

CITY of CALABASAS

2030 General Plan

VI. CIRCULATION ELEMENT

The Circulation Element of the Calabasas General Plan addresses broad issues of physical mobility -- how ~~goods and people~~ and goods move about within the community. Transportation is one of the most pervasive issues of the General Plan, and is related to land use, community design, air quality, ~~energy consumption~~ greenhouse gas emissions, recreation, emergency evacuation, and the City's infrastructure. Moreover, circulation issues are not simply local concerns, but require coordination with regional, state, and federal agencies, as well as adjacent communities.

The goal of the Circulation Element is to achieve and maintain a balanced, safe, and ~~reliable problem-free~~ transportation system that:

- *Provides easy and convenient access to all areas of the community*
- ~~*Maintains*~~ *Improves present traffic flows while maintaining Calabasas' rural, small town sense of place*
- *Protects significant environmental features*
- ~~*Reduces dependence on single occupant automobile*~~ *Improve transportation options travel by providing a high level of pedestrian, bicycle, and public transit travel opportunities*
- *Considers the movement of people and vehicles in the design and operation of transportation systems*
- *Recognizes the special mobility needs of seniors, youth, and persons with disabilities*
- *Provides opportunities for recreation activities to increase community health and well-being*
- *Preserves a sense of comfort and well-being throughout the community by minimizing the intrusiveness of commercial/business park and regional traffic on neighborhood streets and quality of life*
- *Contributes to a reduction in vehicle miles traveled*
- *Facilitates emergency evacuation in an efficeint and timely manner (see the Safety Element for more information on evacuation)*



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These goals support the intent of the Complete Streets Act (Assembly Bill 1358) that was passed in 2008 and took effect on January 1, 2011, which states that the Circulation Plan must plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the local context of the community. These goals also support Senate Bill 743 which was signed into law in 2013 to eliminate level of service/delay measurements from California Environmental Quality Act (CEQA) transportation analyses and establishes vehicle miles traveled (VMT) as the new metric for measuring transportation environmental impacts. This change was made to promote infill development and active transportation, and reduce greenhouse gas emissions. VMT is a measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips. Active transportation is a means of getting around by using non-motorized transportation, primarily by walking and bicycling.

The change to VMT transportation impact thresholds in the CEQA context does not prohibit the City from requiring development projects to comply with separate, City-adopted Level of Service (LOS) standards for reducing local traffic impacts from proposed development projects. To that end, the City will continue its use of LOS analysis and thresholds under its constitutional land use powers, in addition to analyzing VMT impacts when and as required by CEQA. Use of LOS analyses can determine potentially significant, non-CEQA, traffic impacts for the purpose of providing additional public information, and to identify appropriate traffic system improvements and project-specific mitigation measures or off-setting improvements. Consequently, when assessing traffic impacts associated with larger development projects in conjunction with anticipated future development on other lands in nearby proximity, the City will analyze the projected traffic and transportation impacts using both VMT thresholds and methodologies to assess any potentially significant environmental impacts and LOS thresholds and methodologies to identify potential improvements to the City's traffic and transportation system and additional project-specific mitigation measures or off-setting improvements that would mitigate or reduce identified impacts to roadway segments and intersections, bicycle facilities, pedestrian travel facilities, and mass transit related facilities. The City Council will, after receiving a recommendation from the City's Traffic and Transportation Commission, adopt City thresholds of significance for VMT impacts and City LOS development standards for larger development projects, including mitigation requirements and potential improvements to the City's traffic and transportation system, that can be employed to reduce a development projects local traffic impacts below the applicable LOS threshold, together with appropriate project-specific mitigation measures. The City is considering, and may undertake, a new fee study process to study, and if warranted,



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adopt a new traffic and transportation impacts mitigation fee that would provide funding for improvements to the City's traffic and transportation system, including roadway, bicycle, pedestrian, and other multi-modal and active transportation projects, intended to reduce regional and local traffic impacts from development projects, including build-out to the density as contemplated by the General Plan. As an interim measure, the City intends to update its existing traffic and transportation impact fees via an updated fee study.

A number of circulation and capacity ~~challenges~~ ~~problems~~ currently hinder traffic operations ~~hinder levels of service~~ on the Ventura Freeway (U.S. 101) and other regionally significant roadway corridors such as Malibu Canyon Road–Las Virgenes Road. Interchanges on the Ventura Freeway (Valley Circle Boulevard, Parkway Calabasas, Las Virgenes Road, and Lost Hills Road) are particularly constrained, largely due to the effects of regional traffic. Because Caltrans controls freeway interchanges, the City must coordinate with Caltrans to develop appropriate designs evaluate operational improvements for these facilities.

Achieving circulation goals is ~~further~~ complicated by the following conditions:

- *Residential growth in nearby communities, combined with employment-generating development in the San Fernando Valley, West Los Angeles, and Ventura County, has resulted in traffic volumes that exceed the design capacity of the Ventura Freeway. Thus, regional traffic has spilled onto Calabasas' roadway system, creating significant congestion during peak commute hours.*
- ~~Some intersections in the City operate below desired levels of service and some road segments carry traffic volumes in excess of their desired service level volume.~~
- *Physical, environmental, and neighborhood compatibility constraints prevent roadway capacity increases ~~widening~~ in many areas.*
- *Many existing and previously planned roadways traverse sensitive environmental areas and cannot be extended or widened without creating significant environmental impacts.*
- *Calabasas is primarily a low intensity bedroom community that is part of a sprawling metropolitan region. As such, the nature of the community is not conducive to widespread fixed-route transit use.*



