

## 4.16 TRANSPORTATION/TRAFFIC

### 4.16.1 Introduction

This section of the EIR analyzes the potential environmental effects on traffic, circulation, parking, access, and other transportation modes for the proposed implementation of the General Plan Update. This includes an analysis of the potential for the General Plan Update to increase local and regional traffic volumes, exceed a level of service (LOS) standard, increase hazards due to a design feature, interfere with emergency access, result in an inadequate parking supply, or conflict with applicable alternative transportation programs. Data used to prepare this section was taken from the Traffic Study for the Simi Valley General Plan Update Circulation and Mobility Element prepared for the proposed project by Iteris as well as the draft Mobility and Infrastructure Element.

Three comment letters regarding transportation and traffic were received in response to the December 1, 2009, Notice of Preparation (NOP) circulated for the General Plan Update. Full bibliographic entries for all reference materials are provided in Section 4.16.6 (References) of this section.

### 4.16.2 Environmental Setting

This section provides an assessment of existing conditions in the City of Simi Valley, including a description of the street and highway system, traffic volumes on these facilities, and operating conditions on selected roadways. The existing regional and local roadway network in Simi Valley is a hierarchical system of highways and local streets developed to provide regional traffic movement and local access. The following section provides a description of the functional classification of the facilities within the planning area.

#### ■ Study Scope

The Traffic Study for the Simi Valley General Plan Update Circulation and Mobility Element (Appendix F) evaluated the potential impacts to the City's circulation system associated with ultimate build-out of the proposed General Plan, and then aided in the identification of specific physical improvements and strategies to maintain acceptable levels of traffic operation in the City, to the extent feasible. Figure 4.16-3 (Study Intersections) shows the roadway network and the specific intersections that were evaluated. The study included collecting data on existing traffic conditions to form the baseline current (2006) conditions; forecasting the future 2030 traffic scenario without the development assumed in the General Plan Update and also without any future development assumed in the City to provide a future (2030) baseline condition; and then forecasting a future 2030 scenario with the addition of the traffic expected to result from the General Plan Update build-out. These three scenarios, below, are described further:

- **Existing Year (2006)**—This scenario represents the existing land uses in the City during the base year 2006. It is the existing year that all modeling scenarios are compared to in order to determine any potential effects.

- **Existing General Plan Build-Out**—This scenario is the build-out of the City per the current Simi Valley General Plan evaluated at horizon year 2030. It is used as the basis to compare the impacts of the other future scenarios to demonstrate traffic impacts if the City were built out per the current General Plan. Per this scenario, there would be approximately 48,792 residential dwelling units, over 6.8 million square feet (sf) of commercial space, 2.1 million sf of office space, 3.24 million sf of Business Park and 16.3 million sf of industrial space constructed.
- **Proposed General Plan Update Year 2030 per SCAG Forecast**— This General Plan Update Alternative is a land use plan with increased development above the existing General Plan, especially in the 12 development subareas. This scenario is the level of development for that alternative plan projected to occur in key land use categories during the General Plan Update Alternative Year 2035 horizon as correlated to the Southern California Association of Governments (SCAG) regional growth projections. This level of development includes 58,000 residential units, 8.9 million sf of commercial, 4.8 million sf of office, 3.7 million sf of Business Park, and 8.1 million sf of industrial space.
- **Proposed General Plan Update Build-Out**—This scenario is based upon full build-out of the General Plan Update at horizon year 2035. Development in this scenario includes 60,719 residential dwelling units, over 9 million sf of commercial space, over 12 million sf of office, 13.3 million sf of Business Park, and 12.6 million sf of industrial space.
- **General Plan Update with Preferred Land Use Plan**—This is the level of development in key land categories based on the build-out of a reduced land use development scenario. This reduced development plan scenario includes 58,438 residential dwelling units, approximately 8.7 million sf of commercial space, over 7.6 million sf of office, 5.7 million sf of Business Park, and 12.1 million sf of industrial space.

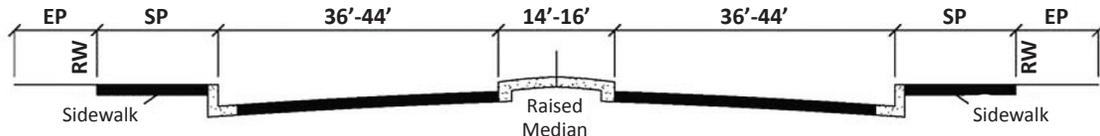
## ■ Street System

### *Regional Travel Characteristics*

State Route 118 (SR-118) provides regional access to the City. The facility has three general-purpose lanes in each direction, from Madera Road to Tapo Canyon Road and has four general-purpose lanes from Tapo Canyon Road to the Los Angeles County line. The freeway carries between 80,000 and 135,000 daily trips in Simi Valley, generally increasing from west to east. There are eight full-access interchanges on SR-118 within the City. These interchanges are Madera Road; First Street; Erringer Road; Sycamore Drive; Tapo Canyon Road; Stearns Street; Yosemite Avenue; and Kuehner Drive.

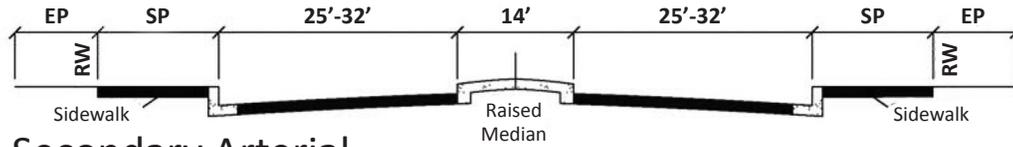
The network of major roadways in Simi Valley is primarily designed in a north/south and east/west grid pattern with primary and secondary arterials spaced between one mile and one-half mile intervals. Many of the primary and secondary arterials within the City of Simi Valley are built out to the full paved cross section along the entire length (refer to Figure 4.16-1).

Local streets do not typically follow a grid pattern. Table 4.16-1 (Description of Roadways) provides a physical description of the City's roadways by segment.



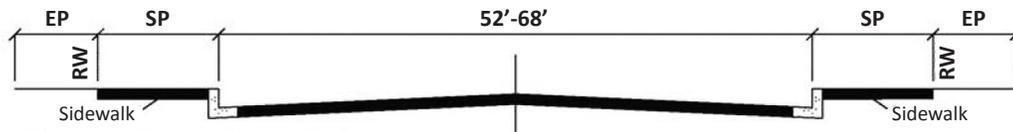
### Primary Arterial

Controlled Access

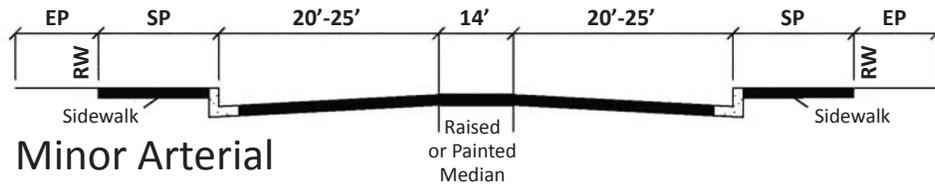


### Secondary Arterial

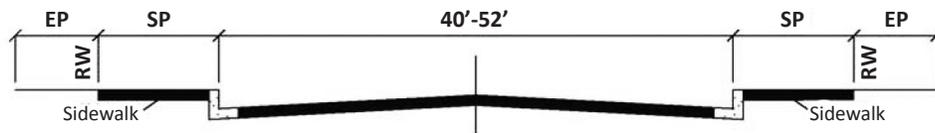
Controlled Access



### Secondary Arterial



### Minor Arterial



### Collector

SP - Standard Parkway  
 EP - Enriched Parkway  
 R/W - Right-of-Way Line

Not to Scale

**Notes:**

These cross sections are general in nature and are not intended to be used for design purposes.

Sidewalks may also meander outside of the Standard Parkway within the Enriched Parkway or a separate sidewalk easement.

Where bike lanes are required, an additional 12 feet of right-of-way is necessary.

Source: City of Simi Valley.

Figure 4.16-1  
 Roadway Cross Sections



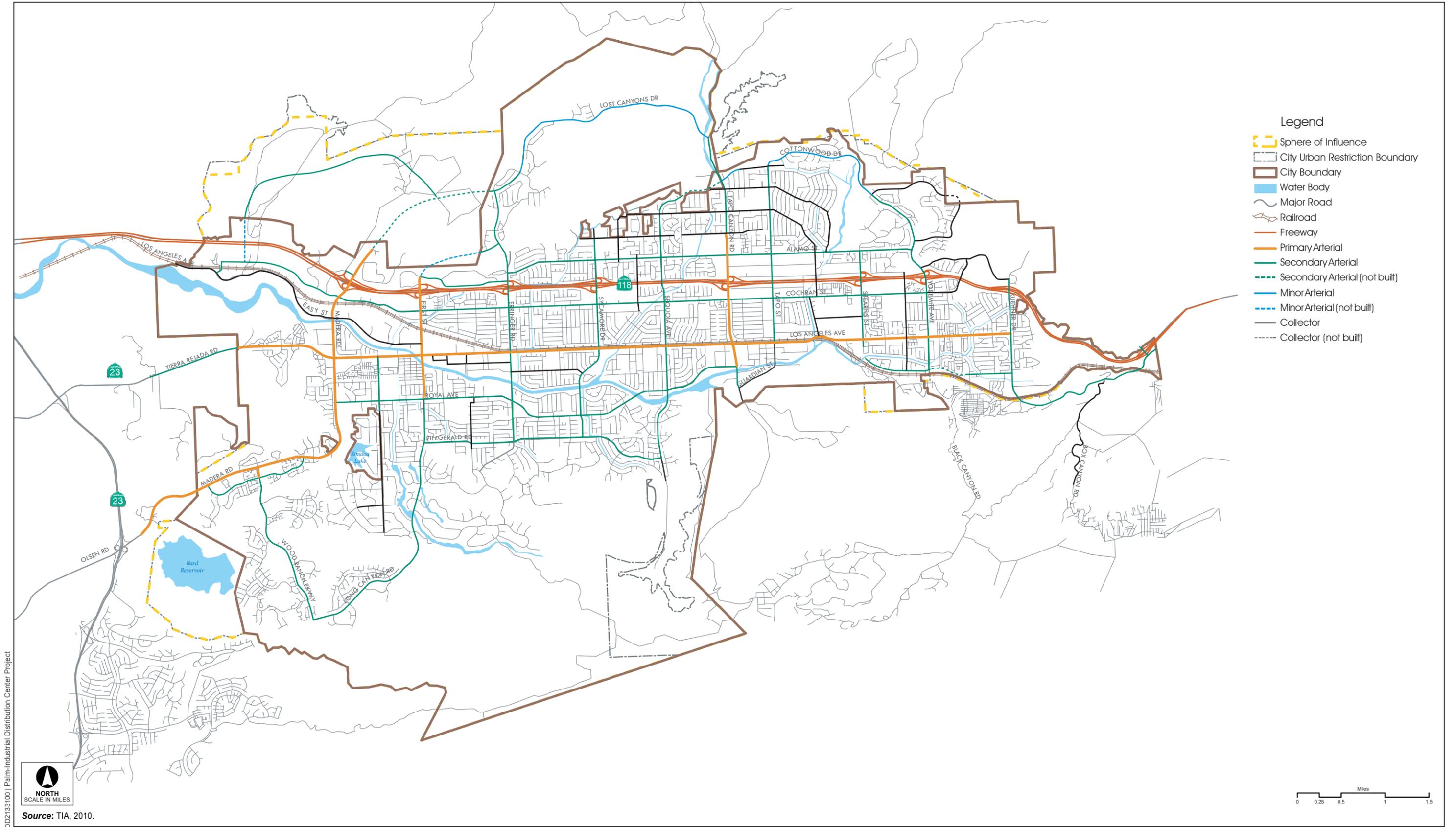
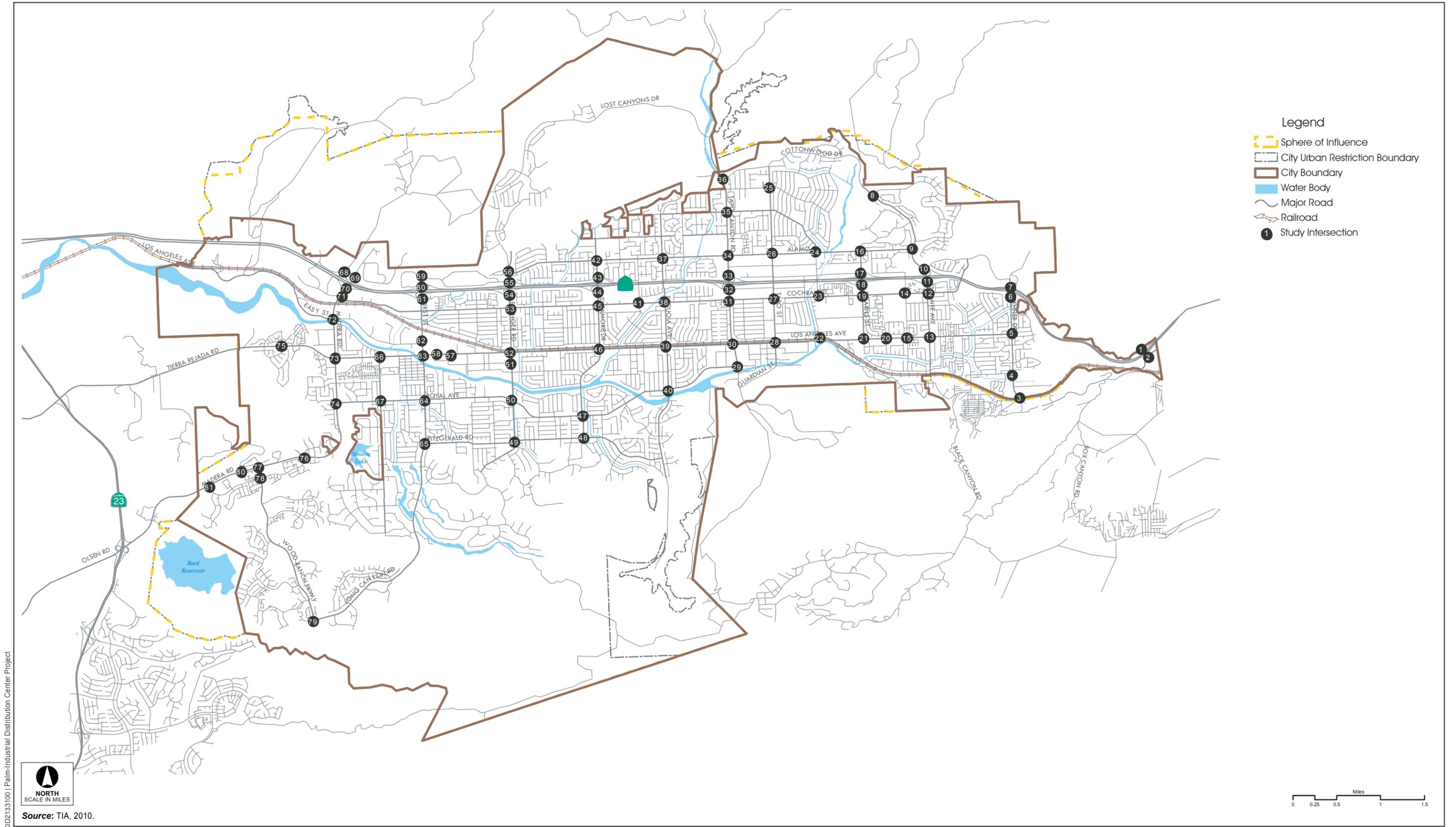


Figure 4.16-2  
Roadway Classifications





0D2133100 | Palm-Industrial Distribution Center Project



Source: TIA, 2010.

Figure 4.16-3  
Study Intersections



Table 4.16-1 Description of Roadways

Roadway	Segment	Curb-to-Curb Width	ROW Width <sup>a</sup>	Street Classification	Enrichment Elements
Alamo	Erringer-Sycamore	64	84	S	EP
	Sycamore-Tapo Canyon	80	100	S	M-EP
	Tapo Canyon-Stearns	64	84	S	EP
	Stearns-Stanislaus	69	99	S	EP
	Stanislaus-Yosemite	64	84	S	EP
Alamos Canyon	Cochran-Madera	78	98	S	M-EP-OB
Box Canyon	Planning Boundary-Santa Susana Pass	40	60	C	
Cochran	Quimisa-1,800' west of Madera	64	84	S	
	2800' west of Madera-Madera	58	78	S	
	Madera-Sycamore	64	84	S	EP
	Sycamore-Galena	64	84	S	M
	Galena-Stearns	64	84	S	
	Stearns-Yosemite	64	84	S	EP
	Yosemite-SR-118	40	60	C	EP
	SR-118-Mt. Sinai	40	64	C	EP
Cottonwood	Tapo/Presidio-Yosemite	52	72	N	M
Country Club	Madera-Madera	68	96	S	EP
Easy	West Los Angeles-First	52	72	C	
Erringer	Fitzgerald-Cochran	64	84	S	
	Cochran-Alamo	78	98	S	M
	Alamo-Madera/Lost Canyons	64	99	S	M-EP
First	Bluegrass Street-Stonebrook	88	128	S	M-EP
	Stonebrook-Royal	88	108	S	M-EP
	Royal-Los Angeles	88	108	P	M-EP
	Los Angeles-Cochran	84	104	P	M
	Cochran-SR-118	96	118	P	M
	SR-118-Simi Town Center/Falcon	86	116	P	M
Falcon	Simi Town Center/Falcon-1200' W of Erringer	54	74	N	M-EP
	1,200' W of Erringer-Erringer	78	98	S	M-EP
Fitzgerald	First-Assumption Cemetery	64	84	S	EP
	Assumption Cemetery-Fletcher	64	84	S	
	Fletcher-Sequoia	64	84	S	EP
Guardian	Tapo Canyon-Tapo	40	60	C	
Katherine	Kuehner-Katherine Road S.	64	84	S	EP
	Katherine Road S.-Yosemite	64	84	S	EP
	Yosemite-Arroyo Simi	64	84	S	EP

Table 4.16-1 Description of Roadways

Roadway	Segment	Curb-to-Curb Width	ROW Width <sup>a</sup>	Street Classification	Enrichment Elements
Kuehner	Santa Susana Pass-Smith	64	84	S	EP
	Smith-Los Angeles	80	100	S	EP
	Los Angeles-SR-118	64	84	S	EP
	SR-118-Mt. Sinai	70	90	S	M
Long Canyon	City Boundary-Wood Ranch Parkway	64	94	S	M-EP
	Canyon View East-Bluegrass	52-62	68-78	S	M <sup>a</sup> -EP
Los Angeles	Planning Boundary-Easy	52	72	C	M <sup>b</sup> -EP
	Tierra Rejada-Kuehner	86	106	P	M-EP
Lost Canyons Drive	Erringer-Legends	64	99	S	M-EP
	Legends Dr-Copperstone	54	79	N	M-EP
	Copperstone-Tapo Canyon	40	60	N	
Madera	Planning Boundary-Vista Lago	88	118	P	M-EP
	Vista Lago-Tierra Rejada	86	117	P	M-EP
	Tierra Rejada-Easy	86	106	P	M-EP
	Easy-S.P.R.R. Crossing	86	106	P	M-EP
	S.P.R.R. Crossing-1000' N or SR-118	102	122	P	M-EP
	1,000' N of SR-118-Erringer	78	98	S	M-EP
Mt. Sinai	Yosemite-Kuehner	40	60	C	EP
Presidio	Township-Tapo Canyon	64	84	S	EP
	Tapo Canyon-Scofield	64	84	N	M
	Scofield-Mandolin	40	60	C	
Quimisa	West Los Angeles-Cochran	78	98	S	M
Royal	Madera-First	64	84	S	EP
	First-Sycamore	64	84	S	EP
	Sycamore-Sequoia	64	84	S	EP
	Sequoia-Tapo Canyon	64	84	S	EP
Santa Susana Pass	Kuehner-Los Angeles County Line	64	85	S	
Sequoia	800' S of High Point Place-Fitzgerald	64	84	C	M-EP
	Fitzgerald-Royal	70	90	S	M
	Royal-Los Angeles	64	84	S	M-EP
	Los Angeles-Cochran	64	84	S	
	Cochran-Township	64	84	S	M-EP
Simi Town Center	Erringer-E. Jefferson Way	64	90	S	M-EP
	E. Jefferson Way-700' W of E. Jefferson Way	64	94	S	M-EP
	700' W of E. Jefferson Way-300' E of W. Jefferson Way	48	63.5	S	EP
	300' E of W. Jefferson Way-First	64	94	S	M-EP
Sinaloa	Planning Boundary-Mark	40	60	C	EP
	Mark-Los Angeles	64	84	S	M-EP

**Table 4.16-1 Description of Roadways**

<i>Roadway</i>	<i>Segment</i>	<i>Curb-to-Curb Width</i>	<i>ROW Width<sup>a</sup></i>	<i>Street Classification</i>	<i>Enrichment Elements</i>
Stearns	Diane-Los Angeles	64	84	S	EP
	Los Angeles-Cochran	64	84	S	EP
	Cochran-Alamo	78	98	S	M-EP
Stow	Katherine-Los Angeles	40	60	C	
	Los Angeles-Cochran	52	72	C	
	Cochran-Barnard	40	60	C	EP
Sycamore	Fitzgerald-Cochran	64	84	S	M-EP
	Cochran-Alamo	78	98	S	M-EP
	Alamo-Avenida Simi	64	84	S	EP
	Avenida Simi-end	40	60	C	EP
Tapo Canyon	Planning Boundary-Guardian	40	60	C	EP
	Guardian-Royal	62	82	S	M-EP
	Royal-Los Angeles	86	106	P	M-EP
	Los Angeles-Cochran	86	106	P	M-EP
	Cochran-Alamo	86	106	P	M
	Alamo-Avenida Simi	85	106	S	EP
	Avenida Simi-500' N of Presidio	64	108	S	EP
	500' N of Presidio-Planning Boundary	78	98	S	M-EP
Tapo	Guardian-Los Angeles	40	60	C	
	Los Angeles-SR-118	64	84	S	M
	SR-118-Alamo	64	84	S	EP
	Alamo-Presidio	64	84	S	EP
Tierra Rejada	Planning Boundary-Madera	94	114	P	M-EP
Wood Ranch Parkway	Long Canyon-country Club	78	118	S	
	Country Club-Madera	94	124	P	M-EP
Yosemite	Katherine-Cochran	64	84	S	M
	Cochran-Alamo	78	98	S	M
	Alamo-Evening Sky	64	84	S	M
	Evening Sky-Cottonwood	52	72	N	EP

SOURCE: Iteris, 2011.

a. Width of right-of-way and inclusion of median varies through this section.

b. Except where right-of-way abuts railroad right-of-way.

