

## REPORT TO CITY COUNCIL

**DATE: MAY 22, 2024**

**TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL**

**FROM: NATHAN HAMBURGER, CITY MANAGER**

**BY: JESSICA FORTE, DIRECTOR OF PUBLIC WORKS/CITY ENGINEER**

**SUBJECT: PRESENTATION OF ADDITIONAL BUILD ALTERNATIVES AND PROGRESS UPDATES FOR THE KANAN CORRIDOR PROJECT**

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This item provides an update on the Kanan Corridor Safety, Operations, and Capacity Enhancement Project (Project) and presentation of the new additional build alternative developed with emphasis on “family friendly” bicycle and pedestrian improvements.

Carrying upwards of 40,000 vehicles per day in some areas, the Kanan Corridor (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 the City of Agoura Hills (City), 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). Past improvements have included interchange construction, signal synchronization, installation of battery back-up devices, and upgrades to signal software and timing infrastructure. Frequent monitoring of the Corridor operations is performed, with attention placed on maintaining circulation efficiencies and safety measures for pedestrians, bicycle, and vehicular transport modes. The task of finding ways to reduce congestion along the Corridor is a challenging and complicated one.

Over the last 6 years, the City’s design consultant, Michael Baker International (MBI), has generated five (5) distinct conceptual design alternatives for the PSR/PDS. Of these design concepts, three (3) build alternatives were developed into three (3) detailed Geometric Approval Drawings (GADs), which incorporated City Council feedback received through the years. The GADs include continuous bike lanes from Agoura Road to Thousand Oaks Boulevard, and minimal narrowing of the medians to keep existing street trees in place.

In October 2022, staff proceeded with Caltrans to begin the approval process of the Project Initiation Document (PID) for final approval of the Project Study Report/Project Development Support (PSR/PDS). The PID is the first phase of a multi-phased project, which establishes a well-defined purpose and need, and a proposed project scope, tied to a reliable cost estimate and schedule.

Once approved, the PSR/PDS substantiates the Project's primary design objectives are to improve the safe conveyance and operations of regional and local access for multiple modes of transportation along the Kanan Corridor, and to improve the consistency of bicycle and pedestrian facilities. The final PSR/PDS was submitted to Caltrans last month, with final approval estimated to be completed by early this summer.

A brief summary of each of the GADs included in the final PSR-PDS are described below:

- 1) GAD Alternative 1 (No Build) – No reconstruction or improvements;
- 2) GAD Alternative 2 – Multi-Modal Corridor Improvements, including widening of Kanan Road, widening bridge on both sides, maintains existing interchange configuration, Class II bike lanes, and intersection modifications;
- 3) GAD Alternative 3 – Multi-Modal Corridor Improvements, including widening of Kanan Road, widening bridge on both sides, reconfigures interchange making Roadside Drive one-way, relocates entrance for SB 101 on-ramp to Roadside Drive, Class II bike lanes, and intersection modifications; and
- 4) GAD Alternative 4 – Multi-Modal Corridor Improvements, including widening of Kanan Road, widening bridge on both sides, reconfigures interchange by eliminating left-turns from Roadside and Canwood onto Kanan, Class II and IV bike lanes, and intersection modifications.

In February 2023, these alternatives were presented to the City Council. Feedback included direction to prepare an alternative prioritizing "family friendly" bicycle and pedestrian improvements throughout the Corridor. Over the past year, MBI and staff worked to develop this alternative, particularly through the freeway interchange area.

Both Class I and Class IV bicycle facilities were considered for their "family friendly" accommodations. Development of the new alternatives analyzed if either a Class I and IV bicycle facilities could be accommodated consistently throughout the Corridor, from Agoura Road to Thousand Oaks Boulevard, and evaluated traffic operations in terms of conflict points and delay. Further development of a build alternative with a Class I pathway was discontinued after initial analysis indicated additional widening on both sides of the bridge was necessary to allow for shared use of a Class I pathway. This additional widening would result in a full bridge replacement to meet vertical clearance requirements from the 101-freeway mainline. The impact to surrounding businesses and the cost associated with full bridge replacement made the Class 1 alternative undesirable from a cost benefit perspective.

