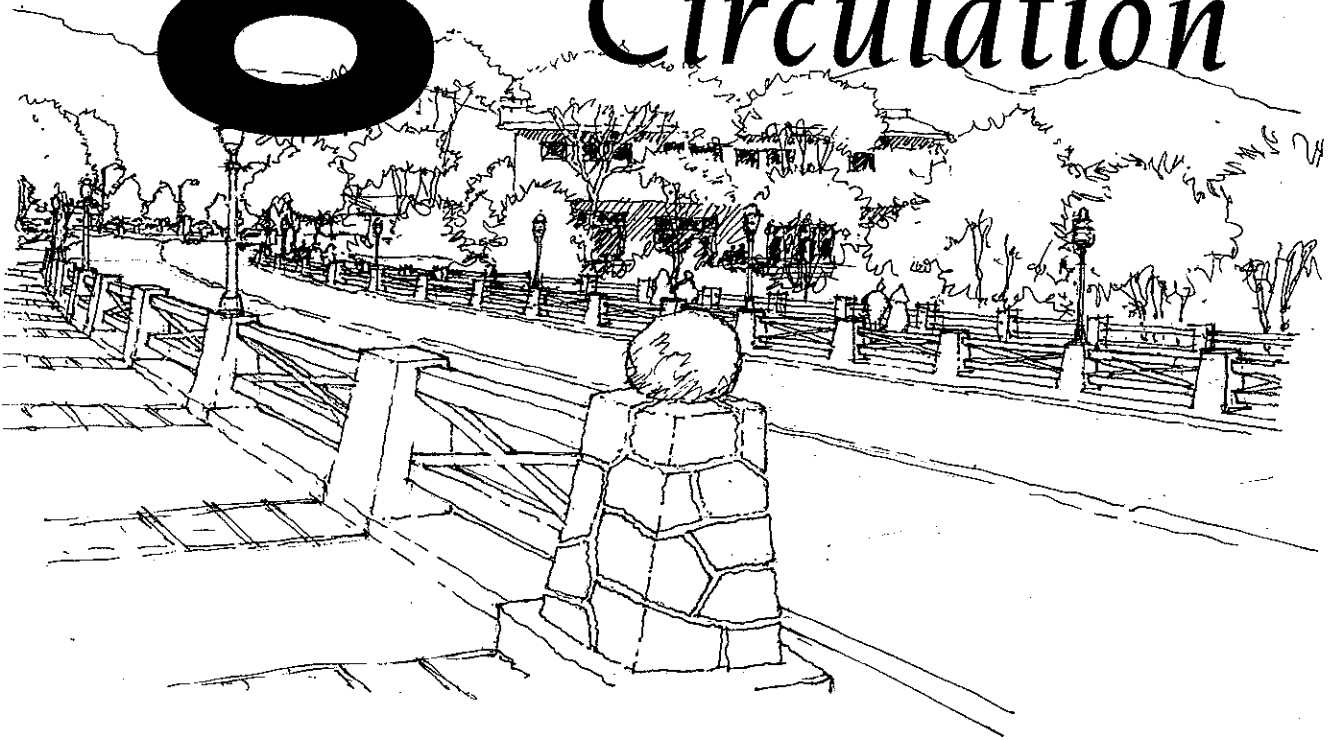


8 Circulation



CIRCULATION AND PARKING

GENERAL CIRCULATION ISSUES

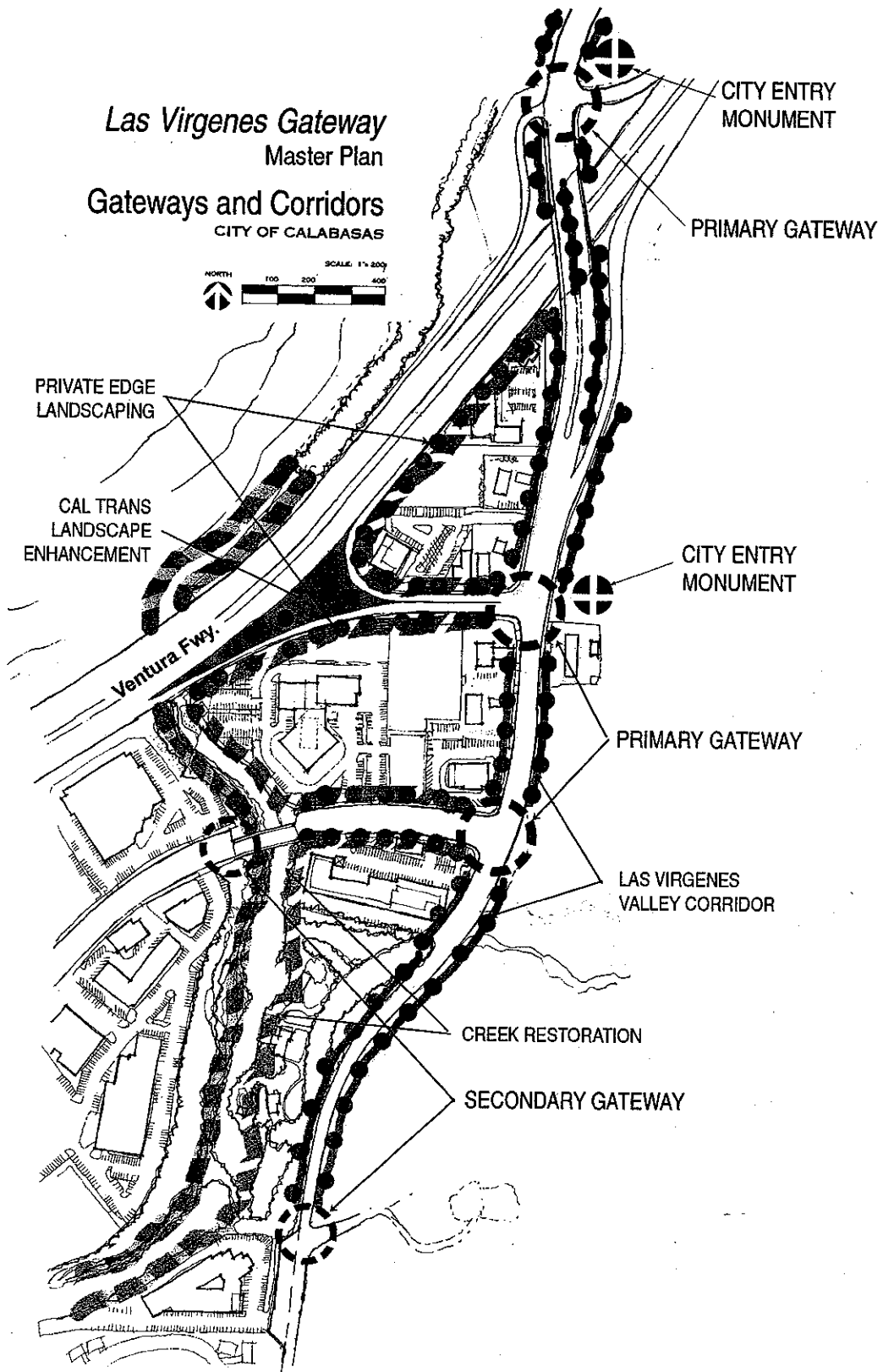
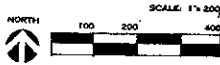
Las Virgenes Road is identified as a Critical Roadway Corridor in the City's General Plan. It is one of several roads that if not properly scaled to the local neighborhood and environmental conditions, could adversely effect Calabasas' quality of life. The segment of Las Virgenes Road immediately south of the Ventura Freeway reflects this concern. This segment is characterized by a very wide paved section, fast moving traffic, conflicting and uncontrolled driveway accesses and unregulated left turns. Las Virgenes Road north of Mureau Road has been identified as an street segment that has a physical capacity greater than is appropriate for its function in the community. This section of Las Virgenes Road serves as a local street for adjacent multi-family residential uses, many of which have driveway access to the street. This road segment is too wide to provide a safe and aesthetic travel corridor for the adjacent residential neighborhood.

The General Plan has an overall policy to promote roadway design that will optimize safe traffic flow within established road configurations by minimizing turning movements, uncontrolled access, on-street parking and promoting safe bicycle and pedestrian movement. To accomplish this policy, the General Plan outlines an Intersection Carrying Capacity Enhancement program for Las Virgenes Road.

