CHAPTER 5 Circulation

5.1 INTRODUCTION

This chapter summarizes the existing transportation conditions in the planning area. The chapter addresses multi-modal transportation elements including conditions of the City's local roadway system, transit system, bicycle paths, and goods movement infrastructure.

The City of Simi Valley is served by various transportation facilities, including one regional freeway (State Route 118), one freight/commuter rail line, an extensive roadway network, and several bus transit lines.

5.2 EXISTING ROADWAY SYSTEM

5.2.1 Regional Access

State Route 118 (SR-118) provides regional access to the City. The facility has three general purpose lanes in each direction and is currently being widened from six to eight 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.

5.2.2 Functional Roadway Classifications

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. Figure 5-1 (Cross Sections) depicts typical cross sections for all of the roadway classifications. The street classifications for the major facilities in the planning area are shown on Figure 5-2 (Functional Street Classifications).

Primary Arterials

Primary arterials are intended to service through, non-local traffic and provide limited local access. They have a cross section of three through lanes in each direction, and a median for left-turning traffic. Primary arterials are designated as 104-foot-wide roadways, within a 120-foot 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. At Level of Service C, a generally acceptable level of service, standard Primary arterials can accommodate between 50,500 and 57,500 vehicles per day.

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 two through lanes in each direction, a two-way left-turn lane and may also include a bike lane, in 64 to 78 feet of curb-to-curb space, and an 84- to 94-foot-wide right-of-way. These roadways are usually undivided with possible limited on-street parking, turn lanes at major intersections, and may have partial control of vehicular and pedestrian access from driveways, cross streets, and crosswalks. Secondary Arterials can accommodate between 28,000 and 31,000 vehicles per day at an acceptable level of service.

Minor Arterials

Minor Arterials are narrower than major or secondary arterials. These roadways are typically two lanes wide with limited access to driveways and cross streets. Minor arterials are able to accommodate bikeways. They are 40 to 52 feet, curb to curb, within 64- to 68-foot rights-of-way, and may have a median. The typical capacity of a minor arterial is about 20,000 vehicles per day.

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 do not have turn lanes at intersections. Collectors in Simi Valley are 40 to 52 feet, curb to curb, within 64- to 68-foot rights-of-way. The typical capacity of a collector street is about 16,000 vehicles per day.

Local Residential Streets

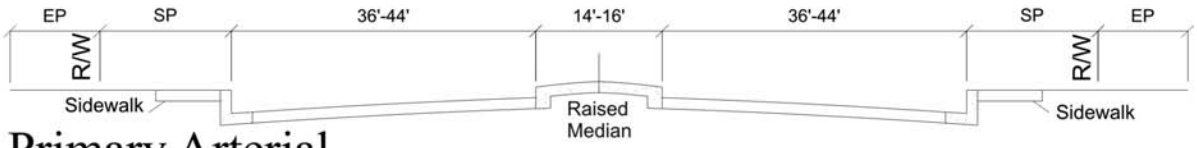
Local residential streets serve adjacent residential land uses only, allowing access to residential driveways and providing on-street parking for neighborhoods. Local residential streets in Simi Valley are designated 32- to 36-foot roadways within 52- to 56-foot rights-of-way. These streets are not intended to serve through traffic traveling from one street to another. Traffic volumes on these streets should not exceed 4,000 vehicles per day.

Hillside Collector Streets

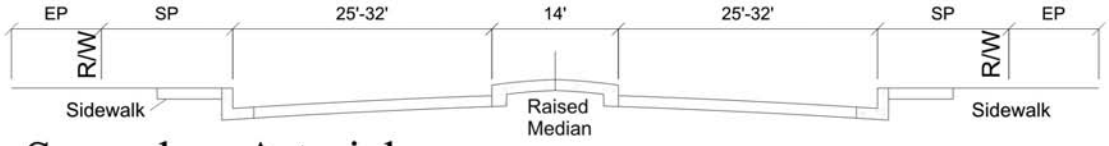
Hillside Collector streets may have special design characteristics, such as steeper gradients and reduced rights-or-way and design speeds. These characteristics allow them to be compatible with topographic constraints and therefore reduce the need for grading.

5.2.3 City Roadways

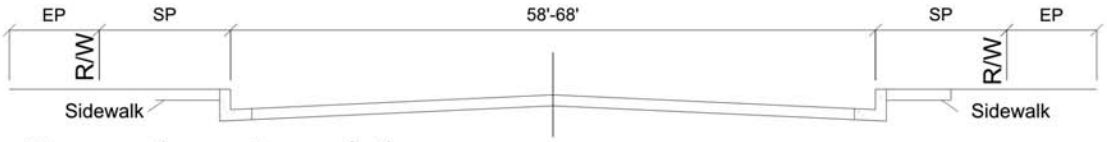
The network of major roadways in Simi Valley is primarily designed in a north/south and east/west grid pattern with primary and secondary arterials spaced between one mile and one-half mile intervals. Many of the primary and secondary arterials within the City of Simi Valley are built out to the full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



