City of Thousand Oaks

ACTIVE TRANSPORTATION PLAN

Draft Active Transportation Plan Update

February 2026

Acknowledgements

Table of Contents

List of Figures

List of Tables

Appendix

Appendix A: Feedback Form Results

Appendix B: Recommended Improvements Project Improvement

       Appendix B-I: Recommended Improvements

       Appendix B-II: Project Scoring Rubrics

Glossary

AAA – American Automobile Association

AASHTO – American Association of State Highway and Transportation Officials

ACS – American Community Survey

ADA – Americans with Disabilities Act

ADT – Average Daily Trips

APS – Accessible Pedestrian Signal

ATP – Active Transportation Plan

BAT – Bicycle Advisory Team

CA MUTCD – California Manual on Uniform Traffic Control Devices

CARB – California Air Resources Board

CEQA – California Environmental Quality Act

CHP – California Highway Patrol

Complete Streets – a context-sensitive approach to roadway design that enables safe, comfortable travel for people of all ages and abilities, across all modes walking, biking, transit, and driving using features like sidewalks, bikeways, transit facilities, safer crossings, and streetscape improvements

COSCA – Conejo Open Space Conservation Agency

CRPD – Conejo Recreation and Park District

CVUSD – Conejo Valley Unified School District

EPA – Environmental Protection Agency

FHWA – Federal Highway Administration

GHG – Greenhouse Gas

GIS – Geographic Information Systems

ITE – Institute of Transportation Engineers

LTS – Level of Traffic Stress

LPI – Leading Pedestrian Interval

MPH – Miles per Hour

NACTO – National Association of City Transportation Officials

SCE – Southern California Edison

SWITRS – Statewide Integrated Traffic Records System

Transition Lane – a short, designated lane that guides bicyclists laterally across the roadway as they approach an intersection or conflict area, which can be marked green for added emphasis and visibility

TTAC – Traffic and Transportation Advisory Commission

VMT – Vehicle Miles Traveled

Chapter 1

Introduction

Background and Scope

The City of Thousand Oaks Active Transportation Plan (ATP) provides up-to-date guidance for non-motorized travel infrastructure, aiming to make walking, biking, e-scooters, and other human-powered transportation safer and more enjoyable. The City of Thousand Oaks established its first ATP in December of 2019. This ATP Update continues the 2019 plan's mission of promoting active transportation as a strategy to reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions, while improving public health and mobility options. Developed with extensive community and stakeholder input, the ATP serves as a tool for pursuing grants and public-private partnerships, and it reflects current best practices through document research, field studies, and Geographic Information Systems (GIS) analysis.

> The updated ATP continues to support the following goals established in the previous 2019 ATP:
>
> 1. Foster an Active Transportation-Friendly Environment
>
> 2. Expand a Connected Network
>
> 3. Encourage Local Planning Efforts
>
> 4. Provide an Education and Promotion Roadmap

Bicycling and Walking Benefits

Active transportation yields numerous environmental, health, and economic benefits, especially when trips by car are replaced with walking or biking. The Pedestrian and Bicycle Information Center (PBIC) and other research organizations have documented these benefits.

Environmental Benefits

Increasing the share of trips made on foot or by bicycle helps reduce fossil fuel use and air pollution. In California, the transportation sector remains the largest emitter of GHGs, accounting for about 38% of statewide emissions as of 2021. Carbon Dioxide (CO_2) is the most abundant GHG from vehicles, comprising most transportation emissions. The U.S. Environmental Protection Agency (EPA) estimates the average car emits roughly 400 grams of CO_2 per mile (about 0.88 lbs.), so even a modest shift of daily commute miles from driving to walking or biking can avoid pounds of CO_2 emissions[1]. For example, a four-mile round-trip walk instead of driving can keep roughly 15 pounds of pollutants out of the air[2]. Reducing motor vehicle trips also cuts other pollutants (carbon monoxide, methane, nitrogen oxides, etc.) that contribute to smog and respiratory illnesses. By promoting mode shift, the ATP supports California's climate goals (e.g., achieving 40% below 1990

---

[1] https://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle

[2] https://www.thealternativedaily.com/reasons-walk-bike-work-just-good-exercise/

GHG levels by 2030 per SB 32, the 2016 extension of the Global Warming Solutions Act) and improves air quality and public health.
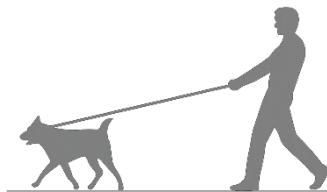
15 lbs.

A four-mile walking trip keeps about 15 pounds of pollutants out of the air we breathe

Health Benefits

Active transportation improves both public and personal health. Despite progress in emissions regulations, vehicle pollution still poses health risks (asthma, bronchitis, heart disease, etc.), so reducing car use has direct health benefits. Equally important, walking and bicycling incorporate exercise into daily routines. With over 40% of U.S. adults now classified as obese and projections that roughly half the population could have obesity by 2030, encouraging regular physical activity is critical.

The Centers for Disease Control and Prevention (CDC) recommends at least 150 minutes of moderate-intensity activity per week; walking or cycling for transportation can help achieve this. Active commuters also tend to see health gains – studies show that in the first year of bicycling to work, an average person can lose around 13 pounds. Regular walking or biking improves cardiovascular fitness, lowers blood pressure and risk of heart

attack or stroke, helps maintain a healthy weight, and even boosts mental health by reducing stress and anxiety. In short, shifting even a portion of daily trips to active modes offers substantial health dividends citywide.

During the first year of bicycling to work, active commuters lose an average of

13 lbs.

Economic Benefits

Investments in bicycling and pedestrian infrastructure have proven economic payoffs for individuals and communities. At the personal level, walking or biking can save money. Owning and operating a car is increasingly expensive – the American Automobile Association's (AAA) latest estimates put the annual cost of a new car (driven 15,000 miles/year) at over $12,000 (about $1,000 per month) when accounting for gas, maintenance, insurance, depreciation, and other expenses. In contrast, walking is essentially free, and bicycling costs are a fraction of car ownership. For those who replace some driving with biking, the savings on fuel and parking, and potentially on healthcare (by staying more active), can be significant.

At the community level, studies have linked higher rates of walking and cycling to increased retail activity and property values. Shoppers who arrive by bike or on foot tend to make smaller purchases per visit but visit more frequently and spend more overall, supporting local businesses. Moreover, accommodating cyclists and pedestrians requires less parking infrastructure than cars, freeing up land for other uses.

Perhaps most compelling is the impact on quality of life: bicycling offers a low-cost, healthy, and sustainable mobility option. When more residents choose active transportation, it can reduce traffic congestion and vehicle wear on roads, translating into infrastructure maintenance savings for the city. In sum, promoting active transportation is an investment that yields economic benefits for individuals, businesses, and local governments.

According to the American Automobile Association (AAA), the annual cost of owning a car and driving 15,000 miles a year is over $12,000
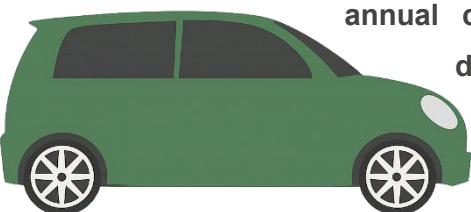
Social Equity

Enhancing walking and biking infrastructure also advances social equity. Lower-income households are less likely to own cars and more likely to rely on walking, biking, or transit for daily needs. According to national travel surveys, people in poverty make a greater proportion of their trips by foot or bicycle compared to higher-income groups. However, these same disadvantaged communities often face gaps in safe infrastructure, exposing them to higher risks as pedestrians or cyclists. Older adults and communities of color also may have fewer mobility options.

The ATP emphasizes improving safety and connectivity in underserved areas – for example, completing sidewalk networks near affordable housing or adding bike facilities linking low-income neighborhoods to job centers. By doing so, the city can provide safe, low-cost transportation choices for those who need them most, improving access to education, employment, healthcare, and other services. Equitable active transportation planning ensures that all community members, regardless of income or ability, can move around safely without a personal vehicle. This not only addresses social equity goals but also broadens the base of active transportation users citywide.

Study Area

The City of Thousand Oaks is situated in southeastern Ventura County, approximately 40 miles northwest of downtown Los Angeles and 30 miles east of Ventura. The city is nestled against the Santa Monica Mountains and lies about 12 miles inland from the Pacific coast. It is bordered by Moorpark to the north, Simi Valley to the northeast, Camarillo and unincorporated Ventura County areas to the west and northwest, Westlake Village (Los Angeles County) to the southeast, and Oak Park (unincorporated Ventura County) to the east. Major access routes include U.S. Highway 101 (Ventura Freeway), traversing east-west through the City and State Route 23 running north-south; these highways connect the City of Thousand Oaks to the greater Los Angeles region. In addition, the area is served by local transit provided by the City of Thousand Oaks Transit and regional transit (including VCTC Intercity and LA Metro connections), an extensive local road network, and emerging regional bikeways, positioning the City of Thousand Oaks well for multimodal transportation.

According to the 2020 U.S. Census, the City of Thousand Oaks had a population of 126,966. Recent estimates show a modest decline, with about 124,430 residents in 2023. However, the City of Thousand Oaks remains the second-largest city in Ventura County (after Oxnard). The City covers approximately 55.33 square miles with an average population density of around 2,249 people per square mile. The City of Thousand Oaks prides itself on its exceptional quality of life and natural environment. Over 15,000

acres – roughly one-third of the city's area and inclusive of protected open space in the City's Planning Area – are preserved as public open space, with about 150 miles of recreational trails weaving through hillsides and parklands. This network, managed largely by the Conejo Open Space Conservation Agency (COSCA), offers residents and visitors abundant hiking, biking, and horseback riding opportunities.

The City of Thousand Oaks is frequently recognized as one of the safest cities in the United States and has been noted as an excellent place to raise children. Contributing to its desirability are top-ranked schools, numerous parks, a robust local economy, and cultural amenities. The City also has a strong employment base and major activity centers such as a range of shopping centers, schools, and other services. The ATP aims to better these key destinations by connecting with safe, comfortable walking and biking routes. Overall, the City of Thousand Oaks' geography and land use patterns underscore the importance of a well-planned active transportation network that links residential areas with open space, schools, commercial centers, and neighboring communities.
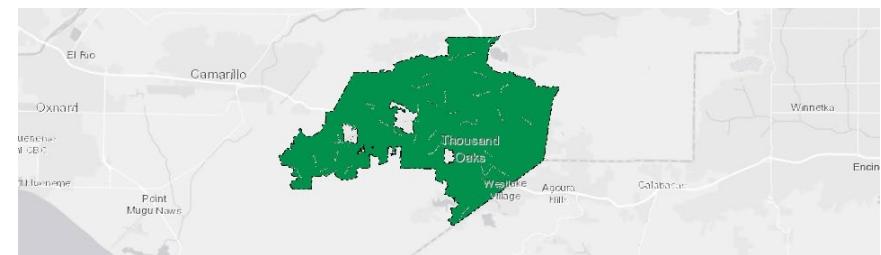

Figure 1-1: *Study Area*

Objectives and Goals

The ATP is the City's blueprint for developing active transportation infrastructure, programs, and policies. The planning process was guided by goals to ensure a successful outcome that has broad community support. Key objectives include:

➢ **Enhance Safety and Connectivity:** Identify both actual and perceived barriers to walking and biking. Through community outreach and analysis, the plan targets gaps in sidewalks, bike lanes, crossings, and other facilities, then proposes improvement projects to eliminate those barriers and create a safer, more connected network. This includes addressing high-collision locations and enhancing "low-stress" routes suitable for users of all ages and abilities.

➢ **Enhance Public Health and Environment:** Expand access to active modes of transportation by implementing the ATP's projects and programs. This is expected to improve community health through increased physical activity, reduce traffic collisions involving pedestrians and cyclists, and cut emissions by shifting some trips from cars to walking or biking. Reducing VMT via alternative modes directly supports the City's climate and air quality goals.

➢ **Promote Equity and Access:** Ensure that the benefits of the plan reach disadvantaged communities. Lower-income residents, seniors, youth, and persons with disabilities often rely on walking, bicycling, and transit. The ATP prioritizes improvements (such as safer crosswalks, accessible paths, and bikeways) that serve these groups and neighborhoods, helping to provide equitable mobility options. The plan aligns with broader efforts to achieve "Complete Streets" – streets that accommodate all users, especially for those who do not or cannot drive.

➢ **Build Community Pride and Engagement:** Increase community involvement and ownership through the ATP process and its implementation. Through public workshops, feedback form, and events, residents have helped shape the plan. As projects are built, the community can take pride in a more walkable, bike-friendly city, enjoying the social interactions and civic engagement that come with streets designed for people. This collective effort contributes to a shared sense of accomplishment and a healthier, more livable city for all.

With these objectives, the ATP update will serve as the vehicle to advance the City of Thousand Oaks' commitment to "complete streets" and a more sustainable transportation future. By integrating walking and biking into everyday life, the City aims to reduce dependence on single-occupant vehicles, thereby decreasing traffic congestion and related pollution. The overarching goal is a greener, safer, and more connected City.

Planning Context

The Active Transportation Plan Update was developed in coordination with numerous regional and local planning efforts related to walking, biking, and trails. Since the previous 2019 ATP, several significant plans and policy documents have been updated or adopted, creating a supportive framework for active transportation in the City of Thousand Oaks. The following summarizes key plans and initiatives considered in this ATP.

City of Thousand Oaks General Plan

The City's General Plan is the comprehensive long-range policy document that guides future growth and development. The City of Thousand Oaks 2045 General Plan Update adopted in late 2023, includes a new Mobility Element (updating the former Circulation Element) that fully embraces Complete Streets principles and prioritizes safety for all travel modes. The General Plan's goals and policies encourage multimodal transportation, preservation of open space and trails, and reduction of greenhouse gas emissions in line with state mandates. Complete Streets involve a context-sensitive approach to roadway design that enables safe, comfortable travel for people of all ages and abilities, across all modes walking, biking, transit, and driving using features like sidewalks, bikeways, transit facilities,
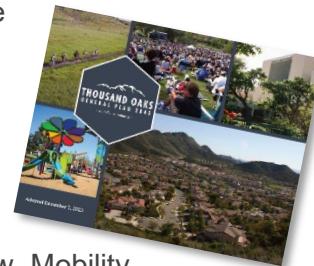
safer crossings, and streetscape improvements. The ATP helps implement these policies by identifying specific bicycle and pedestrian improvements consistent with the General Plan's vision.

2016 ADA Transition Plan

The City of Thousand Oaks adopted the ADA Transition Plan in 2016. The ADA Transition Plan is intended to identify physical barriers along streets and other pedestrian routes in the public right-of-way and to estimate the cost to address them. It also lays out the approach for removing these barriers, helping the City prioritize, schedule, and carry out the needed improvements.

Walk to School T.O.

Walk to School T.O. (walk2schoolto.org) is a community resource to help residents plan safe routes to school, understand the City's Crossing Guard Program, and learn more about pedestrian and bicycling safety measures in place citywide. It also provides educational resources regarding safe biking and walking practices for students.

2024 Climate & Environmental Action Plan (CEAP)
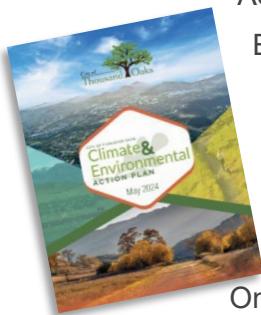
Adopted on May 7, 2024, the City's Climate & Environmental Action Plan (CEAP) provides a comprehensive roadmap to reduce community-wide greenhouse gas emissions while also delivering co-benefits such as improved air quality, public health, and local resilience. One of CEAP's key focus areas is Transportation, which emphasizes both reducing Vehicle Miles Traveled (VMT) and supporting a shift to cleaner vehicles.

CEAP specifically identifies strategies that make it easier for residents to choose walking, bicycling (including e-bikes), scooters, and transit for everyday trips, directly reinforcing the Active Transportation Plan's goals of safer, more comfortable, and more convenient non-motorized travel. CEAP also elevates environmental resilience strategies that complement active transportation investments, especially through urban trees and landscaping. Increasing tree canopy is highlighted to reduce urban heat and sequester carbon, which can make walking and biking corridors more comfortable and safer during hot weather.

As the ATP implements corridor improvements, integrating CEAP-aligned measures, such as street tree planting, shade, and context-sensitive landscaping, it can improve the user experience for people walking and biking while supporting the City's broader climate and environmental objectives.

Ventura County General Plan – Thousand Oaks Area Plan

At the county level, significant progress has been made since 2019. The Ventura County General Plan (2040), adopted in 2020, emphasizes improving non-motorized infrastructure in unincorporated areas, including the City of Thousand Oaks Area Plan (covering approximately 3,767 acres around the city). The Area Plan supports safe pedestrian and bicycle facilities connecting these outlying communities to the City of Thousand Oaks, complementing city efforts.
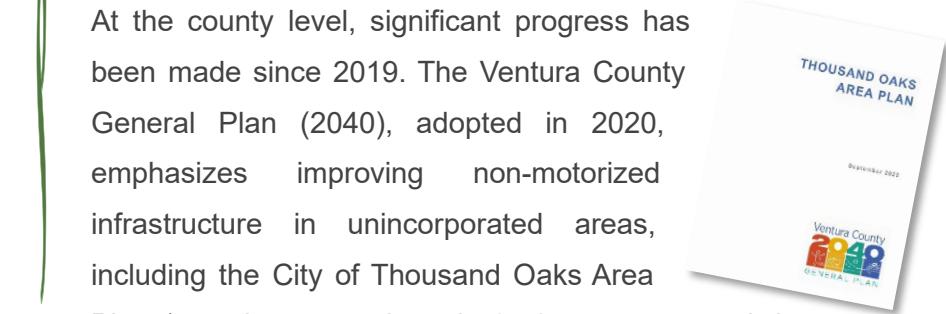
## 2025 Ventura County Non-Coastal Zoning Ordinance

In addition, Ventura County updated its Non-Coastal Zoning Ordinance (2018) to promote active transportation in new development, for example, by requiring bike parking, Complete Streets design in road projects, and amenities like improved wayfinding signage.

Ventura County Active Transportation Plan

The County has also initiated an Active Transportation Plan (ATP) for unincorporated areas (with Caltrans grant funding in FY 2020-21). This county ATP will dovetail with city efforts, as it identifies regional bikeways, Safe Routes to School needs, and other improvements in areas just outside city limits that benefit the City of Thousand Oaks residents (e.g., along Potrero Road, Santa Rosa Valley, and Lynn Road corridors).

Ventura County Regional Bikeway Wayfinding Plan

This plan created a toolkit for consistent bicycle route signage and information across jurisdictions in Ventura County. A unified wayfinding system helps cyclists navigate the region's bikeways seamlessly. The City of Thousand Oaks has begun implementing the plan's recommendations, installing standardized wayfinding signs along routes like the Hillcrest Drive bike path and North-South bikeway. Consistent wayfinding is an important "soft" infrastructure improvement that can encourage more people to bike by making routes easier to follow.
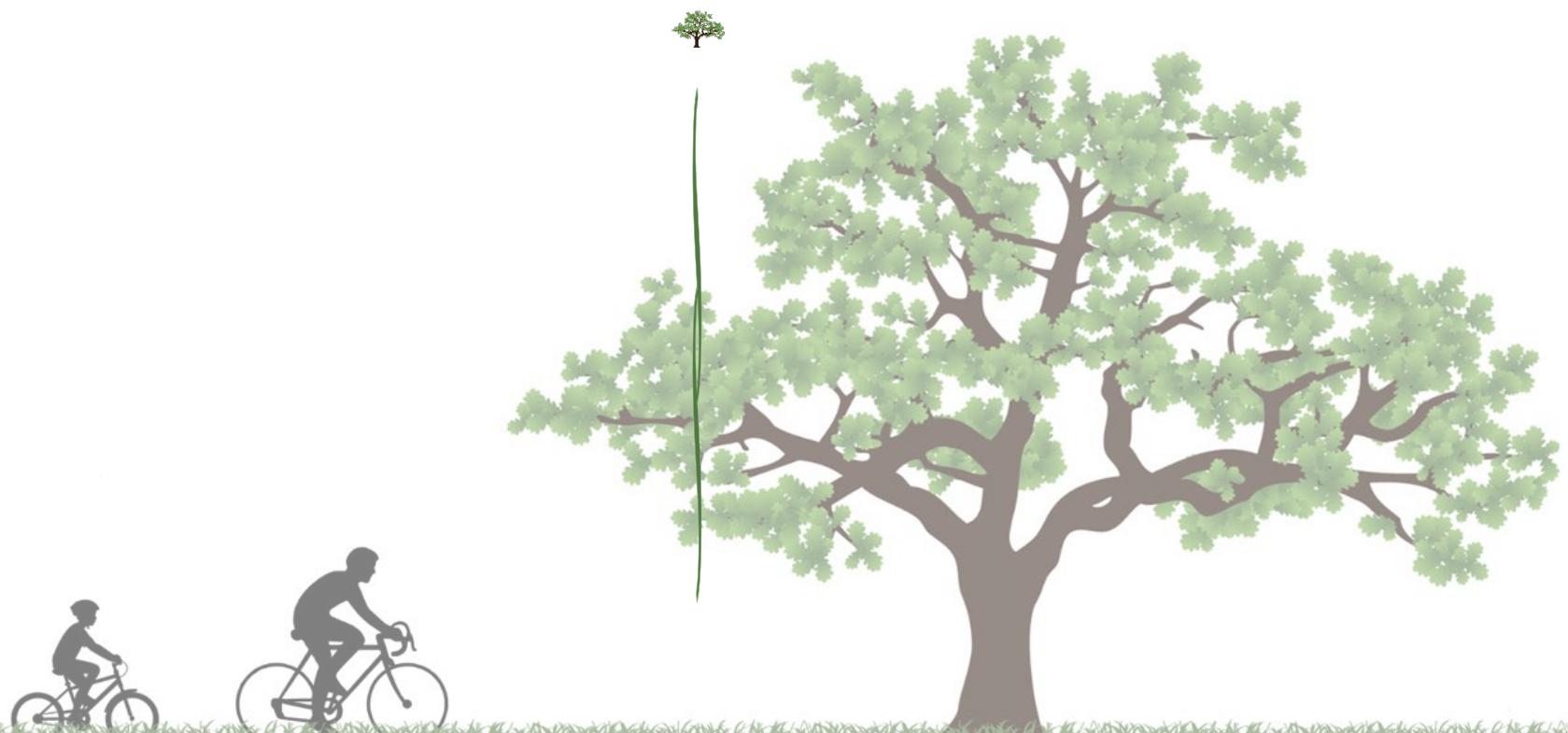
State of Practice

Although pedestrian infrastructure like sidewalks, curb ramps, crosswalks, and signals has long been a standard part of community planning, the development of bicycle infrastructure in the United States has only recently seen significant progress. This shift reflects a growing recognition of bicycling not as a niche or "alternative" form of travel, but as a mainstream mode of transportation that supports environmental sustainability, public health, and economic vitality.

Studies now highlight the importance of "low-stress" biking environments – those that minimize interaction with fast or high-volume vehicle traffic, as key to encouraging broader participation in cycling, especially among those who are interested but hesitant. Infrastructure that separates cyclists from traffic has proven especially effective in increasing comfort and ridership.

As best practices for bike infrastructure have advanced, so has the technical guidance. While California cities have traditionally relied on Caltrans and the California Manual on Uniform Traffic Control Devices (CA MUTCD) for bikeway design, they now also draw on nationally recognized sources. These include the American Association of State Highway and Transportation Officials (AASHTO), the National Association of City Transportation Officials (NACTO), and the Federal Highway Administration (FHWA).

California agencies now have more flexibility in how they implement bicycle facilities. In 2014, Caltrans officially endorsed NACTO's Urban Street and Urban Bikeway Design Guides, empowering cities to design safer, more inviting streets for cyclists. Additionally, cities can request FHWA approval for experimental treatments that fall outside CA MUTCD standards.

These national and state-level guides and policies support the broader goal of building Complete Streets – roads designed for all users, not just vehicles. The following section explores the current best practices in bikeway design, as outlined in AASHTO and NACTO materials, and provides an overview of key local, state, and federal legislation supporting the development of safe, inclusive transportation networks.

Primary Guidance

AASHTO Guide to Bikeway Facilities
This memorandum from the FHWA emphasizes the agency's support for flexible design approaches when planning bicycle and pedestrian infrastructure. While the AASHTO guides remain the primary national standards for

designing non-motorized facilities, additional resources, such as the NACTO Urban Bikeway Design Guide and the Institute of Transportation Engineers (ITE) guide Designing Urban Walkable Thoroughfares, expand upon these standards to offer greater adaptability. These tools help cities and communities create safer, more accessible environments for walking and biking. FHWA encourages the use of these design resources to strengthen pedestrian and bicycle networks, especially in urban areas.

NACTO Urban Bikeway and Urban Street Design Guides

The design guides produced by NACTO are widely regarded as leading resources for innovative bicycle infrastructure and urban street design in the U.S. These guides offer practical tools for creating safe and visually appealing local streets. Notably, nearly all treatments recommended in the Urban Bikeway Design Guide (with only two exceptions) are allowed under the Federal Manual on Uniform Traffic Control Devices (MUTCD).

The Urban Street Design Guide covers a broad range of street design topics across six main sections, each further divided into specific subjects. In contrast, the Urban Bikeway Design Guide is dedicated entirely to bicycle infrastructure, offering guidance categorized as Required, Recommended, or Optional features. The next section of this report introduces the key bikeway facility types highlighted in that guide.
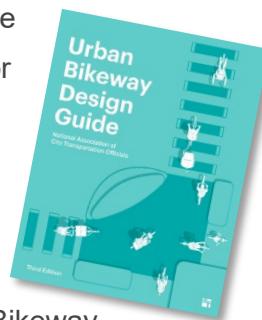
NACTO Transit Street Design Guide

With public transit becoming increasingly vital in urban areas, street design is evolving to better accommodate and prioritize transit modes like buses, streetcars, and light rail. The Transit Street Design Guide provides cities with a framework for integrating transit infrastructure into urban streetscapes while also aiming to improve service reliability and meet broader transportation and equity goals. Most of the treatments included comply with MUTCD standards, including interim-approved signage, striping, and signal treatments. The guidance draws from a combination of best practices, case studies, prior manuals, and expert consensus.

NACTO Urban Street Stormwater Guide

To address climate change and urban livability, the Urban Street Stormwater Guide offers strategies for incorporating green infrastructure into city streets. The guide presents design and engineering practices for stormwater management that not only mitigate runoff and environmental harm but also enhance street functionality and public space quality. It highlights how urban streets can be transformed to support ecological health while contributing to community and economic well-being.

The key objective of the Urban Street Stormwater Guide is to foster cross-department collaboration around sustainable infrastructure projects and to effectively communicate their long-term benefits. However, the guide does not cover stormwater strategies for private development or address runoff and drainage near controlled-access highways.

Complete Streets and Routine Accommodation

Having an adopted Active Transportation Plan (ATP) serves as a foundation for creating a bicycle and pedestrian network, aligning these goals with broader city planning efforts, and ensuring eligibility for state funding related to walking and biking infrastructure.

Still, a standalone ATP may not be sufficient for full implementation. Many cities struggle with fragmented planning, where different plans such as ATPs, ADA transition plans, and neighborhood-specific plans may overlap geographically but operate in silos, with inconsistent or even conflicting recommendations. For example, a project proposed in an ATP might be blocked by city regulations that prioritize vehicle throughput or parking availability.

Adopting a Complete Streets policy can help resolve such inconsistencies by identifying specific corridors to be designed with all transportation users in mind. These may include general-purpose Complete Streets as well as corridors prioritized for particular modes like cycling, walking, or transit, in what is known as a layered network.

Implementing such policies, however, often requires overcoming challenges such as rigid definitions of traffic impacts, vehicle Level of Service (LOS) standards, and minimum parking requirements. Writing a Complete Streets policy typically involves addressing these systemic barriers and promoting more flexible, multimodal transportation goals.

In the context of an ATP, designating priority bike and pedestrian routes as network layers, then reaffirming them within a Complete Streets framework and exempting them from traditional vehicle-centric traffic evaluations can streamline implementation and reduce costs. Projects would continue to be reviewed for consistency with the City's minimum acceptable LOS policy. Where a safety, ADA, or adopted priority network improvement would otherwise be constrained by vehicle LOS impacts, the City may consider context-sensitive design, operational mitigations, or use of an exception process (as allowed by City policy) to balance mobility for all users.

Legislative momentum supports these approaches. At the state level, Assembly Bill 1358 (AB 1358) mandates the inclusion of Complete Streets principles in general plan updates for cities and counties to include Complete Streets principles in their update of

guidelines for general plan circulation elements. Examples of best practices in Complete Streets Policies from around the United States can be found at the following link: https://old.smartgrowthamerica.org/documents/best-complete-streets-policies-of-2013-summary.pdf

Applicable Legislation

Several pieces of legislation support increased bicycling and walking in the State of California. Much of this legislation focuses on reducing greenhouse gas (GHG) emissions, with walking and bicycling recognized as key strategies for meeting these targets. Other laws emphasize the inherent value of walking and cycling, treating the safe and convenient accommodation of non-motorized users as a matter of equity.

The most relevant legislative measures related to bicycle and pedestrian policy, planning, infrastructure, and programs are described below.

State Legislation and Policies

SB-32 California Global Warming Solutions Act of 2016

This Senate bill requires that there be a reduction in GHG emissions to 40% below the 1990 levels by 2030. Greenhouse gas emissions include carbon dioxide, methane, nitrous oxide, sulfur hexafluoride, hydrofluorocarbons, and perfluorocarbons. The California Air

Resources Board (CARB) is responsible for ensuring that California meets this goal. AB-32 required California to reduce greenhouse gas emissions to 1990 levels by 2020 and SB-32 continues that timeline to reach the targets.

SB-375 Redesigning Communities to Reduce Greenhouse Gases

SB-375 aims to reduce vehicle miles traveled (VMT) by influencing land use and planning decisions. It requires large regional transportation planning agencies to adopt advanced transportation modeling techniques and to use them to develop "preferred growth scenarios" in regional plans that reduce GHG emissions. Local jurisdictions are incentivized to incorporate these scenarios into the transportation elements of their general plans.
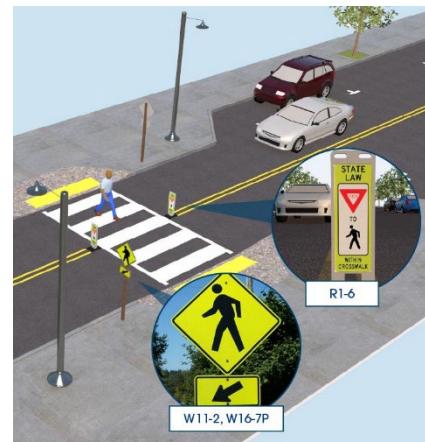
Crosswalk Visibility Enhancements

Painted bicycle lanes

AB-1358 Complete Streets Act

This act mandates that whenever a city or county updates the circulation element of its general plan, it must address how the jurisdiction will accommodate all roadway users – drivers, pedestrians, bicyclists, seniors, individuals with disabilities, and transit riders. The law also requires the Office of Planning and Research (OPR) to amend general plan guidelines to ensure local transportation systems are designed and operated to safely and conveniently serve all users, regardless of travel mode.

AB-1581 Bicycle and Motorcycle Traffic Signal Actuation

AB-1581 defines traffic-actuated signals as those that respond to traffic through detection mechanisms such as mechanical, visual, or electronic means. When new signals are installed or existing ones are replaced, they must, to an extent feasible and in accordance with professional engineering practices, be designed to detect lawful bicycle and motorcycle traffic. Caltrans has issued standards to guide the implementation of this requirement.