The following list summarizes the circulation components of the General Plan that are to be carried out in the Master Plan. In addition to the General Plan circulation components, details for circulation improvement strategies are outlined in the *Las Virgenes Road Corridor Design Plan* prepared in January 1998 by RRM Design Group.

- ♦ Consider new signals, signal timing adjustments, re-striping, landscaping, signage, bicycle lanes, and turning movements.
- ♦ Reduce the number of driveways and left turn movements along Las Virgenes Road.
- ♦ Solutions may include appropriate placement of traffic signals, marked crosswalks, and pedestrian overpasses.
- ♦ South of the freeway, improvements for pedestrian and bicycle travel shall be provided south to Mulholland Highway.

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- ♦ A right angle intersection should be created at the driveway intersection south of Agoura Road (Pontippidan property).
- ♦ The ultimate maximum roadway configuration shall be six through lanes between the Ventura Freeway and Agoura Road and four through lanes between Agoura Road and Lost Hills Road.
- ♦ A bike way is proposed for the length of Las Virgenes Road within the Master Plan area. The bike way plan has been designed in the *Las Virgenes Road Corridor Design Plan* as follows:

Lost Hills Road to Agoura Road -The bike way shall be a Class II-B on both sides of Las Virgenes Road. The width shall vary from 5 feet to 7 feet to avoid relocation of utility poles, where possible. The bike lane will share a right turn lane at Lost Hills Road intersection.

