COUNTY OF LOS ANGELES

GENERAL PLAN

TRANSPORTATION ELEMENT

The preparation of this Element was financed in part through funds made available by the U.S. Department of Transportation and the State of California Department of Transportation. The contents of this report reflect the views of Los Angeles County which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the U.S. Department of Transportation nor the State of California Department of Transportation.

TRANSPORTATION ELEMENT

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INTRODUCTION

This Transportation Element* sets the direction for the development of a comprehensive, coordinated, and continuing transportation system for Los Angeles County. This document identifies the major locations and corridors of existing and future travel based on existing and projected land use patterns.

Circulation Elements from cities in the County have been collected and used as input for this element. The Countywide Citizens' Planning Council, the General Plan Policy Review Board and the Los Angeles County Association of Planning Officials provided valuable input. Associated transportation agencies also provided essential assistance. Thus, this Element reflects wide based input on transportation planning for the future. The element also provides the foundation for the input from Los Angeles County to regional and statewide transportation planning.

The Element is organized into four major sections: 1) background, 2) objectives, 3) needs and policies, and 4) the Highway Plan (Appendix A). The background section presents a brief history of the relationship between transportation and County development patterns; it then discusses transportation and related land use, energy, and environmental issues; countywide programs and projects designed to achieve a balanced transportation systems; transportation safety and security issues; and intergovernmental relations and financing concerns.

*The Element is titled "Transportation Element" because it goes beyond the minimum State requirements for the preparation of a "Circulation Element" and because the term "transportation" is more commonly used by the general public.

BACKGROUND

HISTORICAL PERSPECTIVE

The availability of transportation in Los Angeles County strongly influenced patterns of growth and community locations. In the past, geography, rancho boundaries, and early development sites, such as the local Franciscan missions, the Pueblo de Los Angeles and the San Pedro-Wilmington Harbor determined the routing of roads and the first railways. These early routes, in turn, influenced the location of other settlements in the area. The railway routes and stations of the Pacific Electric Railway system were a focus for urban growth through the early 1900s.

The introduction of the motor vehicle altered this pattern of development. Population, commerce and industry spread out into surrounding areas. Rail passenger use declined and the population came to depend more and more on the motor vehicle. Automobiles have become the primary means of personal transportation, buses have taken over the role of public carriers and trucks are handling the major share of freight movement. Long distance transportation of freight and passengers is accomplished by air, sea, rail, pipelines and highways.

In the past, land use patterns dictated the location of transportation access points; the location of these facilities, in turn, often led to further development. The pattern of development in Los Angeles County has been primarily toward dispersed, relatively low-density land use, which, in the past, has encouraged the expansion of urban uses into sparsely populated or rural areas. The automobile, with a supportive highway and freeway system, provided the mobility to support this way of life.

TRANSPORTATION - RELATED LAND USE, ENERGY AND ENVIRONMENTAL ISSUES

Now, however, the County is faced with the necessity of reducing the cost of local government, conserving dwindling energy supplies, improving air quality and making more efficient use of available land. Urban land uses must be encouraged to take a more concentrated pattern and the older urban areas maintained as attractive places to live and work. Land use planning policies based on concentrating, recycling and infilling must be coordinated with transportation improvements. The transportation network plays a major role in influencing the physical, economic and social environment of the County. It both shapes and serves the urban pattern, providing for travel within and among urbanized areas as well as serving emergency access, recreation and agricultural needs, rural circulation and intercounty travel.

In considering future extensions to the transitway system the County of Los Angeles should avoid inducing a pattern that contributes to further separation of places of residences from places of work. New medium and high density residential development and new intensive commercial development should be located in proximity to public transportation service to increase patronage, conserve energy, reduce pollution and increase mobility.

An energy-efficient transportation system that supports a more concentrated land use pattern and serves the needs of the residents of the County must be developed. The energy used directly for transportation is 25 to 30 percent of the total energy consumed in the United States. (1)(2) This figure is increased by 9 percent when indirect activities, such as fuel refining and the manufacture of transportation equipment, are included. (3)

The fuel efficiency of the various passenger transport modes differs widely. Based on an average vehicle occupancy of 37 percent, intercity passenger trains get 47 passenger-miles per gallon of fuel. The corresponding figures for an urban bus are 18 percent average vehicle occupancy and 37 passenger-miles per gallon; for an intercity airplane, 49 percent average vehicle occupancy and 16 passenger-miles per gallon; and for an urban automobile, 28 percent (1.4 persons/vehicle) average vehicle occupancy and 17 passenger-miles per gallon. (4) (5) Within the Los Angeles Regional Transportation Study (LARTS) area, the average vehicle occupancy for work trips is 1.2 passengers per vehicle. (6)

The energy consumption characteristics of the automobile, which alone consumes half of the transportation energy (7), can be increased by improving the efficiency of the propulsion system and restricting high speeds. Automobile manufacturers have been directed by the Federal government to produce cars that are increasingly more energy-efficient and have lower emissions. (8)(9) The 55 miles per hour speed limit helps reduce fuel consumption, exhaust emissions, accident rate and severity and results in a smoother flow of traffic.

The heavy use of low-occupancy automobiles in Los Angeles County has generated environmental problems. According to a recent County public opinion survey, air quality was perceived the most important problem facing the County in the next 25 years. (10) Similarly, in a recent Los Angeles Times survey, air quality was considered the most urgent problem facing Los Angeles. Although the share of pollutants attributed to motor vehicles has decreased measurably in recent years, motor vehicles are the primary source of air pollution in Los Angeles County. Mobile sources still emit about 7,220 tons of pollutants daily. (11) Fixed sources also contribute to air pollution, but have a more local effect. Because of stricter automobile

exhaust standards, vehicles of the future will release significantly fewer hydrocarbons, carbon monoxide and nitrogen oxides (major transportation related air pollutants). The State Air Resources Board estimates that auto emissions will decrease every year until sometime after 1990.

In an effort to address the air quality issue, the County of Los Angeles participates in the regional Air Quality Management Plan (AQMP) effort. The AQMP is the result of an interagency planning effort of the South Coast Air Quality Management District (SCAQMD), the Southern California Aassociation of Governments (SCAG) and other local agencies. The AQMP is designed to meet the air quality planning requirements of the Federal Clean Air Act as amended in 1977 and the California Air Quality Management Act of 1976. The plan provides a comprehensive program to meet federal primary ambient air quality standards by 1987 through reasonable, cost-effective, incremental actions carried out by all levels of government. The AQMP was approved with modifications for inclusion in the State Implementation Plan by the State Air Resources Board in May 1979. In February, 1980, the County Board of Supervisors resolved to implement a set of reasonably available control measures or their equivalents. The adopted control measures are: modified work schedules, employee ridesharing, carpool preferential parking, bikeways and pedestrian facilities, energy-efficient street lighting and traffic signal synchronization.

Transportation control measures aimed at drastically reducing vehicle-miles-traveled (VMT) will have a beneficial effect on air quality and energy. (12) Any VMT reduction measures should consider economic and social impacts.

Transportation facilities and vehicles also contribute to noise and visual pollution in the County, especially adjacent to major transportation facilities. Ecologic harm, geologic instability and the loss of archeological and historic sites

caused by the construction of transportation facilities are also of concern.

TOWARDS A BALANCED TRANSPORTATION SYSTEM

Concerned agencies in the Los Angeles area have devoted a great deal of effort to develop a five-part regional transit program. The aim of this cooperative effort is to achieve a reasonably balanced use of all modes. The five major elements of this planning effort are: a Transportation System Management Program to make more efficient use of the exisiting bus and highway systems; a regional circulation system, including a Freeway Transit Program involving additional bus lanes and/or rail lines within existing rights-of-way; community-oriented circulation/distribution systems, including a Los Angeles Downtown People Mover system; a rapid transit system to improve transportation in the high density Downtown-Wilshire-North Hollywood corridor; and increased commuter rail service.

Transportation Systems Management

In an effort to improve the efficiency of the transportation system, several alternatives to the private automobile and ways of increasing the vehicle occupancy ratio have been suggested. Increased use of energy-efficient modes of travel, such as public transit, subscription bus, car and van pools and bicycles will help conserve energy, reduce mobile source air pollution emissions and lessen highway congestion. A County public opinion survey indicated strong citizen support for encouraging car and van pooling and for improving local bus service.

The freeway and highway network in Los Angeles County represents a large investment in land and improvements. Use of this extensive right-of-way network -- as well as, flood control channel, railroad and utility rights-of-way -- for more than one function or mode of transportation would improve the system efficiency and poten-

tially minimize the disruption of communities and displacement of people.

A high occupancy vehicle (HOV) strategy that shows promise is the freeway ramp metering program. The California Department of Transportation had 460 freeway ramp meters in operation by 1980 and plans to meter a total of about 1,000. Freeway ramp metering with HOV preferential treatment has been implemented at many locations and is successful in providing a smoother, more uniform flow of freeway traffic. (13)

Parking management also improves traffic flow and relieves congestion. On-street parking often contributes to congestion. Off-street parking facilities alleviate this but use additional land and interrupt traffic flow because of the entrances and exits. On heavily traveled streets, parking can be, and is, prohibited during peak periods to improve traffic flow. Parking management strategies include use of incentives and restrictions on parking availability to encourage motorists to participate in ridesharing and HOV programs.

Freeway Transit

Many new transportation concepts to encourage vehicle multiple-occupancy are being tried, such as designating additional and separate freeway lanes exclusively for buses or HOVs as on the San Bernardino Freeway Express Busway. This project has proven a success in attracting transit riders. The number of bus passengers using the busway has increased by 71 percent between 1976 and 1980 from about 14,000 per day to 24,000. (14) The number of carpools carrying three or more people using the busway during the morning and evening peak periods (four hours total) increased by 15 percent between 1979 and 1980. (15) This seems to indicate that the HOV concept can be an element of an early action "mass transit" system for Los Angeles.

However, the "Diamond Lane" experiment on the Santa Monica Freeway which removed existing travel lanes for exclusive use by HOVs, was subject to public opposition. Lane-changing problems and a high incidence of accidents plagued the experiment.

Community Circulation/Distribution Systems

The Urban Form Policy Map establishes the general location and character of a system of regional centers where high intensity activities of regional significance are to be concentrated. Many of these centers are good candidates for internal community-level transit service. Demand-responsive buses, jitney service, fixed-route bus service, people-mover systems (16), or combinations of these can be used. Emphasis should be placed on developing multi-modal transportation facilities at centers to increase the efficiency and convenience of the transportation system. Local urban form and planning goals will determine the type and level of the local circulation system to be provided. Local communities must be involved in choosing the mode that best satisfies their transportation needs at a cost they can afford.

Rail Rapid Transit Facilities

In Los Angeles County, fixed-rail rapid transit is the next logical step for service improvements in some heavily traveled corridors as the bus system approaches capacity. Los Angeles County should use the experience gained in the planning and construction of other transit systems and must take into account population density, financial resources and support from the people to ensure successful operation. (17)

The region is proceeding with the implementation of the initial starter line segment of a comprehensive rail rapid transit system. The preferred alignment will connect Union Station downtown with

North Hollywood, via a route through the central city, west on Wilshire Boulevard to Fairfax Avenue, north through Hollywood and the Cahuenga Pass and terminating at Lankershim and Chandler Boulevards. The 18 mile, $2 billion line is endorsed by the Los Angeles County Transportation Commission, which is composed of representatives of County and city governments. No tax increases will be required to finance the proposal, which will be funded 80 percent by the federal Urban Mass Transportation Administration and 20 percent by existing State tax revenues and local monies.

Population density is recognized as a major criterion for predicting the success of a fixed guideway rail rapid transit system. Contrary to the low density label given to the Los Angeles area, a 1977 Southern California Rapid Transit District (SCRTD) report indicated that for the 100 most densely populated square miles, Los Angeles (13,000 pop/sq. mi.) has the third highest density in the country. This is less than New York at 27,500 pop/sq. mi. and Chicago at 15,750 pop/sq. mi. but greater than Philadelphia (10,000), Detroit (8,000), San Francisco (7,500), Boston (7,500), Washington (7,000), Denver (2,750), and Atlanta (2,500). Although Los Angeles does not have the small concentrations of very high density which are found in a few older cities, Los Angeles exhibits widespread moderately high density which suggests the successful feasibility of a high-speed network with sparse coverage. Another purpose of rail transit is to link centers of high density.

Based on results of a County public opinion survey, over 60 percent of the respondents indicated concern with the need to improve public transportation. Significant numbers felt that rail rapid transit must play an important role in the overall transportation picture. The great diversity of opinion regarding the optimum type of transit tended to support the concept that the public transportation needs

of Los Angeles must be met by a combination of modes carefully interrelated. Nevertheless, 40 percent of the respondents felt that rail transit should receive major emphasis in future additions to our transportation system (in portions of the County -- specifically, the San Fernando Valley -- the percentage of respondents who felt rail rapid transit should receive emphasis rose to 55 percent).

