

REPORT TO CITY COUNCIL

DATE: NOVEMBER 10, 2021

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: NATHAN HAMBURGER, CITY MANAGER

BY: CHARMAINE YAMBAO, ACTING CITY ENGINEER

SUBJECT: DISCUSSION ON THE CONCEPT ALTERNATES FOR PROJECT STUDY REPORT/PROJECT DEVELOPMENT SUPPORT FOR THE KANAN CORRIDOR SAFETY, OPERATIONS, AND CAPACITY ENHANCEMENT PROJECT

This item discusses the concept alternates proposed for the Project Study Report/Project Development Support (PSR/PDS) document for the Kanan Corridor Safety, Operations, and Capacity Enhancement Project (Project) and requests City Council approval to proceed with Caltrans engagement to begin the Project Initiation Document (PID) preparation and approval of the PSR/PDS. The PID is the first analysis phase of a multi-phased project.

Carrying upwards of 40,000 vehicles per day in some areas, the Kanan Corridor is one of the most highly traveled roadways in all of Conejo Valley. The Kanan Corridor presents daily safety and operational challenges for motorists from, not only the City of Agoura Hills (City), but both Los Angeles County and Ventura County, and has a direct impact to the conveyance of traffic to and from the U.S. 101 Freeway. The corridor also serves as one of the few direct connection points to recreational amenities in the Santa Monica Mountains and coastal beaches along Pacific Coast Highway (PCH). The task to find ways to reduce congestion along the Kanan Corridor is a challenging and complicated one.

Over the years, surveys, studies, and improvement projects have been administered and completed along this corridor by the City, all seeking to improve traffic flow. Past improvements have included interchange construction, signal synchronization, installation of battery back-up devices, and upgrades to signal software and timing infrastructure. Additionally, frequent monitoring of the Kanan Corridor operations is ongoing, with attention placed on maintaining circulation efficiencies and safety measures for pedestrians, bicycle, and vehicular transport modes.

On September 27, 2017, the City Council awarded a professional services agreement to Michael Baker International (MBI) to complete a PSR/PDS for the Project, with the limits on Kanan Road, between Thousand Oaks Boulevard and Agoura Road. In February 2018, following community feedback, the project's southerly limits were extended down to Cornell Way. In February 2020, MBI's term of their agreement was extended to allow

for the inclusion of the final Kanan/Agoura Intersection alignment, which was approved in August 2020. And recently in May 2021, the project’s traffic study limits were extended to the northerly limits of Kanan Road to Fountainwood Street, allowing for the study and coordination of signals, and fire circulation for the corridor.

The design objectives of the project include the following:

- Improve the safe conveyance of regional and local access for multiple modes of transport including vehicles, bicyclists, and pedestrians to, from, and across the 101-freeway via the Kanan Interchange;
- Improve operational capacity at the US-101/Kanan Road Interchange and surrounding local streets;
- Reduce/alleviate regional and local congestion at the US-101/Kanan Road Interchange, particularly during the AM/PM weekday peak periods, and summer months when beach traffic is highest;
- Improve/ensure the structural stability of the existing roadway by identifying and addressing areas in need of repair (i.e.: pavement shoving, earth movement, sidewalk displacement, etc.); and
- Bridge the gap for hardwire connectivity of all traffic signals along Kanan Road within the City limits, inclusive of the Caltrans-owned signals at the Kanan interchange.

The majority of the Project limits encompasses Kanan Road outside of Caltrans’ right-of-way. However, it is this section of the corridor, the Kanan Interchange, requiring Caltrans approval of a PID referred to as a PSR/PDS for the Project, which will define the purpose and need of the Project and develop multiple build alternatives. The final approval of the PSR/PDS is the first phase for any future design and construction for the Interchange, which is integral to the Kanan Corridor.

