-8.3:



Employee Incentives. Encourage businesses to provide employee incentives to utilize alternatives to conventional automobile travel (i.e., carpools, vanpools, buses, cycling, and walking).

Policy C-8.4:



Air Quality. Encourage the implementation of employer transportation demand management requirements included in the South Coast Air Quality Management District's Regulations.

Policy C-8.5:



Employee Work Hours Variability. Encourage businesses to use flextime, staggered working hours, telecommuting, and other means to lessen peak commuter traffic.

Policy C-8.6:



Ridesharing. Promote ridesharing through publicity and provision of information to the public through web-based

apps and other approaches through collaboration with other agencies and jurisdictions.

Policy C-8.7:



Caltrans Consultation. Consult with Caltrans regarding freeway improvements that can affect City roadways and businesses.

GOAL C-9: A STREET NETWORK MANAGED TO MINIMIZE CONGESTION AND TRAFFIC IMPACTS

Policy C-9.1:



Traffic Impacts Mitigation. Require new development projects to mitigate off-site traffic impacts consistent with City policy and regulations.

Policy C-9.2:



Traffic Impact Analysis. Require new developments to include a traffic impact analysis.

Policy C-9.3:



Cut-Through Traffic. Design local and collector streets and apply appropriate enforcement and education programs to discourage cut-through traffic through residential neighborhoods.

Policy C-9.4:



Traffic Signals. Require new development to install traffic signals at intersections or arterials which, based on individual study, are shown to satisfy traffic signal warrants.

Policy C-9.5:



Jurisdiction Consultation. Consult with neighboring jurisdictions to ensure that the cumulative traffic impacts of development projects do not adversely impact the City of Santa Fe Springs.



Parking

GOAL C-10. SUFFICIENT, WELL-DESIGNED, AND CONVENIENT OFF-STREET PARKING FACILITIES

Policy C-10.1: **Parking Programs.** Establish parking management plans, preferential permit parking districts, and/or parking programs that address parking problems and minimize neighborhood parking overflow, where needed.

HS

Policy C-10.2: **Parking Enforcement.** Ensure equitable and fair parking enforcement practices.

HS

Policy C-10.3: **Parking Consolidation.** Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

HS

Policy C-10.4: **Sufficient Parking.** Periodically review City parking requirements to make certain that all development provides sufficient on-site parking and that parking standards reflect industry best practices.

HS

Policy C-10.5: **Parking Landscaping and Maintenance:** Require parking areas to be well landscaped and maintained and well lighted.

HS

Transportation Technology

GOAL C-11: IMPLEMENTING PROMISING TECHNOLOGICAL ADVANCES AND CHANGES IN USE OF MOBILITY SERVICES

Policy C-11.1: **Traffic Signal Coordination.** Implement traffic signal coordination on arterial streets to the maximum extent practical and integrate signal coordination efforts with those

T

of adjacent jurisdictions.

Policy C-11.2: **Mobile Technology.** Encourage the use of mobile or other electronic devices with similar on-demand hailing functions, particularly for seniors, the disabled, and other mobility challenged persons.

T

Policy C-11.3: **Intelligent Transportation Systems.** Implement intelligent transportation systems strategies—such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, and real-time parking availability information—to reduce traffic delays, lower greenhouse gas emissions, improve travel times, and enhance safety for drivers, pedestrians, and cyclists.

T

Policy C-11.4: **Autonomous Vehicles.** Update, when warranted, existing transportation systems and policies as autonomous and automated vehicles and their attendant facilities are developed locally and regionally.

T

Policy C-11.5: **Performance Analysis Measures.** Utilize technology to create performance measures to interpret data metrics of vehicles, bicycling, walking, and transit usage within streets, sidewalks, and public facilities.

T



Infrastructure Goals and Policies

Water

GOAL C-12: A SUSTAINABLE AND RELIABLE WATER SUPPLY

Policy C-12.1: Adequate Water Supply. Ensure adequate sources of water supply sufficient to serve existing and future development, and consider long-term climate change impacts to water demand and supply.



