

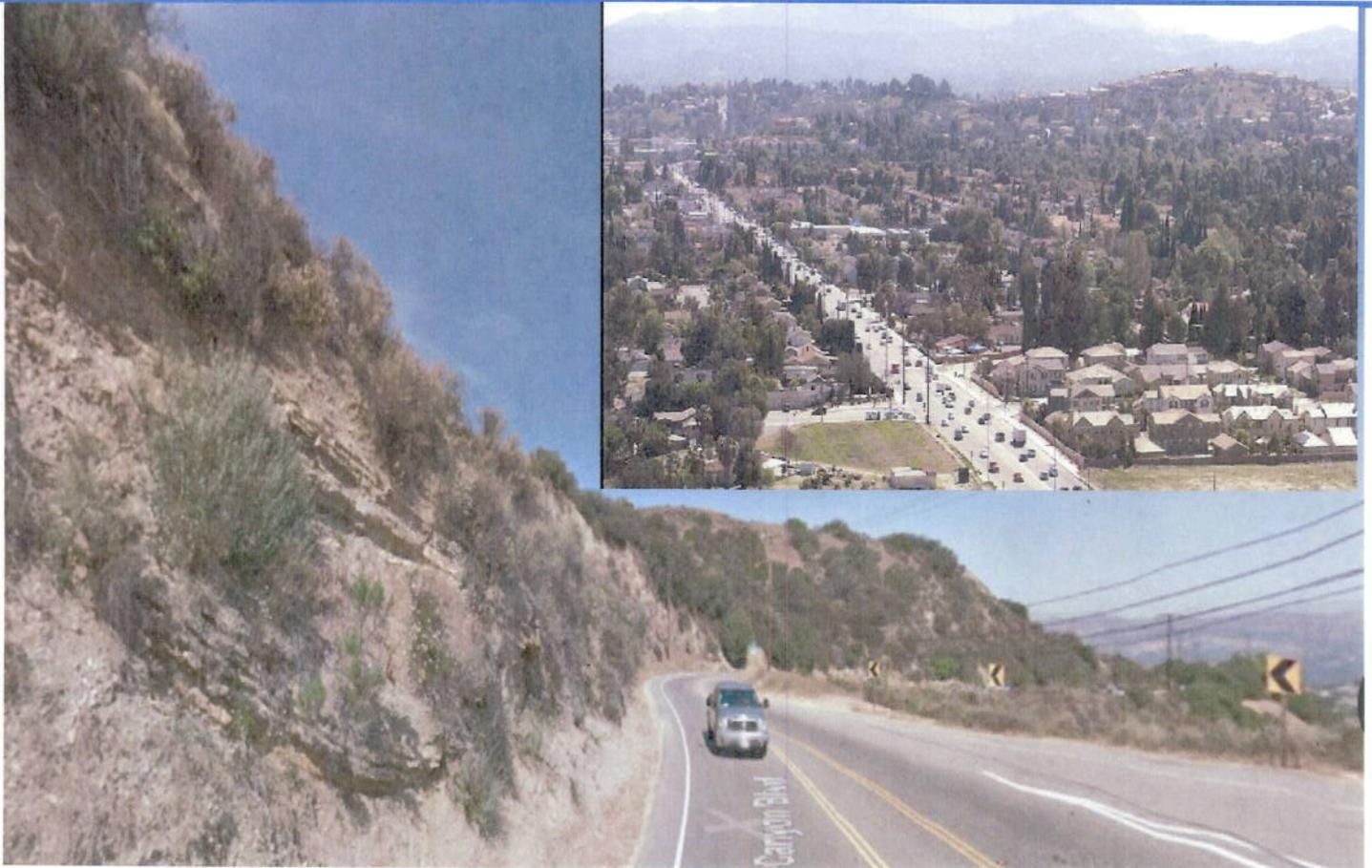


Transportation Concept Report

ROUTE 27

District 7

June 2014



Approvals:

Camie Bowen
District Director
Date: 7/9/14

David Sosa
Deputy District Director
Planning, Public Transportation & Local Assistance
Date: July 08, 2014

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DISCLAIMER

Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 7 Division of Planning and Local Assistance makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

Mission – Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability

California Department of Transportation

ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by identifying deficiencies and proposing improvements to the SHS.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the Transportation System Development Plan (TSDP). The district-wide **DSMP** is a strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The **TCR** is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The **CSMP** is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The **TSDP** is a list of planned and partially programmed transportation projects used to recommend projects for funding. These System Planning products are also intended as resources for stakeholders, the public, and partner, regional and local agencies.

TCR Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by law and as necessitated by public, stakeholders, and system users. The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

Stakeholder participation was sought throughout the development of the Route 27 TCR. Outreach involved internal and external stakeholders.

Both internal and external stakeholders were asked to review the document for comments, edits, and for consistency with the intent of existing plans, policies, and procedures. The process of including and working closely with stakeholders adds value to the TCR, allows for outside input and ideas to be reflected in the document, increases credibility and helps strengthen public support and trust.

EXECUTIVE SUMMARY: STATE ROUTE 27

The main purpose of this TCR is to evaluate current and projected conditions along the route and suggest a configuration for Route 27 that will meet projected demand. Historically the freeway system in Southern California is highly congested and this trend will continue into the future. Due to financial, environmental, right of way and political constraints, it is very difficult for Caltrans to continue to add more lanes to the system. Recognizing these constraints, the planned/programmed projects and strategies in the TCR are within a framework of programming and implementation constraints and regional policy.

In addition to these planned/programmed projects and strategies, the TCR also suggests a configuration for Route 27 that may meet future potential demand on this route. The suggested configuration is meant only to show the severity of future conditions and what it would take to attain those LOS. It is Caltrans' goal to provide improved mobility whenever possible.

The Route 27 Transportation Concept Report (TCR) is divided into several major sections; three of the sections – the Corridor Performance, System Characteristics and Corridor Concept – are the core of the document. All of the remaining sections provide a context for analyzing the Route 27 corridor and document the data resources.

CONCEPT SUMMARY TABLE

CONCEPT – 2035 FACILITY (Source 2012 – 2025 RTP/SCS)

Segment	ADT	Dir. Split	Peak Hour	Truck Peak Hour	2035 Baseline RTP		Concept LOS "D" Attainment	Concept LOS "F0" Attainment
1 Rte 1 To Mulholland Dr.	15,200	52.0%	1,600 (10.67%)	30 (7.65%)	2 MF		--	--
					V/C	LOS		
					0.71	D		
2 Mulholland Dr. To Rte 101	23,200	51.0%	2,150 (9.32%)	20 (7.00%)	4 MF		--	--
					V/C	LOS		
					.68	C		
3 Rte 101 To Devonshire St	42,000	50.0%	2,900 (6.84%)	100 (6.34%)	6 MF		--	--
					V/C	LOS		
					.80	D		
4 Devonshire St To Rte 118	37,000	52.0%	2,450 (6.65%)	175 (6.75%)	4 MF		5	--
					V/C	LOS		
					1.04	F0		

Source: 2012-2035 RTP/SCS

- * The number of lanes in the LOS D Attainment column is for both directions. LOS D Attainment indicate how many lanes it would require to achieve LOS D. It is meant to show the severity of future conditions and what it would take to achieve LOS D. Caltrans is not suggesting that it is our plan to build the facility to achieve the LOS D.
- * The number of lanes in the LOS F0 attainment column is for both directions. The data in the LOS FO attainment column is only meant to show the severity of congestion on our system and what it would require to achieve that level of service. We recognize the difficulty in achieving the desired LOS given the financial, environmental, right of way and political constraints. However, it is Caltrans' goal to provide improved mobility when feasible.
- * Sometimes the model output implies that there would be aux. lanes (each direction) and aux. lanes are given only half capacity. That is why there are instances where we have odd number of lanes for both directions.
- * The 2035 Baseline includes all planned and programmed projects in the 2012-2035 RTP/SCS
- * For consistency with 2012-2035 RTP/SCS, year 2008 and 2035 were used.
- * 2008 & 2035 data are derived from the 2012-2035 RTP/SCS model. Data in this report is meant to be used for comparison purposes only and are not to be use for specific projects without further analysis.