MBI has conducted traffic analysis of the Project area, identified traffic flow constraints, and generated at least five preliminary conceptual build alternatives, in addition to the No-Build alternative, for the PSR/PDS. Of the five preliminary concepts, three alternatives were evaluated and moved forward as viable PSR/PDS alternatives. The attached package includes exhibits for each of the preliminary concept alternatives, including the no-build alternative.

Exhibit A below presents a summary of the proposed improvements at the Kanan Interchange section of the corridor for each preliminary concept alternative.

Exhibit A: Concept Alternatives - Proposed Improvements at Kanan Interchange

Concept Alternatives	Proposed Improvements at Interchange
Alternative 1 – “No Build”	<ul style="list-style-type: none"> • Existing configuration of the Corridor remains (no improvements - identifies the deficiencies)

Alternative 2	<ul style="list-style-type: none"> • Widen Bridge both sides • Adds 1 lane to NB/SB Kanan Road • Adds 1 lane to NB/SB Loop On-Ramps • Extends Right-Turn Pocket Length onto NB Loop On-Ramp • Adds Bike Lane to both sides • Relocates Existing SCE Pole • Maintains existing interchange configuration
Alternative 3	<ul style="list-style-type: none"> • Widen Bridge both sides • Adds 1 lane to NB/SB Kanan Road • Adds 1 lane to NB/SB Loop On-Ramps • Extends Right-Turn Pocket Length onto NB Loop On-Ramp • Adds Bike Lane to both sides • Relocates Existing SCE Pole • Reconfigure Park & Ride Lots • Adds Dedicated Right-Turn Lane from Kanan onto Roadside Drive. • Relocates NB/SB Direct On-Ramps onto Canwood Street and Roadside Drive, respectively
Alternative 4	<ul style="list-style-type: none"> • Widen Bridge both sides • Adds 1 lane to NB/SB Kanan Road • Adds 1 lane to NB/SB Loop On-Ramps • Adds 1 lane SB On-Ramp only • Eliminates left-turn movements from Canwood Street and Roadside Drive onto Kanan Road • Extends Right-Turn Pocket Length onto NB Loop On-Ramp • Adds Bike Lane to both sides • Relocates Existing SCE Pole • Maintains existing interchange configuration

The Preliminary Concept Alternatives also propose improvements to the local street segments and intersections south and north of the Kanan Interchange. These proposed improvements are identical for all Build Alternatives. Presented below in Exhibit B is a summary of the proposed improvements at each of the street segments south and north of the Kanan Interchange.

Exhibit B: Proposed Improvements to Local Street Segment or Intersection

Kanan Road Street Segment or Intersection	Proposed Improvements
Cornell Way to Agoura Road	<ul style="list-style-type: none"> • Adds 1 lane to NB/SB Kanan Road

Kanan Road/Agoura Road Intersection	<ul style="list-style-type: none"> • Improvements proposed by the Kanan/Agoura Intersection Ultimate Improvements Project • Added Bike Refuge Lane to SB Kanan Road
South Canwood Street to North Canwood Street	<ul style="list-style-type: none"> • Adds 1 lane to NB/SB Kanan Road • Adds Bike Lane to NB/SB Kanan
North Canwood Street to Thousand Oaks Boulevard	<ul style="list-style-type: none"> • Adds 1 lane to NB/SB Kanan Road • Adds Bike Lane to NB/SB Kanan
Kanan Road/Thousand Oaks Boulevard Intersection	<ul style="list-style-type: none"> • Adds 1 lane to NB/SB Kanan Road • Adds Bike Lane to NB/SB Kanan Road • Added 2nd Left Turn Lane on Thousand Oaks Boulevard to SB Kanan Road • Added Right Turn Lanes on Thousand Oaks Boulevard to NB/SB Kanan Road • Adds Bike Refuge Lane to WB/EB Thousand Oaks Boulevard

The PSR/PDS concept alternatives can continue to be refined during the PID Phase and the next project phase of Project Approval/Environmental Document (PA/ED) as more technical analysis is performed on each alternative.

