V. MOBILITY ELEMENT

A. Introduction

1. Overview

The Mobility Element of the City of San Fernando's General Plan serves as a comprehensive guide for planning and improving the city's transportation systems. Its primary purpose is to create a safe, efficient, and accessible transportation network that supports all modes of travel, including walking, biking, rolling, driving, and public transit, while promoting sustainability and reducing traffic congestion. The Mobility Element outlines policies, goals, and implementation strategies that address roadway infrastructure, transit services, pedestrian and bicycle connectivity, parking, and the integration of land use with transportation planning. It ensures that future mobility improvements align with the City's vision for growth, environmental stewardship, and enhanced quality of life for all residents.

San Fernando's compact street grid, short travel distances, and central location within the San Fernando Valley present unique opportunities to enhance multimodal mobility and neighborhood connectivity. Building upon recent plans such as the Safe and Active Streets Implementation Plan, the Corridors Specific Plan, and the Climate Action and Resilience Plan (CARP), the City can expand safe and sustainable travel options through traffic calming, upgraded crossings, bicycle facilities, and local transit enhancements. These efforts will help San Fernando balance regional accessibility with neighborhood livability and ensure that mobility improvements directly benefit residents, businesses, and visitors.

The Mobility Element examines the city's existing and proposed major roads and transportation routes. It also includes an analysis of the city's public transit, bicycle, pedestrian, and automobile systems and identifies opportunities for connectivity improvements. Each primary component of the mobility system will be increasingly impacted by extreme heat, affecting both the people that use the system through active commuting and transit and the systems themselves through reduced pavement integrity, rail and track performance, transit vehicle operations, traffic signals, and overall system reliability.

2. Relationship to Other Elements

The Mobility Element is closely interconnected with the other elements of the General Plan. Land use decisions described in the Land Use Element shape travel demand, roadway needs, and opportunities for walkable, transit-oriented development. The Conservation and Open Space Elements reinforce the importance of reducing greenhouse gas emissions and expanding active transportation options that protect air quality and natural resources. The Safety Element highlights the need for resilient and reliable mobility networks during emergencies, including evacuation planning and hazard mitigation. The Environmental Justice Element ensures that transportation policies and improvements prioritize equitable access, reduce disproportionate pollution burdens, and improve connectivity for historically underserved neighborhoods. Finally, the Economic Development and Downtown Elements rely on an efficient, multimodal system to support local businesses, tourism, and access to jobs. Together, these relationships underscore the Mobility Element's role in coordinating infrastructure, sustainability, and equity across all aspects of the City's long-term vision.

The Mobility Element was also developed in close coordination with the CARP to ensure that transportation planning advances the city's climate goals. The Element integrates CARP's greenhouse gas reduction strategies by promoting public transit, active transportation, and complete streets that reduce vehicle

emissions and improve air quality. It also supports climate adaptation by identifying opportunities to incorporate shade, green infrastructure, and flood-resilient design into mobility corridors. In turn, CARP reinforces the Mobility Element's focus on creating a safe, connected, and sustainable transportation network that supports both community well-being and long-term resilience.

3. Community Engagement

The Mobility Element was prepared in tandem with the Open Space, Conservation, Parks, and Recreation Element and the CARP in partnership with Climate Resolve and Pacoima Beautiful. Outreach was completed for the three plans simultaneously, with the City hosting a total of 17 events across the community. Events were open to community members and advertised, in part via the City and project partners' social media pages. The engagement approach emphasized equitable opportunities for community participation through a range of events. These included workshops, hosted tables at City-run events such as the San Fernando Mile, Spring Jamboree, and Movies in the Park, as well as a virtual survey, an Advisory Committee, and "walkshops," where community members served as citizen scientists, identifying areas around the City vulnerable to extreme heat. At each community event, food was provided and community members were invited to participate in raffles and other giveaways. Community insight was incredibly valuable for this process to ensure the Mobility Element aligns with the specific needs and aspirations of the people it aims to serve.

B. Abbreviations

Abbreviations used in the Mobility Element are listed below.

AHSC	Affordable Housing and Sustainable Communities
ATP	Active Transportation Program
CARP	Climate Action and Resilience Plan
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
HIN	High Injury Network
HSIP	Highway Safety Improvement Program
LADOT	Los Angeles Department of Transportation
MCT	Mission City Transit
PCI	Pavement Condition Index
RRFB	Rectangular Rapid Flashing Beacons
SCRRA	Southern California Regional Rail Authority
TCC	Transformative Climate Communities
TDM	Transportation Demand Management
TPA	Transportation Priority Area
TSP	Transit Signal Priority
SWITRS	California Statewide Integrated Traffic Records System
VMT	Vehicle miles traveled

C. Roadway systems and street types

1. Roadway Classifications

The roadways within the city are classified as the following:

- Major Arterial Corridors
- Secondary Arterial Corridors
- Pedestrian Oriented Corridors
- Local Streets

Major Arterial Corridor. This roadway classification is intended to accommodate large volumes of regional and intercity traffic safely and efficiently. Major arterials typically have a maximum right-of-way width of 80 feet and a 56-foot curb-to-curb pavement width, providing four through travel lanes and a dedicated left turn lane. Parallel parking may be provided on one or both sides of the street where it does not conflict with the street's primary function of moving higher traffic volumes at moderate speeds. Truman Street is classified as a Major Arterial Corridor.

Secondary Arterial Corridor. Secondary arterials primarily direct traffic through the various districts within the city. These roadways typically have a right-of-way width of 80 feet and a curb-to-curb width of 60 feet, with four travel lanes (two in each direction). A dedicated left turn lane is generally provided only at enhanced intersections. Parallel parking is typically provided on both sides of the street. The portion of Maclay Avenue north of Glenoaks Boulevard is classified as a Secondary Arterial Corridor.

Pedestrian Oriented Corridor. This roadway classification emphasizes the creation of a pedestrian-friendly streetscape while accommodating local vehicular traffic through the use of traffic calming techniques. Typical right-of-way and pavement dimensions are 80 feet and 60 feet, respectively. These corridors generally provide two travel lanes (one in each direction), with a protected or permissive left turn lane at intersections. On-street parking is provided along the curb, with configurations that may include angled parking on one or both sides of the street or angled parking on one side and parallel parking on the other, depending on available space and demand. Maclay Avenue in the Downtown District and in the Maclay District south of Glenoaks Boulevard, as well as that portion of San Fernando Road that extends through the Mall, and the Mixed-Use Corridor and the Workplace Flex Districts are classified as Pedestrian Oriented Corridors.

Local Streets. Local streets form the majority of the City's roadway network and provide direct access to individual parcels, serving circulation needs within neighborhood blocks. While subordinate to the arterial network, these streets are essential for local connectivity. Within the city, all local streets include curbs, gutters, and sidewalks. The City of San Fernando standard for local streets provides a 60-foot right-of-way and a 36- to 40-foot curb-to-curb pavement width, accommodating two travel lanes, and parallel parking on both sides of the street.

Typical characteristics associated with each roadway classification are summarized in Table 1The City's roadway network and the classification of each segment are presented in Table 2.

Table 1 Roadway Classifications

	Major Arterial Corridor	Secondary Arterial Corridor	Pedestrian Oriented Corridor	Local Streets
Travel Lanes	4 lanes	4 lanes	2 lanes	2 lanes
Protected Left Turn	Yes	At major intersections only	At all intersections	None
Parking Lanes	Some on-street parking permitted	On street parking permitted	On street parking permitted	On street parking permitted
Volumes ADT	20,000 or greater	10,000 or greater	Up to 10,000	2,000 or less
ROW Width	80 feet	80 feet	80 feet	60 feet
Pavement Width	56 feet	60 feet	60 feet	36 to 40 feet

Table 2 San Fernando Roadways and Classifications

Route	Major Arterial Corridor	Secondary Arterial Corridor	Pedestrian Oriented Corridor	Local Streets
Maclay Avenue (between 8th St. and 7th St.)		✓		
Maclay Avenue (between 7th St. and Glenoaks Blvd.)		✓		
Maclay Avenue (between Glenoaks Blvd. and 5th St.)			✓	
Maclay Avenue (between 5th St. and 4th St.)			✓	
Maclay Avenue (between 4th St. and San Fernando Rd.)			✓	
Truman Street (between Hubbard Ave. and Workman St.)	✓			
Truman Street (between Workman St. and S.F. Mission Blvd.)	✓			
Truman Street (between S.F. Mission Blvd. and Brand Blvd.)	✓			
Truman Street (between Brand Blvd. and Fox St.)	✓			
San Fernando Road (between Hubbard Ave. and Huntington St.)			✓	
San Fernando Road (between Huntington St. and S.F. Mission Blvd.)			✓	
San Fernando Road (between S.F. Mission Blvd. and Chatsworth Dr.)			✓	
San Fernando Road (between Chatsworth Dr. and Fox St.)		✓		
First Street			✓	

The existing classification system provides a strong foundation but can be refined to better reflect how streets function today and how they should evolve to support all travel modes. As the City implements this Mobility Element and updates related plans such as the Safe and Active Streets Implementation Plan, additional refinements can integrate multimodal design elements, expand the network of Pedestrian Oriented Corridors, and prioritize safety and accessibility improvements on corridors such as San Fernando Road, Brand Boulevard, and Kalisher Street. These refinements will ensure that roadway classifications guide context-sensitive design decisions consistent with the city's small scale and community character.