California Bicycle Coalition Three Feet Passing for Safety Education Logo

AB-1371 Passing Distance/Three Feet for Safety Act

Commonly known as the "Three Foot Passing Law", this statute requires motorists to provide at least three feet of space when passing a bicyclist. If roadway or traffic conditions make this impractical, drivers must reduce speed to a safe and reasonable level and wait to pass when it is safe to do so. A violation of this law carries a $35 base fine. If a motorist violates the law and injures a bicyclist in the process, the fine increases to $220.

SB-743 CEQA Reform

Equally important as the legislative efforts that promote bicycle and pedestrian infrastructure is SB-743, which aims to eliminate a major barrier to their implementation: the reliance on vehicular Level of Service (LOS) in environmental analysis.

For decades, traffic congestion measured through LOS has been treated as a significant environmental impact under the California Environmental Quality Act (CEQA). This interpretation has frequently hindered on-street bicycle infrastructure projects. Anticipated declines in LOS have led to increased project costs or have even halted projects entirely.

SB-743 seeks to remove LOS as a required metric for determining environmental impacts under CEQA. This shift is crucial, especially in built-out urban areas, where creating safer bicycle facilities often involves reallocating roadway space from vehicles to other modes. By redefining LOS as a metric of driver convenience rather than environmental harm, SB-743 empowers planners to better evaluate the real environmental and mobility impacts of transportation projects and facilitates the implementation of bicycle infrastructure that serves all roadway users.

Overhead RRFBs on Thousand Oaks Boulevard
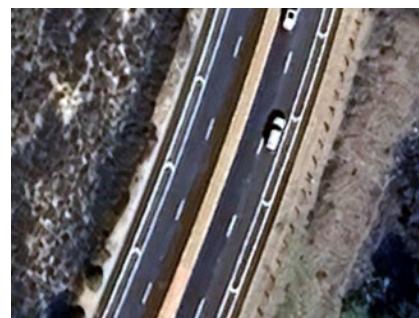
Buffered Bicycle Lanes on Lindero Canyon Road

Multi-use path on East Janss Road at Paige Lane

Walkways for pedestrians in a residential area

CEQA for Bicycle and Pedestrian Plans

Under Public Resources Code Section 15262 (Feasibility and Planning Studies), planning documents such as this Active Transportation Plan are exempt from CEQA review. These plans involve conceptual guidance and do not constitute approved, adopted, or funded projects. Therefore, they do not require the preparation of an Environmental Impact Report (EIR) or a Negative Declaration. However, they must still consider environmental factors in their development.

As individual projects move from the planning stage to design and implementation, the City will assess whether the proposed actions have environmental impacts that necessitate CEQA review at that time.

AB-1193 Bikeways

AB-1193 updates several code sections concerning bikeway development. Most notably, it formally establishes a fourth classification of bicycle facility: the cycle track (now commonly referred to as a "Class IV bikeway"). This designation acknowledges separated bikeways that provide physical separation between bicycle traffic and motor vehicles.

In addition to this classification, AB-1193 includes a significant provision that could benefit future bikeway development. Under existing law, Caltrans is required, in collaboration with local governments, to establish minimum safety design standards for bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and traffic-related matters. Existing law also requires all cities, counties, regional, and other local agencies responsible for the development

or operation of bikeways or roadways to utilize all those minimum safety design criteria and uniform specifications, and symbols.

This bill revises these provisions to require Caltrans to establish minimum safety design criteria for each type of bikeway and authorizes local agencies to utilize different minimum safety criteria if adopted by resolution at a public meeting.

SB-1 Transportation Funding

Senate Bill 1 established the Road Maintenance and Rehabilitation Program, aiming to address the extensive backlog of deferred maintenance on both the state highway system and local roadways. It allocates $5.4 billion annually over the next decade to fund essential repairs and infrastructure upgrades. Importantly, SB-1 also emphasizes the development of cleaner and more sustainable transportation networks, including enhancements to local roads, transit systems, and the growing network of bicycle and pedestrian infrastructure throughout California.

SB-672 Traffic-Actuated Signals: Motorcycles and Bicycles

This bill permanently extends the requirement for traffic-actuated signals to reliably detect bicycles and motorcycles at intersections. The legislation mandates that local agencies continue to install and maintain signal detection systems that recognize lawful bicycle and motorcycle traffic. Since it applies ongoing requirements to local governments, SB-672 effectively creates a state-mandated local program. Under California law, the State is required to reimburse local agencies and school districts for certain mandated costs.

SB-760 Transportation Funding: Active Transportation Complete Streets

SB-760 proposes the establishment of a dedicated Division of Active Transportation within Caltrans to provide oversight and leadership on issues related to walking and biking. The bill directs the California Transportation Commission (CTC) to prioritize funding for pedestrian and bicycle safety improvements and to support implementation of bicycle and pedestrian projects. Additionally, it requires Caltrans to revise its Highway Design Manual to incorporate Complete Streets principles, including guidance for selecting appropriate bicycle facility types.

SB-922 California Environmental Quality Act Exemption: Transportation-Related Projects

SB 922 extends exemptions from the California Environmental Quality Act (CEQA) for bicycle transportation plans in urbanized areas through January 1, 2030. The bill covers projects such as street restriping for bicycle lanes, bicycle parking and storage installations, signal timing adjustments, and signage enhancements, provided they meet certain criteria.

Caltrans' Deputy Directive 64-R1

Caltrans' Deputy Directive 64-R1 outlines the agency's commitment to accommodating travelers of all ages and abilities in all stages of transportation projects on the State Highway System. The directive mandates that Caltrans consider bicycling, walking, and transit as integral elements of the transportation network and treat all transportation projects as opportunities to enhance safety, accessibility, and mobility. It further recognizes the environmental, public health, and economic benefits of adopting Complete Streets policies across the state.

AB-902 Traffic Violation and Diversion Programs

Previously, state law prohibited local authorities from allowing individuals who committed traffic violations under the Vehicle Code to participate in driver education or awareness programs instead of facing penalties unless the offender was a minor and the offense did not involve a motor vehicle, and the program was free of charge.

AB-902 updates this provision, allowing any individual of any age who commits a non-motor vehicle infraction to participate in a diversion program approved by local law enforcement. It also removes the requirement that the program must be free and includes other technical revisions to streamline the process.

AB-1096 Electric Bicycles as Vehicles

This bill clarifies and modernizes the definition and regulation of electric bicycles in California. It defines an electric bicycle as a bicycle with operable pedals and an electric motor under 750 watts, and establishes three distinct classes of electric bicycles:

➢ **Class 1:** Pedal-assist only, with a maximum assisted speed of 20 mph.

➢ **Class 2:** Throttle-assisted, also capped at 20 mph.

➢ **Class 3:** Pedal-assist only, with assistance up to 28 mph.

The bill prohibits Class 3 electric bicycles from operating on certain bike paths, lanes, or trails unless allowed by local ordinance. Local jurisdictions are also empowered to restrict the use of Class 1 and Class 2 e-bikes on designated paths or trails via local ordinance.

AB-390 Pedestrian Crossing Signals

AB-390 authorizes pedestrians to begin crossing when a countdown timer is active, even if it is accompanied by a flashing "DON'T WALK", "WAIT", or "Upraised Hand" symbol. The pedestrian must complete the crossing before the signal switches to a steady "DON'T WALK" or equivalent indicator.

Moorpark Rd at Hillcrest Dr (Sidewalks in a commercial area)

Chestnut St (Sidewalks in a residential area)

AB-413 Daylighting Law

AB-413 enhances road safety by prohibiting vehicle parking or stopping within 20 feet (and 15 feet where curb extensions exist) of the vehicle approach side of any crosswalk, whether marked or unmarked. AB-413 went into effect starting on January 1, 2025.

SB-1216

SB-1216 prohibits installing a new sharrow on a highway that has a posted speed limit greater than 30 miles per hour (except as specified) on and after January 1, 2025.

SB-671 Pedestrian Crossing Signals

SB 671 requires that upon the first installation or replacement of a state-owned traffic-actuated signal, the signal must include Leading Pedestrian Intervals (LPI) installation and touch-free Accessible Pedestrian Signals (APS) and directs Caltrans to catalogue existing state-owned/operated signals in specified areas.

AB-382 - Pedestrian safety: school zones speed limits

AB 382 reduces the school zone speed limit from 25 miles per hour (mph) to 20 mph beginning January 1, 2031, and makes available signage and posting options at local agency discretion.

Federal Legislation

Safe Streets Act (S-2004/HR-2468)

The Safe Streets Act promotes the adoption of Safe Streets policies at state and regional levels, mirroring strategies already embraced by many local governments and Metropolitan Planning Organizations (MPOs). The legislation requires states and MPOs to adopt Safe Streets policies for all federally funded construction and roadway improvement projects within two years of enactment. The bill aims to ensure national consistency and flexibility in roadway planning and design, encouraging more inclusive infrastructure that supports all modes of travel and all user types.

Chapter 2
Existing Conditions
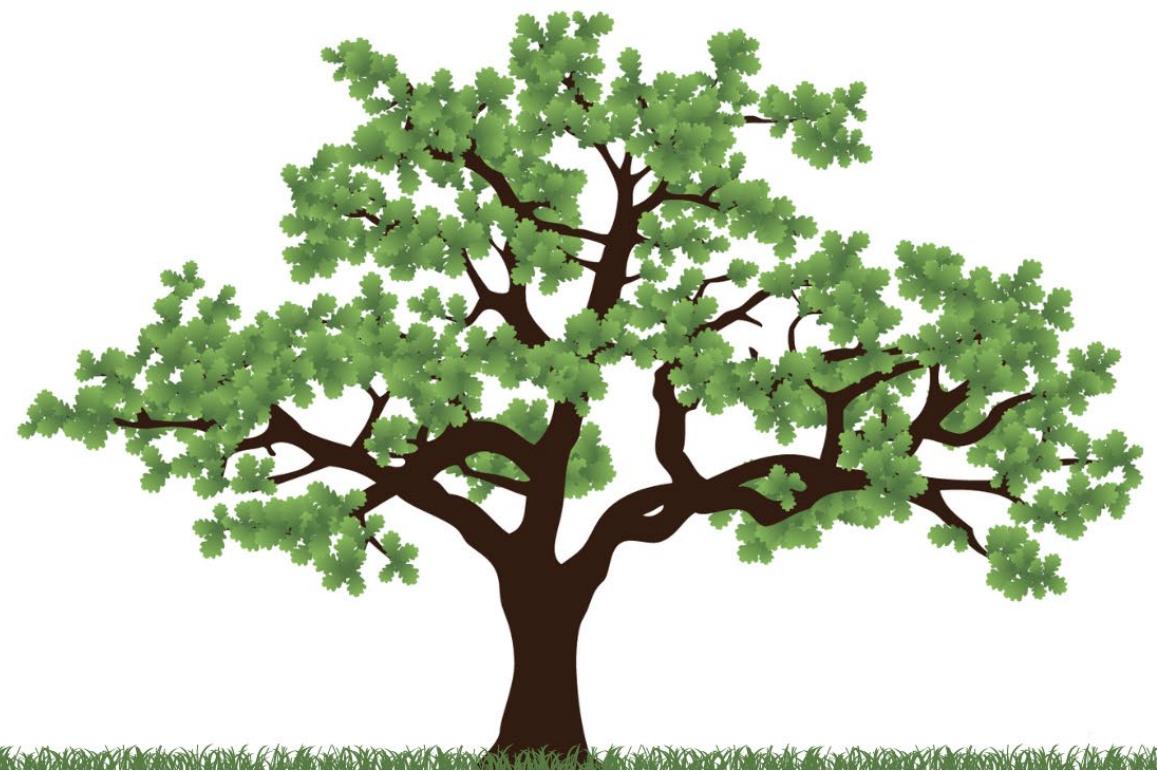
Existing Conditions Overview

This chapter presents an updated overview of the City of Thousand Oaks' existing conditions relevant to active transportation planning in 2026. It builds upon the 2019 ATP foundation and incorporates more recent demographics, infrastructure assessments, and collision data analysis. As in 2019, a comprehensive analysis of existing infrastructure and development patterns was conducted to inform recommendations for new or upgraded bicycle and pedestrian facilities. Employment hubs, retail districts, parks, and schools remain central to the city's connectivity priorities.

The planning process for this update involved extensive GIS analysis, new field assessments, community outreach, and meetings with city staff to gather data and input. GIS analyses were sourced from city records, the Statewide Integrated Traffic Records System (SWITRS), and other state and open data repositories. Physical infrastructure data, demographics, and commuting patterns of the city's residents were also examined using data from the most recent American Community Survey (2023). These datasets were cleaned, merged, and analyzed to identify patterns and correlations within the City of Thousand Oaks. Field work included site audits and geo-referenced photography to assess conditions and assist in illustrating concepts in the plan. In addition, mobile data collection tools and online survey platforms enabled wider community input and a more inclusive engagement process.

Existing Bicycle Facilities

The existing bicycle facility network of the City of Thousand Oaks in 2026 includes multi-use paths, bicycle lanes, and shared bicycle routes. These facilities make up approximately 118 miles of bikeways, out of which 84.44% of this infrastructure is bicycle lanes, and most of these are on major arterials. Some of the bicycle lanes at the southeastern end of the City of Thousand Oaks extend beyond the city limits, connecting the City to the greater regional bicycle network. Along with some improvements and additions to the existing bicycle facilities, the existing infrastructure was reviewed for potential further upgrades, and missing sidewalk data helped guide future infill project recommendations.

To date, three multi-use facilities exist within the city, including the:

➤ Conejo Creek Bike Path, which is a 1.5-mile-long path that connects Janss Road to East Gainsborough Road,

➤ Conejo Creek North Park Northeast path, about 0.15-miles long, that is attached to East Avenida De Las Flores on the other end,

➤ Greenmeadow Bike Path, which is a 0.3-mile-long section of Greenmeadow Avenue just south of the Los Robles Greens Golf Course which provides convenient bike access between Moorpark Road and Lynn Road.

One of the major improvements since 2019 is the upgrade of 0.78 miles of S Reino Rd, south of Borchard Road, from Class III Bike Routes into Class II Bike Lanes (buffered).

Existing Bike Facilities

Multi-use paths and shared bike routes 16%

Bike Lanes 84%

Figure 2-1: *Existing Bike Facilities*
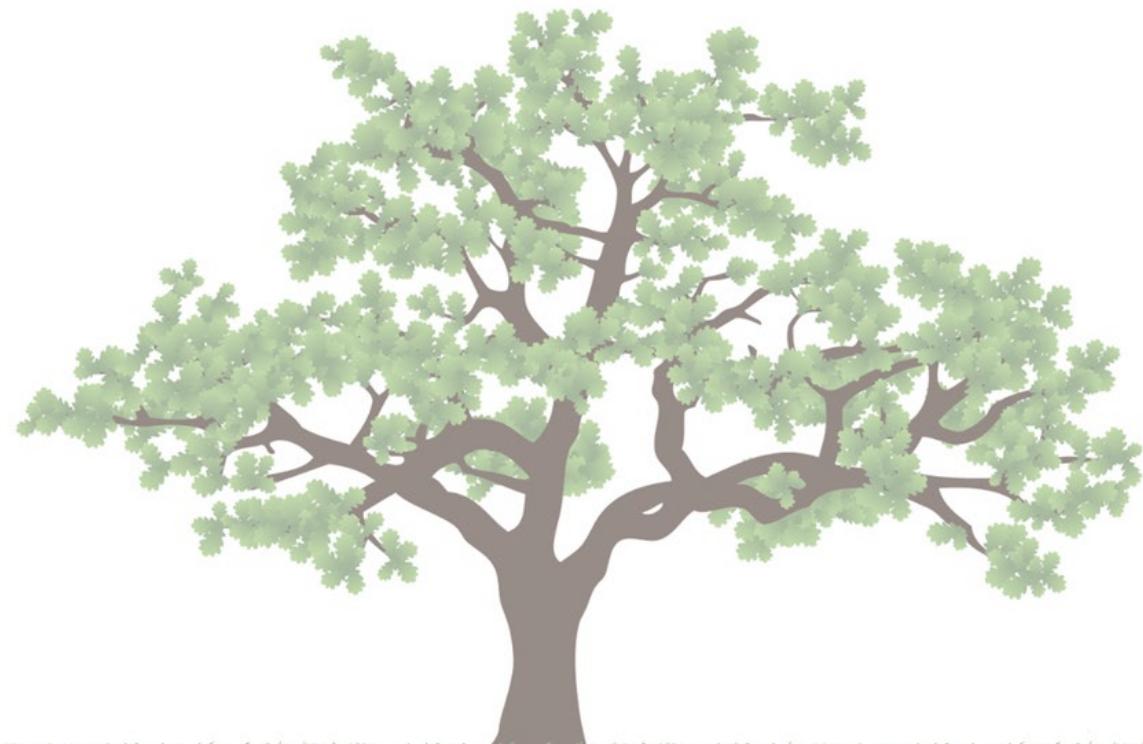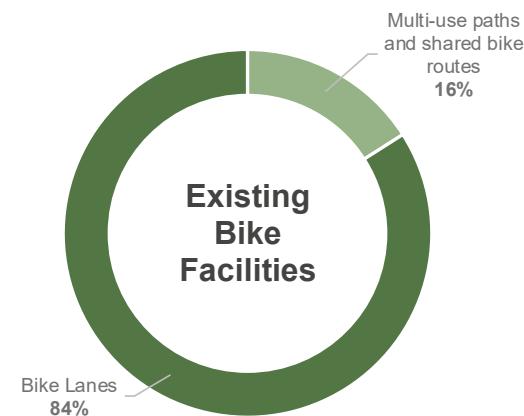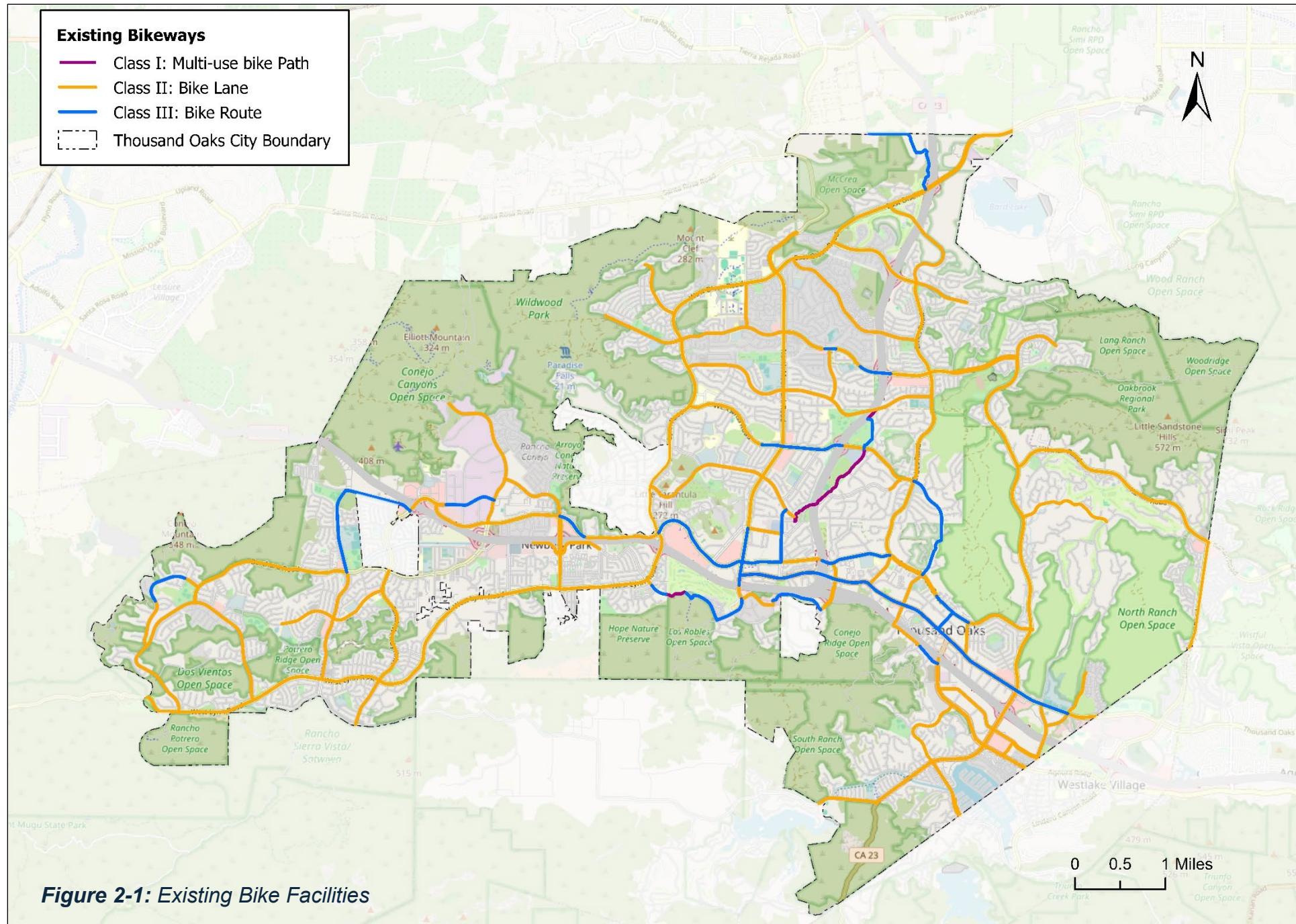
Existing Pedestrian Facilities

The City of Thousand Oaks' pedestrian network primarily consists of sidewalks along streets, accounting for 68.30% of the system. Trails make up 22.72%, while 8.24% of the network includes roads lacking sidewalks. Many of these segments predate the City's incorporation and were intended to preserve a rural character. Greenbelts represent the remaining 0.74%. Beyond these existing paths, the City also features 14 designated crossing guard locations to assist children in safely navigating street crossings and to alert drivers to the presence of more vulnerable pedestrians.

Los Robles Trail Picture

High Visibility Crosswalk on Erbes Road at La Granada Drive

Trails
23%

Missing
Sidewalks
8%

Greenbelt
1%

**Existing
Pedestrian
Facilities**

Sidewalks
68%

Pedestrian Facilities

- Trailheads
- Neighborhood Access Point
- Crossing Guard Location
- RRFBs
- Missing Sidewalk
- Existing Sidewalk
- Greenbelts
- Trails
- Schools
- Parks
- Thousand Oaks City Boundary

N

0   0.5   1 Miles
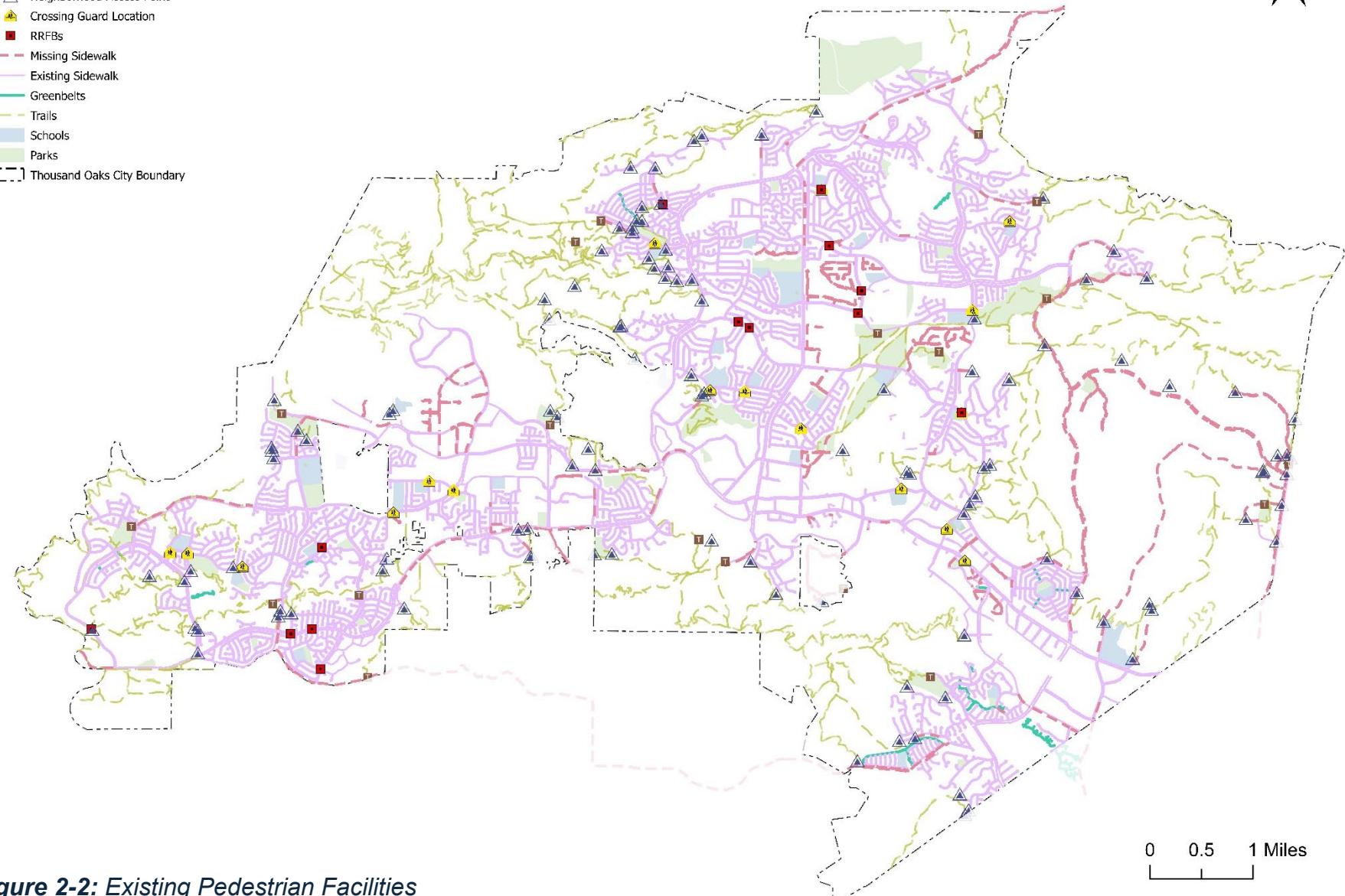
Figure 2-2: *Existing Pedestrian Facilities*

Land Use and Activity Centers

The City of Thousand Oaks features a predominantly conventional urban layout, characterized by very low to low-density residential neighborhoods, interspersed with pockets of institutional, commercial, and industrial areas. Moderate-density housing, office spaces, and commercial zones are primarily concentrated along the U.S. Route 101 corridor. Undeveloped land is mainly situated near the City's outskirts, particularly to the north, south, and east.

The City's key activity centers include employment areas, government offices, industrial zones, retail destinations, healthcare facilities, educational institutions, parks, and open spaces. These locations, many of which are mandated for consideration in California's bicycle planning legislation, play a vital role in shaping bicycle and pedestrian networks. Designing infrastructure that connects people to where they live, work, shop, and play is essential. Major destinations in the City of Thousand Oaks include The Oaks Mall, The Promenade at Westlake, and the Civic Arts Plaza, alongside various public amenities, parks, and schools.

Land Use Distribution

- Mixed Use 1.7%
- Education 3.7%
- Industrial 3.1%
- Public 1.2%
- Commercial 2.0%
- Open Space 48.4%
- Residential 39.9%

Figure 2-3: *Land Use*

Land Use

Residential

	Neighborhood Rural (0 to 1.0 du/acre)
	Neighborhood Very Low (>1 to 2 du/acre)
	Neighborhood Low 1 (>2 to 4.5 du/acre)
	Neighborhood Low 2 (>4.5 to 6 du/acre)
	Neighborhood Low-Medium (>6 to 10 du/acre)
	Neighborhood Medium 1 (>10 to 15 du/acre)
	Neighborhood Medium 2 (>15 to 20 du/acre)

Neighborhood High (>20 to 30 du/acre)
Mobile Home Exclusive

Mixed Use

Mixed Use (>20 to 30 du/acre, 0.25 FAR)

Commercial

Commercial Neighborhood (0.5 FAR)
Commercial Town (1.0 FAR)
Commercial Regional (2.0 FAR)

Industrial

Industrial Low (1.0 FAR)
Industrial Flex (2.0 FAR)

Other

Institutional
Parks, Golf Courses, Open Space
Infrastructure

0   0.5   1 Miles

Roadway Conditions

The City of Thousand Oaks' street network primarily consists of two to four-lane roads, which account for approximately 67% of the total roadway mileage. Roads with 5 or more lanes represent about 33%. Given one third of the roadways are comprised of more than 4 lanes, and they may experience high traffic volumes and at high speeds, riding a bike or crossing these streets for bicyclists and/or pedestrians may be less comfortable. Therefore, these segments can be potential priority corridors for separated bikeways/sidewalks so people can bike and/or walk with a comfortable buffer from moving vehicles.

5+ lanes
33%

2 lanes
34%

**Number
of
Lanes**

3-4 lanes
33%
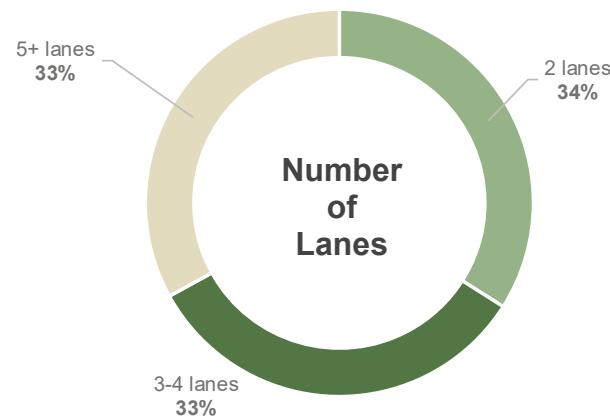
Average Daily Trips

To better understand traffic dynamics, average daily vehicle trips (ADT) were analyzed. This data helps identify streets that may be suitable or unsuitable for different types of bicycle and pedestrian facilities. Research indicates that cyclists and pedestrians generally prefer roads with lower vehicle volumes and slower speeds. According to FHWA guidelines, roads with over 12,000 vehicles per day are considered high-volume. Major arterials such as Lynn Road, Moorpark Road, Reino Road, Rancho Road, and Thousand Oaks Boulevard have segments that exceed 22,000 daily trips. Secondary arterials like Janss Road, Townsgate Road, Westlake Boulevard, and Olsen Road experience between 13,500 and 22,000 trips per day in some segments.

In addition to informing facility selection, ADT can serve as a preliminary screening tool for identifying corridors for potential road repurposing (reallocating roadway space from general-purpose lanes to bikeways, wider sidewalks, transit, or parking/landscaping); however, any repurposing concept would require corridor-specific analysis of peak-hour operations, turning movements, freight/transit needs, and safety performance.

Speed Limits

Most of the City's non-residential streets have posted speed limits between 30 and 45 miles per hour (mph), especially major thoroughfares that facilitate cross-town travel. Some higher-speed arterials, including some segments of Lynn Road, Olsen Road, and Westlake Boulevard, are posted at 50 mph or above. These corridors are often the most direct connections between neighborhood areas and sometimes hold heavy traffic volumes and/or higher speed traffic. Therefore, as mentioned before, given higher speeds and traffic volumes can reduce comfort and increase exposure for people walking and biking, these streets are priority locations for continuous, well-designed dedicated facilities and safer intersection crossings.