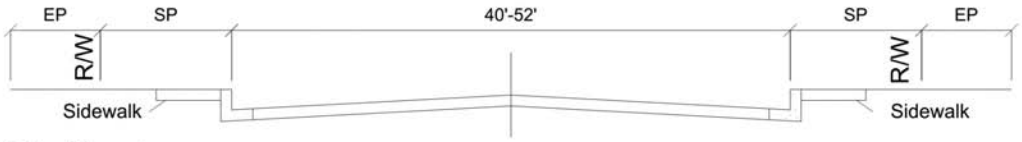
Primary Arterial
Controlled Access



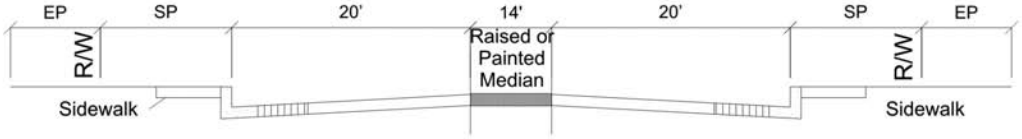
Secondary Arterial
Controlled Access



Secondary Arterial
Controlled Access without Raised Median



Collector
Controlled Access



Minor Arterial
Controlled Access

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

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

Where bike lanes are required an additional 12 feet of R.O.W is necessary

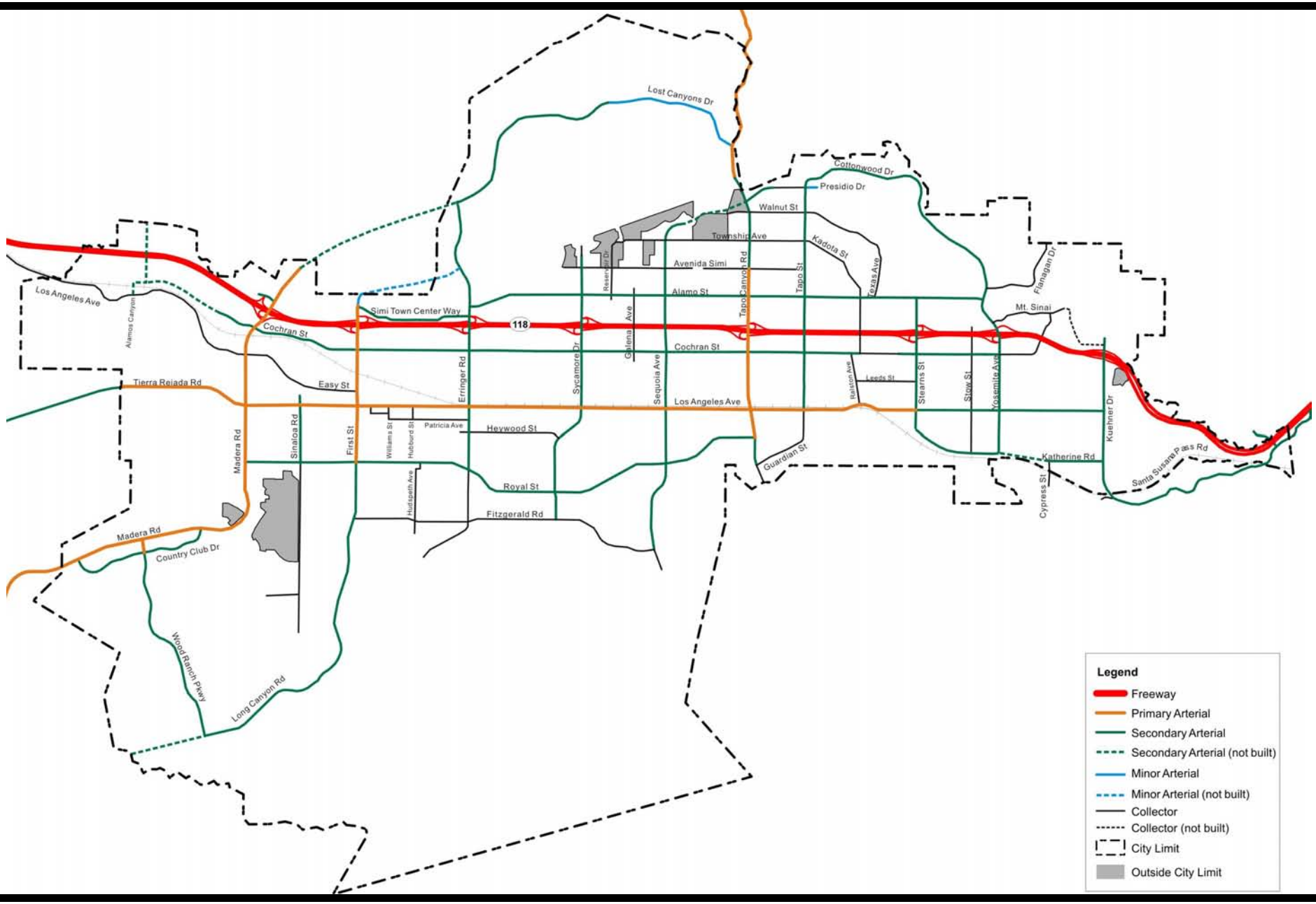


Figure 5-2 Functional Street Classifications

Local streets do not typically follow a grid pattern. Table 5-1 (Description of Roadways) provides a physical description of the City's roadways by segment, as currently proposed in the adopted Circulation Element of the 1988 General Plan. Figure 5-3 (Number of Lanes) illustrates the number of lanes for each of the roadway segments describes below.

5.3 DEVELOPMENT OF A TRAVEL DEMAND FORECASTING MODEL

Meyer, Mohaddes Associates is currently completing the development of a new and updated travel demand model for the City. The new Simi Valley model is being developed based on the Southern California Association of Governments' (SCAG) Regional Travel Demand Model and is consistent with the regional model in structure and parameters outside the City and the County. The City previously had a travel demand model which was developed nearly a decade ago and was based on earlier regional models and data. The new model development process includes updating all components of the model including the highway network, zonal structure, socioeconomic and land use data. Figure 5-4 (Traffic Analysis Zones) shows the traffic analysis zone (TAZ) system. The model includes a customized trip generation component that is customized for the City of Simi Valley for land use and trip generation rates. The model produces peak and off-peak period as well as daily traffic forecasts. Citywide traffic count data were collected at intersections and roadway segments to be used in model calibration and validation of the model's traffic assignment. The model also has a volume post-processing component that will be used to analyze intersection operations based on the forecasts developed by the new travel demand model. The new model is intended to be used for the General Plan Update process as well as various traffic studies for development projects and Environmental Impact Reports.

5.4 EXISTING VOLUMES AND LEVELS OF SERVICE

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.

5.4.1 Intersection Level of Service

Traffic operating conditions 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

Table 5-1 Description of Roadways

Roadway	Segment	Existing # of Lanes	# of Lanes per General Plan Designation	Curb-to-Curb Width	Row Width[a]	Street Classification	Enrichment Elements
Alamo	Erringer-Sycamore	4	4	64	84	S	EP
	Sycamore-Tapo Canyon	4	4	80	100	S	M-EP
	Tapo Canyon-Stearns	4	4	64	84	S	EP
	Stearns-Stanislaus	4	4	69	99	S	EP
	Stanislaus-Yosemite	4	4	64	84	S	EP
Alamos Canyon	Los Angeles-City Boundary	0	4	78	98	S	M-EP-OB
Avenida Simi	Renee-Kilaine	2	2	30	50	C	
	Lemon-Granville	2	2	30	56	C	
Box Canyon	Planning Boundary-Santa Susana Pass	2	2	40	60	C	
Cochran	Alamos Canyon-Madera	4	4	58	69.5	S	
	Madera-Sycamore	4	4	64	84	S	EP
	Sycamore-Galena	4	4	64	84	S	M
	Galena-Stearns	4	4	64	84	S	
	Stearns-Yosemite	4	4	64	84	S	EP
	Yosemite-Mt. Sinai	2	2	40	64	C	EP
Cottonwood	Presidio-Yosemite	2	4	50	82	S	EP M
County Club	Madera-Madera	4	4	68	94	S	EP
Cypress	Sylvan-Katherine	2	2	40	60	C	
Mt. Sinai	Yosemite-Kuehner	2	2	40	60	C	EP
Easy	West Los Angeles-First	2	2	52	72	C	
Erringer	Sunnydale Ave-Royal	2	2	40	60	C	EP
	Royal-Cochran	4	4	64	84	S	
	Cochran-Alamo	4	4	78	98	S	M
	Alamo-Madera/Lost Canyons	4	4	78	98	S	M-EP

Table 5-1 Description of Roadways

Roadway	Segment	Existing # of Lanes	# of Lanes per General Plan Designation	Curb-to-Curb Width	Row Width[a]	Street Classification	Enrichment Elements
First	Bluegrass Street-Stonebrook	4	4	88	128	S	M-EP-OB
	Stonebrook-Royal	4	4	88	108	S	M-EP
	Royal-Los Angeles	4	6	88	108	P	M-EP
	Los Angeles-Cochran	6	6	84	102	P	M
	Cochran-SR-118	6	6	96	118	P	M
	SR-118-Town Center Drive	6	6	86	116	P	M
	Town Center Way-500' n/o Town Center Way	4	4	54	74	N	M-EP-OB
Falcon	500' n/o Town Center Way-Erringer	0	4	78	98	S	M-EP-OB
Fitzgerald	First-Assumption Cemetery	2	2	52	72	C	EP
	Assumption Cemetery-Fletcher	2	2	64	84	C	
	Fletcher-Sequoia	2	2	64	84	C	EP
Flanagan	City Limit-Yosemite	2	2	62	86	C	
Galena	Emeral-Racine	4	2	60	80	C	
Heywood	Duncan-Sycamore	2	2	40	60	C	
Hubbard	Patricia – Los Angeles	2	2	36	60	C	
Hudspeth	Sunnydale-Fitzgerald	2	2	40	62	C	EP
	Fitzgerald-Royal	2	2	62	72	C	
Kadota	Tapo-Alamo	2	2	40	60	C	
	Alamo-Barnard	2	2	30	50	C	
	Barnard-Cochran	2	2	40	70	C	
Katherine	Kuehner-Cypress	2	2	64	84	S	EP
	Cypress.-Yosemite	0	2	64	84	S	EP
	Yosemite-Arroyo Simi	2	2	64	84	S	EP
Kuehner	Santa Susana Pass-Smith	4	4	64	84	S	EP
	Smith-Los Angeles	4	4	80	100	S	EP
	Los Angeles-SR-118	4	4	64	84	S	EP
	SR-118-Douglas	2	4	70	90	S	M

Table 5-1 Description of Roadways

Roadway	Segment	Existing # of Lanes	# of Lanes per General Plan Designation	Curb-to-Curb Width	Row Width[a]	Street Classification	Enrichment Elements
Leeds	Ralston-Stearns	2	2	20	60	C	
Long Canyon	City Boundary-Wood Ranch Pkwy	2	4	78	116	S	M-EP-OB
	Wood Ranch Pkwy-Canyon View	2	4	64	94	S	M-EP-OB
	Canyon View-Bluegrass	2	4	52	63-73	S	M[b]-EP
Los Angeles	Planning Area Boundary-Easy	2	2	52	66	C	
	Tierra Rejada-Stearns	4-6	6	86	102	P	M-EP
	Stearns-Kuehner	4	6	86	102	S	M-EP
Lost Canyons Drive	Erringer-Legends Dr	2	4	64	99	S	M-EP-OB
	Legends Dr-Copperstone Ln	2	2	54	79	N	M-EP-OB
	Copperstone Ln -Tapo Canyon	2	2	40	60	N	OB
Madera Road	Planning Boundary-Irvine	4	6	88	118	P	M-EP
	Irvine-Tierra Rejada	4-6	6	86	117	P	M-EP-OB
	Tierra Rejada-Easy	6	6	86	106	P	M-EP-OB
	Easy-S.P.R.R Crossing	6	6	86	106	P	M-EP
	S.P.R.R Crossing-American Street	6	6	102	122	P	M-EP
	American Street-Erringer	0	4	78	98	S	M-EP-OB
Patricia	Los Angeles - Erringer	2	2	36	60	C	
Presidio	Township-Scofield	2	2	64	84	S	M-EP
	Scofield-Tapo St.	2	2	40	60	C	
	Tapo St.-Mandolin Circle[c]	2	2	52	72	N	M-EP
Ralstone	Los Angeles-Cochran	2	2	36	60	C	
Reservoir	Tumbleweed-Alamo	2	2	36	60	C	
	Alamo-Township	2	2	30	60	C	
Royal	Madera-First	4	4	64	84	S	EP
	First-Sycamore	4	4	64	84	S	S
	Sycamore-Sequoia	4	4	64	84	S	EP
	Sequoia-Tapo Canyon	4	4	64	84	S	EP