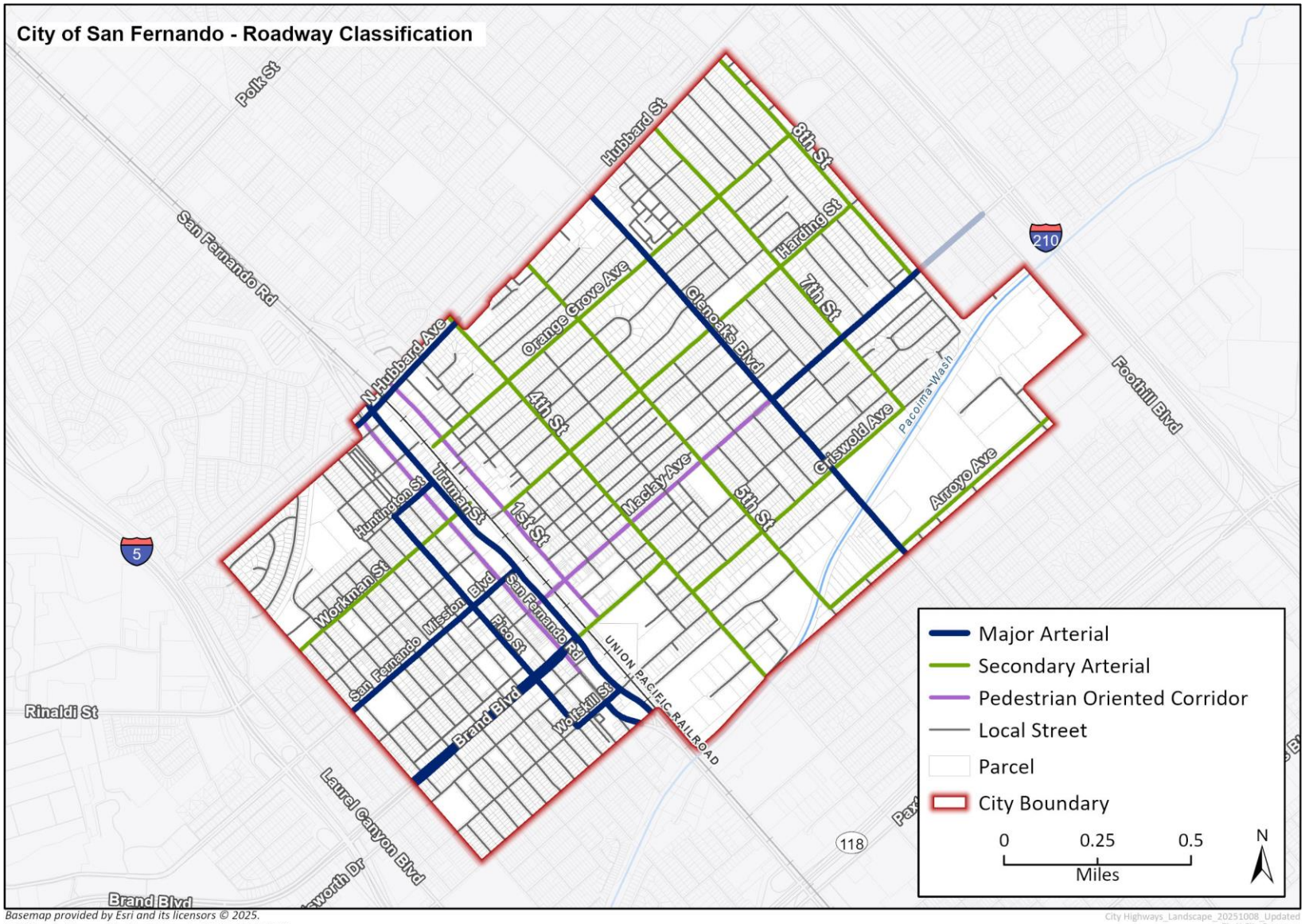
2. Existing Roadway System

Figure 1 illustrates the existing roadway system within the city. San Fernando Road is classified as a Local Street, while the parallel corridors of Truman Street and Pico Street are both classified as Major Arterial Corridors. Four corridors that intersect San Fernando Road (Huntington Street, San Fernando Mission Street, Brand Boulevard and Wolfskill Street) are also classified as Major Arterial Corridors within the Downtown area.

The city is bounded by three regional freeways: Interstate 210 (I-210) to the northeast, Interstate 5 (I-5) to the southwest, and State Route 118 (SR-118) to the southeast. Although there are no freeway interchanges located within the city limits, there are several freeway interchanges located just outside of the city. For example, I-210 has interchanges at Maclay Avenue and Hubbard Street, I-5 has interchanges at San Fernando Mission Boulevard and Brand Boulevard/Chatsworth Drive, and SR-118 has interchanges at San Fernando Road and Glenoaks Boulevard.

The City's existing roadway system provides a strong framework for local and regional mobility; however, opportunities exist to better align roadway function with community context. The parallel corridors of Truman Street, San Fernando Road, and Pico Street offer flexibility to redistribute traffic and introduce multimodal enhancements that improve safety and access without reducing network efficiency. Because the city lacks direct freeway interchanges, its arterials serve both regional and local roles, creating an opportunity to reconfigure key corridors with traffic-calming measures, improved crossings, and enhanced bicycle and transit facilities. Future refinements can build on this well-connected grid to strengthen neighborhood livability, improve regional connectivity, and support San Fernando's broader goals for safe, complete, and context-sensitive streets.

Figure 1 Existing Roadways and Classifications



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Additional data provided by LA County, 2024; NHD, 2024.

City Highways_Landscape_20251008_Updated
Fig X City Basemap

3. Existing Transit System

Seven LA Metro bus routes operate within the city, including both local and express services. The number of daily buses operating on each transit route is shown in Table 3 and the existing public transit network is shown in Figure 2. In the City's transit network maps, orange lines represent local routes and red lines represent express routes. Express routes have limited stops and generally operate along corridors with Transit Signal Priority (TSP) to reduce travel times on high-frequency transit corridors. Route 761 is the only express bus route serving San Fernando and is anticipated to be replaced by the East San Fernando Valley Light Rail Transit Line once construction is complete. Approximately 760 buses operate within the city on weekdays and 560 buses on weekends. The DASH Sylmar route offers frequent, neighborhood-focused service linking the Sylmar/Metrolink station with key local stops, improving transit access for the San Fernando community. With weekday operations from roughly 6 a.m. to 7 p.m. and 15-minute intervals, the new service underscores a commitment to enhancing connectivity in historically underserved areas.

The city is served by the Sylmar/San Fernando Metrolink Station, located just outside the northwestern city boundary in the community of Sylmar, which is an unincorporated portion of Los Angeles County. The city is also served by Mission City Transit (MCT), a shared curb-to-curb community transit service. The service operates two buses, each with a capacity of 14 passengers and two wheelchairs.

The San Fernando Trolley offers an additional fixed-route service, operating daily with 28 stops connecting residential and commercial destinations throughout the city. Key stopes include the Cesar E. Chavez Learning Academies, the Sam's Club/Home Depot Shopping Center, and the San Fernando Swap Meet.