Commuter Rail

The use of existing railroad trackage and facilities for commuter rail service either already is operating or appears feasible for operation along several corridors within the region. These potential routes extend from downtown Los Angeles (Union Station) to serve: the San Fernando Valley and Ventura County, the foothill communities of the San Gabriel Valley, the Pomona/Walnut Valley, Palmdale and Long Beach. All routes, by virtue of their limited freight movement, are likely candidates for successful commuter rail services.

The amount of service on the Los Angeles - San Diego intercity rail line, serving San Diego, Orange and Los Angeles Counties, doubled between 1976 and 1979. Also, the number of passengers riding these trains more than doubled, increasing from 464,000 in 1976 to 1,178,000 in 1979. (18) Due to the success of this service, efforts are being made to add stations to the Los Angeles - San Diego line and to initiate similar service on other routes.

Joint Development Projects

The use of a joint development concept at station locations is a necessity. The joint development concept envisions harmonious public and private development at transportation stations and may include residential, commercial, cultural,

recreational, educational and other uses. These uses may be planned adjacent to, over, under or upon transportation facilities land. Moreover, joint development projects at transit facilities support and reinforce land use policies aimed at promoting higher density residential and commercial development patterns and the conservation of existing urban centers.

Transit Prospects

Public transit provides a viable alternative to the low-occupancy private automobile. But motorists must be attracted away from exclusive auto use, particularly during peak commuting hours, when 40 percent of transportation trips are made. (19) To attract transit ridership, the level of service must be good and transit marketing must be used to increase the public awareness of services available. It is particularly important that service be accessible for those dependent on public transportation -- the young, the elderly, the handicapped and the economically disadvantaged.

SCRTD carries almost 90 percent of the transit patrons in Los Angeles County. Between 1971 and 1980 the number of trips made via SCRTD, the number of peak period buses in service and the number of bus miles operated all increased substantially. Trips and bus miles increased by about 80 percent and peak period buses by about 50 percent. (20)

Since 1977, however, while the number of trips continued to increase, the number of peak period buses has remained constant and the total number of bus miles operated has actually declined. (21) These figures reflect the fact that SCRTD, as transit agencies elsewhere, is experiencing severe financial difficulties. Fare increases have occurred and are likely to occur again. Even if fares increase in step with inflation, SCRTD will be unable to significantly expand the amount of

service it provides. These difficulties restrict the capacity of the District to respond to present and future changes in travel behavior and to contribute to a more energy efficient, environmentally sensitive transportation system.

Highway Prospects

As indicated in a County public opinion survey, despite the recent and current planning efforts and the need to conserve the finite supply of fossil fuels, most residents have not altered their transportation habits. On an average day in 1976, 35 million person trips were made in the LARTS region.

This number is expected to increase to approximately 42 million daily person trips by 1990. (22) Data based on a 1976 origin and destination travel survey indicate that in 1978 over 96 percent of total person trips were made by the private automobile, while approximately 4 percent were made by public transit. (23) A citizen survey indicates that the automobile should remain an important part of the transportation modal mix in the future and tends to support improvements which will lessen congestion on both major streets and freeways.

During the 1970s inflation severely affected the ability of the County and other jurisdictions to improve roads and transit service or even maintain the freeway and highway system at present levels. In the period between 1970 and 1980 inflation has, in effect, cut the transportation dollar in half. Proposed freeways have been eliminated and gap closures slowed or reduced in scope. Needed street and highway improvements have been increasingly difficult to accomplish. Federal funds for local transportation have been difficult to use because of increasingly complex paperwork and restrictions.

Many problems generated by the automobile -- energy consumption, pollutant emissions, congestion -- can be mitigated through better use and management of existing facilities and better enforcement of regulations. The major source of auto congestion during peak hours is commuter traffic. There are too many people using the system in a brief time span. Congestion occurs during non-commuter hours in some areas such as Los Angeles International Airport, downtown Los Angeles, the Wilshire corridor and other employment, cultural and recreational activity centers. Congestion in urban areas could be somewhat alleviated by establishing alternate routes for through traffic. Freeway gaps should be completed and the flow of traffic on freeways and highways improved.

Freight Transportation

Maintenance and improvement of the highway system are needed not only for the mobility of automobiles, buses, bicycles and pedestrians, but also for goods movement. Most goods in Los Angeles County are transported by truck. The fuel consumed for moving freight by truck is about 50 ton miles per gallon as compared with 2 by airplane, 360 by oil pipelines, 300 by waterway and 220 by railroads. (24)

The extensive railroad network in the Los Angeles region is connected to key points of the State and nation. This railroad network is a major investment of the transportation system and can be extremely energy efficient. Railroads offer a competitive, alternative mode to trucking for goods movement. Likewise, with improvements in pipeline safety, the use of this energy-efficient, economic and non-polluting mode of goods movement could increase.

Aviation Facilities

The aviation facilities in the County are part of the regional transportation system. Los Angeles International Airport (LAX),

the backbone of the Southern California six-county system for commercial air travel, served 35 million annual passengers (MAP) in 1979, about 80 percent of the system's air-passengers. Within several years, LAX will likely reach its policy capacity of 40 MAP as determined by ground access and internal circulation limitations. (25) To relieve congestion at LAX and decrease dependence on this facility, other airports must be developed or expanded.

Of the four other major commercial airports serving the Los Angeles area, only Ontario International Airport could handle a significant increase in passenger volume. John Wayne/Orange County, Long Beach and Burbank/Glendale/Pasadena Airports are either incapable of, or have stated policies opposing significant expansion primarily because of noise impacts. (26) Although Ontario airport may be able to handle more passenger volume, citizen resistance because of noise problems can be expected. Therefore, expansion of this airport may not be easily achieved. A new major airport, Palmdale Airport, is planned for the Antelope Valley. This airport is the Los Angeles City Department of Airports long range project to meet future air carrier passenger demand. The City of Los Angeles has prepared a development plan for this airport and has been acquiring property in recent years. The Department of Airports is forecasting that 12 million annual passengers will use this facility by the year 2000. Associated agencies have agreed that the anticipated passenger volume at Palmdale Airport can be accommodated on the Route 14 Freeway as the main access route from the Los Angeles basin. However, a special access route from the freeway will probably be needed to support the ultimate development of this airport. (27)

Los Angeles County needs general aviation facilities for personal and business transportation and police, fire, medical and agricultural uses. These facilities are a source of employment and an economic asset. However, the number of these airports in the County

has declined from 35 in 1947 to 17 in 1980, while general aviation ownership has steadily increased. Consequently, a potential problem is the higher incidence of safety problems resulting from the growth in general aviation.

Any planning for airport development must be compatible with land use planning for the surrounding areas especially for residential development. The surrounding communities must be protected and, at the same time, the operational effectiveness of the aviation facilities must be ensured. The Los Angeles County Regional Planning Commission serves as the Airport Land Use Commission in Los Angeles County. The Commission is required under California law to formulate a comprehensive land use plan to provide for the orderly growth of each public airport and the surrounding area. These plans must safeguard both the general welfare of the inhabitants within the vicinity of the airport and the general public interest.

Marine Facilities

A variety of improvements will be important for increasing the efficiency and capacity of Los Angeles County marine facilities. These include: deepening Los Angeles and Long Beach harbors; providing longer, wider and stronger berths; allocating additional land for cargo transfer and storage; and improving coordination between harbor, highway and railroad facilities for the transport of freight. Such improvements will enable the harbor facilities to accommodate new larger ships and to remain competitive. Of course, major consideration must be given to any adverse ecological, air quality and safety impacts which may result.

The demand for small craft harbors is growing. There are a number of small craft harbors along the County coastline, including Marina Del Rey, which is the world's largest man-made small craft harbor, two fishing facilities and several

beach recreational facilities in the two major harbors. The berthing and mooring capacity of these small craft harbors is inadequate to meet the demand. (28)

TRANSPORTATION SAFETY AND SECURITY ISSUES

Safety is of great concern in the development, operation and maintenance of transportation facilities. Although the number of injuries and fatal accidents per motor vehicle miles traveled continues to decline, there is still a need to further reduce the total number of accidents and fatalities. Transportation safety programs are particularly important where different modes use the same facility or where modal facilities intersect. For example, as the use of bicycles and motorcycles increased, the number of serious injury accidents also increased. (29)

Improvements to auto/railroad crossings and the establishment of safer bicycle facilities are examples of programs that can improve the safe use of multimodal facilities. Bicycle licensing and storage, air-passenger screening and exact fare bus programs are measures that increase the security of the traveler.

Another important safety consideration involves the transportation of hazardous materials. Our highways and waterways carry such potentially dangerous materials as liquefied natural gas, petroleum and petroleum by-products, industrial wastes, etc. With our increasing demand for more energy, greater quantities of hazardous materials will need to be transported on our transportation system. Without the proper safeguards, the likelihood of possible mishaps will increase.

Robberies and assaults on pedestrians and people waiting at bus stops, vandalism and theft of autos and bicycles in parking lots demonstrate the need for better security in the design and

operation of transportation systems including provision of adequate street lighting. Moreover, improving safety features will encourage more transit patronage.

INTERGOVERNMENTAL RELATIONS AND FINANCING CONCERNS

There are many agencies involved in the planning, implementation and management of transportation facilities in Los Angeles County. There has been a great deal of cooperation and coordination between all of these agencies. However, due to the number of politically independent jurisdictions involved, conflicts occur and activities overlap, creating communication and coordination problems. The establishment of the Los Angeles County Transportation Commission (LACTC) in 1976 has minimized coordination problems relating to transportation planning in the County.

Since 1970 there has been a drift toward requiring local agencies to subordinate their planning to federal and State requirements. This tendency towards "top-down" planning should be reversed to ensure local input and attain balance among the responsible units of government.

California is faced with serious funding shortages in virtually all aspects of transportation. (30) Available funds should be allocated where they will be most effective and new sources of funding must be found to attain a reasonable modal choice.

Local, State and federal governments have recognized the need to assist public transit operations to provide increased mobility at a low cost. However, assistance must be considered in light of potential patronage and cost-effectiveness standards.

OBJECTIVES

The objectives of the Transportation Element are:

- To achieve a transportation system that is consistent with the comprehensive objectives of the General Plan and the needs of the residents.

- To achieve a transportation system that is responsive to economic, environmental, energy conservation and social needs at the local community, area and countywide levels.

- To achieve an efficient, balanced, integrated, multimodal transportation system that will satisfy short- and long-term travel needs for the movement of people and goods.

NEEDS AND POLICIES

POLICY STATEMENTS

Provide Transportation to Serve the Needs of the Public and to Support Adopted Land Use

A balanced, multimodal transportation system is needed to serve the mobility needs of the residents and also support established and projected land use patterns. Emphasis is placed on a more concentrated land use and on making the inner cities more attractive places to live and work.

Policy

1. Provide transportation planning, services, and facilities that are coordinated with and support the County of Los Angeles General Plan.

2. Provide transportation planning, services, and facilities that provide access for equitable employment, educational, housing and recreational opportunities.

3. Plan and develop bicycle routes and pedestrian walkways.

4. Provide opportunity for timely citizen input and guidance in the transportation decision-making process.

5. Coordinate land use and transportation policies.

Increase Ridership on Public Transit

Public transit, provided as a necessary public function, should be an attractive and viable alternative to the private motor vehicle.

Policy

6. Support the development of a mass transportation system that will provide a viable alternative to the automobile.

7. Support continued improvement and expansion of the present bus system as a public service.

8. Encourage communities to participate with existing transit operators in the improvement or development of community level transit, where financially feasible to the community.

9. Support a public transit system that provides accessible service, particularly to the transit dependent.

10. Encourage provision of transit service at a reasonable cost to the users and the community.

11. Support development of rail transit or exclusive bus lanes in high demand corridors when sufficient patronage, cost-effectiveness and support of land use policies are assured.

12. Support research for and development of new transportation technologies.

Reduce Highway Congestion

Highways should be maintained and improved, and freeway gaps should be completed. Traffic flow should be improved through urban areas.

Policy

13. Support low capital strategies that maximize the efficiency and cost-effectiveness of existing transportation facilities and systems.

14. Support completion of the highway and freeway routes necessary to make the system operate efficiently.

15. Encourage compatible joint use and interfacing of transportation facilities while minimizing modal conflict.

16. Support the development of alternate routes for through traffic to bypass the metropolitan area and provide traffic relief for the urban area.

17. Develop parking management plans for application in selected areas of urban concentration.

18. Support use of non-vehicle improvements to reduce peak-hour congestion.

19. Support traffic-operation improvements for improved flow of vehicles.

20. Encourage greater use of public transit to special-purpose centers and recreational facilities.

Reduce Transportation-Related Degradation of the Environment

Motor vehicles are a major source of air pollution in Los Angeles County.

