

STREET STANDARDS

The City of Simi Valley Street Standards are based on and incorporate Ventura County roadway classifications and design standards. The City provides additional design criteria where necessary to accommodate bus turnouts, bike lanes, enriched parkways, medians, and to preserve natural land contours and mature trees.

DEFINITION AND PURPOSE

For the purposes of the General Plan, the terms listed below will have the following meanings:

Term	Definition and Purpose
Freeway	A divided highway for through traffic that has full access control and grade separations at all intersections
Arterial	A street with limited access that provides for through traffic movement between areas of the City
Primary	A six-lane arterial street with no on-street parking and which may have controlled access
Secondary	A four-lane arterial street that may have controlled access
Minor	A two-lane or four-lane arterial street with limited or controlled access that provides for through movement of traffic within hillside areas of the City
Collector	A street that gathers and disperses traffic between arterial streets and local streets, and is equally important in providing traffic movement and access to abutting properties; collector streets may have limited access
Local	A street that provides access for pedestrians and vehicles to abutting properties, but is not intended for through traffic
Limited Access	Where the right of owners or occupants of abutting land or other persons to access a street is regulated by the City and may be denied; the number of access points, intersecting streets and driveways are minimized
Controlled Access	Where vehicular turning movements and/or cross traffic movements are controlled with raised medians

Table M-1 Circulation Table						
Arterial	Segment	Width		Category & Enrichment	Street Section	
		Curb-to-Curb	ROW		N or W Side	S or E Side
Alamo	Erringer-Sycamore	64	84	S-EP	(5-20) 10-64-10 (5-20)	
	Sycamore-Tapo Canyon	80	100	S-M-EP	(5-20) 10-32-16-32-10 (5-20)	
	Tapo Canyon-Stearns	64	84	S-EP	(5-20) 10-64-10 (5-20)	
	Stearns-Stanislaus	69	89	S-EP	(5-20) 10-69-10 (5-10)	
	Stanislaus-Yosemite	64	84	S-EP	(5-20) 10-64-10 (5-10)	
Alamos Canyon	Cochran-Madera	78	98	S-M-EP	(5-15) 10-32-14-32-10 (5-10)	
Box Canyon	Planning Boundary-Santa Susana Pass	40	60	C	10-40-10	
Cochran	Quimisa-2,800' west of Madera	64	84	S	(2-5) 10-64-10 (2-5)	
	2,800' west of Madera-Madera	58	78	S	(2-5) 10-58-10 (2-5)	
	Madera-Sycamore	64	84	S-EP	(2-5) 10-64-10 (2-5)	
	Sycamore-Galena	64	84	S-M	10-25-14-25-10	
	Galena-Stearns	64	84	S	10-64-10	
	Stearns-Yosemite	64	84	S-EP	(2-5) 10-64-10 (20)	
	Yosemite-SR118	40	60	C-EP	(2-5) 10-40-10 (2-5)	
	SR118-Mt. Sinai	40	64	C-EP	(2-5) 12-40-12 (2-5)	
Cottonwood	Tapo/Presidio-Yosemite	52	72	N-M	10-20-12-20-10	
County Club	Madera-Madera	68	96	S-EP	10-68-18	
Easy	West Los Angeles-First	52	72	C	10-52-10	
Erringer	Fitzgerald-Cochran	64	84	S	10-64-10	
	Cochran-Alamo	78	98	S-M	10-32-14-32-10	
	Alamo-Madera/Lost Canyons	64	99	S-M-EP	(2-5) 15-25-14-25-20 (2-5)	
Falcon	Simi Town Center 1,200' W of Erringer	54	74	N-M-EP	(5-20) 10-20-14-20-10 (5-20)	
	1,200' W of Erringer-Erringer	78	98	S-M-EP	(5-20) 10-32-14-32-10 (5-20)	
First	Bluegrass-Stonebrook	88	128	S-M-EP	30-36-16-36-20 (5-20)	
	Stonebrook-Royal	88	118	S-M-EP	(5-20) 10-36-16-36-20 (5-20)	
	Royal-Los Angeles	88	118	P-M-EP	(5-20) 10-36-16-36-20 (5-20)	
	Los Angeles-Cochran	84	104	P-M	10-35-14-35-10	
	Cochran-SR118	96	118	P-M	11-41-14-41-11	
	SR118-Simi Town Center	86	116	P-M	10-36-14-36-20	

