



The twelfth meeting (a regular meeting) of the GPAC began at 7:00 p.m. and was called to order by Chairman Klein. GPAC members in attendance included: Dana Ashton, Michael Friedman, Michael Kaplan, Gary Klein, Peter Kraut, Kim Lamorie, Robert Lia, Robert Odello, Melissa Olen, Jolie Pfahler, Robert Pope, and Peter Valk. Dave Brown arrived later during the meeting. GPAC members not present included Britt Aaronson, Michelle Dornfest, Alan Horwitz, Marvin Lopata, Mireille Neumann, Mark Shear, and Candice Weber.

City staff present included Tom Bartlett, Isidro Figueroa, Elizabeth Parker, and Marc Sefarian, as well as Assistant City Attorney Lawrence Permaul. Consultant team members in attendance included Joe Power and Sean Wazlaw with Rincon Consultants, Scott Schell with Associated Transportation Engineers, and Bill Dvorak with Kimley-Horn and Associates.

A copy of the slide presentation for this meeting may be viewed on the City's website. In addition, a copy of the draft Circulation Element discussed is posted on the website.

**Public Comments**

Opportunity for public comments was provided, but no persons came forward to speak.

**Review of Circulation Element**

A copy of the updated draft Circulation Element was provided to the GPAC prior to the meeting accompanied by a comparison of existing and proposed objectives and policies.

Joe Power described the format of the meeting, in which GPAC comments and the draft element would be discussed and, wherever feasible, consensus would be reached. It was determined that the various Circulation Element topics (vehicular circulation, bicycle and pedestrian systems, and transit) should be addressed individually. Joe Power then provided an overview of the key changes to the Circulation Element, which include:

- Consolidation of the discussions of vehicular circulation and roadway/intersection enhancements
- Elimination of the “urban”/“rural” road distinction and provision of a single set of level of service (LOS) standards
- Elimination of the 2,400 daily trip “limit” on Lost Hills Road (north of freeway), Old Topanga Road, and Mulholland Highway
- Modification of the “significance thresholds” in Policy A.3 (Policy VI-3 in draft element)
- Addition of a reference to the City’s Bicycle Master Plan
- Addition of a map showing the existing & planned bike system
- Deletion of the policy regarding roadway striping in mountainous areas (which is unnecessary since Master Plan is in place)
- Addition of a policy requiring new development to incorporate pedestrian-oriented circulation features that make walking not only available, but desirable (cross reference to Community Design Element).
- Addition of a policy to consider re-designing roadways in commercial & mixed use areas to improve pedestrian circulation
- Addition of a policy to provide and improve access to transit options for Calabasas residents and businesses
- Addition of a policy encouraging the use of transit through enhanced service, education, and increased public awareness about available transit options
- Addition of a policy requiring new developments to provide and/or fund transit facilities (such as bus shelters) that ensure access to transit

GPAC members requested clarification of several points in the overview presentation, including questions about levels of service (LOS), funding of transportation improvements, and LOS goals. City and consultant staff explained key terms and the reasoning behind suggested modifications to LOS standards.

The specific comments on the Circulation Element are listed in the table below. Except as indicated, there was no objection to the suggestion from other GPAC members and the comment will be incorporated into the revised Circulation Element in some manner.

Page	Policy	Comment/Recommendation
VI-3	n/a	First bullet point regarding traffic on local residential streets should include different standards for “substandard” streets; it was also suggested that the 3,000 vehicle trip reference should be revised to merely avoid through traffic on residential streets. <i>[Differences of opinion were expressed; consensus was that the bullet point should discourage through traffic on residential streets rather than specify a number of vehicles and a definition of “through traffic” should be provided]</i>
VI-7	n/a	Traffic impact fees do not mitigate traffic impacts; revise discussion in the second paragraph under “Performance Objectives and Planned Improvements” to describe how traffic impact fees work.
VI-8	n/a	Table VI-3, change the title to “Planned Vehicular Circulation