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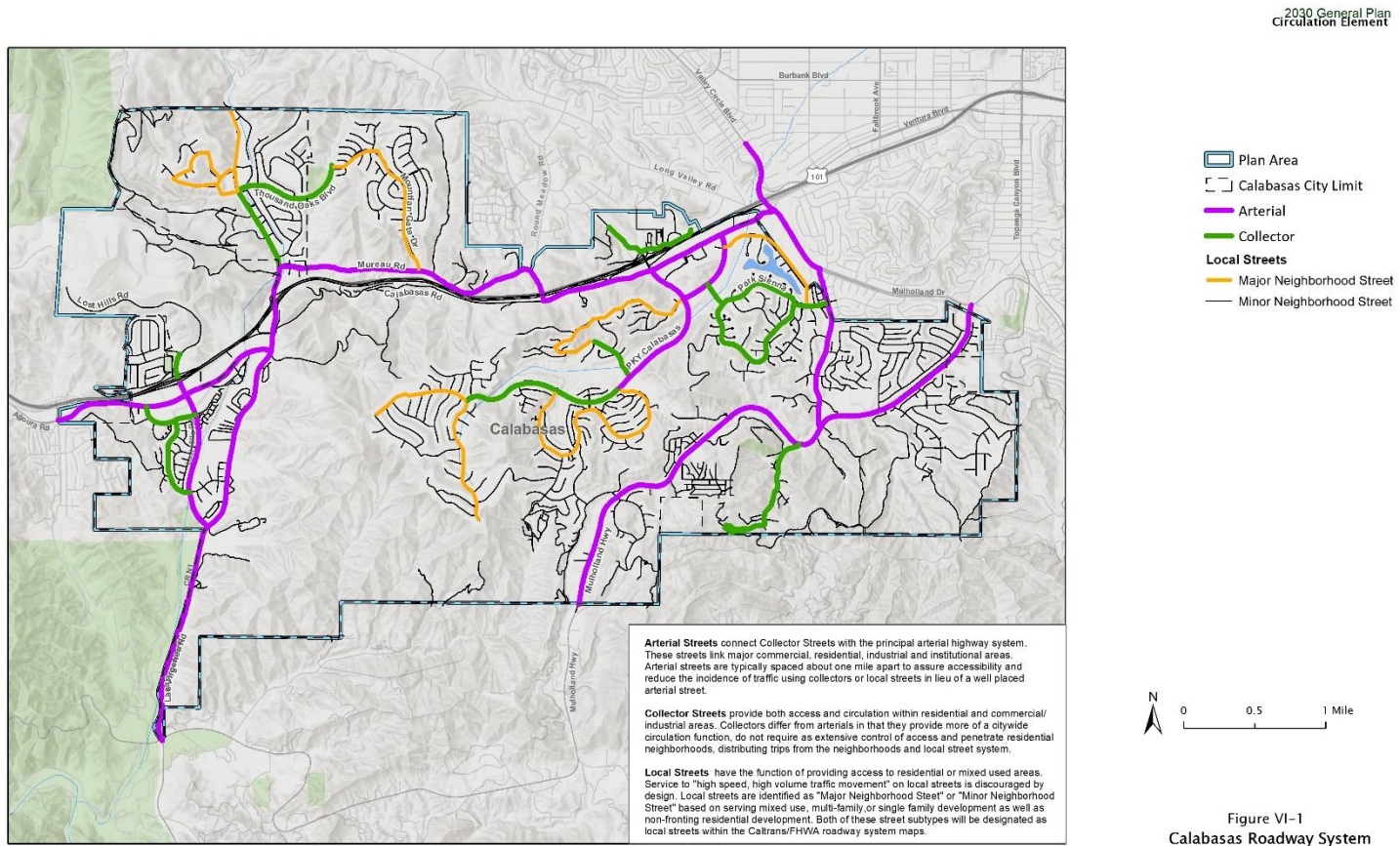
- *The City intends to limit future expansions to the roadway network "improvements" in order to protect significant environmental resources and the quality of life within existing neighborhoods. Thus, the General Plan defines a circulation network that represents a balance across maintaining traffic operations for vehicle travel between achieving and maintaining desired roadway and intersection performance levels, supporting multi-modal transportation, protecting the quality of life in existing and future neighborhoods, and preserving the natural environment adjacent to area roadways.*

Figure VI-1 illustrates the roadway system in the City of Calabasas.



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Figure VI-1-NEW



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VI.A Vehicular Circulation

Objectives

~~Where it is feasible to do so in a manner consistent with the non-circulation policies of the General Plan, maintain an efficient circulation system to improve travel conditions and reduce vehicle miles traveled through future infrastructure investments and land use development. Where it is feasible to do so in a manner consistent with the non-circulation policies of the General Plan, achieve and maintain level of service (LOS) C for all intersections and roadway links within the City except as indicated on Figure VI-1.~~

~~Where it is feasible to do so in a manner consistent with the non-circulation policies of the General Plan and recognizing that regional traffic issues beyond Calabasas' control make maintaining LOS C at freeway interchanges unrealistic, achieve and maintain LOS D at freeway interchanges within Calabasas.~~

- ~~❖ Consistent with the purpose and requirements of the Complete Streets Act (AB 1358), as public rights-of-way are repaved, surfaced or otherwise improved or maintained, evaluate opportunities to enhance the quality and safety of the roadway by implementing new or improved walking, bicycling, or public transit infrastructure. If no walking, bicycling or public transit improvements are being provided, a report to the City Council should provide an explanation for why such improvements are not needed or not feasible along the roadway segment(s).~~
- ❖ Protect residential neighborhoods by avoiding the need for discouraging local residential streets to carry cut through traffic¹ (local streets are depicted on Figure VI-1).
- ~~❖ Provide transportation facilities, and services, and programs that allow travelers to move around Calabasas without using an automobile.~~
- ❖ Reduce reliance on the use of automobiles by evaluating, designing, constructing, and promoting alternatives such as non-motorized active transportation (bicycle, pedestrian) and the use of public transit.
- ❖ ~~Achieve a balance between the~~ Reduce demand for and supply of parking where there are opportunities for a park once environment, shared parking and feasible transportation, recognizing the desirability and availability of alternatives for travel to and from the project site or district to the single-occupant automobile.

¹ "Cut through traffic" is traffic that would need to pass through a local street to reach a collector or arterial roadway (these street types are shown and defined on Figure VI-1). For example, a new development that could only gain access to a collector or arterial via an existing local street would generate "through traffic" on that street.



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- ❖ Provide adequate means to safely move commodities within and through Calabasas, including the availability of truck routes, pipelines, and utility corridors.
- ❖ Consider quality of life and protection of neighborhoods when considering roadway capacity enhancements.
- ❖ Design, maintain, and operate transportation facilities/roadways to facilitate efficient and timely emergency evacuation in case of a disaster or other emergency operations.

General Plan Approach

A key concept in the Calabasas General Plan is that the area's roadway and transportation system is an integral part of the community's character. Therefore, while it is important to provide for the movement of ~~traffic~~ people (whether via personal vehicles, transit, or alternative modes of travel), goods and services, this goal should not compromise the more important objectives of providing safe public places and preserving the essential character and natural environment of the area.

Calabasas rejects the notion that a constantly expanding circulation network and endless sequence of programmed street capacity enhancing improvements can solve the problems of local traffic congestion. Construction of every roadway needed to move automobiles at ~~ideal~~ the highest levels of service to ~~support~~ respond to the intensity of future development desired by property owners would result in an irretrievable loss of significant environmental features, decreased safety of non-motorized users, increase in greenhouse gas emissions, and reduction ~~erosion of~~ community character. Expansion of the area's roadway system will not in ~~all~~ most cases respond to the varying landscapes of Calabasas and will tend to preclude non-automobile modes of travel, potentially resulting in the loss of opportunities to improve the quality of life in Calabasas. Thus, the City will take a balanced approach to future transportation improvements. To achieve this sense of balance, the Circulation Element emphasizes ~~adheres to the~~ Circulation Element Themes shown on the following page. ~~In addition,~~ The City will take the following steps to align with those themes:

~~Expand~~ Improve the capacity operational efficiency of the existing roadway system consistent with the Circulation Element where it is warranted, feasible, and environmentally prudent to do so.

- Improve the operational efficiency of the existing roadway system consistent with the Circulation Element where it is warranted, feasible, and environmentally prudent to do so. This can be accomplished by evaluating opportunites to implement operational improvements such as monitoring and updating of traffic signal timing, improvinge turning movement queuing



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and adding geometric enhancements, installing emergency vehicle preemption, converting traffic signalized intersections to roundabouts, and improving active transportation alternatives.