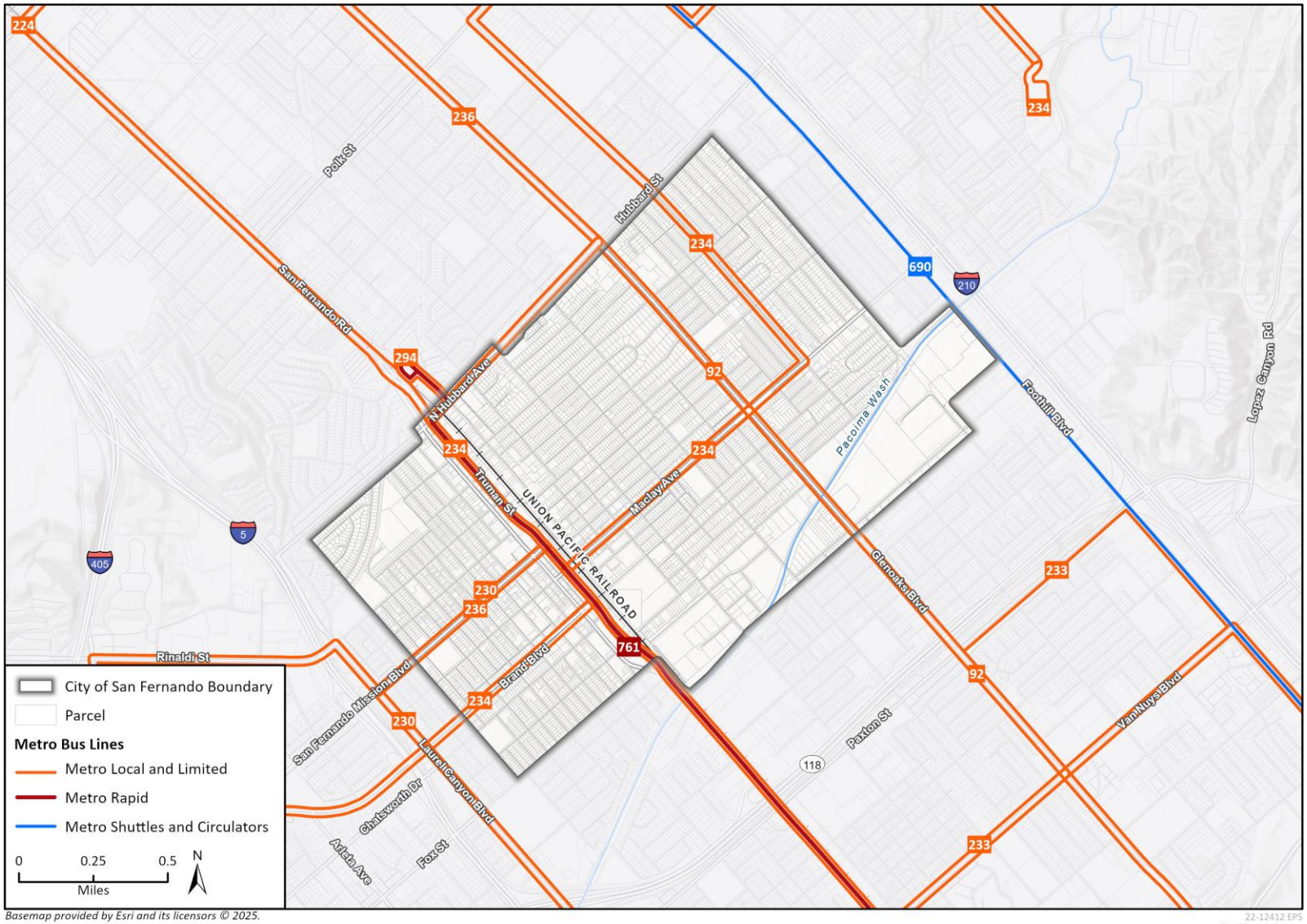
The City's existing transit network provides a strong foundation for multimodal mobility, but there are clear opportunities to improve local connectivity, comfort, and integration with regional systems. Local services such as Mission City Transit and the San Fernando Trolley can be enhanced to provide convenient first- and last-mile access to stations and community destinations. Coordinating route coverage, frequency, and stop amenities such as shade, seating, and real-time information will make transit a more reliable and attractive option for residents and workers. Strengthening these linkages will help reduce auto dependence, improve air quality, and ensure that all neighborhoods benefit from future transit investments.

Table 3 Existing LA Metro Buses Per Day Serving the City of San Fernando

Route	Length (miles) within City	Weekday	Saturday	Sunday
92	1.2	65	65	65
224	1.1	138	110	110
230	0.5	84	55	54
234	2.5	196	132	132
236	1.0	76	64	64
294	1.1	70	70	70
761*	1.1	128	68	68
LA Dash SYL	1.3	88	44	44
Total	**9.8**	**845**	**608**	**607**

* = Express routes.
Source: Iteris 2024.

Figure 2 Existing Transit System Service



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Additional data provided by LA County, 2024; NHD, 2024; Los Angeles City, 2020.

22-12412 EPS
Fig X Transit Routes

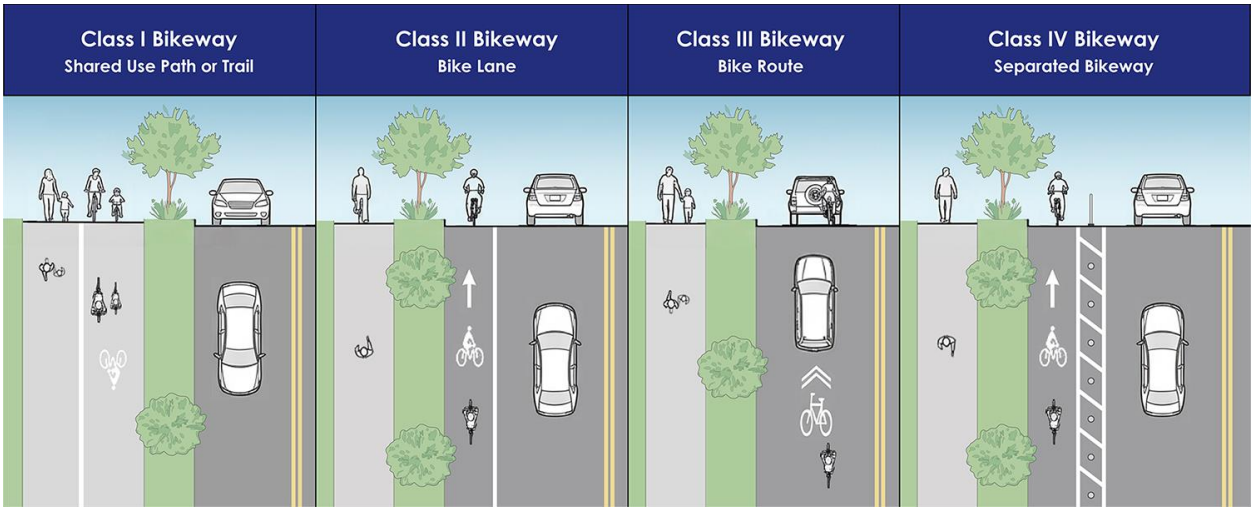
Source: Los Angeles Metro 2025.

4. Existing Active Transportation System

San Fernando's active transportation system includes walking and biking infrastructure, as well as accommodating "rolling" transportation modes such as wheelchairs, scooters, strollers, and other micromobility devices that share pedestrian and bicycle facilities. Bikeway classifications within the City of San Fernando are defined as follows and demonstrated in Figure 3:

- **Class I Bikeway** (**Shared Use Path or Trail**): Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians, with motor vehicle crossflow minimized.
- **Class II Bikeway (Bike Lane)**: Provides striped lane for one-way bicycle travel on a street or highway.
- **Class III Bikeway (Bike Route)**: Accommodates shared use with motor vehicle and pedestrian traffic.

Figure 3 Bikeway Classifications



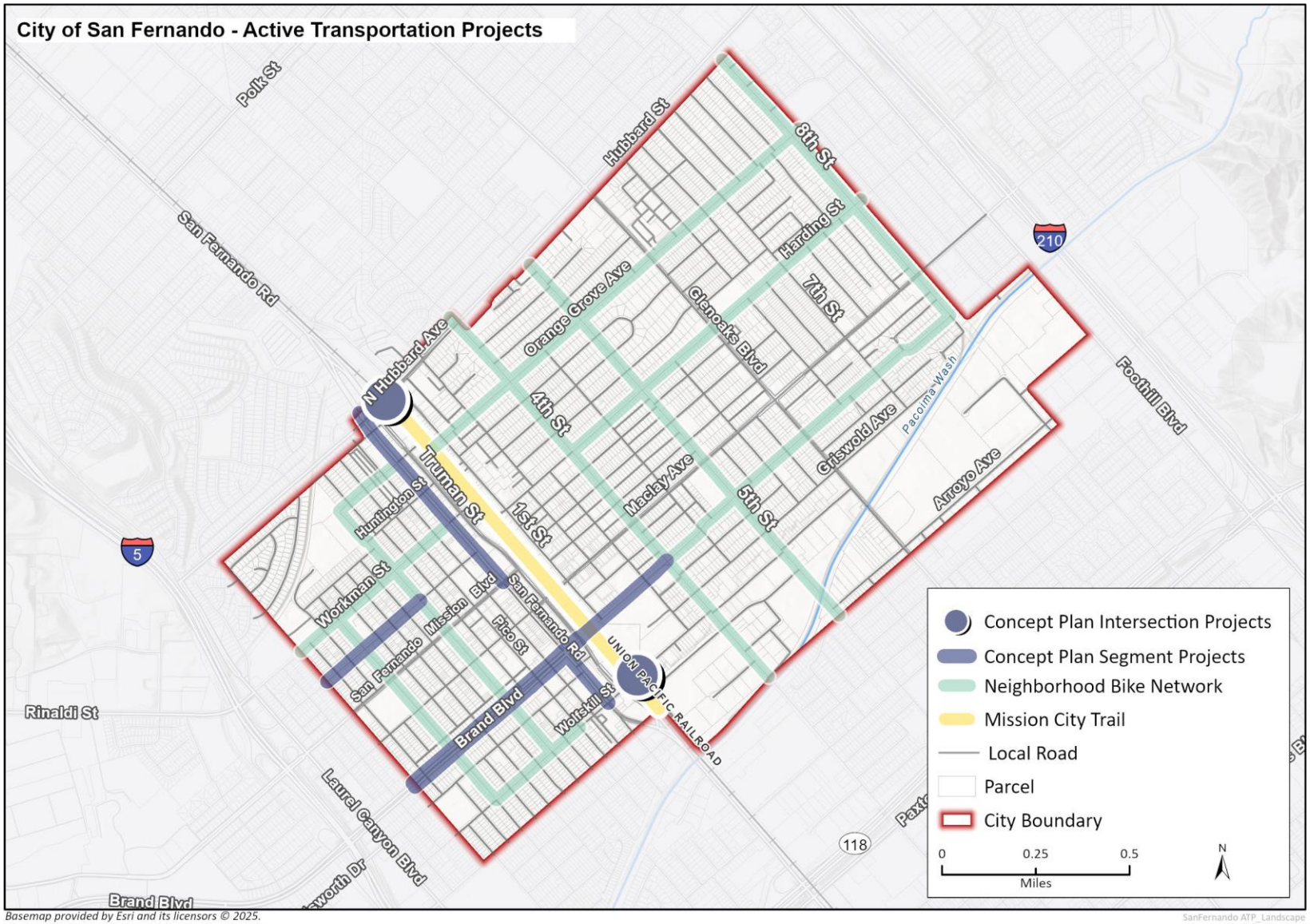
The city currently includes two Class I Bikeways:

- **Mission City Trail** extends east - west along the Southern California Regional Rail Authority (SCRRA) railroad tracks, separated by fencing between adjacent industrial uses and the rail corridor.
- **Pacoima Wash Bikeway** runs north - south along the Pacoima Wash flood channel for approximately 1.3 miles, fenced between industrial uses and the channel. The bikeway contains two discontinuous segments: a 600-foot section at the southern end and a 0.5-mile segment of unimproved pavement at the northern end.