## Primary Arterials

Primary arterials are intended to service through, non-local traffic and provide limited controlled access. They have a cross section of three through lanes in each direction, and a median for left-turning traffic. Primary arterials are generally designated as 86-foot-wide roadways, within a 106-foot-wide right-of-way. Bike lanes may be included on major arterials when separate facilities are not available. However, the wide right-of-way sometimes allows for the development of off-street bike lanes.

## Secondary Arterials

Secondary arterials provide more local access than the major arterials, while also providing a lesser level of non-local through-traffic service. Secondary arterials have a cross section of one or two through lanes in each direction, a raised center median or a two-way left-turn lane and may also include a bike lane, in 52 to 78 feet of curb-to-curb space, and an 82- to 98-foot-wide right-of-way. These roadways are sometimes undivided with possible limited on-street parking, turn lanes at intersections, and may have partial control of vehicular and pedestrian access from driveways, cross streets, and crosswalks.

## Minor Arterials

Minor Arterials are narrower than primary or secondary arterials. These roadways are typically two or four lanes wide with limited access to driveways and cross streets. Minor arterials are able to accommodate bikeways. They are 40 to 64 feet wide, curb to curb, within a 60- to 84-foot right-of-way, and may have a center median.

## Collectors

The primary role of collector roadways is to provide access between the arterial network and neighborhood and commercial development. These roadways are typically two lanes wide undivided and have turn lanes at intersections. Collectors in Simi Valley are 40 to 52 feet wide, curb to curb, within a 64- to 68-foot right-of-way.

## Local Residential Streets

Local residential streets serve adjacent residential land uses only, allowing access to residential driveways and providing on-street parking for neighborhoods. Local residential streets in Simi Valley are designated as 36- to 40-foot-wide roadways, curb to curb, within a 56- to 60-foot right-of-way. These streets are not intended to serve through traffic traveling from one street to another.

## ■ Existing Volumes and (LOS)

### *LOS Methodology*

Traffic operating conditions for intersections in the City were analyzed using the “Intersection Capacity Utilization” (ICU) methodology for signalized intersections and “Highway Capacity Manual” (HCM) for unsignalized intersections per the City of Simi Valley guidelines. The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS). LOS is a description of traffic performance at intersections. The LOS concept is a measure of average operating conditions at intersections during an hour. It is based on a volume-to-capacity (V/C) ratio for signalized locations and delay (in seconds) for stop-controlled intersections. Levels range from A to F with A representing excellent (free-flow) conditions and F representing extreme congestion. The ICU methodology compares the amount of traffic a through or turn lane is able to process (the capacity) to the level of traffic during the peak hours (volume). The critical V/C ratios are combined to determine the ICU value (V/C ratio) for the entire intersection. The LOS definitions for signalized and unsignalized intersections are provided in Table 4.16-2 (Level of Service Definitions for Signalized Intersections) and Table 4.16-3 (Level of Service Definitions for Unsignalized Intersections), respectively. It should be noted that the LOS definitions

shown in the tables represent average conditions for all vehicles at an intersection across a one-hour period.

<b>Table 4.16-2 Level of Service Definitions for Signalized Intersections</b>		
<i>Level of Service</i>	<i>Intersection Capacity Utilization</i>	<i>Definition</i>
A	0.000–0.600	EXCELLENT. No Vehicle waits longer than one red light, and no approach phase is fully used.
B	0.601–0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701–0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801–0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901–1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

SOURCE: Transportation Research Board, *Highway Capacity Manual*, 2000

<b>Table 4.16-3 Level of Service Definitions for Unsignalized Intersections</b>	
<i>Level of Service</i>	<i>Control Delay per Vehicle (secs)</i>
A	< 10
B	> 10 and < 15
C	> 15 and < 25
D	> 25 and < 35
E	> 35 and < 50
F	> 50

SOURCE: Transportation Research Board, *Highway Capacity Manual* (2000).

Table 4.16-2 provides the relationship between the volume/capacity ratio for the intersection and its associated LOS. Table 4.16-3 represents the relationship between the delay and its associated LOS.

### **Study Area and Roadways**

Eighty-one intersections and 123 roadway segments were selected for the evaluation of current traffic conditions in the City. Intersection turning movement counts at the 81 locations were conducted during the months of April and May of 2006; 24-hour traffic counts were conducted in February 2006 at selected roadway segments. The evaluation methodology and analysis results are presented below.

### Existing Intersection Operations

The morning and evening peak hour level of service analyses were conducted for the 81 study intersections based on the measured traffic volumes and the methodologies described previously. It should be noted that City of Simi Valley has established LOS C as its criterion for an acceptable level of service for intersections only and does not include any roadway segment analyses in its criteria. All intersection analyses are performed using the TRAFFIX software program. The existing conditions level of service analysis results are summarized in Table 4.16-4 (Existing Intersection Levels of Service) for the AM and PM peak hours and depicted on Figure 4.16-4 (Existing Intersection LOS).

**Table 4.16-4 Existing Intersection Levels of Service**

No.	Intersection	Control Type	Existing AM			Existing PM		
			LOS	Delay	V/C	LOS	Delay	V/C
1	Rocky Peak Fire Rd & SR-118 WB Ramp	Unsignalized	A	8.9		A	9.7	
2	Rocky Peak Fire Rd & SR-118 EB Ramp	Unsignalized	A	7.5		A	7.4	
3	Kuehner Dr & Smith Rd	Signalized	A		0.366	A		0.329
4	Kuehner Dr & Katherine Rd	Signalized	A		0.494	A		0.235
5	Kuehner Dr. & Los Angeles Ave	Unsignalized	B		0.421	C		0.765
6	Kuehner Dr & SR-118 EB Ramps	Unsignalized	A	9.7		B	10.3	
7	Kuehner Dr & SR-118 WB Ramps	Unsignalized	D	30.5		E	40.9	
8	Yosemite Ave & Evening Sky Dr	Unsignalized	A		0.194	A		0.101
9	Yosemite Ave & Alamo St	Unsignalized	C		0.564	B		0.417
10	Yosemite Ave & SR-118 WB Ramps	Signalized	A		0.434	A		0.389
11	Yosemite Ave & SR-118 EB Ramps	Signalized	A		0.407	A		0.336
12	Yosemite Ave & Cochran St	Signalized	A		0.507	A		0.344
13	Yosemite Ave & Los Angeles Ave	Signalized	B		0.696	B		0.646
14	Stow St & Cochran St	Signalized	A		0.337	A		0.177
15	Stow St & Los Angeles Ave	Signalized	A		0.541	A		0.413
16	Stearns St & Alamo St	Signalized	A		0.409	A		0.374
17	Stearns St & SR-118 WB Ramps	Signalized	A		0.418	A		0.355
18	Stearns St & SR-118 EB Ramps	Signalized	A		0.337	A		0.376
19	Stearns St & Cochran St	Signalized	B		0.619	A		0.576
20	Stearns St & Los Angeles Ave	Signalized	A		0.538	A		0.568
21	Los Angeles Ave & Hidden Ranch Dr	Signalized	A		0.401	A		0.519
22	Los Angeles Ave & Ralston Ave	Unsignalized	C	19.2		C	16.4	
23	Kadota St & Cochran St	Unsignalized	C	17.2		B	12.7	
24	Kadota St & Alamo St	Unsignalized	E	43.9		D	28.4	
25	Tapo St & Walnut St	Signalized	A		0.227	A		0.173
26	Tapo St & Alamo St	Signalized	A		0.499	A		0.411

**Table 4.16-4 Existing Intersection Levels of Service**

No.	Intersection	Control Type	Existing AM			Existing PM		
			LOS	Delay	V/C	LOS	Delay	V/C
27	Tapo St & Cochran St	Signalized	A		0.513	A		0.509
28	Tapo St & Los Angeles Ave	Signalized	A		0.486	A		0.593
29	Tapo Canyon Rd & Royal Ave	Unsignalized	C		0.658	C		0.586
30	Tapo Canyon Rd & Los Angeles Ave	Signalized	C		0.609	B		0.614
31	Tapo Canyon Rd & Cochran St	Signalized	A		0.598	C		0.712
32	Tapo Canyon Rd & SR-118 EB Ramps	Signalized	A		0.558	B		0.620
33	Tapo Canyon Rd & SR-118 WB Ramps	Signalized	A		0.446	B		0.616
34	Tapo Canyon Rd & Alamo St	Signalized	A		0.348	A		0.433
35	Tapo Canyon Rd & Township Ave	Unsignalized	A		0.311	A		0.195
36	Tapo Canyon Rd & Lost Canyons Dr	Unsignalized	A	8.9		A	8.8	
37	Sequoia Ave & Alamo St	Signalized	A		0.391	A		0.499
38	Sequoia Ave & Cochran St	Signalized	A		0.522	A		0.582
39	Sequoia Ave & Los Angeles Ave	Signalized	A		0.487	A		0.56
40	Sequoia Ave & Royal Ave	Signalized	A		0.346	A		0.436
41	Cochran St & Galena Ave	Signalized	A		0.4	A		0.535
42	Sycamore Dr & Alamo St	Signalized	A		0.524	B		0.616
43	Sycamore Dr & SR-118 EB Ramps	Signalized	A		0.453	A		0.502
44	Sycamore Dr & SR-118 WB Ramps	Signalized	A		0.387	A		0.467
45	Sycamore Dr & Cochran St	Signalized	A		0.479	B		0.617
46	Sycamore Dr. & Los Angeles Ave	Signalized	B		0.613	B		0.633
47	Sycamore Dr & Royal Ave	Signalized	A		0.574	A		0.526
48	Sycamore Dr & Fitzgerald Rd	Unsignalized	B		0.449	B		0.325
49	Erringer Rd & Fitzgerald Rd	Unsignalized	C		0.620	B		0.368
50	Erringer Rd & Royal Ave	Signalized	B		0.636	B		0.651
51	Erringer Rd & Patricia Ave	Signalized	A		0.453	A		0.475
52	Erringer Rd & Los Angeles Ave	Signalized	A		0.562	B		0.628
53	Erringer Rd & Cochran St	Signalized	A		0.466	A		0.589
54	Erringer Rd & SR-118 EB Ramps	Signalized	A		0.288	A		0.423
55	Erringer Rd & SR-118 WB Ramps	Signalized	A		0.251	A		0.426
56	Erringer Rd & Alamo St	Signalized	A		0.358	A		0.451
57	Los Angeles Ave & Hubbard St	Signalized	A		0.240	A		0.351
58	Los Angeles Ave & Patricia Ave	Signalized	A		0.344	A		0.435
59	First St & SR-118 WB Ramps	Signalized	A		0.382	A		0.419
60	First St & SR-118 EB Ramps	Signalized	A		0.351	A		0.461

**Table 4.16-4 Existing Intersection Levels of Service**

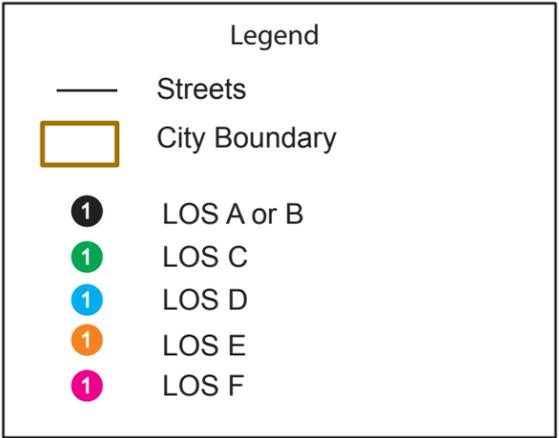
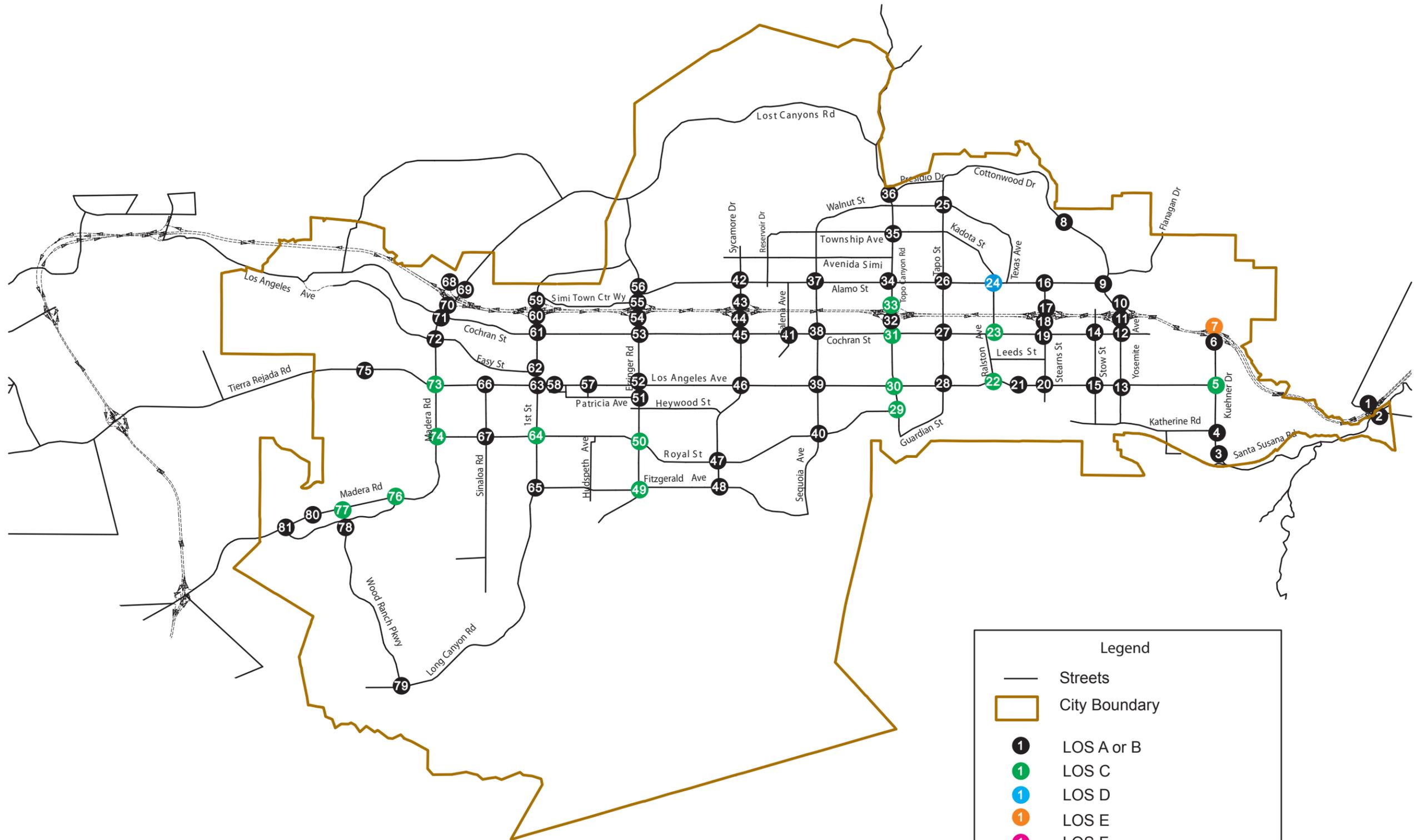
No.	Intersection	Control Type	Existing AM			Existing PM		
			LOS	Delay	V/C	LOS	Delay	V/C
61	First St & Cochran St	Signalized	A		0.349	A		0.514
62	First St & Easy St	Signalized	A		0.366	A		0.502
63	First St & Los Angeles Ave	Signalized	A		0.459	B		0.645
64	First St & Royal Ave	Signalized	C		0.752	B		0.698
65	First St & Fitzgerald Rd	Signalized	A		0.534	A		0.411
66	Sinaloa Rd & Los Angeles Ave	Signalized	A		0.503	B		0.629
67	Sinaloa Rd & Royal Ave	Signalized	A		0.556	A		0.565
68	Viewline Dr & SR-118 WB Ramps	Signalized	A		0.392	A		0.462
69	Madera Rd & Viewline Dr	Signalized	A		0.466	A		0.411
70	Madera Rd & SR-118 EB Ramps	Signalized	A		0.282	A		0.29
71	Madera Rd & Cochran St	Signalized	A		0.299	A		0.520
72	Madera Rd & Easy St	Signalized	A		0.355	A		0.474
73	Madera Rd & Los Angeles Ave/Tierra Rejada Rd	Signalized	A		0.548	B		0.693
74	Madera Rd & Royal Ave	Signalized	A		0.500	A		0.554
75	Tierra Rejada Rd & Stargaze Pl	Signalized	A		0.254	A		0.298
76	Madera Rd & Country Club Dr East	Signalized	C		0.716	A		0.594
77	Wood Ranch Parkway & Madera Rd	Signalized	C		0.733	C		0.717
78	Wood Ranch Parkway & Country Club Dr West	Signalized	A		0.502	A		0.506
79	Wood Ranch Parkway & Long Canyon Rd	Unsignalized	B		0.441	B		0.322
80	Madera Rd & Presidential Dr	Signalized	B		0.672	A		0.591
81	Madera Rd & Country Club Dr West	Signalized	B		0.697	A		0.503

As shown in Table 4.16-4, the majority of the City's intersections are operating at an acceptable LOS A, B, or C conditions for both AM and PM peak hours. There are only two unsignalized intersections operating at an unacceptable LOS (LOS D, E, or F) during AM or PM peak hours, or both, according to City of Simi Valley's standards. These intersections are as follows:

- Kuehner Dr & SR-118 WB Ramps (unsignalized)
- Kadota St & Alamo St (unsignalized)

### Existing Roadway Operations

The City of Simi Valley does not analyze the LOS for roadway segments to determine traffic impacts of a project. This LOS discussion is included here for comparative information only. The LOS criteria for roadway segments are defined in Table 4.16-5 (Roadway Segment Level of Service Criteria). The LOS indicators for the roadway system are based on the volume of traffic for designated sections of roadway during a typical day and the theoretical vehicular capacity of that segment. These indicators are used to illustrate general traffic conditions along the City's roadways, and are not necessarily and indicator of



002133100 | Palm-Industrial Distribution Center Project



Source: Memo, Revised June 3, 2009; Atkins, Revised June 21, 2011.

Figure 4.16-4  
Existing Intersection LOS



specific operational issues on a daily basis. These two measures for each monitored segment of the roadway system are expressed as a ratio. The V/C ratio is then converted to an alpha descriptor identifying operating conditions and expressed as a level of service, LOS A through LOS F. LOS A identifies the best operating conditions along a section of roadway and is characterized by free-flow traffic, low volumes, and little or no restrictions on maneuverability. LOS F characterizes forced traffic flow with high traffic densities, slow travel speeds, and often stop-and-go conditions.

**Table 4.16-5 Roadway Segment Level of Service Criteria**

<i>Level of Service</i>	<i>Interpretation</i>	<i>Volume-to-Capacity Ratio</i>
A	Free-flow speeds prevail. Vehicles are almost unimpeded in their ability to maneuver within the traffic stream	0.00–0.60
B	Reasonably free-flow speeds are maintained. The ability to maneuver within traffic is only slightly restricted.	0.61–0.70
C	Flow with speeds at or near free-flow speed of the roadway. Freedom to maneuver within the traffic stream is noticeably restricted and lane changes require more care and vigilance on the part of the driver.	0.71–0.80
D	Speeds begin to decline slightly with increasing flows. In this range, density begins to increase somewhat more quickly with increasing flow. Freedom to maneuver within the traffic stream is noticeably limited.	0.81–0.90
E	Operation at capacity with no usable gaps in the traffic stream. Any disruption to the traffic stream has little or no room to dissipate.	0.91–1.0
F	Breakdown of the of the traffic flow with long queues of traffic. Unacceptable conditions.	>1.0

SOURCE: Highway Capacity Manual, 2000.