- ~~Provide for the efficient movement of vehicles by designing, constructing, and maintaining a roadway circulation network that will function at an acceptable LOS C except as indicated on Figure VI-1 (see Table VI-1 for general descriptions of levels of service A-F).~~
- Require each new development that would contribute to the need for improvements or additions to the City's circulation system **due to vehicle miles traveled, safety, or operational impacts** to **build**, fund its pro-rata share of such improvements or additions, and/or provide programs to reduce their contribution to the number of vehicle miles traveled in the community and region.
- Provide a system of bicycle routes and pedestrian links such that pedestrian and bicycle travel become safer for a wider range of users and more useful for everyday tasks such as travel to shopping, school, work, and recreational facilities and for general walking and biking recreational opportunities.
- Achieve and maintain a mix of land uses that integrates places of residence, retail commerce, daily service needs, work, education, and recreation in order to minimize vehicle trips and trip lengths which will reduce the number of vehicle miles traveled in the community and region.
- ~~Regulate and Limit the type and location of future development to support more efficient development and not exceed the City's CEQA thresholds of significance for Vvehicle Mmiles Ttraveled (VMT). intensity to a level commensurate with maintaining the City's level of service objectives for area roadways and intersections.~~
- Develop guidelines for evaluating thresholds of significance for vehicle miles traveled, levels of service, and other operational and safety impacts of new development.
- Require site plans for individual non-single family residential development projects to minimize or eliminate through traffic from their projects ~~within~~ from existing residential neighborhoods.
- ~~Improve the capacity operational efficiency of existing roadways through implementation of transportation system management and intelligent transportation system concepts.~~



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- Continue to participate in developing regional circulation and emergency evacuation improvement measures in cooperation with the State, nearby cities, and the counties of Los Angeles and Ventura.
- Design, improve, maintain and operate transportation facilities roadways to facilitate emergency evacuation.
- ~~Continue to implement applicable provisions of the Los Angeles County Congestion Management Program by requiring development projects to analyze and provide appropriate mitigation for traffic impacts on regional circulation facilities.~~



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Circulation Element Themes

Balance - An efficient transportation system should offer travelers in Calabasas reasonably efficient automobile traffic distribution and viable alternatives to automobile travel. Implementation of the Circulation Element will improve the balance between various modes of transportation by increasing the safety and desirability of transit, walking, and bicycling.

Coordination Between Land Use, Transportation and Environmental Protection Programs. The General Plan coordinates land use, transportation, air quality, and other environmental concepts and strategies. The objectives of the General Plan are designed to improve transportation options, transportation system efficiencies, traffic flow and local air quality, reduce energy conservation, greenhouse gas emissions, provide recreational opportunities, and protect sensitive environmental resources by:

- *Increasing roadway capacity only where such increased capacity is feasible and environmentally prudent*
- *Reducing the number of automobile trips by continually improving transportation system operations and demand management and providing safe and convenient alternatives to automobile use*
- *Reducing the length of automobile trips vehicle miles traveled by integrating mixing compatible land uses*
- *Providing an arrangement of land uses, including infill development and compact development footprints, that promote efficient travel behaviors and patterns*
- *Limiting the intensity and/or location of future development to that which can be accommodated on a roadway system that has been planned to protect community character and significant environmental features*

**Table VI-1
 Signalized Intersection Level of Service Definitions**

LOS	V/C Ratio *	Definition
A	<0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	0.61—0.70	



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		Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
€	0.71–0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
Đ	0.81–0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	0.91–1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent.
F	>1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

*Volume-to-capacity (V/C) ratio is a measure of the volume of traffic on a roadway or at an intersection as compared to the capacity of that roadway or intersection. For example, if the volume of traffic at intersection were 900 vehicles per hour and the capacity was determined to be 1,000 vehicles per hour, the V/C ratio would be 0.9 (900/1,000).



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Freeway diversion during peak hours and during traffic incidents causes congestion at freeway interchanges and adjacent surface streets in Calabasas. Intersections and roadway segments affected by freeway diversion are listed below.

Interchanges

- Lost Hills Road/Ventura Freeway
- Las Virgenes Road/Ventura Freeway
- Parkway Calabasas/Ventura Freeway

Roadways

- Lost Hills Road
- Las Virgenes Road
- Mureau Road
- Calabasas Road
- Agoura Road

Calabasas does not encourage the diversion of traffic from the Ventura Freeway to City surface streets. Nevertheless, it is recognized that the freeway interchanges and portions of the above-listed roadways immediately adjacent to the Ventura Freeway may experience higher levels of traffic congestion than would be acceptable in other areas of the City.

Performance Objectives and Planned Improvements

~~The performance objective for all City roads and intersections is LOS C except at freeway interchanges and the two-lane segment of Calabasas Road that traverses Old Town Calabasas. The performance standard at the freeway interchanges has been set at LOS D, while the performance standard through the Old Town Calabasas portion of Calabasas Road has been set at LOS F. The standards are based on the actual function of these roadways. The freeway interchange standard reflects the fact that the interchanges are subject to regional influences beyond Calabasas' control, specifically the diversion of regional through traffic from the Ventura Freeway. The standard for the Old Town portion of Calabasas Road reflects the City's desire to maintain the character of that roadway despite the high levels of traffic congestion.~~

Calabasas will continue to require new developments to mitigate their traffic transportation impacts, either through local multi-modal roadway improvements, intersection operational improvements, ~~construction of new roadways,~~ reduction in demand for vehicular travel, and/or payment of mitigation fees, which are to be based on the projected costs for planned system improvements and each new development's proportional share of the total vehicle miles traveled required improvements in the project vicinity (VMT) traffic affecting the location where the improvement development is planned. Planned improvements will be necessary to mitigate vehicle miles traveled VMT traffic and local operational and safety impacts associated with proposed developments so that the City's target VMT vehicle miles traveled reduction, local access



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~~needs, and traffic safety goals –an acceptable level of service– can be achieved maintained.~~ The mitigation requirements will continue to be proportional to the impact created by each new development and will recognize a fee credit to developers who construct portions of ~~ultimate transportation infrastructure capacity enhancement improvements~~ or who commit to an ongoing VMT vehicle miles traveled mitigation program through a use permit or other long-term requirement. ~~or contribute to mitigation programs.~~

Seven locations have been identified as “Critical Intersections and Roadway Corridors” because of their importance with respect to overall vehicle movement in Calabasas. In some of these locations, expansion of the roadway network, if not properly scaled to the local neighborhood and environmental conditions, could adversely affect Calabasas’ quality of life. These “Critical Intersections and Roadway Corridors” include:

- Old Topanga Road/Mulholland Highway
- Calabasas Road/Parkway Calabasas
- Lost Hills Road
- Las Virgenes Road
- Agoura Road
- Thousand Oaks Boulevard
- Mureau Road

For each of these critical locations, specific provisions have been formulated to enhance the roadway’s ~~capacity operations and active transportation (bicycle, pedestrian) opportunities while protecting significant environmental features and adjacent neighborhood areas.~~ **Table VI-2-1** illustrates potential traffic efficiency enhancements improvements to the specific “critical intersection and roadway corridors.” Potential enhancements should explore flexible roadway design, such as for bicycle facilities or shoulder treatments, that can accommodate vehicle travel or emergency vehicle access during an emergency evacuation event. Additional ~~improvements~~ enhancements other than those listed, are to be thoroughly analyzed and coincide with the objectives of the City.



