Circulation Element

- Infrastructure plan addressing the circulation of people, and goods
- Must be correlated with the land use element
- Direct relationships with housing, open space, noise, and safety
- Relevant Issues
  - Major thoroughfares
  - Transportation routes
  - Terminals
  - Other local public utilities and facilities (bikeways, transit, etc.)

Roadway Types

• Arterials
  – Connect collectors with the principal arterial highway system
  – Link major commercial, residential, and institutional areas

• Collectors
  – Provide both access and circulation within residential and commercial/industrial areas
  – Provide more of a citywide circulation function, distributing trips from the neighborhoods and local street system

• Local Streets
  – Provide access to adjacent land, often residential areas
  – Service to "through traffic movement" discouraged by design
Calabasas Roadway System

Arterial Streets connect Collector Streets with the principal arterial highway system. These streets link major commercial, residential, industrial, and institutional areas. Arterial streets are typically spaced about one mile apart to assure accessiblity and reduce the incidence of traffic using collectors or local streets in lieu of a well-placed arterial street.

Collector Streets provide both access and circulation within residential and commercial/industrial areas. Collectors differ from arterials in that they provide more of a citywide circulation function, do not require as extensive control of access and penetrate residential neighborhoods, distributing traffic from the neighborhoods and local street system.

Local Streets have the function of providing access to immediate adjacent land, often residential areas. Service to "through traffic movement" on local streets is deliberately discouraged by design.
Main Circulation Element Topics

• Vehicular circulation
• Planned roadway enhancements
• Bikeways
• Pedestrian system
• Transit
Recommended Vehicular Circulation Changes

• Consolidate discussions of vehicular circulation and roadway/intersection enhancements

• Eliminate “urban”/”rural” distinction and provide a single set of level of service (LOS) standards
  – Rural & urban roadways not defined
  – LOS B not attainable on certain “rural” roadways
Recommended Vehicular Circulation Changes (cont’d)

- Eliminate 2,400 daily trip “limit” on Lost Hills Road (north of freeway), Old Topanga Road, and Mulholland Highway
  - Not enforceable since City cannot control through traffic
  - City controls local traffic through land use element
- Modify “significance thresholds” in Policy A.3 (Policy VI-3 in draft element)
## Recommended Vehicular Circulation Changes (cont’d)

<table>
<thead>
<tr>
<th>Level of Service (LOS)</th>
<th>V/C Ratio</th>
<th>Max Peak Hour V/C Increase*</th>
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<tr>
<td>D</td>
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<td>0.010 (Urban)</td>
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<tr>
<td>E</td>
<td>0.91-1.00</td>
<td>0.003 (Rural)</td>
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<td></td>
<td></td>
<td>0.006 (Urban)</td>
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<tr>
<td>F</td>
<td>&gt;1.00</td>
<td>0.003</td>
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</table>

* Currently a “limit” on V/C increase; change to “significance threshold” recommended.
## Traffic Thresholds in Other Communities

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>LOS D</th>
<th>LOS E</th>
<th>LOS F</th>
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</thead>
<tbody>
<tr>
<td>LA County</td>
<td>0.02</td>
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<tr>
<td>LA City</td>
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<td>0.02</td>
<td>0.02</td>
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<tr>
<td>Arroyo Grande</td>
<td>0.009</td>
<td>0.006</td>
<td>0.003</td>
</tr>
<tr>
<td>Santa Barbara Co.</td>
<td>15 trips</td>
<td>10 trips</td>
<td>5 trips</td>
</tr>
</tbody>
</table>
LOS Standards in Other Communities

• Ventura County
  – LOS D acceptable for County Thoroughfares and State Highways
  – LOS C acceptable for County-maintained local roads

• City of Ventura
  – LOS E acceptable for freeway ramp intersections and principal intersections on the CMP System
  – LOS D acceptable for all other principal intersections

• City of Santa Maria
  – LOS D acceptable for all State routes and City intersections
Recommended Bike System Discussion Changes

- Add reference to Bicycle Master Plan
- Add map showing existing & planned bike system
- Delete policy regarding roadway striping in mountainous areas (unnecessary since Master Plan is in place)
Recommended New Pedestrian System Policies

• Require new development to incorporate pedestrian-oriented circulation features that make walking not only available, but desirable (cross reference to Community Design Element).

• As commercial and mixed use districts redevelop over time, consider re-designing roadways in these areas to improve pedestrian circulation
  – Roadway narrowing
  – Crosswalk enhancements
  – Streetscape treatments that buffer pedestrians from traffic
  – Widened sidewalks.
Recommended New Transit Policies

• Continue to provide and improve access to transit options for Calabasas residents and businesses.
• Continue to encourage the use of transit through enhanced service, education, and increased public awareness about available transit options.
• Require new developments to provide and/or fund transit facilities (such as bus shelters) that ensure access to transit.
Upcoming Meetings

• **March 6** – Community Design
• **March 20** – Housing and Services/Infrastructure/Technology
• **April 17** – Review of all elements