## Roadway Volumes

Table 4.16-6 (Existing Roadway Volumes and Levels of Service) lists the latest daily volumes, capacities, and V/C ratios for the 123 selected roadway segments. Traffic count data was assembled from field traffic counts conducted in February 2006 by the City. Figure 4.16-5 (Existing Segment LOS) illustrates the average daily traffic volumes for each of the roadway segments.

Table 4.16-6 shows that a vast majority of the City's arterial segments are operating at free-flow LOS A conditions, with a limited number of segments at LOS B or C, which are acceptable operating conditions. There is one segment operating at LOS D: Madera Road: West City Limits to Country Club Drive West.

**Table 4.16-6 Existing Roadway Volumes and Levels of Service**

<i>Roadway Section</i>	<i>Volume</i>	<i>Capacity</i>	<i>V/C</i>	<i>LOS</i>
<b>Alamo Street</b>				
Erringer Road to Sycamore Drive	12,200	40,000	0.305	A
Sycamore Drive to Sequoia Avenue	15,900	40,000	0.398	A
Sequoia Avenue to Tapo Canyon Road	19,800	40,000	0.495	A
Tapo Canyon Road to Tapo Street	17,800	40,000	0.445	A
Tapo Street to Stearns Street	11,800	40,000	0.295	A
Stearns Street to Yosemite Avenue	6,100	40,000	0.153	A

**Table 4.16-6 Existing Roadway Volumes and Levels of Service**

<i>Roadway Section</i>	<i>Volume</i>	<i>Capacity</i>	<i>V/C</i>	<i>LOS</i>
<b>Cochran Street</b>				
West of Madera Road	7,800	40,000	0.195	A
Madera Road to First St	13,400	40,000	0.335	A
First Street to Erringer Road	21,400	40,000	0.535	A
Erringer Road to Sycamore Drive	20,300	40,000	0.508	A
Sycamore Drive to Galena Avenue	25,000	40,000	0.625	B
Galena Avenue to Sequoia Avenue	21,100	40,000	0.528	A
Sequoia Avenue to Tapo Canyon Road	23,000	40,000	0.575	A
Tapo Canyon Road to Tapo Street	19,900	40,000	0.498	A
Tapo Street to Stearns Street	15,600	40,000	0.39	A
Stearns Street to Stow Street	9,900	40,000	0.248	A
Stow Street to Yosemite Avenue	6,800	40,000	0.17	A
E/O Yosemite Avenue	2,400	16,000	0.15	A
<b>Los Angeles Avenue</b>				
Madera Road to Sinaloa Road	25,500	48,000	0.531	A
Sinaloa Road to First Street	24,900	72,000	0.346	A
First Street to Erringer Road	28,200	72,000	0.392	A
Erringer Road to Sycamore Drive	19,500	48,000	0.406	A
Sycamore Drive to Sequoia Avenue	23,500	48,000	0.490	A
Sequoia Avenue to Tapo Canyon Road	21,700	48,000	0.452	A
Tapo Canyon Road to Tapo Street	27,300	48,000	0.569	A
Tapo Street to Stearns Street	22,400	48,000	0.467	A
Stearns Street to Stow Street	19,100	40,000	0.478	A
Stow Street to Yosemite Avenue	13,500	40,000	0.338	A
Yosemite Avenue to Rory Lane	24,400	40,000	0.610	B
Rory Lane to Kuehner Drive	25,200	40,000	0.630	B
<b>Royal Avenue</b>				
Madera Road to Sinaloa Road	24,600	40,000	0.615	B
Sinaloa Road to First Street	21,600	40,000	0.540	A
First Street to Erringer Road	22,500	40,000	0.563	A
Erringer Road to Sycamore Drive	18,400	40,000	0.460	A
Sycamore Drive to Sequoia Avenue	14,300	40,000	0.358	A
Sequoia Avenue to Tapo Canyon Road	9,800	40,000	0.245	A
<b>Fitzgerald Road</b>				
First Street to Hudspeth Ave	6,600	16,000	0.413	A

**Table 4.16-6 Existing Roadway Volumes and Levels of Service**

<i>Roadway Section</i>	<i>Volume</i>	<i>Capacity</i>	<i>V/C</i>	<i>LOS</i>
Erringer Road to Sycamore Drive	5,900	16,000	0.369	A
Sycamore Drive to Sequoia Avenue	2,800	16,000	0.175	A
<b>Country Club Drive East</b>				
Madera Road to Wood Ranch Pkwy	7,000	40,000	0.175	A
<b>Country Club Drive West</b>				
Madera Road to Wood Ranch Pkwy	8,500	40,000	0.213	A
<b>Wood Ranch Parkway</b>				
Madera Road to Country Club Drive	8,500	40,000	0.213	A
Country Club Drive to Lake Park Drive South	13,600	40,000	0.340	A
Lake Park Drive South to Long Canyon Road	8,400	40,000	0.210	A
<b>Madera Road</b>				
West City Limits to Country Club Drive West	39,300	48,000	0.819	D
Country Club Drive West to Wood Ranch Pkwy	31,700	48,000	0.660	B
Wood Ranch Pkwy to Country Club Drive East	34,200	48,000	0.713	C
Vista Lago Drive to Royal Avenue	39,100	72,000	0.543	A
Royal Avenue to Los Angeles Avenue	33,600	48,000	0.700	B
Los Angeles Avenue to Easy Street	32,000	72,000	0.444	A
Easy Street to Cochran Street	33,900	72,000	0.471	A
Cochran Street to SR-118 Fwy	34,900	72,000	0.485	A
North of View Line Drive	8,800	40,000	0.220	A
<b>View Line Drive</b>				
SR-118 Fwy to Madera Road	10,700	40,000	0.268	A
<b>Tierra Rejada Road</b>				
Friendly Village to Stargaze Place	13,500	48,000	0.281	A
W/O Madera Road	21,100	48,000	0.440	A
<b>Easy Street</b>				
West Los Angeles Avenue to Madera Road	7,800	16,000	0.488	A
Madera Road to First Street	6,600	16,000	0.413	A
<b>Sinaloa Road</b>				
Los Angeles Avenue to Royal Avenue	7,200	16,000	0.450	A
S/O Royal Avenue	8,000	16,000	0.500	A
<b>First St</b>				
Town Center Drive to SR-118 Fwy	10,200	48,000	0.213	A
SR-118 Fwy to Cochran Street	28,200	72,000	0.392	A
Cochran Street to Easy Street	36,600	72,000	0.508	A

**Table 4.16-6 Existing Roadway Volumes and Levels of Service**

<i>Roadway Section</i>	<i>Volume</i>	<i>Capacity</i>	<i>V/C</i>	<i>LOS</i>
Easy Street to Los Angeles Avenue	33,000	72,000	0.458	A
Los Angeles Avenue to Royal Avenue	23,800	48,000	0.496	A
Royal Avenue to Fitzgerald Road	17,000	40,000	0.425	A
Fitzgerald Road to Bluegrass Street	10,800	40,000	0.270	A
<b>Long Canyon Road</b>				
Bluegrass Street to Wood Ranch Parkway	8,200	16,000	0.513	A
<b>Erringer Road</b>				
N/O Legacy Drive	3,200	40,000	0.080	A
N/O Alamo Street	5,700	40,000	0.143	A
Alamo Street to SR-118 Fwy	15,000	40,000	0.375	A
SR-118 Fwy to Cochran Street	26,700	40,000	0.668	B
Cochran Street to Los Angeles Avenue	25,000	40,000	0.625	B
Los Angeles Avenue to Royal Avenue	20,900	40,000	0.523	A
Royal Avenue to Fitzgerald Road	10,400	16,000	0.650	B
S/O Fitzgerald Road	6,000	16,000	0.375	A
<b>Sycamore Drive</b>				
N/O Alamo Street	9,600	40,000	0.240	A
Alamo Street to SR-118 Fwy	20,600	40,000	0.515	A
SR-118 Fwy to Cochran Street	24,100	40,000	0.603	B
Cochran Street to Los Angeles Avenue	25,000	40,000	0.625	B
Los Angeles Avenue to Royal Avenue	11,600	40,000	0.290	A
Royal Avenue to Fitzgerald Road	6,800	40,000	0.170	A
<b>Galena Avenue</b>				
Alamo Street to Cochran Street	5,600	40,000	0.140	A
<b>Sequoia Avenue</b>				
N/O Alamo Street	3,200	40,000	0.080	A
Alamo Street to Cochran Street	6,800	40,000	0.170	A
Cochran Street to Los Angeles Avenue	7,100	40,000	0.178	A
Los Angeles Avenue to Royal Avenue	7,700	40,000	0.193	A
Royal Avenue to Fitzgerald Road	6,700	40,000	0.168	A
<b>Tapo Canyon Road</b>				
N/O Presidio Drive	2,500	16,000	0.156	A
Township Avenue to Alamo Street	12,500	48,000	0.260	A
Alamo Street to SR-118 Fwy	28,800	48,000	0.600	A
SR-118 Fwy to Cochran Street	30,000	48,000	0.625	B

**Table 4.16-6 Existing Roadway Volumes and Levels of Service**

<i>Roadway Section</i>	<i>Volume</i>	<i>Capacity</i>	<i>V/C</i>	<i>LOS</i>
Cochran Street to Los Angeles Avenue	16,600	48,000	0.346	A
Los Angeles Avenue to Royal Avenue	14,300	48,000	0.298	A
Royal Avenue to Guardian Way	2,700	16,000	0.169	A
<b>Tapo Street</b>				
Walnut Street to Township Avenue	7,500	40,000	0.188	A
Township Avenue to Alamo Street	11,900	40,000	0.298	A
Alamo Street to Cochran Street	11,700	40,000	0.293	A
Cochran Street to Los Angeles Avenue	16,000	40,000	0.400	A
<b>Stearns Street</b>				
Alamo Street to SR-118 Fwy	11,100	40,000	0.278	A
SR-118 Fwy to Cochran Street	16,500	40,000	0.413	A
Cochran Street to Los Angeles Avenue	13,200	40,000	0.330	A
<b>Stow Street</b>				
S/O Cochran Street	2,800	16,000	0.175	A
<b>Yosemite Avenue</b>				
N/O Evening Sky Drive	1,800	40,000	0.045	A
Flanagan Drive to Alamo Street	8,200	40,000	0.205	A
Alamo Street to SR-118 Fwy	11,400	40,000	0.285	A
SR-118 Fwy to Cochran Street	16,700	40,000	0.418	A
Cochran Street to Los Angeles Avenue	14,100	40,000	0.353	A
Los Angeles Avenue to Katherine Street	3,000	16,000	0.188	A
<b>Kuehner Drive</b>				
SR-118 Fwy to Los Angeles Avenue	10,300	40,000	0.258	A
Los Angeles Avenue to Katherine Road	13,200	40,000	0.330	A
S/O Katherine Road	9,200	40,000	0.230	A
<b>Katherine Road</b>				
W/O Kuehner Drive	3,000	16,000	0.188	A
<b>Katherine Street</b>				
W/O Yosemite Avenue	1,400	16,000	0.088	A
<b>Santa Susana Pass Road</b>				
E/O Lilac Lane	3,900	16,000	0.244	A
<b>W. Los Angeles Avenue</b>				
W/O Quimisa Drive	3,600	16,000	0.225	A

## ■ Public Transit Service

Public transit service in Simi Valley includes local fixed-route bus service, commuter bus service, commuter rail lines, and paratransit services. The existing transit routes in the study area are illustrated in Figure 4.16-6 (Transit Routes).

### *Local Fixed-Route Services*

The Simi Valley Transit Division operates eleven buses along four fixed-routes and provides service connections to Chatsworth, as well as to VISTA-EAST (Ventura Intercity Service Transit Authority), which provides connections to other Ventura County communities (refer to Figure 4.16-6). The routes also provide connections to Metro system and to Metrolink commuter trains. Bus stops are located approximately 0.25 to 0.5 mile apart along routes within Simi Valley. The service is provided Monday through Saturday from approximately 5:00 AM to 8:00 PM and does not operate on Sundays. Fixed routes carry approximately 480,457 passengers per year. The following fixed-routes provide services within Simi Valley:

- **Route A:** Route A operates around the Simi Valley Town Center in a clockwise direction on Madera Road, Royal Avenue, Sycamore Drive, Los Angeles Avenue, Yosemite Avenue, and Cochran Street. The Route has several stops primarily via Erringer Road, Simi Valley Town Center, Cochran Street, Civic Center, Tapo Canyon Road, Stearns Street, and Yosemite Avenue connecting all industrial areas with residential tracts and commercial facilities. It also connects to the Simi Valley Metrolink/Amtrak Station.
- **Route B:** Route B is very similar to Route A with few different stops on Cochran Street rather than Los Angeles Avenue and runs in a counterclockwise direction and also connects to the Simi Valley Metrolink/Amtrak Station.
- **Route C:** Route C provides a roundtrip service from the Civic Center in Simi Valley to the Metrolink Station in Chatsworth. It also connects to the Metrolink Station in Simi Valley.
- **Route D:** Route D operates between Simi Valley Town Center, Simi Valley Hospital, and Ronald Reagan Presidential Library.

### *Paratransit Services*

Simi Valley Transit operates Dial-A-Ride (DAR) service within the planning area, providing curb-to-curb van service to seniors and disabled persons. DAR service is provided Monday through Saturday from approximately 5:00 AM to 8:00 PM.

### *Regional Routes*

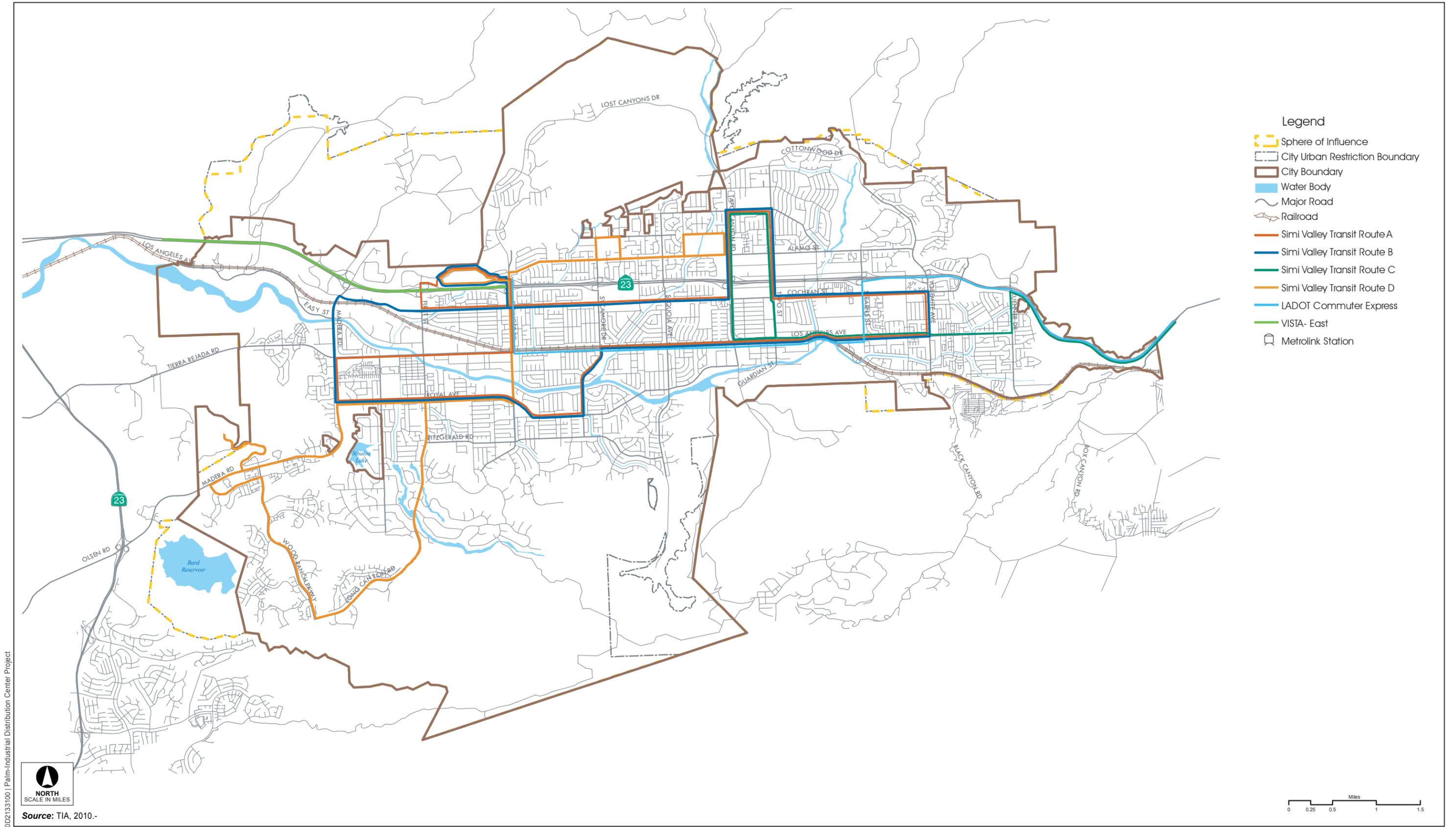
**VISTA-EAST:** Ventura Intercity Service Transit Authority or VISTA-EAST provides roundtrip service between Simi Valley and Westlake via Moorpark College, Moorpark, and Thousand Oaks and operates from 6:00 AM to 7:00 PM, Monday through Friday, and from 7:00 AM to 6:00 PM on Saturday.

### *Commuter Service*

Commuter service in the City of Simi Valley is provided by bus and rail lines. The services are described below.

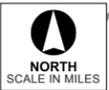






- Legend**
- Sphere of Influence
  - City Urban Restriction Boundary
  - City Boundary
  - Water Body
  - Major Road
  - Railroad
  - Simi Valley Transit Route A
  - Simi Valley Transit Route B
  - Simi Valley Transit Route C
  - Simi Valley Transit Route D
  - LADOT Commuter Express
  - VISTA- East
  - Metrolink Station

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Source: TIA, 2010.-

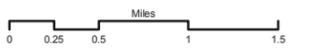


Figure 4.16-6  
Transit Routes



## **Bus and Van-Pool Services**

### *Commuter Express*

Line 575

Los Angeles Department of Transportation (LADOT) Commuter Express Line 575 runs between Simi Valley and Warner Center via Chatsworth. The route primarily includes Lassen Street, De Soto Avenue and Victory Boulevard. It has stops at several commercial/industrial areas and Kaiser Permanente Medical Center at Warner Center.

### **Ridesharing**

The City of Simi Valley participates in an internet rideshare and vanpool matching service, “RideMatch.info,” operated through a joint partnership of the Los Angeles County Metropolitan Transportation Authority, the Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, and the Ventura County Transportation Commission.

## **Rail**

### **Metrolink**

Metrolink provides passenger service to Simi Valley. The Ventura County Line serves the Simi Valley Metrolink Station, located along Los Angeles Avenue, between Tapo and Stearns Streets. Currently, the Ventura County Line operates six trains in the morning hours and two trains in the evening hours to Los Angeles and two trains in the morning hours and six trains in the evening hours from Los Angeles on weekdays. The new Mountain Gate transit station is being planned for north of Los Angeles Avenue between First Street and Erringer Road. This station would provide improved transit access for the west side of the City, especially the proposed mixed-use developments along Los Angeles Avenue and First Street.

### **Amtrak**

The City is also served by two Amtrak train routes. The Pacific Surfliner serves communities on the coast of Southern California between San Diego and San Luis Obispo. The Coast Starlight connects Los Angeles Union Station to Seattle, Washington. Fourteen Pacific Surfliner trains (seven southbound and seven northbound), and two Coast Starlight trains serve the Simi Valley station daily.

## ■ **Bikeways**

Increasing bicycle transportation is a cost-effective way of reducing congestion and improving air quality. Although bicycle commuters today represent a very small fraction of the total commuter population, the potential for future growth cannot be disregarded and it is dependent on the development of a safe and convenient bikeway network.

The 2008 Bicycle Master Plan identified safety, access, quality of life, and an effective implementation program as four key issues to making Simi Valley a bicycle friendly city. The Plan identifies over 10 miles

of Class I bikeways, 21 miles of Class II, and nearly 28 miles of Class III bikeways as part of the recommended Plan. The bikeway facility types proposed are:

- **Class I—Bike Paths:** Class I bicycle or multi-use paths separate from roadways, with at-grade or grade-separate roadway crossings. Bike paths are typically located along long uninterrupted corridors such as rivers, creeks, flood control channels, railroad rights-of-way, etc.
- **Sidewalk Paths:** Although not a designated bikeway classification type specified in the Caltrans manual Chapter 1000, the City of Simi Valley has several sidewalk paths that were built with bicycling in mind. These typically are sidewalks that are slightly wider than normal sidewalks, and are intended for a mix of pedestrian and bicycle traffic.