Table 5-1 Description of Roadways

Roadway	Segment	Existing # of Lanes	# of Lanes per General Plan Designation	Curb-to-Curb Width	Row Width[a]	Street Classification	Enrichment Elements
Santa Susana Pass	Kuehner-Los Angeles County Line	2	4	64	84	S	S
Sequoia	Runkle Fire Rd-Fitzgerald[d]	2	2	40	60	C	EP
	Fitzgerald-Royal	4	4	70	90	S	M
	Royal-Los Angeles	4	4	64	84	S	M-EP
	Los Angeles-Cochran	4	4	64	84	S	S
	Cochran-Alamo	4	4	64	84	S	M-EP
	Alamo-Township	4	4	64	84	S	M-EP
Simi Town Center	Madera-Erringer	4	4	60	84	S	M
Sinaloa	Running Creek -Mark	2	2	40	60	C	EP
	Mark-Los Angeles	4	4	64	84	S	EP
Stearns	Arroyo Simi-Los Angeles[e]	2	4	64	84	S	EP
	Los Angeles-Cochran	4	4	64	84	S	EP
	Cochran-Alamo	4	4	78	98	S	M-EP
Stow	Katherine-Los Angeles	2	2	40	60	C	C
	Los Angeles-Cochran	2	2	52	72	C	C
	Cochran-Bernard	2	2	40	60	C	EP
Sycamore	Fitzgerald-Cochran	4	4	64	84	S	S
	Cochran-Alamo	4	4	78	98	S	M-EP
	Alamo-Avenida Simi	4	4	64	84	S	EP
	Avenida Simi-Sharp	4	4	40	60	C	EP
Tapo Canyon	City Boundary-Guardian	2	2	40	60	C	EP
	Guardian-Royal	2	4	62	82	S	EP
	Royal-Los Angeles	4	6	86	106	P	M-EP
	Los Angeles-Cochran	4	6	86	106	P	M-EP
	Cochran-Alamo	4	6	86	106	P	M-EP
	Alamo-Avenida Simi	4	6	86	106	P	M-EP
	Avenida Simi-500' N of Presidio	4	4	64	108	S	EP

Table 5-1 Description of Roadways

Roadway	Segment	Existing # of Lanes	# of Lanes per General Plan Designation	Curb-to-Curb Width	Row Width[a]	Street Classification	Enrichment Elements
	500' N of Presidio-Planning Boundary[f]	2	6	86	106	P	M-EP
Tapo St.	Guardian-Los Angeles	2	2	40	60	C	C
	Los Angeles-SR118	4	4	64	84	S	M
	SR118-Alamo	4	4	64	84	S	EP
	Alamo-Presidio	4	4	64	84	S	EP
Texas	Walnut-Alamo	2	2	40	60	C	
Tierra Rejada	Planning Area Boundary-Madera	4	3	86	106	P	M-EP
Township	Reservoir-Kadota	2	2	40	60	C	
Walnut	Felix-Texas	2-4	2	40	60	C	
Williams	Patricia-Los Angeles	2	2	60	40	C	
Wood Ranch Parkway	Long Canyon-Country Club	4	4	78	118	S	M-EOB
	Country Club-Madera	4	6	94	124	P	M-EP
Yosemite	Katherine-Cochran	2-4	4	64	84	S	S
	Cochran-Alamo	4	4	78	98	S	M
	Alamo-Cottonwood	2	2	64	84	S	EP

Street Classifications
- P Primary Arterial
- S Secondary Arterial
- N Minor Arterial
- C Collector Street
- H Hillside

Enrichment Elements
- M Median
- OB Off-Street Bike Paths –Class I
- EP Enriched Parkways
- M Median

[a] Additional R.O.W and/or curb width may be required in areas other than shown on this table and at intersections for limited distances on the street segments to provide for access control, turn pockets and/or bus turnarounds.

[b] With of right-of-way and inclusion of median varies through this section.

[c] Portions may include painted versus raised median as required by the City Traffic Engineer.

[d] Actual configuration is 84-foot right-of-way, 64-foot curb-to-curb.

[e] Possible future extension of Stearns Street south of the Arroyo Simi shall be designated on the Land Use Map as a dashed line.

[f] Use of Hillside Design standards is subject to review and approval as part of the Big Sky Ranch Specific Plan.