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Table VI-12
Potential ~~Traffic Efficiency~~ Circulation Enhancements ~~Vehicular~~ Circulation Improvements on Arterial ~~Major Roadways~~ Critical Intersections and Roadway Corridors

<u>Critical Intersections/Roadway/Intersection Corridors</u>	<u>Improvements Potential Enhancements</u>
<p>Old Topanga Road/ Mulholland Highway</p>	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> • Preserve the riparian habitat in the Old Topanga Canyon Road-Mulholland Highway vicinity. • Recognize that the presence of numerous driveways along Old Topanga Canyon Road, between Mulholland Highway and Park Ora, limits this route’s capacity. • Recognize that Mulholland Highway, west of Old Topanga Canyon Road is a rural, twisting route with many driveways, and provides access to schools. As a result, the actual <u>efficiency and</u> capacity of the roadway is less than its theoretical <u>efficiency and</u> capacity. • <u>Maintain the rural character of lands along Old Topanga Canyon Road and Mulholland Hwy Highway consistent with scenic corridor policies.</u> • <u>Where feasible, add paved shoulders to Mulholland Highway west of Old Topanga Canyon Road to provide for safer bicycle and pedestrian travel and emergency access capacity.</u> <p><u>Potential System Enhancements</u> Incorporate improvements contained in the Mulholland Highway Master Plan <u>Feasibility Study</u> for Capital Improvements.</p> <p><u>Prohibited Actions</u> In order to protect existing and future rural land uses and to limit future traffic increases through residential neighborhoods:</p> <ul style="list-style-type: none"> • No widening of Mulholland Highway to create additional <u>through</u> travel lanes shall be permitted west of Old Topanga Canyon



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Table VI-12
Potential ~~Traffic Efficiency~~ Circulation Enhancements ~~Vehicular~~ Circulation Improvements on Arterial ~~Major Roadways~~ Critical Intersections and Roadway Corridors

<u>Critical Intersections/Roadway/Intersection Corridors</u>	<u>Improvements Potential Enhancements</u>
	<p>Road to the City boundary except to provide a Class II bike lane <u>for active transportation facilities (i.e., bicycle and/or pedestrian)</u>.</p> <ul style="list-style-type: none"> No widening of Old Topanga Canyon Road to create additional <u>through</u> travel lanes shall be permitted between Mulholland Highway and Park Ora.
<p>Calabaras Road/ Parkway Calabaras</p>	<p><u>General Requirements</u> Preserve the semi-rural <u>non-urban</u> character of Calabaras Road west of Parkway Calabaras. In determining the feasibility of any capacity roadway or sidewalk <u>active transportation (i.e., bicycle and/or pedestrian)</u> enhancements, it is important to protect historic buildings (such as Pelican's Retreat) and to avoid degradation of significant biological habitats.</p> <p><u>Potential System Enhancements</u></p> <ul style="list-style-type: none"> Construct a roundabout, traffic signal, or other intersection operational and safety improvement at the Calabaras Road/Mureau Road intersection. Construct turnaround at the western terminus of Calabaras Road. Enhance vehicular, bicycle and pedestrian circulation <u>and safety</u>. Improve City-owned parcels along the corridor with theme setting <u>fire-resistant</u> landscaping, hardscaping and furniture. <u>Improve Calabaras Road between Parkway Calabaras and Mureau Road to two lanes in each direction with center turn lanes and bicycle and pedestrian facilities.</u> Restripe <u>Improve</u> Calabaras Road west of Mureau Road to provide <u>at a minimum, bike</u>



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**Table VI-12
 Potential ~~Traffic Efficiency~~ Circulation Enhancements ~~Vehicular~~ Circulation Improvements on ~~Arterial Major Roadways~~ Critical Intersections and Roadway Corridors**

<u>Critical Intersections/Roadway/Intersection Corridors</u>	<u>Improvements Potential Enhancements</u>
	<p>lanes, one vehicle lane in each direction, and a minimum 5-foot wide sidewalk with a minimum 5-foot parkway along the south side of the street <u>a continuous two-way left turn lane where geometrically possible.</u></p> <ul style="list-style-type: none"> Widen the westbound approach to provide two through lanes and a right-turn lane at the Ventura Freeway SB Ramps/Calabasas Road (west) intersection. At the intersection of Parkway Calabasas and Ventura Boulevard, widen and restripe the northbound approach lane to provide a shared left-turn through lane and a separate right-turn lane. Additionally, restripe the southbound approach to provide a shared left-through lane and a shared through-right-turn lane. On-street parking would be removed along Parkway Calabasas. <u>Improve traffic signal operations through synchronization and system upgrades</u> <p><u>Prohibited Actions</u></p> <ul style="list-style-type: none"> No street widening or re-striping shall be permitted to create additional traffic through travel lanes along the segment of Calabasas Road within the boundaries of Old Town Calabasas. Re-striping to create additional travel lanes within the Old Town area, other than that which is necessary to utilize on-street parking as a travel lane during peak hours, thereby creating a three-lane road (two travel lanes in one direction and one in the other), is prohibited.



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Table VI-12
Potential ~~Traffic Efficiency~~ Circulation Enhancements ~~Vehicular~~ Circulation Improvements on Arterial ~~Major Roadways~~ Critical Intersections and Roadway Corridors

<u>Critical Intersections/Roadway/Intersection Corridors</u>	<u>Improvements Potential Enhancements</u>
	<ul style="list-style-type: none"> • Calabaras Road shall not be extended west of Parkway Calabaras shall not be extended beyond a potential relocated Mureau Road bridge to connect to Agoura Road at Las Virgenes Road. <u>Road for general public vehicle traffic. because this extension cannot be built without major grading, exposure of unstable slopes, removal of oak woodlands, and disruption of other sensitive ecological areas.</u> The existing two-lane road section may be extended to provide access to private properties. • Provide active transportation--only (i.e., bicycle and/or pedestrian) connectivity to Las Virgenes Road from the end of Calabaras Road. • In order to preserve natural hillsides and biotic habitats, and to avoid geologic constraints, Parkway Calabaras shall not be completed through to Las Virgenes Road.
Lost Hills Road	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> • In conjunction with the Las Virgenes Unified School District, prepare and implement a program to provide safe pedestrian crossings on Lost Hills Road. • Provide noise attenuation as part of any future roadway improvement work along this corridor, including but not limited to use of rubberized asphalt for <u>roadway paving/re-paving or resurfacing</u> and incorporation of berms, and/or sound walls into landscaping programs. • Recognize that slow moving trucks accessing the County landfill create congestion on Lost Hills Road north of the



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Potential ~~Traffic Efficiency~~ Circulation Enhancements ~~Vehicular~~ Circulation Improvements on Arterial ~~Major Roadways~~ Critical Intersections and Roadway Corridors

<u>Critical Intersections/Roadway/Intersection Corridors</u>	<u>Improvements Potential Enhancements</u>
	<p>Ventura Freeway, affecting the Saratoga Hills residential area and limiting the capacity of the roadway.</p> <p><u>Potential System Enhancements</u></p> <ul style="list-style-type: none"> • Bridge & Thoroughfare (B & T) Partial Cloverleaf Interchange: Widen the Lost Hills Road bridge to five travel lanes and a two-lane (one right-turn lane, one shared right-through-turn lane) partial cloverleaf interchange to provide access to the Ventura Freeway NB from the northbound approach. Relocate the NB off-ramp north of the cloverleaf to provide one left-turn lane and a shared left-through-right turn lane. • Modify existing median along Lost Hills Road to accommodate dual southbound left-turn lanes at the Lost Hills Road/Agoura Road intersection. The dual left-turns would help reduce congestion at the bridge and off-ramp area north of the intersection. <p>For the Lost Hills Road/Agoura Road intersection, add a westbound right-turn overlap arrow phase to the signal system and restripe the northbound and eastbound approaches to provide separate right-turn lanes.</p> <ul style="list-style-type: none"> • <u>Improve traffic signal operations through synchronization and system upgrades</u> • <u>Consider a reduction in vehicle lanes south of Malibu Hills Road to improve active transportation opportunities (i.e., bicycle and/or pedestrian), improve crossing safety,</u>



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Table VI-12
Potential Traffic Efficiency-Circulation Enhancements Vehicular-Circulation Improvements on Arterial Major Roadways Critical Intersections and Roadway Corridors