The additional bikeway facility types recommended as part of the 2008 Bicycle Master Plan are described below:

- **Class II Bike Lanes**—Striped bicycle lanes located to the right of each direction of vehicle traffic along a roadway. Bike lanes are typically located along collector and arterial roadways that provide connections through the City street system.
- **Class III Bike Routes**—Roadways that provide shared use with pedestrian or motor vehicle traffic and are identified only by bike route signing. Bike routes are typically along high demand corridors.

Table 4.16-7 (Existing Class I Bike Paths) summarizes the existing Class I bike paths identified in the 2008 Simi Valley Bicycle Master Plan.

Table 4.16-7 Existing Class I Bike Paths				
Name	From	To	Class	Length (mi)
Arroyo Simi Trail	Madera Road	Las Lajas Creek	I	7.00
Easy Street Spur	Easy Street	Arroyo Simi Trail	I	0.125
Las Lajas Creek Trail	Arroyo Simi	Cochran Street	I	0.50
Tapo Creek Trail	Arroyo Simi	Los Angeles Avenue	I	0.50

SOURCE: City of Simi Valley Bicycle Master Plan, 2008.

## ■ Pedestrian Circulation

In addition to the bicycle routes, the City has various pedestrian facilities available, consisting of sidewalks and crosswalks. Sidewalks are generally available linking residential communities to the arterial roadways.

### 4.16.3 Regulatory Setting

#### ■ Federal

##### *Americans with Disabilities (ADA) Act of 1990*

Titles I, II, III, and V of the ADA have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination on the basis of disability in “places of public

accommodation” (businesses and non-profit agencies that serve the public) and “commercial facilities” (other businesses). The regulation includes Appendix A to Part 36 (Standards for Accessible Design) establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility.

Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, 30” as a minimum width for the pedestrian travelway, a vibration-free zone for pedestrians, etc.

## ■ State

### ***Statewide Transportation Improvement Program (STIP)***

The California Transportation Commission (CTC) administers transportation programming. Transportation programming is the public decision-making process, which sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The California Department of Transportation (Caltrans) manages the operation of State Highways, including the freeways passing through the LA region.

The following projects that are included in the STIP are partially or entirely within Simi Valley:

- Alamos Canyon Rd./SR-118 interchange
- SR-118 Widening, between Los Angeles Avenue (in Moorpark) and Tapo Canyon Road
- SR-118 Widening, between Tapo Canyon Road and the LA/Ventura County Line (completed)

### ***California Complete Streets Act of 2008 (AB1358)***

The State of California has set targets for the reduction of greenhouse gas emissions in California to slow the onset of human-induced climate change. The state has determined that transportation represents 41 percent of total greenhouse gas emissions in California. According to the United States Department of Transportation’s 2001 National Household Travel Survey, 41 percent of trips in urban areas nationwide are two miles or less in length, and 66 percent of urban trips that are one mile or less are made by automobile. Shifting the transportation mode share from single passenger cars to public transit, bicycling, and walking must be a significant part of short and long-term planning goals if the state is to achieve the reduction in the number of vehicle miles traveled and in greenhouse gas emissions required by current law. The Complete Streets Act requires the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. The Circulation Element includes policies and implementation measures to address Complete Streets compliance in the City of Simi Valley.

## ■ Regional

### *Southern California Association of Governments (SCAG)*

Every three years, the Southern California Association of Governments (SCAG) updates the Regional Transportation Plan (RTP) for the six-county region that includes Los Angeles, San Bernardino, Riverside, Orange, Ventura, and Imperial counties. Based on the most recent RTP, the SCAG region is expected to grow from 17 million people to nearly 23 million by 2030. To prepare for this future growth, SCAG has developed the Compass Blueprint regional planning process. The Compass Blueprint outlines four key principles guiding regional growth:

- Mobility—Getting where we want to go
- Livability—Creating positive communities
- Prosperity—Long-term health for the region
- Sustainability—Promoting efficient use of natural resources

To realize these principles, SCAG encourages the following policies:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable communities
- Targeting growth around existing and planned transit stations
- Preserving existing open space and stable residential areas

From a transportation perspective, the General Plan Update demonstrates consistency with SCAG's Compass Blueprint by prioritizing growth around transit stations, growth along transportation corridors, and growth of land uses amenable to pedestrian travel.

The Regional Transportation Improvement Program (RTIP) is the Southern California Association of Government's compilation of state, federal, and local funded transportation projects. In addition to projects identified in the STIP, the RTIP includes federal Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Program (STP) funds, other federal funds and projects entirely funded out of local and private funds. The following projects that are included in the RTIP are partially or entirely within the Planning Area:

- Madera Road Widening, from Presidential Drive to the Simi Valley City limit (completed)
- Class II Bike Lanes on West Los Angeles Avenue, from the western City limit to Easy Street

The 2008 RTP also has goals and policies that are pertinent to this proposed project. The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

- Regional Transportation Plan Goals:
  - > **RTP G1:** Maximize mobility and accessibility for all people and goods in the region.
  - > **RTP G2:** Ensure travel safety and reliability for all people and goods in the region.

- > **RTP G3:** Preserve and ensure a sustainable regional transportation system.
- > **RTP G4:** Maximize the productivity of our transportation system.
- > **RTP G5:** Protect the environment, improve air quality and promote energy efficiency.
- > **RTP G6:** Encourage land use and growth patterns that complement our transportation investments.
- > **RTP G7:** Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

## ■ Local

### ***Transportation Demand Management (TDM)***

The City of Simi Valley, through its Municipal Code (Chapter 9, Section 39.020), has established a Transportation Demand Management (TDM) program. Per this program, prior to approval of any development project, the applicant is required make provision for, at a minimum, all of the following applicable transportation demand management and trip reduction measures:

#### ■ Nonresidential Developments

*Containing fifty (50) or more employees* shall provide:

- (i) A bulletin board, display case, or kiosk displaying transportation information shall be located where the greatest number of employees is likely to see it.

*Containing 100 or more employees* shall provide all of the above and the following:

- (i) *Preferential parking.* A portion of the total number of required parking spaces shall be reserved for use by potential carpool or vanpool vehicles and shall be located as close as is practical to the employee entrance(s) without displacing accessible parking for the disabled and customer parking needs.
- (ii) This preferential carpool/vanpool parking shall be identified on the site plan upon application for a building permit.
- (iii) A statement that preferential carpool/vanpool spaces for employees are available and a description of the procedure for reserving these spaces shall be displayed at the required transportation information center.
  - (aa) Carpool/vanpool parking spaces shall be adequately signed and striped and shall be supplied as employee demand warrants; provided, at least one space for projects of 50,000 to 100,000 sf and two (2) spaces for projects over 100,000 sf shall be signed and striped for carpool and vanpool vehicles at all times; and
  - (ab) Preferential parking spaces reserved for vanpools shall be accessible to vanpool vehicles.

*Containing 150 or more employees* are to provide all of the above and the following:

- (i) If determined necessary by the City to mitigate development impacts, bus stop improvements (e.g., benches, shelters, and turnouts) shall be provided.
- (ii) The location of the bus stops and structure entrances shall be planned and designed to provide safe and efficient pedestrian access.
- (iii) Initial determinations of bus stop improvements shall be made by the City's Transit Administrator as identified in Section 9-50.060(c) of this title.

- **Residential developments**

*Containing 500 dwelling units or more* shall ensure that the development's design incorporates uses that would reduce home-based vehicle trips and vehicle miles traveled, provided:

- (i) The provision of these uses complies with Chapter 9-24 (Residential and Open Space Zoning Districts) of the Municipal Code; and
- (ii) The provision of these uses within the development would not result in a duplication of any uses which may already be planned or in existence within a one-quarter mile radius of the perimeter of the development.

- **Pedestrian and bicycle access**

All projects to which any of the foregoing provisions of this chapter apply shall also be subject to demonstrating safe and convenient access and circulation for pedestrians and bicyclists as determined by a review of the project by the Commission and/or the Council. (§ 5, Ord. 1085, eff. January 6, 2006).

- **Monitoring**

All development to which any of the provisions of this chapter are applicable shall be subject to monitoring measures (e.g., submission of site plans).

## 4.16.4 Project Impacts and Mitigation

### ■ Analytic Method

#### *Study Area and Analyzed Intersections*

For use in the EIR analysis, it was necessary to develop average daily traffic (ADT) volume forecasts for year 2030. The projections were made using the latest Simi Valley Traffic Model (SVTM) travel demand model developed by Iteris and maintained by the City of Simi Valley. Impacts to the City's transportation facilities were determined by calculating volume-to-capacity ratios for all studied intersections and comparing those to established City thresholds. The City does not have LOS threshold criteria for segment analysis. The discussion regarding segment LOS is included for information and comparative purposes only.

In the SVTM, the City is covered by 342 traffic analysis zones (TAZs). These primary model input data include variables such as total number of households and total employment. The model also has several secondary variables that are used in the modeling process for trip generation and traffic volume development for base and future forecast years. The model also has base and future year roadway networks, which are representations of the City and surrounding areas' transportation system including highways and transit facilities.

#### *Planned Improvements*

The traffic study took into account the existence of planned roadway improvements in its analysis. Table 4.16-8 (Programmed Improvements for Year 2030) shows improvements to intersections and roadway segments that are anticipated to be completed by the horizon year per the City of Simi Valley Public Works staff as part of the Existing General Plan and CIP.

**Table 4.16-8 Programmed Improvements for Year 2030**

<b>No.</b>	<b>Intersection</b>	<b>Improvements</b>
1	Rocky Peak Fire Rd / SR-118 WB Ramps	Install traffic signal and add exclusive northbound left-turn lane.
2	Rocky Peak Fire Rd / SR-118 EB Ramps	Install traffic signal; restripe southbound left-turn/through lane to an exclusive through lane and add an exclusive southbound left-turn lane; and add one eastbound left-turn/through lane and one eastbound right-turn lane.
3	Kuehner Dr / Smith Rd	Add a second northbound through lane and a second southbound through lane.
4	Kuehner Dr / Katherine Rd	Modify the existing southbound right-turn lane to provide a through/right-turn lane.
5	Kuehner Dr / Los Angeles Ave	Install traffic signal, add a second northbound through lane and southbound through lane, and add a second eastbound left-turn lane.
6	Kuehner Dr / SR-118 EB Ramps	Install a traffic signal.
7	Kuehner Dr / SR-118 WB Ramps	Install a traffic signal with protected northbound left-turn phasing, add a second northbound through lane, and restripe the southbound through/right-turn lane to an exclusive through lane and add an exclusive right-turn lane.
9	Yosemite Ave / Alamo St	Install a traffic signal with protected northbound left-turn phasing.
13	Yosemite Ave / Los Angeles Ave	Add a third eastbound through lane and a third westbound through lane.
15	Stow St / Los Angeles Ave	Restripe the existing northbound left-turn/ through/right-turn lane to provide a through/right-turn lane and a left-turn lane. Add a third eastbound and a third westbound through lane.
17	Stearns St / SR-118 Westbound Ramps	Add a second westbound left-turn lane.
19	Stearns St / Cochran St	Add a second southbound through lane; restripe the eastbound approach to have two left-turn lanes, one through lane, and one through/right-turn lane.
20	Stearns St / Los Angeles Ave	Add a third eastbound through lane and a third westbound through lane.
21	Los Angeles Ave / Hidden Ranch Dr	Modify the existing eastbound and westbound right-turn lanes to provide share through/right-turn lanes.
22	Los Angeles Ave / Ralston Ave	Install a traffic signal with protected eastbound left-turn phasing and add a third eastbound through lane and a third westbound through lane.
24	Kadota St / Alamo St	Add a traffic signal and restripe the northbound left-turn/through/right-turn lane to a left-turn/through lane and add a northbound right-turn lane.
28	Tapo St / Los Angeles Ave	Add a third eastbound through lane and a third westbound through lane.
29	Tapo Canyon Rd / Royal Ave	Install a traffic signal and add a second northbound through lane and a second southbound through lane. Restripe the existing eastbound left-turn/through/right-turn lane to a left-turn/through lane and add an eastbound right-turn lane. Restripe the existing westbound left-turn/through/right-turn lane to a left-turn/through lane and add a westbound right-turn lane.
30	Tapo Canyon Rd / Los Angeles Ave	Add a third through lane to the eastbound, westbound, and northbound approaches
31	Tapo Canyon Rd / Cochran St	Modify the existing northbound right-turn lane to provide a through/right-turn lane, add a third southbound through lane, and add a second eastbound left-turn lane.
32	Tapo Canyon Rd / SR-118 Eastbound Ramps	Restripe the existing southbound left-turn/through lane to provide a second through lane and an exclusive left-turn lane.
36	Tapo Canyon Rd / Lost Canyons Dr	Install a traffic signal with protected left-turn phasing on the northbound approach. Add a second northbound and a second southbound through lane. Add a second eastbound right-turn lane.
39	Sequoia Ave / Los Angeles Ave	Modify the existing eastbound and westbound right-turn lanes to provide shared through/right-turn lanes.

**Table 4.16-8 Programmed Improvements for Year 2030**

<b>No.</b>	<b>Intersection</b>	<b>Improvements</b>
46	Sycamore Dr / Los Angeles Ave	Modify the eastbound and westbound right-turn lanes to provide shared through/right-turn lanes.
48	Sycamore Dr / Fitzgerald Rd	Restripe the eastbound approach to have one left-turn lane and one through lane.
52	Erringer Rd / Los Angeles Ave	Add a second eastbound left-turn lane and a second westbound left-turn lane.
53	Erringer Rd / Cochran St	Add a second northbound left-turn lane and a third through lane. Add a second southbound left-turn lane and modify the existing right-turn lane to provide a shared through/right-turn lane. Add a second eastbound left-turn lane. Add a second westbound left-turn lane and right-turn lane.
54	Erringer Rd / SR-118 Eastbound Ramps	Restripe the eastbound approach to have one shared left-turn/through lane and one right-turn lane.
58	Los Angeles Ave / Patricia Ave	Restripe the southbound approach to have one left-turn/through lane and one right-turn lane.
62	First St / Easy St	Restripe the existing eastbound left turn/through/right-turn lane to a left-turn/through lane and add an exclusive right-turn lane.
63	First St / Los Angeles Ave	Add a third southbound through lane.
64	First St / Royal Ave	Add a second northbound left-turn lane and modify the northbound right-turn lane to provide a through/right-turn lane. Add a second southbound left-turn lane and modify the southbound right-turn lane to provide a through/right-turn lane.
66	Sinaloa Rd / Los Angeles Ave	Modify the existing eastbound right-turn lane to provide a shared through-right lane.
69	Madera Rd / Viewline Dr	Restripe the southbound right-turn lane to provide a shared through/right-turn lane.
70	Madera Rd / SR-118 EB Ramps	Add a third northbound through lane.
71	Madera Rd / Cochran St	Restripe the southbound approach to have two left-turn lanes, two through lanes, one through/right-turn lane, and one right-turn lane.
72	Madera Road / Easy Street	Add second northbound left-turn lane and second southbound left-turn lane.
73	Madera Rd / Los Angeles Ave/Tierra Rejada Road	Change the existing traffic signal phase on the east/west approaches to protected phasing. Add a third northbound through lane. Add a third southbound through lane. Add a third eastbound through lane. Add a third westbound through lane.
76	Madera Rd / Country Club Dr East	Restripe the existing northbound left-turn/through lane to provide an exclusive left-turn lane and add a through/right-turn lane. Restripe the southbound approach to have one shared left-turn/through lane and one right-turn lane. Add a third westbound through lane.
77	Wood Ranch Pkwy / Madera Rd	Add a third eastbound through lane and a third westbound through lane.
80	Madera Rd / Presidential Dr	Add a third eastbound through lane and a third westbound through lane.
81	Madera Rd / Country Club Dr West	Restripe the northbound left-turn/through lane to provide a through lane and add a second left-turn lane. Add a third westbound through lane and add a third eastbound through lane. Add a westbound right-turn lane.
<b>Segment</b>		<b>Improvements</b>
Los Angeles Avenue between Erringer Rd and Kuehner Dr		Provide 6 through lanes
Fitzgerald Road between Erringer Rd and Sycamore Dr		Provide 4 through lanes
Madera Rd between the West City Limits and SR-118		Provide 6 through lanes
Tapo Canyon Rd north of Presidio Dr		Provide 4 through lanes

## Development Assumptions

As described above, the traffic study modeled future traffic conditions in four scenarios in addition to collecting data on existing traffic conditions to form the baseline current (2006) conditions. These included; build-out of the current General Plan; build-out of the General Plan Update using SCAG projection; the build-out of the General Plan Update; and the build-out of the General Plan Update's Preferred Land Use Plan. The land use assumptions for each scenario are shown in Table 4.16-9 (Development Assumptions).

<i>Scenario</i>	<i>Residential (du)</i>	<i>Commercial (‘000s sf)</i>	<i>Office (‘000s sf)</i>	<i>Business Park (‘000s sf)</i>	<i>Industrial (‘000s sf)</i>
Existing 2006	44,799	6,949	999	1,116	8,241
Existing General Plan	48,792	6,814	2,107	3,243	16,319
General Plan Update Alternative per SCAG	58,000	8,901	4,822	3,773	8,135
General Plan Update Build-out	60,719	9,029	12,090	13,364	12,600
General Plan Update Build-out with Preferred Land Use Plan	58,438	8,764	7,642	5,734	12,134

SOURCE: Traffic Study for the General Plan Update Circulation Element and Mobility Element, Iteris 2010.

The actual development patterns may occur differently than anticipated in this document due to market forces. For example, the pace of development may be faster or slower than anticipated by the analysis, or it could not occur at all. The General Plan Update does not include any site-specific development projects, so specific land use types or intensities are currently unknown. The analysis contained in this document should be considered as a guide to traffic impacts and recommended improvements and impacts, but is subject to subsequent analysis as specific development projects or improvements are proposed.

## Peak Hour Performance

Street system performance is sometimes based on daily volumes regarding travel conditions for various facility types (e.g., two-lane collectors, six-lane arterials, etc.). However, since peak hour traffic volumes at intersections are a better indication of roadway congestion during commute hours when traffic volumes are typically highest, peak hour intersection capacities were developed to reflect the roadway system within Simi Valley, and the intersection operations were analyzed during the AM and PM peak hours. The City of Simi Valley uses LOS analyses at intersections to determine significant traffic impacts on the street system. Roadway segment ADT volumes, capacities, and levels of service are used for information and comparative purposes only and are not used to determine any significant traffic impacts.

Existing and future peak hour traffic volumes at the studied intersections were compared to the intersection capacities and LOS thresholds to determine the operating conditions of street system during the AM and PM peak hour with and without build-out of the General Plan.

## ***Background Regional Traffic Growth***

Existing traffic is expected to increase between year 2010 and year 2030 as a result of general, area-wide, and regional growth and development. Using the SVTM, Iteris developed 2030 ADT volume projection for all major roadways located within the City of Simi Valley for the three separate future year analysis scenarios. To ensure the traffic forecasts produced by the travel demand model accurately represent the expected traffic conditions for future year 2030 scenario, the Year 2030 traffic volumes developed in SVTM were “post-processed” and adjusted.

As part of the circulation system analysis, the SVTM was used to analyze the traffic impacts of projected development within the City at build-out of the General Plan land uses. This model currently has a year 2006 base year and year 2030 as regional horizon year for the future. In the SCAG regional model, approximately 25 traffic analysis zones (TAZs) constitute the City of Simi Valley. These zones were disaggregated to 342 TAZs for planning purposes. Land use quantities were estimated for the build-out conditions of the study area for each of the TAZs. These model input data include the number of single and multiple dwelling units, population, retail and total employment. The SVTM highway network was also obtained from SCAG and refined by adding secondary and minor arterials, collector streets, and zonal connectors to represent a more detailed network consistent with the finer zone system. The Year 2006 and future year land use data for the three General Plan alternatives for the disaggregated TAZs were entered into the model for all study area zones and substituted for the original study area TAZs. The model was run using these new build-out trips in the project area and the estimated 2030 trips from all other zones in the model representing the southern California region. Trip generation, distribution and mode choice functions for the model were carried out and the General Plan team performed traffic assignments for the AM and PM peak hours and combined to generate total daily volumes. These future volumes were assigned to the City of Simi Valley’s future planned circulation network.

## ***Projected Volumes & Level of Service Analysis***

### **Trip Generation**

The future year trip generation estimates developed in the SVTM model are based on the scale and type of land use in each of the three General Plan scenarios and standard trip rates as provided by SCAG. The daily trip totals are distributed by time of day and by trip purpose. The time of day is split between the peak periods, which include the seven hours between 6:00 and 9:00 AM and between 3:00 and 7:00 PM, and the remaining 17 hours of the day. The trip purposes are split between home-based trips, or those that have an origin or a destination at a residence, office-based trips, and other-based trips. In addition, each land use has a trip production, or trip leaving the site, and an attraction or trip entering the site. A single trip is comprised of one production and one attraction. These are also referred to as trip ends.