Highway (Freeway) Intersections

The City of Thousand Oaks is intersected by two major highways: U.S. Highway 101 and State Route 23. These create about 21 highway intersections within City boundaries, many of which are near freeway entrances and exits. Such locations pose navigational challenges and stress for pedestrians and bicyclists. Notably, six of these interchanges include overpasses without protective fencing; these facilities are generally within Caltrans right-of-way and jurisdiction, and any improvements would require coordination with and approval by Caltrans.
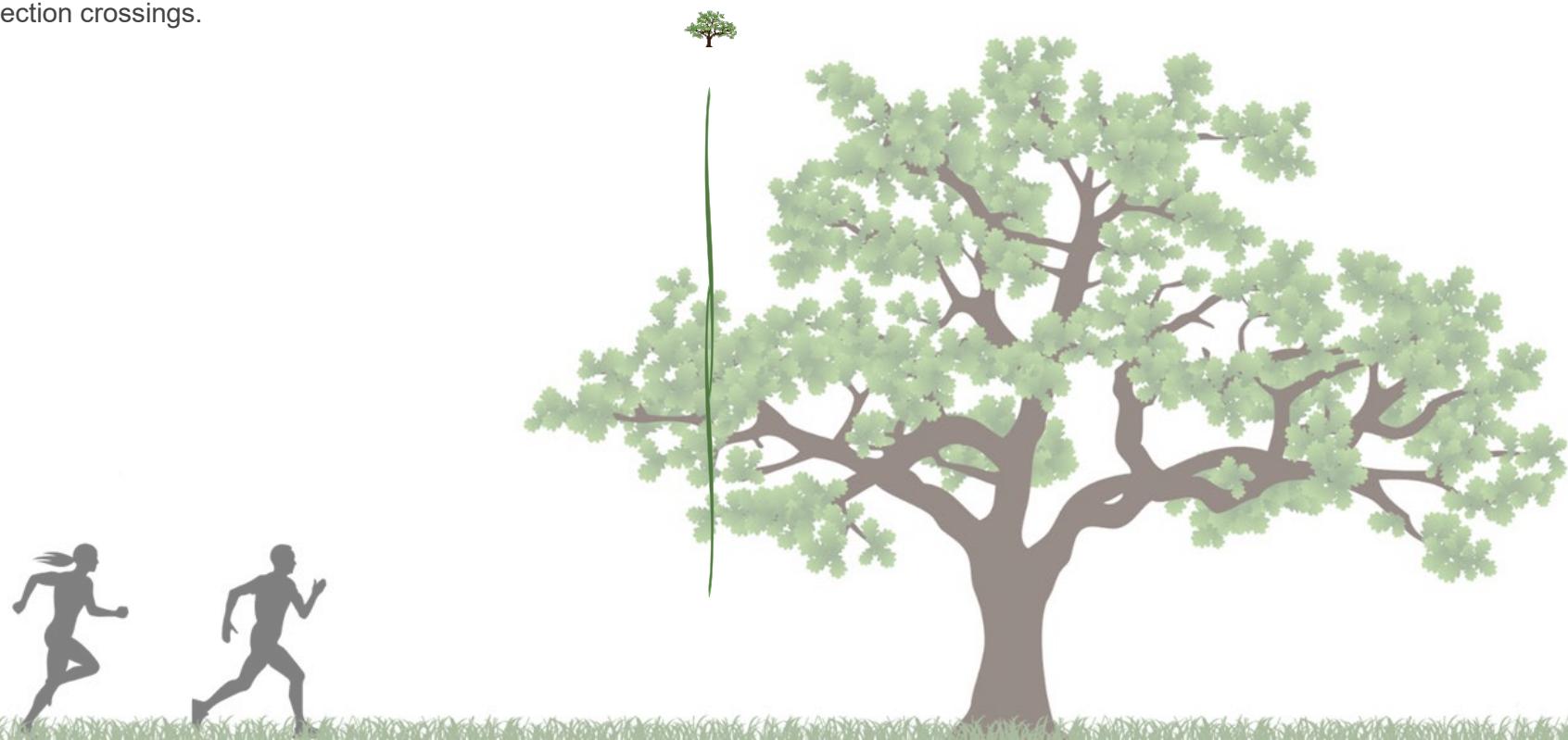
Figure 2-4: *Street Classification*
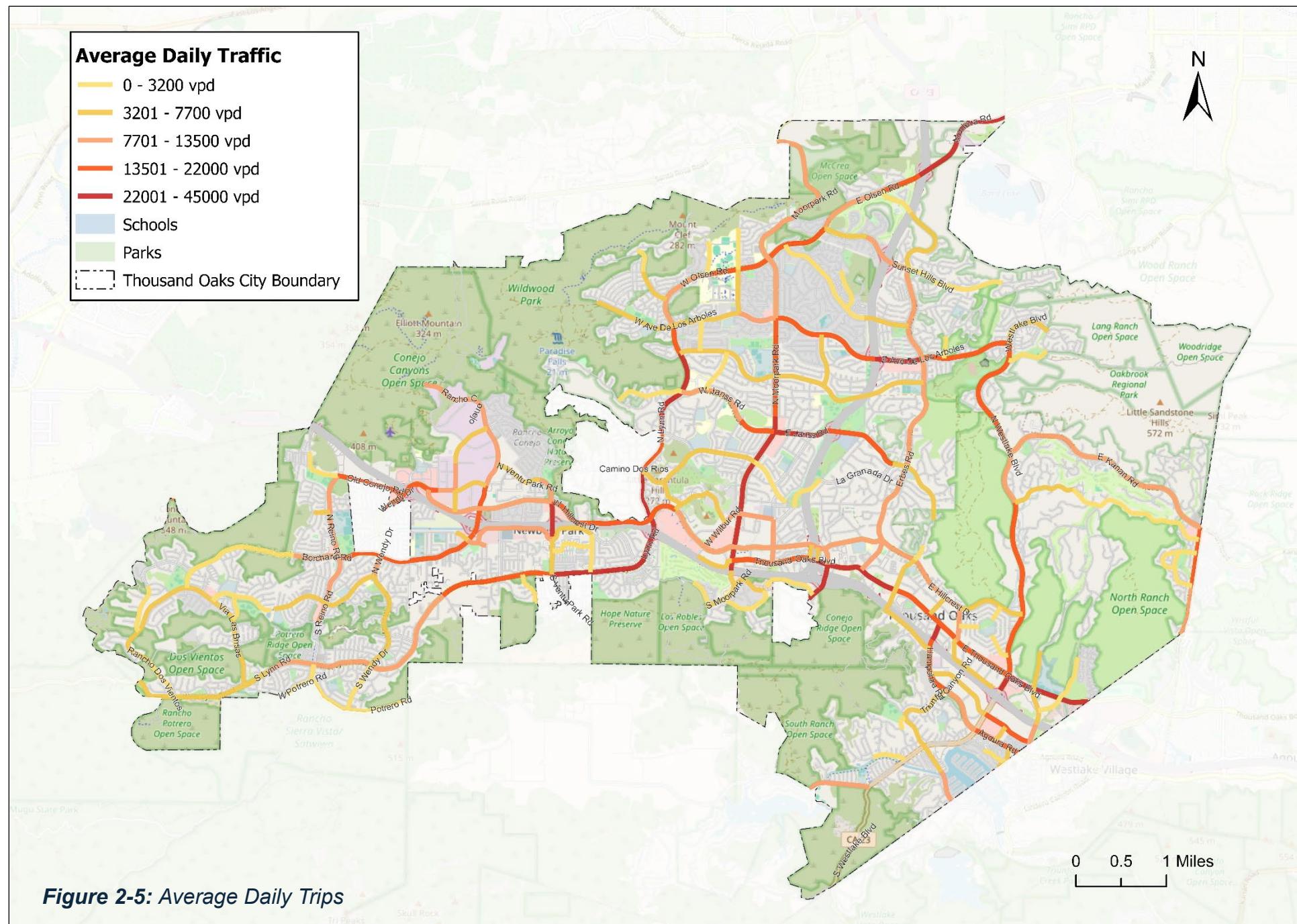
Figure 2-5: *Average Daily Trips*

Figure 2-6: *Speed Limits*

Highway Intersections by Types

⋊⋉ Overpass (involves highway interchange)

▬ Underpass (involves highway interchange)

⋊⋉ Overpass

▬ Underpass

Existing Bikeways

▬ Class I: Multi-use bike Path

▬ Class II: Bike Lane

▬ Class III: Bike Route

▢ Schools

▢ Parks

⌐⌐ Thousand Oaks City Boundary
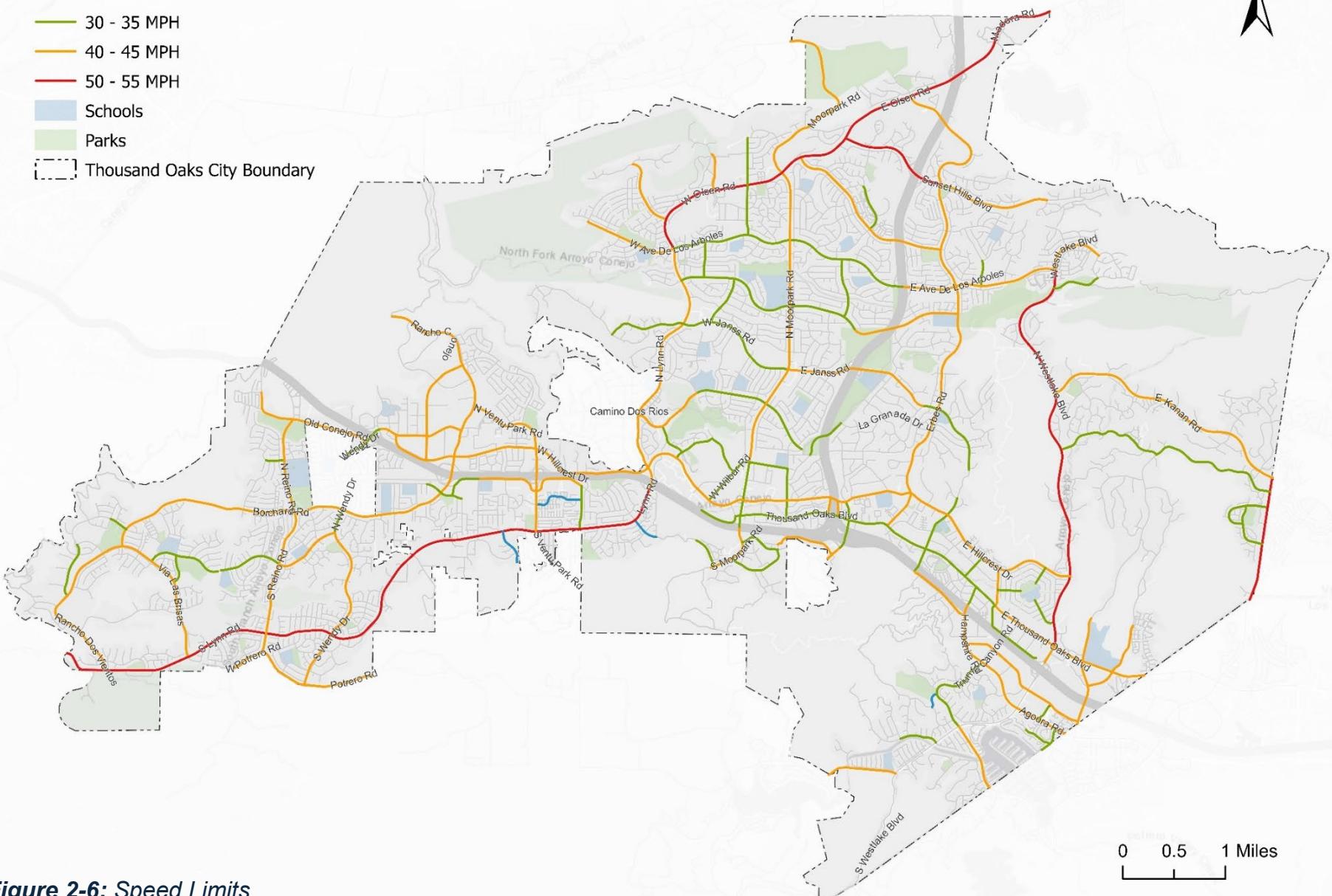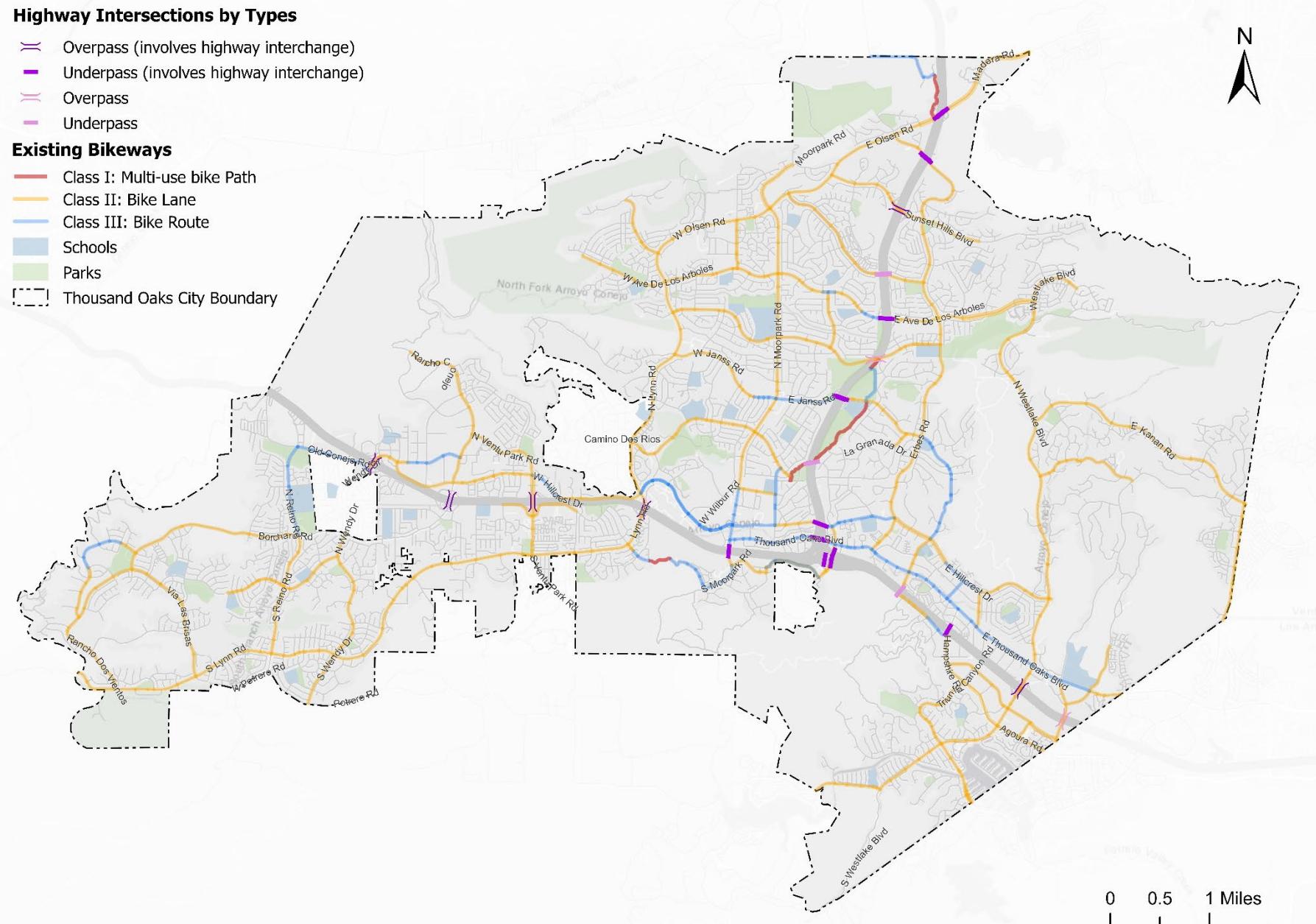
Figure 2-7: Highway Intersections

Transit Routes

There are currently eleven bus routes operating within the study area. These include six year-round local fixed-route services and one seasonal fixed-route service (not included in the count) from Thousand Oaks to Zuma and Ventura Harbor Beaches, which are provided by the City of Thousand Oaks, as well as two intercity routes operated by the Ventura County Transportation Commission (VCTC), which travel along the City's major arterial roads. In addition, an LA Metro Route 161 and Commuter Express Routes 422 and 423 serve the City of Thousand Oaks area. As part of this planning effort, all existing transit routes and stop locations were reviewed to ensure that the proposed improvements support better access to these transit services, recognizing them as key destinations within the City. It should be noted that local network changes were made in January 2026 to the City of Thousand Oaks transit services, including the addition of a sixth route. As it was not yet operational at the time of preparing this ATP Update, Route 45: Newbury Park – Rancho Conejo was not included in the existing conditions analyses.

VCTC offers transit services throughout Ventura County

City of Thousand Oaks Bus

Use public transit 1%

Public Transit Usage

Don't use public transit 99%
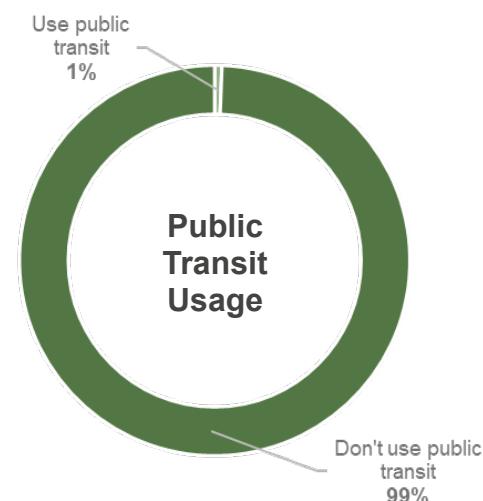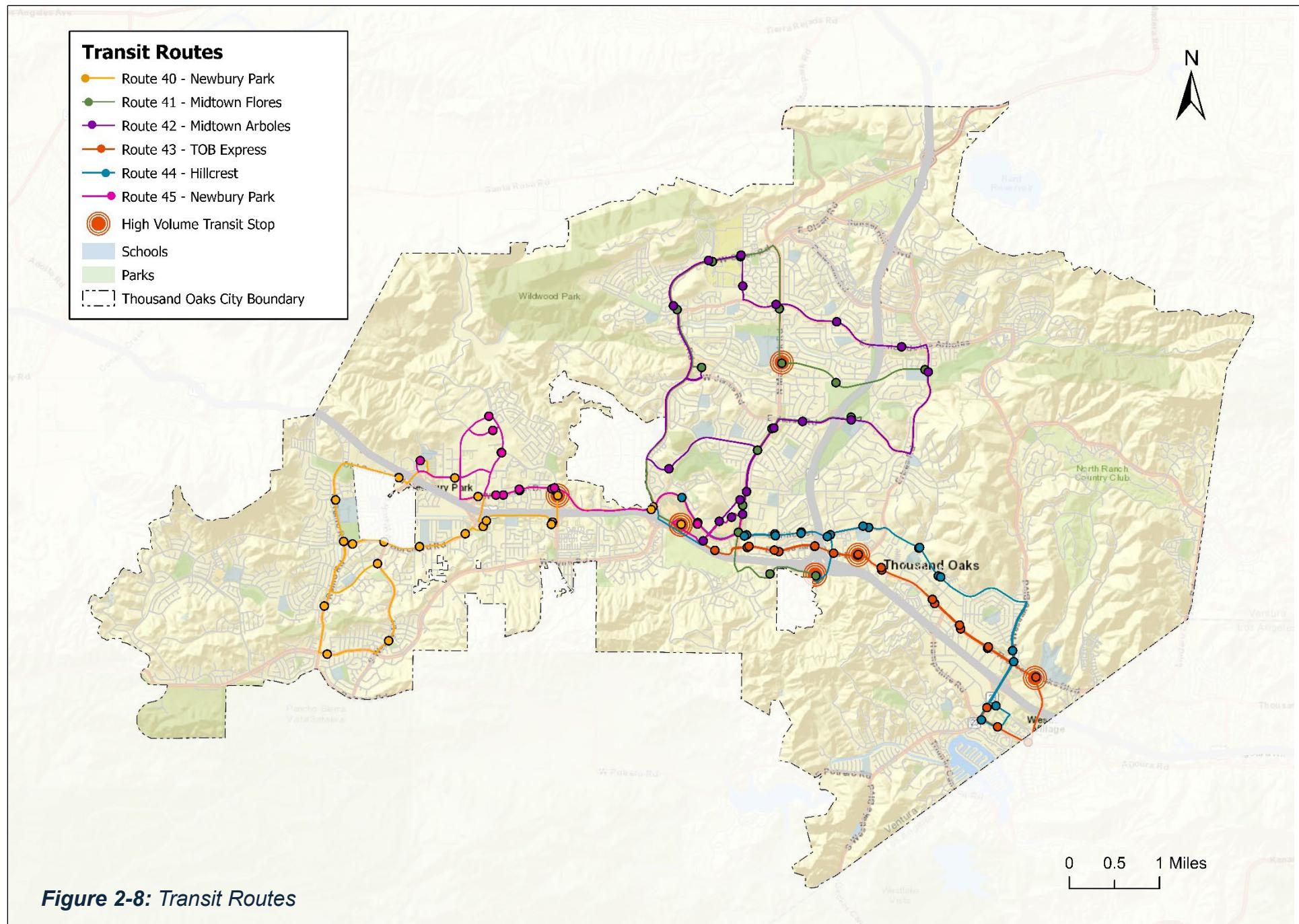
Figure 2-8: *Transit Routes*

Transportation Mode Share

Based on estimates from the U.S. Census 2023 American Community Survey, there are 59,801 estimated individual workers in the City of Thousand Oaks using different modes of travel to work places, and the breakdown of commuting modes is as follows:

➢ **Car:** 73.6%

➢ **Public Transit:** 0.5%

➢ **Walking:** 1.8%

➢ **Bicycling:** 0.4%

➢ **Working from Home:** 22.6%

➢ **Other Means:** 1.1%

The data indicates that a significant majority of around 75% commute by car. This highlights the need for strategic investment in public transit, active transportation infrastructure, and other alternative mobility options to help reduce reliance on personal vehicles, ease congestion, and provide residents with more diverse commuting choices.

Walking Mode Share

Walking mode share represents the proportion of workers aged 16 and older who walk to their jobs. This metric serves as an indicator of how well local infrastructure and land use patterns facilitate pedestrian commuting. In the City of Thousand Oaks, walk-to-work rates are generally influenced by the closeness of residential areas to employment hubs.

Bicycle Mode Share

Bicycling mode captures the percentage of residents aged 16 and over who commute to work by bike. In the City of Thousand Oaks, bicycle commuting is moderately distributed across the city, with higher concentrations found in areas that blend dense residential neighborhoods with nearby commercial and retail destinations.

Public Transit Mode Share

Transit mode share indicates the portion of workers aged 16 and above who use public transportation for their daily commute. This measure reflects the effectiveness of transit accessibility, including first mile-last mile connectivity, route availability, and the alignment of land use patterns with transit service areas.

Commuter Mode Splits

- Other Means 1.1%
- Working from Home 22.6%
- Bicycling 0.4%
- Walking 1.8%
- Public Transit 0.5%
- Car 73.6%
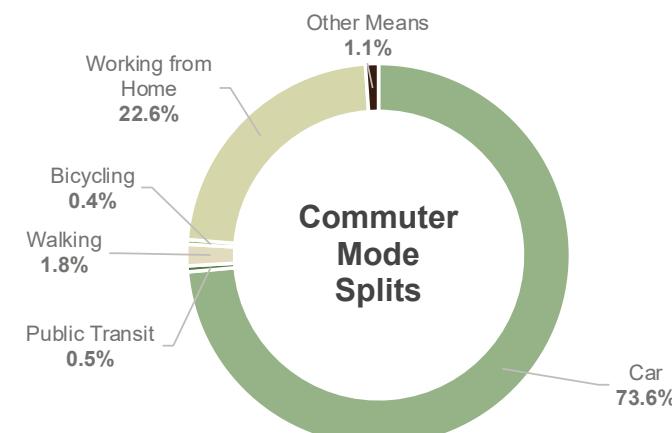
Demographics

According to the 2023 American Community Survey (ACS), Thousand Oaks had a population of approximately 124,430 residents spread across 55.33 square miles, yielding a population density of around 2,249 individuals per square mile and encompassing 46,268 households. The City features a balanced age distribution, with about 20% of residents aged 65 and older, and roughly 23% under the age of 19.

The racial and ethnic composition includes approximately 68.4% White, 9.3% Asian, 1.9% African American, 0.7% American Indian, 0.1% Pacific Islander, 14.3% identifying with two or more races, and 5.3% categorized as some other race. Around 36% of the population identifies as Hispanic or Latino.

The median household income in the City stands at $130,475, with 8% of residents living below the federal poverty line. Nearly all households reported access to one or more vehicles, with just 4.6% lacking vehicle access.

Population
124,430

- Seniors (Aged 65+) **20%**
- Children (Ages 0-14) **16%**
- Adult **64%**

Race

- Two or more races **14.3%**
- Other **5.3%**
- Hawaiian **0.1%**
- Asian **9.3%**
- American-Indian **0.7%**
- African-American **1.9%**
- White **68.4%**

Total Vehicles
94,631

- 5-plus-vehicle **3.2%**
- No-vehicle **4.6%**
- 4-vehicle **7.7%**
- 1-vehicle **26.2%**
- 3-vehicle **17.6%**
- 2-vehicle **40.7%**
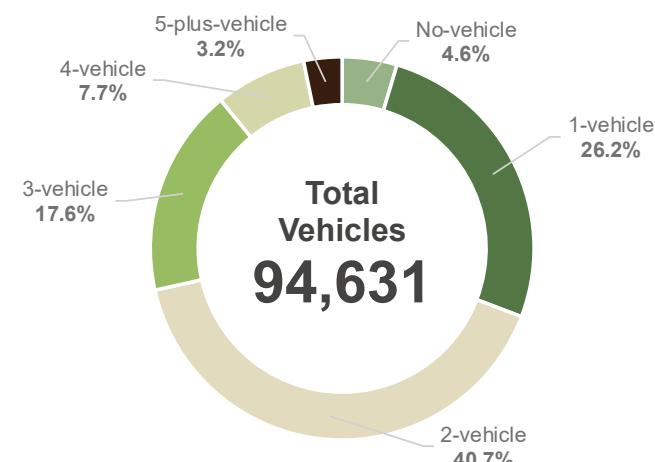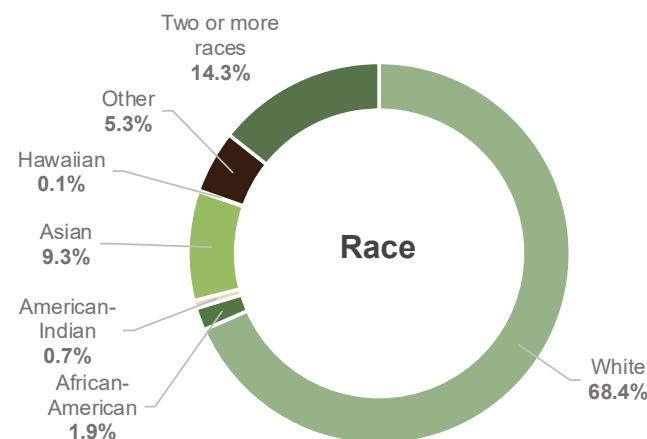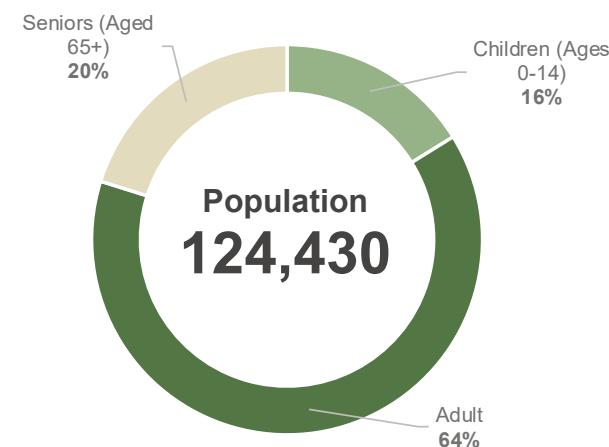
Needs Analysis

Analysis Overview

Analyzing current conditions and forecasting future trends is a critical part of any transportation planning process. For this project, the analysis combined GIS-based spatial analysis, on-the-ground fieldwork, and input from the community and key stakeholders. This comprehensive, multi-faceted approach ensured robust data collection and allowed for effective validation of findings. For instance, concerns about bicycle and pedestrian safety were assessed using both public feedback and collision data, including the locations, frequency, and causes of incidents. Comparing these datasets helped to validate safety concerns and highlight specific areas needing infrastructure upgrades.

The following sections detail the analyses conducted in this ATP Update, including assessments of safety, first/last mile connections, Level of Traffic Stress (LTS), anticipated demand, street lighting, and community engagement outcomes.

Collision Analysis

Bicycle and Pedestrian Collisions

Bicycle and pedestrian collision data were sourced from the Statewide Integrated Traffic Records System (SWITRS), maintained by the California Highway Patrol (CHP). This dataset includes reported bicycle-vehicle, pedestrian-vehicle, and bicycle-pedestrian collisions that resulted in injury or property damage within the City of Thousand Oaks during the five-year period from 2020 to 2024. It should be noted that this five-year period does not contain data beyond 2024 due to the existing lag of updated provisional data at the time of this ATP Update. *Figure 3–1* displays the spatial distribution and density of reported collision locations. It's important to note that incidents occurring on off-street paths are not included in this dataset, and that bicycle and pedestrian collisions are generally under-reported, meaning that actual numbers may be higher than shown.

During this five-year period, 112 bicycle-related and 97 pedestrian-related collisions were recorded, with 7 fatalities reported in total. Bicycle-related collisions peaked in 2021, while pedestrian-related accidents had a peak in 2022. The majority of bicycle-related and pedestrian-related collisions (79.4%) resulted in visible injuries or complaints of pain. The remaining 20.6% led to either severe injury or death. Many of the bike- and pedestrian-involved incidents (95%) occurred under daylight or lighted conditions, while 5% took place in low-light conditions, such as dawn, dusk, or unlit areas.

For bicycle collisions, nearly 47.7% involved bicyclists either traveling on the wrong side of the road, accounting for 19.3%, or bicyclists failing to yield to vehicles' right-of-way (28.4%). Additional causes were due to poor driver behavior including unsafe speeds (12.8%), improper turns (14.7%), and failure to obey traffic signs/signals (2.8%). In contrast, pedestrian collisions were primarily due to drivers not yielding the right-of-way to pedestrians (44.8%). *Table 3-1* lists the top 10 corridors with the highest number of reported collisions.