<u>Critical Intersections/Roadway/Intersection Corridors</u>	<u>Improvements Potential Enhancements</u>
	<p><u>and reduce through vehicle traffic volume and speeds.</u></p> <p><u>Prohibited Actions</u> In order to protect existing residential neighborhoods:</p> <ul style="list-style-type: none"> • <u>Street widening to provide additional through vehicle lanes shall be prohibited along Lost Hills Road north of the Ventura Freeway. Driver Road shall not be extended as a through route.</u>
Las Virgenes Road	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> • Implement traffic operational and freeway access capacity improvements for the segment of Las Virgenes Road between the Ventura Freeway and Lost Hills Agoura Road to improve traffic flow and safety. • Work with the Las Virgenes Unified School District to provide safe vehicular and pedestrian access to district facilities along Las Virgenes Road. • Provide noise attenuation as part of any future roadway improvement work along Las Virgenes Road. Attenuation may include, but is not limited to, the use of rubberized asphalt for road paving/re-paving-surfacing and incorporating berms, and/or sound walls into landscaping programs. • Facilitate consolidation of existing access points and elimination of conflicting left-turn movements north of Agoura Road <u>including consideration of a center raised and landscaped median</u> and minimize the number of access points along the length of Las Virgenes Road.



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Table VI-12
Potential Traffic Efficiency-Circulation Enhancements Vehicular Circulation Improvements on Arterial Major Roadways Critical Intersections and Roadway Corridors

Critical Intersections/Roadway/Intersection Corridors	Improvements Potential Enhancements
	<p><u>Potential System Enhancements</u></p> <ul style="list-style-type: none"> • Widen the two-lane road between Lost Hills Road and Agoura Road to provide four 12-foot travel lanes, a 15-foot landscaped median with left-turn pockets at intersections, and Class II bike lanes. • Restripe the Las Virgenes Road/Oak Glen Street intersection to include 2 travel lanes and separate left-turn pockets on the northbound and southbound approach and a separate right-turn lane on the southbound approach. • Install traffic signal at the Las Virgenes Road/Oak Glen Street intersection. • Restripe the southbound approach of the Lost Hills Road/Las Virgenes Road intersection to provide one left-turn lane, one through lane and one through + right-turn lane. The eastbound approach will also be re-striped to provide one left + through lane and dual right-turn lanes. • Restripe the northbound approach of the Las Virgenes Road/Ventura Freeway Southbound Ramp intersection to provide for two through lanes and a shared through-right lane. The through movements using the shared through/right-turn lane would become a restricted right turn lane to vehicles accessing the Ventura Freeway Southbound on-ramp. • <u>Improve traffic signal operations through synchronization and system upgrades.</u> • <u>Add, to the extent possible, bike lanes north of Mureau Road and evaluate reducing the number of through lanes while retaining</u>



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Potential Traffic Efficiency-Circulation Enhancements Vehicular-Circulation Improvements on Arterial Major Roadways Critical Intersections and Roadway Corridors

<u>Critical Intersections/Roadway/Intersection Corridors</u>	<u>Improvements Potential Enhancements</u>
	<p><u>on-street parking where directly adjacent to fronting residential or fronting commercial.</u></p> <p>Restripe the southbound approach to provide a right-turn lane and two through lanes at the Agoura Road/Las Virgenes Road intersection.</p> <p><u>Prohibited Actions</u></p> <ul style="list-style-type: none"> • In order to protect habitat linkages and in recognition of the location of Malibu Creek to the west of Las Virgenes Road and steep slopes to the east, the City shall not participate in widening or provision of more than two travel lanes south of Lost Hills Road. • In order to protect the existing residential neighborhood north of the Ventura Freeway, creation of additional through lanes north of Mureau Road is prohibited.
Agoura Road	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> • Maintain Agoura Road as an arterial roadway and alternative to the Ventura Freeway west of Las Virgenes Road into Agoura Hills. • Provide local access to business uses within the freeway corridor. • Enhance pedestrian amenities and safety in conjunction with future mixed use developments along Agoura Road. <p><u>Potential System Enhancements</u></p> <ul style="list-style-type: none"> • <u>Improve traffic signal operations through synchronization and system upgrades</u> • A new westbound approach at the Las Virgenes Road/Agoura Road intersection is anticipated for future development on the



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**Table VI-12
 Potential ~~Traffic Efficiency~~ Circulation Enhancements ~~Vehicular~~ Circulation
 Improvements on Arterial ~~Major Roadways~~ Critical Intersections and Roadway
 Corridors**

<u>Critical Intersections/Roadway/Intersection Corridors</u>	<u>ImprovementsPotential Enhancements</u>
	<p>Messenger property east of the Agoura Road/Las Virgenes Road intersection.</p> <p><u>Prohibited Actions</u></p> <ul style="list-style-type: none"> In order to protect the existing residential neighborhoods, <u>bicyclists</u> and pedestrians in the area, road widening shall not be permitted along Agoura Road, west of the Lost Hills Sheriff's Station and east of Liberty Canyon.
<p>Thousand Oaks Boulevard</p>	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> Maintain Thousand Oaks Boulevard as a local collector roadway for the existing residential developments north of the Ventura Freeway. <p><u>Potential System Enhancements</u></p> <p>None.</p> <ul style="list-style-type: none"> <u>Improvements such as a roundabout at the intersection of Thousand Oaks Boulevard and Las Virgenes Road to facilitate northbound right turn movements that would discourage traffic to cut through Parkmor Road in a way that is safe for walking and biking through the intersection and westbound left turn movements that would provide peak hour capacity without the need for signalization.</u> <p><u>Prohibited Actions</u></p> <p>In order to protect existing residential neighborhoods:</p> <ul style="list-style-type: none"> Improvements (other than completion of <u>curbs and gutters and active transportation facilities [bicycle, pedestrian]</u>) and road widening shall not be permitted along Thousand Oaks Boulevard west of



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Table VI-12
Potential ~~Traffic Efficiency-Circulation~~ Enhancements ~~Vehicular-Circulation~~ Improvements on Arterial Major Roadways ~~Critical Intersections and Roadway~~ Corridors

<u>Critical Intersections/Roadway/Intersection</u> <u>Corridors</u>	<u>Improvements</u> <u>Potential Enhancements</u>
	<p>Parkmor Road. The roadway should be restricted to a two-lane <u>(one in each direction) vehicle through lane</u> section.</p> <ul style="list-style-type: none"> Thousand Oaks Boulevard shall not be used as an arterial vehicle roadway <u>vehicle roadway</u> connection between the Ventura Freeway and any future developments north or west of Calabasas.
Mureau Road	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> Maintain Mureau Road as the primary access from Calabasas Road and the Mountain View Estates residential community to the Ventura Freeway via Las Virgenes Road. Consider relocation of the bridge over the Ventura Freeway with a new <u>four-lane wider</u> bridge to be located west of the present bridge. <p><u>Potential System Enhancements</u></p> <ul style="list-style-type: none"> Construct Class II Bike Lanes on both sides of Mureau Road, <u>including across a new or wider</u> bridge. Construct a roundabout, traffic signal, or other intersection improvement at the Calabasas Road/Mureau Road intersection. Relocate the present bridge over the Ventura Freeway with a new, <u>four-lane wider</u> bridge to be located west of the present bridge. If construction of such a bridge is feasible, both Mureau Road west of the bridge and Calabasas Road to the east will be extended- as a four-lane route to the new bridge, thereby providing a four-lane through route alternative to the freeway between Parkway Calabasas and Las Virgenes Road. The new overpass will likely



