REPORT TO CITY COUNCIL

DATE: SEPTEMBER 10, 2014

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: GREG RAMIREZ, CITY MANAGER

BY: RAMIRO ADEVA, PUBLIC WORKS DIRECTOR/CITY ENGINEER

SUBJECT: ROUNDABOUT VERSUS SIGNALIZED INTERSECTION AT THE KANAN ROAD AND AGOURA ROAD JUNCTION

On May 14, 2014, the City Council adopted the final Mitigated Negative Declaration (MND) and adopted a resolution approving the design plans and final project area limits for the Agoura Road and Kanan Road Roundabout Project. During the Council's deliberation at that meeting, the larger-than-expected size of the roundabout and impacts to adjacent properties, raised concerns, resulting in Council directing staff to also return with results of a comparative analysis between the proposed roundabout configuration and a conventional signalized intersection that would achieve the same Level of Service (LOS). Staff has completed this task per Council's direction, and the findings and pertinent comparison points are as follows:

(1) Right-of-Way (ROW) Impact

(a) Roundabout

a. Southwest Corner – taking of 24,577 square feet (0.56 acres)
b. Southeast Corner – taking of 26,347 square feet (0.60 acres)

(b) Traffic Signal

a. Southwest Corner – 2,207 square feet (0.05 acres)
b. Southeast Corner – 4,763 square feet (0.11 acres)

(2) Construction Cost

(a) Roundabout - $5 million
(b) Traffic Signal - $1.9 million

(3) Modes of transport

(a) Roundabout

a. Vehicles – travel within the roundabout
b. Bikes – utilize the roundabout like vehicles or enter/exit around the perimeter of the roundabout crosswalks and/or refuge islands
c. Pedestrians – combination of crosswalks and refuge islands around the perimeter of the roundabout

(b) Traffic Signal

a. Vehicles – typical travel through the intersection
b. Bikes – go through the intersection like vehicles
c. Pedestrians – crosswalks

(4) Oak Tree Consideration

(a) Roundabout – no impact to oaks on north side of west leg; impacts oaks on south side of west leg

(b) Traffic Signal – impacts oaks on both north and south sides of the west leg

(5) From a Level of Service (LOS) standpoint, the following matrix compares the different intersection configurations:

Scenario	AM Peak Hour (LOS)		PM Peak Hour (LOS)	
	Roundabout	Signal	Roundabout	Signal
Year 2020	B	B	B	B
Year 2035 Build Out	B	B	C	C

(6) From an aesthetic standpoint, here are some features of each option:

(a) Roundabout:

- Central island aesthetic enhancements (ie: oak trees, monument signs, decorative fencing, etc)
- Splitter islands that can be landscaped
- Decorative pavers for crosswalks or around apron

(b) Traffic Signal

- Decorative mast arms
- Decorative lights
- Pavers for crosswalks
- Landscaped medians

Process for each option:

Roundabout – Since the environmental document is already complete, next step would be to finalize the design plans and initiate the right-of-way acquisition phase, starting with ordering of appraisals.

Traffic Signal – This option would require the AVSP and EIR be amended to include this signalized intersection as the preferred alternate.

That summarizes the major points of staff's comparative analysis considering the two intersection options.

RECOMMENDATION

Staff recommends the City Council:

(1) Decide between a roundabout or standard traffic signal as the ultimate configuration for the Kanan Road-Agoura Road intersection, and

(2) If a roundabout is chosen, direct staff to proceed with finalizing the design plans, and move toward the right-of-way acquisition phase starting with the ordering of appraisals, or

(3) If a traffic signal is chosen, direct staff to prepare the necessary CEQA documents to amend the Agoura Village Specific Plan.