

RTIP ID#: LA0G230
TCWG Consideration Date: March 27, 2018
<p>Project Description (<i>clearly describe project</i>)</p> <p>The City of Agoura Hills (City) and California Department of Transportation District 7 (Caltrans) propose to construct the U.S. 101 / Palo Comado Canyon Road Interchange Project (project). The project is in the City at the U.S. 101 interchange with Palo Comado Canyon Road in northern Los Angeles County. Improvements will consist of adding left-turn pockets in each direction to the Palo Comado Canyon Road overpass of U.S. 101 and signalizing the intersection of the northbound ramps with Palo Comado Canyon Road, which is currently stop-controlled. The project also will add pedestrian and bicycle amenities to Palo Comado Canyon Road. The project would make no improvements to U.S. 101. Please see Figures 1 and 2 attached.</p>
<p>Background</p> <p>The original project was included in the 2012 <i>Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS)</i> and in the <i>Regional Transportation Improvement Program (RTIP)</i>, Amendment #08-34. The project was also included in the 2011 <i>Federal Transportation Improvement Program (FTIP)</i>, Amendment #11-24. The original project was submitted to the January 11, 2011 Transportation Conformity Working Group (TCWG) meeting. The TCWG determined that the proposed project is not considered a Project of Air Quality Concern (POAQC) because it does not meet the definition of a POAQC, as defined in the U.S. Environmental Protection Agency's <i>Transportation Conformity Guidance</i>. Thus, a PM hot-spot analysis was not required for the original project.</p> <p>A public hearing on the original project was held at the City of Agoura Hills City Hall from 6:00 p.m. to 8:00 p.m. on February 21, 2012. Project information was disseminated to those in attendance. Individuals who attended the meeting were able to submit written or oral comments, view the Draft Initial Study / Environmental Assessment, and ask questions about the project. Seventeen oral comments were received during the public hearing, generally related to maintaining the existing rural context of the Old Agoura neighborhood. All written and oral comments received during the public hearing were recorded, and responses were provided.</p> <p>The current project represents a down-sizing of the original project. The existing overcrossing consists of a single through lane in each direction. The original project proposed to widen the overcrossing to provide an additional through lane in each direction, plus left-turn pockets in each direction. The City recently determined that the additional through lanes that were originally proposed were not needed. Thus, the current project consists of only one new lane to provide left-turn pockets in each direction. This reduced project would not add through capacity to the overcrossing but would improve traffic operations because it would allow the separation of through traffic from vehicles turning on to the freeway.</p>

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Type of Project <i>(use Table 1 on instruction sheet)</i> Reconfigure Existing Interchange				
County: Los Angeles		Narrative Location/Route & Postmiles: U.S. 101 at Palo Comado Canyon Road Interchange, PM 33.5/33.9 Caltrans Projects – EA# 07-25720		
Lead Agency: California Department of Transportation, District 7				
Contact Person Andrew Yoon, Senior Transportation Engineer		Phone# 213-897-6117	Fax# 213-897-1634	Email Andrew.Yoon@dot.ca.gov
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/> EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: 2018				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
Exempt		Section 326 –Categorical Exemption	<input checked="" type="checkbox"/> Section 327 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2010	2013	N/A	2018
End	2012	2018	N/A	2020
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The purposes of the project are to reduce existing and projected traffic congestion, improve circulation at the interchange and on the adjacent road network, improve safety at the interchange, and accommodate pedestrian and bicycle traffic along Palo Comado Canyon Road. The project is needed because intersections adjacent to U.S. 101 are experiencing congestion and delays, and traffic demand is forecast to increase. Under existing conditions, the Driver Avenue / Chesebro Road and Palo Comado Canyon Road / U.S. 101 northbound (NB) ramps operate at level of service (LOS) D, E, or F in the morning (AM) or evening (PM) peak hour. Under Opening Year baseline conditions, these intersections would operate at LOS F in both the AM and PM peak hours. Under Build-Out Year baseline conditions, local intersections would all operate at LOS D or worse, except for Agoura Road at Chesebro Road. The City of Agoura Hills considers LOS C to be the minimum acceptable level of service.				

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

U.S. 101 is a major north-south route connecting employment centers in central Los Angeles County to the south with residential areas to the north. Palo Comado Canyon Road is a thoroughfare providing access to U.S. 101 from commercial and residential areas adjacent to the freeway. These routes are heavily used for commuting during weekday peak periods. Heavy trucks represent about 3 - 6 percent of vehicle volumes, based on recent Caltrans data.

Land uses near the U.S. 101 / Palo Comado Canyon Road interchange are primarily urban commercial and residential developments. Some open space also adjoins the local freeway segments. The residential development generates mostly automobile traffic, while the commercial development generates a mixture of automobile and truck traffic.