Table 3-1: *Top 10 Bicycle Collision Corridors*

No.	Street Name	Collisions
1	Hillcrest Drive	10
2	Westlake Blvd	7
3	Thousand Oaks Blvd	7
4	Moorpark Road	7
5	Lynn Road	7
6	Avenida de Los Arboles	6
7	Erbes Road	4
8	Olsen Road	4
9	Borchard Road	3
10	Newbury Road	3

Figure 3-1: *Bicycle and Pedestrian Collisions 2020-2024*
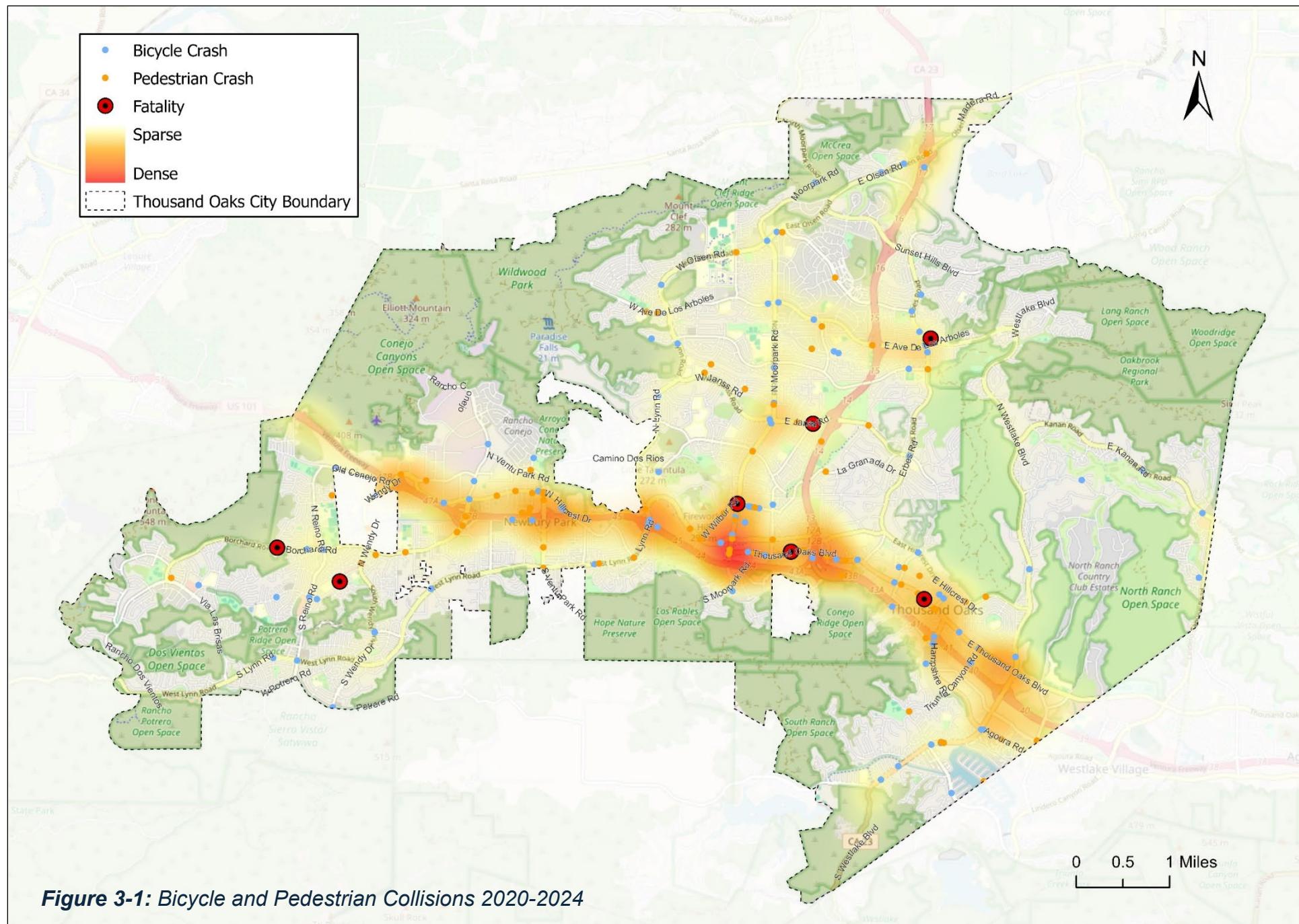
First and Last Mile Analysis

First and Last Mile Analysis focuses on how to better connect people to transit stops at the beginning and end of their trips, commonly referred to as the "last mile", where dedicated facilities are often missing. Since public transit rarely drops passengers directly at their origin or destination, it's important to ensure that supporting non-motorized infrastructure is in place to make walking, biking, or using mobility devices (such as wheelchairs, skateboards, or scooters) to and from transit stops more feasible and appealing.

This analysis utilizes GIS-based spatial methods to calculate walking and biking distances to transit stops using real-world street and sidewalk data. As shown in *Figure 3-2*, the map illustrates half-mile walk sheds (darker shade) and three-mile bike sheds (lighter shade) from transit stops. The figure demonstrates that most schools and parks across the City are within a half-mile walk of a transit stop (5 – 10 minutes of walking), and nearly the entire city is within a three-mile bike ride of one (10 – 15 minutes of biking).

Notably, the busiest transit stops overlap with the areas identified earlier as bicycle and pedestrian collision hot spots, suggesting that improvements to active transportation infrastructure may be necessary to enhance safety and accessibility to these stops.
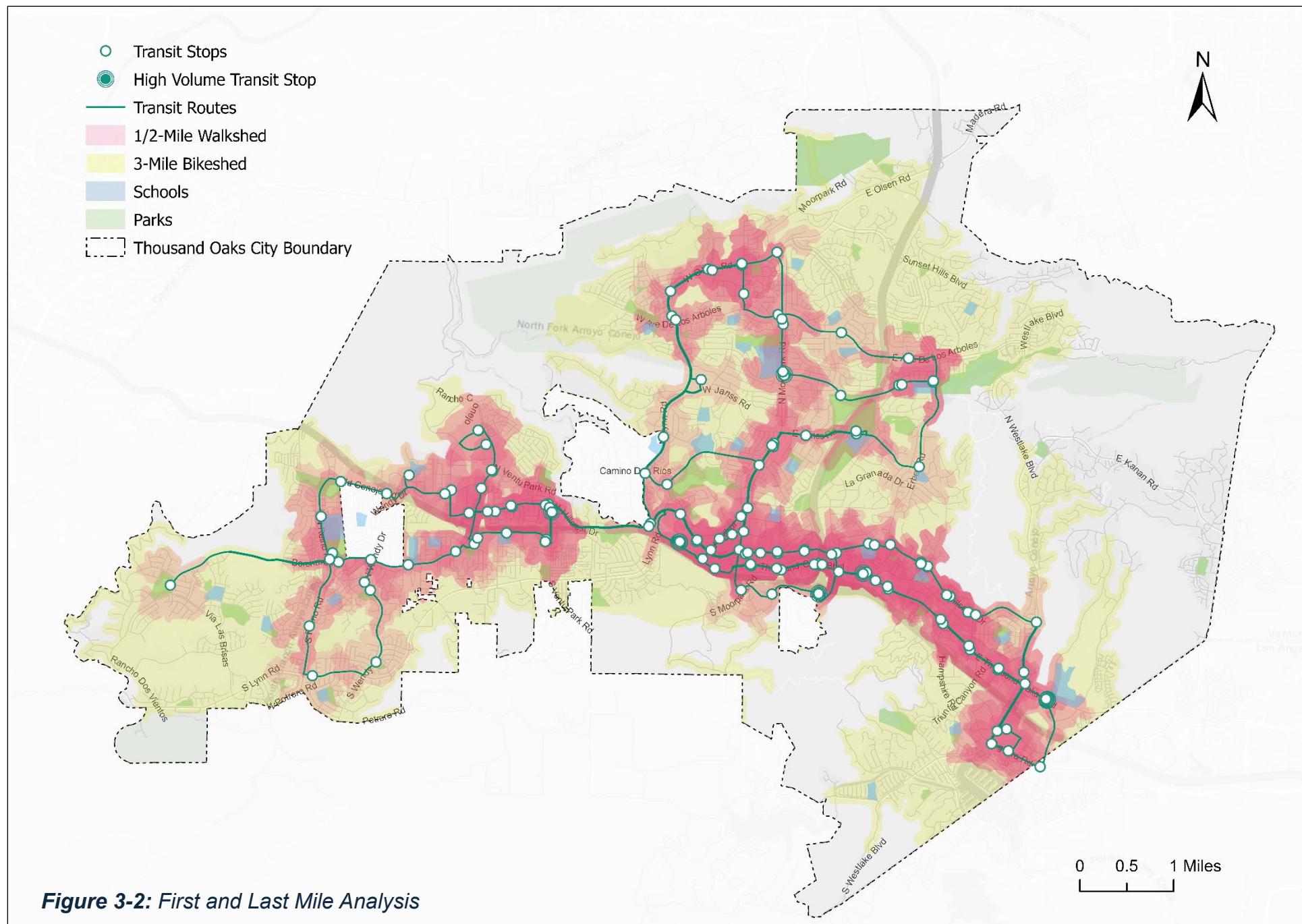
Figure 3-2: *First and Last Mile Analysis*

Composite Demand Maps

Propensity for Bicyclist and Pedestrian Activities

To gain a deeper insight into active transportation needs and identify key focus areas, a composite GIS model was developed to examine the relationships among various data layers. This Propensity Model is built from three sub-models: the Attractor, Generator, and Barrier Models. The Attractor and Generator components assess travel demand based on the density of destinations and the Barrier component addresses how certain factors of the existing transportation network (missing facilities, high roadway speed, elevation, etc.) discourage active transportation travel demand. These three sub-models are merged to form the Bicycle and Pedestrian Propensity Models.

Separate propensity maps for bicyclists and pedestrians were generated, incorporating a wide range of analytical inputs to highlight varying levels of walking and biking demand throughout the City. *Table 3-2* outlines the weighted factors used in each sub-model, organized by significance. Certain factors are specific to Thousand Oaks, such as Neighborhood Access Points and Greenbelt Access Points, and reflect unique amenities that support active transportation in the area.

When comparing community feedback from public workshops, stakeholder meetings, assessing patterns of how cyclists currently navigate, and online feedback forms, strong alignment was found between high-propensity areas and the input received. The resulting maps for pedestrian activity propensity and bicyclist activity propensity are shown in *Figure 3-3* and *Figure 3-4*, respectively. These maps were instrumental in forming broad recommendations and selecting priority projects described in the next chapter.

Both pedestrian and bicycle propensity maps show the highest levels of projected use along and between Thousand Oaks Boulevard and Hillcrest Drive, Westlake Boulevard south of Highway 101, the Moorpark Road corridor north of Janss Road, and along Reino Road. While bicycle demand is primarily focused on main thoroughfares, pedestrian demand also extends into local streets commonly used by residents.

ATTRACTORS *Activity Centers known to attract bicyclists and pedestrians* **DESTINATION LOCATION DATA** **OPENSTREETMAP DATA**	Shopping Centers & Commercial Land Uses Parks Preschool/Elementary Schools Bus Stops Community Attractions (City Hall, Library, Art Centers) Neighborhood Access Points Greenbelt Access Points Healthcare School Class 1 Access Points	
GENERATORS *Demographic characteristics that address potential pedestrian and bicyclist volume within the study area* **CENSUS DATA ACS 2023** **SMART LOCATION DATABASE**	Junior resident density Senior resident density Disability Household Income Population Density Public Transit to work Bicycle to work Walk to work Vehicle Ownership Health and Equity Factors	Bike/Ped Bike/Ped Ped Only Bike/Ped Bike/Ped Bike/Ped Bike Only Ped Only Bike/Ped Bike/Ped
BARRIERS FOR BICYCLES *Features likely to discourage or detract people from bicycling* **TRAFFIC & ROAD CONDITION DATA**	Speed Absence of Bicycle Facility Bicycle-Related Collisions Major Crossing Slope	
BARRIERS FOR PEDESTRIANS *Features likely to discourage or detract people from walking* **TRAFFIC & ROAD CONDITION DATA**	Speed Missing Sidewalk Missing Curb Ramps Pedestrian Related Collisions Major Crossings Slope	

Table 3-2: *Composite Demand Maps - Propensity for Bicyclist and Pedestrian Activities*
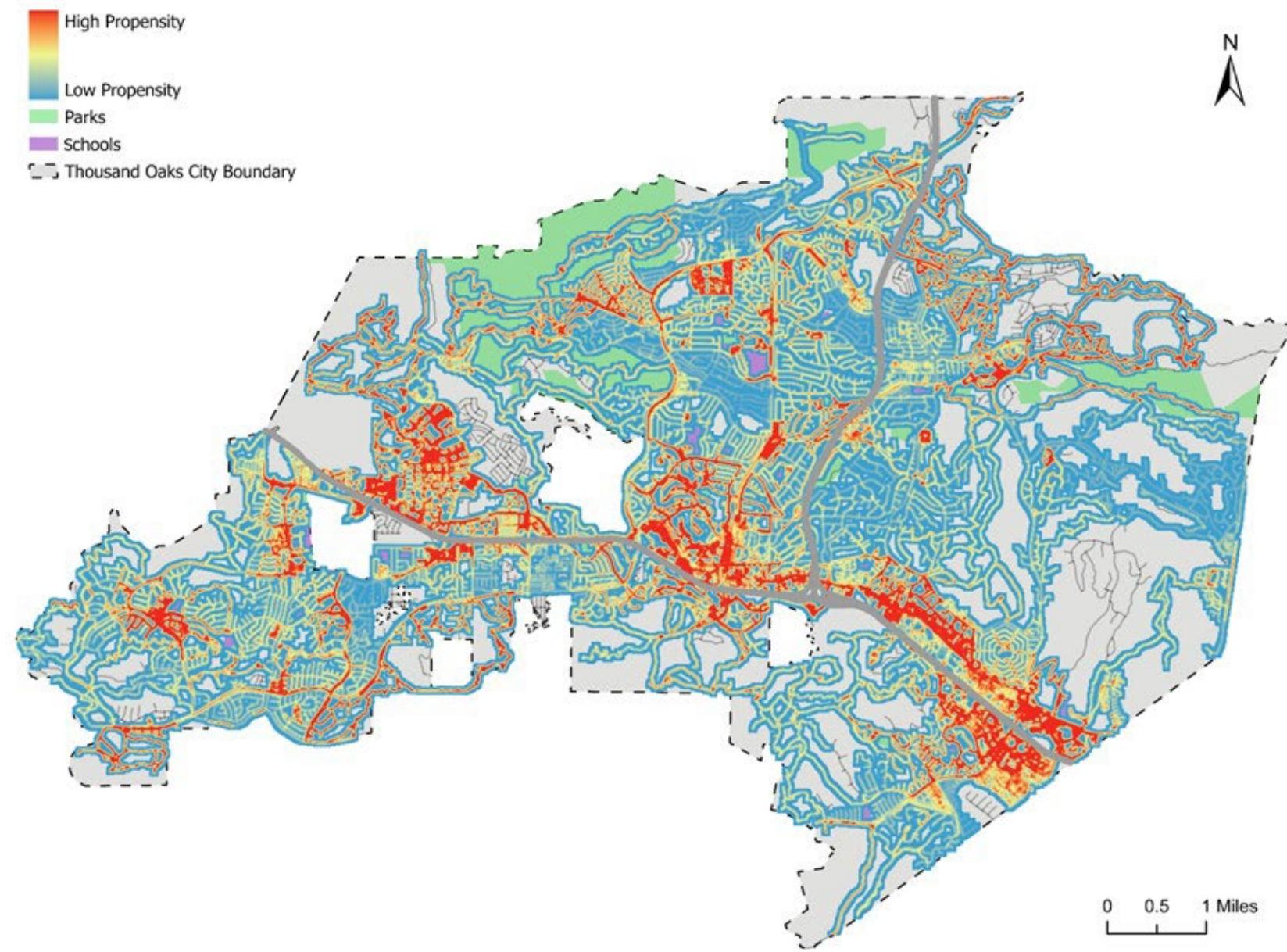
Figure 3-3: Propensity for Pedestrian Activity 🚶
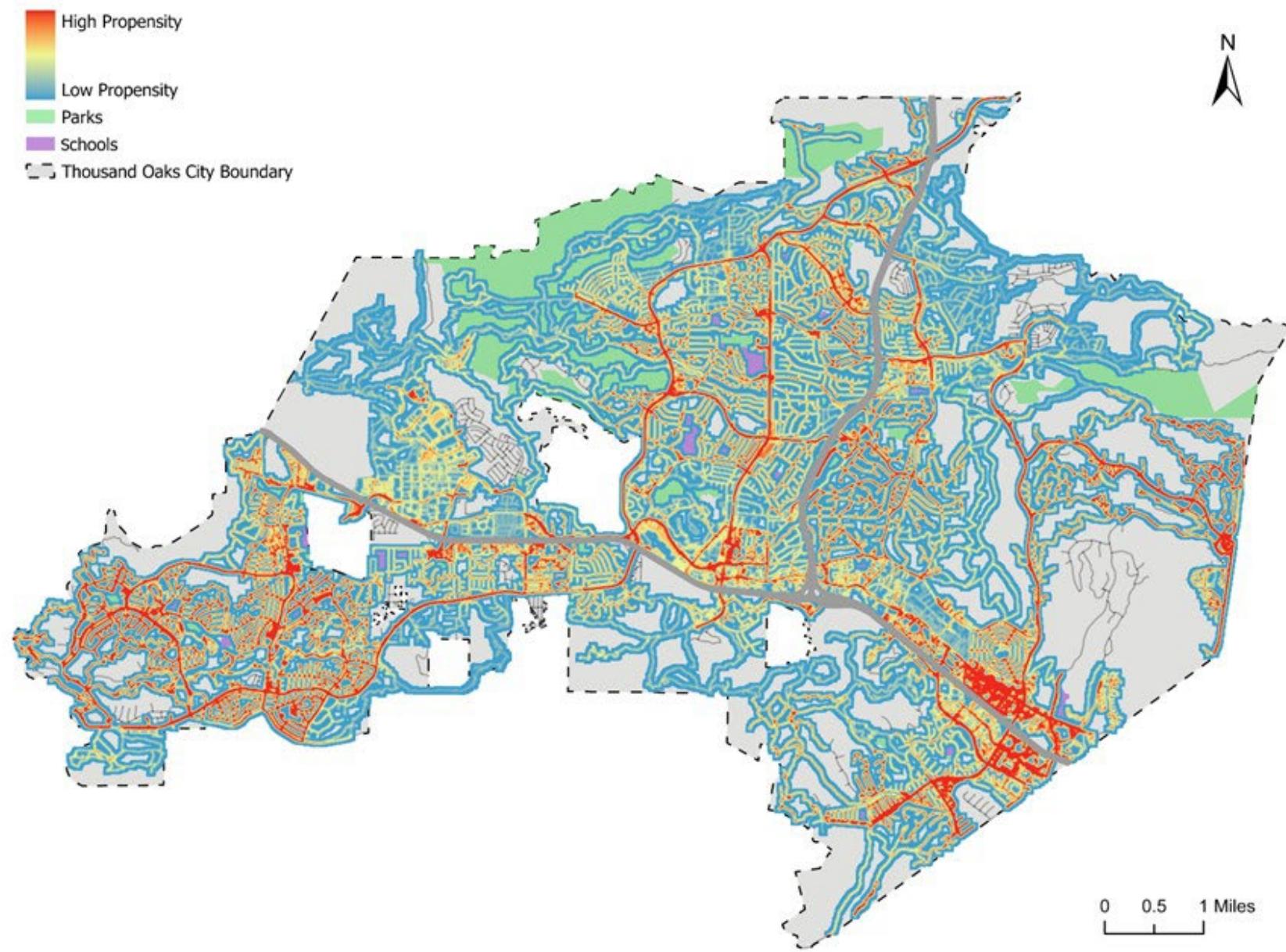
Figure 3-4: *Propensity for Bicyclist Activity* 🚲

Bicycle Level of Traffic Stress (LTS)

The Bicycle Level of Traffic Stress (LTS) analysis is a GIS-based approach used to measure how comfortable cyclists feel on different roadways under specific traffic conditions. Since cyclists vary in their tolerance for stress caused by vehicle speed, traffic volume, and proximity to moving cars, the LTS framework assigns roads a score from 1-4, where 1 indicates the most comfortable and least stressful conditions, and 4 represents the highest level of stress[3,4]. This analysis was conducted on major roads throughout the City, many of which are already equipped with bicycle facilities, as illustrated in *Figure 3-5*. Despite the presence of a comprehensive bicycle network, most of the streets evaluated fall under higher stress levels (LTS 3 and LTS 4). This suggests that the infrastructure primarily serves more skilled and confident riders, while less experienced cyclists may feel unsafe using these routes.

Key high-stress corridors include Thousand Oaks Boulevard, Hillcrest Drive, Reino Road, and sections of Borchard Road. These roadways experience significant bicycle traffic but also have a history of frequent collisions.

LTS 1
- Low Stress
- Comfortable for all ages and abilities

LTS 2
- Low Stress, with attention required
- Comfortable for most adults

LTS 3
- More Stressful than LTS 2
- Riding a bike is tolerated by confident riders

LTS 4
- Most Stressful
- Uncomfortable for most, except experienced riders

---
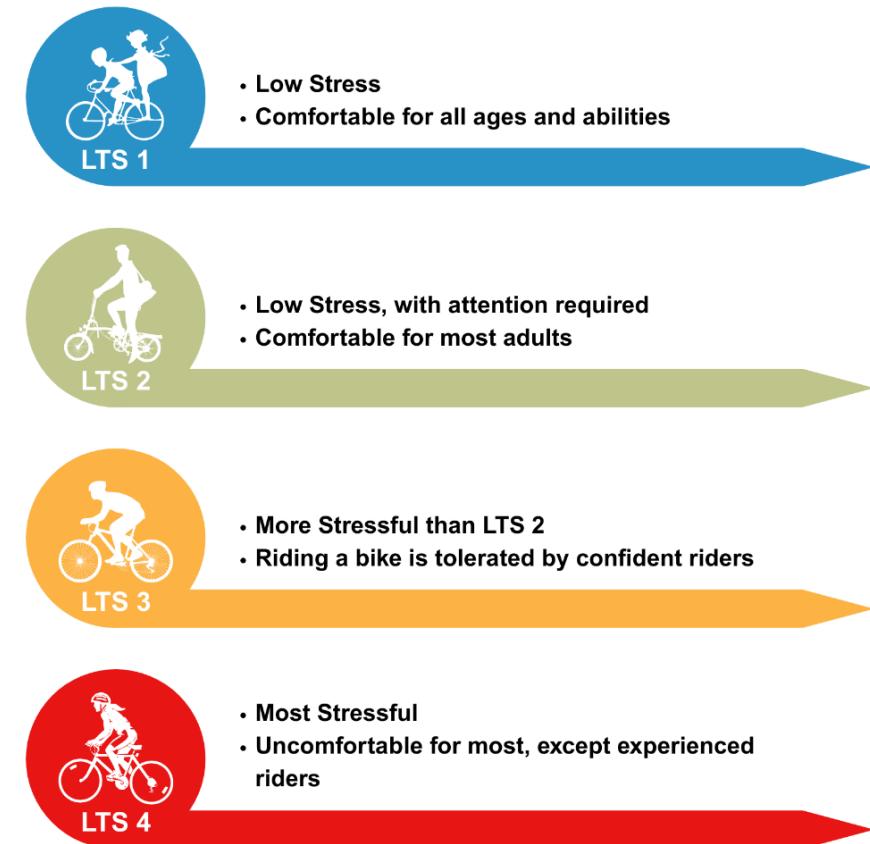
[3] https://wsdot.wa.gov/sites/default/files/2024-07/LTS%20Level%20of%20Traffic%20Stress%20Flyer_0.pdf

[4] https://montgomeryplanning.org/wp-content/uploads/2021/06/Bicycle-Level-of-Traffic-Stress-Methodology-Version-1.1.pdf
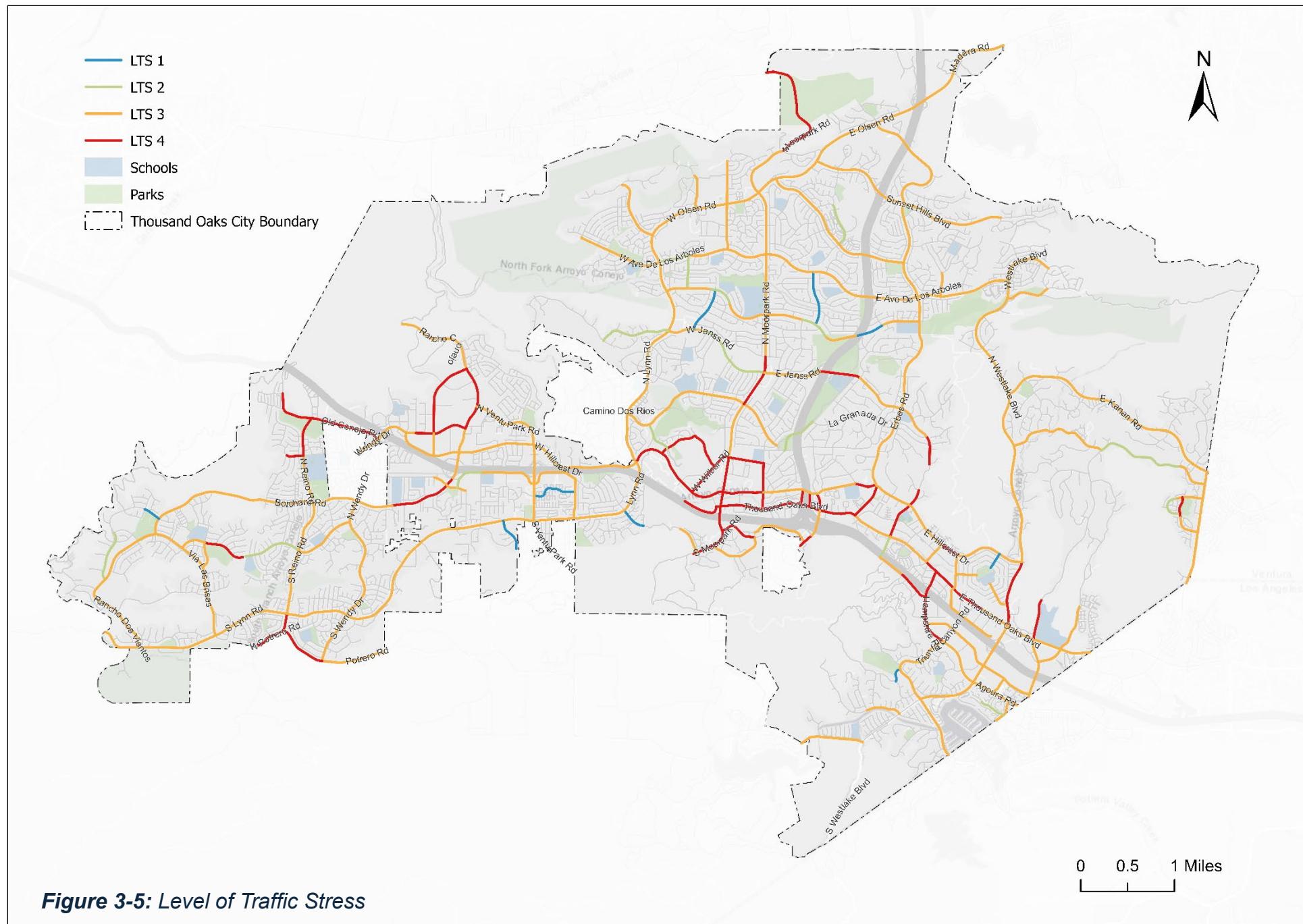
Figure 3-5: Level of Traffic Stress

Street Light Analysis

Street lighting plays a key role in both actual and perceived public safety. During community outreach, concerns were raised about poorly lit road segments, especially along certain residential streets and at Highway 101 crossings, which can be challenging for pedestrians. Of the collision data reviewed, 29.9% of pedestrian-involved crashes and 12.5% of bicycle-involved crashes occurred after sundown (defined here as dusk/dawn and dark lighting conditions), which can help assess whether poor lighting is a meaningful contributing factor. The City of Thousand Oaks maintains a detailed streetlight database that enables an analysis of lighting coverage in relation to active transportation corridors. *Figure 3-6* displays lighting along major streets, with yellow dots indicating illuminated areas and thick black lines representing the roadways, highlighting where lighting gaps exist.

In general, street lighting coverage throughout the City is strong. It should be noted that the City was originally designed with a limited number of traffic signals along its arterial roadways to preserve a rural character. Arterials generally provide street lighting at major intersections, while neighborhood streets incorporate more frequent street lighting to enhance safety. As such, there are notable dark stretches along Westlake Boulevard, Lynn Road, Moorpark Road, Hillcrest Drive, Avenida de Los Arboles, and

Avenida de Las Flores. Additionally, smaller unlit sections are present on Janss Road, Reino Road, and Borchard Road.

The City is implementing a citywide streetlight enhancement project to replace Southern California Edison (SCE)-owned High Pressure Sodium Vapor (HPSV) streetlight heads with new Light-Emitting Diode (LED) fixtures through SCE's LS-1 Option E program. The effort will upgrade approximately 7,434 SCE-owned HPSV fixtures to LED with no upfront cost to the City, with repayment occurring through energy cost savings over the first 20 years. The conversion is projected to reduce annual energy use by about 1.03 million kWh and lower municipal greenhouse gas emissions, while also improving lighting performance through more directional illumination that reduces unnecessary night-sky glow.

Streets with dark segments include:

Westlake Boulevard

Lynn Road

Moorpark Road

Hillcrest Drive

Avenida de Los Arboles

Avenida de Las Flores
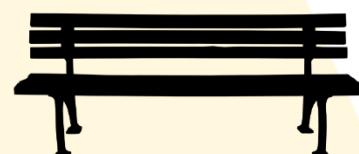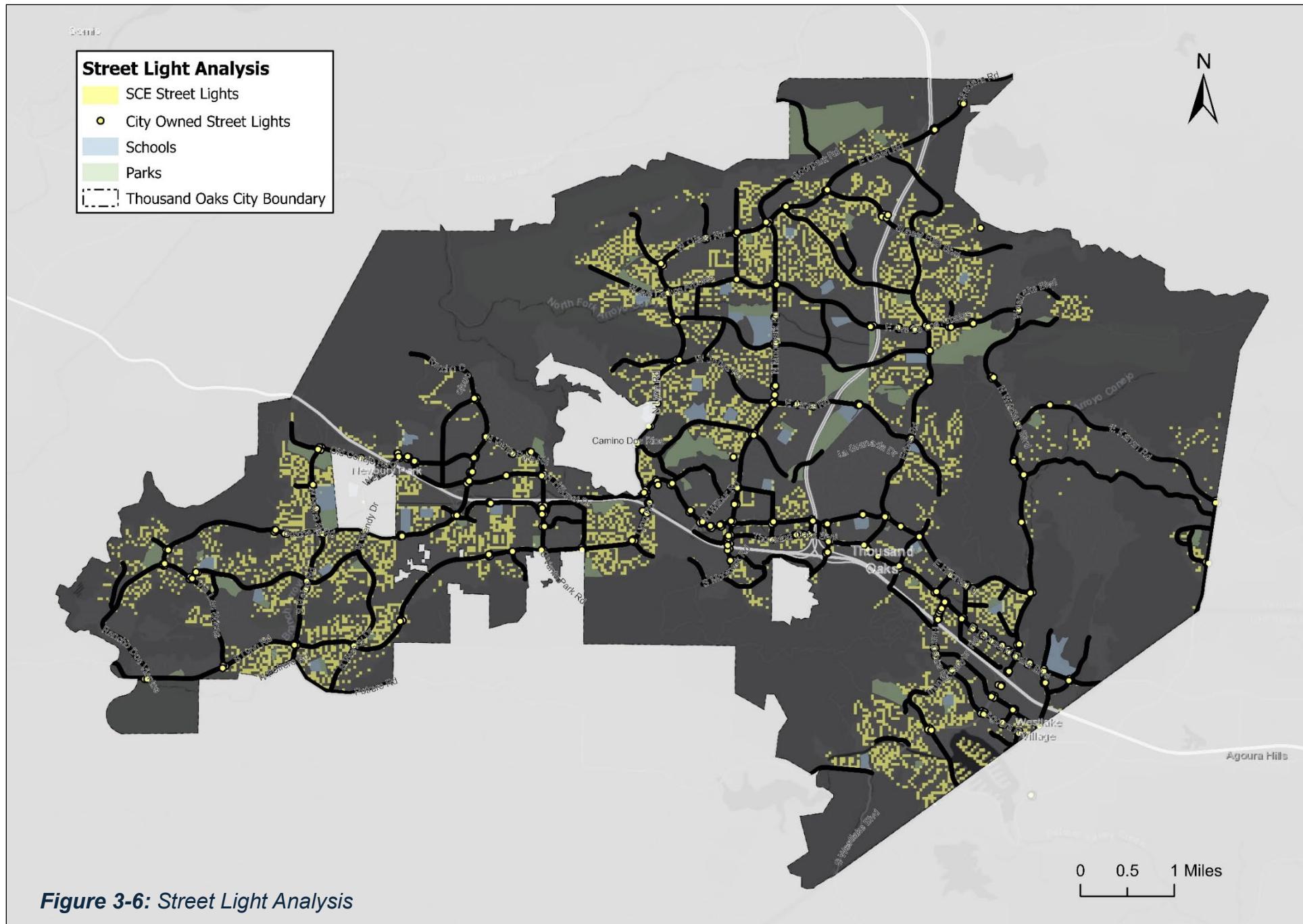
Figure 3-6: *Street Light Analysis*

Community Engagement

The development of this ATP Update builds upon the strong foundation established in the 2019 Plan by implementing an inclusive and flexible community engagement strategy. The City and planning team collaborated to ensure that the updated plan reflects a broad spectrum of community needs and priorities by expanding outreach efforts and refining engagement tools based on past experience and community feedback.