Concept Rationale

Route 27 is a south/north arterial that provides commuter and local commercial travel through an urban as well as suburban corridor. The northern portion of the route from Route 101 to Route 118 consists of two or more lanes in each direction and serves as a terminal truck access route to the National Network for the Surface Transportation Assistance Act (STAA), which designates all or portions of routes for truck access. The southern half of Route 27 consists of one lane in each direction and is advisable for certain truck traffic access. The whole route serves as an alternative route to and from the San Fernando Valley, other cities and unincorporated areas in western Los Angeles County to Routes 1, 101 and the 118. The purpose of Route 27 is shown in the following table:

Segment	P.M.	Description	Route Purpose	Facility Type
1	0.00-11.06	From Route 1 to Mulholland Drive.	local commute-limited truck access	Conventional Highway Scenic Highway
2	11.06-12.43	From Mulholland Drive to Route 101.	Local commute-truck accessible	Conventional Highway
3 - 4	12.43-20.06	From Route 101 to Route 118	Local commute-truck accessible	Conventional Highway

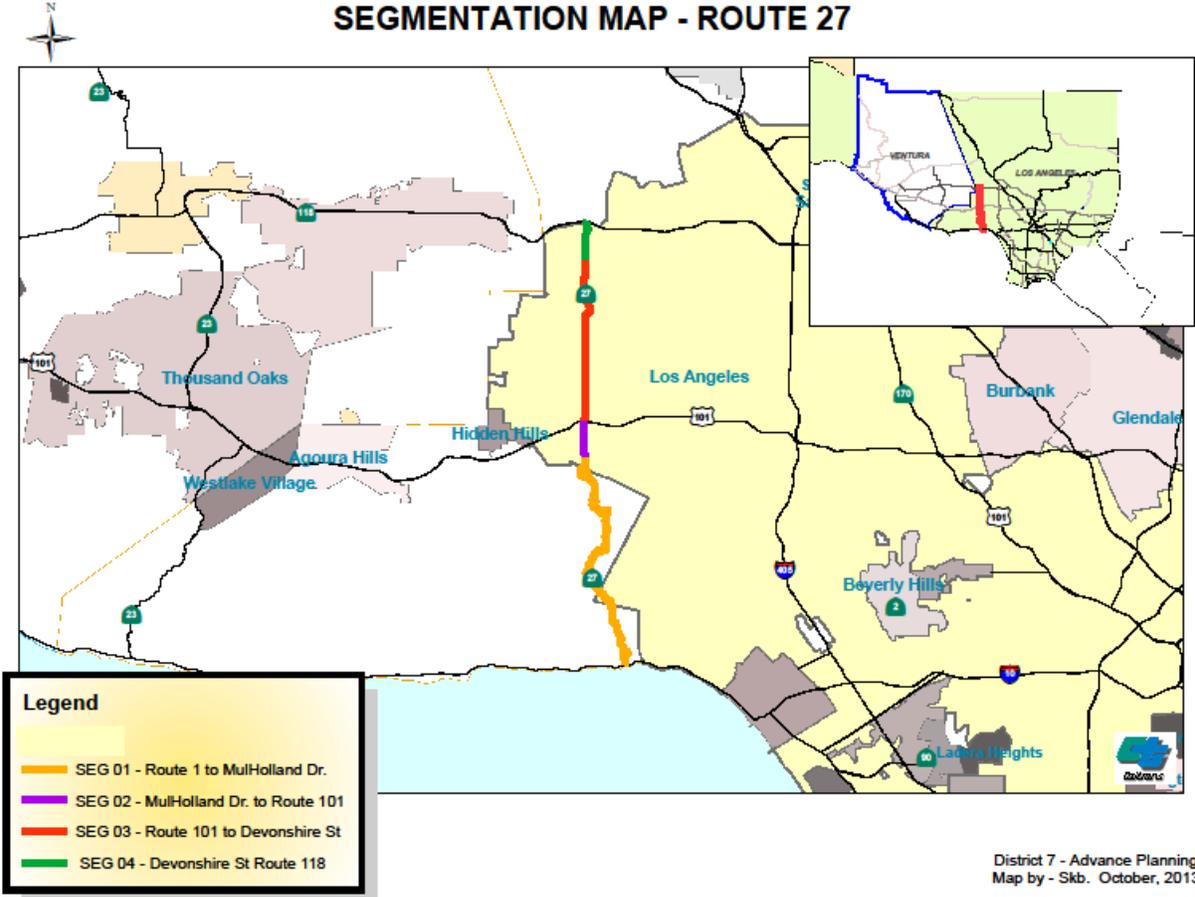
CORRIDOR OVERVIEW

ROUTE SEGMENTATION

SEGMENTS	DESCRIPTION	BEGIN PM	END PM
1	Route 1 to Mulholland Dr	0.00	11.06
2	Mulholland Dr to Route 101	11.06	12.43
3	Route 101 to Devonshire St	12.43	18.62
4	Devonshire St to Route 118	18.62	20.16

This TCR analyzes RTE 27 conditions using the "segment" as the study unit. Segments are generally defined as "freeway interchange to freeway Interchange," "county line to freeway interchange" or "freeway interchanges to the 'end of freeway'". The map on the following page illustrates these segments.

SEGMENTATION MAP - ROUTE 27



ROUTE DESCRIPTION

Pursuant to the Caltrans Statutes, General Provisions of the Streets and Highways Code-Division 1-Chapter 2-Article 3-Section 327, SR-27 is from Route 1 near Topanga Beach to Route 118, via Topanga, Woodland Hills, Canoga Park and Chatsworth. SR-27 is also known as Topanga Canyon Boulevard. SR-27 is considered a conventional highway stretching 20-miles in length, which traverses western Los Angeles County.

A portion of Route 27 is eligible as a scenic route in the State of California's Scenic Highway System. This was established by the California State Legislature pursuant to Division 1-Chapter 2-Article 2.5-Section 260. Under these provisions the section designated as scenic on Route 27 is from Route 1 to Mulholland Drive. The legislative intent in designating this portion of the highway as scenic rests primarily to protect the social and economic values of the natural scenic beauty of California. By identifying those portions of the highway as scenic, conservation elements are implemented as well as those of planning and design techniques, which help to guide the overall development of the state route. Hence, portions designated as "scenic" shall incorporate planning and design standards in consideration of the Transportation Department's notion of the "complete highway," which incorporates not only safety, utility and economy but also beauty.

ROUTE DESIGNATION AND CHARACTERISTICS

Seg	Strategic Highway Network	Freeway and Expressway System	Scenic Highway	Interregional Road System Route	High Emphasis Route	Focus Route	Air District	Federal Functional Classification	Major Goods Movement Route
1	No	No	Eligible	No	No	No	SCAQMD	Other Principal/Minor Arterial **	No
2	No	No	Eligible	No	No	No	SCAQMD	Other Principal Arterial	No
3	No	No	No	No	No	No	SCAQMD	Other Principal Arterial	No
4	No	No	No	No	No	No	SCAQMD	Other Principal Arterial	No

ROUTE DESIGNATION AND CHARACTERISTICS

Seg	Truck Designation	Rural/Urban/Urbanized	Metropolitan planning Organization	Primary / Secondary System	Terrain	Regional Transportation Planning Agency	Congestion Management Agency	Local Agencies
1	CA Legal Advisory Route	Urban	SCAG	Secondary	Mountai nous	METRO	METRO	METRO
2	CA Legal Advisory Route	Urban	SCAG	Secondary	Flat	METRO	METRO	METRO
3	CA Legal Advisory Route	Urban	SCAG	Secondary	Flat	METRO	METRO	METRO
4	CA Legal Advisory Route	Urban	SCAG	Secondary	Flat	METRO	METRO	METRO

** Seg 1 PM (0.00 – 4.9) = Other Principal Arterial (Part of NHS); (PM 4.9 – 9.22) = Minor Arterial(Not NHS). Seg 2 – 4 (PM 9.22 to Rte118) = Other Principal Arterial (Part of NHS.)