While the intensification of development with the mixed-use sites increases the overall trip making compared to the 2030 General Plan scenario, the inclusion of mixed-use projects reduces the number of trips that would be made if no mixed-use components that would generate internal trip making were included. To quantify the amount of internal trip capture in mixed-use types of development, industry-standard factors published by the Institute of Transportation Engineers (ITE) were applied to the mixed-use development trip estimates to identify the number of trips that would be retained within the sites and not distributed to area roadway system. In total, the mixed-use internal trip capture resulted in a total

reduction in trip making for those zones with mixed-use projects of about 9.4 percent. It is important to note that the trip totals reflect the fact that the internal mixed-use trips have been subtracted.

## ■ Thresholds of Significance

For purposes of this EIR, implementation of the General Plan Update would have a significant impact if it would do any of the following:

- Result in the level of service at any significantly impacted intersection falling below LOS C
- Result in the level of service, based on the volume/ capacity ratio, at any intersection deteriorating by 0.10 or greater
- Result in any significant traffic impacts even though the level of service at local intersections would remain at LOS C or better
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections)
- Result in inadequate emergency access
- Result in inadequate parking capacity
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)

## ■ General Plan Policies that Mitigate Potential Impacts on Transportation-Traffic

Policies and goals from the Mobility and Infrastructure Chapter that would mitigate potential impacts on transportation-traffic include the following. All General Plan policies are followed by a set of numbers in parentheses. These numbers reference applicable measures that will be undertaken by the City to implement the policy.

- Policy M-1.3**     **Complete Streets.** Accommodate and balance the needs of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers through all phases of transportation and development projects so that all users can travel safely within the various public rights-of-way. (*Imp A-1, A-2, LU-18, M-4, M-8*)
- Policy M-1.4**     **Roadway Design Elements.** Incorporate, where practical, complete streets design elements into projects including sidewalks and other measures to improve pedestrian safety, median and intersection curbing treatments, better bus stop placement, traffic-calming measures, bicycle accommodations, and treatments for disabled travelers to improve safety. (*Imp A-1, A-2, LU-18, M-2, M-4, M-8, M-10, M-13, M-15*)
- Policy M-1.6**     **Fair Share Costs.** Establish fees on new development for all transportation modes and Transportation Demand Management (TDM) programs and amenities,<sup>10</sup> and ensure that payment is collected for the fair share of the costs of new and enhanced facilities and programs. (*Imp A-1, A-2, LU-14, LU-18, ED-6, ED-8, M-6*)

<sup>10</sup> Refer to Policy M-11.1 through Policy M-11.6.

- Policy M-1.7**      **Regional Funding.** Work with the Ventura County Transportation Commission (VCTC) to increase the share of regional funding for pedestrian, bicycle, transit, and transportation systems management projects. (*Imp A-1, A-2, LU-18, M-7*)
- Policy M-2.1**      **State Route 118 Expansion.** Support Caltrans in finding financial assistance for, and the expeditious construction of, additional permanent lanes in each direction of State Route 118 within the City and for other local freeway improvements, and promote and support interim freeway improvements and management to alleviate congestion. (*Imp A-1, A-2, LU-18, ED-6, M-12*)
- Policy M-2.2**      **Integration of Transportation Systems with the Region.** Maintain a working relationship with regional and surrounding local agencies, to implement systems that serve the needs of regional travelers in a way that minimizes impacts on Simi Valley’s local street network. (*Imp A-1, A-2, LU-18, M-12*)
- Policy M-2.3**      **Regional Consistency.** Maintain consistency between the City of Simi Valley Master Plan of Streets and the Ventura County Regional Roadway Network. (*Imp A-1, A-2, LU-18, M-12*)
- Policy M-2.4**      **Regional Traffic Mitigation.** Participate in programs (Congestion Management Program, Growth Management Program, etc.) to reduce regional traffic congestion. (*Imp A-1, A-2, LU-18, M-12*)
- Policy M-2.5**      **Intersection Improvements.** Work collaboratively with regional agencies to help improve the capacity at intersections in the City that connect to regional facilities to improve traffic flows along major roadways. (*Imp A-1, A-2, LU-18, M-1, M-12*)
- Policy M-3.5**      **Street Improvements.** As part of the development of vacant land or as part of an expansion of use on developed land, but not including the construction of room additions or other accessory structures appurtenant to an existing single-family dwelling, the property owner or developer shall dedicate, widen, extend, and construct street and parkway improvements, including necessary drainage structures, within and adjacent to that property, and any off-site improvements reasonably related to the project according to standards set forth in Appendix M (Description of Roadways) and City street standards. Where necessary, variations from Figure M-1 (Roadway Cross Sections) may be approved by the City Engineer if their purpose is to save mature trees, reduce ultimate scarring, provide enriched parkways, separate pedestrians, bicycle riders, and equestrians from vehicles, and meet other General Plan policies as long as safe and adequate passage of vehicles is ensured. The spacing of parkway trees may be modified to preserve viewsheds from the hillsides. (*Imp A-1, A-2, LU-1, LU-18, M-1, M-2, M-4*)
- Policy M-8.1**      **Existing Streets.** Improve existing roads within the City as discretionary development creates the need. Provide additional roads as needed to complement the General Plan network, and maintain all such roads so that they are safe and functioning at an acceptable LOS. (*Imp A-1, A-2, LU-1, LU-18, M-1, M-2*)
- Policy M-8.2**      **Resolving Impacts.** Resolve project-related off-site traffic impacts generated by new development and require contributions for cumulative improvements or additions to the mobility system. (*Imp A-1, A-2, LU-1, LU-14, LU-18, M-2, M-6*)

- Policy M-8.3** **Cost of Improvements.** Allocate costs associated with resolving cumulative off-site traffic impacts on the basis of trip generation. (*Imp A-1, A-2, LU-1, LU-14, LU-18, M-2, M-6*)
- Policy M-8.4** **Accommodate Alternative Modes.** Condition discretionary development to minimize traffic impacts by incorporating sidewalks and bicycle pathways, bicycle racks and lockers, ridesharing programs, transit improvements (bus turnouts, shelters, benches), transportation demand measures, and/or transit subsidies for employees or residents of the proposed development. (*Imp A-1, A-2, LU-1, LU-18, M-2*)
- Policy M-8.5** **Coordinate Improvements.** Coordinate project phasing with the construction of on-site and off-site circulation improvements to maintain optimum levels of traffic movement. (*Imp A-1, A-2, LU-1, LU-18, M-2*)
- Policy M-8.6** **Driveways and Access.** Limit driveway and local street access on arterial streets to maintain a desired quality of traffic flow. Wherever possible, consolidate driveways and implement access controls during redevelopment of adjacent parcels. A second access to a side street for major projects should be located in the middle of a block adjacent to a limited-access arterial. (*Imp A-1, A-2, LU-1, LU-18, M-2*)
- Policy M-8.7** **Emergency Access.** Provide all residential, commercial, and industrial areas with efficient and safe access for emergency vehicles and evacuation routes. (*Imp A-1, A-2, LU-1, LU-18, M-2*)
- Policy M-10.1** **Off-Street and Required Parking.** Provide adequate off-street parking in all new or expanded projects as part of project approval or construction. Require that new development provide adequate, convenient parking for residents, guests, business patrons, and visitors. (*Imp A-1, A-2, LU-18, M-2, M-3*)
- Policy M-10.2** **Curb Cuts.** Require new development to minimize curb cuts to protect on-street parking spaces. Close curb cuts to create on-street parking spaces wherever feasible. (*Imp A-1, A-2, LU-18, M-2*)
- Policy M-10.3** **Parking Configuration.** Site and design new developments so as to avoid the use of parking configurations or management programs that will be difficult to maintain and/or enforce. (*Imp A-1, A-2, LU-18, M-2, M-3*)
- Policy M-10.4** **Up-to-Date Parking Requirements.** Periodically review and update off-street parking requirements to ensure that new development provides off-street parking sufficient to serve approved uses. (*Imp A-1, A-2, LU-18, M-3*)
- Policy M-10.5** **Parking Provisions.** Ensure that adequate parking is provided for existing and future uses while considering shared parking opportunities, TDM plans, and availability of alternate modes of travel, based on the site's proximity to transit. (*Imp A-1, A-2, LU-18, M-2, M-3*)
- Policy M-10.6** **Public-Private Partnerships.** Consider public-private partnerships to meet the City's parking demand in areas where it may be desirable for example to remove on-street parking to modify street frontages, increase transit parking opportunities, or provide mixed-use/transit-oriented development opportunities. (*Imp A-1, A-2, LU-18, M-2, M-3*)

- Policy M-10.7** **Parking and Shared Parking Area.** Support measures that help to reduce the space required for parking and parking demand. This may encompass such techniques as shared parking opportunities, automated parking facilities, and flex vehicles in mixed-use, transit-oriented, and pedestrian-oriented areas throughout the City. (*Imp A-1, A-2, LU-18, M-3*)
- Policy M-10.8** **Parking Requirements for Pedestrian-Oriented and Local-Serving Uses.** Consider revised parking requirements for small-scale neighborhood-serving commercial uses in areas that derive most of their trade from walk-in business, especially where on-street or other public parking is available. (*Imp A-1, A-2, LU-18, M-3*)
- Policy M-11.1** **Transportation Demand Management (TDM).** Utilize and promote TDM measures to encourage and create incentives for the use of alternative travel modes, reduce vehicle miles traveled, disperse peak traffic, and better utilize the existing transportation infrastructure. (*Imp A-1, A-2, LU-18, M-9, M-11*)
- Policy M-11.2** **Alternative Transportation Modes.** Promote and encourage the use of alternative transportation modes, such as ridesharing, carpools, van pools, public transit, bicycles, and walking; and provide facilities that support such alternative modes. (*Imp A-1, A-2, LU-18, M-9, M-11*)
- Policy M-11.4** **Demand Reduction Programs.** Work with area businesses to develop programs that promote the use of multiple-occupancy vehicle programs for shopping, business, and other uses to reduce vehicle miles traveled. (*Imp A-1, A-2, LU-18, M-11*)
- Policy M-11.5** **Transportation Demand Management (TDM) Programs.** Encourage existing major employers to develop and implement TDM programs to reduce peak period trip generation such as the use of flex time, staggered working hours, high occupancy company-sponsored vehicles, ride-sharing programs, and any other means to lessen peak-hour commuter traffic. (*Imp A-1, A-2, LU-18, M-11*)
- Policy M-11.6** **Transportation Demand Amenities.** Encourage major employers to provide transit subsidies, bicycle facilities (including changing/shower facilities), alternative work schedules, ridesharing, telecommuting, work-at-home programs, employee education, and preferential parking for carpools/van pools. (*Imp A-1, A-2, LU-18, M-11*)
- Policy M-12.1** **Bicycle Master Plan.** Maintain and update the City's Bicycle Master Plan to determine desired improvements to the City's bicycle network and plan, including the Arroyo Simi Greenway, and prioritize improvements for orderly implementation coordinated with the capital improvement program. (*Imp A-1, A-2, LU-18, M-10*)
- Policy M-12.2** **Bicycle Usage.** Promote bicycling as an option for short trips and allow bicycles to connect to mass transit. (*Imp A-1, A-2, LU-18, M-9*)
- Policy M-12.3** **Bicycle Facilities.** Incorporate bicycle and pedestrian facilities in the design plans for new streets and highways and, where feasible, in plans for improving existing roads. (*Imp A-1, A-2, LU-18, M-1, M-4, M-8, M-13*)

- Policy M-12.4 Regional Bikeway System.** In cooperation with the adjacent cities and the Ventura County Transportation Commission, plan and provide a system of bicycle lanes and trails within Simi Valley, including the Arroyo Simi Greenway, that links the City to the surrounding region. (*Imp A-1, A-2, LU-18, M-8, M-10, M-12*)
- Policy M-12.5 Bicycle Access.** Require new development projects on existing and potential bicycle routes to provide bicycle and pedestrian access to and through the project and to construct links to adjacent uses where appropriate. (*Imp A-1, A-2, LU-1, LU-18, M-2*)
- Policy M-12.6 Bicycle Network Connections.** Provide a continuous bicycle network, including the Arroyo Simi Greenway, that connects community facilities and other public and private buildings to each other, to the street, and to transit facilities. (*Imp A-1, A-2, LU-1, LU-18, M-2, M-10*)
- Policy M-12.7 Bikeway Amenities.** Require that new development projects (e.g., employment centers, educational institutions, and commercial centers) provide bicycle-support facilities, such as bicycle racks and storage facilities, to promote bicycle use. (*Imp A-1, A-2, LU-1, LU-3, LU-18, M-2*)
- Policy M-12.8 Bicycle Parking.** Coordinate with transit operators to provide for secure short- and long-term bicycle parking at primary transit stations. (*Imp A-1, A-2, LU-18, M-12, M-15*)
- Policy M-12.9 Bicycle and Pedestrian Safety.** Provide for the safety of bicyclists and pedestrians through provision of adequate facilities. (*Imp A-1, A-2, LU-18, M-10*)
- Policy M-12.10 Funding Sources.** Develop new funding sources for maintenance of roadway, pedestrian, and bikeway facilities, including the Arroyo Simi Greenway. (*Imp A-1, A-2, LU-18, ED-6, ED-8*)
- Policy M-13.1 Transit.** Provide alternative forms of public and private transit and give routing, scheduling and planning for work force, youth, handicapped, senior citizens and shoppers a priority. (*Imp A-1, A-2, LU-18, M-9, M-12, M-15*)
- Policy M-13.2 Transit Design.** Support a well-designed transit system to meet the mobility needs of residents and visitors including seniors, disabled, and transit-dependent persons. (*Imp A-1, A-2, LU-18, M-9, M-12, M-15*)
- Policy M-13.3 Transit Frequency.** Support increased frequency transit service and capital investments to serve high-density employment, commercial, residential, or mixed-use areas and activity centers. (*Imp A-1, A-2, LU-18, M-6, M-9, M-12, M-15*)
- Policy M-13.4 Transit Priority Measures.** Consider improvements in transit efficiency and travel times by implementing transit priority measures to help bypass congested areas, which may include transit signal priority, queue bypass lanes, and exclusive transit lanes. (*Imp A-1, A-2, LU-18, M-9, M-12, M-15*)
- Policy M-13.5 Transit Support Facilities.** Participate in efforts to develop transit support facilities, including park-and-ride lots, bus stops, and shelters. (*Imp A-1, A-2, LU-18, M-9, M-12, M-15*)

- Policy M-13.6 Multi-Modal Transit.** Promote a variety of transit services including rail, enhanced buses, express buses, local buses, and school buses to meet the needs of residents, workers, and visitors. (*Imp A-1, A-2, LU-18, M-9, M-12, M-15*)
- Policy M-13.7 Interconnected Transit System.** Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling, and walking. Before funding transportation improvements that increase vehicle miles traveled, consider alternatives such as increasing public transit or improving bicycle and pedestrian travel routes. (*Imp A-1, A-2, LU-18, M-9, M-12, M-15*)
- Policy M-13.8 Transit System Review and Interjurisdictional Cooperation.** Work with the Ventura County Transit Commission to ensure the full coordination of the City’s municipal transit system with other transit systems in adjacent areas. Work collaboratively with regional agencies and adjacent jurisdictions to improve transit service, accessibility, frequency, and connectivity resulting in increased ridership and fewer personal automobile trips. (*Imp A-1, A-2, LU-18, M-9, M-12, M-15*)
- Policy M-13.9 Second Train Station Location.** Work with Union Pacific Railroad (UPRR) and Metrolink to open a west side railroad station in the vicinity of Mountain Gate Plaza when it is shown to be cost effective. (*Imp A-1, A-2, LU-18, M-9, M-12, M-15*)
- Policy M-13.10 Transit Services for Special Needs Populations.** Support efforts to increase accessible transit services and facilities for the elderly, disabled, and other transportation disadvantaged persons. (*Imp A-1, A-2, LU-18, M-9, M-12, M-15*)
- Policy M-13.11 Demand-Responsive Service.** Support the provision of demand-responsive service (e.g., paratransit) and other transportation services for those unable to use conventional transit. (*Imp A-1, A-2, LU-18, M-9, M-12, M-15*)
- Policy M-13.12 Development Contributions.** Require developer contributions for transit facilities and improvements and programs adopted by the City. (*Imp A-1, A-2, LU-18, M-2*)
- Policy M-13.13 Development Review.** Development projects should provide for transit right-of-way needs to offset impacts of the development on the Simi Valley transit system. (*Imp A-1, A-2, LU-18, M-2*)
- Policy M-13.14 Bus Turnouts.** Provide bus turnouts in new development projects when located on established bus routes. (*Imp A-1, A-2, LU-18, M-2*)
- Policy M-14.1 Pedestrian Safety.** Design and maintain sidewalks along all roadways, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions. (*Imp A-1, A-2, LU-18, M-1, M-2, M-13*)
- Policy M-14.2 Pedestrian Crossings.** Provide well-marked crossings at controlled intersections and not at mid-block locations. (*Imp A-1, A-2, LU-18, M-4, M-13*)
- Policy M-14.3 Streetscape Enhancements.** Update or prepare Design Guidelines that foster the enhancement of streets, sidewalks, and other public rights-of-way, including the Arroyo Simi Greenway, with amenities such as lighting, street trees, benches,

plazas, public art, or other measures to encourage walking. (*Imp A-1, A-2, LU-18, M-13*)

- Policy M-14.4 Pedestrian Improvements.** Design safe pedestrian routes, including the Arroyo Simi Greenway, by collaborating with community groups to identify and implement needed and desirable improvements. (*Imp A-1, A-2, LU-18, M-13*)
- Policy M-14.5 Pedestrian Network—Cohesiveness.** Develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel. (*Imp A-1, A-2, LU-18, M-8, M-9, M-13*)
- Policy M-14.6 Pedestrian Network—Connections.** Provide a continuous pedestrian network that connects community facilities and other public and private buildings to each other, to the street, and to transit facilities. (*Imp A-1, A-2, LU-18, M-8, M-9, M-13*)
- Policy M-14.7 Pedestrian Network—Private.** Design access to new developments and buildings to encourage walking. (*Imp A-1, A-2, LU-3, LU-18, M-2*)
- Policy M-14.8 Pedestrian Access to Parking.** Require new developments to design new parking facilities to facilitate safe and convenient pedestrian access. (*Imp A-1, A-2, LU-18, M-2*)
- Policy M-14.9 American with Disabilities Act.** Prioritize projects and establish funding for implementing and improving pedestrian street crossings and installing curb ramps where needed to meet ADA specifications. (*Imp A-1, A-2, LU-18, ED-6, M-1*)
- Policy M-14.10 Safe Routes to Schools.** Work with local school officials in the development, review, and implementation of a Safe Route to Schools Program that includes identification of design and operational elements along designated student routes to and from schools for both new development and existing areas in the City, including the Arroyo Simi Greenway. Incorporate these elements into the development and review of street, development, improvement, and maintenance plans in those areas. (*Imp A-1, A-2, LU-18, M-14*)

## ■ Effects Not Found to Be Significant

The City of Simi Valley currently supports a variety of alternative transportation opportunities, including public transit (bus), regional commuter rail (Metrolink), Class I bikeways, and pedestrian facilities. The General Plan Update includes goals and policies that encourage, promote, and, to some extent, require the use and provision of alternative modes of transportation. Goal M-11 (Transportation Demand), Goal M-12 (Bicycles as a Travel Mode Option), Goal M-13 (Public Transit), and Goal M-14 (Pedestrian Travel) set forth numerous policies that focus on the increase of transit options and mode types, frequencies, improved transit interconnection, the provision of additional transit support services (e.g., park-and-ride lots and bus stops), the provision of developer fair-share transit fees, increased service to special needs persons, as well as a recommendation for a second Metrolink station. In addition, Policies M-1.3, M-1.4, and M-1.6 set forth means by which the City will implement Complete Streets. Policy M-1.7 states that the City will work with regional agencies to secure alternative travel mode funding. Policy M-8.4 requires that discretionary development incorporate sidewalks and bicycle pathways, bicycle racks and lockers, ridesharing programs, transit improvements (bus turnouts, shelters, benches), transportation demand measures, and/or transit subsidies for employees or residents of the

proposed development. In addition, Municipal Code Section 9-39.020 sets forth a series of TDM measures that are required of all new development that fulfills certain criteria for size and types of use. These measures include (but are not limited to) the provision of bus stops, pedestrian and bike access.

As such, the General Plan Update along with the Municipal Code facilitates, promotes, and enhances the use of alternative modes of transportation within the City of Simi Valley and would not conflict with adopted policies or plans. Thus, *no impacts* would result.

