



4. Circulation Element

Introduction

The Circulation Element provides a framework for a functional circulation system for the City that promotes the safe, efficient, and reliable movement of people and goods throughout the community. The Circulation Element defines goals and policies that will enhance the development and maintenance of the transportation system and maximize freedom of vehicular and pedestrian movement in the community. A multi-modal transportation system that safely and efficiently serves residents, businesses, and visitors, and provides access to neighborhoods, communities, and regional centers is essential for upholding Yorba Linda's quality of life and implementing the vision for the community's future.



Authority and Scope

The State of California Government Code Section 65302(b) requires that a General Plan include “a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.”

The Circulation Element describes existing circulation conditions in the City, establishes standards for implementation of future improvements in conjunction with planned growth, and provides a method for measuring system performance for future updates. Section 65302 of the California Government Code recommends that the Circulation Element accomplish the following:

- Coordinate the transportation and circulation system of the City;
- Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- Make efficient use of existing transportation facilities; and
- Protect environmental quality and promote the discerning and equitable use of economic and natural resources.

To meet these objectives, the Circulation Element addresses the circulation improvements needed to provide sufficient infrastructure to accommodate future traffic conditions. Corresponding goals and



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policies have been established to ensure that the circulation system will meet the needs of the City of Yorba Linda.

Background

Circulation in the City of Yorba Linda is provided by an integrated network of roadways, bicycle and pedestrian facilities, trails, and public transportation. The purpose of the transportation system is to provide the safe, efficient, and reliable movement of people and goods throughout the community. The transportation system provides the ability to travel between destinations and access to properties.

Roadway Network

The City's street and highway system is composed of a wide range of transportation facilities that serve two basic functions: mobility and land access. Mobility means providing the ability for motorist to travel between points of interest, while land access involves providing access to properties, which may include parking or driveway access.

Regional Access

The freeways providing regional circulation for the City include the Riverside Freeway (SR-91), State Route 57, and Imperial Highway (State Route 90). North-south arterials that extend through and beyond the boundaries of the City of Yorba Linda include Rose Drive, Richfield Road, Lakeview Avenue, and Fairmont Boulevard. East-west arterials that extend through and beyond the City limits include Bastanchury Road and Yorba Linda Boulevard. Imperial Highway extends through the City beginning at the northwest city limit, traveling in a southeasterly direction, and continuing beyond the southern city limit.

Local Access

The City of Yorba Linda is served by a combination of curvilinear streets and straight north-south and east-west arterials. Smaller collector and neighborhood streets connect neighborhoods and commercial land uses to the arterial street system.

City of Yorba Linda Functional Roadway Classification System

The City of Yorba Linda's circulation network serves two distinct and equally important functions: it provides access to adjacent land uses, and it facilitates the movement of persons and goods to and from, within and through the City. The design and operation of each street is determined by the importance placed on each of these functions. Streets that have a mobility and/or regional access function will typically have more lanes, higher speed limits and fewer driveways. Where direct access to properties is required, streets will generally have fewer lanes, lower speeds, on-street parking, and more frequent driveways to serve abutting properties.

To define the intended uses of roadways, many jurisdictions, including the City of Yorba Linda, use a functional roadway classification system. The system provides a framework for the design and operation



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of the roadway system and helps identify preferred characteristics of each street. In the General Plan, the City of Yorba Linda uses a functional classification system consistent with classification systems used throughout Orange County. It includes the following street classifications:

- Smart Street
- Major
- Primary
- Secondary
- Collector

Typical cross sections for roadways in the City are presented in *Exhibit CR-1: Typical Roadway Cross-Sections*. The existing functional classifications for the arterial roadways in the City of Yorba Linda are presented on *Exhibit CR-2: Existing Roadway Functional Classification*.

Smart Street

Smart Streets are arterials with enhanced traffic-carrying capacity. Increases in capacity are achieved by a variety of measures, including, but not limited to:

- Preferential and acceptably maintained traffic signal timing and synchronization;
- Prohibition of on-street parking;
- Intersection grade separations of critical through and/or turn movements;
- Addition of at-grade through or turn lanes at intersections;
- Access limitation to right turns only, or no access (street and/or driveways);
- Access consolidation;
- Frontage roads;
- Pedestrian grade separations; and
- Other elements that may be documented to be useful.

The intent of these measures is to minimize conflicts with cross traffic. These measures improve traffic carrying capacity and facilitate improved traffic flow along an arterial. This designation is intended to represent a roadway of a Primary, Major, or a Principal arterial classification.

In the City of Yorba Linda, Imperial Highway is a Smart Street with six-lanes from the west City limit to Yorba Linda Boulevard, and four-lanes from Yorba Linda Boulevard to the south City limit.

Major Arterial

A Major Arterial is a six-lane divided roadway, with 84 to 106 feet of curb-to-curb width within 100 to 120 feet of right-of-way. The optimal right-of-way width for a six-lane Major arterial would be 120 feet, but where full right-of-way is not available, the six-lane cross section could be accommodated within less right-of-way (Modified Major). A minimum right-of-way of 100 feet is considered appropriate where it is not feasible to obtain the desired right-of-way width of 120 feet. Major arterials are designated with



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emphasis for automobile, goods movement, and/or transit, and may carry a component of regional through traffic not handled by the freeway system.

A Major arterial would typically consist of three through lanes in each direction, with one or two left-turn lanes and a dedicated right-turn lane at intersections. Major arterials in the City of Yorba Linda consist of:

- Yorba Linda Boulevard: from Rose Drive to Fairmont Boulevard
- Fairmont Boulevard: from Village Center Drive S to Esperanza Road
- Esperanza Road from City limit to Fairmont Boulevard
- Yorba Linda Boulevard: from State Route 91 north to the City boundary

Primary Arterial

A Primary Arterial is a four-lane divided roadway, with 64 to 84 feet of curb-to-curb width within 80 to 100 feet of right-of-way. The right-of-way width for a Primary arterial would be 100 feet, but where necessary, the four-lane cross section could be accommodated within less right-of-way (Modified Primary). A minimum right-of-way of 80 feet is considered appropriate where it is not feasible to obtain the desired right-of-way width of 100 feet. Primary arterials are designated with emphasis for automobile, goods movement, transit and bicycle, and may function similarly to Major arterials, with the primary difference being vehicle capacity. Typically, Major arterials are expected to carry more vehicles than Primary arterials.