Policy

21. Stress environmental compatibility (including air quality, noise, ecology and aesthetics, health and safety), in developing transportation systems.

22. Avoid or minimize the adverse impacts upon people, businesses and communities caused by development of transportation facilities.

23. Avoid construction of transportation facilities within significant ecological areas unless found essential following a detailed analysis of alternatives including a "no project"

alternative. If the facility is still found to be necessary, it shall be constructed in the most environmentally sensitive manner.

24. Support technical research and development by automobile manufacturers directed toward reducing emissions, fuel consumption and noise.

25. Develop alternative transportation systems and procedures which will effectively reduce vehicle miles traveled (VMT) by automobiles.

Improve the Efficiency of the Transportation System and Reduce Transportation Energy Consumption

The finite supply of fossil fuels must be conserved by such means as eliminating unnecessary usage and developing alternative sources of energy. The efficiency of the transportation system can be improved by increasing vehicle occupancies and the efficiency of the engine. In addition, increased use of other energy-efficient modes of travel will help to conserve energy resources.

Policy

26. Encourage the efficient use and conservation of energy used in transportation.

27. Encourage railroad companies to retain and expand their vital role in transportation, especially in goods movement.

28. Promote the development of alternative energy sources for transportation to reduce reliance on petroleum.

29. Develop a contingency plan, using the full resources of an expanded transit system and car and van pooling, for use in the event of a fuel shortage or other unforeseen crisis.

Improve Transportation Safety and Security

Safety is of great concern in the development, operation and maintenance of transportation facilities.

Policy

30. Provide transportation facilities that will improve the safety, security and dependability of all transportation modes; provide for seismic safety and be effective in emergency situations.

31. Provide for the safe movement of hazardous materials.

Improve Aviation Facilities

Aviation facilities are a part of the regional system for the movement of people and goods. Aviation ground services should be decentralized and planning for expanded facilities should be compatible with that of surrounding communities.

Policy

32. Improve the compatibility between aviation facilities and their surroundings through improved land use control mechanisms and technological improvements.

33. Encourage greater multimodal access to major airports and improve internal circulation within these facilities.

34. Encourage the development of a decentralized system of major airports to serve commercial and general aviation activities.

Improve Marine Transportation Facilities

Coordination between the Los Angeles and Long Beach harbor facilities and the highway/rail modes should be improved. The growing demand for small craft harbors should also be recognized.

Policy

35. Encourage the Los Angeles and Long Beach Harbor Departments to effect improvements that will better accommodate and attract deep draft vessels.

36. Support improvements that would increase the efficiency of cargo handling, storage and modal interfacing.

37. Support the provision of adequate recreational boating facilities.

Seek Adequate Financial Resources

There is a critical need for funds to develop, operate and maintain a balanced multimodal transportation system. Funds must be allocated effectively and additional sources of funds sought.

Policy

38. Promote the concept of a single, multimodal transportation trust fund to provide for capital, operations and maintenance funding.

39. Seek and support the establishment of sources of revenue to provide adequate funds for transportation.

40. Encourage the elimination of "red tape" and categorical restrictions on federal aid and State funding programs.

Improve Intergovernmental Cooperation, Coordination and Definition of Responsibilities

There is a need for continued intergovernmental cooperation among the many agencies involved in the field of planning, implementation and management of transportation facilities in Los Angeles County. In the last two years, coordination and cooperation have improved significantly. This needs to be continued.

Policy

41. Promote continued coordination among federal, State, regional and local agencies involved in transportation matters.

PLAN OF BIKEWAYS

The "Plan of Bikeways (A Sub-Element of the Transportation Element)" as adopted by the Board of Supervisors on September 18, 1975, and as amended subsequently, is incorporated into the Transportation Element and shall remain in force.

POLICY MAPS

The Transportation Element policy maps (to be found in the back pocket of the Plan) reflect the Plan's growth and development policies, as well as anticipated financial capabilities. They depict the existing system and identify the additions to improve and complement this system. The mapped policies consist of a Transportation Policy Map and a Highway Policy Map.

TRANSPORTATION POLICY MAP

Major Transportation Corridors:

This total unified corridor network shows a channelized reflection of the greatest needs for transportation between now and the year 2000. These corridors provide the framework for ongoing coordination with planning studies by other agencies and evaluation of specific transportation proposals.

Most of the corridors contain existing freeways. In addition, the Century Freeway (Route I-105), the Santa Clara River Freeway (Route 126) between the Golden State and the Antelope Valley freeways, the Foothill Freeway extension to San Bernardino County (Route 30), the Metropolitan Bypass Freeway (Route 138) and the Lancaster Freeway (Route 48) are recommended. Routes 138, 48 and 126, located in the Antelope Valley, are to be constructed in stages, utilizing expressway standards and existing facilities whenever appropriate. Full freeway conversion may follow as the need develops. A direct, exclusive access route to the Palmdale Airport from the Antelope Valley Freeway (Route 14) is identified. The exact location of this access route will require further study pending the preparation of a final airport plan.

Also identified are proposed freeway gap closures, including the Long Beach Freeway (Route 7), the Marina Freeway (Route 90), the Industrial Freeway (Route 47) and the Artesia Freeway (Route 91). These routes are particularly needed to complete the continuity of the system and maximize its efficiency. Because of continual rising construction costs and dwindling funding sources, many of these routes may not be constructed to their ultimate width and length by the Plan's horizon year. Therefore, caution should be taken in approving development proposals justified upon the partial existence of a potential facility. The mere presence of a potential route on the map does not guarantee that that route will be built. Particular caution should be exercised with developments which could add to local traffic congestion in the vicinities of Routes 138, 48 and 126.

All of these freeways will accommodate multimodal needs with mixed-flow bus, while others should, in addition, receive preferential transit and HOV treatments, generally in the form of ramp metering with preferential by-pass lanes. The remaining corridors, identified as "transitway," are recommended for exclusive facilities. These exclusive facility corridors would feature high speed line-haul bus service on added exclusive facilities similar to the San Bernardino Freeway Express Busway. Carpools and vanpools would also utilize these facilities. Once these buses enter the downtown CBD, they will be routed on local streets sometime receiving preferential treatment including separate lanes similar to Spring Street.

Two corridors (Wilshire corridor from downtown to Westwood and the North Hollywood corridor from the mid-Wilshire area to North Hollywood) clearly have sufficient patronage projections and population density to justify a rail rapid transit system. In the event that the rail rapid transit corridors are not imple-

mented, alternate transitways along the Hollywood and Santa Monica Freeways have been identified.

Although line-haul bus is recommended in most corridors, the initiation or conversion to rail rapid transit in the future is not precluded should it be warranted. Thus, exclusive bus facilities should be designed in a manner compatible with potential conversion to rail.

Aviation, Rail, and Marine Facilities:

The Plan recommends the future expansion of Los Angeles International Airport and Palmdale Airport. Insofar as the other major aircarrier airports are concerned, continued future use of Burbank/Glendale/Pasadena Airport and Long Beach Airport is expected to continue to be restricted by local policy. Because of the expected growth in general aviation aircraft, every effort must be made to assure that all existing general aviation airports remain part of the future airport system. Further, the Plan recommends that the acquisition of Reeves Field in the Harbor area as a general aviation airport be investigated.

The map identifies major railroad lines and facilities. Several segments of the existing railroad system, with the potential for joint use development as commuter rail service, are identified. These potential routes would extend from downtown Los Angeles (Union Station) through the San Fernando Valley, the foothill communities of the San Gabriel Valley, the Pomona/Walnut Valley, Orange County (currently in service), Palmdale, and Long Beach. Commuter rail service, as demonstrated by the currently operating service, offers the potential of attracting substantial patronage.

Finally, the map identifies commercial and small craft harbor facilities. The Plan recommends a feasibility study for a harbor of refuge on the Malibu coast.

HIGHWAY POLICY MAP

The map differentiates between those existing and potential routes necessary to serve urban or urban-related areas for the year 2000 as identified in the Land Use Element, and those routes necessary to serve as highway connectors. Selection of highway connectors was based on consideration of recreational and emergency access needs, non-urban circulation, inter-county travel, agricultural need, existing roadway status and travel demand.

The map recognizes and reflects the dissimilarity between high density urban land usage, with its corresponding need for a network of high capacity highways, and the non-urban areas, with needs primarily involving circulation and access with minimal concern for capacity.

The intent of this map is the identification of those areas and routes where the majority of funds should be expended for maintenance, rehabilitation, right-of-way protection and new construction. Although identified on the map, roadways will only be upgraded or constructed when the need arises and traffic demand warrants their construction.

Routes subject to special study because of their potential impact on Significant Ecological Areas are noted on the map. Prior to the undertaking of any new construction on existing or proposed highways in Significant Ecological Areas (a) the need for construction shall be reviewed and substantiated, and (b) alternative alignments or appropriate mitigation measures shall be investigated and implemented if feasible. If no feasible alternative alignment or measure exists, and the highway is deemed essential, the project shall be performed in the most environmentally sensitive manner practical.

Within the unincorporated County territory, all highways shown on the Highway Policy Map coincide and are consistent with the Los Angeles County Highway Plan. The Los Angeles County Highway Plan (formerly known as the Master Plan of Highways) is a sub-element of the Transportation Element and functions for right-of-way protection and roadway improvements within subdivisions and other development projects which are subject to County controls. Whereas the Highway Policy Map does not delineate roadway classifications, the Highway Plan designates classifications for all routes within unincorporated territory. Please refer to Appendix A for a detailed discussion of the Los Angeles County Highway Plan.

TRANSPORTATION ELEMENT
APPENDIX A

LOS ANGELES COUNTY HIGHWAY PLAN
(A SUB-ELEMENT OF THE TRANSPORTATION ELEMENT)

The Los Angeles County Highway Plan (formerly known as the Master Plan of Highways) was adopted on February 27, 1940; it has been amended on 69 occasions in response to changing circumstances. The Highway Plan heretofore has served as the countywide circulation plan, but with adoption of the revised Transportation Element, it is superseded in this function by the General Plan Highway Policy Map. The County Highway Plan is to remain in effect, with modifications, as a supplementary part of the Transportation Element. (31) Its purpose is to promote the orderly extension and upgrading of the planned arterial highway system in unincorporated territory by serving as a guide for right-of-way protection and roadway improvements within subdivisions and other development projects which are subject to County controls. The Highway Plan map shows both highways expected to be opened as through arterials by the year 2000 and routes only partially completed by that time. The Highway Plan is limited in application to unincorporated territory. The routes shown and their general location and widths will continue to be coordinated with the plans of adjacent cities and counties.

The Highway Plan Map is being amended to reflect the modified function of the Highway Plan and to bring about consistency with the General Plan Highway Policy Map and other countywide plans which are to be adopted or revised concurrently with it. Table 5.1 (on page V-39) provides a listing of all amended routes on the Highway Plan.

The following is an explanation of the Plan policies shown on the County Highway Plan Map:

- Only highway routes which are wholly or partially within unincorporated territory and city highways which abut unincorporated territory are officially on the Plan. Other highways within cities are shown for reference purposes only.

- State freeway routes are shown on the Plan map for reference purposes in accordance with the provisions of Section 75.9 of the Streets and Highways Code.

- Special consideration shall be given to the design and improvement of all highway routes located within planned scenic highway corridors or in Significant Ecological Areas or Hillside Management Areas.

- In Significant Ecological Areas, grading or other improvement of highway routes shall take place only on a showing of present or imminent need and and a finding that no practical alternative is available. In design of subdivision and other development, reasonable measures shall be taken to keep open the option of future extension of the highway route.

- Adoption of the revised Highway Plan results in deletion of the majority of section line and quarter-section line highways in the flat, non-urban areas of the Antelope Valley. There remains a continued need for an adequate system of local roads to serve private ownerships within these areas. In view of this need and the custom of sectional land division in the Antelope Valley, it shall be the practice to plan collector roads on section and quarter-section lines which are not a Highway Plan alignment unless a different location is indicated by existing conditions on the ground, ownership patterns, topographical or environmental concerns.

- The routes shown on the Plan map are classified according to the following system:

1) Major Highway

This classification includes urban highways which are of countywide significance and which are, or are projected, to be the most heavily traveled routes. These roads generally require four or more lanes of moving traffic, channelized medians and, to the extent possible, access control and limits on intersecting streets. The normal right-of-way width for these highways is 100 feet. This width may vary to meet extraordinary circumstances.

Also classified as major highways are key (inter-urban) connectors, non-urban access ways and recreational roads. The bulk of these routes are not planned for urban type improvement. However, the full major highway right-of-way width of 100 feet or more is generally required to maintain adequate safety and noise standards. Portions of these rights-of-way are needed for recreational uses such as equestrian and bike trails, and for other transportation uses such as turnouts.

