California Department of Transportation

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January 29, 2026

Charmaine Yambao, PE, Senior Civil Engineer
City of Agoura Hills, Public Works Division
30001 Ladyface Court,
Agoura Hills, CA 91301

RE: Agoura Hills Bicycle Master Plan
– Draft Programmatic Environmental Impact Report (DPEIR)
SCH # 2025010338
GTS # LA-2025-04962
Vic. LA Multiple

Dear Charmaine Yambao:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The proposed project includes the following components:

1. Bicycle Master Plan (BMP). The BMP proposes 30.1 miles of new bikeways and bikeway improvements to build upon the city's existing 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes.

2. VMT Mitigation Exchange and Banking Program (Program). The Program would establish a mitigation opportunity for projects exceeding the vehicle miles traveled (VMT) threshold by allowing a developer or project proponent to purchase VMT reduction credits, which would in turn be used to fund the implementation of bicycle improvement projects identified within the BMP.

3. General Plan Amendments (Amendments). To ensure the city's General Plan is consistent with the Bicycle Master Plan, the project would amend the existing General Plan Infrastructure and Community Services Element.

After reviewing the DPEIR, Caltrans has the following comments:

Caltrans aims to provide a safe, reliable transportation network that serves all people and respects the environment. For this reason, Caltrans acknowledges and supports the stated goals of the Agoura Hills Master Bicycle Plan, VMT Mitigation Program, and associated General Plan amendments. These infrastructure investments will help California meet its climate, transportation, and livability goals. Caltrans planners and engineers are available to partner on implementing design elements that improve safety and mobility for people walking, riding bikes, or taking transit throughout the Plan area. By removing barriers and improving safety, this Plan can make transportation mode shift easier for Californians and help the State meet its policy goals to reduce the number of trips made by driving, Greenhouse Gas (GHG) emissions, and encourage active modes of travel.

While Caltrans does support the objectives of the proposed project, the comments below outline some of the aspects of the plan which can be improved upon or considered in future phases:

- The plan introduces itself as proposing "30.1 miles of new bikeways" however, this might be misrepresentative. As seen on page 43, a majority of the improvements recommend Class III routes in locations where people riding bicycles are already permitted to ride. Without the Class III designations, the total proposed miles of new bikeways would be a substantially different, but more transparent, estimate. We are supportive of the designation and recognize Class III facilities may be the only possibility in some locations, but the distinction is important to illustrate within the report.

- Per SB 1216, new sharrow markings are no longer permissible in zones above 30 mph. Multiple proposed Class III routes were observed in violation of this (Canwood is 40 mph, and Lake Lindero is 50 mph) and may need to be reexamined. While we recognize there may still be applicability on local roads, Caltrans Districts Statewide do not recognize Class III facilities as metrics for performance with regards to bike and pedestrian features. In many cases consideration for a Class II facility may likely fit within the footprint of the existing roadway. Otherwise, lower speed limits would be required to accommodate Class III's.

- Regarding the Medea Creek Path
    - Some of the crosswalks at Segment 3 on Kanan could be improved to high visibility.
    - The US 101 undercrossing is sizeable. This may be preliminary, but highlighting features like pedestrian lighting or other safety features would be valuable.
    - This undercrossing will require a Caltrans encroachment permit and all maintenance, safety, and statutory requirements will need to be addressed.

- Bicycle Parking is mentioned as being deployed at "various locations". We would recommend providing specific examples as mode shift is often reliant on the ability to safely secure your bicycle as you would a vehicle.

- A wayfinding and signage plan would also greatly improve the visibility and access of the entire active transportation network.

- Community Engagement is mentioned; however, the DEIR only illustrates that it complied with the minimum CEQA notices. It is not apparent that community outreach outside of city council was conducted in the recommendation portion of this planning document, which may have been valuable. It is recommended to note what types of future engagement best practices will be implemented in the future as the project rolls out.

- Further justification may be needed for the environmentally preferred alternative. It currently appears that Alternative 2 would be superior due to its much more expanded footprint while being less invasive than the separated path. While Caltrans is supportive of the development of the bike path, more needs to be stated as to why Alt 3 is preferable to Alt 2.

Please be aware that Caltrans encroachment permits will be required at all locations where Project work interacts with State ROW. This includes any grading, topography, or equipment work that will change the pattern or direction of water runoff in a way that will impact State facilities or ROW.

A condition of approval for issued entitlements shall include a requirement to work with Caltrans' Office of Permits to obtain the appropriate encroachment permits. Final design requirements for any proposed changes to infrastructure within or along Caltrans Right-of-way will be determined by the Office of Permits. At the time of permit application there will be rounds of review and corrections to ensure all design, Right-of-way, access management, water runoff, environmental, and statutory requirements are being addressed.

Caltrans District 7 Office of Permits contact information:
Mailing Address: 100 S Main Street, Ste 100 Los Angeles, CA 90012
Office Hours: 8:00 a.m. to 5:00 p.m. Monday-Friday
Phone: 213-897-3631 | Fax: 213-897-0420 | E-mail: D7.Permits@dot.ca.gov

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2025-04962.

Sincerely,

Anthony Higgins

Anthony Higgins
Acting LDR Branch Chief

Cc: State Clearinghouse