Opening Year (2020) Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Scenario	Road Segment	Annual Average Daily Traffic		
		Total	Trucks (#)	Trucks (%)
No Build 2020	Palo Comado north of U.S. 101	14,934	60	0.4
	Palo Comado south of U.S. 101	11,182	45	0.4
Build 2020	Palo Comado north of U.S. 101	14,934	60	0.4
	Palo Comado south of U.S. 101	11,182	45	0.4

The Palo Comado overcrossing improvement project would not be a source of new vehicle trips and would not cause an increase in overall vehicle volumes or truck trips.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Scenario	Road Segment	Annual Average Daily Traffic		
		Total	Trucks (#)	Trucks (%)
No Build 2040	Palo Comado north of U.S. 101	17,397	70	0.4
	Palo Comado south of U.S. 101	13,025	53	0.4
Build 2040	Palo Comado north of U.S. 101	17,397	70	0.4
	Palo Comado south of U.S. 101	13,025	53	0.4

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See above

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See above

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

By providing left-turn pockets, the overcrossing improvement project would separate through traffic from traffic entering the freeway, thus improving traffic operations on the overcrossing and at adjacent intersections.

Comments/Explanation/Details (*attach additional sheets as necessary*)

The project is not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- ✓ Not a new highway project
- ✓ Minor interchange improvements to relieve congestion (reducing delay and air pollutant emissions)
- ✓ No substantial change in traffic volumes or truck percentages

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- ✓ Improves operations at local intersections with existing/projected LOS of D, E, and F, but these intersections do not have a significant number or percentage of diesel vehicles.

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

(v) Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?

- ✓ Not identified in a PM₁₀ or PM_{2.5} implementation plan as an area of potential violation

See also Figures 1 and 2 attached.