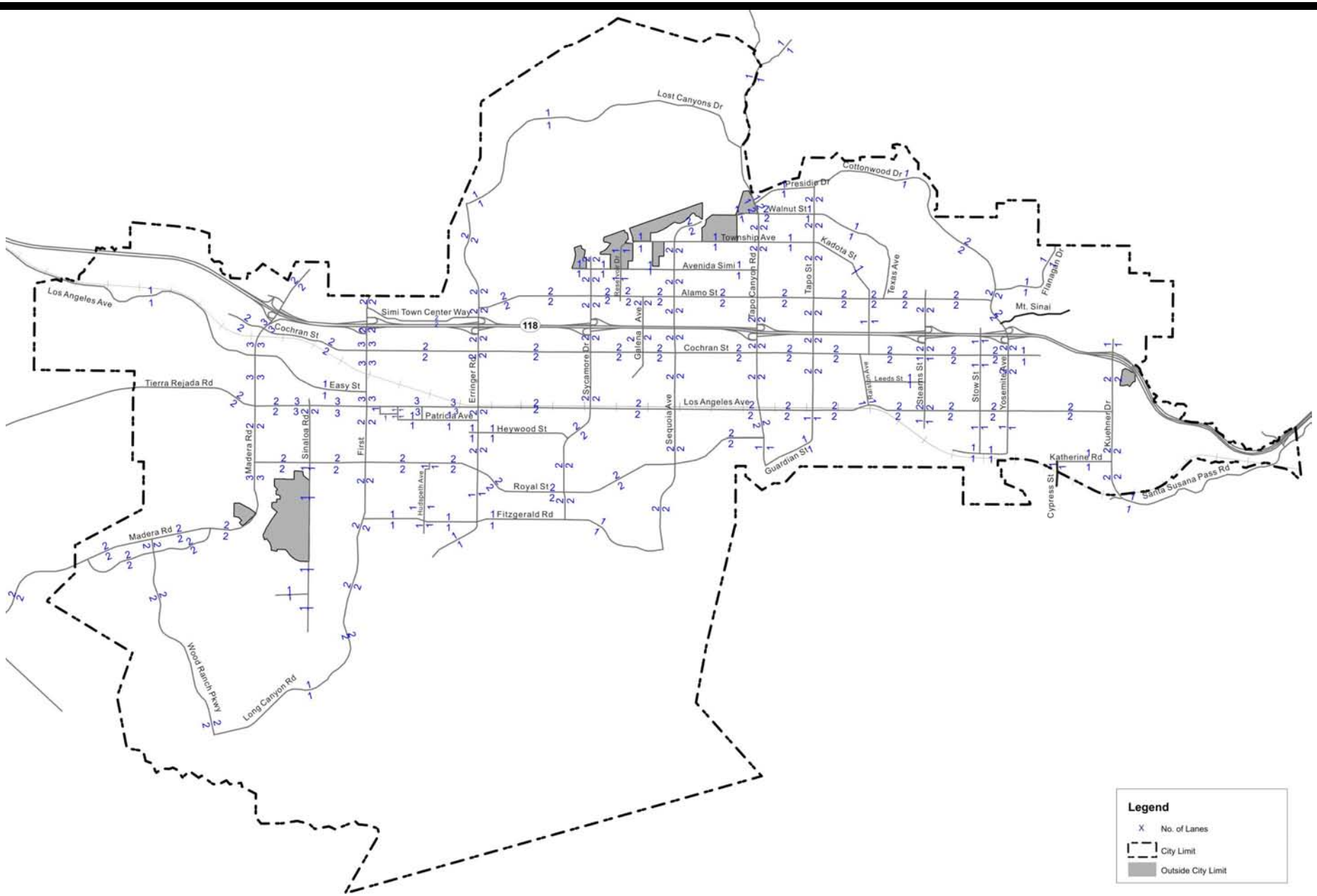


Figure 5-3 Number of Lanes

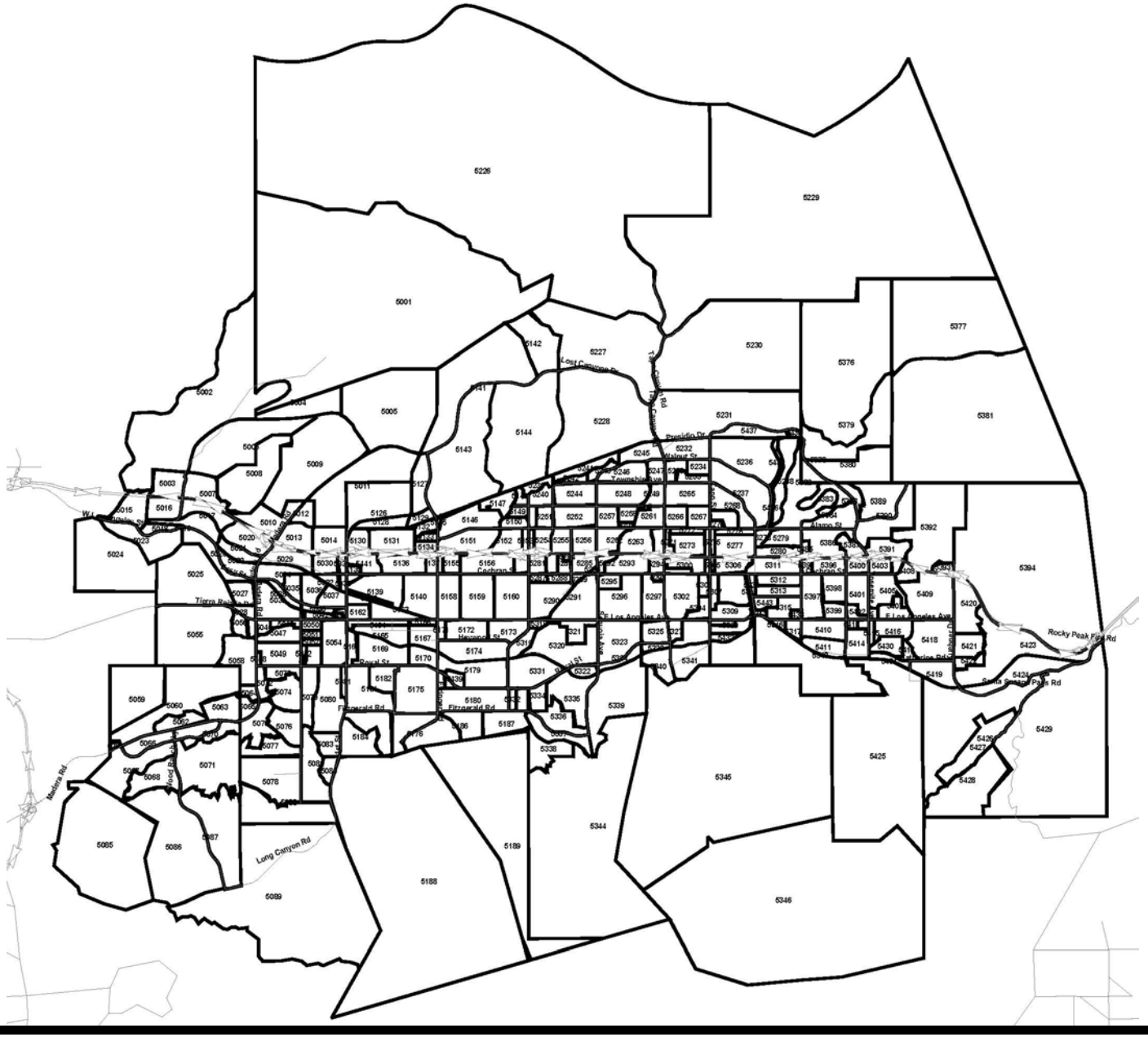


Figure 5-4 Traffic Analysis Zones

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 5-2 (Level of Service Definitions for Signalized Intersections) and Table 5-3 (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.

Table 5-2 Level of Service Definitions for Signalized Intersections

Level of Service	*Intersection Capacity Utilization*	*Definition*
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

Table 5-3 Level of Service Definitions for Unsignalized Intersections

Level of Service	*Control Delay per Vehicle (secs)*
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 5-2 provides the relationship between the volume/capacity ratio for the intersection and its associated LOS. Table 5-3 represents the relationship between the delay and its associated LOS.

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. All intersection analyses are performed using the TRAFFIX software program. The existing conditions level of service analysis results are summarized in Table 5-4 (Existing Intersection Levels of Service) for the AM and PM peak hours.

Table 5-4 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 Off Ramp	Unsignalized	A	8.9		A	9.7	
2	Rocky Peak Fire Rd & SR-118 EB On 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	C	15.4	0.673	C	19.6	0.773
6	Kuehner Dr & SR-118 EB On-Off Ramps	Unsignalized	A	9.7		B	10.3	
7	Kuehner Dr & SR-118 WB On-Off Ramps	Unsignalized	D	30.5		E	40.9	
8	Yosemite Ave & Evening Sky Dr	Unsignalized	A	8.4		A	7.7	
9	Yosemite Ave & Alamo St	Unsignalized	C	15.2		B	12	
10	Yosemite Ave & SR-118 WB On-Off Ramps	Signalized	A		0.434	A		0.389
11	Yosemite Ave & SR-118 EB On-Off Ramps	Signalized	A		0.407	A		0.336
12	Yosemite Ave & Cochran St	Signalized	A		0.535	A		0.362
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 On-Off Ramps	Signalized	A		0.418	A		0.365
18	Stearns St & SR-118 EB On-Off Ramps	Signalized	A		0.417	A		0.456
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	9.8	0.253	A	8.7	0.195
26	Tapo St & Alamo St	Signalized	A		0.499	A		0.411
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	E	48.2	1.063	E	40.8	1.034
30	Tapo Canyon Rd & Los Angeles Ave	Signalized	C		0.703	B		0.644
31	Tapo Canyon Rd & Cochran St	Signalized	B		0.661	C		0.798
32	Tapo Canyon Rd & SR-118 EB On-Off Ramps	Signalized	A		0.553	B		0.609
33	Tapo Canyon Rd & SR-118 WB On-Off Ramps	Signalized	A		0.554	C		0.739
34	Tapo Canyon Rd & Alamo St	Signalized	A		0.396	A		0.471
35	Tapo Canyon Rd & Township Ave	Unsignalized	B	12.4		A	9.7	
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

Table 5-4 Existing Intersection Levels of Service

No.	Intersection	Control Type	Existing AM			Existing PM		
			LOS	Delay	V/C	LOS	Delay	V/C
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 On-Off Ramps	Signalized	A		0.392	A		0.482
44	Sycamore Dr & SR-118 WB On-Off Ramps	Signalized	A		0.453	A		0.502
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	12.2		B	10.2	
49	Erringer Rd & Fitzgerald Rd	Unsignalized	C	16.9		B	12.1	
50	Erringer Rd & Royal Ave	Signalized	B		0.636	C		0.778
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 On-Off Ramps	Signalized	A		0.288	A		0.423
55	Erringer Rd & SR-118 WB On-Off 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		0.242	A		0.351
58	Los Angeles Ave & Patricia Ave	Signalized	A		0.344	A		0.435
59	First St & SR-118 WB On-Off Ramps	Signalized	A		0.382	A		0.419
60	First St & SR-118 EB On-Off Ramps	Signalized	A		0.351	A		0.461
61	First St & Cochran St	Signalized	A		0.366	A		0.514
62	First St & E Easy St	Signalized	A		0.396	A		0.562
63	First St & Los Angeles Ave	Signalized	A		0.474	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 On-Off Ramps	Signalized	A		0.432	A		0.576
69	Madera Rd & Viewline Dr	Signalized	A		0.466	A		0.411
70	Madera Rd & SR-118 EB On-Off Ramps	Signalized	A		0.282	A		0.29
71	Madera Rd & Cochran St	Signalized	A		0.313	A		0.581
72	Madera Rd & Easy St	Signalized	A		0.355	A		0.474
73	Madera Rd & Los Angeles Ave/Tierra Rejada Rd	Signalized	A		0.577	C		0.716
74	Madera Rd & Royal Ave	Signalized	A		0.515	A		0.559
75	Tierra Rejada Rd & Stargaze Pl	Signalized	A		0.254	A		0.298
76	Madera Rd & Country Club Dr East	Signalized	C		0.716	C		0.77
77	Wood Ranch Parkway & Madera Rd	Signalized	C		0.726	C		0.72
78	Wood Ranch Parkway & Country Club Dr West	Signalized	A		0.502	A		0.506
79	Wood Ranch Parkway & Long Canyon Rd	Unsignalized	B	12.1		B	10	

Table 5-4 Existing Intersection Levels of Service

No.	Intersection	Control Type	Existing AM			Existing PM		
			LOS	Delay	V/C	LOS	Delay	V/C
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 5-4, 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 three 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 On-Off Ramps (unsignalized)
- Kadota St & Alamo St (unsignalized)
- Tapo Canyon Rd & Royal Ave (unsignalized)

5.4.2 Roadway Segment Level of Service

The LOS criteria for roadway segments are defined in Table 5-5 (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 practical 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 specific operational issues on a daily basis. These two measures for each monitored segment of the roadway system are expressed as a ratio. The volume-to-capacity ratio (V/C) 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 5-5 Roadway Segment Level of Service Criteria

Level of Service	Interpretation	Volume-to-Capacity Ratio
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 Capacities

The capacity per lane for each roadway type can be better defined for peak hour conditions and extrapolated to generalized daily capacities. These capacity assumptions are based on the operational characteristics of the roadways and the local area transportation system. For the average daily traffic along a roadway segment, the City of Simi Valley has established the following capacities:

- 10,000 vehicles per lane (vpl) per day for secondary arterials
- 12,000 vpl per day for primary arterials

These capacity assumptions were used to calculate the LOS for the City's roadway segments.