Table M-1 Circulation Table

Arterial	Segment	Width		Category & Enrichment	Street Section	
		Curb-to-Curb	ROW		N or W Side	S or E Side
Fitzgerald	First-Assumption Cemetery	64	84	S-EP	(5-20) 10-64-10	(5-20)
	Assumption Cemetery-Fletcher	64	84	S	10-64-10	
	Fletcher-Sequoia	64	84	S-EP	(5-20) 10-64-10	(5-20)
Guardian	Tapo Canyon-Tapo	40	60	C	10-40-10	
Katherine	Kuehner-Katherine Road So.	64	84	S-EP	(2-5) 10-64-10	(2-5)
	Katherine Road So.-Yosemite	64	84	S-EP	(5) 10-64-10	(5)
	Yosemite-Arroyo Simi	64	84	S-EP	10-64-10	
Kuehner	Santa Susana Pass-Smith	64	84	S-EP	(5-20) 10-64-10	(5-20)
	Smith-Los Angeles	80	100	S-EP	(5-20) 10-80-10	(5-20)
	Los Angeles-SR118	64	84	S-EP	10-64-10	
	SR118-Mt. Sinai	70	90	S-M	10-28-14-28-10	
Long Canyon	Wood Ranch Pkwy-Canyon View East	64	94	S-M-EP	(50) 20-25-14-25-10	
	Canyon View East-Bluegrass	52-62	68-78	S-M-EP (a)	(0-50) 8-52(a)-8	
	(a)- Width of right-of-way and inclusion of median varies through this section					
Los Angeles	Planning Boundary-Easy	52	72	C	10(b)-52-10	
	Tierra Rejada-Kuehner	86	106	P-M-EP	(5-30) 10-36-14-36-10	(5-30)
	(b)- Except where right-of-way abuts railroad right-of-way					
Lost Canyons	Erringer-Legends	64	99	S-M-EP	(20) 15-25-14-25-20	(20)
	Legends-Copperstone	54	79	N-M-EP	(20) 10-20-14-20-15	(20)
	Copperstone-Tapo Canyon	40	60	N	10-40-10	
Madera	Planning Boundary-Vista Lago	88	118	P-M-EP	(5) 10-36-16-36-20	
	Vista Lago-Tierra Rejada	86	117	P-M-EP	10-36-14-36-21	
	Tierra Rejada-Easy	86	106	P-M-EP	(5-10) 10-36-14-36-10	(10)
	Easy-S.P.R.R Crossing	86	106	P-M-EP	(5-10) 10-36-14-36-10	(5-10)
	S.P.R.R Crossing-1000' N of SR118	102	122	P-M-EP	(5-10) 10-44-14-44-10	(5-10)
	1000' N of SR118-Erringer	78	98	S-M-EP	(5-10) 10-32-14-32-10	(5-10)
Mt. Sinai	Yosemite-Kuehner	40	60	C-EP	(2-10) 10-40-10	(2-10)