A Primary arterial would typically consist of two through lanes in each direction, with a left-turn lane, and may include a dedicated right-turn lane at intersections. Primary arterials in the City of Yorba Linda consist of:

- Yorba Linda Boulevard: from Fairmont Boulevard to Esperanza Road
- Lakeview Avenue: from Yorba Linda Boulevard to south of southern City limit
- Fairmont Boulevard: from Village Center Drive N to Village Center Drive S
- Bastanchury Road from City limit to Fairmont Boulevard
- Rose Drive from north City limit to Imperial Highway
- Esperanza Road from Fairmont Boulevard to Yorba Linda Boulevard
- La Palma Boulevard from Yorba Linda Boulevard to Gypsum Canyon Road
- Savi Ranch Parkway from Yorba Linda Boulevard to Old Canal Road

Secondary Arterial

A Secondary Arterial is a four-lane undivided roadway, with 64 feet of curb-to-curb width within 80 feet of right-of-way. Secondary arterials are designated with emphasis for automobiles and bicycles, and often provide a collector function, distributing traffic between local streets and Major and Primary arterials. Although some Secondary arterials may also serve as through routes, most provide more direct access to surrounding land uses.



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A Secondary Arterial would typically consist of two travel lanes in each direction, with a left-turn lane at intersections. Secondary arterials in the City of Yorba Linda consist of:

- Buena Vista Avenue: from western City limit to Lakeview Avenue
- Valley View Avenue: from Yorba Linda Boulevard to Valleyview Circle
- Richfield Road: from Yorba Linda Boulevard to southern City limit
- Lakeview Avenue: from Yorba Linda Boulevard to Valleyview Avenue
- Kellogg Drive: from Yorba Linda Boulevard to Imperial Highway
- Village Center Drive: from Fairmont Boulevard N to Fairmont Boulevard S
- Yorba Ranch Road: from Yorba Linda Boulevard to Esperanza Road
- Paseo de las Palomas: from Fairmont Blvd. to Yorba Linda Blvd.

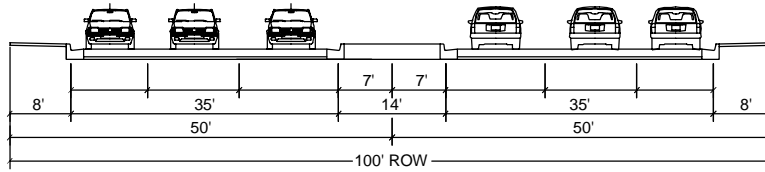
Collector Arterial

A Collector is a two-lane undivided roadway, with 40 feet of curb-to-curb width within 60 feet of right-of-way. Collector streets would typically consist of one travel lane in each direction and a parking lane or bike lane on each side. Collectors carry traffic from the neighborhoods to the higher classification street system. An Enhanced Collector would serve the same function as a Collector but would also have a center median.

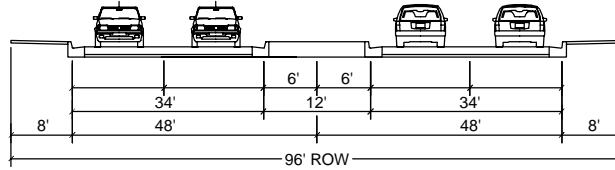


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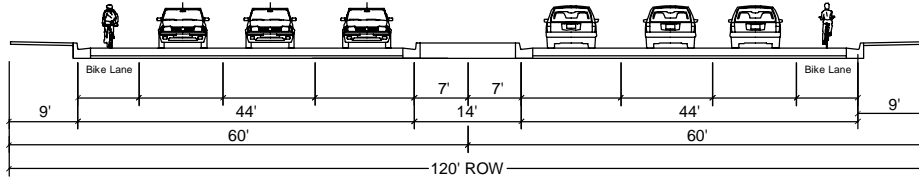
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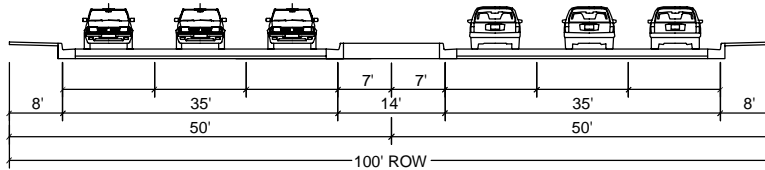
SMART STREET (SIX LANE)
Diagram Not To Scale



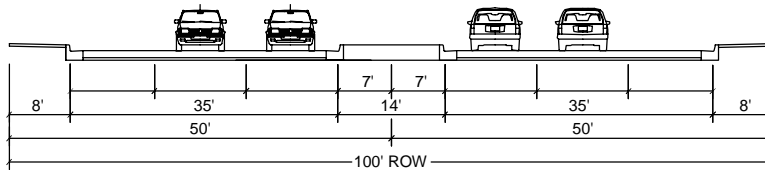
SMART STREET (FOUR LANE)
Diagram Not To Scale