COMMUNITY CHARACTERISTICS

State Route 27 is a major urban arterial providing parallel service to the north of State Route 1. It primarily serves as an inter-regional travel corridor for both commuters and local freight transportation linking the Los Angeles County and Ventura County.

There are several arterials paralleling State Route 27 that could provide alternative means to commuters wishing to avoid congestion on the route. Since topography of Route 27 varies considerably from flat urbanized areas to mountainous terrain, some of the arterials listed that parallel Route 27 end abruptly, and consequently do not follow Route 27 in its entirety. Currently, some of these arterials fail to provide an effective alternative due to physical inadequacies, numerous traffic signals, access conflicts and general traffic congestion. Improvements could be required in order to provide efficient alternatives for commuters. Listed below are some selected arterials that parallel State Route 27.

Arterial(s) Name	County and City	Segment Number
None	Not applicable	1
Valley Circle – Mulholland Drive	City of Los Angeles, County of Los Angeles	2 , 3
Canoga Avenue	City of Los Angeles	2, 3
De Soto Avenue	City of Los Angeles	3, 4

LAND USE

State Route 27 traverses few of the Southern California Association of Government’s (SCAG) Regional Statistical Areas (RSA). Adjacent land-uses along Route 27 vary considerably and range from open-space areas and single-family homes to multi-family dwellings. Land-use patterns along segment 1 are comprised basically of single-family homes with scattered small retail service stores and is the least developed of all the segments. Segment 2 is comprised of more single-family homes interspersed with multi-family dwellings; there are more varied commercial facilities along the route such as medium to large commercial offices and medium retail centers. However, Segment 3 starts and presents itself as the most intensely developed of all segments when it comes to land-uses. This segment contains regional centers which serve many cities and communities, facilities like malls, hospitals, schools and colleges, as well as numerous multi-family dwellings. These regional centers cause segment to produce the most trip generations among the four segments, although towards the end of segment 3 (after Devonshire St.), it is developed with single-family homes and is the second least developed within the segments.

The following graphs illustrate projected growth in these areas between 2008 and 2035 per the SCAG 2012 – 2035 RTP/SCS GROWTH FORECAST. These are provided to give perspective to socio-economic conditions in the SR 27 corridor. Included are data on housing, population and employment. The SR 27 corridor is congested in certain areas, highly developed, and varies from residential to commercial. The many significant trip generators along this corridor include:

- | | |
|----------------------|---------------------------------------|
| City of Calabasas | Various State Beaches |
| City of Agoura Hills | Topanga Canyon State Park |
| City of Los Angeles | Community of Topanga |
| City of Malibu | Chatsworth Park Elementary School |
| City of Santa Monica | Chatsworth Metrolink & Amtrak Station |
| City of Hidden Hills | |

Other Trip generators are:

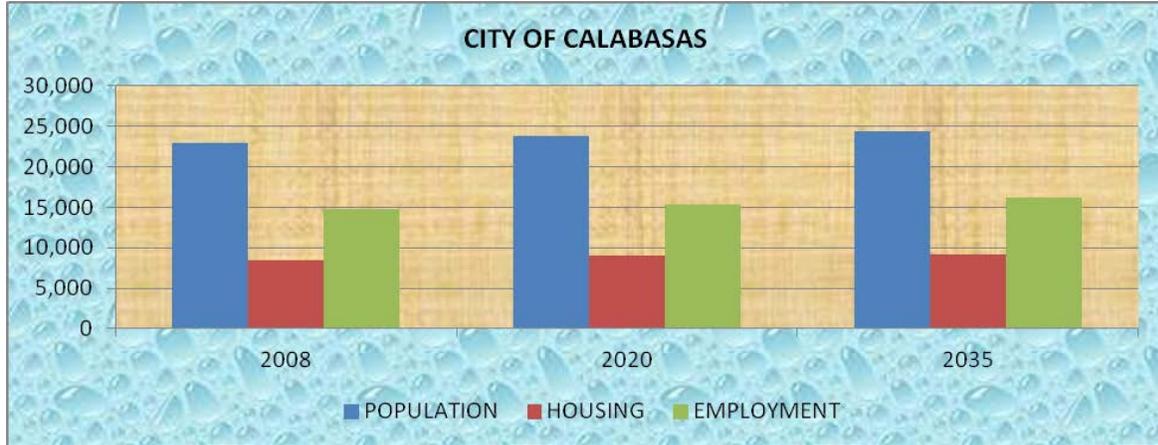
Place / Facilities	Segment / Number	County / City
Santa Monica Mountains Natural Recreation Area	1, 2	Los Angeles County / City
Warner Ranch Park	3	Los Angeles City
The Promenade Mall	3	Los Angeles City
Topanga Plaza Mall	3	Los Angeles City
Lanark Park	3	Los Angeles City
Stony Point Park	3	Los Angeles City
Los Angeles Pierce College	3	Los Angeles City
Canoga Park High School	3	Los Angeles City
Louisville High School	2	Los Angeles City
Kaiser Permanente Hospital	3	Los Angeles City
Warner Center Area	2, 3	Los Angeles City
Fallbrook Mall	3	Los Angeles City
Chatsworth Transportation Center	3	Los Angeles City
Devonshire-Topanga Business Area	3	Los Angeles City

Significant growth in housing, population, and employment are generally projected throughout the SR 27 corridor.

RSA OF CITIES ALONG RTE 27

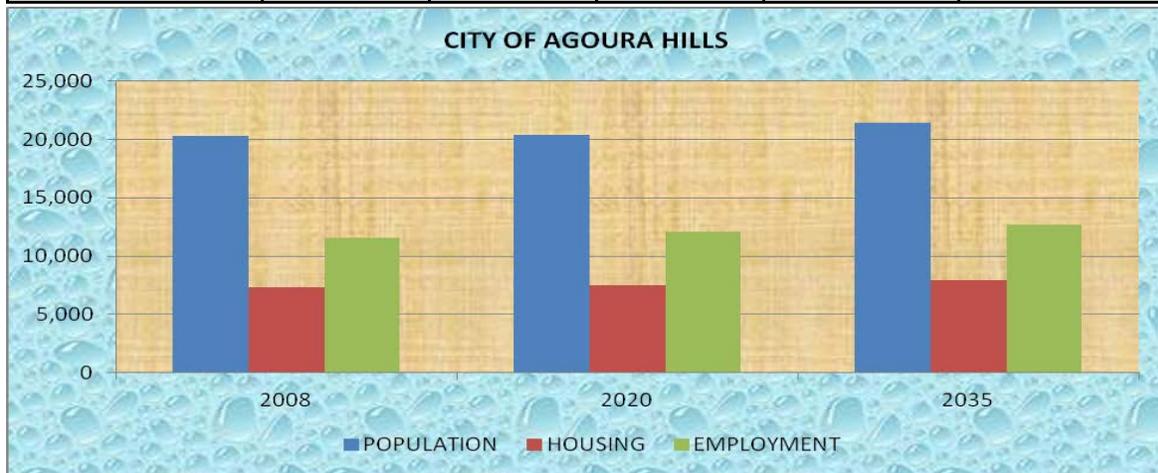
CITY OF CALABASAS

				2008 - 2020	2008 -2035
	2008	2020	2035	CHANGE	CHANGE
POPULATION	23,000	23,800	24,400	3.48%	6.09%
HOUSING	8,500	9,000	9,200	5.88%	8.24%
EMPLOYMENT	14,800	15,400	16,200	4.05%	9.46%