2) Secondary Highway

Secondary highways include urban routes which serve or are planned to serve an areawide or countywide function, but are less heavily traveled than major highways. In a few cases, routes which carry major highway levels of traffic are classified as secondary highways because it is impractical to widen them to major highway standards. In addition to the countywide function, secondary highways frequently act as oversized collector roads feeding the countywide system. In this capacity the routes serve to remove heavy traffic from local streets, especially in residential areas.

In urban areas, secondary highways normally have four moving lanes of traffic on 80 feet of right-of-way. But configuration

and width may vary with traffic demand and conditions on the ground. Access control, especially to residential property and minor streets, is desirable along these roads.

The secondary highway classification also applies to connector highways to and between non-urban communities. In the flat lands of the Antelope Valley, acquisition or retention of 80 feet of right-of-way for many of the non-urban access routes is required for traffic safety and/or to allow for multiple use of the right-of-way. In non-urban areas, secondary highways are ordinarily improved with only two lanes of moving traffic. Additional traffic lanes, left-turn pockets and other facilities may be provided where traffic conditions or the nature of development on adjacent property warrant.

3) Limited Secondary

Limited secondary routes are located in remote foothill, mountain and canyon areas. Their primary function is to provide access to low-density settlements, ranches and recreational areas. The standard improvement for limited secondary routes is two traffic lanes on 64 feet of right-of-way. Typically, such improvements consist of 28-30 feet of pavement with graded shoulders. Left-turn pockets and passing lanes may be provided when required for traffic safety. The right-of-way may be increased to 80 feet for additional improvements where traffic or drainage conditions warrant.

A uniform building setback shall be established 40 feet from the centerline of all limited secondary highways in order to preserve proper sight distances and to help maintain a rural appearance adjacent to the roadway. This setback shall be in addition to any yard requirement contained in the Zoning Ordinance.

4) Parkway

The parkway classification is applied to urban and non-urban routes having park like features either within or adjacent to the roadway.

The width of right-of-way varies as necessary to incorporate these features, but shall not be less than 80 feet. Roadway improvements vary depending upon the composition and volume of traffic carried.

Implementation

The Interdepartmental Engineering Committee (IEC), composed of the Director of Planning, Road Commissioner and County Engineer or their designated representative, is the organization charged with making technical recommendations to the Regional Planning Commission and Board of Supervisors on implementation of the Los Angeles County Highway Plan. The IEC coordinates its activities with other County, city and State agencies having responsibility for road planning.

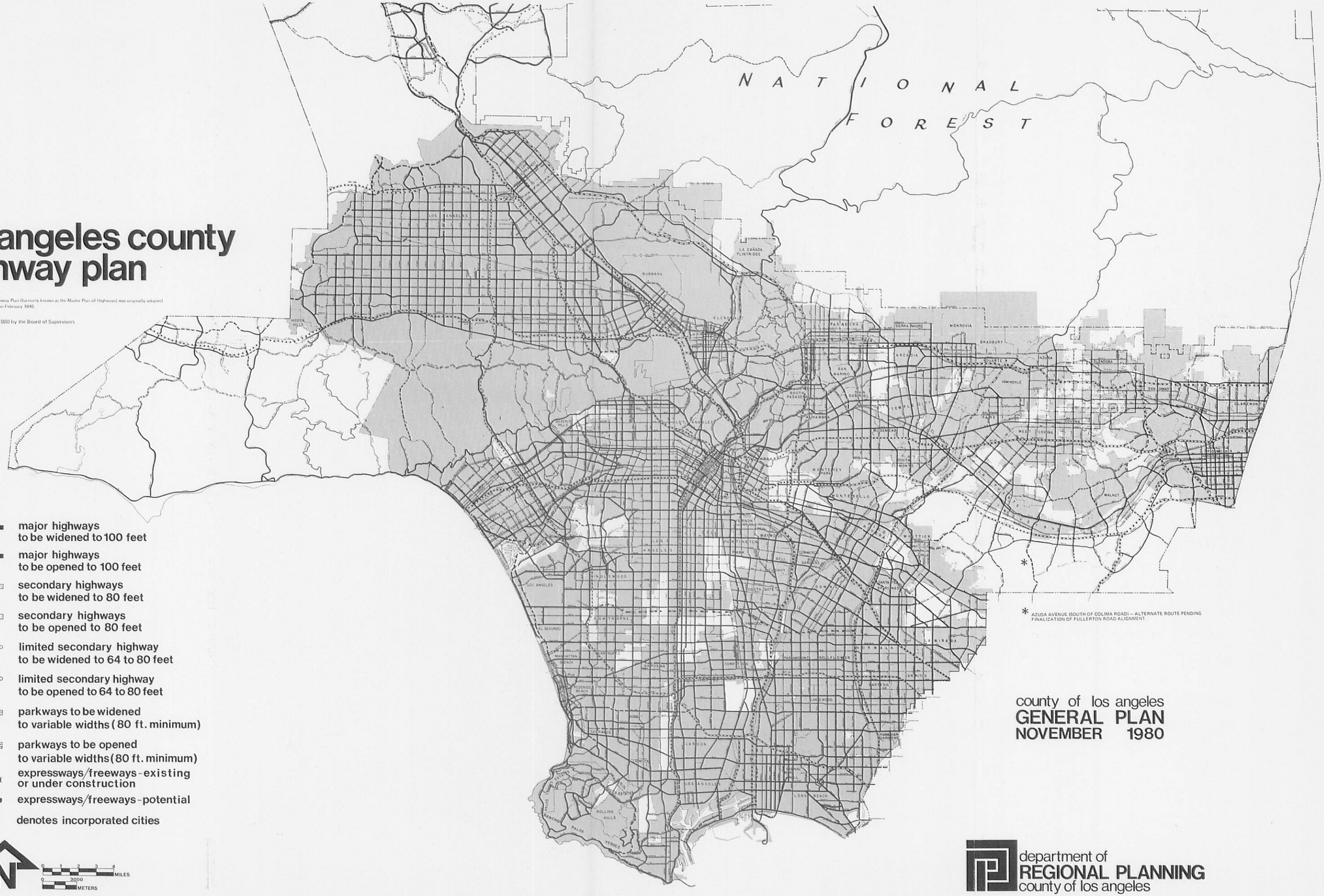
The normal practice is to update the Highway Plan in conjunction with community, areawide and scenic corridor studies. Other amendments may be initiated in areas not covered by community, area or scenic corridor study programs after review by the IEC.

The Mapped Highways, Bikeways, and Hiking and Equestrian Trails Ordinance, and Subdivision and Zoning Ordinances are the primary regulatory measures for implementing the Highway Plan. The IEC is to recommend necessary amendments to these ordinances to implement the revised classifications and setback requirements set forth in the Highway Plan. The IEC and the County Subdivision Committee will review the Subdivision Ordinance and make recommendations for bringing it into conformity with the revised Highway Plan and for clarifying the relationship between the regulations intended to carry out Highway Plan policies and the requirements for implementing other General Plan elements.

los angeles county highway plan

The Los Angeles County Highway Plan (formerly known as the Master Plan of Highways) was originally adopted by the Board of Supervisors on February 1940.

Adopted November 25, 1980 by the Board of Supervisors



* AZUSA AVENUE (SOUTH OF COLIMA ROAD) – ALTERNATE ROUTE PENDING FINALIZATION OF FULLERTON ROAD ALIGNMENT.

- major highways to be widened to 100 feet
- major highways to be opened to 100 feet
- secondary highways to be widened to 80 feet
- secondary highways to be opened to 80 feet
- limited secondary highway to be widened to 64 to 80 feet
- limited secondary highway to be opened to 64 to 80 feet
- parkways to be widened to variable widths (80 ft. minimum)
- parkways to be opened to variable widths (80 ft. minimum)
- expressways/freeways - existing or under construction
- expressways/freeways - potential
- denotes incorporated cities

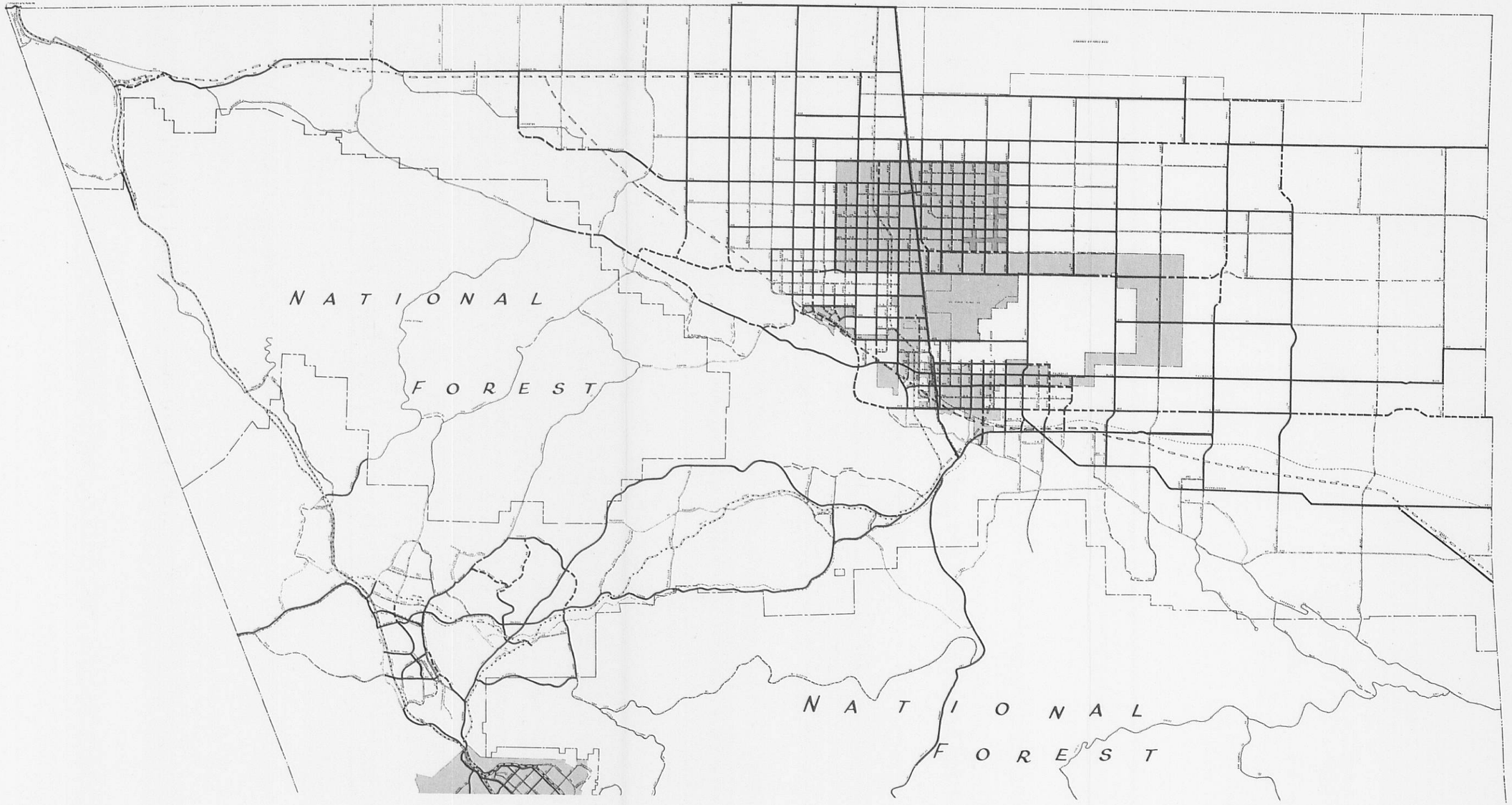
N

0 1 2 3 4 MILES

0 3000 METERS

county of los angeles
GENERAL PLAN
NOVEMBER 1980

department of
REGIONAL PLANNING
county of los angeles



los angeles county highway plan

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- expressways/freeways - existing or under construction
- expressways/freeways - potential
- denotes incorporated cities