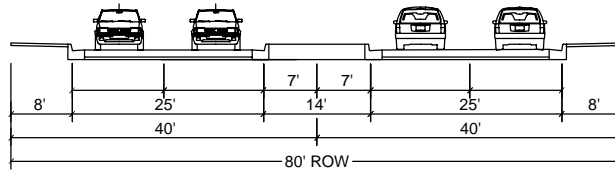
MAJOR
Diagram Not To Scale



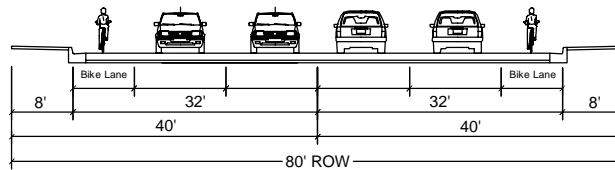
MODIFIED MAJOR
Diagram Not To Scale



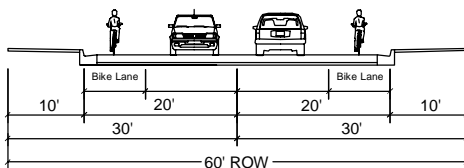
PRIMARY
Diagram Not To Scale



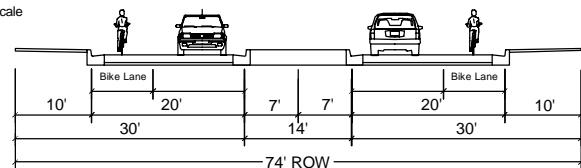
MODIFIED PRIMARY
Diagram Not To Scale



SECONDARY
Diagram Not To Scale



COLLECTOR
Diagram Not To Scale



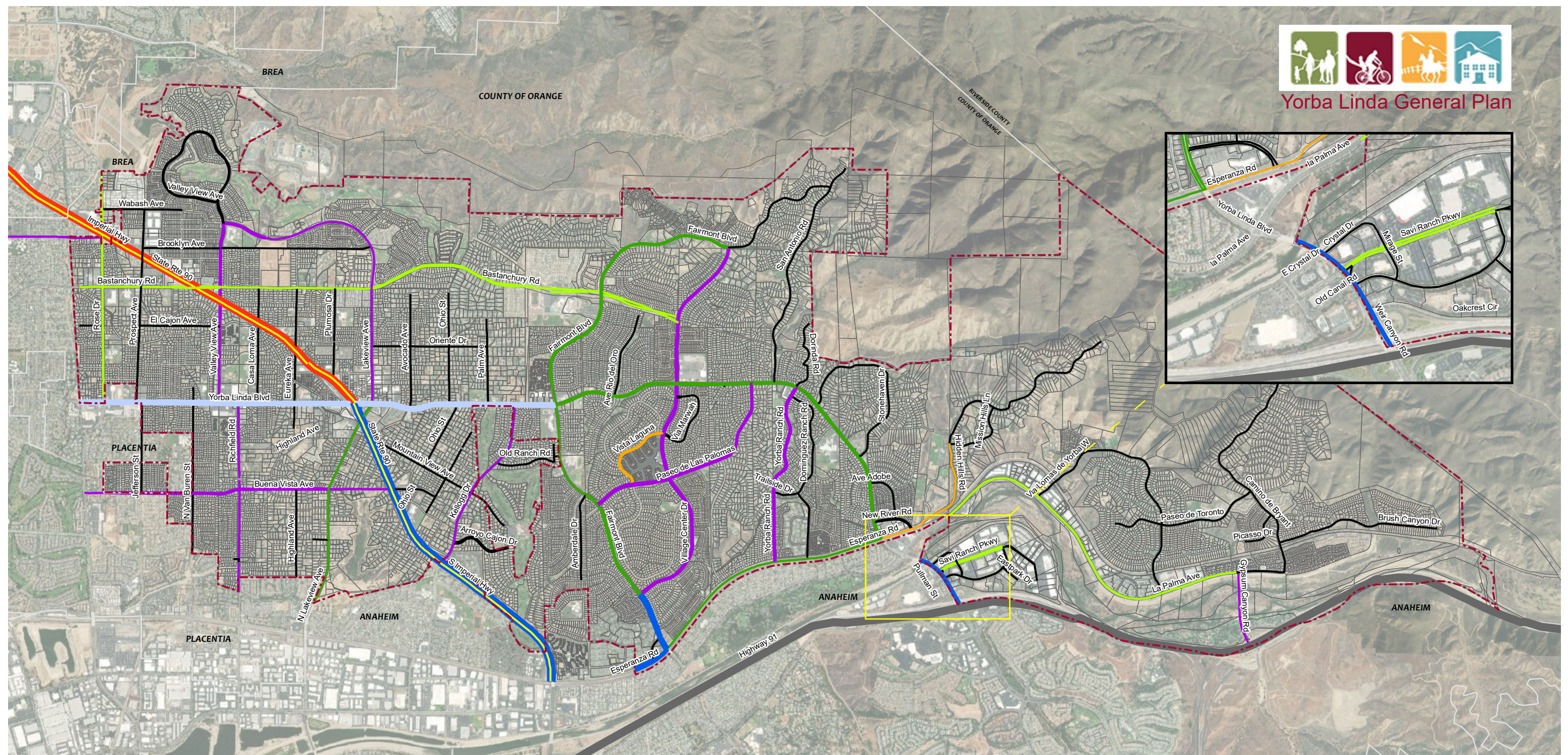
MODIFIED COLLECTOR
Diagram Not To Scale

EXHIBIT CR-1 TYPICAL ROADWAY CROSS SECTIONS



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- | | | |
|-----------------------|---------------------------|-------------------------|
| ----- City Boundary | Smart Street 6 Lane | Modified Primary 4 Lane |
| Smart Street 4 Lane | Secondary 4 Lane | |
| Major 6 Lane | Collector 2 Lane | |
| Modified Major 6 Lane | Modified Collector 2 Lane | |
| Primary 4 Lane | | |

Existing Roadway Functional Classification



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Existing Volumes and Levels of Service

Level of Service Definition for Roadways

Congestion is a result of a street network that carries traffic volumes in excess of the network's designed capacity. A roadway's capacity is a function primarily of the number of lanes provided to carry traffic volumes, and whether or not the roadway is divided with a median or center turn lane. Generally, the more lanes provided, the more capacity the roadway has to accommodate traffic demand. **Table CR-1: Daily Traffic-Carrying Capacities by Roadway Type**, provides a summary of the theoretical daily traffic-carrying capacities for each of the roadway types.

Table CR-1 Daily Traffic-Carrying Capacities by Roadway Type	
Roadway Type	Estimated Daily Capacity ¹
Major Arterial	56,300 vpd
Primary Arterial	37,500 vpd
Secondary Arterial	25,000 vpd
¹ Estimated daily capacity, expressed as vehicles per day (vpd)	

The daily capacity of a roadway is also affected by a number of variables, including the type and number of intersection controls, signal timing, the presence and frequency of driveways, on-street parking, percentage of the daily traffic in the peak hour, the directionality of traffic in the peak hour, and other factors. The daily capacities shown above provide a general guideline as to the adequacy or deficiency of the roadway system.