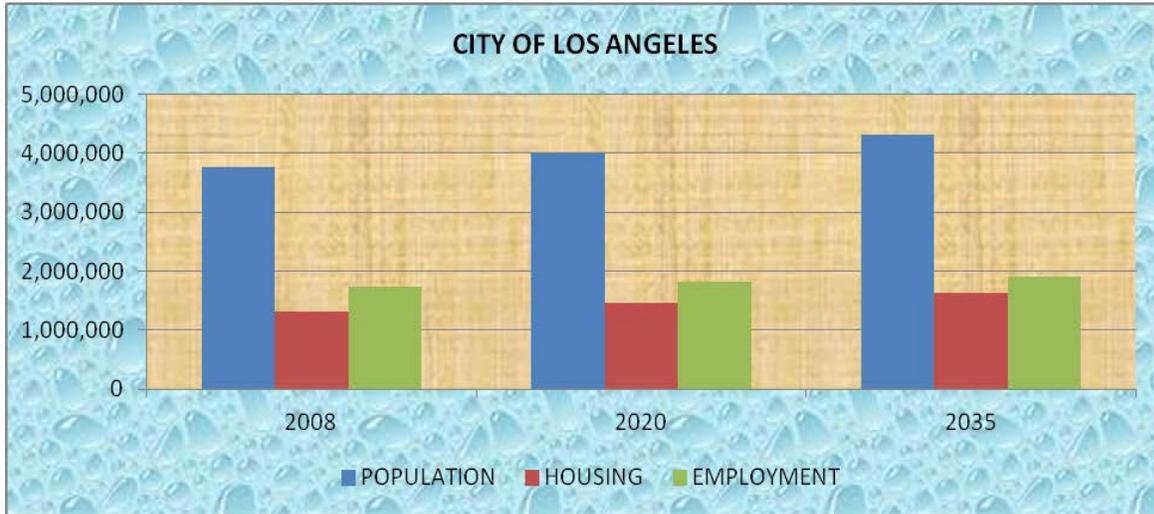
CITY OF AGOURA HILLS

				2008 - 2020	2008 -2035
	2008	2020	2035	CHANGE	CHANGE
POPULATION	20,300	20,400	21,400	0.49%	5.42%
HOUSING	7,300	7,500	7,900	2.74%	8.22%
EMPLOYMENT	11,600	12,100	12,700	4.31%	9.48%



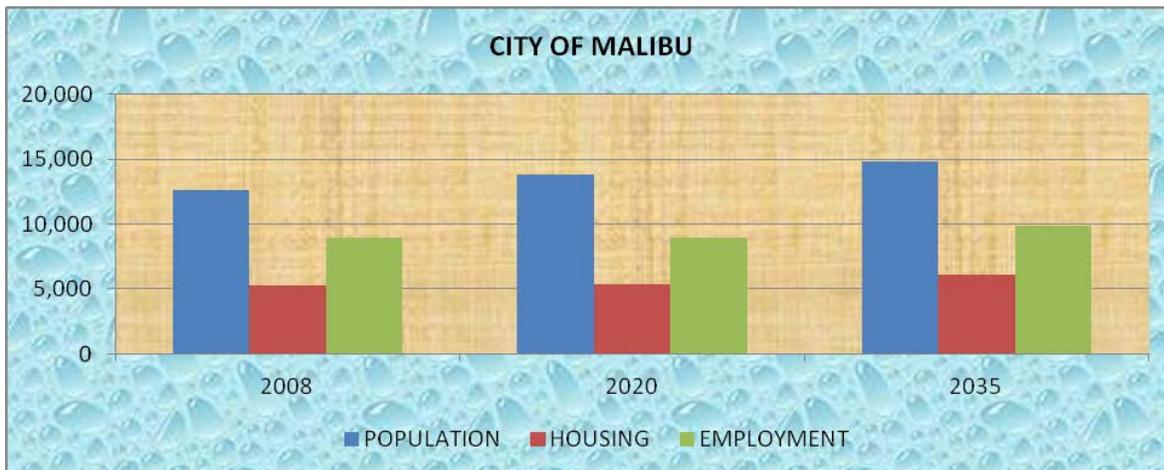
CITY OF LOS ANGELES

				2008 - 2020	2008 -2035
	2008	2020	2035	CHANGE	CHANGE
POPULATION	3,770,500	3,991,700	4,320,600	5.87%	14.59%
HOUSING	1,309,900	1,455,700	1,626,600	11.13%	24.18%
EMPLOYMENT	1,735,200	1,817,700	1,906,800	4.75%	9.89%



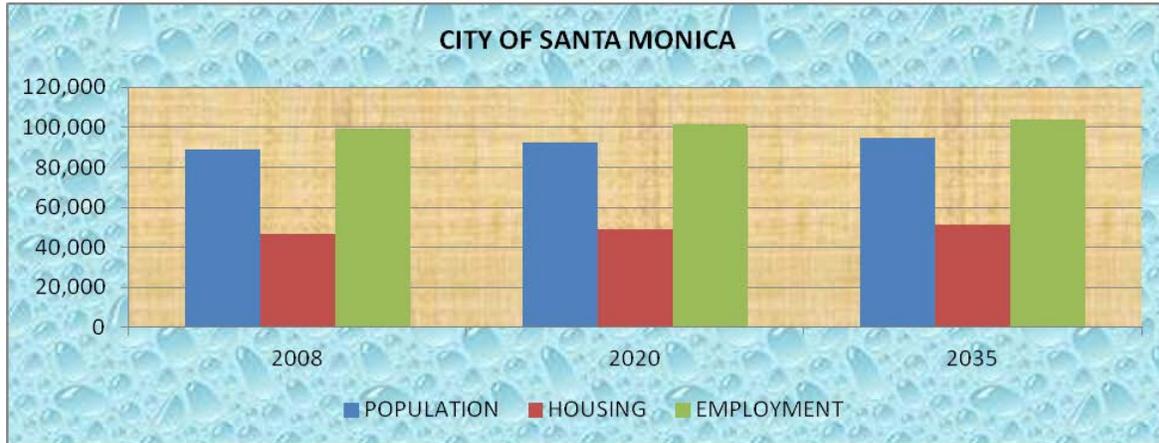
CITY OF MALIBU

				2008 - 2020	2008 -2035
	2008	2020	2035	CHANGE	CHANGE
POPULATION	12,600	13,800	14,800	9.52%	17.46%
HOUSING	5,300	5,400	6,100	1.89%	15.09%
EMPLOYMENT	8,900	8,900	9,900	0.00%	11.24%



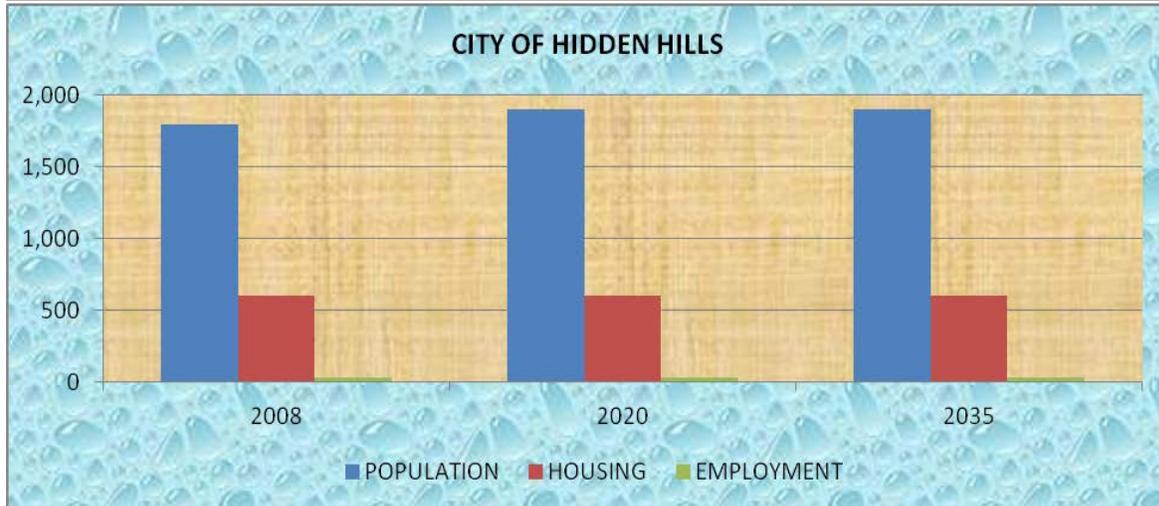
CITY OF SANTA MONICA

				2008 - 2020	2008 -2035
	2008	2020	2035	CHANGE	CHANGE
POPULATION	89,100	92,400	94,700	3.70%	6.29%
HOUSING	46,600	49,200	51,400	5.58%	10.30%
EMPLOYMENT	99,500	101,600	104,200	2.11%	4.72%