A public outreach plan was developed at the outset of the planning process to guide engagement strategies. The outreach plan was used to publicize, solicit input, and inform community members of the ATP Update. Community engagement included branding enhancements, interactive online platforms, in-person and virtual events, and targeted engagement with underrepresented communities.

Bicycle Advisory Team (BAT)

The Bicycle Advisory Team (BAT) continued to play a central role in this ATP Update process. Composed of knowledgeable stakeholders representing a range of transportation, public health, and community interests, the BAT served as both a technical resource and a conduit for broader public participation.

The BAT met regularly throughout the planning process to provide input on project development, share updates on outreach efforts,

and align with broader City goals. Key discussion topics included the integration of active transportation with land use and mobility planning, prioritization of the project concepts, and review of draft plan elements. Targeted meetings focused on understanding existing network conditions, evaluating the proposed project list, and advising on prioritization strategies. BAT members also supported outreach by sharing project information with their respective networks.

Branding

To reinvigorate public interest and ensure clear, consistent communication, the planning team revised the ATP branding from the previous 2019 effort. All outreach materials, including flyers, digital ads, social media posts, feedback form tools, event signage, and presentations, featured the updated branding and logo. This cohesive visual identity helped raise awareness, build project recognition, and foster public trust.

Project Logo

Outreach Materials

The ATP Update outreach strategy prioritized accessibility, inclusivity, and transparency. Recognizing Thousand Oaks' diverse population and commuting patterns, outreach materials were made available in multiple formats and languages, primarily English and Spanish.

Key outreach tools included:

➢ Bilingual print and digital flyers

➢ Email newsletters

➢ Online feedback forms and interactive mapping platforms

➢ In-person community events and pop-up booths

➢ Targeted stakeholder interviews and focus groups

The City leveraged both traditional outreach (e.g., print media, community events) and Street Story (an online comment map) to maximize accessibility and engagement across all age groups and demographic backgrounds. Public input gathered through these tools helped shape the project list and inform final recommendations.

Flyers and digital media (English & Spanish)

City of Thousand Oaks Active Transportation Plan Update Website

A dedicated website for the City was created to promote and facilitate community engagement in both English and Spanish. The website contains information regarding the needs and purposes of the ATP Update, as well as information and methods for the community to get involved, such as:

➢ Online Feedback Form.
➢ Online Comment Map.
➢ Quick Polling Section.
➢ Information regarding future/past public workshops.
➢ "Contact Us" page to directly message the planning team.

Promotion for the website was distributed through the official City Website and social media, with outreach materials such as flyers at community outreach events and digital media to get as much community engagement and feedback as possible.

Dedicated City of Thousand Oaks Website for the Active Transportation Plan Update

The quick poll was added on multiple pages, asking respondents what the top three issues affecting one's safety in Thousand Oaks are, as a quick and simple way to grab community engagement.

Note: For the polling survey, respondents were allowed to select more than one response, which results in percentages exceeding 100%.

What do you think are the top three (3) issues affecting your **safety** in Thousand Oaks?

Issue	Percentage
Poor maintenance of sidewalks/bikeways	18%
Other	9%
Potholes	6%
Lack of traffic violation enforcement	20%
Lack of electronically enhanced crosswalks	4%
People driving too fast	44%
Lack of separated bike lanes	45%
Distracted driving	44%
Drivers not yielding or stopping at intersections	35%
Poor visibility at intersections	13%
Lack of lighting	10%
Lack of connected sidewalks/bikeways	51%

Feedback Form

As part of the ATP Update, a bilingual (English and Spanish) feedback form was developed to assess public satisfaction with existing pedestrian and bicycle infrastructure and to gather input on future needs and priorities. The primary goals of the feedback form were to assess satisfaction with the current infrastructure, understand travel behaviors, identify key challenges faced by pedestrians and cyclists, and collect community-driven ideas for future improvements.

The feedback form was designed to:

➢ Gauge community sentiment on walking and biking conditions.

➢ Identify key barriers and safety concerns.

➢ Inform project prioritization based on public feedback.

In addition to multiple-choice and rating-scale questions, several items included open-ended fields for respondents to elaborate on their concerns or suggestions. The feedback form also directed participants to an interactive online comment map for geolocated input on specific corridors and intersections.

Feedback forms were made available both online and in printed form at the hosted pop-up event. Distribution was supported by the City and the Bicycle Advisory Team (BAT) through the City's website, social media, and public events.

Feedback Forms (English & Spanish)

Online Comment Map

An interactive comment map was developed using the Street Story Online Platform to complement the feedback form and enable residents to provide spatially specific feedback on walking and biking conditions throughout the City. The tool allowed respondents to:

➢ Pinpoint issues or positive features on a map.

➢ Classify comments by mode (pedestrian, bicycle, etc.).

➢ Add brief descriptions of location-specific concerns.

The platform also allowed users to view existing comments in real-time, facilitating community dialogue and minimizing duplicate entries. All input was geo-referenced automatically, allowing for efficient synthesis and mapping of results.

Online Comment Map
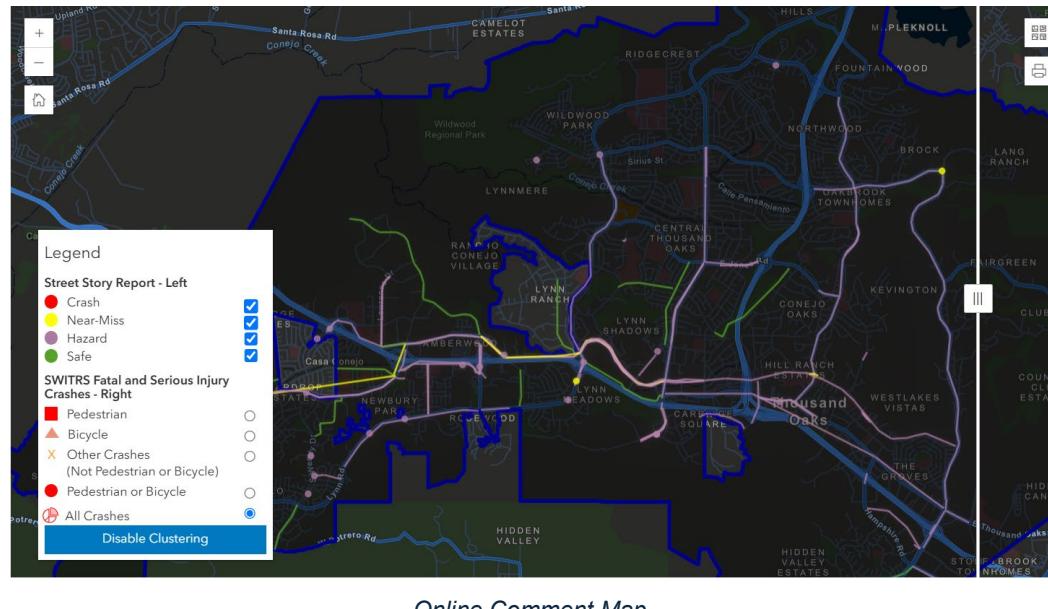
The planning team used the collected data to identify clusters of concern, evaluate infrastructure needs, and support the development of responsive project recommendations.

Arbor Earth Day Workshop

The planning team worked with the City of Thousand Oaks to set up an opportunity to be able to gather and maximize community input at a free, celebratory annual event – Arbor Earth Day, which took place on April 19, 2025, at the Thousand Oaks Community Center. The planning team hosted a scheduled pop-up workshop within the event, which allowed for informal interactions with community members in an already well-known, lively setting.

The Arbor Day workshop enabled direct interaction with the public and served as an effective platform to:

➢ **Introduce the ATP Update and its goals:** The team provided an overview of the goals, planning process, and anticipated outcomes to raise awareness and encourage community ownership of the plan.

➢ **Collect Feedback on active transportation needs:** Participants were invited to share their personal experiences with walking and biking, including challenges they faced and areas in need of improvement.

➢ **Showcase examples of preferred facility types and design strategies:** Participants were invited to provide feedback on different facility improvements.

➢ **Promote participation in the online feedback form and comment map:** Attendees were encouraged to continue participating in the planning process by taking the online community feedback form and using the interactive comment map.

Community members shared valuable feedback. Participants also placed stickers on voting boards to provide quick feedback on areas of concern or opportunity. Examples are shown on the next page. The team also distributed informational cards with QR codes linking to the dedicated Thousand Oaks Active Transportation Plan Website, leading to the online feedback form and comment map, further extending the reach of the engagement process.

Arbor Earth Day Workshop
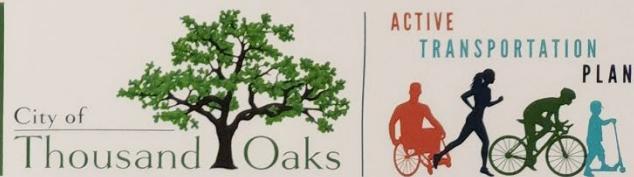
Arbor Earth Day Workshop Voting Board for Bicycle Concerns

Arbor Earth Day Workshop Voting Board for Pedestrian Concerns

BAT (Bicycle Advisory Team) Meeting

The planning team, alongside the City of Thousand Oaks, was able to meet and discuss with the Bicycle Advisory Team (BAT) regarding existing bicycling concerns within the City. BAT members are a mix of recreational and utilitarian cyclists in the City, varying in skill levels, who provide feedback to the City on pedestrian and bicycle projects, legislation, concerns, events, activities, and more. Sixteen BAT Members, City Staff, a Sergeant from the Sheriff's Department, and the planning team met on May 15, 2025, at the Park Room in Thousand Oaks to present the ongoing work of this ATP Update and to gather input that would align with the needs of the community.

BAT members also shared concerns about bicycling and provided input from ongoing projects connected to the 2019 ATP, as well as from other improvements completed through the City's Pavement Program. Aside from verbal input, the team distributed informational cards with QR codes to invite members to take the online feedback form and to provide additional comments on the online map within the dedicated ATP website.

BAT Meeting

Traffic and Transportation Advisory Commission (TTAC)

The planning team attended the City of Thousand Oaks' Traffic and Transportation Advisory Commission (TTAC) meeting on September 24, 2025. Public Works Department staff provided a written and verbal staff report for the commission regarding the status of the ATP Update and the planning team delivered a presentation detailing the following items:

➢ Review of the previous 2019 ATP and its project recommendations

➢ Completed public engagement to date

➢ Completed existing conditions and analyses to date

➢ Overview of remaining tasks to complete the ATP Update.

The meeting also allowed for public input opportunity. Three public speakers (both in person and virtual) provided feedback. To allow for additional comments, the online feedback form as detailed previously, was reopened at the suggestion of TTAC to receive input of those who were learning of this ATP Update endeavor at or viewing the televised meeting.

Conejo Valley Unified School District (CVUSD) Virtual Public Outreach Workshop

The planning team, alongside the City of Thousand Oaks, coordinated a virtual public workshop via Zoom on October 14,

2025. The workshop was primarily focused on targeting the community within the Conejo Valley Unified School District (CVUSD), but was also open to the general public as well to inform themselves and ask questions regarding the ATP Update.

The meeting consisted of a presentation regarding the ongoing update to the ATP Update, alongside a general overview of the previous 2019 ATP and completed multimodal projects that have occurred throughout the City. Attendees were able to ask questions directly to the team through a Q&A session after the PowerPoint presentation concluded.

CVUSD Meeting Informational Page

Online Thousand Oaks Map Comments

As part of the community engagement process for the ATP Update, the City of Thousand Oaks collected and reviewed public comments submitted between April 12 and May 18, 2025, through Street Story, an interactive mapping tool, which was created by SafeTREC and UC Berkeley. The comments generally provided local insights and concerns regarding bicycle and pedestrian safety, infrastructure needs, and areas of concern across the City.

Overview of Feedback

A total of **99 individual comments** were received, and these comments were categorized into three primary types:

➢ **Hazard Reports:** 76 comments
➢ **Near-Miss Incidents:** 6 comments
➢ **Safe Locations:** 17 comments

Most of the comments pointed out locations they believe are unsafe or hazardous for walking or biking, which is directly influenced by driver behavior, speed of nearby traffic, individual experience and/or comfort levels. A smaller number, just 6 comments, reported close calls or perceived near-miss collisions. 17 comments specified locations where the user feels safe and the facilities are comfortable to use. Overall, the feedback is heavily focused on problem areas and safety concerns, which indicates that addressing perceived issues should be a top priority in the ATP Update.

Modes of Transportation Affected

Respondents also specified the modes of travel that were affected by the reported condition. The most frequently mentioned were (multiple options could be selected):

➢ **Biking:** 75 mentions
➢ **Walking:** 48 mentions
➢ **E-Scooter Use:** 10 mentions
➢ **Skateboarding:** 8 mentions
➢ **Riding in a Vehicle:** 5 mentions

As mentioned above, bicyclists were the most impacted, with 75 comments, followed by pedestrians with 48 comments. A smaller number of people noted problems affecting e-scooter users (10), skateboarders (8), and even people riding in cars (5). This shows that while all road users are affected to some degree, the majority of concerns came from people biking and walking, which reinforces the need to prioritize improvements for these travel modes.

High-Concern Locations

Many of the submitted reports were concentrated to specific corridors, and for the most part, they were suggesting both recurring safety issues and the opportunity (necessity) for targeted infrastructure improvements. The most frequently reported corridors include:

➢ **Thousand Oaks Blvd** (6 reports)
➢ **E Hillcrest Dr** (5 reports)
➢ **Lynn Rd** (5 reports)
➢ **Borchard Rd** (4 reports)
➢ **W Hillcrest Dr** (4 reports)
➢ **S Moorpark Rd**, **N Wendy Dr**, **N Moorpark Rd**, and **E Janss Rd** (3 reports each)
➢ **Erbes Rd**, **Newbury Rd**, **S Reino Rd**, **Kimber Dr**, and **N Ventu Park Rd** (2 reports each)

The repetition of some of the corridor names points to recurring issues in certain corridors and suggests clear opportunities – and in some cases, prioritization for targeted infrastructure upgrades. The most frequently mentioned corridor segments were East and West Hillcrest Drive and Lynn Road, each with 4-5 separate reports. Other streets like Borchard Road, Moorpark Road (both North and South), Wendy Drive, and Janss Road also came up multiple times. Additionally, roads like Erbes, Newbury, Reino, Kimber, and Ventu Park were flagged more than once. These corridors were considered candidates for recommended improvements detailed in the next chapter.

Key Themes of Online Map's Feedback

1. **Bicyclist Safety is a Top Priority:** Most reports involved issues encountered while biking, including a lack of dedicated facilities, inadequate separation from traffic, and high-speed vehicle conflicts.

2. **High-Stress Intersections and Ramps:** Residents flagged intersections or freeway ramps where transitions between travel modes are confusing or hazardous. Inadequate signage, lack of protection, and signal timing were noted as key concerns.

3. **Visibility and Lighting:** Several comments identified dark or poorly lit areas, particularly at crossings and major arterials, which contribute to both perceived and actual safety risks during nighttime travel.

4. **Safe Locations Noted as Models:** While most reports were hazard-related, 17 comments praised segments of infrastructure that felt safe and comfortable. Typically, bike routes with physical separation and smooth surfaces. These can serve as examples of best practices in future projects.

5. **Diverse Modal Needs:** While walking and biking dominated feedback, several reports called attention to the needs of e-scooter and skateboard users, suggesting future ATP updates should reflect emerging micromobility demands.

Figure 3-7: *Map Submittal Concerns*
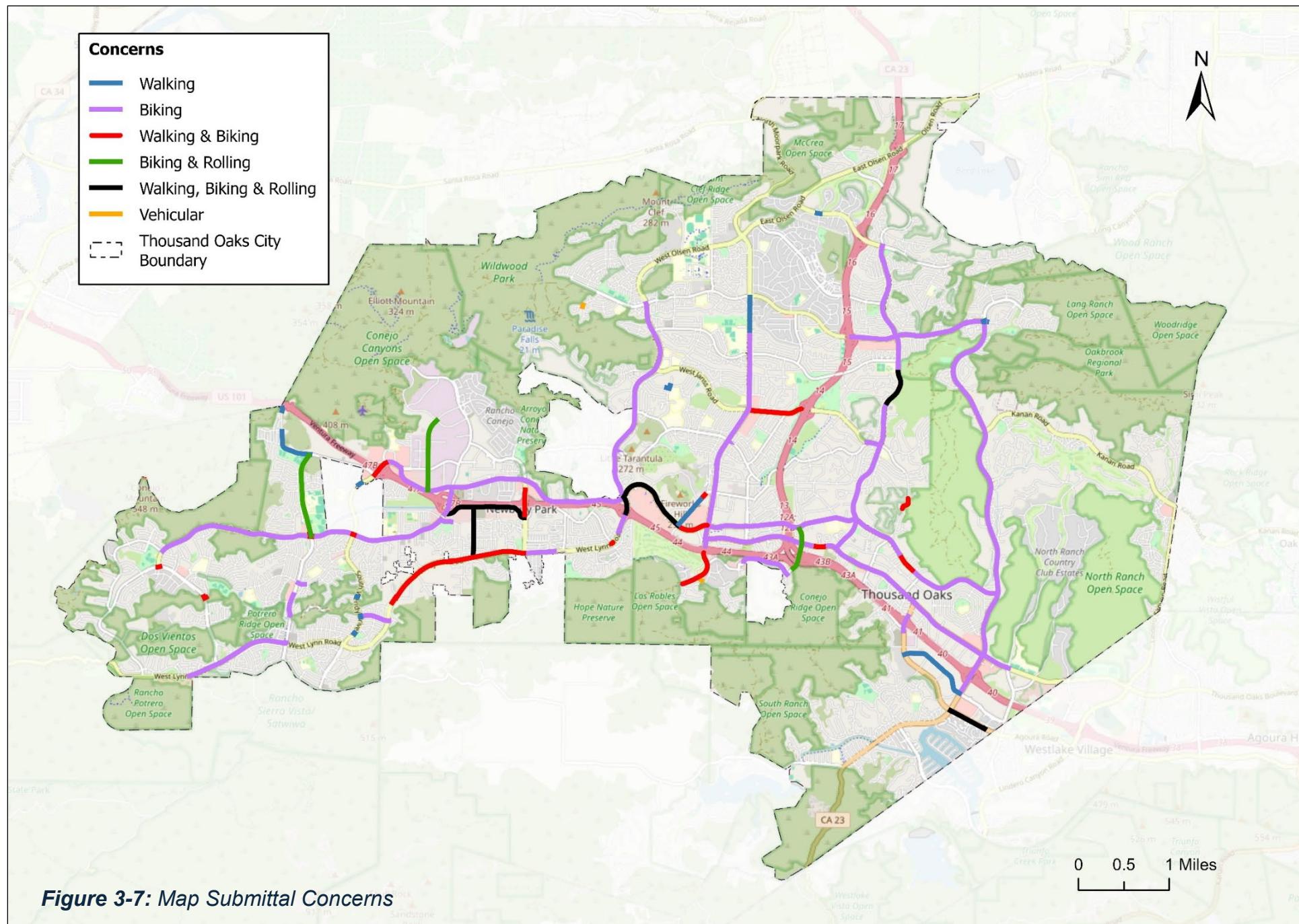
Summarized Feedback

The feedback form responses and online comment map data provided valuable insight into existing pedestrian and bicycle conditions in Thousand Oaks. This feedback informed GIS-based analyses and supported the project prioritization process, alongside input from the Bicycle Advisory Team (BAT). With 140 feedback form responses, the results revealed recurring concerns, priorities, and opportunities that were later incorporated into the recommendations and prioritization criteria.

Complete feedback form results are included in **Appendix A**. From the two periods the feedback form was open (one in spring and one in fall), community input was thoughtful and constructive. Residents and stakeholders used various channels to share their perspectives and recommendations for improving active transportation within the City.

Note: For several feedback form questions, respondents were allowed to select more than one response, which may result in percentages exceeding 100%.

Community Profile

When asked about their connection to Thousand Oaks, 84.3% of respondents identified as residents, and 38.6% as property owners. Only 6.4% identified as students. The largest age group (33.6%) was between 35-54 years old. Gender distribution was nearly even. Nearly half of the respondents reported having students in their

household, including community colleges, public elementary, middle, and high schools.

Age of Respondents

- 0-17 **5.0%**
- 18-34 **15.0%**
- 35-54 **33.6%**
- 55-64 **30.7%**
- 65+ **15.7%**
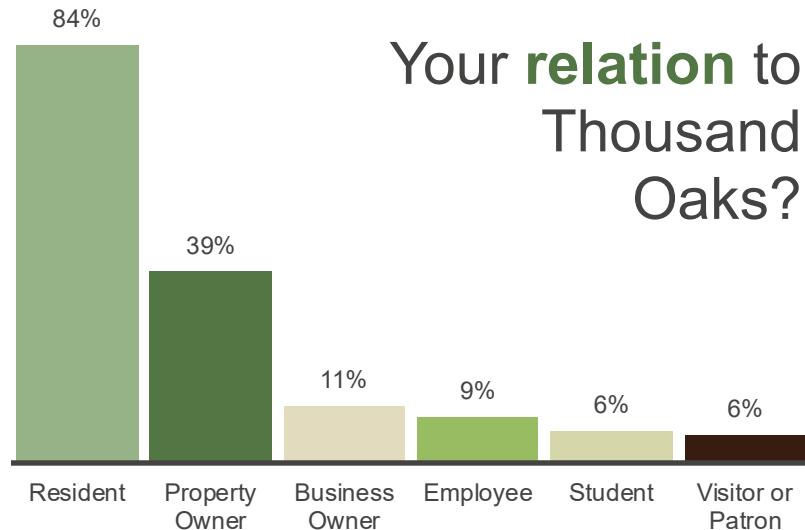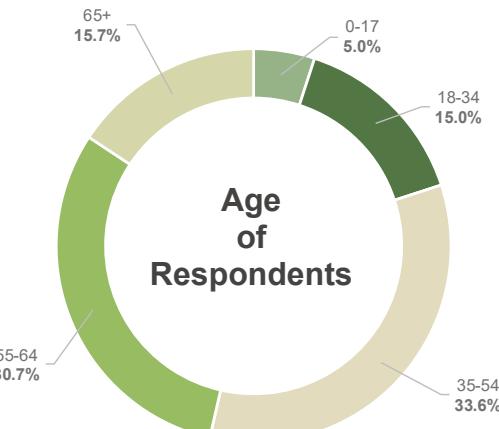
Your **relation** to Thousand Oaks?

Resident	Property Owner	Business Owner	Employee	Student	Visitor or Patron
84%	39%	11%	9%	6%	6%

Commuting and Park Access

In response to the question, "Do you typically use any of the following? E-bike, Electric Scooter, and/or Other Electric Micromobility", 41 valid answers were registered and received:

➢ 87.8% of 41 (36 responses) use an E-Bike
➢ 4.9% (2 responses) use an E-scooter
➢ 9.8% (4 responses) use other electric micromobility

What **electric micromobility** do you use?
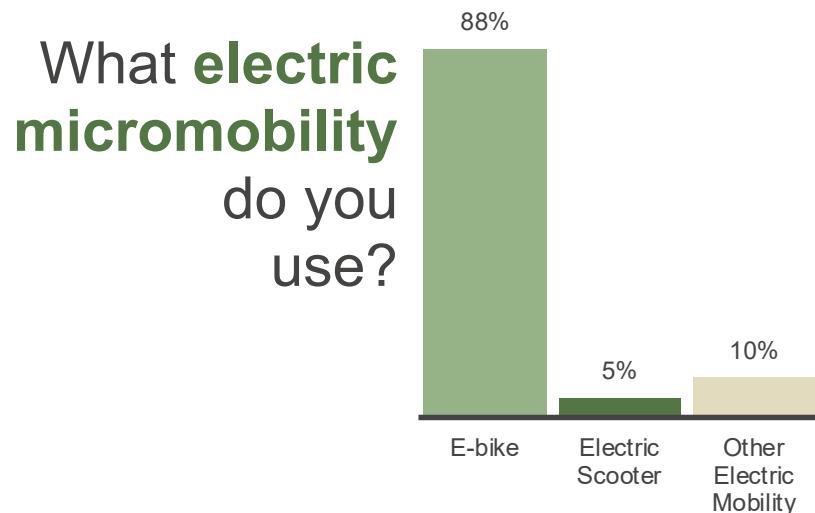
Trip Purpose Summary

Feedback form respondents were asked to identify their typical reasons for walking and biking, with the option to select multiple purposes. The results highlight a strong recreational and fitness-oriented use of active transportation within the community.

Walking Purposes:

➢ The most common reason for walking was hiking/recreation (81.8%), closely followed by fitness/exercise (80.3%).
➢ Other notable reasons included running errands (29.9%) and commuting to work or school (13.9%).
➢ A small percentage (5.1%) reported walking to access transit (i.e. to get to the bus).
➢ In addition to the options listed, walking within the community for purposes such as dog walking, socializing, dining, or visiting local stores were also reported.

Biking Purposes:

➢ The leading reason for biking was also fitness/exercise (81.4%), followed by recreational use of bike trails (73.2%).
➢ Running errands was the third most common response (45.4%).
➢ Fewer respondents reported biking for commuting to work or school (23.2%) or to reach public transit (7.4%).
➢ Other responses include social rides on city streets.

These results suggest that while some residents use walking and biking for utilitarian purposes such as commuting or errands, the majority engage in active transportation primarily for recreation and health-related reasons.

Why do you typically bike?

- Fitness: 81%
- Bike Trails or Recreation: 73%
- Run Errands: 45%
- To get to the bus: 7%
- Go to work or school: 23%
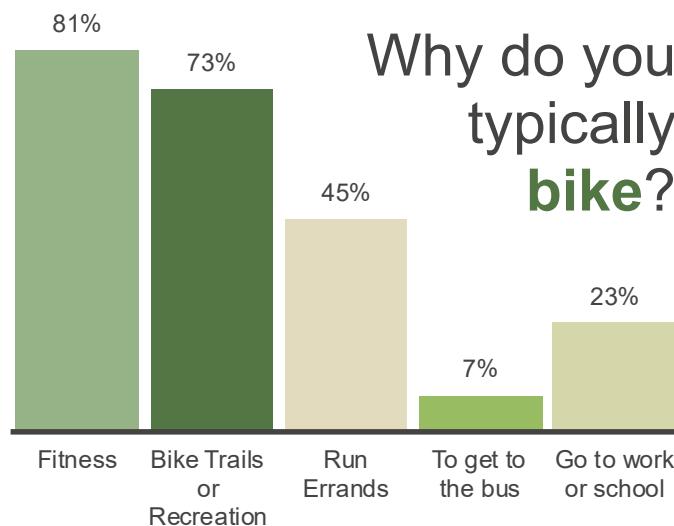
Frequency of Walking, Biking, and Bus Use

To better understand local travel behaviors, feedback form respondents were asked how often they walk, bike, and use the bus within Thousand Oaks. The results reveal that walking is the most common mode of active transportation, while biking is less frequent, and bus usage is minimal.

Walking Frequency:

➤ 36.4% of respondents reported walking daily.

➤ 25.7% reported walking 3-4 days per week, and 21.4% walked 1-2 days per week.

➤ Only 16.4% indicated they walk infrequently or not often.

Biking Frequency:

➤ Biking was less frequent than walking, with only 10.7% biking daily.

➤ 22.9% reported biking 3-4 days per week, and 27.1% biked 1-2 days per week.

➤ 39.3% indicated they bike not often, suggesting opportunities to improve bicycle access and encourage more regular ridership.

Bus Usage Frequency:

➤ Bus ridership was reported as very low.

➤ 95.7% of respondents said they rarely or never use the bus.

➤ Only 4.3% reported using the bus 1-2 days per week, with no respondents indicating regular (3+ days per week) usage.

How often do you take the bus?

- Daily: 0%
- 3-4 days per week: 0%
- 1-2 days per week: 4%
- Not Often: 96%
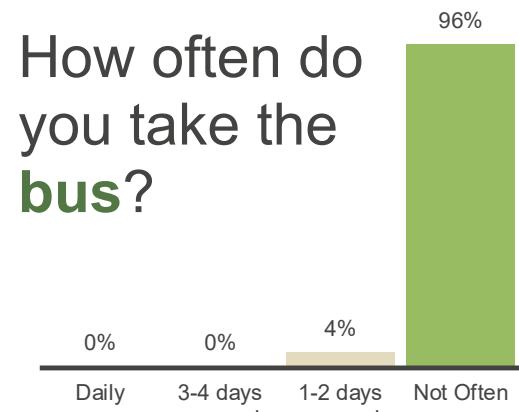
Desired Improvements

When asked where they would like to see improved pedestrian and bicycle routes, responses were evenly distributed across various destination types.

- The top priorities were parks (74.3%) and shopping centers (64.3%).
- Considerable interest was also displayed in connections to schools, community centers, transit stops, and office areas.
- Desire for Safer Alternatives to Major Roadways
- Improved freeway crossings
- Connectivity and Network Gaps

In addition to selecting from a list of key destinations such as schools, parks, and shopping centers, respondents were invited to provide open-ended feedback about specific areas where they would like to see improved or expanded pedestrian and bicycling routes. Several common themes and location-specific suggestions emerged:

- **Thousand Oaks Boulevard:** challenging for bikes, sharrows not sufficient, calls for separated bike lanes.
- **Lynn Road, Hillcrest Drive, Olsen Road, Moorpark Road:** too busy for comfortable biking, need low-stress alternatives.
- **US-101 Freeway crossings:** lack of safe and convenient bike and pedestrian crossings.
- **Westlake Boulevard:** a model for safe freeway crossings.

- **Conejo Creek Bike Path area:** proposed looped community path connecting parks, golf course, and city center.
- **Flood channel paths:** suggested use of channels like those in Camarillo and Irvine for off-street paths.
- **Dos Vientos Business Center and Via Las Brisas:** need for better access.
- **High-density housing areas:** underserved by active transportation options.
- **Schools and offices:** priority destinations needing better access.
- **Beach access:** desire for a safe, continuous route to the coast.
- **General citywide:** calls for connected, continuous, and comfortable walking and biking infrastructure.

Barriers

As part of the ATP Update community engagement, feedback form respondents were asked what specific improvements would make it easier for them to walk and bike more frequently in Thousand Oaks. The responses highlight a strong interest in both infrastructure upgrades and safety enhancements.

The top improvements identified to encourage more walking included:

- **Continuous Sidewalks:** 65.0% of respondents indicated that filling sidewalk gaps is a key priority.
- **Street Trees/Parkways:** 43.6% cited the need for a more pleasant and shaded walking environment.

➢ **Slower Traffic Speeds and Controlled Crossings:** 41.4% each emphasized the importance of traffic control at crossings and traffic calming

➢ **Wider Sidewalks and Street Lighting:** Both were selected by 33.6% and 32.9% respectively, by respondents, reflecting concerns with pedestrian comfort and safety, particularly at night.