Design capacity of a street or highway is the maximum volume of traffic a roadway is designed to carry at a selected level of service. The concept of Level of Service (LOS) is used to qualitatively describe prevailing conditions and their effect on traffic. Broadly interpreted, the LOS concept denotes any one of a number of differing combinations of operating conditions that may take place as a roadway is accommodating various traffic volumes. Service levels range from A through F with each level defined by a range of volume-to-capacity (V/C) ratios. **Table CR-2: Level of Service**, provides a detailed description of each LOS.

Table CR-2 Level-of-Service (LOS)		
Level of Service	Description	Range of Volume to Capacity Ratio (V/C) Ratios
LOS A	Primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersections are minimal.	0.00 – 0.60



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Table CR-2 Level-of-Service (LOS)		
Level of Service	Description	Range of Volume to Capacity Ratio (V/C) Ratios
LOS B	Unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted; delays are not bothersome.	0.61 – 0.70
LOS C	Stable operations; however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections.	0.71 – 0.80
LOS D	Congestion occurs and a small change in volumes increases delays substantially.	0.81 – 0.90
LOS E	Severe congestion occurs with extensive delays accompanied by low travel speeds.	0.91 – 1.00
LOS F	Extremely low speeds and intersection congestion occurs with high delays and extensive queuing.	> 1.00

As shown on the table above, traffic conditions are best when the daily traffic volumes on a roadway are less than 60% or 70% of the theoretical capacity of the roadway, while congestion and delays can be expected when the daily traffic volumes approach or exceed 100% of the roadway capacity. The threshold Level of Service for the City of Yorba Linda for intersection and daily roadway operation is LOS D for planning purposes.

Existing roadway volumes were compared to roadway capacity to assess existing levels of service. Analysis of existing traffic conditions in Yorba Linda indicate that all roadway segments currently operate at LOS C or better except for the following roadway segments (portions of these segments may not be within the City limits, but are included for analysis purposes):

- Imperial Highway (Rose Drive to Valley View Avenue)
- Imperial Highway (Lakeview Avenue to Kellogg Drive)
- Imperial Highway (Kellogg Drive to Orangethorpe Avenue)

A total of 30 intersections were also analyzed for the Circulation Element. Study intersections generally consist of intersections of two arterial roadways (Secondary or higher) within the City of Yorba Linda, as well as selected intersections that are currently carrying high peak hour volumes or have other operating characteristics based on input from City staff. Selected study intersections, existing peak hour traffic volumes, lane geometry, and traffic control for each study intersection are provided in detail in **Appendix**



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F: Traffic Analysis and Report. The Intersection Capacity Utilization (ICU) analysis conducted concluded that all study intersections currently operate at LOS D or better under existing conditions.

Truck Routes

The designation of truck routes within a city limits is intended to direct truck traffic to those streets where they would cause the least amount of neighborhood intrusion and where noise and other impacts would not be considered nuisances. The City of Yorba Linda has designated one roadway as a truck route to provide for the regulated movement of trucks through the City: Imperial Highway. This designated truck route is illustrated on **Exhibit CR-3: Truck Routes**. The City anticipates truck traffic will access the City along the area freeway system, including State Route 91 and State Route 57.

Trucks are directed to use Imperial Highway to the greatest extent possible to get to and from their destination. The designation of truck routes does not prohibit trucks from using non-designated roads or streets to make deliveries, once the truck has progressed as far as possible on the designated truck route, or for other reasons as defined in the Motor Vehicle Code of the State of California.

Bicycle and Pedestrian Facilities

Bicycle lanes and bicycle routes are provided on a number of roadways within the City of Yorba Linda. Existing bicycle facilities are shown in **Exhibit CR-4: Bikeways**. The bike system is intended to provide bicyclists with connections between neighborhoods, parks, schools, and other neighborhood and recreational facilities. Most city bikeways are Class II – on-street bike lanes marked in the curb or parking lane on selected city streets. Generally, bikeways are described according to the following classifications:

- Class 1 Bikeway – Referred to as a bike path, share-use path, or multi-purpose trail. Provides for bicycle travel on a paved right-of-way completely separated from any street or highway. Other users, such as pedestrians and those in wheelchairs, may also be found on this type of facility.
- Class 2 Bikeway – Referred to as a bike lane. Provides a striped lane for one-way bicycle travel on a street or highway.
- Class 3 Bikeway – Referred to as a bike route. Provides for shared use with motor vehicle traffic.

Sidewalks are generally provided along the arterial roadways and on the vast majority of residential streets throughout the city. The City of Yorba Linda circulation system has been designed to ensure that adequate facilities are provided for pedestrian circulation, especially in the vicinity of schools, parks, major retail facilities, and other locations with high levels of pedestrian activity.

Public Transportation

The Orange County Transportation Authority (OCTA) operates local public transit routes that extend into and through the City of Yorba Linda. The 2016 OCTA Bus Service Plan revised bus service in order to address the decline in bus ridership and revenue. The revised plan eliminated two bus routes in Yorba