department of
REGIONAL PLANNING
county of los angeles

TABLE 5.1

AMENDMENTS – LOS ANGELES COUNTY HIGHWAY PLAN

ROUTES DELETED
North Half Portion

EAST PORTION OF NATIONAL FOREST AND ADJACENT FOOTHILLS

Crystal Lake Road	– All
Table Mountain Road	– All
Blue Ridge Road	– All
East Fork San Gabriel Canyon Road	– Cow Cyn. Rd. to Angeles Crest Hwy. and Big Rock Creek Rd. to Largo Vista Rd.
Hibernia Road	– Star Peak Rd. (Big Pines Hwy.) to Largo Vista Rd.
Panorama Mountain Road	– All
Limekiln Highway	– All
Avenue Z	– All
263rd Street East	– Panorama Mountain Rd. to Ave. Y
253rd Street East	– All
243rd Street East	– Panorama Mountain Rd. to Antelope Hwy.
233rd Street East	– Panorama Mountain Rd. to Antelope Hwy.
223rd Street East	– Panorama Mountain Rd. to Antelope Hwy.
213th Street East	– Panorama Mountain Rd. to Pearblossom Hwy.
Star Peak Road	– Hibernia Rd. to Avenue Y
San Gabriel Canyon Road	– Angeles Crest Hwy. to Big Rock Creek Rd.
165th Street East	– Valyermo Road to Avenue Y
Pallett Creek Road	– All
121st Street East	– Murphy's Rd. to Fort Tejon Rd.
Avenue X-15	– 96th St. E. (realigned) to Valyermo Rd.
Murphy's Road	– Cima Rd. to Longview Rd.
Longview Road	– Murphy's Rd. to Devil's Punch Bowl Rd.
Cima Road	– 106th St. E. to Longview Rd. and 96th St. to 87th St. E.
96th Street East	– Ave. X-15 to Fort Tejon Rd. (Note: portion southerly to Cima Rd. realigned)
87th Street East	– Mount Emma Rd. to Fort Tejon Rd. and Cima Rd. to Ave. X-15
Pinyon Flats/Alder Canyon Road	– All
Mount Gleason Road	– Angeles Forest Hwy. to Angeles Crest Hwy.
Little Rock Creek Road	– Little Rock Reservoir to Angeles Crest Hwy.
Little Rock Cutoff	– All
Hunt Canyon Road	– All
Pass Canyon Road	– All
Mount Emma Road	– Angeles Forest Hwy. to Soledad Cyn. Rd.
Placerita Cyn. (Ruthsprings) Rd.	– Sand Cyn. Rd. to Mt. Gleason Rd.
Los Pinetos Road	– Sierra Hwy. to Little Tujunga Cyn. Rd.

ACTON-AGUA DULCE AREA

Santiago Road	– Sierra Hwy. to Mountain Springs Rd.
Cedral Street/Crandon Avenue	– Crown Valley Rd. to Soledad Cyn. Rd.
Gillespie Road	– All
Kashmere Cyn./Aliso Cyn. Road	– Escondido Cyn. Rd. to Soledad Cyn. Rd.
Darling Road	– All
Sierra Pelona Road	– All
Anthony Road	– All
Angeles Forest Highway	– Vincent Cutoff to Sierra Hwy. at the California Aqueduct

SANTA CLARITA VALLEY AND ADJACENT NATIONAL FOREST

Martindale Canyon Road	– All
Harrison Canyon Road	– All
Davenport Road	– Vasquez Cyn. Rd. to Sierra Hwy.
Cruzan Cyn. Road	– All
Golden Valley Road	– Antelope Valley Freeway to Soledad Cyn. Rd.
Holt Canyon Road	– Sand Cyn. Rd. to Golden Valley Rd.
Via Princessa	– San Fernando Rd. to Golden Valley Rd. and Holt Cyn. Rd. to Placerita Cyn. Rd.
Haskell Canyon Road	– Camino de las Lomas to Bouquet Cyn. Rd. at Bouquet Reservoir
Camino de las Lomas	– Camino del Valle to Haskell Cyn. Rd.
Knudsen Parkway	– L.A. City boundary to Henry Mayo Dr.
Via Otero	– All
Camino Alomar	– All
Avena Montana Drive	– All
Oat Mountain Road	– L.A. City boundary to Pico Cyn. Rd.
Sesnon Boulevard	– Ventura County line to L.A. City boundary
Via Conejo	– All
Tampa Avenue	– L.A. City boundary to The Old Rd.
Old Ridge Route	– Templin Hwy. to Oakdale Cyn. Rd. (existing driven road)

ROUTES DELETED

SANTA CLARITA VALLEY AND ADJACENT NATIONAL FOREST (contd.)

Canton Canyon Road	– Ventura County line to former Route 99
Templin Highway	– End of County road near California Aqueduct to Spunky Cyn. Rd.
Ritter Ranch Road	– Spunky Cyn. Rd. to Portal Pass Rd.

GORMAN AND VICINITY

Lane Ranch Road	– All
Freeman Canyon Road	– Peace Valley Rd. to Hungry Valley Rd.
Joyce Valley Road	– Ventura County line to Peace Valley Rd.
Marjay Road	– Ventura County line to Peace Valley Rd.
Gorman Post Road	– Peace Valley Rd. to Freeman Cyn. Rd.
Oso Canyon Road	– Kern County line to Quail Lake Rd.
Quail Lake Road	– Gorman Post Rd. to Ave. A at 320th St. W.

ELIZABETH LAKE/LEONA VALLEY AND VICINITY

Ritter Ranch Road	– Bouquet Cyn. Rd. (revised alignment) to 30th St. W./Ave. S. (revised alignment)
City Ranch Road	– Ritter Ranch Rd. to 10th St. W.
Portal Pass Road	– Elizabeth Lake Rd. to 70th St. W.

ANTELOPE VALLEY WEST OF SIERRA HIGHWAY

Oakdale Canyon Road	– State Hwy. 138 to Quail Lake Rd. (Note: See routes reclassified for disposition of remainder)
325th Street West	– All
320th Street West	– All
Liebre Road	– All
305th Street West	– All
300th Street West	– All
295th Street West	– All
290th Street West	– All
285th Street West	– All
280th Street West	– All
275th Street West	– All
270th Street West	– All
265th Street West	– All
255th Street West	– All
250th Street West	– All
245th Street West	– All
240th Street West	– All
235th Street West	– All
210th Street West	– Elizabeth Lake Rd. to Lancaster Rd. and Ave. D to Ave. A
205th Street West	– All
200th Street West	– All
195th Street West	– All
185th Street West	– All
Broad Canyon Road/180th St. W.	– All
175th Street West	– All
170th Street West	– Ave. G-8 to Elizabeth Lake Rd.
165th Street West	– All
160th Street West	– Myrick Cyn. Rd. to Ave. G-8 and Ave. G to Ave. A
155th Street West	– All
Fairmont Butte Rd./150th St. W.	– All
145th Street West	– All
Myrick Cyn. Rd./135th St. W./140th Street West	– All
135th Street West	– Ave. E. to Ave. A
130th Street West	– San Francisquito-Fairmont Rd. to Ave. H-8 & Ave. H to Ave. G
125th Street West	– All
120th Street West	– All
115th Street West	– All
105th Street West	– All
100th Street West	– All
95th Street West	– All
85th Street West	– All
80th Street West	– Ave. A to Ave. D and Ave. L to Portal Pass Rd.
75th Street West	– All
70th Street West	– Ave. D to Ave. A
65th Street West	– Ave. L to Ave. A
55th Street West	– Ave. L to Ave. J; Ave. I to Ave. G; Ave. F to Ave. A
50th Street West	– Ave. F. to Ave. A
45th Street West	– Ave. I to Ave. F-8; Ave. F to Ave. A
40th Street West	– Ave. I to Ave. F-8; Ave. F to Ave. A
35th Street West	– Ave. H to Ave. A; Ave. O to Rancho de la Vista Blvd.
30th Street West	– Ave. D to Ave. A
25th Street West	– Ave. P to Ave. M and Ave. F to Ave. A

ROUTES DELETED

ANTELOPE VALLEY WEST OF SIERRA HIGHWAY (contd.)

20th Street West	– Ave. H to Ave. A
15th Street West	– Ave. F to Ave. D
10th Street West	– Ave. G to Sierra Hwy.
Avenue A-8	– 260th St. W. to 320th St. W.
Avenue B	– All
Avenue B-8	– All
Avenue C	– All
Avenue C-8	– All
Avenue D-8	– All
Avenue E	– 210th St. W. to Sierra Hwy.
Lancaster Road	– 30th St. W. to Lancaster Rd.
Avenue E-8	– Liebre Rd. to existing driven Lancaster Rd.
Avenue F	– 200th St. W. to 160th St. W. and 130th St. W. to Sierra Hwy.
Avenue F	– 190th St. W. to 160th St. W. and Fairmont Butte Rd. to 60th St. W.
Avenue F-8	– 190th St. W. to 210th St. W.
Avenue G	– Fairmont Butte Rd. to 60th St. W. and Ave. G to Sierra Hwy.
Avenue G-8	– Munz Ranch Rd. (130th St.) to 160th St. W. and from Broad Cyn. Rd. to 210th St. W.
Avenue H/San Francisquito-Fairmont Road	– 135th St. W. to 30th St. W.
Avenue H	– 170th St. W. to 90th St. W.
Avenue H-8	– Lancaster Rd. (at 130th St. W.) to 70th St. W.
Avenue I-8	– Myrick Cyn. Rd. to Lancaster Rd. and Munz Ranch Rd. to 30th St. W.
Avenue J	– San Francisquito-Fairmont Rd. to 60th St. W.
Avenue J-8	– Myrick Cyn. Rd. to 110th St. W.
Avenue K	– 125th St. W. to 40th St. W.
Avenue K-8	– San Francisquito-Fairmont Rd. to 90th St. W.
Avenue L-8	– 90th St. W. to 40th St. W.
Avenue N-8	– 90th St. W. to 70th St. W.
Avenue O-8	– 30th St. W. to 20th St. W.
Avenue P-8	– 30th St. W. to 20th St. W. and 10th St. W. to Division St.
	– 25th St. W. to 20th St. W.

ANTELOPE VALLEY EAST OF SIERRA HIGHWAY

5th Street West/Yucca Ave.	– Ave. A to Ave. H
5th Street East	– Ave. E to Ave. H
10th Street East	– Ave. E. to Ave. G
15th Street East	– Ave. E to Ave. H and airport boundary to Ave. P
20th Street East	– Ave. E to Ave. G and airport boundary to Ave. P
25th Street East	– Ave. E to Ave. H, Ave. K to Ave. L and airport boundary to Ave. P
30th Street East	– Airport boundary to Ave. O
35th Street East	– Ave. D to Ave. G and airport boundary to Ave. O
40th Street East	– Ave. D to Ave. G and airport boundary to Ave. P
45th Street East	– Ave. D to Ave. L
50th Street East	– Ave. D to Ave. E
55th Street East	– Ave. D to Ave. L
60th Street East	– Ave. D to Ave. J and Ave. M to Ave. Q
65th Street East	– Ave. D to Ave. L and Ave. P to Ave. S
70th Street East	– Ave. D to Ave. E and Ave. M to Palmdale Blvd.
75th Street East	– Ave. D to Ave. L and Ave. P-8 to Ave. S
77th Street East	– Ave. S to Barrel Springs Rd.
80th Street East	– Ave. D to Ave. L and Ave. M to Ave. S
85th Street East	– Ave. D to Ave. L and Ave. P-8 to Ave. S
90th Street East	– Ave. D to Ave. E
92th Street East	– All
95th Street East	– Ave. D to Ave. L and Ave. P-8 to Ave. S
96th Street/100th Street East	– Ave. D to Fort Tejon Rd.
105th Street East	– All
110th Street East	– Ave. D to Ave. G
115th/116th Street East	– All
120th/121st Street East	– Ave. G to Ave. V
125th/126th Street East	– All
130th Street East	– All
135th Street East	– All
136th Street East	– All
140th/141st Street East	– All
145th Street East	– Ave. E to Ave. L and Ave. N to Ave. S
146th Street East	– Ave. S to Ave. W-8
150th Street East	– Ave. E to Ave. J; Ave. M and Ave. N and Ave. Q to Ave. T
155th Street East	– All
160th Street East	– Ave. E to Ave. U
165th Street East	– Lancaster Blvd. to Ave. O; Ave. P-8 to Ave. S
170th Street East	– Ave. H-8 to Ave. E; Ave. U-8 to Ave. W-8

ROUTES DELETED

ANTELOPE VALLEY EAST OF SIERRA HIGHWAY (contd.)