Table M-1 Circulation Table						
Arterial	Segment	Width		Category & Enrichment	Street Section	
		Curb-to-Curb	ROW		N or W Side	S or E Side
Presidio	Township-Tapo Canyon	64	84	S-EP	(2-5) 10-64-10 (2-5)	
	Tapo Canyon-Scofield	64	84	N-M	10-26-12-26-10	
	Scofield-Mandolin	40	60	C	10-40-10	
Quimisa	West Los Angeles-Cochran	78	98	S-M	10-32-14-32-10	
Royal	Madera-First	64	84	S-EP	(2-5) 10-64-10 (2-5)	
	First-Sycamore	64	84	S	10-64-10	
	Sycamore-Sequoia	64	84	S-EP	10-64-10 (2-5)	
	Sequoia-Tapo Canyon	64	84	S-EP	(2-10) 10-64-10 (2-10)	
Santa Susana Pass	Kuehner-Los Angeles County Line	64	84	S	10-64-10	
Sequoia	800' S of High Point Place-Fitzgerald	64	84	C-M-EP	(2-5) 10-20-24-20-10 (2-5)	
	Fitzgerald-Royal	70	90	S-M	10-28-14-28-10	
	Royal-Los Angeles	64	84	S-M-EP	(2-5) 10-25-14-25-10 (2-5)	
	Los Angeles-Cochran	64	84	S	10-64-10	
	Cochran-Township	64	84	S-M-EP	(2-5) 10-25-14-25-10 (2-5)	
Simi Town Center	Erringer-E. Jefferson Way	64	90	S-M-EP	6-25-14-25-20	
	E. Jefferson Way-W. Jefferson Way	48	70	S-EP	7-48-15	
	W. Jefferson Way-First	64	94	S-M-EP	10-25-14-25-20	
Sinaloa	Planning Boundary-Mark	40	60	C-EP	(2-5) 10-40-10 (2-5)	
	Mark-Los Angeles	64	84	S-EP	10-64-10	
Stearns	Diane-Los Angeles	64	84	S-EP	(10-20) 10-64-10 (10-20)	
	Los Angeles-Cochran	64	84	S-EP	(10-20) 10-64-10 (10-20)	
	Cochran-Alamo	78	98	S-M-EP	(2-10) 10-32-14-32-10 (2-10)	
Stow	Katherine-Los Angeles	40	60	C	10-40-10	
	Los Angeles-Cochran	52	72	C	10-52-10	
	Cochran-Barnard	40	60	C-EP	(2-5) 10-40-10 (2-5)	
Sycamore	Fitzgerald-Cochran	64	84	S	10-64-10	
	Cochran-Alamo	78	98	S-M-EP	(2-5) 10-32-14-32-10	
	Alamo-Avenida Simi	64	84	S-EP	(2-5) 10-64-10 (2-5)	
	Avenida Simi-end	40	60	C-EP	(2-5) 10-40-10 (2-5)	

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Arterial	Segment	Width		Category & Enrichment	Street Section	
		Curb-to-Curb	ROW		N or W Side	S or E Side
Tapo Canyon	Planning Boundary-Guardian	40	60	C-EP	(2-5) 10-40-10 (10)	
	Guardian-Royal	62	82	S-M-EP	(20) 10-24-14-24-10 (20)	
	Royal-Los Angeles	86	106	P-M-EP	(2-10) 10-36-14-36-10 (2-10)	
	Los Angeles-Cochran	86	106	P-M-EP	(2-10) 10-36-14-36-10 (2-10)	
	Cochran-Alamo	86	106	P-M	10-36-14-36-10	
	Alamo-Avenida Simi	86	106	P-M-EP	(2-5) 10-36-14-36-10 (2-5)	
	Avenida Simi-500' N of Presidio	64	108	S-EP	34-64-10 (2-5)	
	500' N of Presidio-Planning Boundary	78	98	S-M-EP	(2-5) 10-32-14-32-10 (2-5)	
Tapo	Guardian-Los Angeles	40	60	C	10-40-10	
	Los Angeles-SR118	64	84	S-M	10-25-14-25-10	
	SR118-Alamo	64	84	S-EP	(2-5) 10-64-10 (2-5)	
	Alamo-Presidio	64	84	S-EP	(2-5) 10-64-10 (2-5)	
Tierra Rejada	Planning Boundary-Madera	94	114	P-M-EP	(2-10) 10-44-14-36-10 (2-10)	
Wood Ranch	Long Canyon-Country Club	78	118	S-M-EP	30-32-14-32-10	
	Country Club-Madera	94	124	P-M-EP	15-36-22-36-15	
Yosemite	Katherine-Cochran	64	84	S	10-64-10	
	Cochran-Alamo	78	98	S-M	10-32-14-32-10	
	Alamo-Evening Sky	64	84	S-M	(2-5) 10-64-10 (2-5)	
	Evening Sky-Cottonwood	52	72	N-EP	10-20-12-20-10	

Additional right-of-way and/or curb-to-curb width may be required in areas beyond what is shown in this table on the street segments and at intersections to provide for access control, bike lanes, enriched parkways, turn pockets, and/or bus turnouts.