Figure 4 shows the city's existing active transportation system and anticipated active transportation projects or extensions.

San Fernando's existing bikeways and pedestrian facilities establish an important foundation for active transportation. However, opportunities exist to create a more connected, comfortable, and accessible network for all users. The city's compact size and flat terrain make walking, biking, and rolling viable for most local trips, yet gaps remain between neighborhoods, schools, parks, and transit stops. Implementing the Safe and Active Streets Implementation Plan can address these deficiencies through new and upgraded crossings, bicycle lanes along corridors such as San Fernando Road, Brand Boulevard, and Kalisher Street, and improved lighting, shade, and wayfinding. Expanding and connecting the Mission City Trail and Pacoima Wash Bikeway will further link residential areas with regional paths and recreational destinations. Together, these improvements represent a major opportunity to transform everyday mobility into a safer, healthier, and more sustainable system for San Fernando residents.

Figure 4 Existing and Planned Active Transportation



D. Truck routes

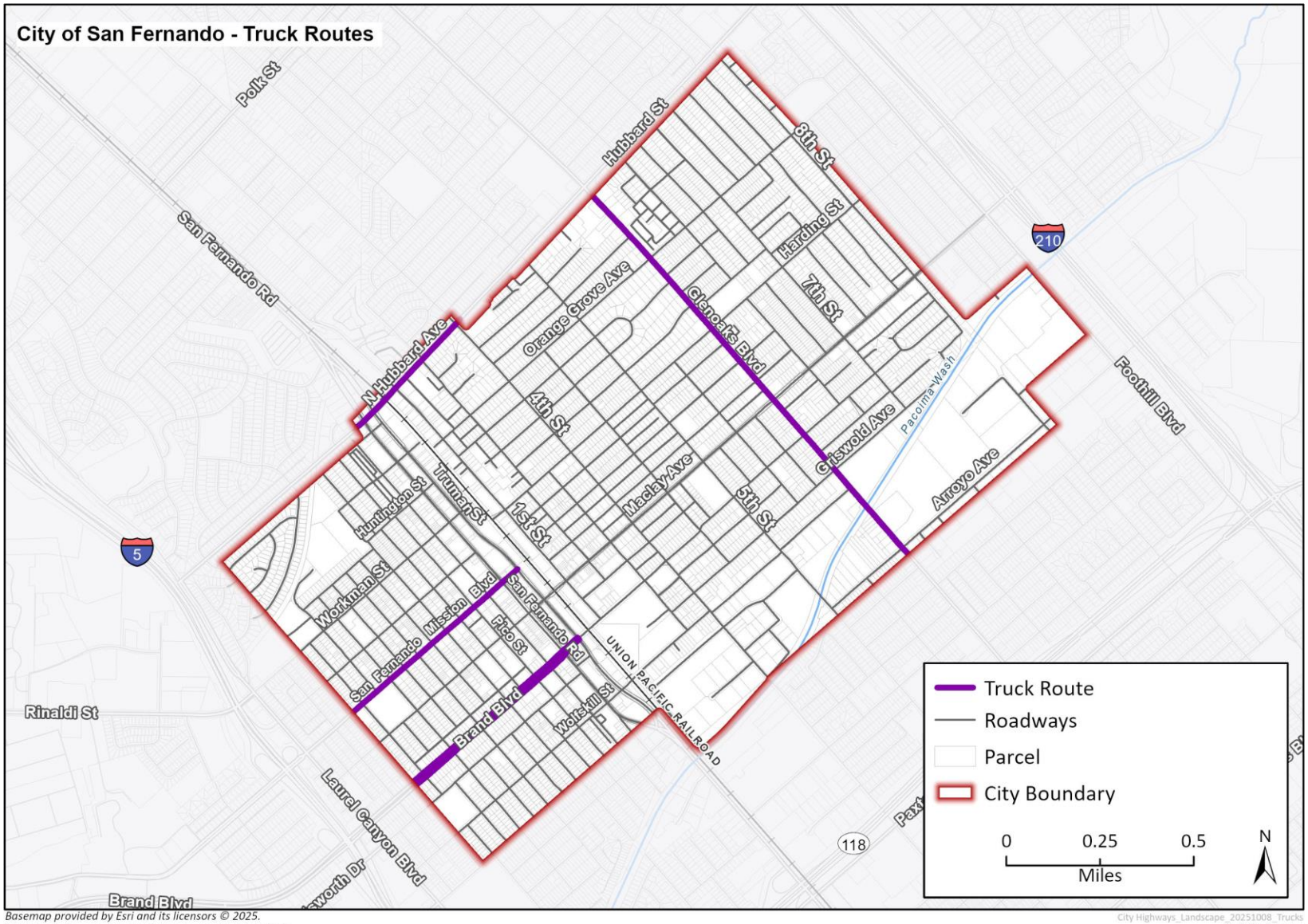
According to Section 90-952 of the San Fernando Municipal Code, the City designates five official truck routes. These routes are identified by signage and are intended for vehicles exceeding a gross weight of 9,000 pounds but not exceeding a maximum weight of 60,000 pounds. The designated truck routes (shown in Figure 5) include:

- Brand Boulevard, from Truman Avenue to the southwesterly city limits
- Glenoaks Boulevard, from the northwesterly to the southeasterly city limits
- Hubbard Street, from the northeasterly to the southwesterly city limits
- Mission Boulevard, from Truman Avenue to the southwesterly city limits
- Truman Street, from the northwesterly to the southeasterly city limits

New and expanded logistics and goods movement uses should be located along arterial or collector roadways, or along predominantly commercial local roads, to minimize potential conflicts with residential and sensitive land uses. Such projects must maintain appropriate separation distances from “sensitive receptors” as defined by current legislation such as AB 98. Sensitive receptors include residences. schools, daycare facilities, parks, nursing homes, and hospitals.

While the existing truck routes provide essential regional access for local businesses, there is an opportunity to refine future route designations to reduce conflicts with residential neighborhoods and Pedestrian Oriented Corridors. San Fernando’s compact street grid and mixed land use patterns allow flexibility to redirect heavy vehicle traffic toward corridors better suited for goods movement, such as Brand Boulevard, Glenoaks Boulevard, and Truman Street. Completing improvements in the “Workplace Flex District” of the city, as identified in the City’s Corridors Specific Plan, would enhance key linkages between industrial areas and identified truck routes. The Workplace Flex District is along First Street, where many of the light industrial, warehouse, and general commercial uses are located. The Corridors Specific Plan further states that capital improvements should be simple and directed toward making a more comfortable environment for cyclists and pedestrians while maintaining the street’s ability to accommodate large trucks. Future updates to the truck route map could also prioritize safety and noise reduction, improve signage and enforcement, and incorporate modern design standards, such as wider turning radii and curb protection, to accommodate low- or zero-emission trucks. By aligning truck routes with land use designations, the City can improve freight efficiency while protecting community health and neighborhood quality of life.