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Table VI-12
Potential ~~Traffic Efficiency~~ Circulation Enhancements ~~Vehicular~~ Circulation Improvements on Arterial ~~Major Roadways~~ Critical Intersections and Roadway Corridors

<u>Critical Intersections/Roadway/Intersection Corridors</u>	<u>Improvements Potential Enhancements</u>
	<p>connect to Calabasas Road midpoint between the existing overpass and the western terminus. This long-term circulation improvement would change a significant portion of Calabasas Road west of the existing Mureau Road overpass (Zone A) to a four-lane arterial, and extend the Mureau Road/Calabasas Corridor bicycle route to the new overpass. It is recommended that the ultimate roadway layout west of the existing Mureau Road overpass incorporates sufficient width to provide left-turn lanes or a median two-way left-turn lane.</p> <p><u>Prohibited Actions</u></p> <ul style="list-style-type: none"> • Road widening or other improvements, except the provision of bicycle or pedestrian facilities, shall not be permitted along Mureau Road east of Mountain Gate Drive unless the present freeway bridge is relocated to the west. This will avoid impacts to significant biological resources along this segment. The existing two-lane road configuration shall be maintained within the existing roadway alignment to enable use of this road segment as a secondary alternative/emergency route parallel to the Ventura Freeway east of Crummer Canyon or the new freeway bridge (if it is relocated). • In order to minimize impacts on the Mountain View Estates neighborhood that might result from relocation of the Mureau Road bridge, a new freeway interchange



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**Table VI-12
 Potential ~~Traffic Efficiency~~ ~~Circulation~~ ~~Enhancements~~ ~~Vehicular~~ ~~Circulation~~
 Improvements on Arterial ~~Major Roadways~~ ~~Critical Intersections~~ and Roadway
 Corridors**

<u>Critical</u> <u>Intersections/Roadway/Intersection</u> <u>Corridors</u>	<u>Improvements</u> <u>Potential Enhancements</u>
	between Parkway Calabasas and Las Virgenes Road is prohibited.

Sources for potential system enhancements:
 Mulholland Highway Master Plan for Capital Improvements
 The Lost Hills Road/Las Virgenes Road Bridge and Thoroughfare Construction Fee District Update, City of Calabasas and County of Los Angeles
 Las Virgenes Road Corridor Design Plan
 West Calabasas Road Specific Plan



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Traffic Calming

Calabasas believes in using “traffic calming” ~~techniques~~ measures to slow traffic on local residential roadways or, in some cases, divert traffic from roadways not intended to accommodate high traffic speed or volumes levels. The effect of traffic calming is to create a safer, quieter environment for adjacent residential land uses. ~~Under the City’s Neighborhood Traffic Calming Program, Calabasas has implemented various techniques to reduce traffic speeds and cut through traffic on residential streets. Traffic calming techniques have included, among others, speed humps, roundabouts, and neck-downs. Speed humps are raised roadway pavement areas running across the entire width of a street that normally have a height of three to four inches and a length of approximately twelve feet. Roundabouts are at-grade intersections having a one-way circular roadway around a curbed central island. Neck-downs consist of landscaped islands used to either narrow down a roadway, or to define a parking lane on either side of a roadway. They can be used to define entries into local residential neighborhoods, thereby discouraging through traffic, and to create subtle changes in direction along existing roadways.~~

Policies

- VI-1 ~~Reducing~~ Promote lower VMT vehicle miles traveled ~~to will help reduce~~ Avoiding significant adverse impacts to air quality and may also reduce adverse impacts to other sensitive environmental features and improve residents’ quality of life are higher priorities than improving traffic levels of service.
- VI-2 Limit the intensity and vehicle miles traveled VMT traffic generation of new development in the City to that which would not compromise attainment and/or maintenance of vehicle miles traveled VMT reduction targets roadway level of service standards.
- VI-3 Where (1) existing or (2) projected vehicle miles traveled VMT traffic volumes at General Plan buildout prevent a project from complying with Policy VI-2, ~~2, or would otherwise conflict with policies in other elements of this General Plan,~~ limit development to the basic development intensity identified in Table II-1 of the Land Use Element, or revise the project such that it will comply with Policy VI-2, and identify peak hour volume-to-capacity (V/C) ratio increases equal to or greater than those delineated in Table VI-3 as significant impacts.²

²The term “significant impact” refers to a significant impact under the California Environmental Quality Act. A significant impact would require the City to either identify mitigation measures that reduce the impact to below the threshold or adopt a Statement of Overriding Considerations setting forth reasons the project’s impact outweighs the traffic impact.



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<p>Table VI-3 Project-Related Traffic Increases that Constitute a Significant Impact where Roadway Performance Standards are or will be Exceeded</p>		
Existing or Future Link/Intersection LOS	Volume to Capacity (V/C) ratio	Maximum Peak Hour V/C Increase
D	0.81-0.90	0.020
E	0.91-1.00	0.015
F	≥1.01	0.010

VI-4 Because transportation capital, operation, and maintenance funds are limited, pursue transportation funding based on the following principles:

- ~~Capacity-System efficiency~~ enhancements required by new growth are to be paid for by those who generate the need and benefit from them.
- ~~Capacity-System efficiency~~ enhancements necessitated by existing development should have needed improvements financed from transportation funds, such as gasoline taxes, Transportation Development Act funds, local transportation sales taxes, etc. Freeway interchange improvements should be coordinated with Caltrans and other appropriate agencies. Where funding sources prove inadequate, roadway funds should be augmented by assessment districts, impact fees, and related funding mechanisms.
- Existing excess road capacity should not automatically be granted to new users. In cases where existing developments have provided excess roadway capacity in order to serve future development, new development should pay for that existing capacity or multi-modal infrastructure investments just as it would for new roads as long as the new infrastructure does not promote increased vehicle miles traveled ~~VMT~~.
- Prioritize transportation funding for maintenance of existing infrastructure and improvements that improve safety and reduce vehicle miles traveled ~~VMT~~.
- To the extent permitted by law, road maintenance of the City's transportation infrastructure should be paid for by its road-users.



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- ~~Pursue funding opportunities to implement programs and projects that contribute to the City's vision of achieving a livable community should be pursued.~~
- VI-5 Limit roadway and intersection ~~capacity efficiency~~ enhancement construction to that which will allow maintenance or enhancements to ~~of the integrity of~~ Calabasas' bicycle and pedestrian circulation systems. Prohibit roadway and intersection efficiency capacity enhancements that would create gaps in the area's bicycle and pedestrian circulation systems.
- VI-6 Promote the roadway designs that optimize safe traffic flow within established roadway configurations by minimizing turning movements, uncontrolled access, on-street parking, and frequent stops to the extent consistent with the character of adjacent land uses.
- VI-7 Aggressively enforce posted speed limits and other traffic laws on all City roadways, particularly those located within or adjacent to residential areas and schools.
- VI-8 Discourage **regional** cut through traffic between the Ventura Freeway and points south of Calabasas on roadways such as Mulholland Highway, Las Virgenes Road, and Lost Hills Road.
- VI-9 Provide adequate levels of maintenance for all components of the circulation system, including roadways, sidewalks, bicycle facilities, and trails.
- VI-10 Maintain an **adequate efficient** supply of parking to support the function of the uses parking serves, and to facilitate transportation demand management programs.
- VI-11 Facilitate ~~capacity enhancing~~ transportation system efficiency improvements at roads/intersections affected by freeway diversion only to the degree that such improvements would not adversely affect environmental resources and the quality of life for Calabasas residents.
- VI-12 Reduce the need for vehicular travel by:
 - *Establishing and maintaining a comprehensive system of bicycle routes and providing appropriate facilities for bicycle riders*
 - *Supporting the maintenance and responsible expansion of public transit services within Calabasas, including connections between major destinations within the community and the metropolitan area*
 - *Continuing to expand transit options including ~~dial-a-ride service to~~ includeshuttle services for local travel, shuttle services for major employment*