CITY OF HIDDEN HILLS

				2008 - 2020	2008 -2035
	2008	2020	2035	CHANGE	CHANGE
POPULATION	1,800	1,900	1,900	5.56%	5.56%
HOUSING	600	600	600	0.00%	0.00%
EMPLOYMENT	30	30	30	0.00%	0.00%



SYSTEM CHARACTERISTICS

Existing Facility					
Segment	Facility Type	Mixed Flow Lanes (each way)	Managed Lanes (HOV)	Centerline Miles	Lane Miles
1. Rte 1 To MulHolland Dr (0.00 - 11.06)	Conventional Highway	1 MF	0 HOV	11.06	11.06
2. MulHolland Dr to Rte 101 (11.06 - 12.43)	Conventional Highway	2 MF	0 HOV	1.37	2.74
3. Rte 101 To Devonshire St. (12.43 - 18.62)	Conventional Highway	3 MF	0 HOV	6.19	18.57
4 Devonshire St To Rte 118 (18.62 - 20.16)	Conventional Highway	2 MF	0 HOV	1.44	2.88

HOV High occupancy Vehicle Lane
 MF Mixed Flow Lane

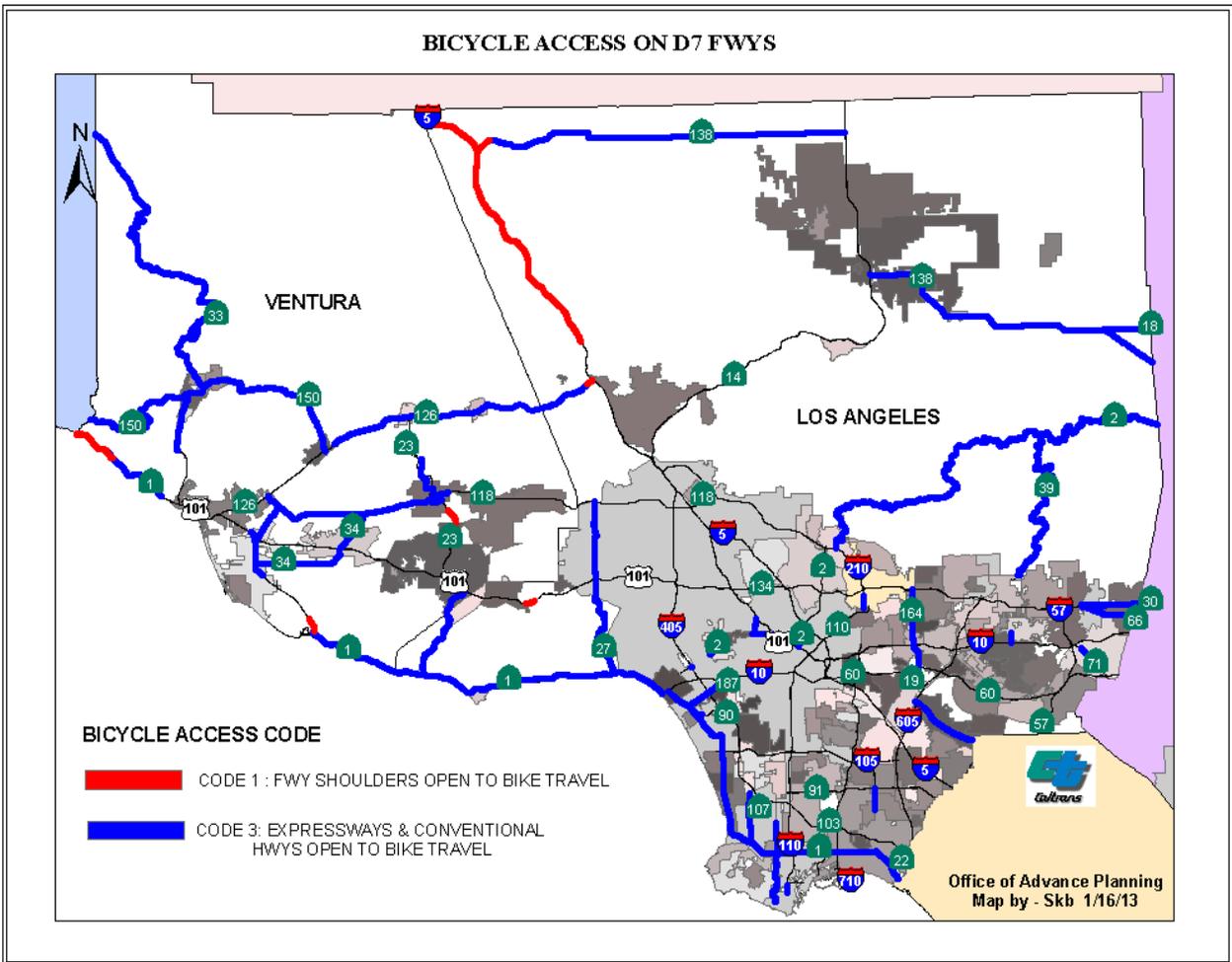
RAMP METERS ON RTE 27			
POSTMILE	DIRECTION	LOCATION	COMMENTS
SEGMENT 1 (0.00 – 11.06)			
N O N E			
SEGMENT 2 (11.06 – 12.43)			
N O N E			
SEGMENT 3 (12.43 – 18.62)			
N O N E			
SEGMENT 4 (18.62 – 20.06)			
N O N E			

SOURCE: 2013 (RMDP) Ramp Meter Development Plan.

ACTIVE TRANSPORTATION

ACTIVE TRANSPORTATION FACILITY

The following map shows the Bicycle Access on District 7 freeways. Access Code 1 (red) represents Freeway shoulders open to bike travel and Access Code 3 (blue) showing Expressways & Conventional Highways open to Bicycle travel in District 7. The following shows the importance of Active Transportation for the department.



In addition to Senate Bill No. 99 (SB-99) of September 26, 2013 pertaining to Active Transportation funding, California Department of Transportation Deputy Directive (DD-64-R1 of October 2, 2008) views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system. Bicycle, pedestrian and transit travel is facilitated by creating “complete streets” beginning early in System Planning and continuing through project delivery, maintenance and operations.

In addition, the Complete Streets Act of 2008 (AB. No. 1358 of September 30, 2008) requires

cities and counties to incorporate the concept of Complete Streets into their General Plan Updates to ensure that transportation plans meet the needs of all users of our roadway system. Also, the California Vehicle Code and Streets and Highway Code Section 888 states that the Department shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for non-motorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route or such a route exists (Revised 10/4/2013. Page 7 of 11).

SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) invests \$6.7 billion towards increasing bikeways, bringing sidewalks into compliance with the Americans with Disabilities Act, safety improvements and other Active Transportation Strategies.

Also, the United States Department of Transportation (US DOT) Policy Statement on bicycle and pedestrian accommodation (March 11, 2010) states that the US DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate.

Based on Caltrans context sensitive, smart mobility and complete streets policies and the Governor Office's Climate Action and Sustainability Plan; "where the existing freeway or highway corridor has severed routes and has decreased connectivity between communities, employment hubs, schools, wild life corridors, every effort will be made to re-establish those lost connections on any project along the corridor."

Future improvements should be focused on addressing the issues listed in coordination and funding with local agencies. Developing creative solutions for new alternative bicycle routes and improving existing bicycle routes would be beneficial for all users.