Figure 5 Truck Routes



E. Roadway demands

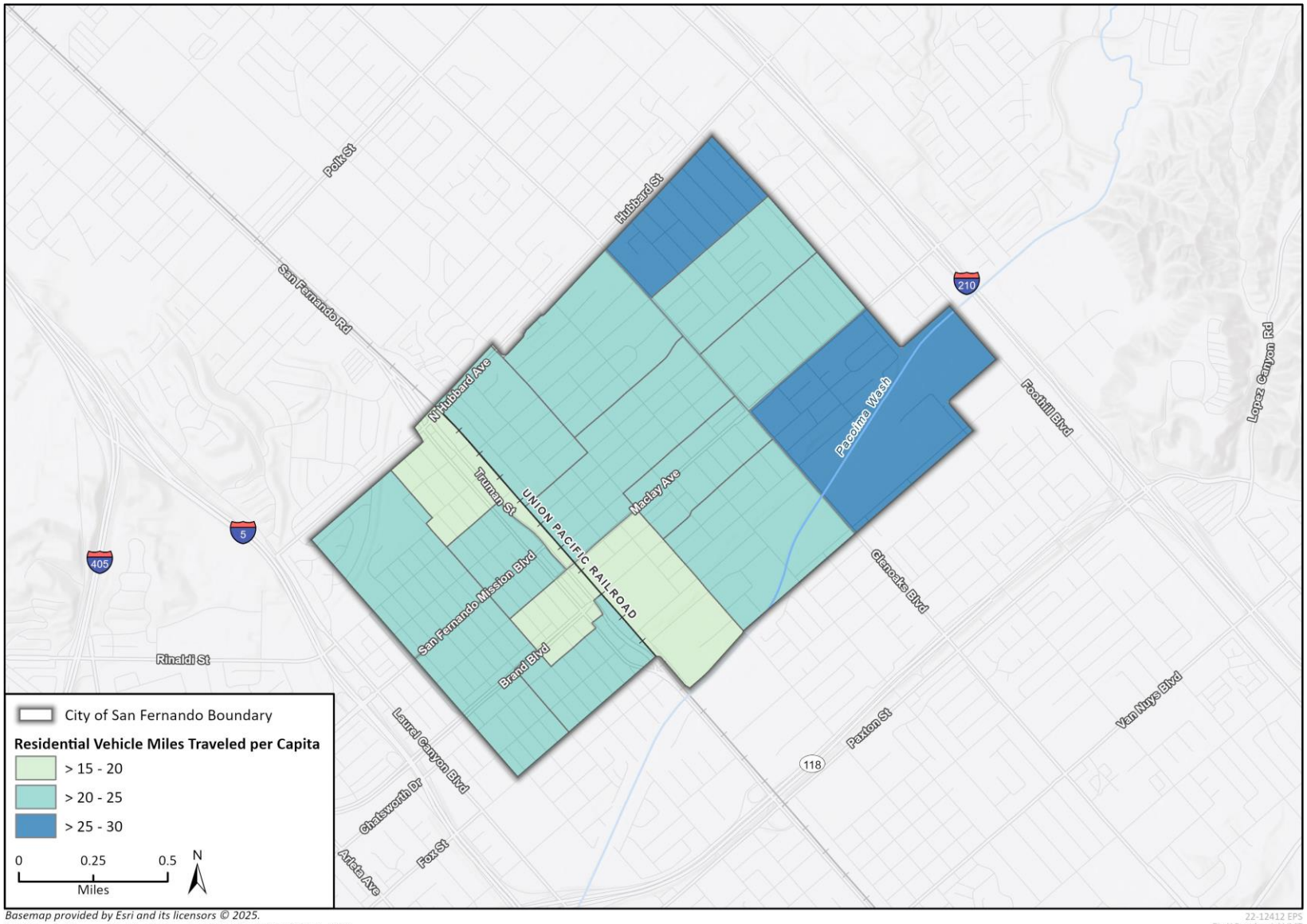
Travel demand on a region's roadways serves as an indicator of existing transportation trends and helps anticipate future roadway needs. One of the primary measures of travel demand is vehicle miles traveled (VMT), which represents the total distance traveled by all vehicles within a region over a given period of time. Pursuant to Senate Bill (SB) 743 (2013), VMT has been established as the primary metric for evaluating transportation impacts under the California Environmental Quality Act (CEQA). For new residential development, VMT per capita is the preferred measure, providing a relative measure of how much vehicle travel a project generates compared to the surrounding area average. The City of San Fernando does not currently have adopted VMT thresholds. However, the neighboring City of Los Angeles evaluates project-generated VMT by comparing it to the average VMT of the applicable subregion where the project is located.

In San Fernando, the home-based VMT per capita is 14.85 miles, slightly lower than the North Valley subregion average of 15.04 miles. The VMT per employee is 15.45 miles, also lower than the subregional value of 16.35 miles. Similarly, the VMT per service population (calculated as total VMT divided by the sum of population and employment) is marginally below the North Valley subregional average.

Areas with lower VMT per capita are primarily located in the southwestern portion of the city, corresponding to the locations of the Pedestrian Oriented Corridors (see Figure 6). These areas offer greater alternatives to automobile travel and are less likely to generate additional car trips, making them strong candidates for future infill and mixed-use development consistent with the city's active transportation and sustainability goals.

These travel patterns indicate that while San Fernando already performs slightly better than the surrounding subregion in terms of vehicle miles traveled, there remains a clear opportunity to build on this advantage by further reducing local car dependence through safer multimodal corridors, improved transit access, and coordinated land use strategies.

Figure 6 Residential VMT Per Capita



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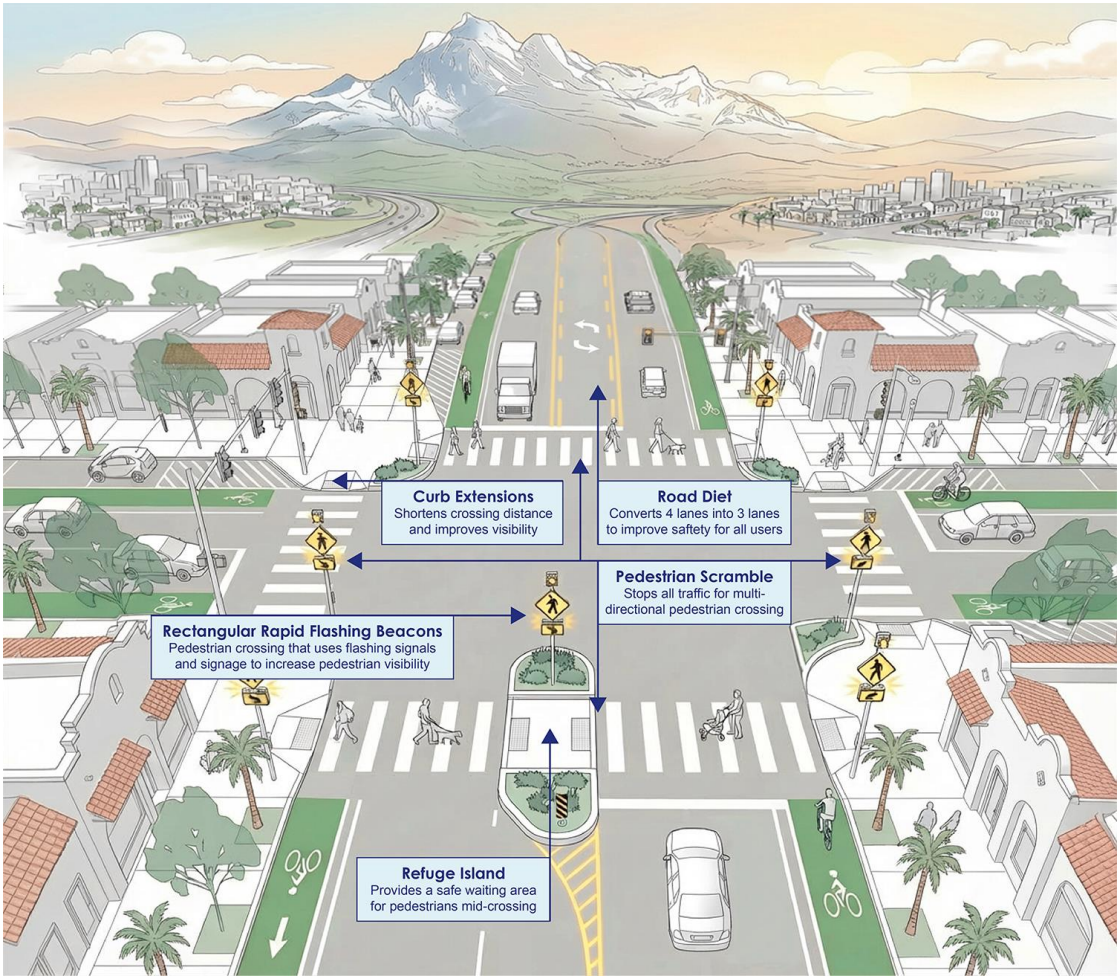
22-12412 EPS
Fig X Residential VMT

F. Roadway Safety

Senate Bill 932 (the Safe Streets for All Act, enacted 2022) requires every city and county to identify and prioritize the implementation of a high-injury network (HIN) and adopt policies and metrics that target reductions in traffic fatalities and severe injuries. San Fernando's Safe and Active Streets Implementation Plan (2021) directly supports these objectives by identifying locations with elevated collision risk, particularly along San Fernando Road, Brand Boulevard, and Kalisher Street, and recommending targeted design interventions such as road diets, curb extensions, refuge islands, pedestrian scrambles, and rectangular rapid flashing beacons (see Figure 7). These improvements align with SB 932's intent to integrate safety into every stage of transportation planning and project delivery. The plan also established a foundation for data-driven funding applications and community engagement on proactive safety measures.

The City now has an opportunity to build on this foundation by expanding the high-injury network analysis, formalizing a Safe System framework, and prioritizing capital improvements and maintenance in areas with the greatest safety needs, including routes near schools and vulnerable neighborhoods. Strengthening coordination with Metro, LA County Public Health, and Caltrans will also enable the City to pursue new state and regional safety funding and integrate updated safety data into future planning efforts. Through these actions, San Fernando can advance toward Vision Zero goals and demonstrate continued leadership in creating a safer, more equitable local street network consistent with the intent of SB 932.