Roadway Volumes

Figure 5-5 (Average Daily Trips) illustrates the average daily traffic volumes for each of the roadway segments. Table 5-6 (Existing Roadway Volumes and Level 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.

Table 5-6 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 5-6 Existing Roadway Volumes and Level of Service

Roadway Section	*Volume*	*Capacity*	*V/C*	*LOS*
Alamo Street				
Erringer Road to Sycamore Drive	12,200	40,000	0.31	A
Sycamore Drive to Sequoia Avenue	15,900	40,000	0.40	A
Sequoia Avenue to Tapo Canyon Road	19,800	40,000	0.50	A
Tapo Canyon Road to Tapo Street	17,800	40,000	0.45	A
Tapo Street to Stearns Street	17,600	40,000	0.44	A
Stearns Street to Yosemite Avenue	6,100	40,000	0.15	A
Cochran Street				
West of Madera Road	7,800	40,000	0.20	A
Madera Road to First St	13,400	40,000	0.34	A
First Street to Erringer Road	21,400	40,000	0.54	A
Erringer Road to Sycamore Drive	20,300	40,000	0.51	A
Sycamore Drive to Galena Avenue	25,000	40,000	0.63	B
Galena Avenue to Sequoia Avenue	21,100	40,000	0.53	A
Sequoia Avenue to Tapo Canyon Road	23,000	40,000	0.58	A
Tapo Canyon Road to Tapo Street	19,900	40,000	0.50	A
Tapo Street to Stearns Street	15,600	40,000	0.39	A
Stearns Street to Stow Street	9,900	40,000	0.25	A
Stow Street to Yosemite Avenue	6,800	40,000	0.17	A

Table 5-6 Existing Roadway Volumes and Level of Service

Roadway Section	Volume	Capacity	V/C	LOS
E/O Yosemite Avenue	2,400	20,000	0.12	A
Los Angeles Avenue				
Madera Road to Sinaloa Road	25,500	48,000	0.53	A
Sinaloa Road to First Street	24,900	72,000	0.35	A
First Street to Erringer Road	28,200	72,000	0.39	A
Erringer Road to Sycamore Drive	19,500	48,000	0.41	A
Sycamore Drive to Sequoia Avenue	23,500	48,000	0.49	A
Sequoia Avenue to Tapo Canyon Road	21,700	48,000	0.45	A
Tapo Canyon Road to Tapo Street	27,300	48,000	0.57	A
Tapo Street to Stearns Street	22,400	48,000	0.47	A
Stearns Street to Stow Street	19,100	40,000	0.48	A
Stow Street to Yosemite Avenue	13,500	40,000	0.34	A
Yosemite Avenue to Rory Lane	24,400	40,000	0.61	B
Rory Lane to Kuehner Drive	25,200	40,000	0.63	B
Royal Avenue				
Madera Road to Sinaloa Road	24,600	40,000	0.62	B
Sinaloa Road to First Street	21,600	40,000	0.54	A
First Street to Erringer Road	22,500	40,000	0.56	A
Erringer Road to Sycamore Drive	18,400	40,000	0.46	A
Sycamore Drive to Sequoia Avenue	14,300	40,000	0.36	A
Sequoia Avenue to Tapo Canyon Road	9,800	40,000	0.25	A
Fitzgerald Road				
First Street to Hudspeth Ave	6,600	20,000	0.33	A
Erringer Road to Sycamore Drive	5,900	20,000	0.30	A
Sycamore Drive to Sequoia Avenue	2,800	20,000	0.14	A
Country Club Drive East				
Madera Road to Wood Ranch Pkwy	7,000	40,000	0.18	A
Country Club Drive West				
Madera Road to Wood Ranch Pkwy	8,500	40,000	0.21	A
Lake Park Drive North				
E/O Wood Ranch Parkway	2,100	20,000	0.11	A
Lake Park Drive South				
E/O Wood Ranch Parkway	2,500	20,000	0.13	A
Wood Ranch Parkway				
Madera Road to Country Club Drive	8,500	40,000	0.21	A
Country Club Drive to Lake Park Drive South	13,600	40,000	0.34	A
Lake Park Drive South to Long Canyon Road	8,400	40,000	0.21	A
Madera Road				
West City Limits to Country Club Drive West	39,300	48,000	0.82	D

Table 5-6 Existing Roadway Volumes and Level of Service

Roadway Section	Volume	Capacity	V/C	LOS
Country Club Drive West to Wood Ranch Pkwy	31,700	48,000	0.66	B
Wood Ranch Pkwy to Country Club Drive East	34,200	48,000	0.71	C
Vista Lago Drive to Royal Avenue	39,100	72,000	0.54	A
Royal Avenue to Los Angeles Avenue	33,600	48,000	0.70	B
Los Angeles Avenue to Easy Street	32,000	72,000	0.44	A
Easy Street to Cochran Street	33,900	72,000	0.47	A
Cochran Street to SR 118 Fwy	34,900	72,000	0.49	A
North of View Line Drive	8,800	40,000	0.22	A
View Line Drive				
SR 118 Fwy to Madera Road	10,700	40,000	0.27	A
Tierra Rejada Road				
Friendly Village to Stargaze Place	13,500	48,000	0.28	A
W/O Madera Road	21,100	48,000	0.44	A
Easy Street				
West Los Angeles Avenue to Madera Road	7,800	20,000	0.39	A
Madera Road to First Street	6,600	20,000	0.33	A
Sinaloa Road				
Los Angeles Avenue to Royal Avenue	7,200	20,000	0.36	A
S/O Royal Avenue	8,000	20,000	0.40	A
First St				
Town Center Drive to SR 118 Fwy	10,200	48,000	0.21	A
SR 118 Fwy to Cochran Street	28,200	72,000	0.39	A
Cochran Street to Easy Street	36,600	72,000	0.51	A
First St				
Easy Street to Los Angeles Avenue	33,000	72,000	0.46	A
Los Angeles Avenue to Royal Avenue	23,800	48,000	0.50	A
Royal Avenue to Fitzgerald Road	17,000	40,000	0.43	A
Fitzgerald Road to Bluegrass Street	10,800	40,000	0.27	A
Long Canyon Road				
Bluegrass Street to Wood Ranch Parkway	8,200	20,000	0.41	A
Erringer Road				
N/O Legacy Drive	3,200	40,000	0.08	A
N/O Alamo Street	5,700	40,000	0.14	A
Alamo Street to SR 118 Fwy	15,000	40,000	0.38	A
SR 118 Fwy to Cochran Street	26,700	40,000	0.67	B
Cochran Street to Los Angeles Avenue	25,000	40,000	0.63	B
Los Angeles Avenue to Royal Avenue	20,900	40,000	0.52	A
Royal Avenue to Fitzgerald Road	10,400	20,000	0.52	A
S/O Fitzgerald Road	6,000	20,000	0.30	A