➢ **Electronically Enhanced Crossings:** 27.9% of respondents supported more advanced crosswalk technologies, such as rectangular rapid flashing beacons (RRFB).

➢ **Bus Shelters:** Selected by 11.4%, suggesting that transit stop conditions are a lesser, but still relevant, concern for some pedestrians.

What would make it easier for you to **walk** more in Thousand Oaks?

Option	Percentage
Street Lighting	33%
Controlled Crossings (signal or stop signs)	41%
Slower Traffic Speeds	41%
Bus Shelters	11%
Street Trees or Parkways	44%
Electronically Enhanced Pedestrian Crossings	28%
Continuous Sidewalks	65%
Wider Sidewalks	34%
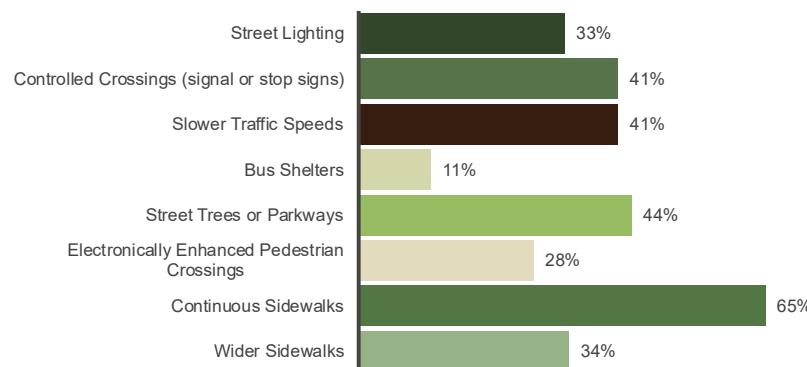
In addition to the predefined options, respondents provided several thoughtful comments identifying additional needs and barriers to walking in Thousand Oaks. Key themes included pedestrian safety, infrastructure enhancements, enforcement, and improved connectivity.

➢ Provide crossing guards and improve crosswalk safety near schools.

➢ Improve crossings and complete sidewalks on Janss Road and Lynn Road near Thousand Oaks High School.

➢ Consider pedestrian bridges, curb bulb-outs, lane reductions, and neighborhood connections where appropriate and/or feasible.

➢ Install more marked crosswalks citywide where appropriate and/or feasible.

➢ Increase street lighting for winter evenings; add benches, shade, and human-scaled streetscapes.

➢ Consider creating additional crossing route over US-101 where appropriate and/or feasible.

➢ Prohibit motorized bikes/scooters on sidewalks and launch an awareness campaign against sidewalk biking.

Top improvements to support increased bicycling included:

➢ **Bike Paths Away from Streets:** The preferred option, chosen by 72.1% of respondents, indicates a desire for separated, low-stress biking facilities.

➢ **Bike Lanes on Streets:** 56.4% indicated a need for more designated on-street bike lanes.

➢ **Slower Traffic Speeds:** 42.9% emphasized reducing vehicle speeds to improve cyclist safety.

➢ **Bike Parking:** 39.3% supported the installation of more secure bike racks and facilities at key destinations.

➢ **Lighting:** 30.0% highlighted the need for improved visibility and safety in low-light conditions.

➢ **Bike Education Classes:** 16.4% selected this, showing some interest in skill-building and safety awareness.

Respondents provided numerous detailed comments emphasizing the need for safer, more separated, and better-connected bicycle infrastructure. Key issues focused on separated lanes, driver behavior, education, and supportive facilities.

➢ Separated bike lanes are the most frequently mentioned infrastructure, including Class I Multi-Use Paths and Class IV Separated Bikeways.

➢ Police enforcement of vehicles improperly entering bike lanes.

➢ Reduce general car lanes near commercial areas to prioritize bike and pedestrian space.

➢ Education for e-bike riders and general cyclist training, and public campaigns to improve mutual respect between road users.

➢ Connectivity improvements such as extending the bike network to Camarillo, connecting routes to the town center via safe, continuous lanes.

➢ More lighting on paths for visibility and comfort.

➢ Implement modal filters, bike boulevards, shared streets, and lane reductions.

These results underscore a clear preference for improved connectivity, separated facilities, and safer infrastructure as the most effective strategies to support and grow active transportation use in Thousand Oaks.

What would make it easier for you to **bike** more in Thousand Oaks?
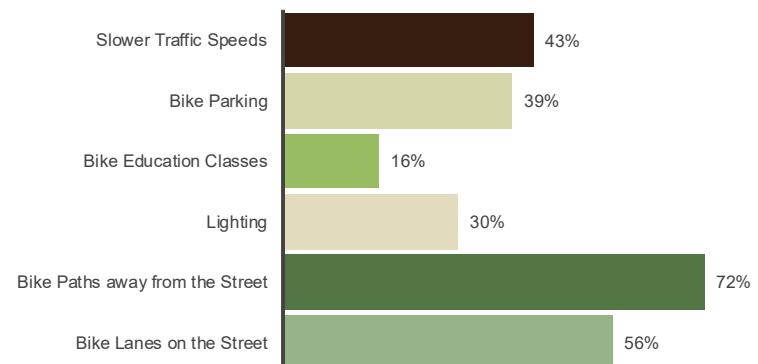
Chapter 4

Recommendations
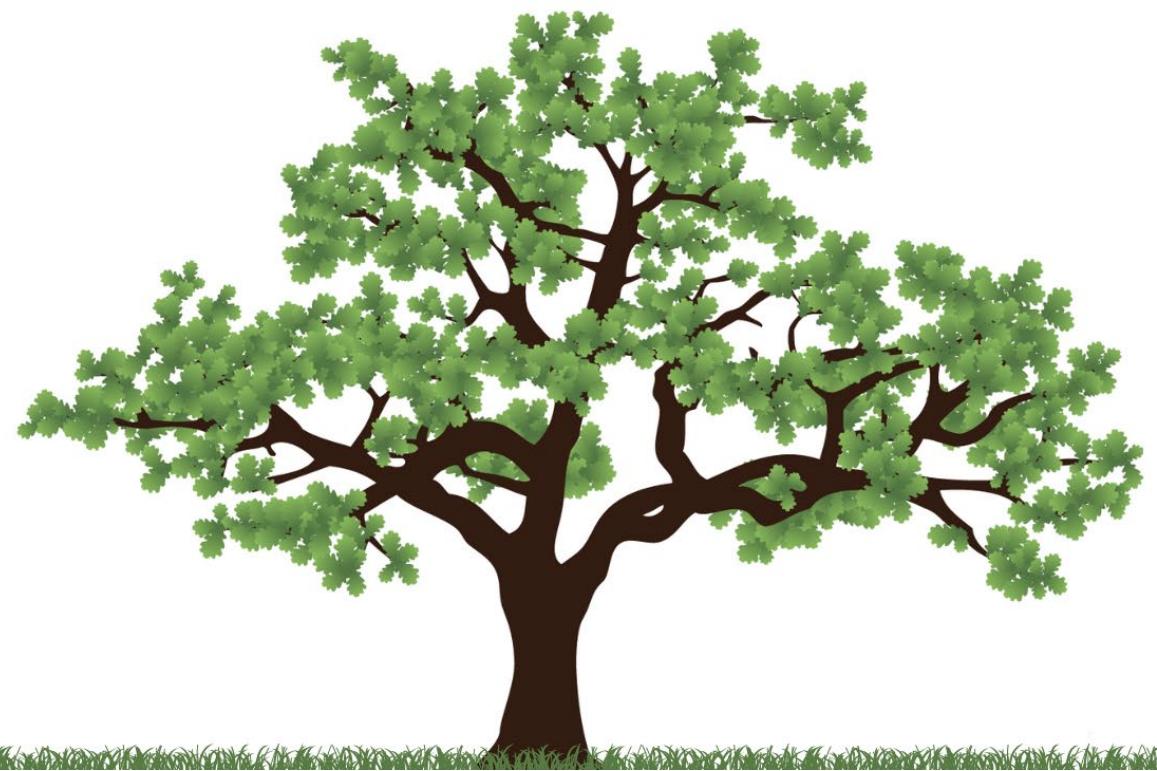
Recommendations Overview

This chapter presents the proposed infrastructure enhancements to improve bicycling and walking throughout Thousand Oaks. It outlines both near-term and long-term projects, organized to guide the City's funding decisions as resources become available. Detailed maps and tables specify each improvement's location, scope, and type.

Successful implementation of these projects depends on complementary programs and updated standards, codes, and policies. Initiatives in Education, Encouragement, Enforcement, and Evaluation will amplify the return on investment for physical improvements. Conversely, the full benefits of those programs can only be realized once the recommended infrastructure is in place. In many cases, adopting new or revised City standards and policies will need to be considered to support these projects and over time, completed projects may inform further refinements to the City's regulatory framework.

Bicycle and Pedestrian Treatments

Over the past five years, the United States has seen a notable shift in bicycle facility design, driven by the recognition of cycling as a mainstream transportation mode that advances environmental, social, and economic objectives. Beyond simply connecting origins and destinations, modern bicycle networks prioritize "low-stress" routes, facilities that physically or psychologically separate cyclists from fast-moving or high-volume traffic. The corridors and treatments recommended in this chapter reflect this contemporary state of practice, drawing on proven design standards to create a comfortable, all-ages network that encourages daily bicycling.

Historically, pedestrian infrastructure in urban settings has included sidewalks, crosswalks, pedestrian signals, and curb extensions. The treatments recommended here respond to issues identified through technical analysis and community feedback, with the goal of strengthening connections to transit stops, school zones, parks, and other key destinations. By improving walkways, crossings, and wayfinding, these measures support equitable mobility, particularly for those who depend on walking and transit rather than cycling or private vehicles. In addition to traditional enhancements, this chapter introduces innovative treatments such as pedestrian scramble crossings, optimized signal timing, and flashing beacons to further elevate safety and accessibility.

Conventional Bicycle Treatments

Caltrans defines four standard bicycle facility types, with detailed design standards, signage, and pavement markings specified in the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the California Highway Design Manual.

Class I Multi-Use Paths

Off-street, exclusive corridors reserved for non-motorized users, typically bicycles and pedestrians. These "bicycle paths" offer full physical separation from all motor vehicle traffic.

Class II Bicycle Lanes

On-street, one-way lanes designated for bicycles and aligned with the direction of adjacent traffic. They occupy the outer edge of the roadway, between the travel lane and the curb, shoulder, or parking lane.

Class III Bicycle Routes

Shared roadways marked by route signs and "sharrow" pavement markings to identify preferred cycling corridors. Class III routes are best suited to streets with moderate traffic volumes and speeds up to 30 mph.

Class IV Separated Bikeways (Cycle Tracks)

On-street, bicycle-only facilities that marry the physical separation from vehicles and user experience of Class I paths with the connectivity of Class II lanes. They provide continuous physical separation via raised curbs, parking buffer strips, bollards, or other barriers from adjacent motor traffic. Separated bikeways may be configured for one- or two-way operation, though two-way facilities require careful intersection design and driver education, since motorists often do not anticipate bi-directional bicycle movements.

Class I

Class II

Class III

Class IV

Enhanced Bicycle Treatments

Recently, cities nationwide have adopted bicycle facilities that go beyond the four traditional route classifications. Many of these enhancements are low-cost, quick to implement, often piggy-backing on routine pavement resurfacing, and significantly improve cyclist visibility and comfort.

Buffered Bicycle Lanes

Buffered lanes add a painted separation strip, minimum 2–3 feet wide, between the bike lane and the adjacent traffic lane or parking lane. This extra buffer keeps cyclists away from moving vehicles and door-opening zones, creating a more comfortable, lower-stress cycling environment than a standard Class II Bike Lane.

Shared Lane Marking ("Sharrows")

Sharrows are pavement symbols placed in the rightmost travel lane-centered between through traffic and parked cars to reinforce the bicyclist's preferred travel line. Since their statewide adoption in 2008, sharrows have proven to be an economical way to alert motorists to cyclists on streets where dedicated bike lanes are not feasible. For greater impact, many jurisdictions install sharrows over a green-painted field at conflict points. In 2025, Senate Bill 1216 prohibits the installation of Sharrows on roads with a speed limit greater than 30 mph, with some exceptions. Removal of pre-existing Sharrows on roads over 30 mph is not required.

Bike Boxes

At signalized intersections, bike boxes are painted areas positioned ahead of motor vehicles at the front of the travel lane. They give bicyclists a separate, conspicuous location to wait during the red phase, improving their visibility and enabling a safer, more efficient start when the light turns green.

Bicycle lane with buffer on Lynn Road

Sharrow pavement marking on Thousand Oaks Boulevard

Bike box on Triunfo Canyon Road at South Westlake Boulevard

Low Stress Bicycle Treatments

When conventional bike lanes and paths do not fully address community concerns for safety and comfort, alternative "low stress" cycling treatments can provide inclusive, all-ages options. These innovative facility types, widely adopted across North America and Europe, are detailed in the NACTO Urban Bikeway Design Guide and the AASHTO Guide for the Development of Bicycle Facilities.

Bicycle Boulevards

Bicycle boulevards transform quiet, low-volume neighborhood streets into preferred cycling corridors. Through a combination of wayfinding signage, pavement markings, and targeted traffic-calming measures, they discourage cut-through car traffic while maintaining convenient bike crossings at busier arterials. The result is a comfortable, continuous route that parallels higher-speed roadways, making every day cycling accessible to riders of all skill levels.

Bicycle boulevard

Bike Route Signage on Thousand Oaks Boulevard

Signage and Wayfinding

Clear, consistent signage and wayfinding play a critical role on any bicycle network. Destination signs, route markers, and pavement arrows guide cyclists along preferred corridors and alert motorists to the presence of bicyclists. Together with facility branding, thoughtful wayfinding enhances user confidence and helps all road users anticipate upcoming changes in roadway conditions.

Colored Bicycle Lanes

Applying green color to bike lanes significantly boosts their visibility, highlights potential conflict or transition zones, and signals bicyclists' priority to motorists. Colored paving may be deployed continuously along an entire corridor, either within standard or separated lanes, and selectively at complex locations, such as through intersections where the bicyclist's path is ambiguous. Consistency in color application along a route is essential to ensure all users intuitively recognize the designated bike facility.

Transition Lanes

At intersections, green pavement markings delineate the precise crossing path for cyclists and draw attention to areas where bike lanes intersect motor-vehicle turn lanes. By clearly highlighting these conflict zones, an approach successfully used on S Rancho Road at State Route 101 Westbound on-ramp, drivers are better prepared to yield, and cyclists can maintain a predictable trajectory across busy junctions.

Colored bicycle lane

Green transition striping on Rancho Road

Protected Intersections

Protected intersections extend the low-stress character of separated bikeways through the crossing itself. This treatment is more common in a high-volume urban setting, where there is a high concentration of all modes of travel. Key elements include:

➢ **Advance bicycle stop boxes** that provide dedicated queueing space ahead of motor vehicles.

➢ **Refuge islands** that physically separate bicycle and motor traffic at turning points.

➢ **Dedicated bicycle crossing markings** that run parallel to pedestrians crosswalks, increasing cyclist visibility.

➢ **Special signal phasing** (e.g., leading bicycle intervals) to give cyclists a head start before conflicting movements.

These combined features preserve cyclist comfort and safety by minimizing direct interactions with turning vehicles at critical nodes.

Protected Intersections

Two-Stage Turn Queue Box

Two-stage turn queue boxes simplify left turns by breaking them into two straightforward crossings instead of one complex maneuver. Cyclists first proceed straight through the intersection on green, enter the painted "bike box," and stop. Once the next signal phase provides a green light in their desired direction, they complete a 90° turn and proceed through the intersection without merging directly into motor-vehicle lanes. This treatment enhances cyclists' comfort and reduces merge conflicts. Depending on the location of the queue box, a No Right-Turn on Red may be required for conflicting traffic.

Two-stage turn queue box   *Bike detection*

Bicycle Signals

Dedicated bicycle signals offer clear, unambiguous right-of-way indications for cyclists. They can take the form of standard red–yellow–green indications supplemented by bicycle legend signs, or custom icons. Near-side bicycle signals often include countdown timers for both the start of the green interval and the onset of the red phase, improving cyclist anticipation and compliance.

Bicycle Detection

Bicycle detection systems inform signal controllers when a cyclist is awaiting a green phase. Detection may be achieved by inductive loops or video sensors embedded in the pavement, or via push-button stations. Each detection point is marked with the standard bicycle pavement symbol and signage, ensuring riders know where to give the signal. Automated detection eliminates unnecessary waiting and reduces cyclist exposure to conflicting traffic.

Dedicated bike signals

Traffic Calming

Traffic calming encompasses physical and operational interventions designed to slow vehicle speeds, discourage non-local cut-through traffic, and enhance overall street safety and livability. Below are key treatments suitable for Thousand Oaks.

Roundabouts & Traffic Circles

Roundabouts feature yield-controlled entries into a circular roadway around a central island, enforcing low speeds and continuous flow. Their design can incorporate raised splitter islands, tightened curb radii, pedestrian refuge islands, high-visibility crosswalks, and dedicated bicycle bypass lanes, providing safe, efficient multimodal circulation. Roundabouts may require extra right-of-way but offer substantial safety and operational benefits.

Traffic Circles are smaller at-grade islands placed at low-volume residential intersections. They reduce vehicle speed by channelizing traffic around a raised or painted central island, often with minimal right-of-way impact. Landscaping or decorative elements on the circle reinforce driver awareness while enhancing neighborhood character.

Signal and Warning Devices

Rectangular Rapid Flashing Beacons (RRFBs) are on-demand warning systems installed at marked crosswalks on unsignalized streets. Both improve driver yielding and pedestrian visibility at crossings near schools, parks, and transit stops. RRFBs utilize high-intensity yellow flashes are well-suited for two-lane roads.

Roundabout on Duesenberg Drive and Clear Water Street

Rectangular Rapid Flashing Beacons (RRFBs) on Lynn Road at Knollwood Drives

Operational measures such as speed feedback signs and targeted enforcement complement these devices, further reinforcing lower speeds and yielding behavior. Traffic control devices are most effective when combined with complementary pedestrian improvements such as curb extensions, high-visibility crosswalks, upgraded lighting, median refuge islands, and clear signage to create a coherent, safe crossing environment.

Speed Humps and Speed Cushions

Speed humps and speed cushions are vertical deflection treatments used on low-speed, residential streets to reduce speeding and discourage cut-through traffic. Speed cushions are typically a segmented form of a speed hump that can allow some emergency vehicles to straddle the device while still reducing speeds for most passenger vehicles. The City of Thousand Oaks has had a residential speed hump program in place since the early 1980s. As of today, the City has speed humps/speed cushions on 26 residential streets, and Resolution 2022-025 codifies the City's current speed hump policy. Speed humps and cushions can support lower-stress walking and bicycling conditions on neighborhood streets that serve as local connections to schools, parks, trails, and other destinations, and can complement other traffic calming measures such as traffic circles, curb extensions, and enhanced crossings.

Speed Hump

Speed Cushion

Speed Tables/Raised Crosswalks

Flat-topped speed humps (speed tables) and raised crosswalks calm traffic by elevating the roadway surface. Their gentle incline and textured surface discourage speeding and improve pedestrian visibility and safety.

Radar Feedback Signs

Radar speed feedback signs detect approaching vehicles' speeds and immediately relay that information to drivers via an LED display. These devices are especially effective at prompting motorists traveling ten or more miles per hour over the limit to slow down.

Chicanes

Chicanes introduce alternating curb extensions or lane narrowing that create an S-shaped travel path. By requiring drivers to weave between these lateral shifts, chicanes naturally reduce vehicle speeds.

Traffic Diverters

Diverters are physical barriers, such as partial street closures or median islands installed to block through traffic while still permitting local access. They eliminate cut-through volumes without restricting the movement of pedestrians and cyclists.

On-Street Edge Friction

Edge friction leverages vertical elements like parked cars, bicycle lanes, bollards, street furniture, trees, and shrubs to visually narrow the roadway. This perceived constriction encourages motorists to reduce speed, enhancing safety for all users.

Speed Table

Radar Feedback Sign

Chicane

Traffic Diverter

On-street edge friction (Parked vehicles and bike lanes) on E Wilbur Road

Pedestrian Treatments

While many Thousand Oaks streets feature sidewalks, varying widths and gaps in ADA-compliant curb ramps persist (as documented in the City's ADA Transition Plan). Similarly, although many intersections offer signals and marked crosswalks, long block lengths can tempt pedestrians to jaywalk. The following treatments improve safety and convenience by providing clearly defined, accessible crossing points.

Enhanced Crosswalk Markings

High-visibility crosswalk patterns such as continental or ladder striping guide pedestrians along intended paths and alert drivers to potential crossing areas. These bold markings can be applied at new or existing crosswalks to reinforce driver yielding and increase pedestrian awareness.

Curb Extensions

Curb extensions or bulb-outs project the sidewalk into the roadway at intersections, shortening crossing distances and improving pedestrian visibility. By reducing walking time and minimizing vehicular conflict points, bulb-outs enhance safety and calm traffic. Careful placement is required to avoid conflicts with adjacent bike lanes or separated

Electronically Enhanced Crosswalk

Curb Extension

Mid-block crossing/refuge island with overhead RRFB on Thousand Oaks Boulevard

bikeways; where both facilities are needed, half-length extensions or specialized ramps can preserve bicycle access (an example can be seen in the section – ***Enhanced Bicycle Treatments***).

Mid-block Crossings

Mid-block crossings establish safe, convenient crossing points between signalized intersections, especially on long blocks or in locations where detours are onerous. When paired with supplemental devices such as Rectangular Rapid Flashing Beacons, flashing LED signs, and refuge islands (raised medians that offer pedestrians and cyclists a secure waiting area if they cannot travel the full roadway), mid-block crossings effectively channel pedestrian flows and reduce unsafe, unmarked crossings.

Lighting

Installing lower-mounted, pedestrian-focused luminaires enhances visibility of sidewalks, crossings, and non-motorized road users. Well-designed fixtures not only improve safety but can also serve as public art or interactive elements that enrich the streetscape.

Pedestrian Scrambles

At intersections with exceptionally high foot traffic, all vehicular movements are halted simultaneously, allowing pedestrians to cross in any direction, including diagonally during a dedicated "scramble" phase. This configuration reduces conflicts and expedites large volumes of pedestrian crossings that are typically found in high density urban settings.

Modified Traffic Signal Timing

Extending the WALK interval or shortening clearance phases at wide or heavily trafficked roadways gives pedestrians and cyclists additional time to traverse safely, reducing the risk of late-phase conflicts with turning vehicles. Another proven strategy is a Leading Pedestrian Interval (LPI), which provides people using crosswalks a brief head start (typically a few seconds) before parallel vehicle traffic receives a green indication. This early start increases pedestrian visibility in the intersection, establishes pedestrian priority before turning movements begin, and can reduce conflicts with right- and left-turning vehicles, particularly at locations with high turning volumes, school walk routes, transit stops, and crossings of multi-lane arterials.

Senior Zones

By designating "Senior Zones" in neighborhoods with higher concentrations of older adults, the City can deploy supportive features, such as clearer wayfinding signage, lengthened pedestrian signal times, seating, sheltered transit stops, and enhanced lighting to improve accessibility and comfort for senior residents.

Transit Stop Amenities

Quality transit amenities shelters with overhead canopies, comfortable seating, trash receptacles, and adequate lighting, make public transportation more attractive and user-friendly, encouraging higher ridership and improving overall safety at bus and shuttle stops.

Lighting

Transit shelter with seating on W Hillcrest Drive

Placemaking

Integrating vibrant urban features such as parklets, community gardens, and public art transforms streets into active, inviting destinations for pedestrians of all ages. By partnering with local businesses, nonprofits, and neighborhood groups, the City can leverage collaborative design and funding opportunities to enhance community character and economic vitality.

Parklets

Temporary parklets convert one or two on-street parking spaces into small public seating areas, extending the sidewalk and creating attractive gathering spots. These mini-parks improve streetscape aesthetics, encourage foot traffic, and foster social interaction.

Community Gardens

Managed by the City or local nonprofits, community gardens offer residents access to fresh produce while strengthening neighborhood bonds. These shared green spaces promote environmental stewardship and enhance local quality of life.

Furnishing and Public Art

Well-placed amenities such as transit shelters, bicycle racks, benches, and public art installations that a street is welcoming and safe. Thoughtful street furnishings support functionality, enrich the pedestrian experience, and add visual interest to the urban fabric.

Parklet

Community Garden

Public Art near Thousand Oaks Boulevard

Bicycle and Pedestrian Recommendations

This section outlines the highest-priority infrastructure projects for enhancing walking and cycling in Thousand Oaks. Project selection reflects roadway conditions, community input, technical analyses, and alignment with the City's street resurfacing schedule. Proposed treatments span the full range of facility types and amenities introduced earlier and are organized by facility classification with unique project IDs.

Each project is depicted on accompanying maps and detailed in tables that specify the location, facility type, length, and pertinent notes, such as right-of-way limitations or necessary coordination with other agencies. These annotations underscore that detailed design & engineering reviews will be required to confirm feasibility.

By targeting existing safety and connectivity gaps, these initial projects lay the groundwork for a comprehensive, low-stress active transportation network. As a subsequent phase, the City may prioritize upgrading selected Class II lanes to buffered bike lanes to further reduce traffic stress levels. A true low-stress network offers residents, visitors, and commuters a comfortable, safe, and attractive choice to walk, bike, or combine both modes for daily travel. Implementation can proceed in stages, timed to coincide with funding availability, updated collision data, or integration into the

Capital Improvement Program, ensuring that the plan remains adaptable to emerging priorities and resources.

Prioritization Process and Scoring

Project scores were developed using a customized, data-driven scoring framework that translates the qualitative Caltrans Scoring Rubric into a consistent, quantitative methodology and incorporates feedback received through community engagement. The framework retains the core Caltrans criteria while also integrating the previously described propensity models and Level of Traffic Stress (LTS) indicators to better reflect likely demand and user comfort in weighing projects. Each project was evaluated using a standardized set of measurable inputs informed by regional and national best practices, and the resulting weighted scores provide a transparent and objective basis for comparison. Relative to the 2019 ATP approach, the ATP Update rubric is more comprehensive and more clearly defined; elements of the prior scoring informed both the development of the propensity model and project scoring method (e.g., the scoring method was heavily influenced by the propensity model), while the current framework expands beyond that model to include a broader set of criteria. The ATP Update comprehensive rubric includes the following key scoring metrics:

➢ (*Caltrans*) Direct Benefits to Disadvantaged Communities (10 points)

➢ (*Caltrans*) Potential to Increase Walking and Bicycling, especially among Students (52 points)

➢ (*Caltrans*) Potential to Reduce of Pedestrian and Bicycle Collisions risk/rates/numbers (25 points)

➢ (*Caltrans*) Public Participation & Planning (10 points)

➢ (*Caltrans*) Scope & Plan Consistency (3 points)

➢ (**ATP**) Bike/Pedestrian Propensity Score (5 points)

➢ (**ATP**) Bike Level of Traffic Stress Score (5 points)

The model preserves Caltrans' intended weighting by maintaining the same category structure and maximum point values (100-point total), with most points assigned to potential mode-shift benefits and safety outcomes. Qualitative rubric prompts are translated into measurable indicators using a combination of binary evidence checks (e.g., presence of TIMS crash history, outreach documentation, cost estimate completeness) and scaled quantitative inputs (e.g., Healthy Places Index percentile, high-injury network coverage ratio, CMF/CRF effectiveness, and proportion of needs addressed). Where appropriate, metrics are normalized to 0 - 1 ranges and capped to avoid outliers dominating results, and combined infrastructure/non-infrastructure projects apply adjusted logic to ensure both components are credited without double-counting. The final score is the transparent sum of category subtotals, enabling consistent comparison across candidate projects while remaining aligned with the Caltrans rubric priorities."

The composite scores provide an objective reference for sequencing project implementation, though they do not dictate a fixed construction order. Actual implementation timing will depend on funding availability and alignment with the City's broader capital improvement priorities. **Appendix B** contains the recommended improvements list as well as individual project scoring.

Bicycle Recommendations

The bicycle recommendations mainly focus on closing the gaps and completing the bike network in the city. *Figure 4-1* presents the location of the proposed bike improvements in the City of Thousand Oaks. The composition of the recommended improvements can be classified into the following:

- 8.34 miles of upgrading existing Class II Bike Lane to Class II Bike Lane (buffered)

- 15.80 miles of installing Class II Bike Lanes onto road segments with existing Class III Bike Routes or no existing bike facilities

- 1.71 miles of Class III Bike Routes onto road segments with no existing bike facilities

- 5.18 miles of upgrading Class II Bike Lanes to Class IV Separated Bikeway

In addition, there is an opportunity identified as potential Class I Multi-Use Paths that would provide both local and regional connections outside of the City: (1) the maintenance road on the north side of the channel, between Wendy Dr and the Borchard Rd offramp, with access to Michael Dr on the east end. This location is illustrated in *Figure 4-1*, (indicated with red bold number). However, it requires further study for specific alignment and has thus not been included in the recommendation table below.

It should be noted that Thousand Oaks Boulevard is scored highly due to the high density of collisions and key destinations along the corridor. As a centrally located and heavily traveled roadway, the proposed improvements would require physical modifications, which may impact a wide range of stakeholders. Consequently, decision-makers will need to weigh these trade-offs along Thousand Oaks Boulevard and the other roadways listed herein to advance the goals of this ATP.

Table 4-1 presents the specifications of the proposed projects for corridor improvements. As noted earlier, the composite scores offer an objective basis for prioritizing and phasing projects, but they do not establish a strict construction sequence. Implementation schedules will ultimately depend on available funding and coordination with the City's broader capital improvement program. **Appendix B** includes the recommended improvements and the scoring results for each project.