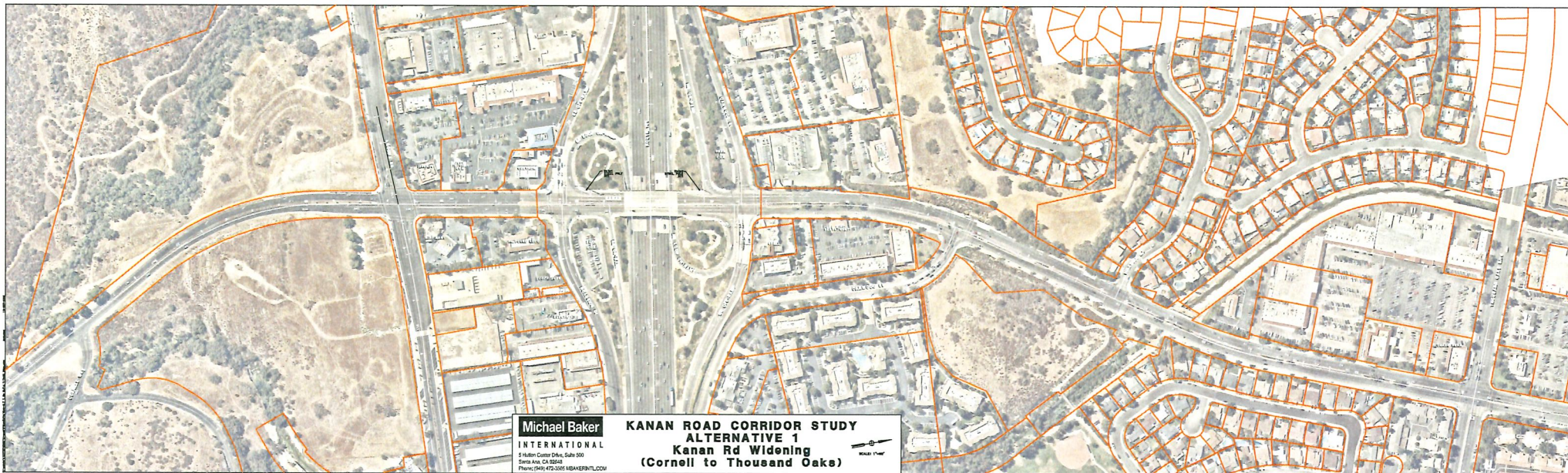
Staff is recommending that City Council provide feedback on the Preliminary Concept Alternatives and approval to proceed with Caltrans engagement to begin the process of PID preparation and approval for the Project. Once the City's engages with Caltrans, the Project Initiation Phase will take approximately 10 months until approval of the PSR-PDS.

Funding for the Project is entirely through Measures R and M.

RECOMMENDATION

Staff respectfully recommends the City Council provide feedback on the Preliminary Concept Alternatives and approval to proceed with Caltrans to begin the Project Initiation Phase for final approval of the Project Study Report/Project Development Support document for the Kanan Corridor Safety, Operations, and Capacity Enhancement Project.