## ■ Less-Than-Significant Impacts

**Impact 4.16-1**      **Implementation of the General Plan Update could result in the potential intensification of existing uses that could result in increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or result in inadequate emergency access. However, implementation of General Plan Update policies and compliance with existing regulations would reduce this impact remains to *less than significant*.**

The General Plan Update does not identify any site-specific development plans. As such, details regarding future development, such as project layouts, emergency access, driveway locations, specific land uses, or actual intensities are unknown. Without such detail, it is not possible, using available traffic analysis procedures, to estimate certain types of impacts, including potential design features. Therefore, ongoing development proposals must be reviewed on a case-by-case basis as they arise, and as site specific details become known. The City cannot address these project impacts in this EIR, as it would be too speculative to try to determine the particular details of potential development projects. Such analysis would occur as specific development projects are proposed and project specific CEQA review is conducted.

Future discretionary development proposals will be subject to design review by the City Traffic Engineer as well as the Fire Department and Police Department. These reviews would include an analysis of potential safety concerns and design standards. In the event that a future project would have safety issues resulting from transportation, the project review would require a design change to eliminate the safety hazard as a condition of project approval. In addition, Policies M-8.5, M-8.6, and M-8.7 require that adequate emergency access is provided and that driveways and access points are designed in a safe manner.

Therefore, the existing development review process as well as General Plan Update goals and policies would help to reduce any potential hazards due to design features or the inadequacy of emergency access and would result in a *less-than-significant* impact.

**Impact 4.16-2**      **Implementation of the General Plan Update has the potential to result in an impact that would cause inadequate parking capacity. However, compliance with General Plan Update policies and local regulations would reduce the impact to *less than significant*.**

The General Plan Update does not outline any site-specific development plans. As such, details regarding future development, such as specific land uses, actual intensities, and associated parking requirements and provisions are unknown. Therefore, ongoing development proposals must be reviewed by City staff

during the development review process on a case-by-case basis as they arise and undergo separate CEQA review (if applicable). All future development projects would be subject to parking standards or requirements in the Municipal Code (Title 9: Development Code, Article 3, Chapter 9-34: Parking and Loading Standards). There are goals and policies in the General Plan Update that seek to encourage reductions in the amount of space needed for parking via shared parking facilities and public-private partnerships (Policies M-10.5, M-10.6, and M-10.7), frequent review of parking policies (Policy M-10.4), and policies intended to facilitate multi-modal travel such as walking, bicycling, and transit use (Policy M-10.8) that could further reduce the demand for parking. In addition, Policy M-10.1 requires that all new development projects provide an adequate amount of parking and Policy M-10.2 requires fewer curb cuts in new development to preserve on-street parking opportunities. These proposed policies combined with future project-level parking analyses for proposed development within the City, in addition to compliance with all Municipal Code requirements at the time of permitting, would ensure that parking impacts are *less than significant*.

## ■ Significant and Unavoidable Impacts

**Impact 4.16-3**      **Under Year 2030 conditions, operation of the proposed project would cause an increase in traffic that is substantial in relation to the forecasted traffic load and capacity of the street system, and some intersections will operate below LOS C. Even with implementation of General Plan update policies, this impact is considered *significant and unavoidable*.**

As described above, the traffic study analyzed four scenarios plus the existing conditions. For the purposes of this EIR, the General Plan Update Build-out with Preferred Land Use Plan scenario was used in impact evaluation. Table 4.16-9 shows the land uses per each of the three General Plan scenarios.

Estimates of future traffic conditions both without and with the General Plan Update were necessary to evaluate potential impacts to the existing street system from development anticipated under the General Plan Update. The future base conditions scenario represents future traffic conditions without the General Plan Update growth, and assuming no other future development in the City by 2030 but including two other traffic sources: background regional traffic growth and specific cumulative projects outside the City. The future condition with General Plan Update scenario represents future base traffic conditions plus the General Plan Update growth. Year 2030 was used as the horizon year for future condition traffic analysis.

### Segment LOS

#### Roadway Level of Service Analysis

The 2030 ADT volume forecasts developed using the methodology described in the Analytic Method were then used to calculate future V/C ratios and the corresponding levels of service for each roadway segment located within the City of Simi Valley. The generalized daily roadway capacities for different types of arterials were determined using industry standard level-of-service and capacity criteria widely used for General Plan circulation analyses purposes. These tables provide daily capacities by type of roadway that are more specific and refined than the use of a single per-lane capacity. They utilize criteria, such as population of the surrounding area, roadway type, number of intersections per mile, and number

of travel lanes to categorize roadways into specific classifications for which vehicle capacities are provided. For the three future General Plan scenarios, a base level of “programmed” improvements has been added at some intersections to achieve acceptable operating conditions for the existing General Plan scenario. These programmed levels of improvements have then been used as the base geometric condition for the three future General Plan scenarios. These improvements are included as the base condition since they are the improvements that would be required to mitigate predicted impacts related to the existing General Plan and are listed in Table 4.16-8. As previously noted, the City uses LOS analyses at intersections to determine significant traffic impacts on the street system. Roadway segment ADT volumes, capacities, and levels of service are used for information and comparative purposes only and are not used to determine any significant traffic impacts.

### **Year 2030 Existing General Plan Build-Out**

The future base peak hour traffic volumes demonstrated in Table 4.16-10 (Existing General Plan Year 2030 Segment Traffic Volumes) were analyzed to determine the LOS for each of the analyzed segments under year 2030 future base conditions. The Year 2030 conditions take into account regional growth and cumulative projects but do not include the traffic attributable to growth under the proposed General Plan update.

**Table 4.16-10 Existing General Plan Year 2030 Segment Traffic Volumes**

<i>Roadway Section</i>	<i>Volume</i>	<i>Capacity</i>	<i>V/C</i>	<i>LOS</i>
<b>Alamo Street</b>				
Erringer Road to Sycamore Drive	15,600	40,000	0.390	A
Sycamore Drive to Sequoia Avenue	19,600	40,000	0.490	A
Sequoia Avenue to Tapo Canyon Road	19,900	40,000	0.498	A
Tapo Canyon Road to Tapo Street	17,900	40,000	0.448	A
Tapo Street to Stearns Street	12,000	40,000	0.300	A
Stearns Street to Yosemite Avenue	8,200	40,000	0.205	A
<b>Cochran Street</b>				
West of Madera Road	17,600	40,000	0.440	A
Madera Road to First St	17,600	40,000	0.440	A
First Street to Erringer Road	22,700	40,000	0.568	A
Erringer Road to Sycamore Drive	22,000	40,000	0.550	A
Sycamore Drive to Galena Avenue	25,100	40,000	0.628	B
Galena Avenue to Sequoia Avenue	22,800	40,000	0.570	A
Sequoia Avenue to Tapo Canyon Road	23,200	40,000	0.580	A
Tapo Canyon Road to Tapo Street	20,400	40,000	0.510	A
Tapo Street to Stearns Street	16,600	40,000	0.415	A
Stearns Street to Stow Street	9,900	40,000	0.248	A
Stow Street to Yosemite Avenue	6,900	40,000	0.173	A
E/O Yosemite Avenue	2,800	16,000	0.175	A
<b>Los Angeles Avenue</b>				
Madera Road to Sinaloa Road	32,400	72,000	0.450	A

**Table 4.16-10 Existing General Plan Year 2030 Segment Traffic Volumes**

<i>Roadway Section</i>	<i>Volume</i>	<i>Capacity</i>	<i>V/C</i>	<i>LOS</i>
Sinaloa Road to First Street	30,400	72,000	0.422	A
First Street to Erringer Road	37,800	72,000	0.525	A
Erringer Road to Sycamore Drive	23,700	72,000	0.329	A
Sycamore Drive to Sequoia Avenue	30,000	72,000	0.417	A
Sequoia Avenue to Tapo Canyon Road	26,600	72,000	0.369	A
Tapo Canyon Road to Tapo Street	34,800	72,000	0.483	A
Tapo Street to Stearns Street	30,900	72,000	0.429	A
Stearns Street to Stow Street	26,800	60,000	0.447	A
Stow Street to Yosemite Avenue	21,300	60,000	0.355	A
Yosemite Avenue to Rory Lane	28,600	60,000	0.477	A
Rory Lane to Kuehner Drive	32,800	60,000	0.547	A
<b>Royal Avenue</b>				
Madera Road to Sinaloa Road	26,400	40,000	0.660	B
Sinaloa Road to First Street	22,600	40,000	0.565	A
First Street to Erringer Road	24,000	40,000	0.600	A
Erringer Road to Sycamore Drive	20,500	40,000	0.513	A
Sycamore Drive to Sequoia Avenue	14,400	40,000	0.360	A
Sequoia Avenue to Tapo Canyon Road	12,300	40,000	0.308	A
<b>Fitzgerald Road</b>				
First Street to Hudspeth Ave	6,600	16,000	0.413	A
Erringer Road to Sycamore Drive	6,000	40,000	0.150	A
Sycamore Drive to Sequoia Avenue	6,300	16,000	0.394	A
<b>Country Club Drive East</b>				
Madera Road to Wood Ranch Pkwy	7,000	40,000	0.175	A
<b>Country Club Drive West</b>				
Madera Road to Wood Ranch Pkwy	8,600	40,000	0.215	A
<b>Wood Ranch Parkway</b>				
Madera Road to Country Club Drive	10,600	40,000	0.265	A
Country Club Drive to Lake Park Drive South	14,000	40,000	0.350	A
Lake Park Drive South to Long Canyon Road	8,500	40,000	0.213	A
<b>Madera Road</b>				
West City Limits to Country Club Drive West	49,500	72,000	0.688	B
Country Club Drive West to Wood Ranch Pkwy	41,500	72,000	0.576	A
Wood Ranch Pkwy to Country Club Drive East	42,400	72,000	0.589	A
Vista Lago Drive to Royal Avenue	47,200	72,000	0.656	B
Royal Avenue to Los Angeles Avenue	42,900	72,000	0.596	A
Los Angeles Avenue to Easy Street	39,800	72,000	0.553	A
Easy Street to Cochran Street	43,200	72,000	0.600	A
Cochran Street to SR-118 Fwy	42,000	72,000	0.583	A
North of View Line Drive	15,400	40,000	0.385	A

**Table 4.16-10 Existing General Plan Year 2030 Segment Traffic Volumes**

<i>Roadway Section</i>	<i>Volume</i>	<i>Capacity</i>	<i>V/C</i>	<i>LOS</i>
<b>View Line Drive</b>				
SR-118 Fwy to Madera Road	14,400	40,000	0.360	A
<b>Tierra Rejada Road</b>				
Friendly Village to Stargaze Place	17,700	72,000	0.246	A
W/O Madera Road	25,200	72,000	0.350	A
<b>Easy Street</b>				
West Los Angeles Avenue to Madera Road	9,100	16,000	.0569	A
Madera Road to First Street	7,000	16,000	0.438	A
<b>Sinaloa Road</b>				
Los Angeles Avenue to Royal Avenue	7,300	40,000	0.183	A
S/O Royal Avenue	8,300	16,000	0.519	A
<b>First St</b>				
Town Center Drive to SR-118 Fwy	28,200	48,000	0.588	A
SR-118 Fwy to Cochran Street	37,800	72,000	0.525	A
Cochran Street to Easy Street	42,300	72,000	0.588	A
Easy Street to Los Angeles Avenue	37,700	72,000	0.524	A
Los Angeles Avenue to Royal Avenue	26,900	72,000	0.374	A
Royal Avenue to Fitzgerald Road	18,800	40,000	0.470	A
Fitzgerald Road to Bluegrass Street	10,800	40,000	0.270	A
<b>Long Canyon Road</b>				
Bluegrass Street to Wood Ranch Parkway	8,300	16,000	0.519	A
<b>Erringer Road</b>				
N/O Legacy Drive	10,800	40,000	0.270	A
N/O Alamo Street	9,400	40,000	0.235	A
Alamo Street to SR-118 Fwy	19,200	40,000	0.480	A
SR-118 Fwy to Cochran Street	30,700	40,000	0.768	C
Cochran Street to Los Angeles Avenue	26,700	40,000	0.668	B
Los Angeles Avenue to Royal Avenue	21,000	40,000	0.525	A
Royal Avenue to Fitzgerald Road	10,400	16,000	0.650	B
S/O Fitzgerald Road	6,100	16,000	0.381	A
<b>Sycamore Drive</b>				
N/O Alamo Street	9,700	40,000	0.243	A
Alamo Street to SR-118 Fwy	22,000	40,000	0.550	A
SR-118 Fwy to Cochran Street	28,400	40,000	0.710	C
Cochran Street to Los Angeles Avenue	25,800	40,000	0.645	B
Los Angeles Avenue to Royal Avenue	11,700	40,000	0.293	A
Royal Avenue to Fitzgerald Road	7,700	40,000	0.193	A
<b>Galena Avenue</b>				
Alamo Street to Cochran Street	5,700	40,000	0.143	A

**Table 4.16-10 Existing General Plan Year 2030 Segment Traffic Volumes**

<i>Roadway Section</i>	<i>Volume</i>	<i>Capacity</i>	<i>V/C</i>	<i>LOS</i>
<b>Sequoia Avenue</b>				
N/O Alamo Street	8,200	40,000	0.205	A
Alamo Street to Cochran Street	10,100	40,000	0.253	A
Cochran Street to Los Angeles Avenue	8,200	40,000	0.205	A
Los Angeles Avenue to Royal Avenue	9,000	40,000	0.225	A
Royal Avenue to Fitzgerald Road	10,500	40,000	0.263	A
<b>Tapo Canyon Road</b>				
N/O Presidio Drive	13,000	40,000	0.325	A
Township Avenue to Alamo Street	18,500	48,000	0.385	A
Alamo Street to SR-118 Fwy	33,800	48,000	0.704	C
SR-118 Fwy to Cochran Street	33,400	48,000	0.696	B
Cochran Street to Los Angeles Avenue	18,200	48,000	0.379	A
Los Angeles Avenue to Royal Avenue	17,600	48,000	0.367	A
Royal Avenue to Guardian Way	4,600	16,000	0.288	A
<b>Tapo Street</b>				
Walnut Street to Township Avenue	7,900	40,000	0.198	A
Township Avenue to Alamo Street	12,000	40,000	0.300	A
Alamo Street to Cochran Street	11,900	40,000	0.298	A
Cochran Street to Los Angeles Avenue	16,000	40,000	0.400	A
<b>Stearns Street</b>				
Alamo Street to SR-118 Fwy	11,200	40,000	0.280	A
SR-118 Fwy to Cochran Street	23,400	40,000	0.585	A
Cochran Street to Los Angeles Avenue	15,600	40,000	0.390	A
<b>Stow Street</b>				
S/O Cochran Street	2,900	16,000	0.181	A
<b>Yosemite Avenue</b>				
N/O Evening Sky Drive	3,200	40,000	0.080	A
Flanagan Drive to Alamo Street	13,700	40,000	0.343	A
Alamo Street to SR-118 Fwy	16,600	40,000	0.415	A
SR-118 Fwy to Cochran Street	20,100	40,000	0.503	A
Cochran Street to Los Angeles Avenue	16,600	40,000	0.415	A
Los Angeles Avenue to Katherine Street	7,200	16,000	0.450	A
<b>Kuehner Drive</b>				
SR-118 Fwy to Los Angeles Avenue	18,300	40,000	0.458	A
Los Angeles Avenue to Katherine Road	15,700	40,000	0.393	A
S/O Katherine Road	12,700	40,000	0.318	A
<b>Katherine Road</b>				
W/O Kuehner Drive	4,800	16,000	0.300	A
<b>Katherine Street</b>				
W/O Yosemite Avenue	1,600	16,000	0.100	A

**Table 4.16-10 Existing General Plan Year 2030 Segment Traffic Volumes**

<i>Roadway Section</i>	<i>Volume</i>	<i>Capacity</i>	<i>V/C</i>	<i>LOS</i>
<b>Santa Susana Pass Road</b>				
E/O Lilac Lane	8,200	16,000	0.513	A
<b>W. Los Angeles Avenue</b>				
W/O Quimisa Drive	9,800	16,000	0.613	B

As shown in Table 4.16-10, under the future base conditions (under the existing General Plan), the traffic volumes show a moderate growth compared to the Year 2006 conditions, with an overall Citywide growth of about 16 percent. In general there are no major differences in LOS conditions between the Existing Year 2006 conditions and the 2030 existing General Plan. All 123 roadway segments will operate at LOS A, B, or C, with one previously LOS D segment on Madera Road improving in operations to LOS B due to programmed improvements.

### ***Future Base Plus General Plan Update Conditions***

The future plus General Plan Update Build-out with Preferred Land Use Plan peak hour traffic volumes were analyzed under two future analysis scenarios relating to the implementation of potential future improvements on the Simi Valley street system, including the following:

- With General Plan Update roadway improvements: This analyzes the effect of the programmed roadway improvements for the General Plan Update as identified in Table 4.16-8
- With Additional Improvements: This analyzes the effects of the General Plan Update including the programmed improvements identified in Table 4.16-8 and additional General Plan Update improvements as described below

Table 4.16-11 (General Plan Update Year 2030 with Recommended Land Use Plan and Traffic Volumes) illustrates the estimated roadway volumes to determine the LOS for each of the analyzed segments under the General Plan Update Build-out with Preferred Land Use Plan 2030 future conditions. As shown in Table 4.16-11, total traffic volumes under the General Plan Update Build-out with Preferred Land Use Plan show significant growth compared to the Year 2006 totals and existing General Plan build-out estimates. Citywide traffic volumes are projected to increase by about 41 percent under the General Plan Update project. Three segments are expected to operate at LOS D based on the traffic projections; Sycamore Drive between Alamo Street and Cochran Street (for a total of two segments) and Erringer Road between SR-118 and Cochran Street. One segment is expected to operate at LOS E; First Street between Easy Street and Cochran Street. As previously stated, segment LOS is used for informational and comparative purposes only.

The segments of Erringer Road and Sycamore Drive service the SR-118 ramps and are affected more by intersection operating conditions rather than segment capacity since turn lanes, especially free-flow lanes, are not included in the segment capacity analysis.

**Table 4.16-11 General Plan Update Year 2030 with Recommended Land Use Plan Traffic Volumes**

<i>Roadway Section</i>	<i>Volume</i>	<i>Capacity</i>	<i>V/C</i>	<i>LOS</i>
<b>Alamo Street</b>				
Erringer Road to Sycamore Drive	20,800	40,000	0.520	A
Sycamore Drive to Sequoia Avenue	25,500	40,000	0.638	B
Sequoia Avenue to Tapo Canyon Road	22,400	40,000	0.560	A
Tapo Canyon Road to Tapo Street	21,300	40,000	0.533	A
Tapo Street to Stearns Street	13,700	40,000	0.343	A
Stearns Street to Yosemite Avenue	9,300	40,000	0.233	A
<b>Cochran Street</b>				
West of Madera Road	25,500	40,000	0.638	B
Madera Road to First St	21,700	40,000	0.543	A
First Street to Erringer Road	26,400	40,000	0.660	B
Erringer Road to Sycamore Drive	23,600	40,000	0.590	A
Sycamore Drive to Galena Avenue	25,400	40,000	0.635	B
Galena Avenue to Sequoia Avenue	23,600	40,000	0.590	A
Sequoia Avenue to Tapo Canyon Road	24,400	40,000	0.610	B
Tapo Canyon Road to Tapo Street	23,500	40,000	0.588	A
Tapo Street to Stearns Street	20,400	40,000	0.510	A
Stearns Street to Stow Street	10,400	40,000	0.260	A
Stow Street to Yosemite Avenue	7,200	40,000	0.180	A
E/O Yosemite Avenue	2,900	16,000	0.181	A
<b>Los Angeles Avenue</b>				
Madera Road to Sinaloa Road	39,100	72,000	0.543	A
Sinaloa Road to First Street	39,600	72,000	0.550	A
First Street to Erringer Road	51,200	72,000	0.711	C
Erringer Road to Sycamore Drive	29,300	72,000	0.407	A
Sycamore Drive to Sequoia Avenue	34,700	72,000	0.482	A
Sequoia Avenue to Tapo Canyon Road	31,800	72,000	0.442	A
Tapo Canyon Road to Tapo Street	41,100	72,000	0.571	A
Tapo Street to Stearns Street	37,600	72,000	0.522	A
Stearns Street to Stow Street	31,700	60,000	0.528	A
Stow Street to Yosemite Avenue	26,000	60,000	0.433	A
Yosemite Avenue to Rory Lane	32,300	60,000	0.538	A
Rory Lane to Kuehner Drive	36,400	60,000	0.607	B
<b>Royal Avenue</b>				
Madera Road to Sinaloa Road	30,400	40,000	0.760	C
Sinaloa Road to First Street	27,400	40,000	0.685	B
First Street to Erringer Road	26,300	40,000	0.658	B
Erringer Road to Sycamore Drive	20,700	40,000	0.518	A
Sycamore Drive to Sequoia Avenue	15,700	40,000	0.393	A