Agoura Road to Ventura Freeway - The bike way shall be a Class II-B on both sides of Las Virgenes Road. The width shall be 5 feet. A shared right turn lane will be necessary in the southbound lane at the Agoura Road intersection.

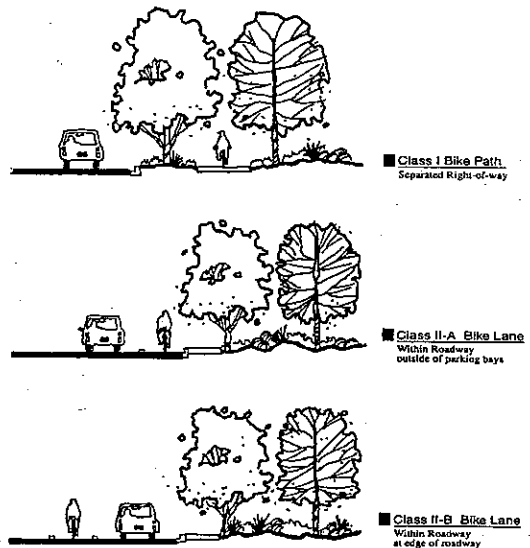
At the Ventura Freeway Overpass - Class II-B bike lanes, 5 feet wide shall be provided on both sides of the overpass.

Ventura Freeway to the Ventura County Line - A Class II-A bike lane, 5 feet wide, shall be provided on the east side of Las Virgenes Road. A Class II-B bike lane shall be provided on the west side from the freeway to Mureau Road. A Class I bike path shall be provided on the west side of Las Virgenes Road from Thousand Oaks Blvd. to the County line.

- ♦ Enhanced transit opportunities are called for in the General Plan. Transit enhancements have been designed in the *Las Virgenes Road Corridor Design Plan* as follows:

Each transit stop may have a covered structure, seating and bicycle racks or bicycle lockers.

Transit stops shall be provided along Las Virgenes Road within the Master Plan area on the east side of Las Virgenes Road at the southbound freeway on- and off-ramps, at the northwest corner of the freeway interchange, at the northeast corner of Mureau Road and Las Virgenes Road, at the northeast corner of Parkmor and Las Virgenes Road, and at the northwest and northeast corners of



Typical Bikeway Sections

the Las Virgenes Road and Thousand Oaks Blvd. intersection.

Trails for recreation and circulation opportunities are also addressed by the General Plan. The trail plan provides pedestrian and equestrian access to the hillsides and Malibu Creek areas.

MASTER PLAN OBJECTIVES

The following statements reflect the circulation/parking plan objectives of the Las Virgenes Gateway Master Plan:

1. Accommodate a large through-traffic volume as well as local residential, office, commercial and school traffic. Provide for this activity while calming traffic and creating a village center, especially at Agoura Road between the existing mixed use development and the proposed Neighborhood Commercial at the old dealership site.
2. Provide a landscaped median along the entire length of Las Virgenes Road in the Master Plan area.
3. Provide stripping and signalization enhancements as recommended in the *Las Virgenes Road Corridor Design Plan*.
4. Provide a bicycle lane along the length of Las Virgenes Road.
5. Provide enhanced crosswalk paving at all intersections and at the Las Virgenes Creek bridge to enhance pedestrian circulation.
6. Provide access from Las Virgenes Road at Agoura Road to the east side properties. This road should be designed as a local street. A road extension through the east hillsides shall not occur.
7. Thousand Oaks Blvd. should not be extended to the west, beyond Las Virgenes Road.
8. Improve left-turn and U-turn movements from southbound Las Virgenes Road at the freeway ramps.
9. The main entrance for the neighborhood commercial center shall be on Agoura Road. Secondary or internal access to the commercial center is encouraged to be provided from properties on Las Virgenes Road.
10. Require reciprocal access and parking agreements for adjacent parcels, whenever feasible to reduce the number of drive-

ways and to promote internal circulation.

11. Parking areas shall be designed to promote pedestrian circulation on the site and between adjacent sites and to allow generous landscaping.
12. A hiking and riding trail (the Las Virgenes Trail) shall be provided along Las Virgenes Creek from the Ventura Freeway south to the end of the planning area and beyond. A hiking and riding trail (Calabastas-Cold Creek Trail) shall also be provided from the Agoura Road/Las Virgenes Road intersection eastward to the Conservancy open space lands on the east hillsides. A pedestrian connection shall be provided between these two trails.
13. Provide a Park and Ride facility on Las Virgenes Road in the vicinity of the Rondell property.
14. Investigate access to the Steeplechase Trail.
15. The City shall pursue undergrounding of utility poles and lines.

It is the City's intent to require new developments to mitigate their traffic impacts, either through construction of new roadways or payment of mitigation fees. This system will distribute the costs of the street enhancements discussed above, based on the proportional share of traffic. The Circulation Plan Objectives shall be implemented through the City's Capital Improvement Program.