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centers, and expanding dial-a-ride service as needs dictate and funding allows

- *Promoting the use of public transit and ride sharing, including on-demand ride-share services, through development of convenient and attractive transit facilities, including park-and-ride facilities and connections to the regional transit network and designated passenger loading areas for ride-share vehicles (potential park-and-ride facility locations are shown on Figure VI-2)*
- *Promoting transportation demand management actions that make the use of commute alternatives more attractive through continued implementation of the City's transportation demand management ordinance*
- ~~Allowing~~ *Promoting mixed use development in certain areas of the City to encourage living and working in the same area, thereby reducing the number and length of vehicle trips*

VI-13 Develop sample roadway cross sections to reference as best practice treatments for flexible roadway design, such as for bicycle facilities or shoulder treatments, that can accommodate vehicle travel or emergency vehicle access during an emergency evacuation.

VI.B Bikeway System

Objective

Develop and maintain a comprehensive and safe bicycle system that:

- *Provides recreational opportunities and can serve as a partial alternative to automobile use*
- *Connects major destinations within and outside of the City*
- *Provides appropriate connections to regional routes and the bicycle facilities within adjacent jurisdictions*

General Plan Approach

Creating a system of bicycle facilities for Calabasas is important, both as recreation and transportation. The hilly nature of Calabasas is a significant constraint to the widespread use of bicycles within the Calabasas area. However, despite the area's hilly terrain, many Calabasas residents desire an expanded bikeway system that can be used both as a means of transportation and for recreation. The recent availability and affordability of electric assist bicycles have made bike travel along roadways with hills and sustained grades more viable and allows for longer trips.



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In recognition of the importance of bikeways, the City has adopted a Bicycle Master Plan that identifies existing and proposed routes within Calabasas, as well as routes connecting to similarly designated routes in neighboring communities. This plan will be updated as needed to identify bike facility opportunities, desirable connections, and appropriate facility types as well as how to direct investments to new bike facilities. (see Figure VI-2) shows existing bike facilities as of the adoption of this plan and potential future bike facilities based on the current 2013 Bicycle Master Plan.

By providing appropriate bicycle routes-facilities throughout the City, riders will be able to travel with a greater sense of security. Thus, the City's vision is to establish a safe system of north-south and east-west bicycle routes-facilities along major north-south and east-west routes within the City as shown on Figure VI-2 and in the Bicycle Master Plan. This type of system has been designed to will encourage bicycle travel as an alternative when:

- *Commuting to school or work*
- *Riding for recreation or fitness along roadways or to recreational facilities*
- *Riding for day to day needs such as shopping or visiting friends*
- *Riding off-road in the hills and mountains of Calabasas*

To facilitate the use of bicycles in Calabasas, the City will:

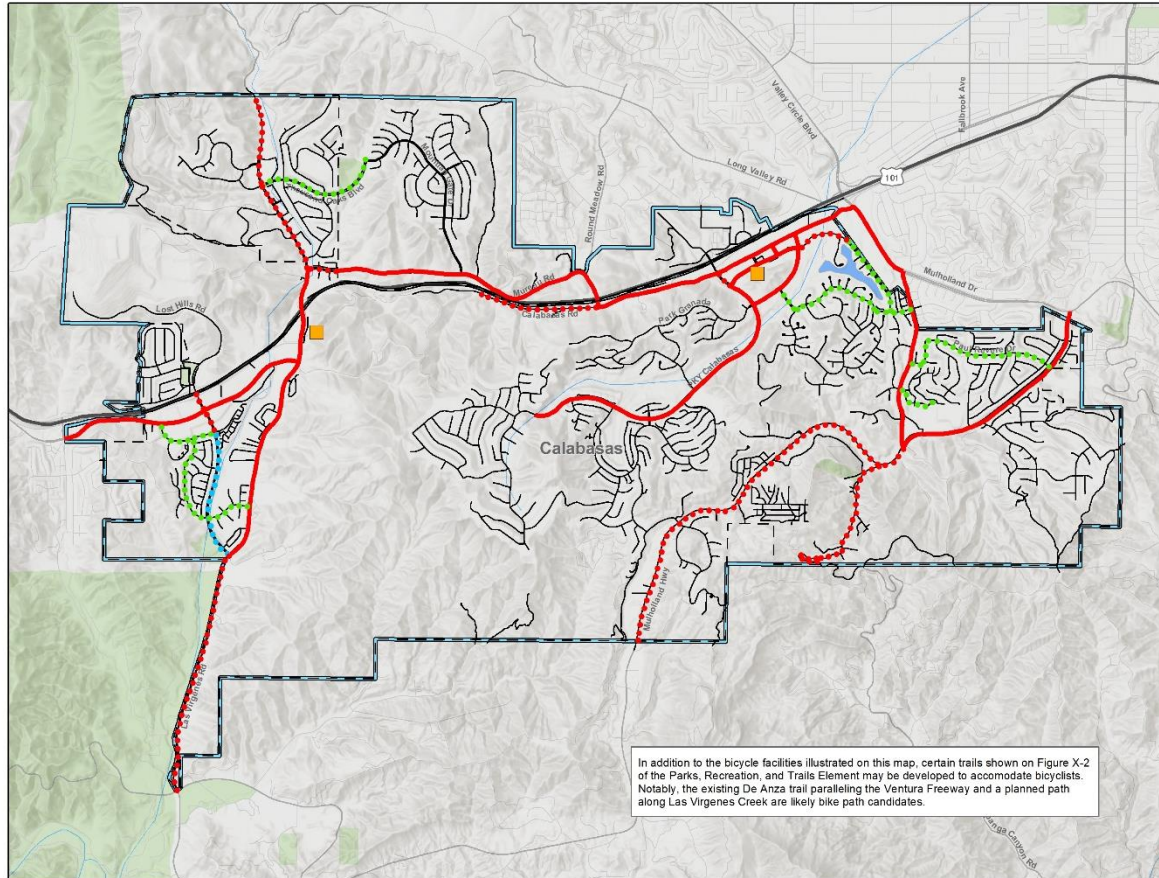
- *Update the 2013 Bicycle Master Plan*
- *Explore the feasibility of the use of Class I (shared use path) and Class IV (protected bike lane) facilities to expand safer use to more age groups and abilities-users.*
- *Continue to develop and expand the system of safe bicycle facilities in order to connect residential areas to schools, parks, and employment and shopping areas*
- *Coordinate the City's bicycle network with systems planned by Los Angeles County and adjacent communities*
- *Require the provision of bicycle parking, security, resting, and shower facilities (where feasible) at key destinations*
- *Facilitate ongoing bicycle education and safety programs*



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Figure VI-2—2013 New Bicycle Master Plan Identified Bicycle Facilities

2030 General Plan
Circulation Element



Source: City of Calabasas, 2018 and Rincon Consultants, 2021. Updated July 2021. Basemap provided by ESRI and its licensors © 2021.