**Table 4.16-11 General Plan Update Year 2030 with Recommended Land Use Plan Traffic Volumes**

<i>Roadway Section</i>	<i>Volume</i>	<i>Capacity</i>	<i>V/C</i>	<i>LOS</i>
Sequoia Avenue to Tapo Canyon Road	13,500	40,000	0.338	A
<b>Fitzgerald Road</b>				
First Street to Hudspeth Ave	7,200	16,000	0.450	A
Erringer Road to Sycamore Drive	6,000	40,000	0.150	A
Sycamore Drive to Sequoia Avenue	6,300	16,000	0.394	A
<b>Country Club Drive East</b>				
Madera Road to Wood Ranch Pkwy	7,000	40,000	0.175	A
<b>Country Club Drive West</b>				
Madera Road to Wood Ranch Pkwy	9,100	40,000	0.228	A
<b>Wood Ranch Parkway</b>				
Madera Road to Country Club Drive	9,200	40,000	0.230	A
Country Club Drive to Lake Park Drive South	13,900	40,000	0.348	A
Lake Park Drive South to Long Canyon Road	8,500	40,000	0.213	A
<b>Madera Road</b>				
West City Limits to Country Club Drive West	51,800	72,000	0.719	C
Country Club Drive West to Wood Ranch Pkwy	42,700	72,000	0.593	A
Wood Ranch Pkwy to Country Club Drive East	43,900	72,000	0.610	B
Vista Lago Drive to Royal Avenue	49,000	72,000	0.681	B
Royal Avenue to Los Angeles Avenue	43,400	72,000	0.603	B
Los Angeles Avenue to Easy Street	42,500	72,000	0.590	A
Easy Street to Cochran Street	46,300	72,000	0.643	B
Cochran Street to SR-118 Fwy	45,100	72,000	0.626	B
North of View Line Drive	15,300	40,000	0.383	A
<b>View Line Drive</b>				
SR-118 Fwy to Madera Road	15,100	40,000	0.378	A
<b>Tierra Rejada Road</b>				
Friendly Village to Stargaze Place	21,500	72,000	0.299	A
W/O Madera Road	29,000	72,000	0.403	A
<b>Easy Street</b>				
West Los Angeles Avenue to Madera Road	9,900	16,000	0.619	B
Madera Road to First Street	7,700	16,000	0.481	A
<b>Sinaloa Road</b>				
Los Angeles Avenue to Royal Avenue	7,300	40,000	0.183	A
S/O Royal Avenue	8,300	16,000	0.519	A
<b>First St</b>				
Town Center Drive to SR-118 Fwy	28,100	48,000	0.585	A
SR-118 Fwy to Cochran Street	51,200	72,000	0.711	C
Cochran Street to Easy Street	66,600	72,000	0.925	E
Easy Street to Los Angeles Avenue	55,700	72,000	0.774	C

**Table 4.16-11 General Plan Update Year 2030 with Recommended Land Use Plan Traffic Volumes**

<i>Roadway Section</i>	<i>Volume</i>	<i>Capacity</i>	<i>V/C</i>	<i>LOS</i>
Los Angeles Avenue to Royal Avenue	29,100	72,000	0.404	A
Royal Avenue to Fitzgerald Road	19,200	40,000	0.480	A
Fitzgerald Road to Bluegrass Street	10,800	40,000	0.270	A
<b>Long Canyon Road</b>				
Bluegrass Street to Wood Ranch Parkway	8,300	16,000	0.519	A
<b>Erringer Road</b>				
N/O Legacy Drive	11,100	40,000	0.278	A
N/O Alamo Street	9,400	40,000	0.235	A
Alamo Street to SR-118 Fwy	23,000	40,000	0.575	A
SR-118 Fwy to Cochran Street	34,600	40,000	0.865	D
Cochran Street to Los Angeles Avenue	29,700	40,000	0.743	C
Los Angeles Avenue to Royal Avenue	21,000	40,000	0.525	A
Royal Avenue to Fitzgerald Road	10,400	16,000	0.650	B
S/O Fitzgerald Road	6,100	16,000	0.381	A
<b>Sycamore Drive</b>				
N/O Alamo Street	30,000	40,000	0.750	C
Alamo Street to SR-118 Fwy	35,300	40,000	0.883	D
SR-118 Fwy to Cochran Street	32,400	40,000	0.810	D
Cochran Street to Los Angeles Avenue	28,000	40,000	0.700	B
Los Angeles Avenue to Royal Avenue	11,700	40,000	0.293	A
Royal Avenue to Fitzgerald Road	9,100	40,000	0.228	A
<b>Galena Avenue</b>				
Alamo Street to Cochran Street	5,700	40,000	0.143	A
<b>Sequoia Avenue</b>				
N/O Alamo Street	7,800	40,000	0.195	A
Alamo Street to Cochran Street	12,300	40,000	0.308	A
Cochran Street to Los Angeles Avenue	10,200	40,000	0.255	A
Los Angeles Avenue to Royal Avenue	9,200	40,000	0.230	A
Royal Avenue to Fitzgerald Road	10,600	40,000	0.265	A
<b>Tapo Canyon Road</b>				
N/O Presidio Drive	12,900	40,000	0.323	A
Township Avenue to Alamo Street	18,300	48,000	0.381	A
Alamo Street to SR-118 Fwy	34,300	48,000	0.715	C
SR-118 Fwy to Cochran Street	35,700	48,000	0.744	C
Cochran Street to Los Angeles Avenue	19,500	48,000	0.406	A
Los Angeles Avenue to Royal Avenue	19,000	48,000	0.396	A
Royal Avenue to Guardian Way	4,500	16,000	0.281	A
<b>Tapo Street</b>				
Walnut Street to Township Avenue	11,900	40,000	0.298	A

**Table 4.16-11 General Plan Update Year 2030 with Recommended Land Use Plan Traffic Volumes**

<i>Roadway Section</i>	<i>Volume</i>	<i>Capacity</i>	<i>V/C</i>	<i>LOS</i>
Township Avenue to Alamo Street	27,400	40,000	0.685	B
Alamo Street to Cochran Street	16,900	40,000	0.423	A
Cochran Street to Los Angeles Avenue	11,900	40,000	0.298	A
<b>Stearns Street</b>				
Alamo Street to SR-118 Fwy	11,900	40,000	0.298	A
SR-118 Fwy to Cochran Street	27,400	40,000	0.685	B
Cochran Street to Los Angeles Avenue	16,900	40,000	0.423	A
<b>Stow Street</b>				
S/O Cochran Street	2,900	16,000	0.181	A
<b>Yosemite Avenue</b>				
N/O Evening Sky Drive	3,300	40,000	0.083	A
Flanagan Drive to Alamo Street	13,800	40,000	0.345	A
Alamo Street to SR-118 Fwy	17,800	40,000	0.445	A
SR-118 Fwy to Cochran Street	21,700	40,000	0.543	A
Cochran Street to Los Angeles Avenue	17,800	40,000	0.445	A
Los Angeles Avenue to Katherine Street	7,500	16,000	0.319	A
<b>Kuehner Drive</b>				
SR-118 Fwy to Los Angeles Avenue	21,100	40,000	0.528	A
Los Angeles Avenue to Katherine Road	15,800	40,000	0.395	A
S/O Katherine Road	14,000	40,000	0.350	A
<b>Katherine Road</b>				
W/O Kuehner Drive	5,100	16,000	0.319	A
<b>Katherine Street</b>				
W/O Yosemite Avenue	1,600	16,000	0.100	A
<b>Santa Susana Pass Road</b>				
E/O Lilac Lane	9,300	16,000	0.581	A
<b>W. Los Angeles Avenue</b>				
W/O Quimisa Drive	11,200	16,000	0.700	B

### **Intersection LOS**

Table 4.16-12 (Existing General Plan Build-out Peak Hour Intersection LOS) summarizes these results for the study area intersections. As shown in Table 4.16-12, all of the 81 analyzed intersections are projected to operate at LOS A, B, or C during the AM and PM peak hours with the programmed improvements identified in Table 4.16-8 in place. Refer to Figure 4.16-7 (Existing General Plan Build-out Peak Hour Intersection LOS).

Table 4.16-12 Existing General Plan Build-out Peak Hour Intersection LOS

No.	Intersection	Control Type	General Plan AM			General Plan PM		
			LOS	Delay	V/C	LOS	Delay	V/C
1	Rocky Peak Fire Rd & SR-118 WB Ramp	Signalized	A	—	0.218	A	—	0.585
2	Rocky Peak Fire Rd & SR-118 EB Ramp	Signalized	A	—	0.591	A	—	0.360
3	Kuehner Dr & Smith Rd	Signalized	A	—	0.255	A	—	0.271
4	Kuehner Dr & Katherine Rd	Signalized	A	—	0.397	A	—	0.299
5	Kuehner Dr. & Los Angeles Ave	Signalized	A	—	0.312	A	—	0.523
6	Kuehner Dr & SR-118 EB Ramps	Signalized	A	—	0.380	A	—	0.401
7	Kuehner Dr & SR-118 WB Ramps	Signalized	A	—	0.383	A	—	0.503
8	Yosemite Ave & Evening Sky Dr	Unsignalized	B	—	0.513	A	—	0.260
9	Yosemite Ave & Alamo St	Signalized	B	—	0.637	A	—	0.401
10	Yosemite Ave & SR-118 WB Ramps	Signalized	A	—	0.552	A	—	0.428
11	Yosemite Ave & SR-118 EB Ramps	Signalized	A	—	0.503	A	—	0.398
12	Yosemite Ave & Cochran St	Signalized	A	—	0.588	A	—	0.404
13	Yosemite Ave & Los Angeles Ave	Signalized	B	—	0.628	B	—	0.694
14	Stow St & Cochran St	Signalized	A	—	0.362	A	—	0.182
15	Stow St & Los Angeles Ave	Signalized	A	—	0.472	A	—	0.407
16	Stearns St & Alamo St	Signalized	A	—	0.468	A	—	0.389
17	Stearns St & SR-118 WB Ramps	Signalized	A	—	0.416	A	—	0.339
18	Stearns St & SR-118 EB Ramps	Signalized	A	—	0.391	A	—	0.415
19	Stearns St & Cochran St	Signalized	B	—	0.626	A	—	0.462
20	Stearns St & Los Angeles Ave	Signalized	A	—	0.587	C	—	0.728
21	Los Angeles Ave & Hidden Ranch Dr	Signalized	A	—	0.353	A	—	0.561
22	Los Angeles Ave & Ralston Ave	Signalized	A	—	0.308	A	—	0.360
23	Kadota St & Cochran St	Unsignalized	C	18.7	—	B	13.8	—
24	Kadota St & Alamo St	Signalized	A	—	0.271	A	—	0.235
25	Tapo St & Walnut St	Signalized	A	—	0.229	A	—	0.170
26	Tapo St & Alamo St	Signalized	A	—	0.506	A	—	0.420
27	Tapo St & Cochran St	Signalized	A	—	0.538	A	—	0.541
28	Tapo St & Los Angeles Ave	Signalized	A	—	0.436	B	—	0.665
29	Tapo Canyon Rd & Royal Ave	Unsignalized	A	—	0.283	A	—	0.367
30	Tapo Canyon Rd & Los Angeles Ave	Signalized	B	—	0.605	B	—	0.630
31	Tapo Canyon Rd & Cochran St	Signalized	A	—	0.458	A	—	0.563
32	Tapo Canyon Rd & SR-118 EB Ramps	Signalized	C	—	0.701	A	—	0.578
33	Tapo Canyon Rd & SR-118 WB Ramps	Signalized	A	—	0.528	B	—	0.689
34	Tapo Canyon Rd & Alamo St	Signalized	A	—	0.477	A	—	0.478
35	Tapo Canyon Rd & Township Ave	Unsignalized	A	—	0.424	A	—	0.277
36	Tapo Canyon Rd & Lost Canyons Dr	Unsignalized	A	—	0.268	A	—	0.171
37	Sequoia Ave & Alamo St	Signalized	A	—	0.448	A	—	0.585
38	Sequoia Ave & Cochran St	Signalized	A	—	0.509	B	—	0.643
39	Sequoia Ave & Los Angeles Ave	Signalized	A	—	0.547	B	—	0.680
40	Sequoia Ave & Royal Ave	Signalized	A	—	0.348	A	—	0.512
41	Cochran St & Galena Ave	Signalized	A	—	0.402	A	—	0.522

**Table 4.16-12 Existing General Plan Build-out Peak Hour Intersection LOS**

No.	Intersection	Control Type	General Plan AM			General Plan PM		
			LOS	Delay	V/C	LOS	Delay	V/C
42	Sycamore Dr & Alamo St	Signalized	A	—	0.585	C	—	0.725
43	Sycamore Dr & SR-118 EB Ramps	Signalized	A	—	0.459	A	—	0.501
44	Sycamore Dr & SR-118 WB Ramps	Signalized	A	—	0.556	A	—	0.544
45	Sycamore Dr & Cochran St	Signalized	A	—	0.558	B	—	0.627
46	Sycamore Dr. & Los Angeles Ave	Signalized	C	—	0.717	C	—	0.729
47	Sycamore Dr & Royal Ave	Signalized	B	—	0.628	A	—	0.546
48	Sycamore Dr & Fitzgerald Rd	Unsignalized	B	—	0.505	B	—	0.458
49	Erringer Rd & Fitzgerald Rd	Unsignalized	C	—	0.624	B	—	0.406
50	Erringer Rd & Royal Ave	Signalized	B	—	0.649	B	—	0.675
51	Erringer Rd & Patricia Ave	Signalized	A	—	0.455	A	—	0.495
52	Erringer Rd & Los Angeles Ave	Signalized	A	—	0.596	B	—	0.678
53	Erringer Rd & Cochran St	Signalized	A	—	0.362	A	—	0.500
54	Erringer Rd & SR-118 EB Ramps	Signalized	A	—	0.304	A	—	0.461
55	Erringer Rd & SR-118 WB Ramps	Signalized	A	—	0.390	A	—	0.494
56	Erringer Rd & Alamo St	Signalized	A	—	0.392	B	—	0.610
57	Los Angeles Ave & Hubbard St	Signalized	A	—	0.353	A	—	0.450
58	Los Angeles Ave & Patricia Ave	Signalized	A	—	0.411	A	—	0.597
59	First St & SR-118 WB Ramps	Signalized	A	—	0.490	B	—	0.637
60	First St & SR-118 EB Ramps	Signalized	A	—	0.482	C	—	0.719
61	First St & Cochran St	Signalized	A	—	0.484	A	—	0.568
62	First St & Easy St	Signalized	A	—	0.426	A	—	0.512
63	First St & Los Angeles Ave	Signalized	A	—	0.558	B	—	0.690
64	First St & Royal Ave	Signalized	C	—	0.724	B	—	0.637
65	First St & Fitzgerald Rd	Signalized	A	—	0.577	A	—	0.448
66	Sinaloa Rd & Los Angeles Ave	Signalized	A	—	0.480	B	—	0.621
67	Sinaloa Rd & Royal Ave	Signalized	B	—	0.634	B	—	0.618
68	Viewline Dr & SR-118 WB Ramps	Signalized	A	—	0.469	A	—	0.576
69	Madera Rd & Viewline Dr	Signalized	A	—	0.542	A	—	0.547
70	Madera Rd & SR-118 EB Ramps	Signalized	A	—	0.333	A	—	0.342
71	Madera Rd & Cochran St	Signalized	A	—	0.417	B	—	0.679
72	Madera Rd & Easy St	Signalized	A	—	0.402	A	—	0.577
73	Madera Rd & Los Angeles Ave/Tierra Rejada Rd	Signalized	A	—	0.438	B	—	0.633
74	Madera Rd & Royal Ave	Signalized	A	—	0.568	B	—	0.689
75	Tierra Rejada Rd & Stargaze Pl	Signalized	A	—	0.306	A	—	0.390
76	Madera Rd & Country Club Dr East	Signalized	B	—	0.622	C	—	0.705
77	Wood Ranch Parkway & Madera Rd	Signalized	B	—	0.675	B	—	0.658
78	Wood Ranch Parkway & Country Club Dr West	Signalized	A	—	0.560	A	—	0.529
79	Wood Ranch Parkway & Long Canyon Rd	Unsignalized	B	—	0.450	B	—	0.322
80	Madera Rd & Presidential Dr	Signalized	A	—	0.537	A	—	0.497
81	Madera Rd & Country Club Dr West	Signalized	B	—	0.643	A	—	0.464

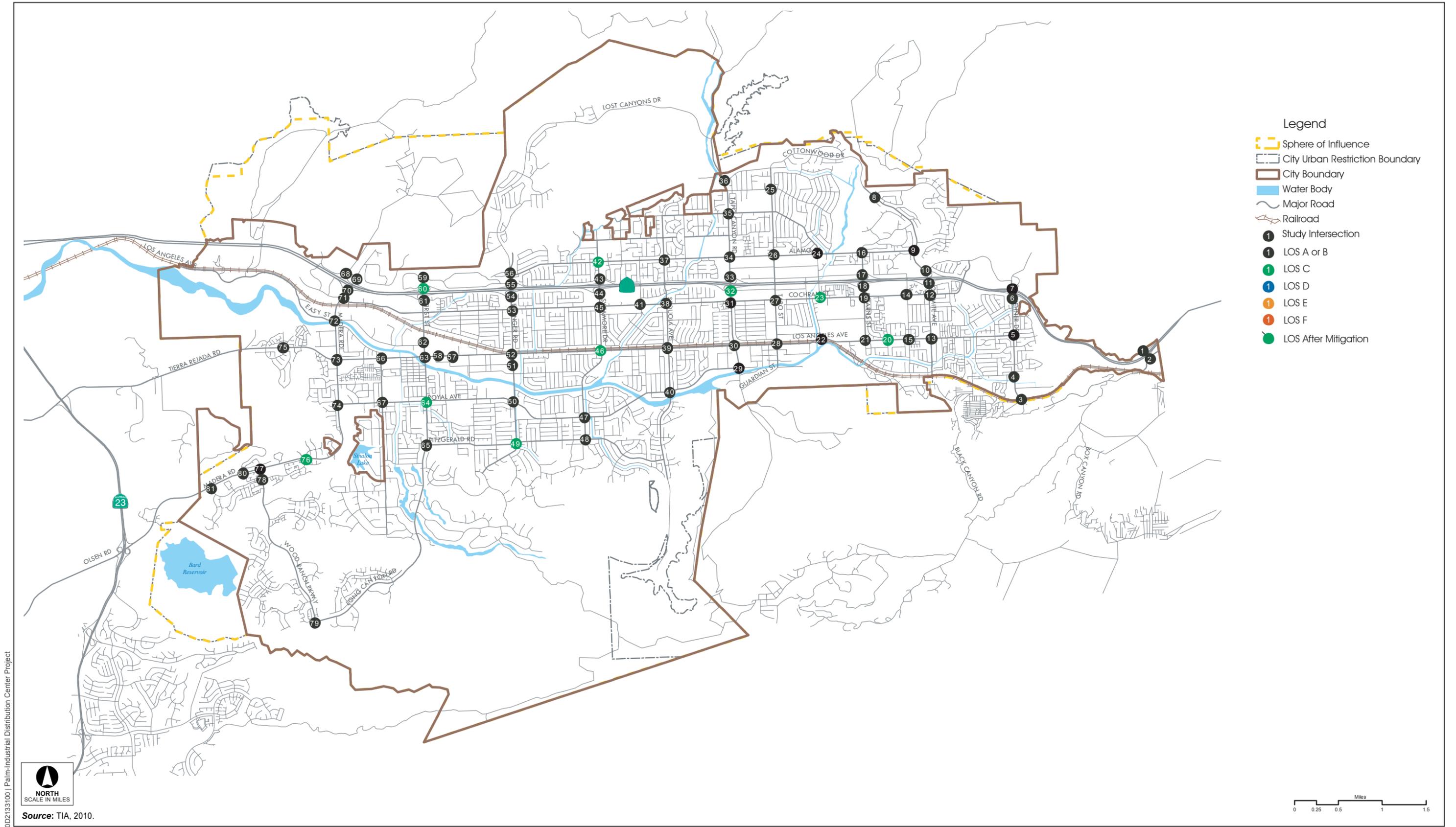


Figure 4.16-7  
Existing General Plan Buildout Peak Hour Intersection LOS



Table 4.16-13 (General Plan Update with Preferred Land Use Plan Year 2030 Peak Hour Intersection LOS) shows the projected LOS at the 81 study intersections without intersection improvements.