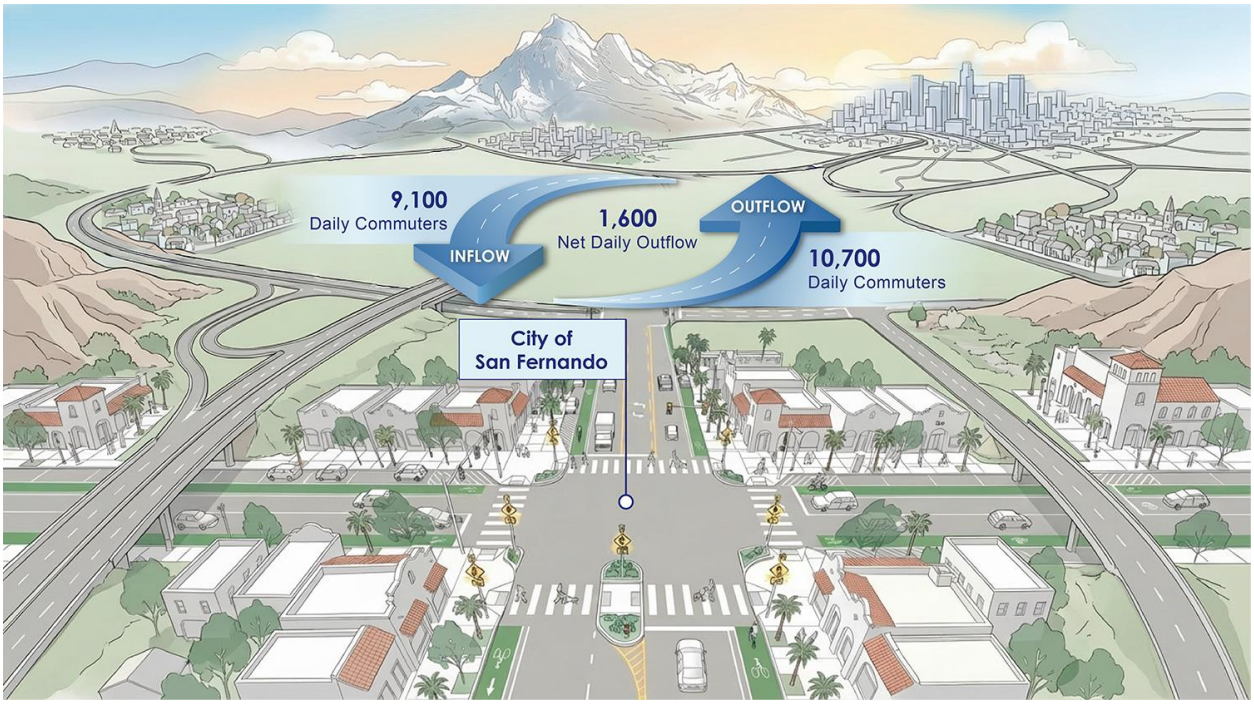
Figure 7 Roadway Safety Features



G. Commute Trends

The City of San Fernando is a relatively small city and as a result, most residents commute to employment locations outside the city. Conversely the majority of individuals employed within the city commute from surrounding communities. Approximately 10,700 employed residents travel outside the city for work, while about 9,100 workers commute into the city from elsewhere (see Figure 8). Overall, this results in a net daily outflow of approximately 1,600 workers from San Fernando to other employment centers, reflecting the City's role as both a local employment center and a residential community within the greater San Fernando Valley region.

Figure 8 Commute Flows



H. Parking

Parking is an ongoing mobility challenge in San Fernando's compact and built-out environment. The City's 2024 Parking Utilization Data Report identified residential areas with high occupancy rates, averaging 83 to 92 percent at peak periods, indicating limited availability and spillover effects near Downtown and Major Arterial Corridors. Commercial areas, particularly the Downtown core and corridors such as Truman Street, Maclay Avenue, and San Fernando Road, experience high demand for short-term parking during business hours and community events. To balance residential needs and economic vitality, the City administers a Residential Parking Permit (RPP) Program and time-limited curb parking in commercial areas.

Emerging mobility trends, such as delivery services, rideshare activity, and increased demand for electric-vehicle (EV) charging, are also placing new pressures on curb space management. These conditions create opportunities for the City to modernize its parking and curb-use policies by exploring demand-based pricing, shared parking strategies, and digital management tools. Coordinating parking strategies with the City's Complete Streets, transit, and active-transportation investments will improve efficiency, reduce congestion, and enhance accessibility for all users.

I. Goals and Policies

Goal 1.0

Provide a safe, efficient, and well-maintained street network that balances regional connectivity with neighborhood quality of life.

Objective

Enhance the design, operation, and maintenance of the street network to improve safety for all users, reduce neighborhood traffic impacts, and maintain regional mobility.

Policy

Policy 1.1. Street Hierarchy. Expand and update the roadway classification system to reflect San Fernando's compact grid and neighborhood character, addressing gaps where current classifications do not align with multimodal function or context to better guide context-sensitive street design.

Policy 1.2. Regional Coordination. Coordinate roadway improvements and designs with adjacent jurisdictions and regional transportation agencies to ensure continuity and safety across jurisdictional boundaries as well as enhance regional access where freeway interchanges and major transit projects are located just outside the city limits.

Policy 1.3. Traffic Calming. Encourage context-appropriate traffic calming measures to reduce speeding and enhance safety in residential neighborhoods and pedestrian-priority areas such as Downtown and near schools, parks, and senior housing.

Policy 1.4. Maintenance Prioritization. Prioritize street maintenance and upgrades first to address safety risks and equity needs in vulnerable communities, followed by improvements based on pavement condition, collision history, and usage levels along key corridors such as San Fernando Road, Maclay Avenue, and Truman Street.

Policy 1.5. Complete Streets. Incorporate and enhance Complete Streets principles in all transportation and development projects to ensure new and retrofitted streets actively improve multimodal safety, comfort, and access beyond baseline State requirements.

Policy 1.6. Retrofit for Multimodal Access. Whenever capital improvements that alter street design are being performed within the public right-of-way, retrofit the right-of-way to enhance multimodal access to the most practical extent possible with priority given to streets connecting to Downtown, schools, and regional transit stops.

Policy 1.7. Wayfinding. Improve safety and user experience by establishing a consistent and well-designed citywide wayfinding system that addresses the current lack of signage and helps people of all travel modes navigate efficiently and confidently to key destinations such as Downtown, transit hubs, and civic facilities.

Policy 1.8. Connected Community Hubs. Support the development of multifunctional hubs that co-locate emergency preparedness resources with transportation amenities in vulnerable and underserved neighborhoods such as the southern neighborhoods near Glenoaks Boulevard and the Pacoima Wash corridor.

Goal 2.0

Design and maintain a transportation network that remains safe, functional, and comfortable under increasing temperatures and changing climatic conditions.

Objective

Integrate heat adaptation and user comfort into all transportation infrastructure and mobility planning efforts.

Policy

Policy 2.1. Climate-Ready Transportation. Design, construct, and maintain transportation facilities, including streets, sidewalks, and transit stops, to withstand rising temperatures and prolonged heat events to protect users and infrastructure.

Policy 2.2. Shaded and Comfortable Transportation. Improve comfort and safety for transit riders and active transportation users by increasing shade and cooling amenities at bus stops, along sidewalks, and at bicycle facilities.

Policy 2.3. Heat Exposure Reduction. Integrate tree canopy, landscaped buffers, and other cooling features along transportation corridors and pedestrian routes to mitigate urban heat exposure.

Policy 2.4. Monitoring and Maintenance for Climate Resilience. Regularly monitor pavement conditions, signage, and other transportation infrastructure for heat-related wear and degradation and incorporate resilience standards into capital improvement planning.

Goal 3.0

Develop a connected, safe, and accessible network of pedestrian and bicycle facilities that promote walking, rolling, and biking as viable, equitable and sustainable modes of transit.

Objective

Expand, upgrade, and maintain pedestrian and bicycle infrastructure to close network gaps, enhance accessibility, and encourage active transportation for people of all ages and abilities.

Policy

Policy 3.1. Plan Implementation. Implement the recommendations from the City's Safe and Active Streets Implementation Plan and future updates.

Policy 3.2. Network Connectivity. Address gaps in the pedestrian and bikeway networks, especially near schools, parks, along the railway corridor, and key commercial corridors through targeted maintenance programs, grant-funded improvements, and partnerships with Metro and LA County for multimodal linkages.

Policy 3.3. Universal Design. Ensure all pedestrian and bicycle infrastructure meets or exceeds ADA and Caltrans design standards and incorporates universal-design features that improve access for seniors, youth, and people with disabilities.

Policy 3.4. Education and Outreach. Promote education and outreach campaigns to encourage safe and courteous walking and biking behavior through coordinated Safe Routes to School programs and community safety initiatives.

Policy 3.5. Safe System. Implement a safe systems approach to the transportation system to reduce the number of serious and fatal injuries by prioritizing high-injury streets and intersections for safety upgrades, data-driven enforcement, and infrastructure redesign.

Policy 3.6. High-Injury Network Implementation. Identify, map, and regularly update the City's High-Injury Network consistent with Senate Bill 932, and prioritize safety improvements and funding for these corridors to eliminate serious and fatal crashes.