Table 5-6 Existing Roadway Volumes and Level of Service

Roadway Section	Volume	Capacity	V/C	LOS
Sycamore Drive				
N/O Alamo Street	9,600	40,000	0.24	A
Alamo Street to SR 118 Fwy	20,600	40,000	0.52	A
SR 118 Fwy to Cochran Street	24,100	40,000	0.60	B
Cochran Street to Los Angeles Avenue	25,000	40,000	0.63	B
Los Angeles Avenue to Royal Avenue	11,600	40,000	0.29	A
Royal Avenue to Fitzgerald Road	6,800	40,000	0.17	A
Galena Avenue				
Alamo Street to Cochran Street	5,600	40,000	0.14	A
Sequoia Avenue				
N/O Alamo Street	9,900	40,000	0.25	A
Alamo Street to Cochran Street	6,800	40,000	0.17	A
Cochran Street to Los Angeles Avenue	7,100	40,000	0.18	A
Los Angeles Avenue to Royal Avenue	7,700	40,000	0.19	A
Royal Avenue to Fitzgerald Road	6,700	40,000	0.17	A
Tapo Canyon Road				
N/O Presidio Drive	2,500	20,000	0.13	A
Township Avenue to Alamo Street	12,500	48,000	0.26	A
Alamo Street to SR 118 Fwy	28,800	48,000	0.60	A
SR 118 Fwy to Cochran Street	30,000	48,000	0.63	B
Cochran Street to Los Angeles Avenue	16,600	48,000	0.35	A
Los Angeles Avenue to Royal Avenue	14,300	48,000	0.30	A
Royal Avenue to Guardian Way	2,700	20,000	0.14	A
Tapo Street				
Walnut Street to Township Avenue	13,300	40,000	0.33	A
Township Avenue to Alamo Street	11,900	40,000	0.30	A
Alamo Street to Cochran Street	11,700	40,000	0.29	A
Cochran Street to Los Angeles Avenue	16,000	40,000	0.40	A
Stearns Street				
Alamo Street to SR 118 Fwy	11,100	40,000	0.28	A
SR 118 Fwy to Cochran Street	16,500	40,000	0.41	A
Cochran Street to Los Angeles Avenue	13,200	40,000	0.33	A
Stow Street				
S/O Cochran Street	2,800	20,000	0.14	A
Yosemite Avenue				
N/O Evening Sky Drive	1,800	40,000	0.05	A
Flanagan Drive to Alamo Street	8,200	40,000	0.21	A
Alamo Street to SR 118 Fwy	11,400	40,000	0.29	A
SR 118 Fwy to Cochran Street	16,700	40,000	0.42	A

Table 5-6 Existing Roadway Volumes and Level of Service

Roadway Section	*Volume*	*Capacity*	*V/C*	*LOS*
Cochran Street to Los Angeles Avenue	14,100	40,000	0.35	A
Los Angeles Avenue to Katherine Street	3,000	20,000	0.15	A
Kuehner Drive				
SR 118 Fwy to Los Angeles Avenue	10,300	40,000	0.26	A
Los Angeles Avenue to Katherine Road	13,200	40,000	0.33	A
S/O Katherine Road	9,200	40,000	0.23	A
Kadota Street				
N/O Alamo Street	2,100	20,000	0.11	A
Katherine Road				
W/O Kuehner Drive	3,000	20,000	0.15	A
Katherine Street				
W/O Yosemite Avenue	1,400	20,000	0.07	A
Santa Susana Pass Road				
E/O Lilac Lane	3,900	20,000	0.20	A
Township Avenue				
W/O Sequoia Avenue	1,400	20,000	0.07	A
E/O Lemon Drive	1,900	20,000	0.10	A
W/O Tapo Street	3,100	20,000	0.16	A
W. Los Angeles Avenue				
W/O Quimisa Drive	3,600	20,000	0.18	A
Presidential Drive				
N/O Madera Road	1,500	20,000	0.08	A

5.5 TRAFFIC SIGNALS AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

One method for improving the capacity of existing streets and highway without extensive lane widening is the development of Intelligent Transportation Systems (ITS), or what is often referred to as "Smart Roads." These types of system alternatives include the following:

- Traffic signals that monitor traffic flow and adjust to the needs of traffic to reduce unnecessary delay
- Driver information systems that provide motorists with information on changing road conditions to allow them to avoid congested locations and use less congested alternative routes
- Video cameras that monitor intersections and roadway segments to identify developing conditions and identify potential problem conditions

The City's Traffic Operations Section, of the Department of Public Works currently manages the City's traffic and street system, such as operating, maintaining and upgrading the City's traffic signals; and timing and synchronizing traffic signals. The City has a total of 126 traffic signals, almost half of which

are interconnected. Twelve of these intersections are controlled by Caltrans. Currently, no other ITS technologies are being utilized by the City.

5.6 TRIP REDUCTION AND TRAVEL DEMAND MANAGEMENT MEASURES

Transportation Demand Management (TDM) refers to the various measures adopted to change travel behavior to increase transportation system efficiency and also to achieve reduction in vehicle trips and therefore congestion, energy and fuel. TDM effectiveness depends upon many factors other than just the actual strategies implemented (e.g., promoting transit works well in areas with good transit service). Other factors, such as aesthetically pleasing pedestrian environments and bicycle facilities provide an opportunity to promote these modes. TDM on its own cannot resolve traffic congestion problems; however, it can have a significant impact on travel. The most aggressive TDM strategies (such as parking pricing) can reduce vehicle trips up to 10 to 20 percent. Most demand management programs, however, should only be expected to reduce travel by 0 to 5 percent (COMSIS, 1993). At the same time, it is important to recognize that the goals for demand-side programs often extend beyond reducing the number of vehicle trips to include mobility, accessibility, environmental, and other outcomes.

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 are 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 square feet and two (2) spaces for projects over 100,000 square feet 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.

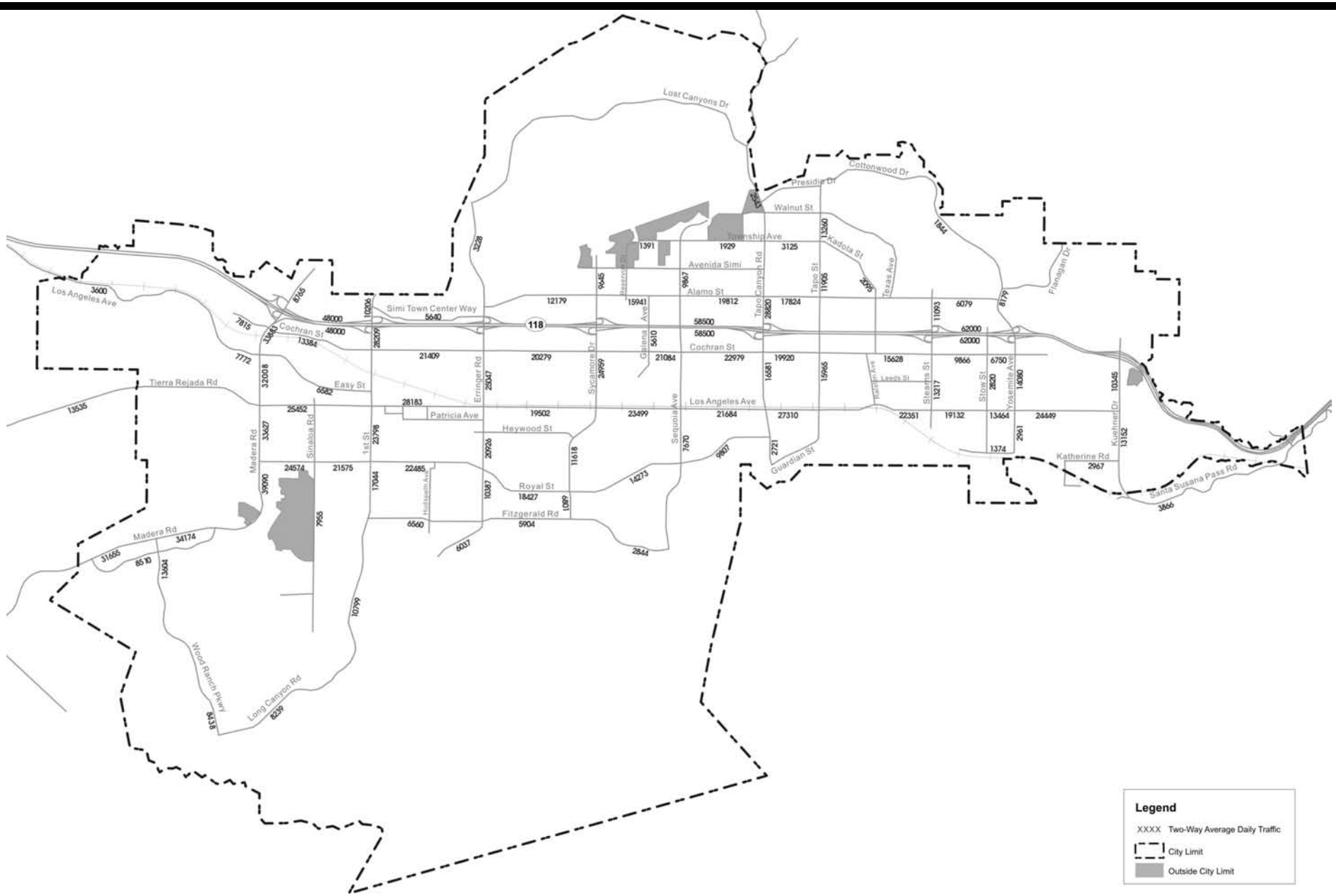


Figure 5-5 Average Daily Trips

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).

5.7 BIKEWAYS AND TRAILS

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 can not be disregarded and it's dependant on the development of a safe and convenient bikeway network.

The City of Simi Valley Bicycle Master Plan was adopted in 2002. The plan identifies over eight miles of existing Class I bikeways and almost seven miles of existing sidewalk paths. An additional 34 miles of Class I, 56 miles of Class II, and 36 miles of Class III bikeways were recommended as part of the Plan. The two existing bikeway facility types are described below.