TRANSIT INFORMATION - DISTRICT 7

EXISTING TRANSIT SERVICE

Rte - 27

Route	From/To	Operator	Rt #	Name/Description	Service Type	Service Span	Notes
27	SR 118- Devonshire St	Simi Valley Transit	Route C	Simi Valley-Chatsworth Station	Local	Monday – Saturday	70 min. Frequency
27	Devonshire St- Warner Center	Santa Clarita Transit	791, 796	Chatsworth-Canoga Park- Warner Center	Express	Weekdays Peak	30-60 min. Frequency
27	Devonshire St –Ventura Blvd	Metro	245	Chatsworth Station - Woodland Hills	Local	7 Days	30-60 min. Frequency
27	Wyandotte St- Ventura Blvd	Metro	150	Canoga Park-Universal/ Studio station City	Local	7 days	20-40 Min. Frequency
27	Victory Blvd- Mulholland Dr.	Metro	645	West Hills Med Ctr. -Warner Ctr.	Local	Weekdays	60 Min Frequency
27	Victory Blvd– Ventura Blvd	Metro	750	Warner Center Transit Hub- Universal/Studio City Station	Rapid	Weekdays	10-30 Min. Frequency
27	Victory – Ventura	LADOT	422	Thousand Oaks-Downtown L.A.	Commuter Express	Weekdays Peak	10-30 min, Frequency
27	Devonshire St - Plummer St.	Metro	166- 364	Chatsworth Station - Sun Valley	Local	Weekdays	10-60 min, Frequency
27	Victoria Blvd – Oxnard St.	Metro	164	West Hills –Burbank Station	Local	Weekdays	10-60 min, Frequency

COMMENTS

Metro Orange Line operates frequent transit way service, between Chatsworth Station, Warner Center and North Hollywood Metro Station.

**INTERMODAL TRANSIT CENTERS AND STATIONS LOCATED ON OR NEAR Rte - 27
CORRIDOR**

Route	Location	City	Operator	Transit Service	Service Type	Service Span	Notes
27	Chatsworth Metrolink Station	Los Angeles	City of Los Angeles	Metrolink Ventura County Line	Commuter Rail	Weekdays	Free Parking
				Amtrak Pacific Surfliner	Intercity Rail	7 Days	
				Metro Orange Line	Transit way	7 Days	
				Metro 158,166,167,244,245,364	Local, Limited	7 Days	
				LADOT 419	Commuter Express	Weekdays Peak	
				Santa Clarita Transit 791	Express	Weekdays Peak	
				Simi Valley Transit C	Local	Monday-Saturday	
27	Warner Center	Los Angeles	City of Los Angeles	Metro Orange Line	Transit way	7 Days	Free Parking
				Metro 150,161,164,245,645	Local	Weekdays	
				750	Rapid	Weekdays	
				LADOT 422	Commuter Express	Weekdays	
				VISTA Conejo Connection	Express	Weekdays Peak	

Source: Office of Mass Transportation and Transit Operators

TRANSIT FACILITY

The transit component for State Route-27 is primarily a local and express bus system. The individual transit lines discussed may not utilize this route exclusively, but may exit the route, travel parallel to arterials to allow boarding, and re-enter the route at another point. At this time there are no High Occupancy Vehicle (HOV) lanes to support commuter transit service or ridesharing.

The route is currently served by four transit agencies, namely: The Los Angeles Metropolitan Transportation Authority, Santa Clarita Transit, Simi Valley Transit, The Los Angeles Department of Transportation (LADOT)-Commuter Express and Dash. The Chatsworth Transportation Center also functions as another type of Transportation mode by introduction of rail services like Metro link and Amtrak. It links other transportation centers like the ones in Oxnard in Ventura County and Northridge, North Hollywood and Union Station in Los Angeles County.

Future considerations include a recent county legislation called the MTA Reform and Accountability Act of 1998, which has discontinued funding for all rail projects, which has consequently given the opportunity to expand and enhance its transit strategy. Federal rulings to reduce overcrowding during peak periods have required the agency to purchase hundreds of new buses to increase services. These policies can be found in the MTA's Long-Range Transportation Plan, which seeks the implementation of the Bus System Improvement Plan throughout Los Angeles County to improve transit services.

Other forms of transit come in the form of Travel/Transit System Demand Management Plans. They call for strategic attempts to divert highway demand before it reaches the highway system by offering alternatives that will discourage solo driving. Congestion measures, such as ridesharing, home or satellite telecommuting, variable work hours, employee transportation allowances and low-cost parking for car and vanpools. These policies came from SB-45 in 1998, which consolidated funds from the Transportation System Management Program along with other program funds to provide for a broad range of transportation improvements through the Interregional Improvement Program (IIP) and includes transportation system and demand management projects.

Traffic controls is one of the factors affecting transit patterns. A major focus in Caltrans District-7 for conventional highways is traffic signal synchronization. The goal is to maintain and increase the number of synchronized signals on conventional state highway sections where traffic signal systems on selected sections of the highway are placed with the intended purpose of improving the traffic flow. Listed below are the traffic signals located on Route 27.

County	Post Mile	Cross-Street	Maintenance Organization	Thomas Bros. Page /Grid
LA	0.00	PCH	Los Angeles	630-C6
LA	4.25	PINE TREE CTR DWY	Caltrans	590-A6
LA	4.51	SCHOOL ROAD	Caltrans	590-A6
LA	11.06	MULHOLLAND DR	Los Angeles	560-A5
LA	11.47	DUMETZ ROAD	Los Angeles	560-A4
LA	11.871	MARTINEZ STREET	Los Angeles	560-A3
LA	12.28	VENTURA BLVD	Los Angeles	560-A2
LA	12.36	CLARENDON STREET	Los Angeles	560-A2
LA	12.52	BURBANK BLVD	Los Angeles	560-A2
LA	12.74	MARYLEE ST	Los Angeles	560-A1
LA	13.02	OXNARD STREET	Los Angeles	560-A1
LA	13.27	ERWIN STREET	Los Angeles	530-A7
LA	13.55	VICTORY BLVD	Los Angeles	530-A7
LA	13.84	KITTRIDGE STREET	Los Angeles	530-A6
LA	14.05	VANOWEN STREET	Los Angeles	530-A6
LA	14.16	BASSETT STREET	Los Angeles	530-A6
LA	14.55	SHERMAN WAY	Los Angeles	530-A5
LA	14.79	VALERIO STREET	Los Angeles	530-A4
LA	15.04	SATICOY STREET	Los Angeles	530-A4
LA	15.54	STRATHERN STREET	Los Angeles	530-A3
LA	15.83	ROSCOE BLVD	Los Angeles	530-A2
LA	15.91	SCHOENBORN STREET	Los Angeles	530-A2
LA	16.14	CHASE STREET	Los Angeles	530-A2
LA	16.5	PARTHENIA STREET	Los Angeles	530-A1
LA	17.01	NORDHOFF STREET	Los Angeles	500-A7
LA	17.52	PLUMMER STREET	Los Angeles	500-A6
LA	17.871	MARILLA STREET	Los Angeles	500-A4
LA	18.13	LASSEN STREET	Los Angeles	500-A5
LA	18.63	DEVONSHIRE STREET	Los Angeles	500-A4
LA	19.13	CHATSWORTH STREET	Los Angeles	500-A3
LA	19.38	SANTA SUSANA	Los Angeles	500-A2
LA	20.03	ROUTE 118	Caltrans	500-A1
LA	20.07	ROUTE 118	Caltrans	500-A1

Truck: Route 27 starts at Route 1 and traverses through Route 101 and ends at Route 118. The northern part of Route 27 (from Route 101 to Route 118) functions as a terminal access route to the national network for the surface Transportation Assistance Act (STAA) for trucks, while the southern section (Route 101 to Route 1) has not been approved for truck access. This is identified in the SCAG RTP. Truck volume in 2008 ranges from 1.32% to 5.89 % of ADT. Regionally, truck traffic is expected to increase by 2035, with virtually no capacity available to handle this added volume.

Rail: Three types of rail uses, serve Route 27. The facility includes an Amtrak and Metrolink passenger service station now called the Chatsworth Transportation Center, which shares the tracks for state and local passenger movement. The Metrolink is an LACMTA supported line, while the Amtrak is a state-supported line. There is also a freight line that shares the same tracks and is operated by the Union Pacific Railroad. This line serves as a Goods Movement route for large freight. A second rail station which is located in Northridge, is located further east from Route 27 as compared to the Chatsworth station, which exists only as a local passenger terminal. Additionally, for passenger trains and terminals, there are bicycle facilities like bicycle racks on the train and bicycle racks and lockers at the stations to facilitate multimodal options for passengers.