Goal 4.0

Expand and improve transit options, connections, and facilities to reduce auto dependence and support equitable, multimodal mobility.

Objective

Partner with regional transit providers to increase coverage, frequency, and amenities while improving first/last mile connections that make transit a safe, convenient and reliable option for all residents.

Policy

Policy 4.1. Service Expansion. Work with Metro LADOT, LA County, and other regional transit providers to expand local transit coverage, increase route frequency, and improve service access in underserved neighborhoods and employment centers such as Downtown, Maclay Avenue, and First Street.

Policy 4.2. Transit Priority Corridors. Designate transit priority corridors, including Truman Street and San Fernando Road, and enhance them with upgraded bus shelters, real-time arrival information, accessible boarding areas, and dedicated transit lanes or signal priority where feasible.

Policy 4.3. First/Last Mile Connections. Improve pedestrian, bicycle, and micro-mobility access to transit stops and stations through safety upgrades, protected crossings, and wayfinding consistent with Metro's First/Last-Mile guidelines.

Policy 4.4. Multimodal Transit Integration. Support the development, operation, and accessibility of regional and local transit services serving San Fernando, and ensure seamless connections with the City's multimodal network and local circulation system, including walking, bicycling, bus, and future high-capacity transit investments.

Policy 4.5. Trolley Modernization and Connectivity. Enhance the San Fernando Trolley system by expanding routes and service frequency, improving branding and real-time information, and modernizing the fleet to support reliable, accessible, and sustainable local transit connections.

Goal 5.0

Promote safe, efficient, and environmentally responsible movement of goods that supports the city's economy while minimizing community impacts.

Objective

Maintain designated truck routes, enhance industrial access, and pursue emission-reduction strategies that improve freight efficiency while protecting residential neighborhoods and sensitive land uses.

Policy

Policy 5.1. Designated Routes. Maintain and update as-needed, designated truck routes to support freight access while protecting residential and pedestrian-oriented areas from cut-through truck traffic.

Policy. 5.2. Industrial Access. Ensure that freight movement infrastructure supports industrial and commercial areas, including key corridors such as Truman Street and Brand Boulevard.

Policy 5.3. Emission Reductions. Support the transition to low- and zero-emission freight vehicles and related infrastructure such as compressed natural gas and electric charging infrastructure.

Policy 5.4. Regional Coordination. Coordinate with regional agencies to manage goods movement across jurisdictional boundaries and support safe connections to freeways and rail facilities.

Goal 6.0

Manage parking and curb space to support local businesses, reduce congestion, and balance the needs of all users.

Objective

Implement parking and curb management strategies that improve efficiency, promote turnover, and equitably allocate limited curb space for vehicles, loading, rideshare, active transportation, and transit.

Policy

Policy 6.1. Demand-Based Management. Implement demand-responsive parking management strategies to maximize availability, reduce unnecessary circulation, and support efficient use of limited curb space in Downtown and other high-demand areas.

Policy 6.2. Multi-Use Curb Zones. Designate curb space to accommodate a variety of users, including short-term parking, rideshare drop-offs, loading, bikes, and transit, with clear signage and time-of-day designations to balance residential and commercial needs.

Policy 6.3. Smart Technology. Use real-time data and digital tools to inform parking availability, pricing, and enforcement, and evaluate opportunities for integration with regional payment platforms and EV-charging management systems.

Policy 6.4. Residential Protection. Protect residential neighborhoods from spillover parking through expanded Residential Parking Permit (RPP) zones, data-driven time limits, and neighborhood-scale curb management strategies that preserve access for residents and reduce conflicts.

Goal 7.0

Reduce vehicle miles traveled (VMT) and single-occupancy vehicle trips by promoting transportation demand management (TDM) strategies and sustainable land use patterns.

Objective

Support mixed-use, transit-oriented development and employer-based TDM programs, focused on major employment centers, industrial corridors, and transit-accessible areas to provide alternatives to driving alone and reduce the City's overall transportation emissions.

Policy

Policy 7.1. Employer Programs. Encourage local employers to implement commuter benefit programs, such as pre-tax transit passes, bike amenities, and telecommuting options, with emphasis on employment centers and industrial corridors near high-frequency transit routes.

Policy 7.2. Mixed-Use Development. Support compact, mixed-use development near transit corridors and Downtown to shorten trip lengths, reduce vehicle dependence, and strengthen access to daily needs by walking, biking, or transit.

Policy 7.3. TDM Requirements. Establish transportation demand management requirements for major employers and new large-scale residential or commercial projects to ensure provision of multimodal facilities, shared mobility options, and long-term monitoring of program effectiveness.

J. Implementation Measures and Programs

Table 4 identifies implementation measures for the Mobility Element. All implementation measures have been assigned a time frame necessary for completion: short term (1-3 years), intermediate term (3-5 years), and long term (5 + years). Funding needs have also been identified: Low (ongoing staff time or a one-time relatively low cost), medium (requires technical studies and analyses), and high (requires capital investment).

Table 4 Mobility Implementation Measures

Program Number	Implementation Measure or Program	Time Frame (Short, Intermediate, Long)	Responsibility	Funding Needs (Low, Medium, High)
Roadway System and Vehicular Mobility				
1	**Citywide Street Audit and Classification Update.** Update the City's roadway classification map and standards by conducting a citywide street audit that includes street typology, capacity, lane configuration, and current use patterns. This update will ensure consistency with Complete Streets and layered network policies and support planning for future multimodal improvements	Short Term	Public Works, Community Development	Medium
2	**Comprehensive Traffic Calming Program.** Develop and adopt a Citywide Traffic Calming Program that includes criteria for evaluating streets for interventions such as speed cushions, curb extensions, raised crosswalks, and traffic circles. The program will include public engagement, design standards, and an annual funding allocation strategy.	Short Term	Public Works, Police, Community Development	Medium

Program Number	Implementation Measure or Program	Time Frame (Short, Intermediate, Long)	Responsibility	Funding Needs (Low, Medium, High)
3	**Pavement Condition and Prioritization Program.** Conduct bi-annual pavement condition assessments using a Pavement Condition Index (PCI) scoring system. Publish findings in a publicly accessible map, and integrate data into the Capital Improvement Program to prioritize streets that serve schools, transit, and emergency services.	Ongoing	Public Works	Medium
4	**Transportation Impact Analysis and Multimodal Review Standards.** Require transportation impact analyses for all major developments, incorporating VMT and multimodal access metrics. Ensure traffic studies are reviewed for both congestion impacts and alignment with the City's circulation objectives, and that capital projects incorporate retrofits that enhance multimodal access.	Short Term	Community Development, Public Works	Low
5	**Pedestrian and Bicycle Connectivity Action Plan.** Identify and fill critical gaps in the pedestrian and bicycle network, especially between residential neighborhoods, schools, and transit nodes. Prepare a Connectivity Action Plan and pursue grants for construction of missing links.	Intermediate Term	Public Works, Community Development, Planning	High
6	**Multimodal Wayfinding Program.** Design and install a citywide multimodal wayfinding signage system with consistent branding and design, targeting high-traffic corridors, Downtown, transit stops, and bikeways.	Intermediate Term	Public Works, Community Development	Medium
7	**Resilience and Mobility Hubs Program.** Identify priority areas across the City for multifunctional resilience and mobility hubs that integrate transportation amenities, such as transit stops, bike parking, and micro-mobility stations, with emergency preparedness resources including cooling/warming centers, emergency supplies, and communication infrastructure. Priority areas may include areas near schools, parks, senior centers, and transit corridors where mobility, health, and climate resilience needs intersect. Partner with regional agencies, community-based organizations, and emergency services to develop design standards, secure funding, and pilot at least one hub as part of a demonstration project.	Intermediate Term	Community Development, Public Works, Emergency Services, Recreation & Community Services	High
8	**High-Injury Network Monitoring and Safety Reporting.** Develop and maintain a High-Injury Network (HIN) database using collision and safety data from the California Statewide Integrated Traffic Records System (SWITRS). Update the HIN at least every five years to guide prioritization of infrastructure improvements, enforcement, and grant funding in accordance with SB 932 and Vision Zero best practices.	Short Term	Public Works, Police Department,	Medium