175th Street East	– Ave. E to Ave. J and Ave. K-8 to Ave. T
177th Street East	– Ave. U to Ave. Y
180th Street East	– All
185th Street East	– All
190th Street East	– All
195th Street East	– All
200th Street East	– Ave. J to Ave. U & Ave. V to Ave. W-8
205th Street East	– All
210th Street East	– Ave. G to Ave. J
215th/213th Street East	– Ave. G to Pearblossom Hwy.
218th/220th Street East	– Ave. G to Pearblossom Hwy.
223rd/225th Street East	– Ave. G to Pearblossom Hwy.
228th/230th Street East	– Ave. G to Antelope Hwy.
233rd/235th Street East	– Ave. G to Ave. V
238th/240th Street East	– Ave. S to Antelope Hwy.
243rd/245th Street East	– Ave. I to Ave. X-8
248th/250th Street East	– Ave. I to Antelope Hwy.
253rd Street East	– Ave. S to Ave. Y
255th Street East	– All
260th Street East	– All
County Line Road	– All
Avenue A	– Sierra Hwy. to 5th St. W.
Avenue C	– Sierra Hwy. to 5th St. W.
Avenue D	– 40th St. E. to 135th St. E.
Avenue D-8	– 40th St. E. to 135th St. E.
Avenue E	– 165th St. E. to 190th St. E.
Avenue E-8	– 5th St. W. to 190th St. E.
Avenue F	– Sierra Hwy. to 190th St. E.
Avenue F-8	– 5th St. W. to 190th St. E.
Avenue G-8	– Yucca Ave. to 105th St. E. & 110th St. E. to 240th St. E.
Avenue H	– Longview Rd. to 240th St. E.
Avenue H-8	– 30th St. E. to 115th St. E. & 120th St. E. to 240th St. E.
Avenue I	– 90th St. E. to 250th St. E.
Lancaster Boulevard	– 30th St. E. to 250th St. E.
Avenue J-8	– 30th St. E. to 170th St. E. & 200th St. E. to County Line Rd.
Avenue K	– 190th St. E. to County Line Rd.
Avenue K-8	– 20th St. E. to 145th St. E.; 160th St. E. to 175th St. E.; 195th St. E. to County Line Rd.
Avenue L	– 90th St. E. to County Line Rd.
Avenue L-8	– 120th St. E. to Longview Rd. and 160th St. E. to County Line Rd.
Avenue M	– 240th St. E. to County Line Rd.
Avenue M-8	– 90th St. E. to County Line Rd.
Avenue N	– 50th St. E. to County Line Rd.
Avenue N-8	– Longview Rd. to County Line Rd.
Avenue O	– 30th St. E. to 90th St. E. and 240th St. E. to County Line Rd.
Avenue O-8	– 120th St. E. to 130th St. E. and 170th St. E. to County Line Rd.
Avenue P	– 50th St. E. to 240th St. E.
Barstow Road	– Ave. P at 65th St. E. to 100th St. E.
Avenue P-8	– 10th St. E. to 70th St. E.; 75th St. E. to 145th St. E.; 160th St. E. to County Line Rd.
Avenue Q	– 60th St. E. to County Line Rd.
Palmdale Boulevard	– 240th St. E. to County Line Rd.
Avenue R	– 70th St. E. to County Line Rd.
Avenue R-8	– 90th St. E. to 250th St. E.
Avenue S-8	– 35th St. E. to 40th St. E. and 87th St. E. to County Line Rd.
Avenue T	– Longview Rd. to County Line Rd.
Avenue T-8	– 40th St. E. to 47th St. E.; Cheseboro Rd. to Longview Rd.; 160/155th St. E. to County Line Rd.
Avenue T-8/V	– Longview Rd. to 177th St. E.
Avenue U	– 77th St. E. to 82nd St. E.; 87th St. E. to 155th St. E.; 165th St. E. to County Line Rd.
Avenue U-8	– 155th St. E. to 177th St. E.; 210th St. E. to 233rd St. E. & 238th St. E. to County Line Rd.
Barrel Springs Road	– Cheseboro Rd. to 82nd St. E.
Avenue V	– 87th St. E. to Pearblossom Hwy.; Longview Rd. to 146th St. E.; 155th St. E. to 177th St. E.; 177th St. E. to County Line Rd.
Avenue V-8	– 177th St. E. to 238th St. E.; 253rd St. E. to County Line Rd.
Avenue W	– Fort Tejon Rd. to 121st St. E.
Avenue W-8	– Valyermo Rd. (existing driven Rd. westerly of 146th St. E.) to Largo Vista Rd.; 223rd St. E. to County Line Rd.
Avenue X	– 121st St. E. to 190th St. E.
Avenue X/X-8	– 165th St. E. to County Line Rd.
Avenue X-8	– 243rd St. E. to County Line Rd.

ROUTES RECLASSIFIED
North Half Portion

EAST PORTION OF NATIONAL FOREST AND ADJACENT FOOTHILLS

Angeles Crest Highway	– To limited secondary between Mt. Wilson Rd. and Big Pines Hwy.
San Gabriel Canyon Road	– To limited secondary from Angeles Crest Hwy. south to National Forest boundary
Big Pines Highway/Valyermo Road	– To limited secondary between Fort Tejon Rd. and the County line (realigned to follow substantially the driven rd. between National Forest boundary and Big Rock Creek Rd.)
Big Rock Creek Road	– To limited secondary between Big Pines Hwy. and Angeles Crest Hwy. (realigned to follow substantially the driven route between East Fork San Gabriel Cyn. Rd. (deleted) and Angeles Crest Hwy.)
Largo Vista Road	– To limited secondary between Ave. Y and Big Pines Hwy.
Devil's Punch Bowl Road	– To limited secondary
Longview Road	– To limited secondary between Devil's Punch Bowl Rd. and Fort Tejon Rd.
106th Street East	– To limited secondary from Cima Rd. to Fort Tejon Rd.
Cima Road	– To limited secondary from 96th St. E. to 106th St. E.
96th Street East	– To limited secondary between Cima Rd. and Ave. X-15 with portions realigned to follow existing driven rd.
Avenue X-15	– To limited secondary from 96th St. E. (realigned) to 87th St. E.
87th Street East	– To limited secondary from Ave. X-15 to Mt. Emma Rd.
Little Rock Creek (Cheseboro) Rd.	– To limited secondary from Little Rock Reservoir to Mt. Emma Rd.
Mount Emma Road	– To secondary between Angeles Forest Hwy. and Fort Tejon Rd.
Aliso Canyon Road	– To secondary between Angeles Forest Hwy. and Soledad Cyn. Rd.
Mount Gleason/Los Pinetos Road	– To limited secondary between Angeles Forest Hwy. and Little Tujunga Cyn. Rd.
Little Tujunga Canyon Road/Sand Canyon Road	– To limited secondary from L.A. City boundary to Placerita Cyn. Rd. (realigned)

ACTON-AGUA DULCE AREA

Agua Dulce Canyon Road	– All to secondary
Davenport Road	– To secondary from Sierra Hwy. to Aqua Dulce Cyn. Rd.
Escondido Canyon Road	– To secondary from Agua Dulce Cyn. Rd. to Kashmere Cyn. Rd. (realign to join Escondido Cyn. Rd. easterly of Kashmere Cyn. Rd.
Red Rover Mine Road	– To limited secondary from Sierra Hwy. to Mountain Springs Rd.
Crown Valley Road	– To limited secondary from Sierra Hwy. to Mountain Springs Rd. (realign to follow substantially S.D.F.M. G-237-5)
Mountain Springs Road	– All to limited secondary (realign to follow substantially S.D.F.M. G-237-5)

SANTA CLARITA VALLEY AND ADJACENT NATIONAL FOREST

Holt Canyon Road	– To secondary between Via Princessa and Sand Cyn. Rd.
Placerita Canyon Road	– Realign to follow substantially the driven rd. at Sand Cyn. Rd.; also reclassify portion of Sand Cyn. N. to Ruthsprings Rd. as a major hwy.
Golden Valley Road	– To secondary from Soledad Cyn. Rd. to Antelope Valley Fwy.
Via Princessa	– Realign Whites Canyon Rd. – Via Princessa intersection per Santa Clarita Valley General Plan and reclassify to secondary Via Princessa from Golden Valley Rd. to Whites Canyon Rd.
Pico Canyon Road	– To limited secondary from Henry Mayo Dr. to Knudsen Pkwy.
Rye Canyon Road	– To secondary from Santa Clara River Fwy. (proposed) to Seco Cyn. Rd.
Bouquet Canyon Road	– To limited secondary from National Forest boundary to Spunky Cyn. Rd.; to secondary from Spunky Cyn. Rd. to Elizabeth Lake Rd. (realign vicinity of Ritter Ranch Rd. to conform substantially with latest County Surveyor's map)
Haskell Canyon Road	– To secondary between Camino de las Lomas and Bouquet Cyn. Rd.
Camino De Las Lomas	– To secondary between Bouquet Cyn. Rd. and Haskell Cyn. Rd.
San Francisquito Canyon Road	– To secondary from Santa Clara River Rd. to National Forest boundary; to limited secondary from N.F. boundary to Spunky Cyn. Rd.; to secondary from Spunky Cyn. Rd. to Elizabeth Lake Rd.
Castaic Cutoff Road	– To limited secondary
Lake Hughes Road	– To limited secondary from National Forest boundary to Elizabeth Lake Rd. (Note: connection to 170th St. W. is deleted)
Val Verde Road	– To secondary
Hasley Canyon Raod/Camino Del Valle	– To limited secondary from Val Verde Rd. to Parker Rd.; to secondary from Parker Rd. to The Old Road
Hasley Canyon Road	– To secondary from Val Verde Rd. to The Old Rd.
The Old Road	– To secondary from Hasley Cyn. Rd. to the on-ramp for the Santa Clara River Fwy.; retain major highway classification on portion southerly of on-ramp but realign to follow existing dedicated right-of-way; to secondary from Valencia Blvd. to Calgrove Blvd.

ROUTES RECLASSIFIED

SANTA CLARITA VALLEY AND ADJACENT NATIONAL FOREST (contd.)

Templin Highway	– To limited secondary from Ridge Rte. to end of County rd. near California Aqueduct
Old State Route 99/Templin Highway	– To limited secondary from Rte. 5 Fwy. to Pyramid Reservoir

GORMAN AND VICINITY

Hungry Valley Road	– To limited secondary from Peace Valley Rd. to Ventura County Line
Peace Valley Road	– To limited secondary from Hungry Valley Rd. to Marjay Rd.
Marjay Road	– To secondary from Peace Valley Rd. to Gorman Post Rd.
Los Padres Forest Road	– To limited secondary from County line to Peace Valley Rd.
Freeman Canyon Road	– To secondary from Peace Valley Rd. to Gorman Post Rd.
Peace Valley Road	– To secondary from Frazier Mtn. Park Rd. to Freeman Cyn. Rd.
Gorman Post Road	– To secondary from Freeman Cyn. Rd. to Quail Lake Rd.

ELIZABETH LAKE/LEONA VALLEY AND VICINITY

Ritter Ranch Road	– To limited secondary from Portal Pass Rd. to Bouquet Cyn. Rd. (revised)
87th Street West	– To limited secondary from Ritter Ranch Rd. to Elizabeth Lake Rd.
Portal Pass Road	– To limited secondary from Ritter Ranch Rd. to Amargosa Creek Rd.
Elizabeth Lake Road	– To secondary from Lake Hughes Rd. (existing) to Pine Cyn. Rd.

ANTELOPE VALLEY WEST OF SIERRA HIGHWAY

Oakdale Canyon Road	– To limited secondary realigned to follow the existing driven routes for Oakdale Cyn. Rd. and the Ridge Rte. between Pine Cyn. Rd. and State Rte. 138.
Avenue A	– To secondary from 260th St. W. to 90th St. W.
Avenue E	– To secondary from 30th St. W. to Sierra Hwy.
Lancaster Road	– To limited secondary from 190th St. W. to Ave. D, including realigned portion from 240th St. W. to Ave. D following substantially the existing driven rd.; to limited secondary from 190th St. W. to 160th St. W.
Avenue G	– To secondary from 110th St. W. to Munz Ranch Rd.
Avenue H	– To secondary from 70th St. W. to 60th St. W.
Avenue J	– To secondary from 110th St. W. to 60th St. W.
Avenue L	– To secondary from 70th St. W. to 90th St. W.
Avenue N	– To secondary from 70th St. W. to 65th St. W.
Avenue O-8	– Realign secondary between 30th St. W. & Rancho de la Vista Blvd.
Pine Canyon Road/260th Street West	– To secondary
210th Street West	– To limited secondary from Lancaster Rd. to Ave. D
190th Street West	– To secondary from Ave. D. to Ave. A
170th Street West	– To limited secondary from Ave. G-8 to Lancaster Rd. and to secondary from Lancaster Rd. to Ave. A
160th Street West	– To limited secondary from Ave. G-8 to Avenue G
Munz Ranch Road/130th Street West	– To secondary
110th Street West	– To secondary from Ave. D. to Ave. A
80th Street West	– To secondary from Ave. D. to Ave. L
70th Street West	– To secondary from Ave. L to Ave. D and from Ave. M-8 to Ave. N
35th Street West	– Realign between Ave. N-8 and Ave. O to ¼ Section line
30th Street West	– Extend from Palmdale Blvd. to Ave. S, retaining major highway classification
Barrel Springs Road	– To limited secondary from 10th St. W. to Ave. S; to secondary from 10th St. W. to Sierra Hwy.
10th Street West	– To secondary from Ave. S to Barrel Springs Rd.