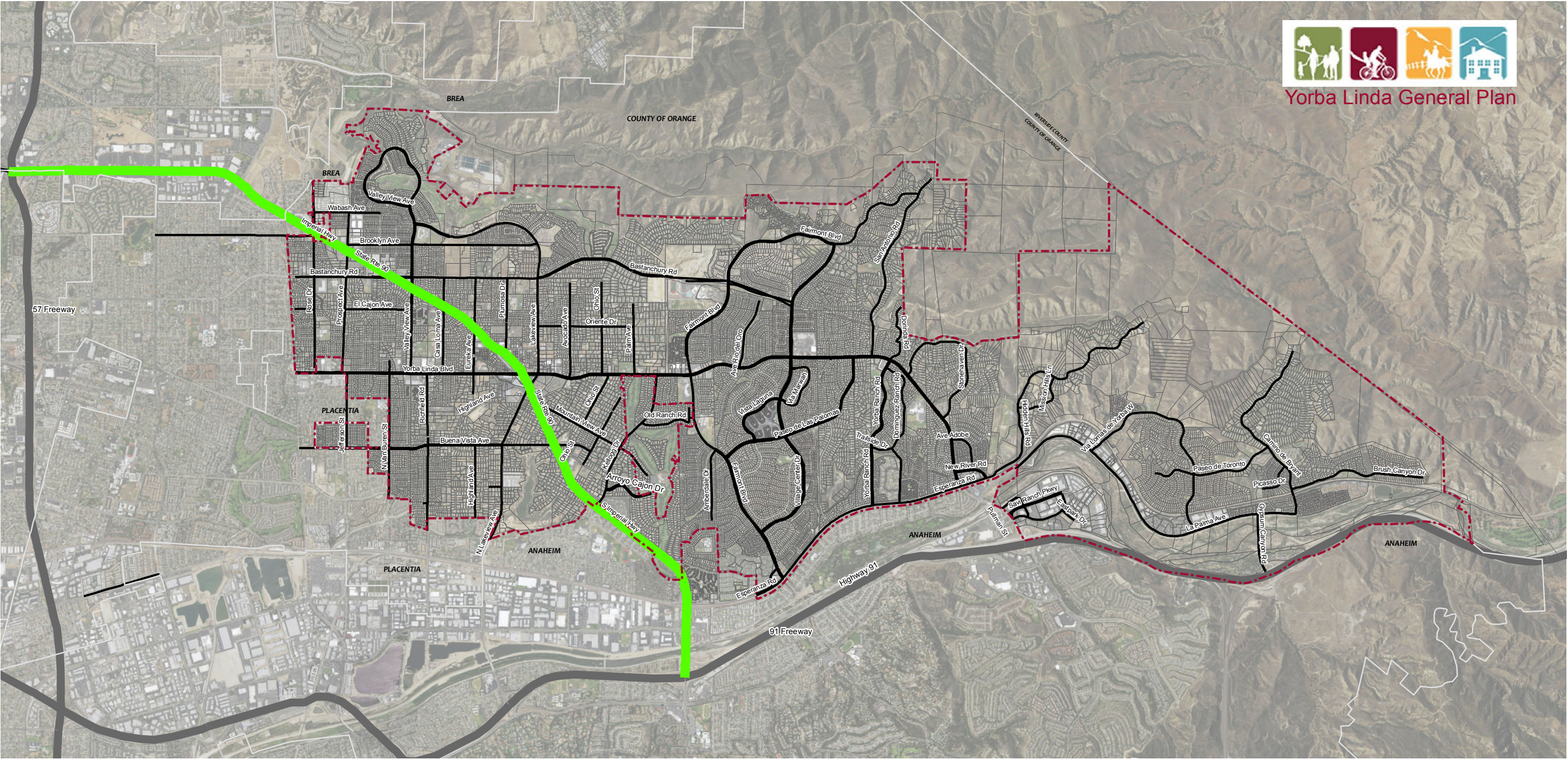


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Linda, Line 20 and Line 26, starting in October 2016. Following this change, there will be three bus routes that serve areas in close proximity to the City limit, which is shown on ***Exhibit CR-5: Public Transportation***. The Inland Empire-OC Metrolink line runs east to west just south of Yorba Linda. The nearest Metrolink station stop to the City of Yorba Linda is located in Anaheim Canyon.



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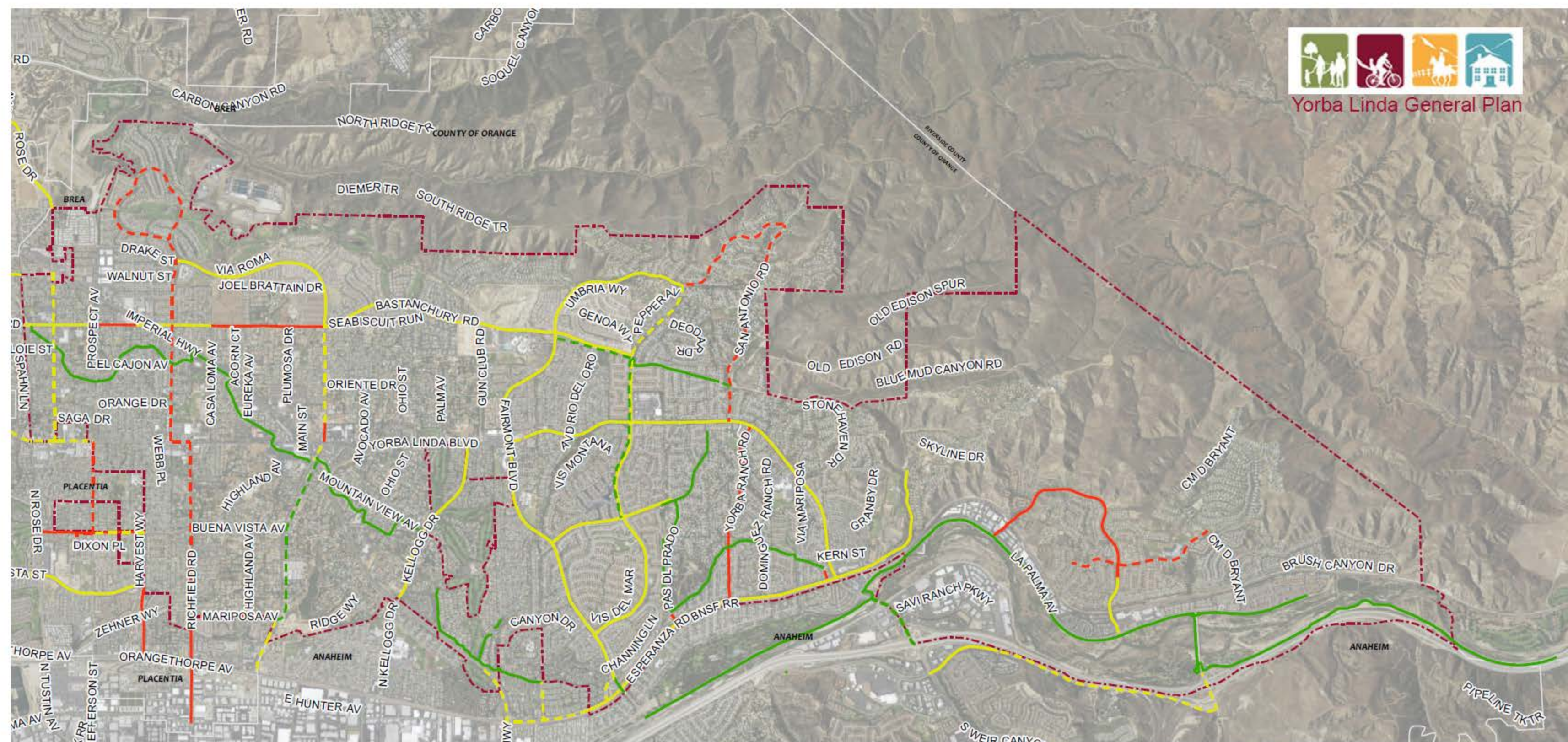
----- City Boundary **Truck Route**
— Roads **Imperial Highway**