Program Number	Implementation Measure or Program	Time Frame (Short, Intermediate, Long)	Responsibility	Funding Needs (Low, Medium, High)
Climate Resilient Transportation Facilities				
9	**Cool Streets and Sidewalks Program.** Pilot and expand the use of high-albedo or permeable pavement materials, shade trees, and landscaped buffers along key corridors and intersections to reduce surface heat and extend pavement life. Coordinate with the Capital Improvement Program (CIP) to incorporate these standards into regular resurfacing projects.	Short Term	Public Works Department,	Medium
10	**Shaded Transit and Active Transportation Improvements.** Partner with Metro, LADOT, and LA County to retrofit bus stops, crosswalks, and bicycle facilities with shade canopies, seating, and hydration amenities. Prioritize improvements in high-use and heat-vulnerable areas identified through heat-exposure mapping.	Intermediate Term	Public Works Department,	High
11	**Heat-Resilient Materials and Maintenance Program.** Integrate climate-resilient design and maintenance standards into roadway, sidewalk, and transit infrastructure management. Monitor pavement conditions and facility performance during extreme heat, and update maintenance schedules and materials specifications accordingly.	Long Term	Public Works Department,	Medium
Active Transportation				
12	**Active Transportation Capital Projects Implementation.** Implement top-priority capital projects from the 2021 Active Transportation Plan, including road diets, new buffered bike lanes on San Fernando Road and Kalisher Street, and enhanced crossings with RRFBs. Develop engineering plans and pursue Active Transportation Program (ATP) funding for implementation.	Short Term	Public Works,	High
13	**Safe Routes to School Program.** Establish a comprehensive Safe Routes to School Program in coordination with the School District and Parent-Teacher Associations. The program will include infrastructure audits, student travel surveys, school safety workshops, and design of traffic-calming improvements near school zones. Ensure equitable participation of all schools, particularly those serving low-income families, and align curriculum and infrastructure efforts with CARP actions to promote safe walking and biking.	Short Term	Public Works, Police, School District	Medium

Program Number	Implementation Measure or Program	Time Frame (Short, Intermediate, Long)	Responsibility	Funding Needs (Low, Medium, High)
14	**Pedestrian Safety and Crossing Upgrade Program.** Upgrade all uncontrolled crossings on arterials to include high-visibility markings, ADA-compliant curb ramps, pedestrian-scale lighting, and countdown signals. Prioritize improvements within 1/4 mile of senior housing, schools, and transit stops. Incorporate climate-resilient materials and drainage features to maintain safe access during heavy rain events, and integrate shade elements where feasible	Intermediate Term	Public Works	High
15	**Citywide Bicycle Parking and Access Program.** Install short- and long-term bike parking facilities at City parks, libraries, commercial corridors, and transit stops. Work with Metro and local businesses to co-fund bike corrals and racks. Prioritize locations serving residents in multifamily housing and communities identified as socially sensitive under the CARP, and integrate branding and safety features consistent with Metro's bike-share design standards.	Short Term	Public Works, Parks & Recreation	Low
16	**Railway Bikeway Safety and Enhancement Program.** Conduct a safety and usability audit of the railway-adjacent bikeway using Crime Prevention Through Environmental Design (CPTED) guidelines and community input. Identify priority improvements such as pedestrian-scale lighting, sightline clearing, security cameras, call boxes, shaded seating areas, and wayfinding signage. Incorporate public art and shade strategies that reflect local culture and reduce heat exposure. Incorporate recommended upgrades into the City's Capital Improvement Program and pursue funding from the Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), and Metro Call for Projects.	Intermediate Term	Public Works, Police, Community Development	Medium
17	**Active Transportation Maintenance and Monitoring Program.** Establish a citywide maintenance and monitoring program for sidewalks, bike lanes, and multi-use trails to ensure continued safety and accessibility. Conduct quarterly inspections to assess lighting, signage, and pavement conditions; replace missing tools or damaged infrastructure; and track repairs through the City's asset-management system. Encourage residents to report hazards through an online or mobile portal.	Ongoing	Public Works	Medium

Program Number	Implementation Measure or Program	Time Frame (Short, Intermediate, Long)	Responsibility	Funding Needs (Low, Medium, High)
18	**Community Mobility Education and Incentive Initiative.** Launch a community initiative that promotes walking, biking, rolling, and transit use through safety workshops, family ride events, and rebate or voucher programs for helmets, bicycles, or e-bikes. Partner with schools, community-based organizations, and regional mobility groups to expand outreach to low- and moderate-income households and seniors.	Short Term	Recreation and Community Services, Community Development	
Transit and Multimodal Connectivity				
19	**Transit Service and Shelter Improvement Program.** Work with LA Metro to improve transit service frequency and shelter conditions. throughout the City, prioritizing key corridors such as Truman Street, San Fernando Road, and other high-ridership or heat-exposed locations. Identify stops for priority improvements based on ridership demand, connectivity to schools, senior centers, and parks, and community feedback, and apply for Metro grant funding.	Short Term	Public Works, Community Development	Medium
20	**Transit Stop Inventory and First/Last Mile Access Improvement Plan.** Conduct a citywide inventory of existing transit stop conditions and develop a First/Last Mile Access Improvement Plan to enhance safe, convenient access to transit. Focus on high-ridership areas, key destinations, and areas with limited mobility options.	Short Term	Public Works	Medium
21	**Transit Corridor and Station Area Access Coordination.** Coordinate with regional transit agencies to support pedestrian-friendly design, multimodal access, and universal accessibility within transit corridors and station areas. Emphasize safe walking and bicycling connections, access for seniors and persons with disabilities, curb management, and context-sensitive design that supports adjacent neighborhoods and businesses.	Intermediate Term	Community Development, Public Works	Low
22	**Transit Priority Area Designation and Zoning Standards.** Designate and adopt Transit Priority Areas (TPAs) consistent with SB 743 and regional plans, focusing on corridors and station areas served by high-frequency transit. Prepare zoning and design standards that encourage higher-intensity, mixed-use development in these areas while requiring multimodal transportation improvements such as enhanced pedestrian crossings, bicycle facilities, and transit-supportive infrastructure. Coordinate with SCAG and LA Metro to align land use, transportation, and funding priorities.	Intermediate Term	Community Development	Low

Program Number	Implementation Measure or Program	Time Frame (Short, Intermediate, Long)	Responsibility	Funding Needs (Low, Medium, High)
23	**Trolley System Enhancement and Expansion.** Evaluate and implement improvements to the San Fernando Trolley system, including expanded routes, increased service frequency, accessibility upgrades, and enhanced connections to downtown, schools, parks, and regional transit hubs. Coordinate with LA Metro, and the San Fernando Valley Council of Governments to identify funding opportunities and ensure service upgrades respond to community mobility needs and travel demand.	Intermediate Term	Public Works	High
24	**Trolley Branding, Signage, and Community Awareness.** Develop and implement a cohesive trolley signage, branding, and wayfinding plan that includes consistent visual identity, branded stops, and real-time schedule displays at major destinations. Incorporate public art and cultural storytelling elements that celebrate San Fernando's history, and promote ridership through school partnerships, community events, and marketing campaigns coordinated with the Recreation and Community Services Department.	Intermediate Term	Public Works, Recreation and Community Services	Medium
25	**Trolley Electrification and Fleet Modernization.** Assess the feasibility of transitioning the City's trolley fleet to electric vehicles. Evaluate operational needs, route demands, charging-infrastructure requirements, and funding opportunities through regional and state programs such as SCAQMD, Metro, and the California Energy Commission. Develop a phased replacement schedule that prioritizes cost-effectiveness, reliability, and emission reductions in line with City climate-action goals.	Long Term	Public Works	High
Goods and Freight Movement				
26	**Truck Route Map and Safety Update.** Update the City's designated truck route map and signage in collaboration with local freight operators and public safety officials. Reassess routes for safety, efficiency, and compatibility with land uses.	Intermediate Term	Public Works, Police	Medium
27	**Regional Freight Coordination and Access Program.** Coordinate with Caltrans and Metro to ensure continued freight access to the I-5 and SR-118 interchanges serving San Fernando businesses. Seek funding for infrastructure improvements that reduce bottlenecks and conflict points.	Long Term	Public Works	High
28	**Clean Fleet Transition Support Program.** Promote use of the City's CNG station and seek funding to expand EV charging infrastructure for medium- and heavy-duty vehicles. Incentivize local fleets to transition to cleaner fuels.	Long Term	Public Works,	High

Program Number	Implementation Measure or Program	Time Frame (Short, Intermediate, Long)	Responsibility	Funding Needs (Low, Medium, High)
Parking and Curb Management				
29	**Curb Use Optimization Plan.** Launch a Curb Use Optimization Plan to inventory current curb designations, evaluate demand by time of day and location, and recommend reallocation (e.g., from long-term to short-term, or to pickup/drop-off zones).	Intermediate Term	Public Works,	Medium
30	**Residential Permit Parking Zone Program.** Update and expand Residential Permit Parking Zones as needed based on spillover data, and consider traffic calming or streetscape improvements where residents identify quality-of-life concerns.	Ongoing	Public Works, Police	Low
Transportation Demand Management and VMT Reduction				
31	**Transportation Demand Management (TDM) Ordinance.** Create a TDM Ordinance requiring major developments to submit and implement a TDM plan with strategies such as ridesharing, subsidized transit passes, and end-of-trip facilities for cyclists.	Short Term	Community Development, Public Works	Low
32	**Transit-Oriented and Infill Development Infrastructure Support Program.** Pursue and administer grants such as Affordable Housing and Sustainable Communities (AHSC), Transformative Climate Communities (TCC), or Metro's Transportation Demand Management (TDM) funds to design and construct off-site multimodal improvements, including enhanced crossings, bicycle facilities, streetscape amenities, and utility upgrades, that support transit-oriented and infill housing projects.	Intermediate Term	Community Development, Housing, Public Works	High
33	**Developer Improvements.** Require developers of qualifying projects to implement on-site and frontage improvements consistent with City multimodal design standards, while the City leads and coordinates off-site improvements using available grant funds.	Ongoing	Community Development, Public Works	Medium

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