Figure 4-1: *Proposed Bicycle Recommendations*
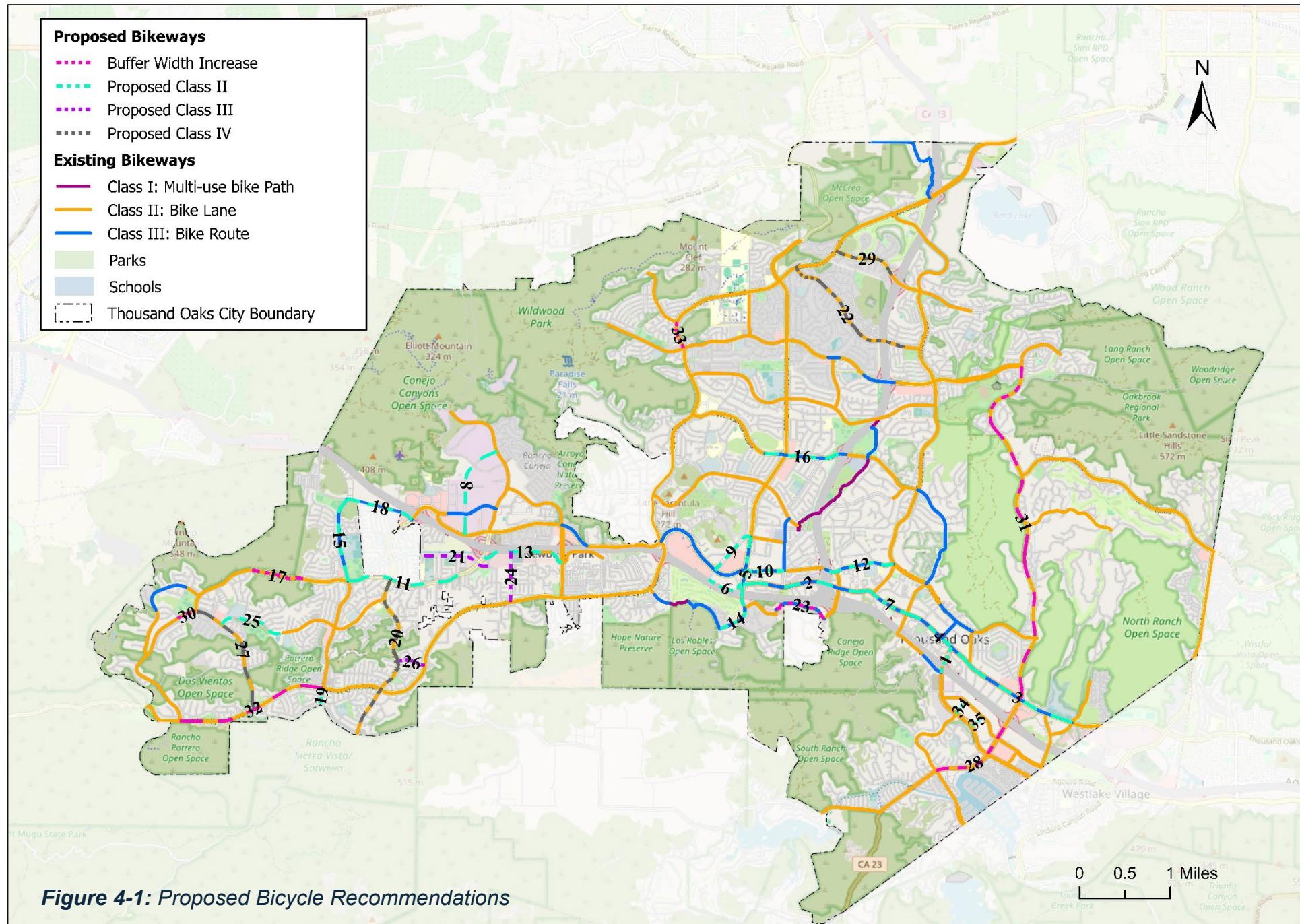
Table 4-1: *Corridor Recommendations*

ID	Street Name	Existing Facility Type	Between		Length (miles)	Proposed Improvements[5]	Total Score
1	Hampshire Rd	None	Thousand Oaks Blvd	Willow Ln	0.20	Install Class II Bike Lanes (buffered). Modify existing median or parkway to accommodate bicycle lanes.	84.52
2	Thousand Oaks Blvd	Class III Bike Route	Erbes Rd	Moorpark Rd	1.50	Implement Class II Bike Lanes by narrowing the width of the travel lane, parking lane, and/or sidewalk. Consider removal of parking or striped center turn median where feasible. Enhancements may vary based on the context of individual street segments. Provide green pavement markings and/or signage at conflict points (e.g. driveways, merges) to increase visibility. Upgrade traffic signals with bicycle detection and bike boxes, where feasible, to enhance safe crossings at intersections.	79.66
3	Thousand Oaks Blvd	Class III Bike Route	Via Merida	Duesenberg Dr	1.30	Implement Class II Bike Lanes by narrowing the width of the travel lane, parking lane, and/or sidewalk. Consider removal of parking or striped center turn median where feasible. Enhancements may vary based on the context of individual street segments. Provide green pavement markings and/or signage at conflict points (e.g. driveways, merges) to increase visibility. Upgrade traffic signals with bicycle detection and bike boxes, where feasible, to enhance safe crossings at intersections.	79.54

---

[5] Improvements listed are conceptual. Further study to determine feasibility and/or additional community outreach may be required.

ID	Street Name	Existing Facility Type	Between		Length (miles)	Proposed Improvements[5]	Total Score
4	Thousand Oaks Blvd	Class III Bike Route	Duesenberg Dr	Conejo School Rd	0.90	Implement Class II Bike Lanes by narrowing the width of the travel lane, parking lane, and/or sidewalk. Consider removal of parking or striped center turn median where feasible. Enhancements may vary based on the context of individual street segments. Provide green pavement markings and/or signage at conflict points (e.g. driveways, merges) to increase visibility. Upgrade traffic signals with bicycle detection and bike boxes, where feasible, to enhance safe crossings at intersections.	78.31
5	Moorpark Rd	Class III Bike Route	Wilbur Rd	HWY 101	0.63	Upgrade existing Class III Bike Route to Class II Bike Lanes (buffered) where feasible. Where width is constrained, consider median removal for Class II Bike Lanes. Install green bike crossings through major intersections to guide riders and alert turning vehicles.	78.15
6	Thousand Oaks Blvd	None	Moorpark Rd	Wilbur Rd	0.43	Install Class II Bike Lanes (buffered).	77.05

ID	Street Name	Existing Facility Type	Between		Length (miles)	Proposed Improvements[5]	Total Score
7	Thousand Oaks Blvd	Class III Bike Route	Conejo School Rd	Erbes Rd	0.40	Implement Class II Bike Lanes by narrowing the width of the travel lane, parking lane, and/or sidewalk. Consider removal of parking or striped center turn median where feasible. Enhancements may vary based on the context of individual street segments. Provide green pavement markings and/or signage at conflict points (e.g. driveways, merges) to increase visibility. Upgrade traffic signals with bicycle detection and bike boxes, where feasible, to enhance safe crossings at intersections.	76.98
8	Lawrence Dr	None	Rancho Conejo Blvd	Hillcrest Dr	2.29	Remove on-street parking and install Class II Bike Lanes (buffered).	74.90
9	Wilbur Rd	None	Moorpark Rd	Hillcrest Dr	0.56	Convert curbside travel lane to Class II Bike Lanes (buffered).	74.47
10	Hillcrest Dr	None	Hodencamp Rd	Moorpark Rd	0.43	Install Class II Bike Lanes (buffered). Narrow travel lane width to accommodate bicycle lanes, modify existing median, and/or remove on-street parking to accommodate bicycle lanes.	74.17
11	Borchard Rd	None	Redfield Ave	Reino Rd	1.25	Install Class II Bike Lanes (buffered). Narrow travel lane width to accommodate bicycle lanes. Also, enhance street light coverage.	73.42
12	Hillcrest Dr	Class III Bike Route	Erbes Rd	SR 23	0.75	Remove on-street parking and install Class II Bike Lanes (buffered).	72.01
13	Newbury Rd	None	Giant Oak Ave	Borchard Rd	0.93	Install Class II Bike Lanes.	69.70

ID	Street Name	Existing Facility Type	Between		Length (miles)	Proposed Improvements[5]	Total Score
14	Moorpark Rd	Class III Bike Route	Rolling Oaks Dr	Greenmeadow Ave	0.39	Narrow the existing median and/or convert #2 travel lane to Class II Bike Lanes (buffered).	68.43
15	Reino Rd	Class III Bike Route	Old Conejo Rd	Borchard Rd	0.93	Install Class II Bike Lanes (buffered). Remove on-street parking where feasible and/or narrow median lane width to accommodate bicycle lanes. Install green bike crossings through major intersections to guide riders and alert turning vehicles.	68.25
16	Janss Rd	None	SR-23	Norwich Ave	0.88	Install Class II Bike Lanes (buffered). Narrow travel lane width and/or median to accommodate bicycle lanes.	67.51
17	Borchard Rd	Class II Bike Lane	Los Vientos Dr	4502 Via Mariano	0.54	Upgrade existing Class II Bike Lanes to Class II Bike Lanes (buffered).	67.44
18	Old Conejo Rd	None	Wendy Dr	Reino Rd	0.75	Reconstruct road shoulder to widen separation of bike lane and through traffic (both sides). Narrow travel lane width to accommodate bicycle lanes. This improvement may involve removal or relocation of trees and underground utilities. As an alternative, the City should consider partnering with Ventura County to provide bike facilities connecting Reino Rd and Wendy Dr on roadways south of Old Conejo Rd.	67.13

ID	Street Name	Existing Facility Type	Between		Length (miles)	Proposed Improvements[5]	Total Score
19	Reino Rd	None	Lynn Rd	Potrero Rd	0.18	Install Class II Bike Lanes (buffered). Narrow travel lane width to accommodate bicycle lanes. Install green bike crossings through major intersections to guide riders and alert turning vehicles.	67.07
20	Wendy Dr	Class II Bike Lane (buffered)	Kimber Dr	Erinlea Ave	1.53	Convert existing Class II Bike Lanes (buffered) to a Class IV Separated Bikeway. Narrow travel lane width and/or median to accommodate separated bikeway.	66.54
21	Michael Dr	None	Newbury Rd	Nellie Court	0.80	Install Class III Bike Route sharrow markings and "Bike Route" signage.	65.83
22	Pederson Rd	Class II Bike Lane (buffered)	Rustic Glen Dr	Olsen Rd	1.55	Convert existing Class II Bike Lanes (buffered) to a Class IV Separated Bikeway. Narrow travel lane width and/or median to accommodate separated bikeway.	63.17
23	Haaland Dr	Class II Bike Lane	Rancho Rd	Los Padres Dr	0.61	Upgrade existing Class II Bike Lanes to Class II Bike Lanes (buffered).	61.59
24	Kelley Rd	None	Newbury Rd	Lynn Rd	0.60	Install Class III Bike Route sharrow markings and "Bike Route" signage.	61.54
25	Via Rio	None	Kimber Dr	Via Las Brisas	0.77	Remove on-street parking and install Class II Bike Lanes (buffered). Narrow travel lanes to accommodate bicycle lanes.	61.34

ID	Street Name	Existing Facility Type	Between		Length (miles)	Proposed Improvements[5]	Total Score
26	Felton St	None	Lynn Rd	Wendy Dr	0.31	Install Class III Bike Route sharrow markings and "Bike Route" signage. Also, enhance street light coverage.	56.88
27	Via Las Brisas	Class II Bike Lane	Borchard Rd	Lynn Rd	1.40	Convert existing Class II Bike Lanes to Class IV Separated Bikeway by converting #2 travel lane to separated bike lane.	53.57
28	Westlake Blvd	Class II Bike Lane	Village Glen	Triunfo Canyon Rd	0.96	Install Class II Bike Lanes (buffered). Narrow travel lane width to accommodate bicycle lanes.	53.33
29	Sunset Hills Boulevard	Class II Bike Lane	SR-23	Olsen Rd	0.70	Convert existing Class II Bike Lanes to Class IV Separated Bikeway by converting #2 travel lane to separated bike lane.	53.19
30	Rancho Dos Vientos	Class II Bike Lane	Borchard Rd	Via Rincon	0.20	Upgrade existing Class II Bike Lanes to Class II Bike Lanes (buffered). Narrow travel lane width to accommodate buffered bicycle lanes.	52.68
31	Westlake Blvd	Class II Bike Lane	Avenida De Los Arboles	Thousand Oaks Blvd	4.05	Install Class II Bike Lanes (buffered). Narrow travel lane width to accommodate bicycle lanes. Install green bike crossings through major intersections to guide riders and alert turning vehicles.	49.06
32	Lynn Rd	Class II Bike Lane	Reino Rd	Rancho Dos Vientos	1.67	Install Class II Bike Lanes (buffered). Narrow travel lane width to accommodate bicycle lanes. Improve bicycle crossings at major intersections by extending bike lane markings through the junction.	48.99

ID	Street Name	Existing Facility Type	Between		Length (miles)	Proposed Improvements[5]	Total Score
33	Lynn Rd	Class II Bike Lane	Wildwood Ave	Avenida De Los Arboles	0.31	Install Class II Bike Lanes (buffered). Narrow travel lane width to accommodate bicycle lanes.	48.98
34	Triunfo Canyon Rd	None	Townsgate Rd	Hampshire Rd	0.17	Remove on-street parking and install Class II Bike Lanes (buffered).	48.11
35	Lakefield Rd	None	Townsgate Rd	Hampshire Rd	0.16	Remove on-street parking and install Class II Bike Lanes (buffered).	47.07

Intersection Recommendations

Thousand Oaks faces a particularly challenging network of intersections, many of which are highway interchanges, where high traffic volumes and speeds create gaps for cyclists. This ATP Update has identified and prioritized 15 key intersections for targeted improvements. Many of the proposed treatments involve installing green conflict-zone markings, a.k.a. bike transition lanes, to clearly delineate the cyclist's path through large, multi-leg intersections and alert motorists to expect potential conflicts with bicycles. In locations where roadways pass beneath or over highway ramps, protective fencing is also recommended along the sidewalk or bike lane to separate cyclists from high-speed vehicle movements. Together, these interventions will guide cyclists safely through complex junctions and improve driver awareness at key crossing points. In addition, these intersection improvements also include recommendations to enhance pedestrian safety and walkability. *Table 4-2* presents the specifications of the proposed intersection recommendations and the offered treatment for each facility type, and *Figure 4-2* presents the location of the proposed intersection improvements in the city of Thousand Oaks.

As noted earlier, the composite scores offer an objective basis for prioritizing and phasing projects, but they do not establish a strict construction sequence. Implementation schedules will ultimately depend on available funding and coordination with the City's broader capital improvement program. **Appendix B** includes the

recommended improvements and the scoring results for each project.

Recommend additional transition lanes on E Hillcrest Drive at Erbes Road

Recommend transition lanes on N Moorpark Road at Highway 101

Figure 4-2: *Proposed Intersection Improvements*
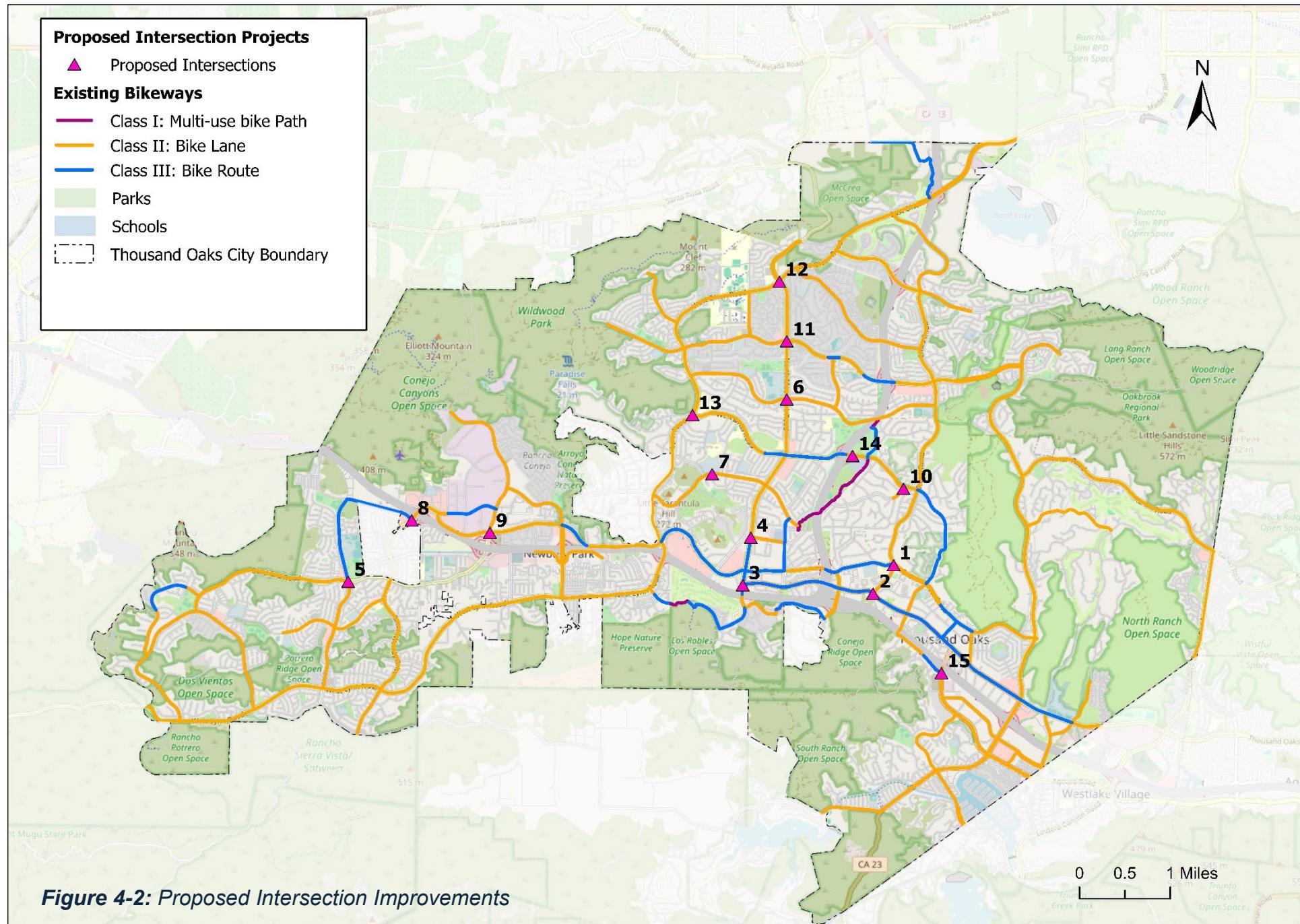
Table 4-2: *Intersection Recommendations*

ID	Intersection Street Names	Proposed Improvements[6]	Total Score
1	Hillcrest Dr / Erbes Rd	Add transition lanes on the eastbound and westbound approaches of Hillcrest Dr. Modify median to accommodate transition lanes. Consider tightening curb radii to prompt westbound right-turning vehicles to slow down.	77.71
2	Erbes Rd / Thousand Oaks Blvd	Extend Class II Bike Lane and add transition lanes across intersection. Add leading pedestrian interval (LPI) on pedestrian crossings.	76.71
3	Moorpark Rd / HWY 101	Add transition lanes to guide bicyclists through lane on/off ramps.	74.48
4	Wilbur Rd / Moorpark Rd	Add transition lanes on eastbound and westbound approaches of Wilbur Road. Modify median to accommodate transition lanes. Implement a leading pedestrian interval (LPI) on pedestrian crossings. Consider curb extensions (bulb-outs) on Wilbur Rd crosswalk and tighten curb return radii to slow right turns and reduce crossing distance.	74.38
5	Reino Rd / Borchard Rd	Add transition lanes on Reino Road and Borchard Road (both sides). Implement a leading pedestrian interval (LPI) on pedestrian crossings. Consider tightening curb radii to prompt southbound right-turning vehicles to slow down.	72.27
6	Avenida De Las Flores / Moorpark Rd	Add transition lanes on the westbound approach of Avenida De Las Flores. Implement a leading pedestrian interval (LPI) on pedestrian crossings.	70.07
7	Camino Manzanas / Gainsborough Rd	Add a transition lane on the westbound approach of Gainsborough Rd.	69.74
8	Wendy Dr / HWY 101	Add transition lanes to guide bicyclists through lane on/off ramps.	68.70

---

[6] Improvements listed are conceptual. Further study to determine feasibility and/or additional community outreach may be required.

ID	Intersection Street Names	Proposed Improvements[6]	Total Score
9	Rancho Conejo Blvd / Hillcrest Dr	Add transition lanes on the eastbound and westbound approaches of Hillcrest Dr and southbound approach of Rancho Conejo Rd.	68.54
10	La Granada Dr / Janss Rd	Add transition lanes to guide bicyclists through the intersection. Consider addition of pedestrian crossing signs, especially for eastboiund right-turning vehicle movements.	68.31
11	Avenida De Los Arboles / Moorpark Rd	Add transition lanes on the eastbound and westbound approaches of Moorpark Rd.	66.58
12	Olsen Rd/ Moorpark Rd	Add transition lanes on the northeastbound and southwestbound approaches of Olsen Rd. Modify median to accommodate transition lanes.	65.95
13	Janss Rd / Lynn Rd	Extend bicycle lanes and add transition bicycle lanes on Janss Rd east of Lynn Rd to complete connection to Lynn Road. Consider tightening curb radii to prompt eastbound left-turning vehicles to slow down.	65.73
14	Janss Rd / SR 23	Add transition lanes to guide bicyclists through on/off ramps.	64.47
15	Hampshire Rd / HWY 101	Add transition lanes to guide bicyclists through on/off ramps. Modify median to accommodate transition lanes.	54.62

Pedestrian Recommendations

The City of Thousand Oaks is well served by sidewalks, with relatively few streets lacking them. The 34 identified and scored pedestrian recommendations aim to maximize connectivity and accessibility and include 5.83 miles of sidewalks on both sides of the street and 18.09 miles on one side or mixed sides of the street. *Figure 4-3* is a zoomed-in map for the downtown area where projects are in proximity to and intersect others, and *Figure 4-4* depicts all the sidewalk projects. All sidewalk projects are to meet ADA standards with an access ramp featuring truncated domes at the intersections. *Table 4-3* lists the projects by major street name and provides more information such as proposed length of sidewalk and sides of the street or mix of gaps and existing sidewalks.

As noted earlier, the composite scores offer an objective basis for prioritizing and phasing projects, but they do not establish a strict construction sequence. Implementation schedules will ultimately depend on available funding and coordination with the City's broader capital improvement program. **Appendix B** includes the recommended improvements and the scoring results for each project.
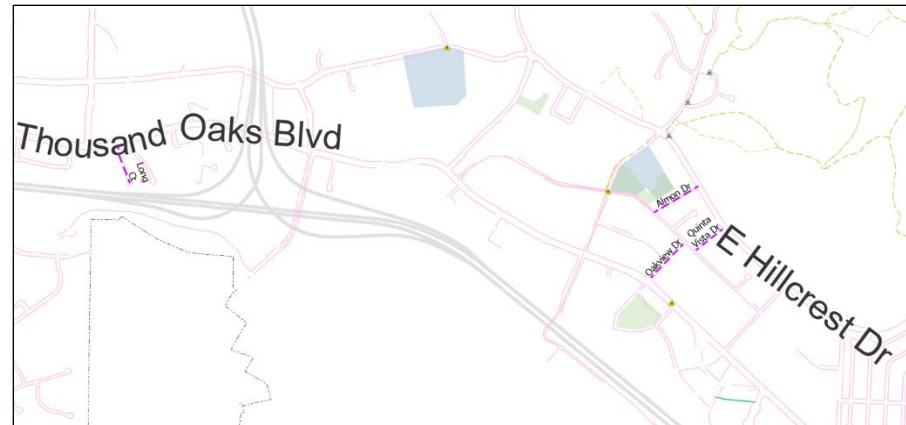
Figure 4-3: Downtown Area Pedestrian Recommendations

Figure 4-4: Pedestrian Recommendations
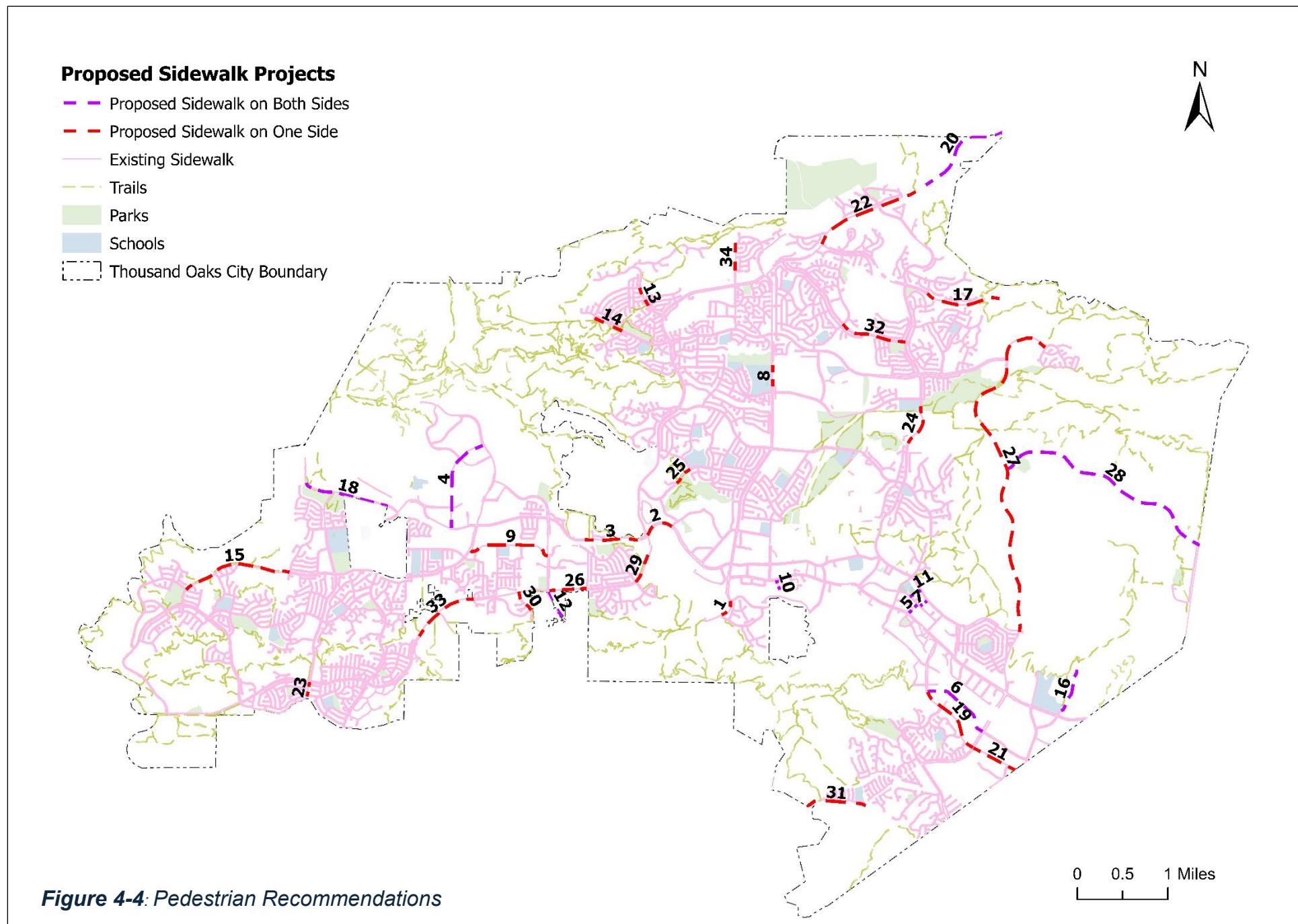
Table 4-3: *Sidewalk Projects*

ID	Name	Miles[7]	Improvement Side[8]	Side	Score
1	S Moorpark Rd	0.20	W	Single	70.61
2	Hillcrest Dr (E of Lynn)	0.34	N	Single	70.19
3	Hillcrest Dr (W of Lynn)	0.59	S	Single	69.26
4	Lawrence Dr	1.44	Mix[9]	Double	67.33
5	Oakview Dr	0.15	Both	Double	65.40
6	Townsgate Rd	0.83	Both	Double	63.84
7	Quinta Vista Dr	0.11	Both	Double	63.60
8	Moorpark Rd	0.24	E	Single	63.57
9	Newbury Road	0.84	N	Single	62.79

ID	Name	Miles[7]	Improvement Side[8]	Side	Score
10	Long Ct	0.11	Mix[9]	Double	65.75
11	Almon Dr	0.14	Both	Double	61.30
12	Ventu Park Rd	0.32	Both	Double	61.26
13	Wildwood Ave	0.22	E	Single	61.07
14	Ave De Los Arboles	0.33	S	Single	60.86
15	Borchard Rd	1.24	N	Single	60.45
16	Via Merida	0.48	Both	Double	63.73
17	Sunset Hills Bl	0.84	S	Single	59.63
18	Old Conejo Rd	0.78	Mix[9]	Double	63.36

[7] Improvements listed are conceptual. Further study to determine feasibility and/or additional community outreach may be required.

[8] "Both" indicates sidewalk improvements are proposed on both sides of the street (i.e., along both travel directions). "Mix" indicates sidewalk gaps vary by segment, with improvements needed on alternating sides along the corridor where existing sidewalks are inconsistent.

[9] Sidewalks exist along portions of this corridor; the proposed project focuses on closing remaining gaps.

Table 4-3: Sidewalk Projects

ID	Name	Miles[7]	Improvement Side[8]	Side	Score
19	Hampshire Rd	0.82	N	Single	59.20
20	Olsen Rd (E of SR23)	1.25	Both	Double	58.54
21	Agoura Rd	0.62	S	Single	58.20
22	Olsen Rd (W of SR23)	1.22	S	Single	57.19
23	Reino Rd	0.16	E	Single	55.00
24	Erbes Rd	0.42	E	Single	54.55
25	Gainsborough Rd	0.22	E	Single	49.94
26	Lynn Rd (West of Haigh Rd)	0.43	S	Single	49.42
27	Westlake Blvd	3.94	W	Single[10]	44.63

ID	Name	Miles[7]	Improvement Side[8]	Side	Score
28	Kanan Rd	2.55	Both	Double	48.62
29	Lynn Rd	0.33	W	Single	48.10
30	Regal Oak Dr	0.26	E	Single	48.03
31	Potrero Rd	0.68	E	Single	46.72
32	Pederson Rd	0.74	N	Single	46.57
33	Lynn Rd (W of Kelley)	0.77	E	Single	45.56
34	Mountclef Blvd	0.31	W	Single	42.89

[10] Existing decomposed granite pathway on the west side of the roadway.

Pedestrian Recommendations Planning Cost Estimates

The planning cost estimate summary shown in *Table 4-4* is a compilation of individual planning cost estimates for each proposed pedestrian project presented previously in *Table 4-3.* Each proposed sidewalk facility was assessed from a high-level constructability perspective with a cost estimate of $400 per linear foot (LF), as provided by the City's Capital Improvements Division. It is important to note that the costs are planning level only and design plans are needed to determine an engineer's cost estimate. The cost may also vary substantially based on the magnitude of a variety of factors such as right-of-way acquisition, environmental, drainage, and other factors.

Table 4-4: Cost Estimates for Pedestrian Recommendations

ID	Segment	Cost[11]	ID	Segment	Cost[11]
1	S Moorpark Rd	$422,400	11	Almon Dr	$591,360
2	Hillcrest Dr (E of Lynn)	$718,080	12	Ventu Park Rd	$1,351,680
3	Hillcrest Dr (W of Lynn)	$1,246,080	13	Wildwood Ave	$464,640
4	Lawrence Dr	$3,041,280	14	Ave De Los Arboles	$696,960
5	Oakview Dr	$633,600	15	Borchard Rd	$2,618,880
6	Townsgate Rd	$3,505,920	16	Via Merida	$2,027,520
7	Quinta Vista Dr	$464,640	17	Sunset Hills Bl	$1,774,080
8	Moorpark Rd	$506,880	18	Old Conejo Rd	$1,647,360
9	Newbury Road	$1,774,080	19	Hampshire Rd	$1,731,840
10	Long Ct	$232,320	20	Olsen Rd (E of SR23)	$5,280,000

---

[11] Cost estimates are based on a unit cost of $400 per linear feet (LF) and if it designated Single or Double side.

Table 4-4: Cost Estimates for Pedestrian Recommendations

ID	Segment	Cost[11]
21	Agoura Rd	$1,309,440
22	Olsen Rd (W of SR23)	$2,576,640
23	Reino Rd	$337,920
24	Erbes Rd	$887,040
25	Gainsborough Rd	$464,640
26	Lynn Rd (West of Haigh Rd)	$908,160
27	Westlake Blvd	$8,321,280
28	Kanan Rd	$10,771,200
29	Lynn Rd	$696,960
30	Regal Oak Dr	$549,120
31	Potrero Rd	$1,436,160
32	Pederson Rd	$1,562,880
33	Lynn Rd (W of Kelley)	$1,626,240
34	Mountclef Blvd	$654,720
35	Oakview Dr	$633,600

In-Design Projects

The City also has a set of projects currently "in-design" that reflect near-term opportunities to advance network connectivity and safety. The in-design projects in *Table 4-5* and *Table 4-6* are generally further along in development, may be positioned to move into construction sooner, and should be coordinated with the recommended projects to avoid rework and to maximize benefit.