Attachment: Preliminary Concept Alternatives for Kanan Corridor

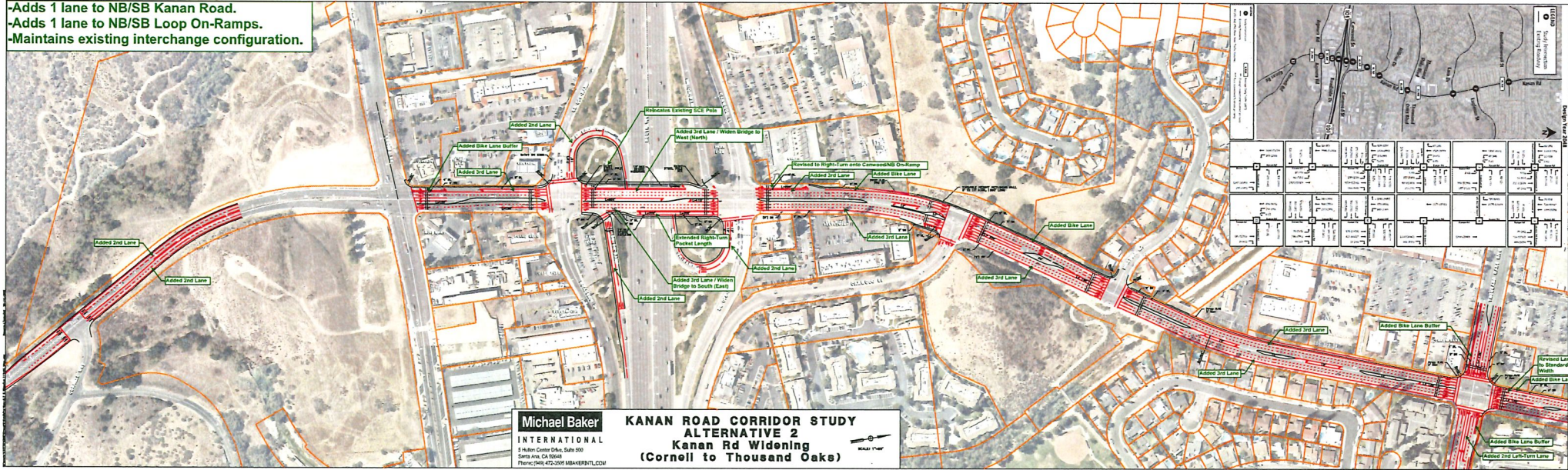


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**KANAN ROAD CORRIDOR STUDY
ALTERNATIVE 1
Kanan Rd Widening
(Cornell to Thousand Oaks)**



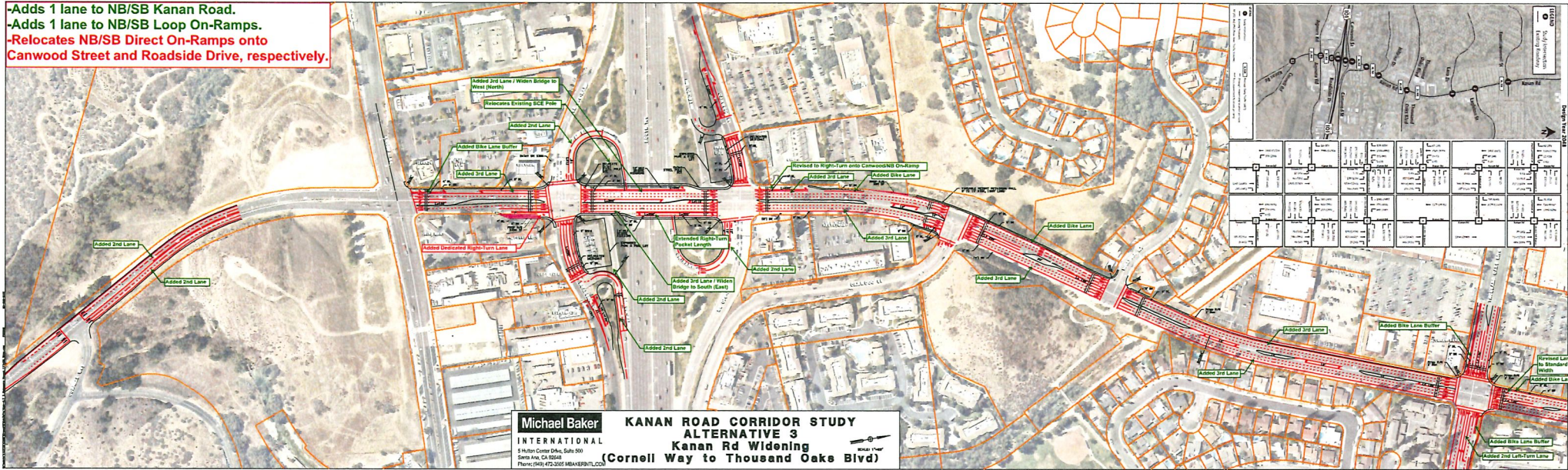
- Adds 1 lane to NB/SB Kanan Road.
- Adds 1 lane to NB/SB Loop On-Ramps.
- Maintains existing interchange configuration.