Truck Routes

Exhibit CR-3

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Bikeways

- City Boundary
- Class I, Existing - - - - Class I, Proposed
- Class II, Existing - - - - Class II, Proposed
- Class III, Existing - - - - Class III, Proposed

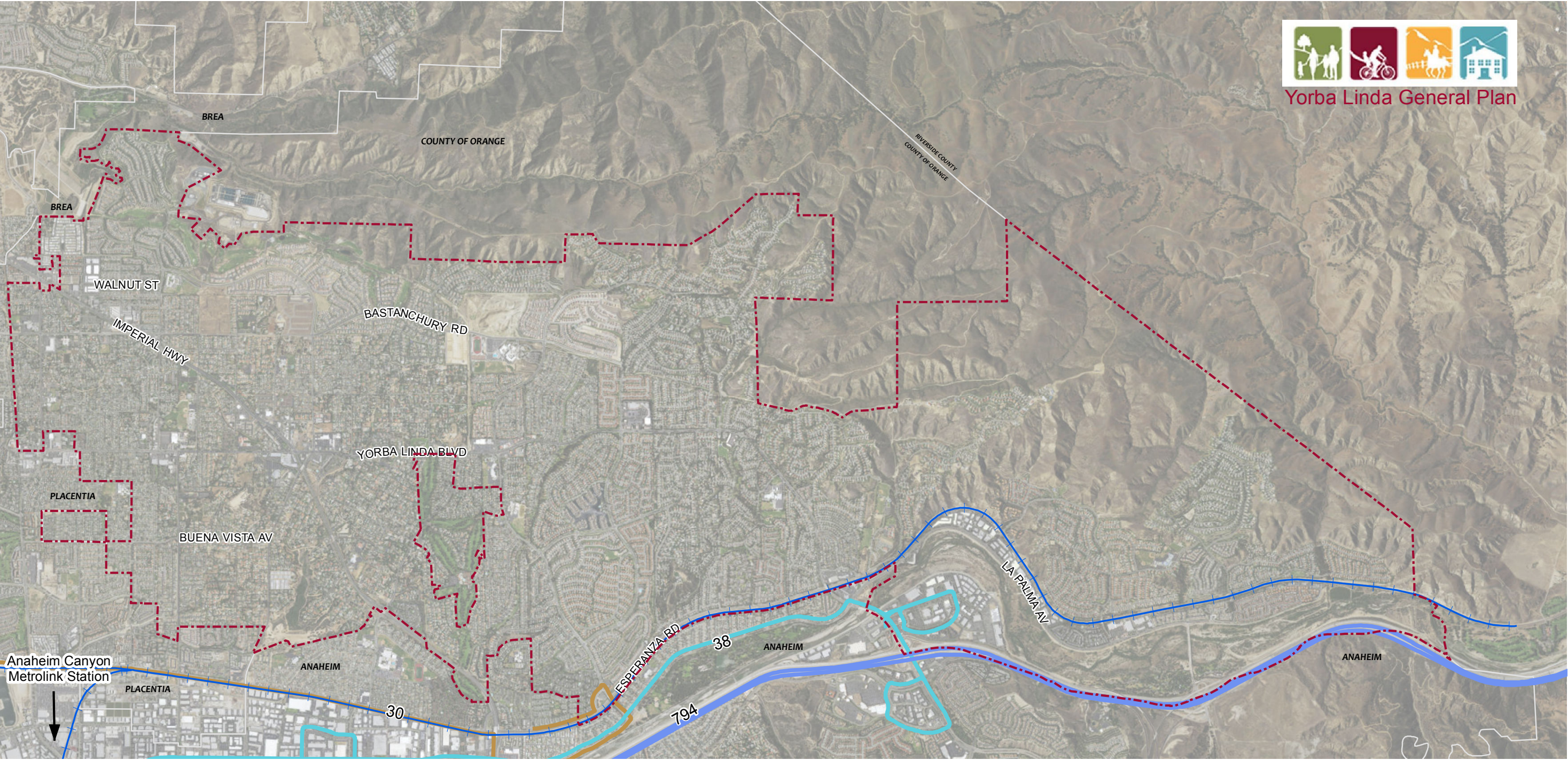


Bikeways

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Public Transportation

Exhibit CR-5

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Complete Streets

In 2008, the State Legislature adopted Assembly Bill 1358, the California Complete Streets Act. Implementation of the Act requires cities and counties, upon substantive revision of the circulation element of a general plan, to modify their circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.

The Complete Streets Act is premised on the notion that a balanced, multimodal transportation network would serve to reduce greenhouse gas emissions, make the most efficient use of transportation infrastructure, and improve public health by encouraging physical activity by shifting short trips in the automobile to biking, walking, and the use of public transit. In an effort to meet the requirements of the Complete Streets Act, the Circulation Element include goals and policies to prioritize and develop programs supporting Complete Streets principles and standards in Yorba Linda.

Related Plans and Programs

Transportation and circulation issues extend beyond the Yorba Linda city limits. State and regional agencies have developed programs to forecast and manage county-wide and region-wide transportation issues. To better coordinate with other public agencies, the City must consider existing transportation system planning efforts to facilitate effective decisions about improvements to the local transportation system.

State Regulations

Assembly Bill 1358, Complete Streets Act– The California Complete Streets Act of 2008 requires circulation elements to address the transportation system from a multi-modal perspective. The bill states that streets, roads, and highways must “meet the needs of all users...in a manner suitable to the rural, suburban, or urban context of the general plan.” Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate—including walking, biking, car travel, and transit. The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled.