Furthermore, the City is in the process of completing its Bike Master Plan, which includes a Class I pathway that will run parallel to Kanan Road, along Medea Creek from northerly City Limits to Agoura Road, providing an alternate Class 1 route for cyclists and pedestrians to Kanan Road.

Therefore, Alternative 5, was developed with Class IV bike lanes along the corridor from Thousand Oaks Boulevard to Agoura Road, and pedestrian signal timing priority at Thousand Oaks Boulevard.

This alternative was derived from GAD Alternative 3 (summarized above) but presents key differences from Alternative 3. The table below provides a summary of key similarities and differences between the new Alternative 5 and GAD Alternative 3.

Similarities to GAD Alternative 3	Differences from GAD Alternative 3
<p><b>Interchange Area</b></p> <ul style="list-style-type: none"> <li>• Relocate US-101 Southbound On-Ramp to one-way Roadside Drive</li> <li>• Widen Kanan Road bridge on both sides</li> <li>• Modify On- and Off-Ramps for intersection improvements and widening</li> <li>• Additional Northbound travel lane from Roadside Drive to Agoura Road, for right turning traffic</li> </ul>	<p><b>Interchange Area</b></p> <ul style="list-style-type: none"> <li>• Exclusive dual right turn phase at US-101 Southbound Off-Ramp and Kanan Road</li> <li>• Relocation of US-101 Northbound On-Ramp to Canwood Street (West) in a hook ramp configuration</li> <li>• Eliminates left turn from Canwood Street (West) onto Kanan Road</li> </ul>
<p><b>Corridor</b></p> <ul style="list-style-type: none"> <li>• Widen Kanan Road for new or extended turn lanes</li> <li>• Intersection modifications</li> </ul>	<p><b>Corridor</b></p> <ul style="list-style-type: none"> <li>• Class IV protected bike lanes both sides from Agoura Road to Thousand Oaks Boulevard</li> <li>• Leading pedestrian intervals at Kanan Road and Thousand Oaks Boulevard intersection</li> <li>• Maintain existing number of travel lanes in each direction between Canwood Street (West) to Thousand Oaks Boulevard</li> </ul>

Attached to the report are the GAD drawings for the build Alternative 5. The details of this alternative will be presented at the City Council meeting.

To allow the PID Phase to continue moving forward within the Caltrans process, the new build Alternative 5 was developed in GAD format to allow for an early start on alternatives refinement in the next phase of the project, Project Approval and Environmental Document (PA/ED). At the beginning of the PA/ED Phase, there will be an “alternative screening” process where all build alternatives will undergo screening and comparison to each other in order to select two or three viable alternatives to be carried forward for full engineering and environmental analysis.

Staff is reporting to the City Council the status of the project and welcomes any feedback provided on the design Alternative 5. In March 2024, the City secured a Cooperative Agreement with Caltrans for the PA/ED phase. The PID and PA/ED phases may not overlap, so the PSR-PDS must be approved by Caltrans prior to starting the PA/ED phase. Staff anticipates the release of a Request for Proposal for the PA/ED within the coming months with an award of contract to coincide with the projected approval of the PSR-PDS by Caltrans.

## **FISCAL IMPACT**

The Kanan Corridor Project is a multi-phase project fully funded by Measure R (funds have been fully appropriated and expended in earlier phases) and Measure M. The scope of work for the PID and PA/ED phase is included in the Los Angeles Metropolitan Transportation Authority Funding Agreement for the Project, and the funds are included in the City's adopted Budget for FY 2023-24 and proposed FY 2024-25 (Account number 019-4640-632000).