<b>Table 4.16-13 General Plan Update with Preferred Land Use Plan Year 2030 Peak Hour Intersection LOS</b>								
No.	Intersection	Control Type	Recommended Updated GP w/o Identified Mitigation					
			AM			PM		
			LOS	Delay	V/C	LOS	Delay	V/C
1	Rocky Peak Fire Rd & SR-118 WB Ramp	Unsignalized	A	—	0.209	C	—	0.707
2	Rocky Peak Fire Rd & SR-118 EB Ramp	Unsignalized	C	—	0.752	A	—	0.392
3	Kuehner Dr & Smith Rd	Signalized	A	—	0.322	A	—	0.312
4	Kuehner Dr & Katherine Rd	Signalized	A	—	0.490	A	—	0.319
5	Kuehner Dr. & Los Angeles Ave	Unsignalized	A	—	0.386	A	—	0.580
6	Kuehner Dr & SR-118 EB Ramps	Unsignalized	B	—	0.664	A	—	0.494
7	Kuehner Dr & SR-118 WB Ramps	Unsignalized	A	—	0.379	A	—	0.525
8	Yosemite Ave & Evening Sky Dr	Unsignalized	B	—	0.521	A	—	0.253
9	Yosemite Ave & Alamo St	Unsignalized	B	—	0.700	A	—	0.499
10	Yosemite Ave & SR-118 WB Ramps	Signalized	B	—	0.601	A	—	0.468
11	Yosemite Ave & SR-118 EB Ramps	Signalized	B	—	0.614	A	—	0.431
12	Yosemite Ave & Cochran St	Signalized	B	—	0.692	A	—	0.428
13	Yosemite Ave & Los Angeles Ave	Signalized	C	—	0.733	C	—	0.732
14	Stow St & Cochran St	Signalized	A	—	0.384	A	—	0.187
15	Stow St & Los Angeles Ave	Signalized	B	—	0.605	A	—	0.436
16	Stearns St & Alamo St	Signalized	A	—	0.502	A	—	0.421
17	Stearns St & SR-118 WB Ramps	Signalized	A	—	0.472	A	—	0.409
18	Stearns St & SR-118 EB Ramps	Signalized	A	—	0.458	A	—	0.453
19	Stearns St & Cochran St	Signalized	C	—	0.741	A	—	0.526
20	Stearns St & Los Angeles Ave	Signalized	A	—	0.598	D	—	0.834
21	Los Angeles Ave & Hidden Ranch Dr	Signalized	A	—	0.562	C	—	0.712
22	Los Angeles Ave & Ralston Ave	Unsignalized	A	—	0.414	A	—	0.433
23	Kadota St & Cochran St	Unsignalized	E	45.5	—	C	18.8	—
24	Kadota St & Alamo St	Unsignalized	A	—	0.281	A	—	0.294
25	Tapo St & Walnut St	Signalized	A	—	0.241	A	—	0.172
26	Tapo St & Alamo St	Signalized	A	—	0.584	A	—	0.587
27	Tapo St & Cochran St	Signalized	B	—	0.681	B	—	0.663
28	Tapo St & Los Angeles Ave	Signalized	A	—	0.500	C	—	0.739
29	Tapo Canyon Rd & Royal Ave	Unsignalized	A	—	0.329	A	—	0.398
30	Tapo Canyon Rd & Los Angeles Ave	Signalized	C	—	0.741	B	—	0.695
31	Tapo Canyon Rd & Cochran St	Signalized	A	—	0.528	B	—	0.617
32	Tapo Canyon Rd & SR-118 EB Ramps	Signalized	C	—	0.743	B	—	0.628
33	Tapo Canyon Rd & SR-118 WB Ramps	Signalized	A	—	0.540	C	—	0.702
34	Tapo Canyon Rd & Alamo St	Signalized	A	—	0.518	A	—	0.513

**Table 4.16-13 General Plan Update with Preferred Land Use Plan Year 2030 Peak Hour Intersection LOS**

No.	Intersection	Control Type	Recommended Updated GP w/o Identified Mitigation					
			AM			PM		
			LOS	Delay	V/C	LOS	Delay	V/C
35	Tapo Canyon Rd & Township Ave	Unsignalized	A	—	0.421	A	—	0.274
36	Tapo Canyon Rd & Lost Canyons Dr	Unsignalized	A	—	0.272	A	—	0.172
37	Sequoia Ave & Alamo St	Signalized	A	—	0.514	B	—	0.678
38	Sequoia Ave & Cochran St	Signalized	A	—	0.534	B	—	0.691
39	Sequoia Ave & Los Angeles Ave	Signalized	A	—	0.531	C	—	0.748
40	Sequoia Ave & Royal Ave	Signalized	A	—	0.387	A	—	0.543
41	Cochran St & Galena Ave	Signalized	A	—	0.400	A	—	0.529
42	Sycamore Dr & Alamo St	Signalized	B	—	0.685	C	—	0.741
43	Sycamore Dr & SR-118 EB Ramps	Signalized	A	—	0.480	A	—	0.593
44	Sycamore Dr & SR-118 WB Ramps	Signalized	B	—	0.663	B	—	0.687
45	Sycamore Dr & Cochran St	Signalized	B	—	0.664	B	—	0.666
46	Sycamore Dr. & Los Angeles Ave	Signalized	D	—	0.807	D	—	0.824
47	Sycamore Dr & Royal Ave	Signalized	A	—	0.575	A	—	0.544
48	Sycamore Dr & Fitzgerald Rd	Unsignalized	B	—	0.665	B	—	0.581
49	Erringer Rd & Fitzgerald Rd	Unsignalized	C	—	0.650	B	—	0.449
50	Erringer Rd & Royal Ave	Signalized	B	—	0.658	C	—	0.706
51	Erringer Rd & Patricia Ave	Signalized	A	—	0.461	A	—	0.529
52	Erringer Rd & Los Angeles Ave	Signalized	B	—	0.660	C	—	0.756
53	Erringer Rd & Cochran St	Signalized	A	—	0.425	A	—	0.555
54	Erringer Rd & SR-118 EB Ramps	Signalized	A	—	0.370	A	—	0.524
55	Erringer Rd & SR-118 WB Ramps	Signalized	A	—	0.405	A	—	0.538
56	Erringer Rd & Alamo St	Signalized	A	—	0.429	C	—	0.753
57	Los Angeles Ave & Hubbard St	Signalized	A	—	0.332	A	—	0.506
58	Los Angeles Ave & Patricia Ave	Signalized	E	—	0.956	E	—	0.972
59	First St & SR-118 WB Ramps	Signalized	A	—	0.537	B	—	0.694
60	First St & SR-118 EB Ramps	Signalized	A	—	0.528	C	—	0.781
61	First St & Cochran St	Signalized	B	—	0.615	C	—	0.759
62	First St & Easy St	Signalized	B	—	0.666	D	—	0.812
63	First St & Los Angeles Ave	Signalized	C	—	0.774	E	—	0.913
64	First St & Royal Ave	Signalized	C	—	0.764	B	—	0.680
65	First St & Fitzgerald Rd	Signalized	A	—	0.577	A	—	0.453
66	Sinaloa Rd & Los Angeles Ave	Signalized	A	—	0.594	B	—	0.697
67	Sinaloa Rd & Royal Ave	Signalized	C	—	0.726	B	—	0.673
68	Viewline Dr & SR-118 WB Ramps	Signalized	A	—	0.496	A	—	0.594
69	Madera Rd & Viewline Dr	Signalized	A	—	0.538	A	—	0.572
70	Madera Rd & SR-118 EB Ramps	Signalized	A	—	0.318	A	—	0.364
71	Madera Rd & Cochran St	Signalized	A	—	0.510	C	—	0.764

**Table 4.16-13 General Plan Update with Preferred Land Use Plan Year 2030 Peak Hour Intersection LOS**

No.	Intersection	Control Type	Recommended Updated GP w/o Identified Mitigation					
			AM			PM		
			LOS	Delay	V/C	LOS	Delay	V/C
72	Madera Rd & Easy St	Signalized	A	—	0.502	B	—	0.611
73	Madera Rd & Los Angeles Ave/Tierra Rejada Rd	Signalized	A	—	0.566	B	—	0.640
74	Madera Rd & Royal Ave	Signalized	A	—	0.592	C	—	0.726
75	Tierra Rejada Rd & Stargaze Pl	Signalized	A	—	0.419	A	—	0.435
76	Madera Rd & Country Club Dr East	Signalized	B	—	0.634	C	—	0.732
77	Wood Ranch Parkway & Madera Rd	Signalized	B	—	0.669	B	—	0.637
78	Wood Ranch Parkway & Country Club Dr West	Signalized	A	—	0.546	A	—	0.530
79	Wood Ranch Parkway & Long Canyon Rd	Unsignalized	B	—	0.480	B	—	0.334
80	Madera Rd & Presidential Dr	Signalized	A	—	0.549	A	—	0.493
81	Madera Rd & Country Club Dr West	Signalized	C	—	0.717	A	—	0.524

As shown in Table 4.16-13, three intersections are projected to operate at LOS D during at least one of the peak hours; two intersections (one unsignalized) are projected to operate at LOS E during at least one of the peak hours. Additionally, one intersection is projected to operate at LOS E during both peak hours. A list of intersections operating at LOS D or lower is provided below:

The following intersection is projected to operate at LOS E during both peak hours:

- Los Angeles Avenue at Patricia Avenue (Signalized)

Intersections with one or more peak hours of operations of LOS D or lower include:

- Kadota Street at Cochran Street ([Unsignalized] AM: LOS E; PM: LOS C)
- Stearns Road at Los Angeles Avenue ([Signalized] AM: LOS A; PM: LOS D)
- Tapo Street at Cochran Street ([Signalized] AM: LOS D; PM: LOS E)
- Sycamore Drive at Los Angeles Avenue ([Signalized] AM: LOS D; PM: LOS D)
- First Street at Easy Street ([Signalized] AM: LOS B; PM: LOS D)
- First Street at Los Angeles Avenue ([Signalized] AM: LOS C; PM: LOS E)

The following are potential improvements that would reduce project impacts at the impacted intersections projected to operate at an unacceptable LOS with implementation of the General Plan Update Build-out with Preferred Land Use Plan in 2030 (Figure 4.16-8 [Updated General Plan Build-Out with Preferred Land Use Plan]):

- *Stearns Street / Los Angeles Avenue.* Change the east/west traffic signal phasing to provide a protected left-turn phase.
- *Kadota Street / Cochran Street.* Install a traffic signal.
- *Sycamore Drive / Los Angeles Avenue.* Restripe the westbound through/right-turn lane to a through lane and add a westbound right-turn lane.

- *Los Angeles Avenue / Patricia Avenue.* Change the north/south traffic signal phasing to protected/permissive phasing, restripe the northbound left/through/right-turn lane to a left-turn lane and add a northbound through-right-turn lane, add a southbound lane to provide one left-turn lane, one through lane, and one right-turn lane, add an eastbound lane to provide one left-turn lane, two through lanes, one through-right-turn lane, and one right-turn lane, and add an exclusive westbound right-turn lane.
- *First Street / East Easy Street.* Add an exclusive northbound and southbound right-turn lane.
- *First Street / Los Angeles Avenue.* Add an additional eastbound through lane

Rather than incorporate these specific improvements into the General Plan, it is appropriate to provide a method for dealing with mitigation of traffic impacts that is dynamic and can deal with future changes in land use and experience with traffic problems that may result from new development. As part of the General Plan Update, the City would implement such a method by regularly revising and refining the City traffic model in response to new development, monitoring of actual traffic volumes, and revision to anticipate ultimate development demands on the system. Traffic impact fees provide for the improvements required and are supplemented by available highway funds from other sources. Policies M-1.3, M-1.4, M-1.7, M-1.6, M-4.1, and M-8.5 would ensure that this practice is continued and intersection and street improvements are provided as needed.

As shown on Table 4.16-14 (Recommended General Plan Update Year 2030 Peak Hour Intersection LOS), with the improvements identified above incorporated, all of the intersections projected to operate at LOS D or E would be mitigated to an LOS C or better. However, the proposed improvement at the intersection of Los Angeles Avenue with First Avenue includes the addition of a third eastbound through lane. In order to provide this additional lane, additional right-of-way along the south side of Los Angeles Avenue would need to be acquired. As any property acquisition that would be made to reduce this impact to less than significant, as well as the ability of the City to acquire additional right-of-way is unknown at this time, and the fact that any property acquisition contemplated to increase the right-of-way would be required to undergo separate environmental review, the feasibility of implementing the recommended improvement is unknown and this impact would remain *significant and unavoidable*.

**Impact 4.16-4**      **Implementation of the General Plan Update would increase the amount of traffic on CMP highways and result in a cumulative exceedance of an LOS E standard established by the County CMP Agency for SR-118. Therefore, this impact would be *significant and unavoidable*.**

The Ventura County Transportation Commission (VCTC) is the state-designated congestion management agency for Ventura County. The VCTC prepares a biannual Congestion Management Plan (CPM) for the County. The Ventura County CMP provides local agencies and private developers the procedures and tools necessary to manage and decrease traffic congestion in the County. The CMP has set a LOS standard where LOS E is the minimum acceptable level but LOS F is always unacceptable for intersections within the cities. The County and state look at roadway segment LOS in their CMP evaluation of regional freeways. In Simi Valley, SR-118, Erringer Road, First Street, Kuehner Drive, Los Angeles Avenue, Madera Road, Stearns Street, Sycamore Drive, Tapo Canyon Road, Tierra Rejada Road, and Yosemite Avenue are CMP monitored roadways. According to the 2009 CMP, during 2006, all of

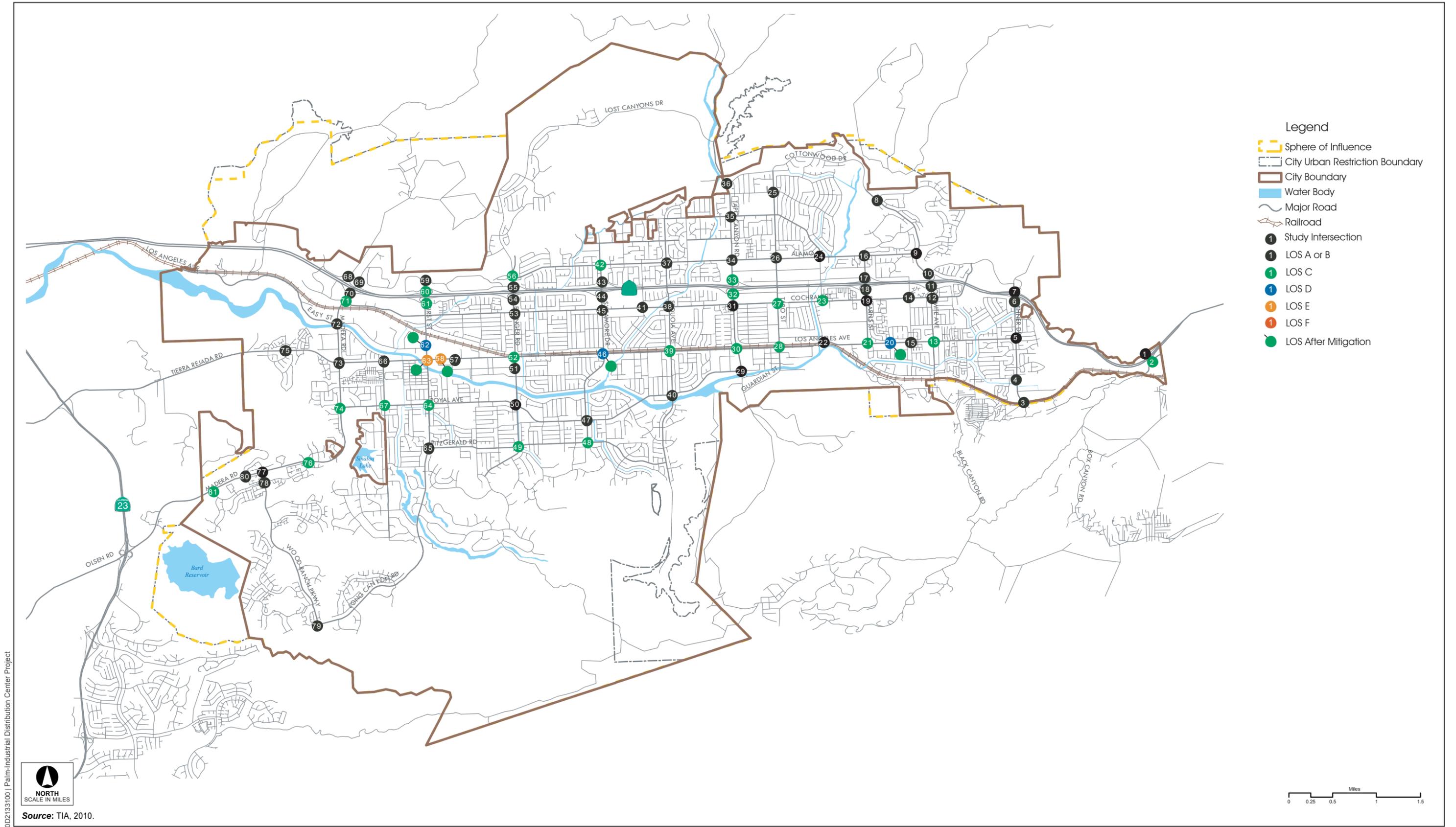


Figure 4.16-8  
 Updated General Plan Buildout with Preferred Land Use Plan



**Table 4.16-14 Recommended General Plan Update Year 2030 Peak Hour Intersection LOS**

No.	Intersection	Control Type	Recommended General Plan Update without Identified Improvements						Recommended General Plan Update with Identified Improvements					
			AM			PM			AM			PM		
			LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
20	Stearns St and Los Angeles Ave	Signalized	A	—	0.598	D	—	0.834	A	—	0.541	C	—	0.745
23	Kadota St and Cochran St	Unsignalized	E	45.5	—	C	18.8	—	A	—	0.433	A	—	0.327
46	Sycamore Dr. and Los Angeles Ave	Signalized	D	—	0.807	D	—	0.824	C	—	0.752	C	—	0.766
58	Los Angeles Ave and Patricia Ave	Signalized	E	—	0.956	E	—	0.972	C	—	0.757	C	—	0.781
62	First St and Easy St	Signalized	B	—	0.666	D	—	0.812	B	—	0.647	C	—	0.785
63	First St and Los Angeles Ave	Signalized	C	—	0.774	E	—	0.913	C	—	0.774	C	—	0.782

the CMP intersections within the City of Simi Valley operated at acceptable levels. However, SR-118 from Yosemite Avenue east to the City limits, operated at unacceptable LOS.

SR-118 freeway is the main regional transportation and CMP facility through Simi Valley. This basic six- to eight-lane freeway currently carries daily traffic volumes in the range of 80,000 to 150,000 vehicles per day (vpd). Traffic forecasts were developed for SR-118 as part of the General Plan Update process using the City's travel demand model, which also includes regional and through trips to and from other parts of Southern California. The projected growth by Year 2035 in daily traffic on SR-118 ranges between 54 and 75 percent along the east and west segments of the freeway. Daily volumes along SR-118 on the west end of the City are projected to increase to about 140,000 vpd in all of the future scenarios with daily volumes along the east end the of City projected to increase to about 216,000 vpd with build-out of the General Plan Update and 231,000 vpd in the other future development scenarios. The projected future freeway volumes are very similar under the various future scenarios.

While the General Plan Update with Preferred Land Use Plan scenario proposes land uses that will reduce trip generation versus traditional land use planning, it will not reduce congestion along the SR-118 corridor to a level that would provide CMP acceptable LOS on the highway within and adjacent to the City. However, it should be noted that SR-118 is a regional transportation corridor that is affected by traffic from beyond the City boundaries and future improvements to SR-118 are the responsibility of the state, rather than the City. Future integrated freeway/arterial improvements such as various intelligent transportation system (ITS) measures, communication, ramp metering, dynamic message signs, traveler information systems, etc. will help improve freeway mainline flows, increase ingress/egress capacity, and help enhance overall operating conditions and impacts related to implementation of the General Plan Update (Goal M-7 and Policy M-11.1). Regardless, Year 2030 expected segment LOS for SR-118 during peak hours is LOS F, and therefore, the impacts are considered *significant and unavoidable*.

## ■ Cumulative Impacts

Cumulative impacts are only addressed for those thresholds that have a project-related impact, whether it is less than significant, significant, or significant and unavoidable. If “no impact” occurs, no cumulative analysis is provided for that threshold.

The analysis of the future base year and the General Plan Update is based on growth in traffic over a 25-year period, including regional background growth on regional CMP freeway and arterial segments. Therefore, the traffic analysis provided has already accounted for cumulative traffic impacts. Implementation of the proposed project would result in significant impacts at identified City intersections as well as SR-118. As shown in Table 4.16-13, three intersections are projected to operate at LOS D during at least one of the peak hours; two intersections (one unsignalized) are projected to operate at LOS E during at least one of the peak hours. Additionally, one intersection is projected to operate at LOS E during both peak hours. The provision of the recommended improvements would reduce the impacts to local intersections to less than significant. However, the increase in traffic volumes at build-out of the General Plan would contribute to unacceptable LOS at the identified intersections and along SR-118; therefore, cumulative impacts associated with volumes at local intersections and LOS for SR-118 during peak hours would be *significant and unavoidable*.

### 4.16.5 References

- Iteris. 2009a. *Preliminary Analysis Simi Valley GPU Development of Future Traffic Volume Projections and Preliminary Arterial Daily Levels of Service Analysis Technical Memorandum*, March 10.
- . 2009b. *Simi Valley General Plan Update Draft Summary Roadway Segment and Intersection Traffic Analysis Results and Concept Mitigation Technical Memorandum*, May 11 (revised June 3, 2009).
- . 2011. *Traffic Study for Simi Valley General Plan Update Circulation and Mobility Element*, July.
- Transportation Research Board (TRB). 2000. *Highway Capacity Manual*.
- Ventura County Transportation Commission (VCTC). 2009. *2009 Ventura County Congestion Management Program*, July 10.

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