GOODS MOVEMENT

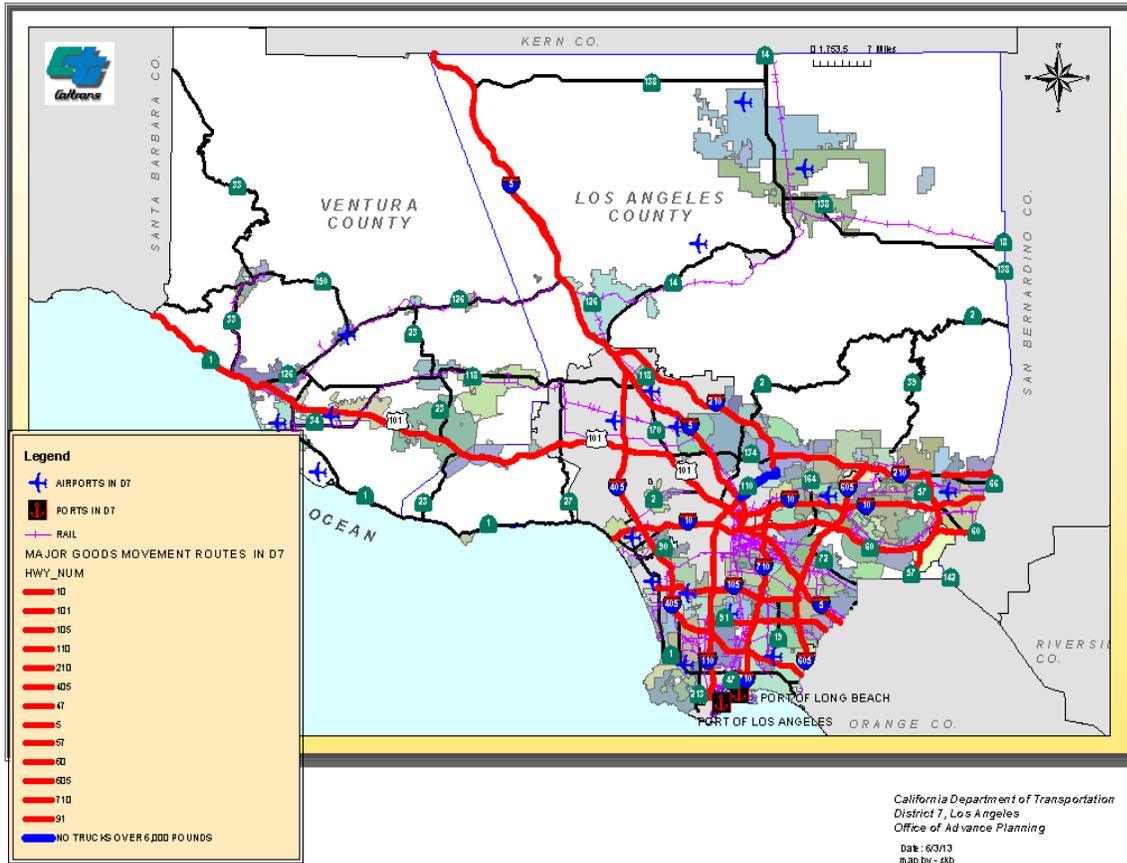
The economic vitality and well being of the Los Angeles region depends upon the safe and timely transport of goods as well as people. The current level of congestion is detrimental to this vitality, and future projections indicate that this situation will get much worse. Total Goods Movement traffic is expected to grow by more than 80% in the next 25 years as international trade volume triples. Significant actions need to be taken to protect the economic well being of the region. These include improved rail service, including more grade separations, additional and improved intermodal transfer facilities, truck lanes on major truck routes, improved access to and enhanced cargo handling capabilities at seaports, and improved air cargo accessibility with separation from passenger activities at the airports.

PIPELINES: The Pipeline Network of California is part of the Goods Movement Strategy as described and mapped in the 1993 California Transportation Plan as well as in its 1994 Technical Addendum. These pipelines carry natural gas, crude oil and refined petroleum products through an underground system. Currently all forms of pipelines do cross or traverse beneath Route 27. Some pipelines like the one that carry refined gas and petroleum have connections at seaports

such as the one at Port Hueneme. Products such as these are produced in Santa Barbara and Ventura Counties and then shipped via pipeline to Los Angeles basin refineries.

BICYCLES: In the California Statutes under the Streets and Highways Code, Chapter 8, Articles 3-Section 890, the California Department of Transportation shall establish a bicycle transportation system. Within this system Route 27 is designated as a conventional highway, which also allows for bicycles. It is considered a shared roadway, one with no official bikeway designation, but it is used by bicyclists for inter-city and recreational travel. For bicycle purposes, Route 27 is split into two segments: the first (27A) starts from Route 1 ends at Route 101, with a post mile limit 0.00 – 12.4, and the second segment (27B) starts from Route 101 and ends at Route 118, with a post mile of 12.4 – 20.10. This highway facility ranges from 2 – 4 lanes, with grades ranging from moderate to steep. The average daily traffic is considered heavy with speeds ranging from 0 – 35+ miles per hour.

D7 GOODS MOVEMENT CORRIDOR MAP



ENVIRONMENTAL CONSIDERATION- California is known for traffic congestion and its impacts. Pollution of various types is typical in this region. Air quality, noise and water pollution are common. Below is the latest attainment/nonattainment status of RTE-27 Corridor which falls in the South Coast Air Basin.

POLLUTANTS	STATE DESIGNATION
Ozone (1hr)	Nonattainment
Ozone (8hr)	Nonattainment
CO (8hr)	Attainment
PM10 (24hr.)	Nonattainment
PM 2.5 (24hr.)	Nonattainment
NO2 (Annual)	Nonattainment
SO2(1hr)	Attainment
Lead	Nonattainment

CORRIDOR PERFORMANCE

Segment	AADT 2008	AADT 2035	LOS 2008	LOS 2035	VMT 2008	VMT 2035
1	15,000	15,200	C	D	163,522	166,626
2	20,400	23,200	C	C	24,507	27,861
3	41,000	42,000	D	D	254,783	261,831
4	37,000	37,000	F0	F0	52,469	51,976

Truck Traffic				
Segment	Total Average Annual Daily Truck Traffic (AADT) 2008	Total Trucks (% of AADT) 2008	Heavy Duty Annual Daily Truck Traffic (AADT) 2008	Heavy Duty Trucks (% of AADT) 2008
1	330	2.23%	160	49.22%
2	270	1.32%	100	36.49%
3	1,510	3.70%	760	50.43%
4	2,200	5.89%	1,200	55.54%

KEY CORRIDOR ISSUES

A portion of Route 27 also serves as a scenic route in the State of California's Scenic Highway System. This was established by the California State Legislature pursuant to Division 1-Chapter 2-Article 2.5-Section 260. Under these provisions the section designated as scenic on Route 27 is from Route 1 to Mulholland Drive. The legislative intent in designating this portion of the highway as scenic is primarily to protect the social and economic values of the natural scenic beauty of California. By identifying those portions of the highway as scenic, conservation elements are implemented as well as those of planning and design techniques which help to guide the overall development of the of the state route. Hence, portions designated as "scenic" shall incorporate planning and design standards in consideration of the Transportation Department's notion of the "complete highway," which incorporates not only safety, utility and economy but also beauty.

CORRIDOR CONCEPT

CONCEPT RATIONALE

The transportation concept describes the operating conditions and physical facilities required to provide those conditions that could exist on Rte 27 after considering the conclusions, priorities and strategies discussed in the District System Management Plan (DSMP), the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and other planning documents. The route concept represents what could reasonably be accomplished to facilitate the mobility of traffic desiring to use the route. It assumes that management improvement strategies and system operation improvements to maximize the efficiency on Rte 27 Corridor will be implemented.

The transportation concept is composed of a Level of Service (LOS) and facility component. The concept facility is the facility that could be developed to maintain or attain the concept LOS.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

Route #	County	Lead Agency	Description	Project Completion By	RTP ID
RTP 2012 PROJECTS LIST					
27	Los Angeles	Metro	Construct HOV lane connector from US-101 to east-west busway.		Metro 09 LRTP

CONCLUSION

Traffic volume is forecasted to increase on RTE 27 due to the growth in population, housing and employment along this route and throughout the region. Growth in the region will continue to create mobility challenges and put additional strain on our transportation system. Southern California is not only an important component of California's economy but it is also vital to the United States and world's economy as a whole. It is critical that mobility be maintained and improved in order to sustain the economic growth that is expected.