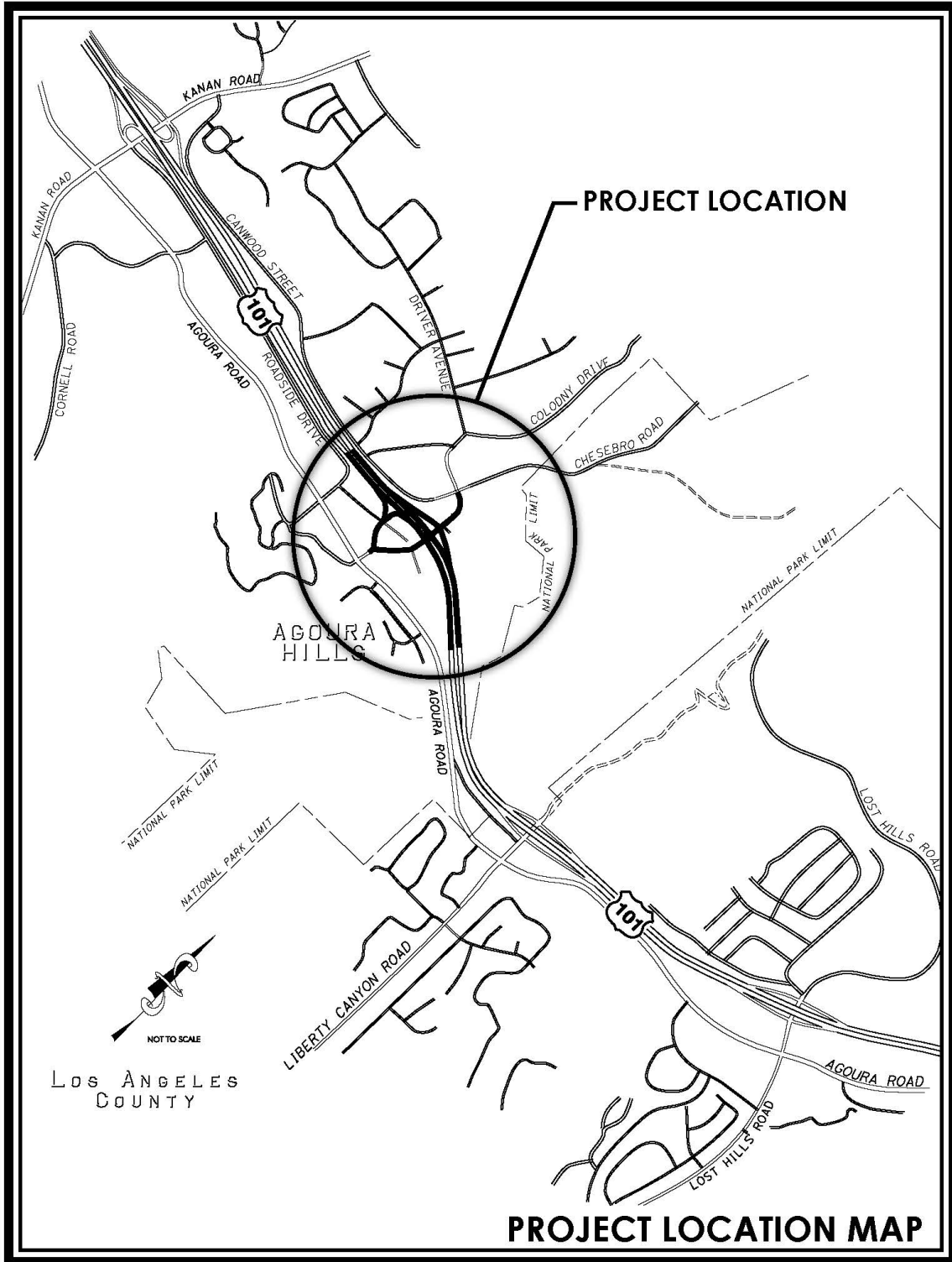


Figure 1 – Project Regional Location

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

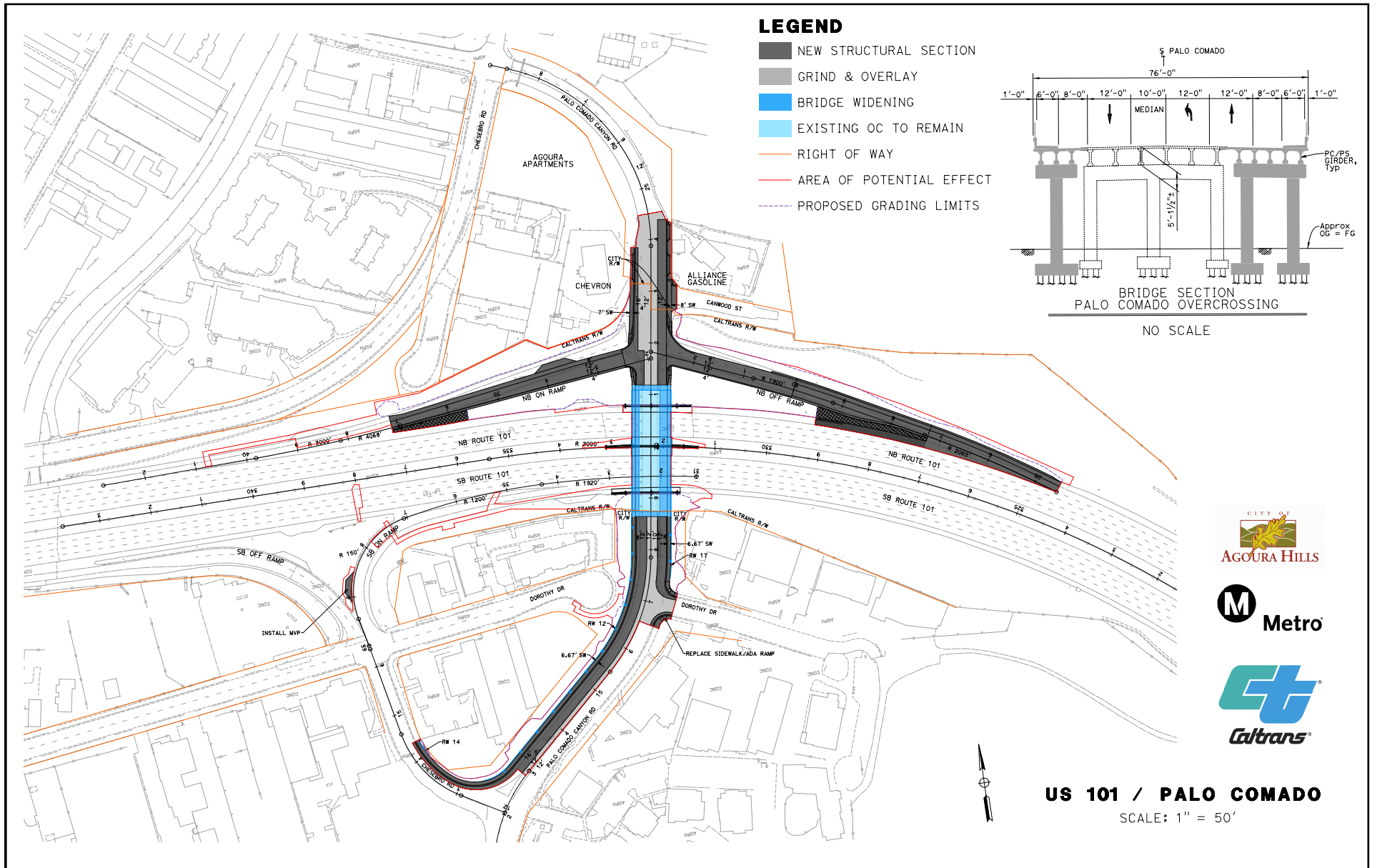


Figure 2 – Project Plan View