Assembly Bill 32, Global Warming Solutions Act– With the passage of the Global Warming Solutions Act of 2006, the State of California committed itself to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resource Board (ARB), which is coordinating the response to comply with AB 32, is currently on schedule to meet this deadline. In 2007, ARB adopted a list of early action programs that could be put in place by January 1, 2010. In 2008, ARB defined its 1990 baseline level of emissions, and by 2011 it completed rules for reducing GHG emissions. Rules on emissions, as well as market-based mechanisms like the proposed cap and trade program, came into effect January 1, 2012. The cap and trade



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program controls pollution by a governing agency selling permits on the amount of pollutants a firm can emit. A firm's pollutants cannot exceed the limit. Firms requiring the need to increase their emissions must purchase permits from other firms requiring fewer permits.

Senate Bill 375— In 2008, the California Air Resources Board (ARB) adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32. SB 375 also provides CEQA streamlining incentives for preferred development types. Residential or mixed-use projects qualify if they conform to the Sustainable Communities Strategy. Transit-oriented developments also qualify if they 1) are at least 50 percent residential, 2) meet density requirements, and 3) are within one-half mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Senate Bill 743— SB 743 passed in 2013 and amends the California Environmental Quality Act (CEQA) to give individual agencies the ability to opt out of a congestion management program. Additionally, this bill requires the State Office of Planning and Research (OPR) to develop alternative impact criteria for transportation impacts in transit priority areas. The biggest impact of this senate bill may be the requirement for OPR to look at changing CEQA significance thresholds for traffic throughout the state. This could remove level of service (LOS) as a topic for environmental analysis under CEQA. Proposed changes to the CEQA Guidelines were released for public review in January 2016.

Regional Plans and Initiatives

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (SCAG RTP/SCS)— The SCAG RTP/SCS provides a regional transportation plan for six counties in Southern California: Orange, San Bernardino, Riverside, Los Angeles, Ventura, and Imperial. The primary goal of the RTP is to increase mobility for the region. With recent legislation, this plan also encompasses sustainability as a key principle in future development.

Orange County Congestion Management Program (CMP)— The Orange County Congestion Management Program (CMP) was established in 1991 to reduce traffic congestion and to provide a mechanism for coordinating land use and development decisions. Compliance with the CMP requirements ensures a city's ability to compete for State gas tax funds for local transportation projects. Within the City of Yorba Linda, the CMP Highway System includes two arterials: Rose Drive and Imperial Highway. There are no specific CMP requirements for roadway segment monitoring.

Transportation Demand Management (TDM) strategies are geared toward increasing vehicle occupancy, promoting the use of alternative modes, reducing the number of automobile trips, decreasing overall trip lengths, and improving air quality. The adoption of a TDM ordinance



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was required of every local jurisdiction for Orange County's 1991 Congestion Management Program (CMP). The adoption of these ordinances is no longer a statutory requirement, however OCTA continues to encourage local jurisdictions to promote and support TDM strategies in their community. Such strategies may include, but are not limited to, the following:

- Encouraging employers to establish and help subsidize telecommuting, provide monetary incentives for ridesharing, and implement alternative work hour programs;
- Implementing bus loading facilities at worksites;
- Implementing pedestrian facilities such as sidewalks, paved pathways, and pedestrian grade separations over arterial streets to connect worksites to shopping, eating, recreation, parking, or transit facilities; and
- Participating in the development of remote parking facilities and the high-occupancy vehicles (i.e., shuttles, etc.) to serve them.

OCTA Commuter Bikeways Strategic Plan— The Commuter Bikeways Strategic Plan (CBSP) is a regional planning document that identifies existing and proposed bikeways in Orange County. Through the cooperation of the cities and the County, an inventory was taken of existing bikeways, and priorities for new bikeways were identified. Prioritization of the proposed bikeways, as identified in the plan, was based on several factors, including input from local jurisdictions and the public, as well as connectivity to transit and regional destinations. In addition to analysis of existing and proposed bikeways, the document provides information on bicycle amenities, such as bike lockers, parking signage, and trail markings. It also includes a discussion on safety and education programs, innovative roadway markings, bikeway fundamentals, and funding sources.



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Circulation Element Policy Program

Goal CR-1

A circulation system that meets the needs of current and future residents, businesses, and visitors of the City, has adequate capacity for projected future traffic demands at acceptable levels of service, and facilitates the safe and efficient movement of people and goods throughout the City.

- Policy CR-1.1 Develop and maintain a road system that is based upon, and is in balance with, the Land Use Element of the General Plan.
- Policy CR-1.2 Utilize a roadway classification system that is based on functional hierarchy and conforms to the Orange County Transportation Authority's roadway classification system to the greatest extent possible.
- Policy CR-1.3 Develop street design standards that conform with Caltrans and Orange County Transportation Authority Highway Design Manuals to the greatest extent feasible.

- Policy CR-1.4 Maintain a Level of Service (LOS) "D" or better along all City arterials and at intersections during peak hours.
- Policy CR-1.5 Minimize intrusion of commuter traffic on local streets through residential neighborhoods.
- Policy CR-1.6 Provide, where feasible, increased east-west traffic capacity through the City.
- Policy CR-1.7 Review new development or redevelopment projects adjacent to established residential neighborhoods for potential traffic intrusion impacts.
- Policy CR-1.8 Work jointly with adjacent jurisdictions to achieve capacity improvements for intersections outside of the City, but have significant impacts on the community.
- Policy CR-1.9 Inventory existing bridge conditions and prioritize necessary improvements to maintain adequate capacity and safety.
- Policy CR-1.10 Maintain a citywide Major Thoroughfare Traffic Impact Fee Program.



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Goal CR-2

A network of regional roadway facilities that coordinates transportation needs and requirements across jurisdictions.

- Policy CR-2.1 Coordinate and maintain partnerships with surrounding cities and regional agencies for an efficient and effective circulation system.
- Policy CR-2.2 Maintain an Arterial Highway System in the City that is in conformance with, the Orange County Master Plan of Arterial Highways, to the greatest extent possible.
- Policy CR-2.3 Continue to support the addition of capacity enhancement improvements such as high occupancy vehicle lanes, general purpose lanes and auxiliary lanes to the Riverside Freeway (SR 91).
- Policy CR-2.4 Continue to participate in regional transportation planning efforts to coordinate priorities with neighboring jurisdictions.