State Route 27 is only one component of the transportation infrastructure but it plays a critical role in providing mobility for the region. In order to improve mobility, additional capacity will be required beyond those planned and programmed in the 2012-2035 RTP/SCS to maintain an acceptable level of service through 2035.

District 7 employs a variety of strategies to address current congestion challenges including:

- High Occupancy Vehicle Lane (HOV) Travel Time Information
- Ramp Metering Freeway Service Patrol
- Congestion Pricing (Toll Lanes) Dynamic Lane Management
- Changeable Message Signs (CMS)

Several regional freeway capacity expansion projects are in the planning process, under development or under construction which will assist in decreasing congestion. Constructing an HOV or Managed Lane system continues to be a priority.

In addition to the projects on our system, Caltrans supports programs such as Transit Oriented Development (TOD). TOD is a moderate to higher density development, located within easy walk of major transit stop. Generally with a mix of residential, employment and shopping opportunities designed for pedestrians. Research has shown that these types of development increase the number of trips made by transit, walking and cycling thus reducing the number of car trips and reducing tailpipe emissions.

SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) identifies High Quality Transit Areas (HQTAs) meeting definitions established in SB 375. These areas are intended to direct and prioritize future growth, and further, establish eligibility for certain types of projects to access CEQA streamlining. However, residential and other types of development along freeways can be associated with increased health risk due to emissions exposures. Future projects should refer to available information resources, including but not limited to SCAG's 2012-2035 RTP/SCS Environmental Justice Appendix and Program Environmental Impact Report.

Appendix
GLOSSARY OF TERMS AND ACRONYMS

Acronyms

AADT- Annual Average Daily Traffic
ADT- Average Daily Traffic
CALTRANS - California Department of Transportation
CMA - Congestion Management Agencies
CSS - Context Sensitive Solutions
FHWA - Federal Highway Administration
GHG - Green House Gas
HCP - Habitat Conservation Plan
HCS - Highway Capacity Software
ITS - Intelligent Transportation System
LOS - Level of Service
MPO - Metropolitan Planning Organizations
NOA - Naturally Occurring Asbestos
NCCP - Natural Community Conservation Plan
PID - Project Initiation Document
PSR - Project Study Report
RTP - Regional Transportation Plan
RTIP - Regional Transportation Improvement Program
RTPA - Regional Transportation Planning Agencies
SCS - Sustainable Community Strategies
SHOPP - State Highway Operation Protection Program
STIP - State Transportation Improvement Program
TDM - Transportation Demand Management
TMS - Transportation Management System
TSN - Transportation System Network
VMT - Vehicle Miles Traveled

Definitions

AADT – Annual Average Daily Traffic is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. Traffic Counting is generally performed by electronic counting instruments moved from location throughout the State in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways and other purposes.

Base year – The year that the most current data is available to the Districts

Bikeway Class I (Bike Path) – Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized.

Bikeway Class II (Bike Lane) – Provides a striped lane for one-way bike travel on a street or highway.

Bikeway Class III (Bike Route) – Provides for shared use with pedestrian or motor vehicle traffic.

Capacity – The maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions.

Concept LOS – The minimum acceptable LOS over the next 20-25 years

Corridor – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, bicycle, pedestrian, and transit route alignments. Off system facilities are included as informational purposes and not analyzed in the TCR.

Facility Concept – Describes the facility and strategies that may be needed within 20-25 years. This can include capacity increasing, State Highway, bicycle facility, pedestrian facility, transit facility, non-capacity increasing operational improvements, new managed lanes, conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, transportation demand management and incident management.

Facility Type – The facility type describes the state highway facility type. The facility could be freeway, expressway, conventional, or one-way city street.

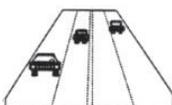
Freight Generator – Any facility, business, manufacturing plant, distribution center, industrial development, or other location (convergence of commodity and transportation system) that produces significant commodity flow, measured in tonnage, weight, carload, or truck volume.

Headway – The time between two successive vehicles as they pass a point on the roadway, measured from the same common feature of both vehicles.

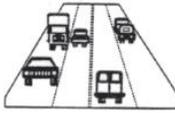
Horizon Year – The year that the future (20-25 years) data is based on.

ITS – Intelligent Transportation System improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. Intelligent transportation systems encompass a broad range of wireless and wire line communications-based information and electronics technologies to collect information, process it, and take appropriate actions.

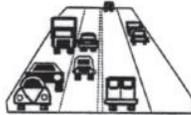
LOS – Level of Service is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:



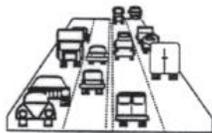
LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.



LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.



LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.



LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.



LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.



LOS F a stop and go, low speed conditions with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. For intersections, LOS F describes operations with delay in excess of 60 seconds per vehicle. This level, considered by most drivers unacceptable often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

Multimodal – The availability of transportation options using different modes within a system or corridor, such as automobile, subway, bus, rail, or air.

Peak Hour – The hour of the day in which the maximum volume occurs across a point on the highway.

Peak Hour Volume – The hourly volume during the highest hour traffic volume of the day traversing a point on a highway segment. It is generally between 6 percent and 10 percent of the ADT. The lower values are generally found on roadways with low volumes.

Planned Project – A planned improvement or action is a project in a financially constrained section of a long-term plan, such as an approved Regional or Metropolitan Transportation Plan (RTP or MTP), Capital Improvement Plan, or measure.

Post Mile – A post mile is an identified point on the State Highway System. The milepost values increase from the beginning of a route within a county to the next county line. The milepost values start over again at each county line. Milepost values usually increase from south to north or west to east depending upon the general direction the route follows within the state. The milepost at a given location will remain the same year after year. When a section of road is relocated, new milepost (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "milepost equations" are introduced at the end of each relocated portion so that mileposts on the remainder of the route within the county will remain unchanged.

Programmed Project – A programmed improvement or action is a project in a near-term programming document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

Route Designation – A route's designation is adopted through legislation and identifies what system the route is associated with on the State Highway System. A designation denotes what design standards should apply during project development and design. Typical designations include but not limited to National Highway System (NHS), Interregional Route System (IRRS), and Scenic Highway System.

Rural – Fewer than 5,000 in population designates a rural area. Limits are based upon population density as determined by the U.S. Census Bureau.

Segment – A portion of a facility between two points.

TDM – Transportation Demand Management programs designed to reduce or shift demand for transportation through various means, such as the use of public transportation, carpooling, telework, and alternative work hours. Transportation Demand Management strategies can be used to manage congestion during peak periods and mitigate environmental impacts.

TMS – Transportation Management System is the business processes and associated tools, field elements and communications systems that help maximize the productivity of the transportation system. TMS includes, but is not limited to, advanced operational hardware, software, communications systems and infrastructure, for integrated Advanced Transportation Management Systems and Information Systems, and for Electronic Toll Collection System.

Urban – 5,000 to 49,999 in population designates an urban area. Limits are based upon population density as determined by the U.S. Census Bureau.

Urbanized – Over 50,000 in population designates an urbanized area. Limits are based upon population density as determined by the U.S. Census Bureau.

VMT – Is the total number of miles traveled by motor vehicles on a road or highway segments.

RESOURCES

Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, October, 2010

District System Management Plan, California Department of Transportation, District 7, August 16, 1996

Long-Range Transportation Plan. Los Angeles County Metropolitan Transportation Authority, 2009

SAFETEA (Re-Authorization of the Intermodal Surface Transportation Efficiency Act of 1991) (ISTEA) (P.L. 102-240), December 1991

2012-2035 Regional Transportation Plan, (Adopted), Southern California Association of Governments, April 2012

Transportation Concept Report – SR-91 – April 2005

Ramp Meter Development Plan - December 2013

Air Quality Management Plan, South Coast Air Quality Management District, December, 2012

Draft Interregional Transportation Strategic Plan – Dec. 2012

2008 Annual Average Daily Truck Traffic on the California State Highway System

2011 Traffic Volumes on California State Highways