Policy C-12.2: Water Conservation. Enforce conservation measures that eliminate or penalize wasteful uses of water as a response to drought, climate change, and other threats to adequate water supply.



Policy C-12.3: Reclaimed Water: Continue the development of the reclaimed water system to serve landscaped areas and industrial uses when financially feasible.



Policy C-12.4: Water Rates. Derive water rates that are fair and equitable to make certain financial sufficiency to fully fund operating and capital costs and meet water reserve requirements.



Policy C-12.5: Water Quality. Comply with all applicable water quality standards.



Policy C-12.6: Water Mains Repair. Maintain a program to replace leaking water mains and test and replace old water meters as needed.



Policy C-12.7: Urban Water Management Plan. Update the Urban Water Management Plan in accordance with the California Urban Water Management Planning Act.



Policy C-12.8: Water Infrastructure. Identify and prioritize capital improvements to construct new and replacement wells, pumping plants, and reservoirs consistent with applicable master plans.



Policy C-12.9: Water Conservation. Promote cost-effective conservation strategies and programs that increase water use efficiency.



Policy C-12.10: Emergency Water Connections. Maintain emergency connections with local and regional water suppliers in the event of delivery disruption or natural disaster.



See Open Space and Conservation Element for goals and policies related to clean water.

Wastewater System

GOAL C-13: A SANITARY SEWER SYSTEM WITH CAPACITY TO ACCOMMODATE FUTURE GROWTH

Policy C-13.1: Wastewater Capacity. Monitor and analyze wastewater systems capacity and determine costs to construct relief wastewater systems as needed.



Policy C-13.2: Sanitation District Consultation. Consult with Los Angeles County Sanitation Districts to ensure all trunk sewers are maintained.





Policy C-13.3: **Industrial Waste Inspection.** Maintain an Industrial Waste Inspection and Regulation Program with all costs paid by industrial waste dischargers.

CSE

Policy C-13.4: **Unacceptable Waste Discharge.** Prevent unacceptable wastes from being discharged into the wastewater system.

CSE

Policy C-13.5: **Wastewater Technology.** Explore new technologies that treat and process wastewater onsite to reduce overall capacity needs of the centralized wastewater system.

T

Stormwater Infrastructure

GOAL C-14: A SUSTAINABLE AND RESILIENT STORMWATER SYSTEM

Policy C-14.1: **Green Infrastructure.** Promote green infrastructure projects that capture stormwater for reuse, improved water quality, and reduced flooding risk, including but not limited to permeable pavements, rain gardens, bioswales, vegetative swales, infiltration trenches, green roofs, planter boxes, and rainwater harvesting/rain barrels or cisterns for public and private projects.

CSE

Policy C-14.2: **Storm Drain.** Expand and maintain local storm drain facilities to accommodate the needs of existing and planned development, and to ensure it has capacity to withstand more frequent and intense storms and extreme flooding events; prioritize areas that have known drainage capacity issues.

CSE

Policy C-14.3: **Storm Drain Pollution.** Implement all appropriate programs and requirements to reduce the amount of pollution entering the storm drain system and waterways.

ARC

Policy C-14.4: **Surface Water Infiltration.** Encourage site drainage features that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events.

CSE

Policy C-14.5: **Permeable Surfaces.** Encourage the reduction of impervious surfaces by discouraging excess parking areas, enforcing low-impact development and best management practices treatment methods, and increasing greenery, as well as increasing the City’s inventory of green spaces.

CSE

Communications

GOAL C-15: MODERNIZED COMMUNICATION SYSTEMS THAT MEET THE COMMUNITY NEEDS

Policy C-15.1: **Wi-Fi at Public Spaces.** Encourage wi-fi connectivity at community facilities, public spaces, and parks to promote, encourage, and expand internet access.

T

Policy C-15.2: **Telecommunications Partnerships.** Partner with service providers to ensure access to a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, and public agencies.

T



Policy C-15.3: **Modernization.** Pursue technological modernization of City operations, equipment, and facilities to improve efficiencies and services, as feasible.



Policy C-15.4: **Broadband.** Expand and modernize broadband and related infrastructure for all areas in the City.