ANTELOPE VALLEY EAST OF SIERRA HIGHWAY

Division Street	– To secondary from Ave. G to Ave. E
10th Street East	– To secondary from Ave. H to Ave. G
20th Street East	– To secondary from Ave. H to Ave. G
25th Street East	– To secondary from Barrel Springs Rd. to Ave. S
30th Street East	– To secondary from Ave. G to Ave. E
40th Street East	– To secondary from Ave. H to Ave. G and from Barrel Springs Rd. to Pearblossom Hwy.
47th Street East	– To secondary from Mt. Emma Rd. to Pearblossom Hwy.
50th Street East	– To secondary from Ave. G to Ave. E
Cheseboro Road	– To secondary from Ave. T to Mt. Emma Rd.
70th Street East	– To secondary from Ave. L to Ave. E and from Ave. T to Pearblossom Hwy.
87th Street East	– To secondary from Pearblossom Hwy. to Fort Tejon Rd.

ROUTES RECLASSIFIED

ANTELOPE VALLEY EAST OF SIERRA HIGHWAY (contd.)

90th Street East	– To secondary from Ave. G to Ave. E
106th Street East	– To secondary from Fort Tejon Rd. to Ave. T
110th Street East	– To secondary from Ave. T to Ave. G
121st Street East	– To secondary from Ave. W to Ave. V and to limited secondary from Ave. W to Fort Tejon Rd.
Longview Road	– To secondary from Ave. G to Ave. E and from Pearblossom Hwy. to Fort Tejon Rd.
150th Street East	– To secondary from Ave. J to Ave. M
Valyermo Road/Avenue W	– To secondary highway from Fort Tejon Rd. to Longview Rd. (realigned from approximately 141st St. E. to Ave. X to follow substantially the driven rd.)
165th Street East	– To secondary from Ave. Y to Pearblossom Hwy., and from Ave. G to Ave. E
200th Street East	– To secondary from Ave. G to Ave. J
Largo Vista Road/210th Street East	– To secondary from Ave. Y to Ave. J
240th Street East	– To secondary from Palmdale Blvd. to Ave. S, and from Ave. G to Ave. P
Avenue E	– To secondary from 120th St. E. to 165th St. E.
Avenue H	– To secondary from 50th St. E. to Longview Rd.
Avenue I	– To secondary from 50th St. E. to 90th St. E.
Avenue J	– To secondary from 170th St. E. to County Line Rd.
Avenue K	– To secondary from 90th St. E. to 170th St. E.
Avenue L	– To secondary from 40th St. E. to 90th St. E.
Avenue M	– To secondary from Longview Rd. to 240th St. E.
Avenue O	– To secondary from 170th St. E. to 240th St. E.
Avenue U	– To secondary from 82nd St. E. to 87th St. E.
Barrel Springs Road	– To secondary from Sierra Hwy. to Cheseboro Rd.
Avenue W	– To secondary from 121st St. E. to Longview Rd.
Fort Tejon Road/Avenue Y	– To secondary from 82nd St. E. to County Line Rd.

ROUTES ADDED

230th Street West	– Secondary from Ave. A to Ave. D
Golden Valley Road	– Secondary from Bouquet Canyon Rd. to Soledad Canyon Road
Decoro Drive	– Secondary from Rye Canyon Rd. to Seco Canyon Road

ROUTES DELETED
South Half Portion

SAN GABRIEL/POMONA WALNUT AREAS AND ADJACENT NATIONAL FOREST

Mount Baldy Road	– Towne Ave. to Mills Ave.
Pomello Drive	– Wheeler Ave. to Fruit St.
Fruit Street	– Baseline Rd. to Golden Hills Rd.
San Dimas Canyon Road	– Golden Hills Rd. to Glendora Ridge Rd.
Golden Hills Road	– Wheeler Ave. to San Dimas Rd.
Cow Canyon Road	– All
Glendora Mountain Road	– Sierra Madre Ave. to Cow Cyn. Rd.
Glendora Ridge Road	– All
Bichota Canyon Road	– All
East San Gabriel Canyon Road	– Cow Canyon (Glendora Mountain) Rd. to Angeles Crest Hwy.
Crystal Lake Road	– All
West Fork San Gabriel Canyon Road	– All
Alder Canyon Road	– All
Mount Wilson Road	– All
Big Tujunga Canyon Road	– Angeles Forest Hwy. to Angeles Crest Hwy.
Riverside Drive (Diamond-Bar)	– All
Pathfinder Road	– Diamond Bar Blvd. to County line
Skyline Drive	– All segments, Beverly Blvd. to Pathfinder Rd.
Nogales Street	– Pathfinder Rd. to County line
Cerritos Avenue	– Sierra Madre Ave. to Foothill Blvd.

CHATSWORTH AND ADJACENT AREAS

Vanowen Street	– Valley Circle Blvd. to County line
Woolsey Canyon Road	– Valley Circle Blvd. to County line
Knudsen Parkway	– L.A. City to Henry Mayo Dr.
Topanga Canyon Boulevard	– Simi Fwy. to Knudsen Pkwy.
Santa Susanna Pass Road	– Topanga Cyn. Blvd. to L.A. City line (Canoga Ave.)
Canoga Avenue	– Santa Susanna Pass Rd. to Sesnon Blvd.
Sesnon Boulevard	– L.A. City boundary to County line
Oat Mountain Road	– L.A. City boundary to Pico Cyn. Rd.
Tampa Avenue	– L.A. City boundary to The Old Rd.
Avena Montana Drive	– All

LOS ANGELES BASIN

Indiana Street	– Brooklyn Ave. to Wabash (City Terrace) Ave.
Ford Boulevard	– Telegraph Rd. to Third St.
Century Boulevard	– Wilmington Ave. to Alameda St.
Tweedy Boulevard	– Alameda St. to Century Blvd.
Fernwood (Santa Ana Blvd.) Avenue	– Wilmington Ave. to Alameda St.
Victoria Street	– Wilmington Ave. to Alameda St.
190th Street	– Wilmington Ave. to Victoria St.
Manhattan Avenue	– Rosecrans Ave. to Pershing Dr.
Emerson Avenue	– Jefferson Blvd. to L.A. City boundary
Duquesne Avenue	– Jefferson Blvd. to La Cienega Blvd.
Sawtelle Boulevard	– Wilshire Blvd. to Santa Monica Blvd.

MALIBU AREA

Topanga Summit Road	– Old Topanga Cyn. Rd. to Topanga Cyn. Blvd.
Overcrest Road	– Topanga Cyn. Blvd. to Mulholland Dr.
Cheney Drive/Entrada Road	– All
Red Rock Canyon Parkway	– All
Tuna Canyon Road	– Saddle Peak Rd. to Pacific Coast Hwy.
Yerba Verde Road	– All
Calabasas Road	– Mureau Rd. to Rancho Verde Dr.
Laskey Mesa Drive	– All
Rancho Verde Drive	– All
Stokes Canyon Road	– All
Tapia Road	– All
Piuma Road	– Cold Cyn. Rd. to Bayview Pkwy.
Liberty Canyon Road	– State Park boundary to Mulholland Pkwy.
Waycross Road	– All
Hillridge Road	– All
Castro Peak Road	– All
Corral Canyon Road	– All
Latigo Canyon Road	– All
Lindero Canyon Road	– Triunfo Cyn. Rd. to Westlake Blvd.
Transview Road	– All
Mulholland Parkway	– Yerba Buena (Decker) Rd. to Encinal Cyn. Rd.
Little Sycamore Canyon Road	– All
Nicholas Flat Road	– Pacific View Dr. to Lechuza Rd.
Pacific View Drive	– All
Pacific Coast Freeway	– All
Cross Creek Road	– Civic Center Way to Pacific Coast Fwy.
Palo Comado Canyon Road	– Thousand Oaks Blvd. to County line
Greenleaf Canyon Road	– All

ROUTES RECLASSIFIED
South Half Portion

SAN GABRIEL/POMONA-WALNUT AREAS AND ADJACENT NATIONAL FOREST

Mount Baldy Road	– To limited secondary from Padua Ave. to County line
Towne Avenue	– To secondary from Fruit Street to Base Line Rd.
East San Gabriel Canyon Road	– To limited secondary from Cow Cyn. Rd. to San Gabriel Cyn. Rd.
San Gabriel Canyon Road	– To limited secondary from National Forest boundary to Angeles Crest Hwy.
Pathfinder Road	– To secondary from Orange Fwy. to Azusa Ave.
Fullerton Road	– To major hwy. from Valley Blvd. to intersection with Azusa Ave.
Brea Canyon Cut-off	– To limited secondary from Colima Rd. to Brea Canyon Rd.

NATIONAL FOREST ADJACENT TO PASADENA-SYLMAR AREAS

Angeles Crest Highway	– To limited secondary from Mount Wilson Rd. to Big Pines Hwy.
Little Tujunga Canyon Road	– To limited secondary from L.A. City boundary to Placerita Cyn. Rd. (realigned)
Lopez Canyon-Kagel Canyon Road Loop	– To limited secondary

CHATSWORTH AND ADJACENT AREAS

Santa Susanna Pass Road	– To limited secondary from Topanga Cyn. Blvd. to County line

LOS ANGELES BASIN

Santa Monica Boulevard	– To major hwy. from Olive Dr. to Sunset Blvd. and Hyperion Ave. and from the San Diego Frwy. to Moreno Dr.

EAST LOS ANGELES AREA

Eastern Avenue	– To secondary from City Terrace Dr. to Valley Blvd.
Pomona Boulevard	– To major hwy. (Split bet. North & South Barrels) from Sadler Ave. to Montebello City boundary

SOUTH-CENTRAL AREA

Vermont Avenue	– To major hwy. from Manchester Blvd. to El Segundo Blvd.

EL PORTO AREA

Highland Avenue	– To secondary hwy. from 45th St. to Rosecrans Ave.

MALIBU AREA

Topanga Canyon Boulevard	– Mulholland Dr. to Pacific Coast Hwy.; reclassify major hwy. portions to secondary hwy. & realign to follow existing State route
Old Topanga Canyon Road	– Mulholland Pkwy. to Topanga Cyn. Blvd.; reclassify as a limited secondary & realign to follow substantially the existing driven route
Saddle Peak Road/Fernwood Pacific Drive	– Bayview Pkwy. to Topanga Cyn. Blvd. to limited secondary
Bayview Parkway	– All; reclassify to limited secondary & realign to follow substantially the driven routes for Stunt Rd., Schueren Rd. & Ramba Pacifico
Cold Canyon Road	– All; to limited secondary
Las Virgenes Road	– To secondary between Thousand Oaks Blvd. & the County line
Palo Comado Canyon Road	– To secondary between Thousand Oaks Blvd. & the Ventura Fwy.
Triunfo Canyon Road	– To limited secondary between Kanan Rd. & Lindero Cyn. Rd.
Yerba Buena Road (Mulholland Highway)	– To pkwy. between Encinal Cyn. Rd. (Mulholland Pkwy.) and and Mulholland Pkwy. (Decker Rd.)
Westlake Boulevard	– To secondary between Yerba Buena Rd. & County line
Encinal Canyon Road/Mulholland Parkway	– To secondary between Pacific Coast Hwy. & Yerba Buena Rd. (Mulholland Hwy.)
Lechuza Road	– To secondary hwy.
Nicholas Flat (Decker Road)	– To secondary between Lechuza Rd. & Mulholland Pkwy.
Mulholland Parkway	– Between Decker (Nicholas Flat) Rd. & Pacific Coast Hwy. – realign on existing driven route retaining pkwy. classification

ROUTES ADDED

Citrus Ave.	– Secondary from Foothill Blvd. to Sierra Madre Ave.

TRANSPORTATION ELEMENT
FOOTNOTES

1. Transportation propulsion total calculated as 25.2 percent. Cook, Earl. *The Flow of Energy in an Industrial Society*, Scientific American, Volume 224, No. 3, September 1971, page 135.

2. Transportation propulsion total is 28.7 percent. Grimmer, D.P. and K. Luszcynski. *Lost Power*, Environment, Volume 14, No. 3, April 1972, page 15.

3. Ibid.

4. These figures were calculated from Energy Intensiveness, expressed in BTU/PM or BTU/TM, using a conversion factor of 136,000 BTU/gallon of fuel. Hirst, Eric. *Energy Intensiveness of Passenger and Freight Transport Modes: 1950-1970*, Oak Ridge National Laboratory Report ORNL-NSF-EP-44, April 1973.

5. Ibid.

6. Southern California Association of Governments (SCAG), *Draft 1978 Regional Transportation Plan.* The Los Angeles Regional Transportation Study (LARTS) is organized within the California Department of Transportation. LARTS serves as an instrument in the development, evaluation and articulation of a comprehensive transportation plan for Los Angeles, Orange and Ventura Counties and the western portions of Riverside and San Bernardino Counties.