## **RECOMMENDATION**

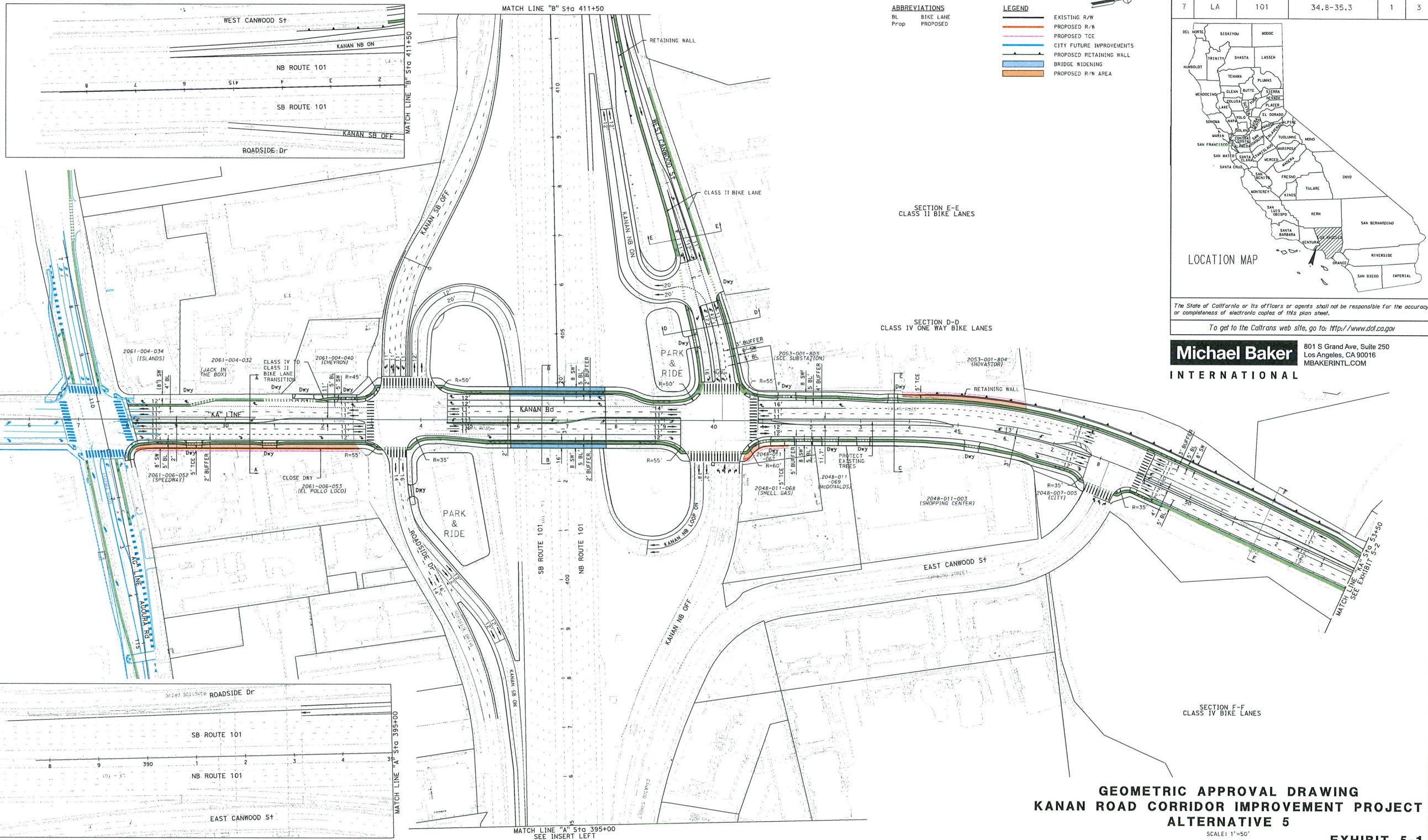
Staff respectfully invite the City Council to provide feedback. No specific action is being requested of the City Council in association with this report.