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 2002 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.

The existing Simi Valley bikeway system and sidewalk paths are shown in Figure 5-6 (Bicycle Routes). Table 5-7 (Existing Class I Bike Paths) summarizes the existing Class I bikeways and Table 5-8 (Existing Sidewalk Paths) summarizes the existing sidewalk paths as per the Simi Valley Bicycle Master Plan.

Table 5-7 Existing Class I Bike Paths

Name	*From*	*To*	*Class*	*Length (mi)*
Arroyo Simi Trail	Madera Road	Las Llajas Creek	I	7.00
Easy Street Spur	Easy Street	Arroyo Simi Trail	I	0.125
Las Llajas Creek Trail	Arroyo Simi	Cochran Street	I	0.50
Tapo Creek Trail	Arroyo Simi	Los Angeles Avenue	I	0.50

Table 5-8 Existing Sidewalk Paths

Name	*From*	*To*	*Class*	*Length (mi)*
Long Canyon Road	Wood Ranch Parkway	Rustic Hills Drive	0	1.00
Los Angeles Avenue	Las Llajas Creek	Metrolink/Amtrak Station	0	0.25
Madera Road	Simi Valley Drive	Country Club Drive	0	1.50
SR-118 Path	Sycamore Drive	Lemon Drive	0	1.50
Tapo Canyon Road	Cochran Street	Royal Avenue	0	0.75
Wood Ranch Parkway	Country Club Drive	Long Canyon Road	0	1.75

None of these sidewalk paths currently meet specific Caltrans standards for designation as existing Class I bikeway facilities. These standards include a minimum width of 12 feet including shoulders, proper signage and striping, and adequate clearance from the edge of a roadway. These standards may be found in Chapter 1000 of the Caltrans Highway Design Manual.

5.8 PARK AND RIDE FACILITIES

As the commuter population grows, so does the need for parking stalls at Park and Ride facilities. The provision of sufficient stalls ensures the success of commuter programs and commuter transit service. As shown in Table 5-9, there are nine park and ride lots in various locations throughout the City, totaling 2,276 parking spaces.

Figure 5-6 Bicycle Routes

Table 5-9 Park and Ride Facilities	
Lot Location	*Number of Spaces*
2449 Stearns Street-Swank's Chevron	36
2501 Stearns Street, adjacent to Route 118. 6 bike lockers	57
Tapo Canyon Road adjacent to Route 118	72
2599 Sycamore, adjacent to Route 118	64
Erringer Road & 118 Freeway	67
St. Peter Claver Catholic Church, 2380 Stow Street, adjacent to route 118	295
3041 Cochran Street-Farmers Insurance	1,079
5050 Los Angeles Avenue, west of Stearns, Bus Service: Simi Valley Transit routes A and B, Metrolink	606

5.9 PUBLIC TRANSIT

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 5-7 (Bus Routes).

5.9.1 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. The routes also provide connections to Metro system and to Metrolink commuter trains. Bus stops are located approximately ¼ to ½ mile apart along routes within Simi Valley. The service is provided Monday through Saturday from approximately 5:00 A.M. to 8:00 P.M. 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.

5.9.2 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 A.M. to 8:00 P.M. Simi Valley DAR serves approximately 45,732 passengers per year.

5.9.3 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 A.M. to 7:00 P.M., Monday through Friday, and from 7:00 A.M. to 6:00 P.M. on Saturday.

5.9.4 Commuter Service

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

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. Approximately 345 persons board Metrolink trains every morning at the Simi Valley station.

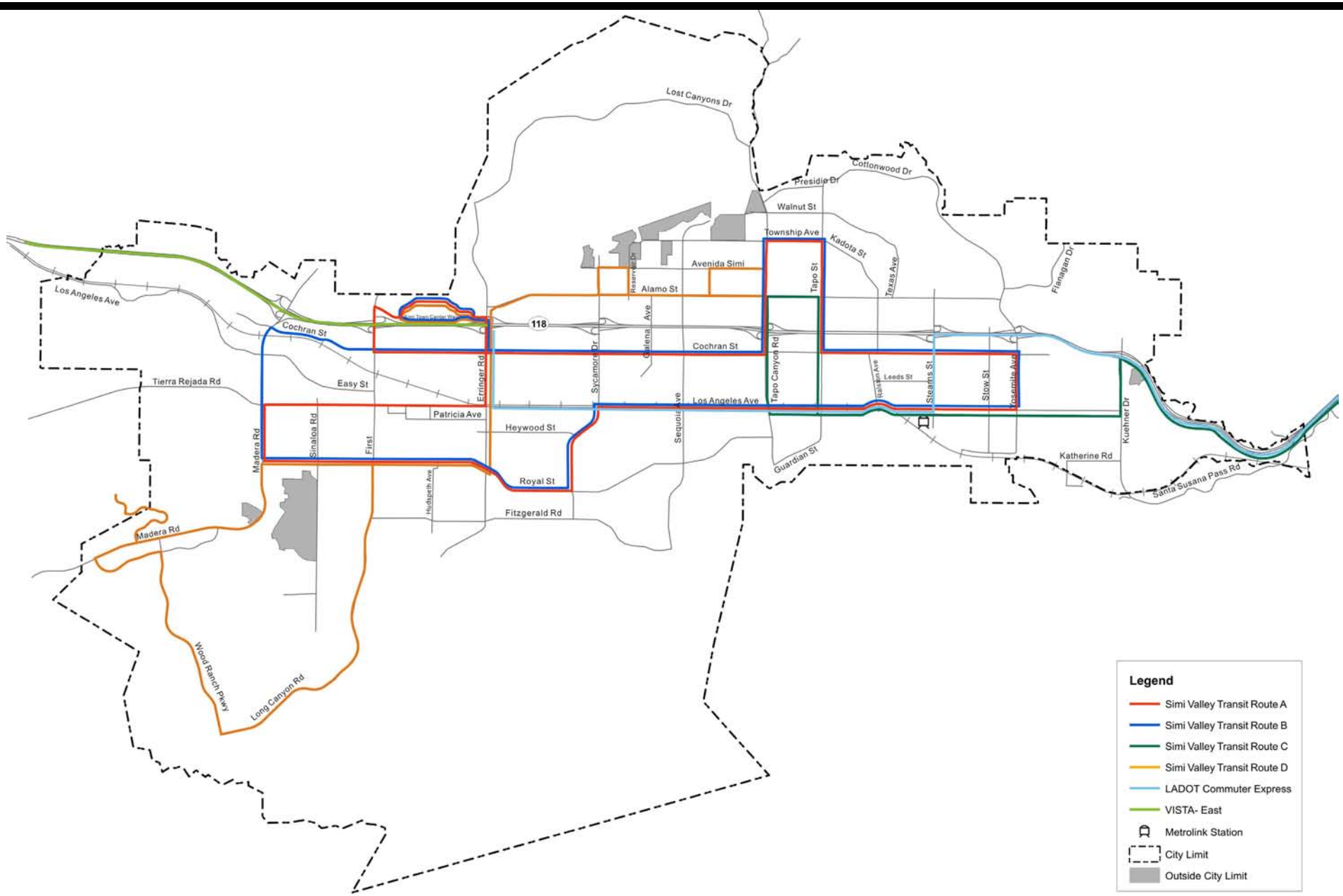


Figure 5-7 Bus Routes

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.

Taxi

Taxi service in the City is provided by a series of private companies.

5.10 GOODS MOVEMENT

5.10.1 Rail Freight

The Union Pacific Transportation Company provides daily intra-state and trans-continental rail freight service from its coast line which runs from the Santa Barbara County line along the coast south through the cities of Ventura, Oxnard, Camarillo, Moorpark, and finally Simi Valley to the Los Angeles County line for a distance of 48.9 miles. On average, eight to twelve freight trains pass through the City of Simi Valley every day.

5.10.2 Trucking

The City of Simi Valley designated truck routes are illustrated in Figure 5-8 (Truck Routes). These designated routes are identified with street signs to guide truck traffic through the City. The City has generally utilized arterial streets as designated truck routes in an attempt to restrict heavy weight vehicles away from residential neighborhoods. This was done to decrease the amount of air and noise pollution to which City residents may be exposed. Two east/west corridors mainly serve as truck routes:

- Los Angeles Avenue from west City limits to Stearns Street
- SR 118 freeway which is also designated as Hazardous Waste Material Route

The north/south truck routes include the following:

- Madera Road from south City limit to SR-118
- First Street from Los Angeles Avenue to SR-118
- Tapo Canyon Road from Los Angeles Avenue to Presido Drive
- Stearns Street from Los Angeles Avenue to SR-118

5.11 PLANNED IMPROVEMENTS

5.11.1 State Transportation Improvement Program (STIP)

The 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 following projects that are included in the 2006 STIP are partially or entirely within Simi Valley:

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

5.11.2 Regional Transportation Improvement Program (RTIP)

The 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 2006 RTIP are partially or entirely within the Planning Area:

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

5.12 ISSUES

The following summary of preliminary circulation issues in the City of Simi Valley is based on general observations, analysis of traffic data presented in this report and discussions with City staff and General Plan Team members as part of the General Plan update process. A more detailed discussion of issues and policies will follow as part of the evaluation of the General Plan Alternatives, analysis of future conditions and the development of the Circulation Element.