- Plan Area
- Calabasas City Limit
- Potential Park & Ride Location
- Major Road
- Bicycle Facility Type**
- Existing Class II Facility
- Future Class II Facility
- Future Class III Facility
- Future Class IV Facility

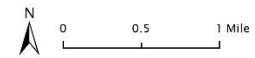


Figure VI-2
Existing and Planned Bicycle
Facility System

CITY of CALABASAS
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The State of California identifies bicycle facilities in ~~three~~ four classifications, according to the degree of exclusiveness with which the paths are preserved for bicycle use. The classifications do not constitute a hierarchy of bikeways. Each class has its appropriate application, and may include other uses such as hiking, equestrian and pedestrian modes.

Summary of Bicycle Facility Types

Class I - path on a right-of-way completely separated from roadways

Class II - striped one-way lanes set aside for bicycle travel on roadways

Class III - on-road routes marked by signs only

Class I Bike Path: A Class I Bike Path serves corridors which are not served by streets and highways or where wide rights-of-way exist, permitting such facilities to be built separate from roadway traffic. These alternative transportation routes may serve a variety of users. Bike paths can provide recreational opportunities for bicycles, equestrian and pedestrian users, or in some instances, may serve as high speed commute routes where vehicle cross traffic can be minimized. Existing opportunities for the designation of bike paths in the City is somewhat limited because of environmental considerations.

Class II Bike Lanes: Class II Bike Lanes are intended to delineate the on-street rights-of-way assigned to bicyclists and motorists, and to provide for more predictable movements of each. Where adequate roadway width is or can be made available, Class II Bike Lanes are to be provided.

Class III Bike Route: Class III bicycle facilities are considered shared facilities, which serve either to provide continuity to other bicycle facilities, or designate preferred routes through high demand corridors. Such bikeways are generally designated using signage along the roadway without special street striping; however, due to limited rights-of-way in many areas, all roadways that do not contain Class II Bike lanes are considered Class III Bike Routes, even if specific signage is not provided.

Class IV Bikeway: Bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.



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Policies

- VI-14 Encourage bicycling by preserving existing bicycle paths, lanes, and routes, and developing new and expanded bicycle facilities that offer safe direct connections between residential and non-residential areas, in accordance with the the current and future updates to the Calabasas Bicycle Master Plan.
- VI-15 Ensure that parking for bicycles is available at major destinations to promote bicycle riding for commuting and recreation.
- VI-16 Make the safety and convenience of bicycle riders the primary concern with regard to determining locations and types of bicycle facilities.
- VI-17 Develop and implement a safe routes to school program in coordination with the School District to help ensure that students can safely walk or bicycle to and from school.

VI.C Pedestrian Circulation

Objective

Continue to enhance Calabasas' pedestrian circulation system to ensure that walking is a viable transportation option for all City residents.

General Plan Approach

Land use patterns and associated urban design elements influence how much walking can safely and effectively occur in a community. Circulation systems that are designed with pedestrians in mind tend to increase outdoor activity and community interaction.

In order to be effective in inducing people to walk, pedestrian paths need to be interesting, enjoyable, and provide access to destinations. Creating a network of paths that connect key features such as parks, schools, civic facilities, shops, and services is vital to the success of encouraging people to walk. Those most in need of pedestrian access include children, teenagers, the elderly, and those who cannot afford a car or choose not to drive.

The pedestrian system in Calabasas consists of sidewalks, crosswalks, access ramps, and overpasses, and tunnels. The system also includes neighborhood and park path systems, and dedicated trail facilities that are shared with bicyclists and other users. Although pedestrian facilities are available in many parts of the community, some areas lack sidewalks, while other pedestrian connections are discontinuous. It is the City's intent to continue to improve the pedestrian system in Calabasas by adding and



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enhancing sidewalks and multi-use paths where these are lacking or in need of repair, requiring community design standards that do not inhibit walking, and implementing traffic calming in appropriate locations. In particular, the City intends to improve pedestrian systems in the City's commercial and mixed use districts. Such improvements will be made over time as properties redevelop.

Policies

VI-17 Develop and Implement a safe routes to school program in coordination with the School District to help ensure that students can safely walk or bicycle to and from school.

VI-18 Promote pedestrian system improvements that create and sustain vibrant and active streets in major places of activity as well as providing direct connections between residential and non-residential areas.

VI-19 Provide neighborhood streets that are walkable and that contribute to the physical safety and comfort of pedestrians.

VI-20 Develop an inventory of and plan for implementing needed pedestrian system improvements and possible pedestrian system enhancements.

VI-21 Require new development in Calabasas to incorporate pedestrian-oriented circulation features, as described in the Community Design Element. Such features should include amenities that make walking not only available, but desirable.

VI-22 As commercial and mixed use districts redevelop over time, consider re-designing roadways in these areas to improve pedestrian circulation and safety (possible re-design options include, but are not limited to, roadway narrowing, crosswalk enhancements, streetscape treatments that buffer pedestrians from traffic, and widened sidewalks). Redesigns of roadways or intersections should be re-designed or accomplished only when if the re-design would support the City's goal of reducing vehicle miles traveled (VMT) and would not create unacceptable levels of service or unsafe conditions for vehicular traffic, cyclists or pedestrians.

VI.D Transit

Objectives

- ❖ Continue to provide a local transit system that meets the changing needs of the community and provides access to the employment centers, commercial areas, parks, and other gathering places for all City residents.



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- ❖ Continue to cooperate with regional transit agencies to provide transit service to other parts of the Southern California region.

General Plan Approach

Public transit provides a variety of economic, community, environmental, and health benefits. For example, it can help establish corridors that become natural focal points for economic and social activities. These activities help create strong neighborhood centers that are more economically stable, safe and productive. Transit also enhances equity by creating jobs, getting people to work, and providing quality transportation access for individuals who cannot afford automobiles. Finally, use of public transit saves energy and reduces congestion and air pollution by reducing vehicle miles traveled.

Calabasas has a well-developed transit system, given the City's suburban setting. There are no major deficiencies in the transit system. The City's Transportation Department provides a free shuttle service with lines operating throughout the City. The City also runs the Calabasas Trolley, a free service that runs an hour-long loop connecting the east and west sides of the City on Fridays, Saturdays, and Sundays. The City is served by various Los Angeles County Metro routes that provide regional service between Calabasas and the San Fernando Valley, Ventura County, and Los Angeles.

Transit use is high in Calabasas relative to other similar communities. According to surveys conducted by the City, 18% of students ride the bus or shuttle to school. The same surveys showed that 16% of the community utilizes the City shuttles, with 6% riding the shuttles at least once a week.

It is the City's intent to continue to provide a variety of transit options that meet the needs of Calabasas residents and businesses as well as to participate in development and operation of regional transit systems. Transit needs are likely to evolve over time as Calabasas' population ages. The City will continue to monitor the established transit system and adjust transit programs to meet changing needs.

Policies

- VI-23 Continue to provide and improve access to environmentally friendly and convenient transit options for Calabasas residents and businesses.
- VI-24 Continue to encourage the use of transit through enhanced service, education, development of park-and-ride facilities, and increased public awareness about available transit options.



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- VI-25 Require new developments to provide, and/or provide funding for, transit facilities (such as bus shelters and park-and-ride facilities) that ensure access to transit.
- VI-26 Coordinate transit services and programs with all City departments.
- VI-27 Provide transit services to support community events that have special mobility needs and have the potential for adverse traffic and parking effects in neighborhoods adjacent to special event venues.



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