7. *Lost Power*, Loc. cit.

8. The Federal Energy Policy and Conservation Act (Dec. 22, 1975) mandates that passenger cars manufactured during or after model year 1985 shall attain an average fuel consumption of 27.5 miles per gallon. This compares with the national passenger car average of 13.49 MPG in 1974 per *Motor Vehicle Facts and Figures '76*, page 68.

9. The Federal Clean Air Act of 1970, as amended (last amended in August 1977) requires that light duty vehicles and engines manufactured during or after model year 1980 shall reduce carbon monoxide (CO) emissions to 3.4 grams/mile (gpm), hydrocarbons (HC) to 0.41 gpm, and for model year 1981 (except for American Motors-1983) shall reduce oxides of nitrogen (NOx) to 0.4 gpm.

   California Emission Standards for Passenger Cars require that light duty vehicles and engines manufactured during or after model year 1976 shall reduce CO emissions to 9.0 gpm, model year 1977 HC emissions to 0.41 gpm, and model year 1980 and 1982 NOx emissions to 1.0 and 0.4 gpm respectively.

   Consideration of these emission standards, the attrition and retirement of older vehicles, assumption of the percentage of trucks and buses, and other factors, including projections of year 2000 vehicle miles traveled, result in a total motor vehicle emission reduction to approximately 20 to 25 percent of today's figure.

10. Opinion Research of California. *Report of Findings – A Public Opinion Survey Among Residents of Los Angeles County Relative to Transportation, Growth and Development Issues*, Los Angeles County Regional Planning Commission, March 15, 1977.

11. Southern California Association of Government and South Coast Air Quality Management District, *Draft Air Quality Management Plan*, October 1978, Table 2, page V-26. Figure includes RHC, CO, NOx, SOx and Part. emissions for mobile sources.

12. Federal Highway Administration and California Department of Transportation. *Final Environmental Impact Statement for the Proposed Routes 1 & I-105 (El Segundo-Norwalk) Freeway-Transitway*, July 1977, Vol. I, pages 5-8. "Thus, the effect of VMT reductions on oxidant levels will be almost negligible. For instance, restricting or penalizing personal vehicle travel to produce a 20% VMT reduction by 1980 will achieve only a 3% reduction in total RHC (2% in 1995), a 7% reduction of CO emissions (2% in 1995), and a 3% reduction in NOx emissions (3% in 1995) . . . Based on this data, increase or decreases of VMT after 1980 should not weigh heavily in decision making for this or other highway projects in the South Coast Air Basin.

The above information is based on an emissions inventory prepared by the Air Resources Board (ARB) and dated November 12, 1975."

Note: The data within brackets ( ) was calculated by the County Road Department based upon the same data sources.

13. Information obtained from California Department of Transportation, District 7, June 1980.

14. Information obtained from Southern California Rapid Transit District (SCRTD), June 1980.

15. Information obtained from California Department of Transportation, District 7, June 1980.

16. The Community Redevelopment Agency of the City of Los Angeles expects to begin construction of a three mile long people mover in downtown Los Angeles during the winter of 1980-81. This $175 million project will provide circulation/distribution services in a corridor stretching from the Convention Center, through the west side of downtown to the Civic Center and Union Station.

17. Webber, Melvin M. *The BART Experience – What Have We Learned?* Institute of Urban and Regional Development and Institute of Transportation Studies, University of California, Berkeley, Monograph No. 26, October 1976, page 11.

18. Information obtained from California Department of Transportation, District 7, June 1980.

19. Caltrans/LARTS. *Trips in Motion: Methodology and Factors for Estimating Hourly Traffic Volumes from Average Daily Traffic,* September 1975, page 16.

20. Information obtained from Southern California Rapid Transit District (SCRTD), June 1980.

21. Ibid.

22. Southern California Association of Governments (SCAG), Draft 1978 Regional Transportation Plan.

23. Information obtained from LARTS, September 1980.

24. U.S. Department of Transportation (DOT), *Energy Conservation in Transportation,* January 1979, page 100.

25. Information obtained from City of Los Angeles, Department of Airports.

26. Southern California Association of Governments, *Southern California Aviation System Study: Technical Report,* July 1980.

27. Little, Arthur D. Inc. *Palmdale International Airport Amended Draft Environmental Impact Statement,* City of Los Angeles Department of Airports and Federal Aviation Administration, July 1976, Volume 1, page S-44.

28. Information obtained from Mr. J. W. Quinn of the Los Angeles County Department of Small Craft Harbors, July 1978.

29. Information obtained from Los Angeles County Road Department, Traffic and Lighting Division.

30. 505 Study Commission (California Highway User Tax Study Commission). *Transportation Financing for California,* January 1976, page 7.

31. To bring about consistency with the countywide plan revisions, approximately 2,300 miles of unneeded highway routes within unincorporated territory were eliminated from the Master Plan of Highways and 680 miles of the Master Plan system were reclassified to better reflect expected usage. Some proposed routes were also moved from their previously planned locations to coincide with existing roadways to make maximum use of in-place facilities and to avoid unnecessary disruption of property and the environment. However, revision to existing driven routes is to be interpreted as a corridor to be modified to County curve, grade and safety standards.

GLOSSARY

AVERAGE VEHICLE OCCUPANCY
The average number of passengers, including the driver, in a vehicle.

CARPOOL, VANPOOL, SUBSCRIPTION BUS, RIDE POOLING
A group riding concept wherein commuters with approximately the same origin and destination travel together and share their commuting expenses. The three main forms of group riding or ride pooling are the subscription bus, the vanpool, and the carpool.

COMMUNITY LEVEL TRANSIT
System providing transit service within a local community.

COMMERCIAL AVIATION
Classification of air transportation referring to the business of transporting people and cargo using large aircraft and requiring major ground facilities.

COMMUTER RAIL SERVICE
Mass transportation concept of utilizing railroad facilities for commuting purposes.

CORRIDORS
Travel routes that are used by large volumes of traffic.

COST-EFFECTIVENESS
A measure of the monetary benefits of a project in terms of travel time reductions, accident reductions, etc., compared to the cost of implementing a project.

DEEP-DRAFT HARBOR
A harbor deep enough to accommodate supertankers and other superships, some of which require depths of 105 feet.

DEMAND-RESPONSE-BUSES
System in which a shared vehicle provides door-to-door service on demand to a number of travelers with different origins and destinations.

DONOR STATUS
When a governmental entity contributes more money in taxes than it receives in benefits derived from those taxes. For example, currently only 60 percent of the federal highway user taxes paid by the citizens of California are returned to this state.

EXPRESSWAY
An expressway is a divided highway for through traffic with only partial control of access.

FIXED RAIL RAPID TRANSIT
A general term used to describe large transit vehicles designed to move large numbers of passengers rapidly on permanent guideways, generally steel wheel on steel rail.

FIXED SOURCE (OF AIR POLLUTION)
Term used to describe non-moving sources of air pollution such as factories, power plants, etc. Also commonly called stationary source.

FREEWAY
A freeway is a divided highway for through traffic with full control of access to adjacent property.

GAP CLOSURE
Term referring to the discontinuous freeway links not yet built in the freeway system. Generally less than six miles in length and provides a continuity of service in an established travel corridor.

GENERAL AVIATION FACILITIES
Classification of air transportation dealing with small aircraft for business and recreation.

GRADE SEPARATION
A crossing of two highways or of a highway and pedestrian path or railroad utilizing an underpass or overpass.

HARBOR OF REFUGE
Natural harbor with some protective development (i.e., breakwater) for protection against wave action. Generally for safety or emergency use.

HIGH DENSITY AREA
An area of high population density characterized by high concentrations of employment or multiple dwellings.

HIGHWAY USER TAX (FUND)
Tax on motor fuel – the source of this fund is the Federal and State imposed taxes on motor vehicle fuel, currently 11 cents per gallon (this does not include the sales tax on gasoline). The fund may be used for highway maintenance, planning and contruction, including transit-related highway improvements.

HILLSIDE MANAGEMENT AREAS
Hilly and mountainous areas with average slopes above 15 percent. Instituted to preserve the natural and scenic character of the area and to minimize the danger to life and property caused by fire and flood hazards, water pollution, soil erosion, and land slippage.

HIGH OCCUPANCY VEHICLE (HOV)
Motor vehicle occupied by three or more persons. Vehicles include automobiles, vans, buses, and taxis.

HOV PREFERENTIAL TREATMENT
Any treatment that gives HOV operations priority over the general flow of traffic.

INTERNAL CIRCULATION
Movement of people and goods within an activity center.

JITNEY SERVICE
A small vehicle that carries passengers over a regular route according to a flexible schedule.

JOINT USE
The term implies common use of a right-of-way or facility by two or more nonconflicting uses.

LOAD FACTOR
The ratio, usually expressed in percent, of the number of passengers to the number of available seats on a vehicle.

LONG TERM
Ten or more years into the future.

LINE-HAUL BUS SERVICE
A transportation facility dealing with the movement of people and goods on major lines as opposed to the feeder-distribution system.

LOW CAPITAL INTENSIVE STRATEGIES
Low cost short-term improvements to maximize the efficiency of the existing transportation system. Areas for review include traffic engineering, regulations, pricing structures, management and operational improvements.

MANDATED FLEET MILEAGE REQUIREMENTS
Federally mandated, requires auto manufacturers to achieve average mileage per gallon standards based upon a fleet mix of different car sizes and fuel consumptions.

MASTER PLAN OF HIGHWAYS
Arterial highway system of Los Angeles County, first adopted by the Board of Supervisors in 1940 and continually modified and updated.

MODAL CONFLICT
Situation existing when two or more modes of transportation must share the same right-of-way creating a safety hazard or causing disruption to one or all modes involved.

MODE
Any form of transportation such as private motor vehicle, public transit, railroad, bicycle, walking, pipeline, marine or aviation.

MULTIMODAL FACILITIES
A transportation system comprised of more than one modal network to provide the user with a reasonable choice.

PARATRANSIT
Those types of public transportation whose characteristics are between those of the private automobile and conventional scheduled transit, e.g., taxis, jitneys, dial-a-ride, carpools, vanpools, or subscription bus service.

PARKING MANAGEMENT
Planned procedures whereby automobile parking in metropolitan areas is controlled or managed for purposes of controlling traffic, access, mobility, and air quality.

PASSENGER-MILE
A statistical unit denoting one-mile traveled by one passenger, who may also be the vehicle operator, used in measuring the volume of passenger traffic.

PEAK HOURS
Those hours of the day when traffic volumes are at their highest hourly count.

PEOPLE MOVER SYSTEM
A public transportation system usually consisting of small vehicles or continuous conveyance operating over short distances where waiting time is minimal, e.g., moving sidewalks or automated cars. A specific type of circulation distribution system.

RAMP METERING
Traffic signal control on an entry ramp to a freeway for regulating vehicle access.

SAN BERNARDINO FREEWAY EXPRESS BUSWAY
11.2-mile exclusive bus and carpool lane which extends from El Monte to downtown Los Angeles.

SHORT-TERM
Now to five years into the future.

SIGNIFICANT ECOLOGICAL AREAS
Ecologically important or fragile land and water areas valuable as plant and animal communities.

SMALL CRAFT HARBOR
A small harbor or boat basin providing dockage, supplies, and services for small pleasure craft.

SPECIAL GENERATOR
Any facility which produces a significant demand for transportation facilities.

SPECIAL PURPOSE CENTERS
A location of high traffic generation such as a sports area, airport, park, beach, university, etc.

SUBSCRIPTION BUS SERVICE
A custom commuter bus service or ride pool provided to a group of people having a common trip origin and destination for a premium monthly rate.

TON MILES PER GALLON
A measurement of the number of miles one ton of goods can be transported using one gallon of fuel.

TRAFFIC OPERATION IMPROVEMENTS
Regulation and control of the movement of traffic to expedite flow and reduce congestion. Techniques include signal synchronization, re-stripping, channelization, etc.

TRANSIT DEPENDENT
Individuals dependent on public transit to meet private mobility needs, e.g., the young, the elderly, the handicapped those unable to drive, the autoless, those not licensed to drive, etc.

TRANSITWAY
Right-of-way reserved for the exclusive use of rail transit, buses or other high occupancy vehicles.

TRANSPORTATION CONTROL MEASURES
Transportation related strategies designed to implement air quality programs.

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)
A program which addresses short-term improvements to maximize the efficiency of the existing transportation system. Areas for review include traffic engineering, public transportation, regulations, pricing structures, management and operational improvements.

TRAVEL DEMAND
The actual usage or projected desire for use of transportation facilities regardless of the capacity of those facilities.

VEHICLE MILES TRAVELED (VMT)
A unit used to indicate the amount of highway use; equal to the number of vehicle trips times the length of each trip.