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		Improvements on Arterial Roadways.”
VI-8	n/a	Table VI-3, add the sources of planned improvements.
VI-8	n/a	Table VI-3, add language regarding the limited capacity of Old Topanga Road, Mulholland Highway, and Lost Hills Road north of the Ventura Freeway to Table VI-3.
VI-9	n/a	Table VI-3, revise first bullet under “Planned Capacity Enhancements” for Calabastas Road/Parkway Calabastas to “Construct roundabout, <u>traffic signal, or other intersection improvement</u> at the Calabastas Road/Mureau Road intersection.”
VI-9	n/a	Table VI-3, consider adding the extension of Calabastas Parkway to either Las Virgenes Road or Mulholland Highway as a “Planned Capacity Enhancement.” <i>[Differences of opinion were expressed, consensus was that this potential improvement should not be added]</i>
VI-10	n/a	Table VI-3, delete Option 1 under “Planned Capacity Enhancements” for Lost Hills Road and move relevant descriptions from Option 1 to Option 2 (the preferred option).
VI-11	n/a	Table VI-3, change Ventura to Las Virgenes in the second bullet under “General Requirements” for Las Virgenes Road.
VI-13	n/a	Table VI-3, revise second bullet under “Planned Capacity Enhancements” for Mureau Road to “Construct roundabout, <u>traffic signal, or other intersection improvement</u> at the Calabastas Road/Mureau Road intersection.”
VI-15	VI-1	Revise to read “Avoiding significant adverse impacts to sensitive environmental features and residents' quality of life are higher priorities than improving traffic levels of service.”
VI-15	VI-2	Rework per suggested language provided by Peter Valk; consultant team to develop language, which will have the same general intent as draft language but with greater specificity.
VI-16	VI-5	Add the following bullet: <ul style="list-style-type: none"> <li>Funding opportunities to implement programs and projects that contribute to the City’s vision of achieving a livable community should be pursued.</li> </ul>
VI-16	VI-8	Revise to encompass all traffic laws (rather than merely posted speed limits) and all roadways.
VI-17	VI-12	Revise the last bullet to read as follows: <ul style="list-style-type: none"> <li>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</li> </ul> Add the following bullet: <ul style="list-style-type: none"> <li>Allowing 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</li> </ul>

Page	Policy	Comment/Recommendation
		Strengthen the language regarding the provision of park-and-ride lots.
VI-17	New	Add a new policy discouraging cut through traffic on Las Virgenes Road, Lost Hills Road, and Mulholland Highway between the Ventura Freeway and points south of the City.
VI-18	n/a	Revise second bullet under Bikeway System Objective to "Connects major destinations within <u>and outside</u> of the City."
VI-20	New	Add new policy specifying that bike paths should provide direct connections between residential and non-residential areas or incorporate this idea into an existing policy.
VI-20	New	Add a policy to ensure that parking for bicycles is available at major destinations in order to promote bicycle riding for commuting and recreation.
VI-20	New	Add a policy regarding safe routes to school programs to help ensure that students can safely walk or bicycle to and from school.
VI-20	n/a	Consider bike paths along DeAnza Trail south of the Ventura Freeway (connecting Calabasas Road and Las Virgenes Road) and along Las Virgenes Creek, cross-referencing the City's Trails Master Plan. <i>[After discussion, the consensus was the these paths are worth considering, but paving of a path along DeAnza Trail would not be acceptable and paving of a path along Las Virgenes Creek may not be acceptable]</i>
VI-20	n/a	Revise Figure VI-2 to reflect the planned Class II bike lane on Las Virgenes Road between Agoura Road and Mureau Road.
VI-21	New	Add a policy promoting 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-21	New	Add a policy to provide neighborhood streets that are walkable and that contribute to the physical safety and comfort of pedestrians.
VI-21	New	Add a policy requiring the development of an inventory of and plan for implementing needed pedestrian system improvements and possible pedestrian system enhancements.
VI-23	New	Add a policy regarding the provision of "environmentally friendly and convenient" transportation options or incorporate this concept into an existing policy.
VI-23	New	Add a policy specifying coordination of transportation services and programs with all City departments.
VI-23	New	Add a policy specifying that transit services should be provided 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.

Page	Policy	Comment/Recommendation
n/a	n/a	Incorporate the following concepts somewhere in the Circulation Element: <ul style="list-style-type: none"> <li>• Consider the movement of people and vehicles in the design and operation of transportation systems</li> <li>• Recognize the special mobility needs of seniors, youth, and persons with disabilities</li> </ul>
<i>n/a = not applicable since the comment did not pertain to a specific policy or page number.</i>		

**Meeting Adjournment**

The meeting adjourned at 10:30 p.m. The next GPAC meeting is scheduled for March 6, 2008.

Submitted by:

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 Gary Klein, Chairman