Attachment: Design Build Alternative 5 for the Kanan Corridor





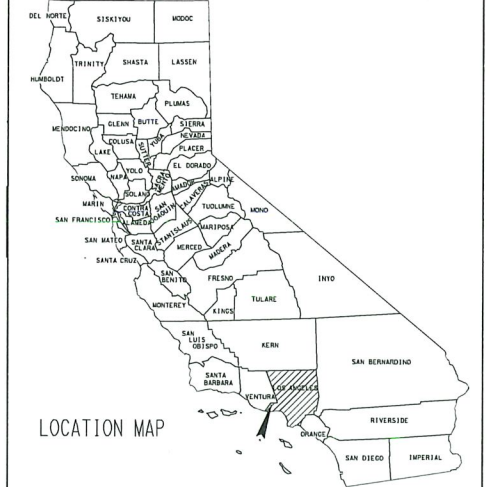
**CALIFORNIA DEPARTMENT OF TRANSPORTATION**  
**PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY**  
 IN LOS ANGELES COUNTY  
 IN THE CITY OF AGOURA HILLS  
 ON ROUTE 101  
**KANAN ROAD OVERCROSSING FROM CORNELL WAY TO THOUSAND OAKS BOULEVARD**



**ABBREVIATIONS**  
 BL BIKE LANE  
 Prop PROPOSED

**LEGEND**  
 EXISTING R/W  
 PROPOSED R/W  
 PROPOSED TCE  
 CITY FUTURE IMPROVEMENTS  
 PROPOSED RETAINING WALL  
 BRIDGE WIDENING  
 PROPOSED R/W AREA