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**KANAN ROAD CORRIDOR STUDY
 ALTERNATIVE 2
 Kanan Rd Widening
 (Cornell to Thousand Oaks)**

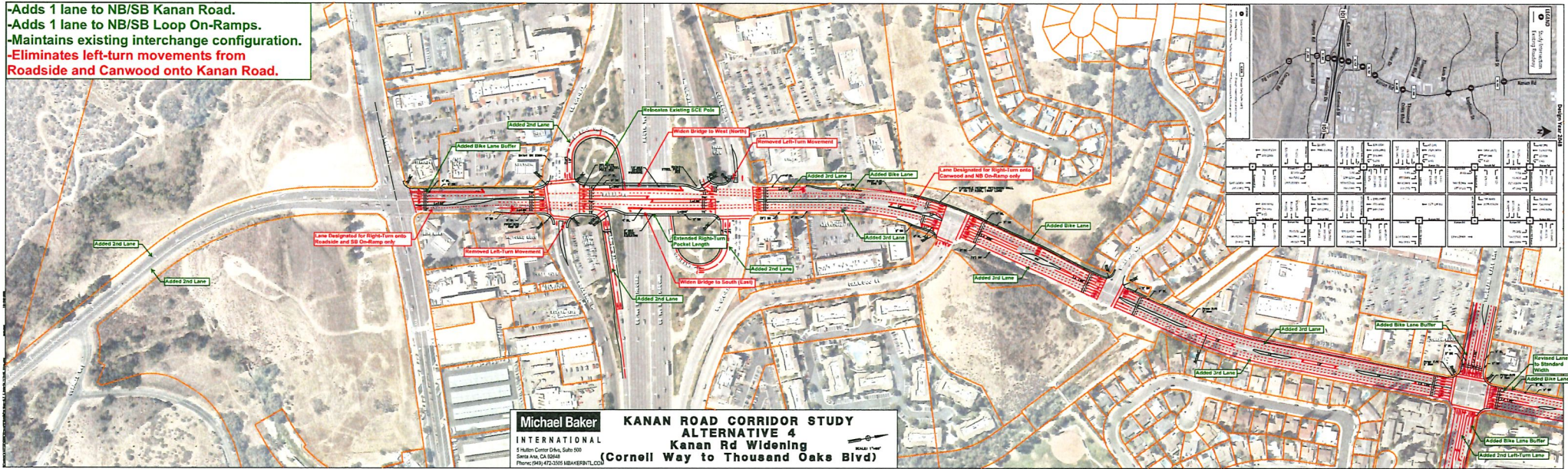
-Adds 1 lane to NB/SB Kanan Road.
 -Adds 1 lane to NB/SB Loop On-Ramps.
 -Relocates NB/SB Direct On-Ramps onto
 Canwood Street and Roadside Drive, respectively.



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**KANAN ROAD CORRIDOR STUDY
 ALTERNATIVE 3
 Kanan Rd Widening
 (Cornell Way to Thousand Oaks Blvd)**

- Adds 1 lane to NB/SB Kanan Road.
- Adds 1 lane to NB/SB Loop On-Ramps.
- Maintains existing interchange configuration.
- Eliminates left-turn movements from Roadside and Canwood onto Kanan Road.



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**KANAN ROAD CORRIDOR STUDY
 ALTERNATIVE 4
 Kanan Rd Widening
 (Cornell Way to Thousand Oaks Blvd)**