5.12.1 Traffic Volumes and Patterns

Simi Valley is served well by a broad north/south arterial grid and regional freeways. The comprehensive arterial grid system provides ample capacity to move local and regional traffic. While the 118 Freeway carries between 80,000 and 135,000 east/west trips on a daily basis, the arterials collectively also move between 80,000 to 90,000 east/west trips across the City. In the north/south direction, with the lack of a single high-capacity facility (e.g. freeway), the collection of over ten arterials, together handle between 90,000 (in the northern and southern edges) to as high as 195,000 daily trips (generally north of Los Angeles Avenue) across the valley.

As Simi Valley continues to grow in population and employment, pressure will undoubtedly continue to mount on the existing street system and its finite capacity. Simi Valley, which has traditionally been a bedroom community supplying housing to employees that commuted predominantly to the Los Angeles basin, is progressively attracting jobs and this is moving the City more into a jobs-housing balance. In addition, with the increase in the job base in Ventura County cities to the west and south and the completion of the SR-118/SR-23 freeway connection, travel patterns are beginning to change and the traditional heavy peak directionality (eastbound AM and Westbound PM) are giving way to a more balanced peak and relatively heavy all-day patterns along certain corridors.

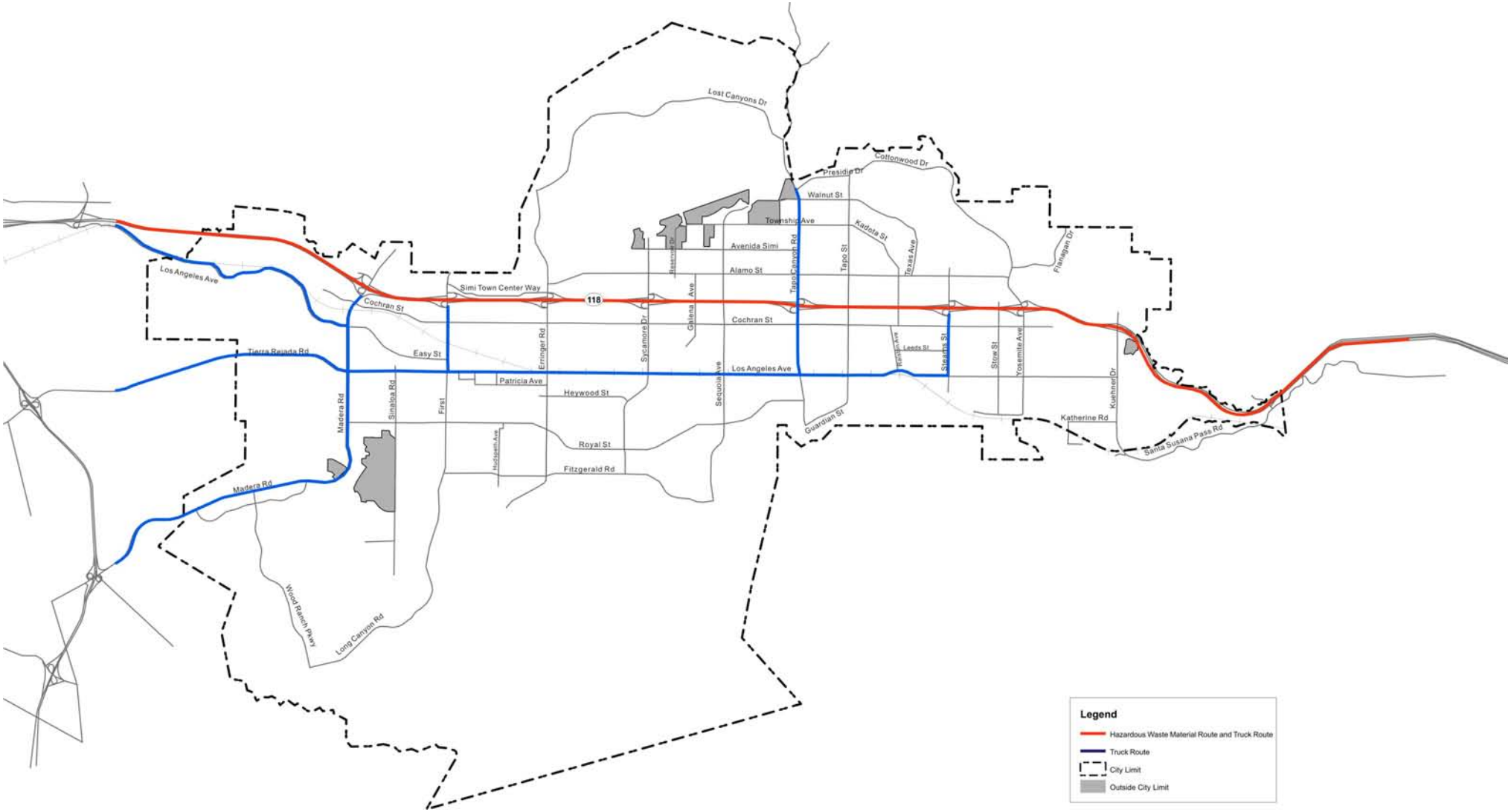


Figure 5-8 Truck Routes

While traffic is perceived as being heavy, most streets are not heavily congested and are not operating under poor levels of service, as summarized in Table 5-6. Because arterial street rights-of-way are virtually fixed and many of the arterials are built out with little potential for widening streets, increased congestion in the future will have to be managed through innovative strategies for more efficient movement of traffic, low-cost intersection operational improvements, the use of ITS technologies, and travel demand management strategies. Limited roadway widening is likely to be reserved for selected segments and/or intersections presenting heavy traffic conditions.

5.12.2 Some Specific Initial Capacity Issues

Generally, traffic volume levels are heavier on the western portions of the City. As mentioned above, in general, traffic flow on the City's arterials is relatively uncongested. However, there are a few locations throughout the City where congestion levels, especially during peak hours, are becoming noticeable. Some of these locations currently operate as unsignalized intersections and could be candidates for signalization in the future. A few of these areas with capacity issues are as follows:

- Kuehner Dr & SR-118 WB On-Off Ramps
- Kadota St. & Alamo St.
- Tapo Canyon Rd & Royal Ave.

Another overarching circulation issue is that north/south travel in the City is relatively more constrained than east/west flows. While there are several continuous east/west arterials plus the 118 Freeway that provide Citywide connectivity, north/south traffic flows are constrained and impacted by several natural and man-made features including the freeway, the railroad, and the Arroyo Simi. This creates a limited number of crossings with no major opportunity to add crossings in many cases. This issue will be considered in the development of the Circulation Element.

The 118 Freeway currently has eight complete interchanges that provide access to the City. With the exception of a few places, these interchanges are generally located at the standard urban 1-mile spacing. There may be a need and consideration in the future for additional interchange(s) for better service to the growing areas of the City. This issue will be discussed in the development of the Circulation Element.

The City's acceptable level of service (LOS) standard is currently LOS C. There are a few locations (intersections and arterial segments) that currently exceed this capacity constraint. It is likely that with the limited available rights-of-way and continued growth, future projections will produce additional locations that would not meet the LOS C standard. Subsequent Circulation Element policy discussions will need to address the possible need to modify the standard and/or make special provisions for certain areas in the City in light of changes in local land use policies and regional growth.

5.12.3 Bicycle Facilities

The City's existing bicycle network is relatively small and lacks significant connectivity and continuity. The 2002 Bicycle Master Plan identified this and other bicycle network issues. Among the most salient issues are (1) some cyclists opt to ride on sidewalks because they feel intimidated by the high vehicular speeds on the City arterial streets; (2) driveway access to multiple destinations along Los Angeles Avenue

and Cochran Street present a problem for cyclists; and (3) the Arroyo Simi Bikeway, although a significant off-street facility, suffers from deteriorating pavement conditions and the inconvenience of too many at-grade crossings, making the long distance travel less desirable.

5.12.4 Transit

Simi Valley Transit and Metrolink provide considerable levels of service to residents for local and regional commuter travel. There has also been discussion regarding possible considerations for another Metrolink station or a relocation of the current station to a more suitable location on the west side, to serve the growing areas on the west side of the City. This issue will also be considered and discussed in the development of the Circulation Element.

5.13 SOURCES

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