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
7	LA	101	34.8-35.3	1	3

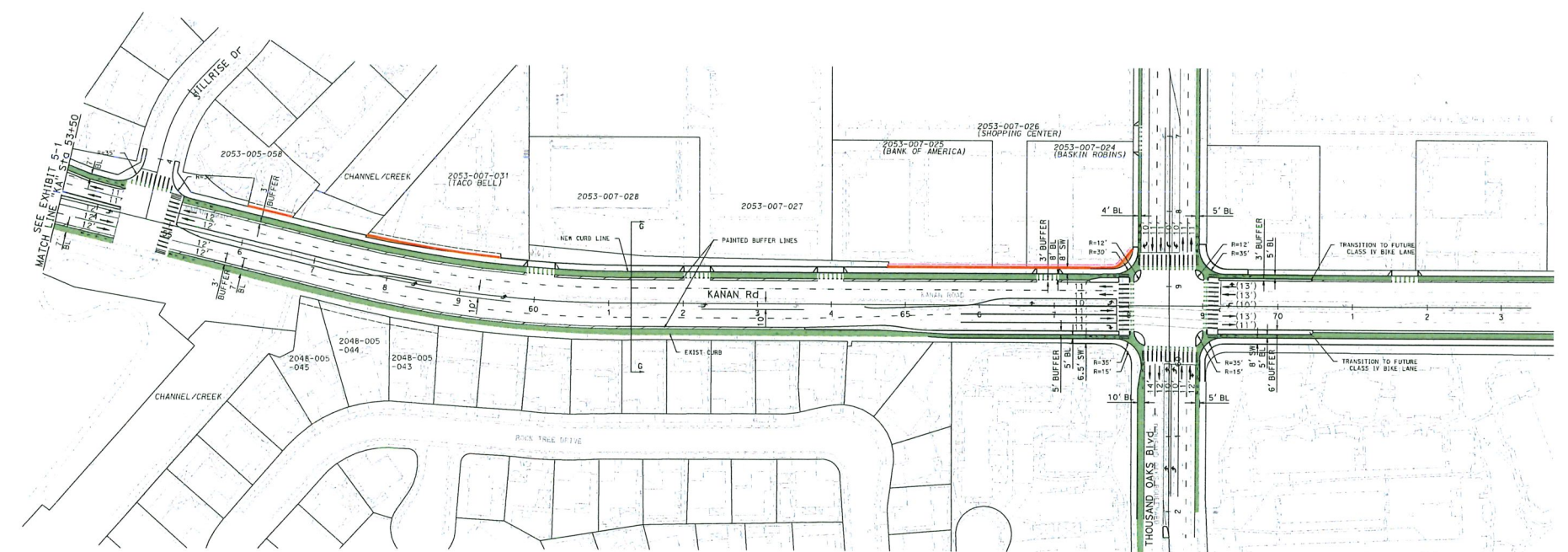
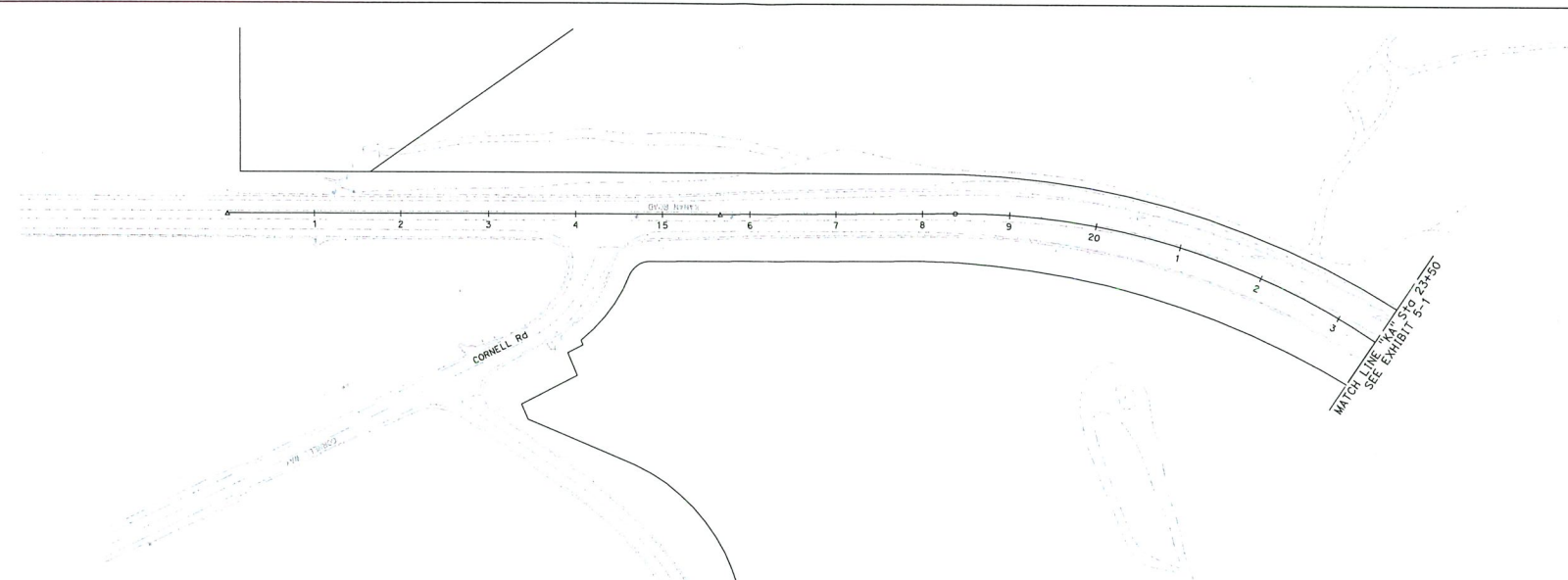


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**GEOMETRIC APPROVAL DRAWING**  
**KANAN ROAD CORRIDOR IMPROVEMENT PROJECT**  
**ALTERNATIVE 5**  
 SCALE: 1"=50'  
**EXHIBIT 5-1**





DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
7	LA	101	34.8-35.3	2	3

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MICHAEL BAKER INTL  
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SECTION G-G  
ON STREET CLASS IV BUFFERED BIKE LANE

**GEOMETRIC APPROVAL DRAWING**  
**KANAN ROAD CORRIDOR IMPROVEMENT PROJECT**  
**ALTERNATIVE 5**  
SCALE: 1"=50'  
**EXHIBIT 5-2**