Goal CR-3

An efficient circulation system that utilizes transportation system management and demand management strategies.

- Policy CR-3.1 Coordinate with a broad range of regional and state agencies to promote and support Transportation Demand Management (TDM) strategies and programs.
- Policy CR-3.2 Provide for safe and efficient traffic operations, by maintaining City standards for the installation and operations of traffic control devices.
- Policy CR-3.3 Continue to adhere to OCTA's Congestion Management Program.
- Policy CR-3.4 Promote employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools.
- Policy CR-3.5 Effectively operate and maintain transportation facilities and infrastructure to improve system capacity and meet traffic demand.
- Policy CR-3.6 Promote the reduction of single occupant vehicle trips, through transportation demand management programs, such as



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ridesharing, telecommuting, and parking management.

Policy CR-3.7 Ensure the circulation system promotes a wide variety of travel modes to serve the greatest cross section of residents, employees and businesses.

Policy CR-3.8 Encourage new development to provide access to transit, bicycle, pedestrians, and other non-vehicular modes of transportation.

Goal CR-4

Improved aesthetic quality and maintenance of arterial highways and local roadways.

Policy CR-4.1 Promote landscaped medians and greenbelts along major arterials, highways, and freeways on available right-of-ways with drought-tolerant plants where economically feasible.

Policy CR-4.2 Promote maintenance of existing and future landscaped rights-of-way and easements.

Policy CR-4.3 Promote the continuation of existing landscape maintenance districts.

Goal CR-5

A safe, integrated, and efficient public transportation system.

Policy CR-5.1 Continue to work with the Orange County Transportation Authority (OCTA) to promote the development of additional regional public transportation services and support facilities that will serve those who live and work in Yorba Linda.

Policy CR-5.2 Encourage public and private shuttle services to provide greater transit choices.

Policy CR-5.3 Coordinate with the Orange County Transportation Authority (OCTA) to investigate potential locations for future "Park and Ride" facilities.

Goal CR-6

An efficient non-motorized transportation system.

Policy CR-6.1 Promote the development and maintenance, where feasible, of safe and convenient non-motorized transportation and multi-purpose trails throughout the City.

Policy CR-6.2 Provide for safe pedestrian, bicycle, and equestrian access throughout the City.



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Policy CR-6.3 Support the recommendations and action strategies of the Parks and Recreation Master Plan for multi-purpose trails, equestrian facilities, and bikeways.

Policy CR-6.4 Promote existing and new traffic generators to incorporate facilities, such as bicycle racks and storage, into the development.

Goal CR-7

Adequate facilities for heavy vehicle traffic that balances reduction of environmental impacts with efficient goods movement.

Policy CR-7.1 Maintain the City's official truck routes to minimize the impacts of truck traffic on residential neighborhoods and other sensitive land uses.

Policy CR-7.2 Seek to minimize noise and other impacts of truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.

Policy CR-7.3 Provide sufficient truck loading areas to minimize interference of truck traffic with efficient traffic circulation.

Policy CR-7.4 Maintain the current truck weight limitation ordinance

as part of the municipal code and implement provisions for enforcement, including development of traffic indices and pavement structural strength evaluation.

Goal CR-8

Limited transport of hazardous materials through the City of Yorba Linda in conformance with the State and county HAZMAT program.

Policy CR-8.1 Implement the HAZMAT route that is in conformance with HAZMAT and Emergency guidelines and complements the designated truck route policy of the City of Yorba Linda.

Policy CR-8.2 Require that the transportation of hazardous materials generated within the City be accomplished through the most direct route to the designated HAZMAT routes, the nearest designated HAZMAT Freeway, and the nearest appropriate HAZMAT disposal facility, as discussed in the Safety Element of the General Plan.



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Goal CR-9

Efficient parking systems that support a safe vehicular transportation system, while minimizing the friction between parked and moving vehicles.

Policy CR-9.1 Monitor parking supply and utilization to identify deficiencies or conflicts with the movement of traffic as they develop.

Policy CR-9.2 Promote the development and maintenance of adequate parking facilities commensurate with parking demand.

Policy CR-9.3 Promote the maintenance of existing off-street parking facilities.

Policy CR-9.4 Ensure parking facilities for new development reduce or eliminate reliance on off-street facilities for parking needs.

evaluated to ensure resident, bicyclist, equestrian, and pedestrian safety as a top priority.

Policy CR 10.3 Promote incorporation of Complete Streets concepts when designing new roadways or making improvements to existing roadways in conjunction with new development.

Policy CR 10.4 Promote and prioritize complete streets where improvements will demonstrably improve safety of sidewalk and bicycle access to schools.

Policy CR 10.5 When developing model Complete Street cross sections, promote the participation of various user groups.

Policy CR 10.6 Consider reducing the number of lanes where existing infrastructure or site conditions limits the ability to construct Complete Streets.

Policy CR 10.7 Coordinate with the County of Orange for potential Complete Street improvements within the City's Sphere of Influence

Policy CR 10.8 Ensure any future improvements to the transportation system are

Goal CR-10

A transportation system that promotes use by multiple modes of travel through Complete Streets.

Policy CR 10.1 Establish model street network cross sections and design guidelines that promote multimodal travel in Yorba Linda.

Policy CR 10.2 Ensure future Complete Streets improvements are



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	integrated with the city's existing and future bikeway and trail systems.	Policy CR 11.2	Work with Caltrans and adjacent jurisdictions to identify funding for improvements that address cumulative effects of planned development on the freeway system.
Policy CR 10.9	Promote and prioritize Complete Streets where improvements to existing roadways will demonstrably improve integration with the City's bike and trail system		
Policy CR 10.10	Incorporate design features and other techniques to improve neighborhood multimodal capabilities for pedestrians.		
Policy CR 10.11	Prioritize opportunities for complete streets integration into the General Plan Focus Areas.		

Goal CR-11

Additional sources of funding to construct, maintain, and operate transportation facilities and services needed to achieve the City's circulation goals.

Policy CR 11.1	Investigate additional sources of funding and support the development of a stable, dedicated funding source to provide continuing maintenance, operation, and management of the City's transportation network.
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