Table 4-5: *Projects Currently in Design (Corridors)*

Street/ Intersection Name	Facility Type	Between		Length (Miles)	Proposed Improvements
Erbes Rd	Class II Bike Lane	Pederson Rd	Avenida De Los Arboles	0.40	Upgrade existing Class II Bike Lanes to Class II Bike Lanes (buffered).
Lynn Rd	Class II Bike Lane (buffered)	Reino Rd	Gainsborough Rd	5.24	Upgrade existing Class II Bike Lanes (buffered) to Class IV Separated Bikeway.
Kanan Rd	Class II Bike Lane	Westlake Blvd	Falling Star Ave	2.45	Upgrade existing Class II Bike Lanes to Class II Bike Lanes (buffered).
Parkview Dr	Class II Bike Lane	Knightsbridge Ave	Avenida De Los Arboles	0.25	Upgrade existing Class II Bike Lanes to Class II Bike Lanes (buffered).
Hillcrest Dr	None	Lynn Rd	Moorpark Rd	1.22	Install Class II Bike Lanes or Class IV Separated Bikeway. The City continues to evaluate possible options and partnerships to implement bike facilities along this roadway segment.
Janss Rd	Class II Bike Lane	Norwich Ave	Kirk Ave	0.10	Extend Eastbound Class II: Bike Lane.

Table 4-6: *Projects Currently in Design (Intersections)*

Street Name	Proposed Improvements	ROW
Lynn Rd / HWY 101	Add transition lanes to guide bicyclists through lane on/off ramps, add fences on the bridge.	City and Caltrans
Avenida De Los Arboles/ Avenida De Las Plantas	Install a traffic signal, bike transitions, and curb extensions.	City
SR-23 Northbound Off-ramp / Olsen Rd	Add bike transitions and bike push button for the eastbound direction.	City and Caltrans

Facilities for Bicycles and New Mobility

As this ATP Update was prepared, shared and privately owned micromobility services, such as dockless bicycles and electric scooters, have proliferated nationwide. While these options enhance first- and last-mile connectivity, they also introduce new regulatory and safety challenges. To accommodate evolving mobility modes, Thousand Oaks can expand its network of Bike Fix-It stations, adding modular repair and storage facilities adaptable to both conventional bicycles and emerging micromobility devices. Potential locations for these upgraded stations include the Wendy Drive/Potrero Road intersection, The Lakes Shopping Center, and The Oaks Mall.

Bike Fixit Station on Newbury Road   *Bicycle parking with electric scooter*

Public Bicycle Parking Opportunities

Public bicycle parking is a low-cost, high-impact investment that makes everyday riding practical, secure, and visible. Building on the City's Active Transportation goals, the map of Public Bicycle Parking Opportunities identifies priority sites across Thousand Oaks where new racks and corrals would close gaps near the places people already go, such as parks and trailheads, commercial plazas, sports facilities, hospitals, and mixed-use nodes, and strengthen first-/last-mile connections to key locations. Locations were screened to complement existing bicycle parking (black dots on the map), concentrate supply at high-demand destinations, and distribute facilities across neighborhoods. Implementing these opportunities will support short errands trips, reduce clutter around entrances, encourage new riders, and amplify the benefits of the City's broader bikeway network. ***Figure 4-6*** shows candidate locations by destination type.

It is recommended that the City coordinates with the responsible agency or private owner of these recommended locations to determine feasibility, appropriate bicycle parking infrastructure type, and/or funding opportunities for future implementation. For school locations, it is also recommended that the City coordinate with Conejo Valley Unified School District (CVUSD) and Conejo Recreation and Park District (CRPD) to identify deficiencies on school sites where improvements can be made.

Existing and Potential Bike Fixit Station Locations

⬡ Existing Bike Fixit Stations

⬡ Potential Bike Fixit Stations

Parks

Schools

Thousand Oaks City Boundary

N

0   0.5   1 Miles
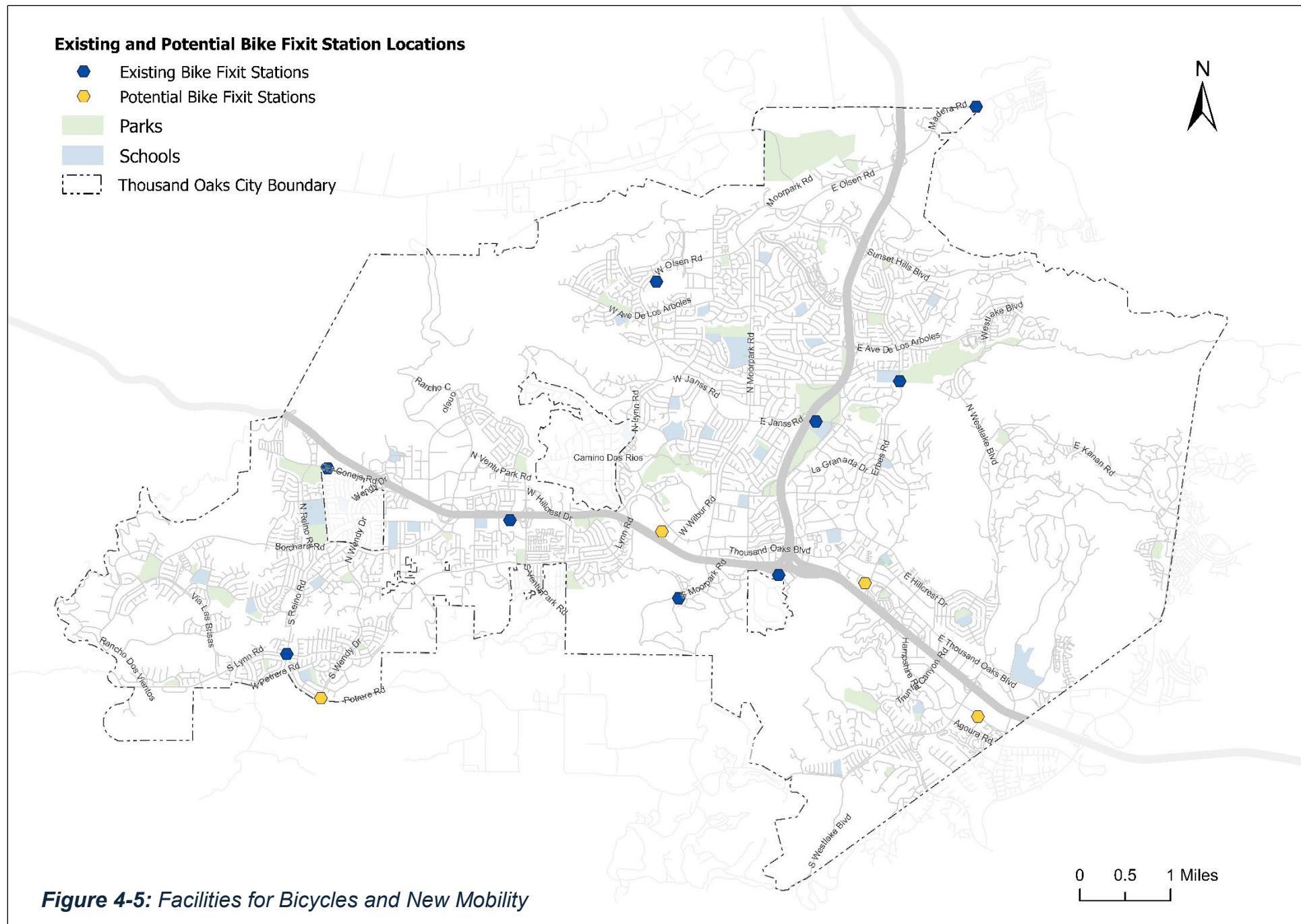
Figure 4-5: *Facilities for Bicycles and New Mobility*

Figure 4-6: *Proposed Public Bicycle Parking Locations*
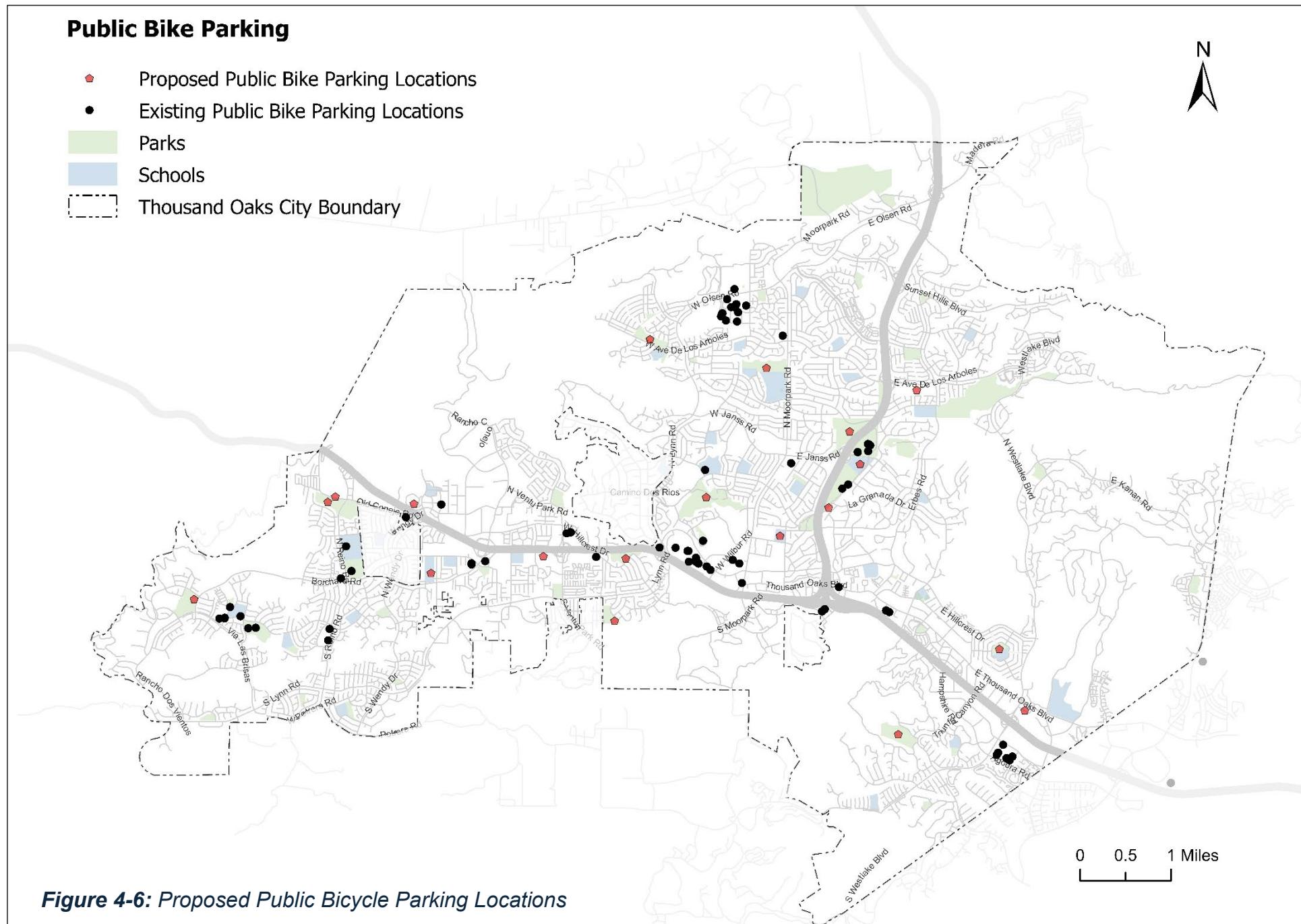
Programs

This section outlines a comprehensive suite of programs designed to complement the infrastructure investments in this Plan. Because pedestrian facilities, such as sidewalks, crosswalks, and pedestrian signals have long been routinely provided, dedicated pedestrian programs are less common. In contrast, the historical under-provision of bicycle infrastructure has led to uncertainty about cycling's role in the transportation network, driving the need for a broad array of bicycle-focused initiatives. While physical projects remain critical, programming is equally vital to ensure those facilities are used safely and effectively. The following pages review how contemporary bicycle planning best practices now integrate both projects and programs and present a curated menu of pedestrian and bicycle programs to support Thousand Oaks' active transportation goals.

Evolving State of Practice in Bicycle Programs

Contemporary active transportation planning has moved beyond the traditional "Six Es" model, Engineering, Education, Encouragement, Enforcement, Evaluation & Planning, and Equity, toward a more flexible, context-driven suite of initiatives. Instead of prescribing every program in advance, this approach offers a menu of options that can be tailored to the specific needs and goals of each project area.

Moreover, implementation strategies have evolved: programs are now often paired directly with capital projects. Constructing a new bike lane or sidewalk is a high-visibility event that naturally attracts public attention and provides an ideal platform for promoting walking and cycling. By bundling facility improvements with targeted education, outreach, and enforcement activities, the City can more effectively engage the "interested but concerned" audience and maximize the return on its investment.

In Thousand Oaks, recommended programs are organized under three thematic categories:

➢ **Education, Encouragement & Marketing**

➢ **Education & Enforcement**

➢ **Monitoring & Evaluation**
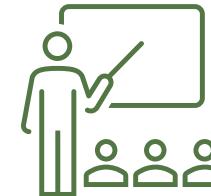
Education, Encouragement & Marketing	Education & Enforcement	Monitoring & Evaluation

These categories are not definitive. They are merely intended to offer some level of organization to the many program initiatives, the majority of which fall into at least one category.

Existing Programs

The following programs include existing programs both in Thousand Oaks and other jurisdictions that the City may explore for future implementation and/or modification based on the City's needs.

Youth-focused Programs

Safe Routes to School[12]

Safe Routes to School (SRTS) is a national movement launched in 2005 to make walking and biking to school safer and easier. Funded primarily through the federal Transportation Alternatives Program (TAP), it operates at multiple levels: states administer TAP funds competitively, local practitioners run education and encouragement programs, and national partners advocate for policy and funding support. The most effective programs integrate the "Six E's" (evaluation, education, encouragement, engineering, engagement, and equity). Since its inception, SRTS has reached over 14,000 schools across all 50 states, with growing demand in underserved, rural, and low-income communities where safe and accessible travel options are most needed.

Safe Moves City[13]

Safe Moves is a nationally recognized nonprofit dedicated to reducing traffic-related deaths and injuries among children and teens through innovative traffic safety education. With over 30 years of experience, it develops programs for schools, communities, and law enforcement that teach children and parents about safe walking, biking, and alternative transportation, while also contributing to the growth of Safe Routes to School initiatives. The organization has earned national awards, media recognition, and is credited with saving thousands of lives through both education and advocacy for traffic safety legislation. Founded in 1983 by Pat Hines after the tragic death of a cycling partner, Safe Moves reflects her lifelong dedication to bicycle and pedestrian safety. Hines has since become a leading advocate and innovator in the field, combining her athletic background with her advocacy, and continues to promote active transportation and safety through creative, high-profile initiatives.

Walk 'n Rollers[14]

Walk 'n Rollers is a Culver City–based program that encourages children to walk and bike to school safely and more often, helping to reduce traffic congestion, improve air quality, and promote healthy lifestyles. Their programs blend education, encouragement, and community engagement through Safe Routes to School programming, on-campus safety workshops, and community events like Kids Bike Skills Workshops and Walk 'n Roll Festivals. These activities teach essential traffic safety skills, build confidence, and strengthen social connections while reducing environmental impacts. Walk 'n Rollers also supports schools with tools such as

---

[12] https://www.saferoutespartnership.org/safe-routes-school [2] https://safemoves.org/

[14] https://walkmorebikemore.org/

walking school buses, bike trains, safety classes, repair days, and consulting, tailoring campaigns to individual community needs. The program emphasizes hands-on learning, parent involvement, and fun, creating a comprehensive approach to safe active transportation for children and families.

Safe Kids "Walk This Way" Program[15]

Safe Kids Worldwide is a nonprofit organization working to reduce preventable injuries to children ages 0-19 and build sustainable systems that support injury prevention. Safe Kids works with strategic partners and an extensive network of more than 400 coalitions in the U.S. to reduce traffic injuries, drownings, sleep-related deaths, falls, burns, poisonings, and more. We achieve this work through a public health approach that includes research, interventions to educate and raise awareness, safety device distribution and advocacy at the federal, state, and local levels. Safe Kids also supports a worldwide alliance of like-minded organizations in more than 20 countries. Since 1988, Safe Kids and its partners have contributed to a more than 60 percent reduction in the rate of fatal childhood unintentional injury in the U.S. Safe Kids Worldwide is a global nonprofit dedicated to protecting kids from preventable injuries, the number one cause of death to children in the United States and a global epidemic around the world. Safe Kids works with more than 400 network members in the U.S. and partners in 33 countries to keep kids safe at home, at school, at

play, and on the way. The program aims to educate families, raise awareness, create safer environments, and advocate for improved laws to protect children.

AAA School Safety Patrol[16]

The AAA School Safety Patrol program, established in 1920, has been protecting and guiding school-aged children for over a century. Operated with the support of AAA clubs, the program trains student volunteers ("Patrollers") to help classmates travel to and from school safely. Its presence has contributed to a significant reduction in child pedestrian deaths in the U.S., including a 24% decline since 2010, and has inspired similar initiatives in over 30 countries worldwide. Beyond improving pedestrian safety, the program fosters leadership and responsibility in participating students while strengthening community-wide traffic safety awareness.

Adult- and Driver-focused Programs
Smart Cycling Course (League of American Bicyclists)[17]

The League's Smart Cycling curriculum – taught by certified instructors (LCIs) – is a gold standard for adult and teen bicycle education. These classes (often branded as Traffic Skills 101 or Urban Cycling workshops) cover everything from bicycle handling skills and road rules to route selection and crash avoidance. Participants get on-bike practice riding in traffic and learn to

---

[15] https://www.safekids.org/
[16] https://exchange.aaa.com/safety/aaa-school-safety-patrol/
[17] https://bikeleague.org/ridesmart/

confidently share the road. Encouraging local LCIs to host regular Smart Cycling classes in Thousand Oaks would allow adult commuters and new cyclists to build skills in a supportive setting. (Notably, Thousand Oaks' Bicycle Friendly Community review recommended expanding cycling education for youth and adults by training more local instructors.) The city could partner with nearby instructors or cycling groups to offer these courses, perhaps free or subsidized, to boost ridership and safety knowledge among the community.

BikeVentura "Ride Ready" Classes[18]

Bike Ventura County (BikeVC) is a grass-roots, charitable 501(c)(3) based in Ventura, California, founded in 2007 (originally as VCCOOL) and evolving into BikeVentura in 2019 and Bike Ventura County in 2021, with a mission to grow a safe, healthy community through equitable bicycle education, empowerment, and advocacy. Through programs like the Ventura Bike HUB (opened in 2012 to support low-income cyclists). BikeVC has helped hundreds of residents get rolling, including assisting more than 775 people with bike repairs in 2018, contributing 621 work-trade hours, and building or recycling 346 donated bikes back into the community. BikeVC's impact also includes bike education and youth programming, such as partnering with Epic to host a bicycle-focused summer camp, providing 25 bicycles to farm-worker youth, and ongoing collaboration with the City of Ventura to offer free "Ride

Ready" classes (bikeventura.org/events). In addition to direct service, BikeVC is a recognized leader in advocacy and planning, winner of the Ventura Chamber of Commerce's Non-Profit of the Year, co-creator of Ventura's Master Bikeway Plan, a contributor of technical recommendations to local codes and plans, and a successful grant writer securing approximately $1.5 million in state and federal funding for bicycle safety and education, while also mobilizing community support during crises, including donating over 200 bikes and helmets to Thomas Fire victims in partnership with Giant Bicycles and the Channel Islands Bike Club.

Bicycle Friendly Driver Training[19]

The League of American Bicyclists offers Bicycle Friendly Driver training to improve safety and understanding between motorists and bicyclists. Originally developed in Fort Collins, the program educates drivers about cyclist behavior and roadway rights, aiming to foster mutual respect and safer interactions. Training is available online through the League's learning center or in-person via certified League Cycling Instructors (LCIs). LCIs are provided with teaching materials, certificates, and outreach tools to bring the program to their communities, making it a scalable resource for improving driver awareness nationwide.

---

[18] https://bikeventura.org/rideready/

[19] https://bikeleague.org/ridesmart/bicycle-friendly-driver-training/

Neighborhood Pace Car Program[20]

Speed plays an important role in traffic collisions. It affects the probability of being in a collision and is most directly linked to the severity of a collision. The probability of severe injury increases sharply with the impact speed of a vehicle in a collision. The risk is even greater when a vehicle strikes a pedestrian, the most vulnerable of road users. The Neighborhood Pace Car Pledge Program encourages residents to take responsibility for the impact of their own driving while setting the "pace" for safer streets and more livable neighborhoods.

"Share the Road" Safety Campaigns[21]

"Protect Our Pedestrians. Protect Our Cyclists." is a California safety campaign focused on reducing pedestrian and bicyclist fatalities by promoting safer behavior among drivers, walkers, and cyclists. The initiative emphasizes driver responsibility, such as slowing down, yielding at crosswalks, and providing safe passing space, in line with California's 2023 law requiring lane changes when overtaking cyclists. Pedestrians are encouraged to be visible and predictable, while bicyclists are reminded to use lights, follow traffic laws, and yield to pedestrians. The campaign responds to alarming statistics: pedestrian fatalities in California have risen 56% since 2014, with 1,106 deaths in 2023, and nearly half of bicycle crashes are linked to driver right-of-way violations, unsafe turns, or speeding.

Other Programs

Bicycle Advisory Team (BAT) – City of Thousand Oaks

The City continues to host Bicycle Advisory Team meetings open to the public. BAT provides community feedback to City staff on bicycle. infrastructure, policies, and safety issues, and publishes meeting schedules and materials on the City website.

Countywide Safe Routes to School (SRTS) Program – LiveWell Ventura County / Ventura County Active Transportation Plan

Ventura County maintains an active Safe Routes to School program to make walking and bicycling to school safer and more accessible, with associated health and congestion benefits. The County's adopted Active Transportation Plan also embeds an SRTS component reviewing dozens of schools for bicycle and pedestrian improvements. Local jurisdictions (e.g., City of Ventura) publish detailed SRTS program and policy menus to guide implementation.

SCAG "Go Human" Demonstration & Outreach Events

Regional "Go Human" pop-up traffic safety demonstrations are hosted in Ventura County (e.g., Nyeland Acres bike rodeo in July 2024) to test temporary separated bike lanes, creative crosswalks, and other treatments while gathering public feedback. These events supply a Kit-of-Parts to educate residents about low-stress active mobility infrastructure.

---

[20] https://www.elcerrito.gov/528/Neighborhood-Pace-Car-Program

[21] https://gosafelyca.org/share-the-road/

Education/Encouragement/Marketing

Community Bicycle Programs

Grassroots Economic Organizing (GEO) "Bike Kitchens", helmets, repair tools, and safety training. Often in low-income or underserved neighborhoods, to expand mobility options and improve access to jobs and essential services. The City of Thousand Oaks can support the establishment of a local Bike Kitchen by offering seed funding, in-kind workshop space, or partnerships with nonprofits. Aligning this effort with newly installed bicycle facilities will help boost cycling mode share, enhance first/last-mile transit connections, reduce greenhouse gas emissions, and create "green" jobs in bicycle maintenance and program management.

Street Smarts Classes and Bicycle Ambassadors

Community-based safety workshops and "Bicycle Ambassador" programs[22] bridge the gap for residents who want to start riding but lack confidence or skills. The City can underwrite or provide in-kind support for certified instructors to lead on-street training and group rides. Ambassadors can focus their outreach along existing and planned bike corridors, as well as in neighborhoods with high latent demand or collision rates, providing targeted education and fostering a culture of safe, confident cycling.

Participate in Walk and Roll and/or Bike and Roll to School Day

Each May and October, Thousand Oaks schools and community partners can join the national **Bike & Roll to School Day** and **Walk & Roll to School Day** initiatives, respectively, coordinated by the National Center for Safe Routes to School, to highlight the health, safety, and environmental benefits of active commutes. Registration, promotional materials, and logistical guidance are available at https://www.walkbiketoschool.org/.

---

[22] Community Ambassador Program | Southern California Association of Governments

Bilingual Community Engagement and Ambassadors

To reach residents in bilingual communities, the City of Thousand Oaks can expand culturally responsive outreach using Spanish-language materials, bilingual instructors/ambassadors, and trusted local partners such as **Adelante Comunidad Conejo** (to connect with Conejo Valley Latino families through existing community touchpoints) and **Safe Passage Youth Foundation + Food Share Ventura County** (through coordinating outreach at Safe Passage/Food Share distribution sites to engage families with bilingual bike skills demos, e-bike law and safety information, etc.). The City can establish an English/Spanish ambassador cohort to deliver peer-to-peer education through classes, group rides, and "how to ride the network" orientations near schools, parks, transit stops, and new bikeways while helping translate materials and improve participation through trusted community channels.

Participate in National Bike Month

Since 1956, communities across the U.S. have celebrated National Bike Month every May to promote cycling for transportation and recreation. Thousand Oaks can organize local events, such as "Bike to Work Day" pit stops offering refreshments, safety checks, and giveaways, encourage businesses, schools, and city departments to participate, reinforcing cycling as a mainstream, healthy, and sustainable choice.

Regularly Host Open Streets or Ciclovía

Open Streets events, often called Ciclovías, temporarily close selected roadways to motor vehicles, transforming them into vibrant corridors for walking, cycling, and community activities. Rooted in Bogotá, Colombia, this concept has flourished in Southern California as weekend or seasonal celebrations that showcase new bikeways, parks, and public spaces. Routes may be linear or looped, and typically feature live music, performances, recreational games, and pop-up vendor spaces. By offering a car-free environment, Open Streets foster healthier, more sustainable transportation habits while energizing neighborhoods and supporting local businesses. Thousand Oaks continues its tradition of vibrant, community-wide street celebrations with the 32nd Annual Rotary Street Fair, held on Sunday, October 20, 2024, from 9 a.m. to 4 p.m. along Moorpark Road between Hillcrest and Wilbur. This year's festival spans the block between Janss Marketplace and Best Buy, with ample parking available in nearby shopping centers and side streets. Expect over 19,000 attendees and more than 300 vendor booths showcasing handcrafted goods by local artisans, alongside a dedicated Kids' Fun Zone offering games, crafts, jumpers, and refreshments. Live music and family-friendly entertainment enliven the car-free corridor, reaffirming Thousand Oaks' commitment to active, sustainable, and inclusive community

events, now in its third decade and still going strong.

School-Based Bicycle Education

Partner with CVUSD to deliver a short, PE-embedded bicycle safety unit built on the regional 6-lesson model (Rules of the Road, Parts of a Bicycle, Scanning & Signaling, Riding & Maintenance, Jeopardy review, and a supervised community ride). This format fits into one school week plus a Monday follow-up, builds core habits (helmet fit, ABC Quick Check), and maps to California PE/Health standards, thereby boosting skills, confidence, and parent trust while preparing soon-to-be drivers to share the road safely.

Citywide E-Bike Safety & Law Awareness

Launch joint workshops with the Thousand Oaks Police Department and local shops to explain California's three e-bike classes, helmet/age rules for Class 3, and why popular off-highway "Surron-type" machines are legally motorcycles that require licensing, registration, and cannot be used like bikes. Include a "Know the Code" handout aligned with the Ventura County Sheriff's quick-reference guide so families, schools, and retailers share one clear playbook.

Bike Fundamentals Online Certificate (Incentive-Backed)

Adopt the PeopleForBikes/MSF self-paced eBike eCourse as the City's baseline safety credential for e-bike riders, promoted through schools, HOAs, youth sports, and delivery employers. The two-hour curriculum is designed for all skill levels and issues a completion certificate agencies and organizations can recognize, unlocking perks like local shop discounts, school campus riding permission, or teen safety raffles.

Family Bike Skills Days & Community Ride Series (All Ages)

Host quarterly "Bike Skills Days" in parks and school lots: helmet-fit stations, ABC Quick Check, straight-line riding, scanning over the shoulder, legal hand signals, lane positioning outside the door zone, and a guided neighborhood ride to practice intersections and bike-lane etiquette. These hands-on clinics turn classroom tips into muscle memory and normalize family riding on City facilities.

Education/Enforcement

Educate Police Department Staff Regarding Bicycle and Pedestrian Issues

To reinforce cycling and walking as legitimate transportation modes, all Law Enforcement personnel should receive basic bicycle and pedestrian safety training. Whenever possible, officers should be encouraged to complete the League of American Bicyclists' League Cycling Instructor (LCI) course. Pedestrian-focused training covering curb ramp requirements, crosswalk placement, and pedestrian right-of-way is equally important.

Designate a Law Enforcement Liaison Responsible for Bicycling and Walking Concerns

Appoint a dedicated liaison within the Police Department to handle all bicycle and pedestrian safety concerns. This officer should be LCI-certified, carry a patrol bicycle, and serve as a resource for both the community and fellow deputies, providing guidance on traffic laws, proper riding and walking etiquette, and incident follow-up. The City should budget for specialized training and necessary equipment to support this role.

Targeted Enforcement

Deploy focused enforcement operations to educate motorists, cyclists, and pedestrians on shared-road responsibilities. Ideal targets include:

➢ Speeding in school and senior zones

➢ Illegal passing of school buses

➢ Crosswalk and driveway-blocking parking violations

➢ Unsafe behaviors during school pick-up and drop-off

➢ Failure to yield to pedestrians and cyclists

Officers can distribute informational brochures or tip cards during these actions. A dedicated unit modeled after Los Angeles's four-officer bicycle safety divisions can sustain ongoing outreach and compliance efforts.

Distribute Lights and Helmets to Bicyclists

Conduct periodic safety campaigns, such as at the end of Daylight Savings Time, during which officers provide free reflective lights and helmets to riders lacking proper equipment. Rather than issuing citations, officers offer a friendly reminder of California Vehicle Code requirements, reinforcing safe practices through positive engagement. Grant funding can underwrite the purchase of safety gear for these events. Officers can strengthen community relations by hosting helmet giveaway events at schools, community fairs, or during patrols, providing free helmets and friendly reminders about California Vehicle Code requirements for all ages.

Institute Law Enforcement Referral Process

Establish a streamlined referral system enabling students, parents, and staff to report collisions or near-misses involving vehicles, buses, pedestrians, or bicycles during school commutes. This system should integrate the Police and Planning departments, the Safe Routes to School program, and

other stakeholders, ensuring comprehensive data collection and informed safety improvements. Partnership with law enforcement is necessary to:

➢ Issue citations and warnings for traffic and parking violations

➢ Conduct intensive enforcement in high-risk zones, particularly during the first two weeks of each school year and maintain a year-round presence

➢ Participate in school and community safety task forces

Consider adopting digital tools such as Los Angeles's interactive incident-mapping platform to allow cyclists and pedestrians to directly log safety concerns and visualize emerging patterns in real time.

Monitoring and Evaluation

Create City Staff Active Transportation Coordinator Position

Create an Active Transportation Coordinator role, whose responsibilities would include bicycle and pedestrian planning, as well as "complete streets" initiatives. This staff member would:

➢ Oversee ATP implementation and program delivery

➢ Maintain and update the prioritized project list, cost estimates, and funding strategies

➢ Secure state and federal grants

Active Transportation Advisory Committee

Form a standing committee comprising residents, business leaders, advocacy groups, and city staff to advise on bicycle, pedestrian, and broader mobility issues. The committee would:

➢ Serve as a community liaison

➢ Support outreach and volunteer efforts

➢ Regularly review progress against ATP goals

City leadership should formally appoint members, allocate staff support, and engage elected officials in committee activities.

Conduct Bicycle and Pedestrian Counts and Review Collision Data

Implement an ongoing count program using manual or automated methods to establish baseline and post-implementation volumes of pedestrians and cyclists. Conduct counts consistently at key

locations and during different seasons to capture usage patterns. Use this data to:

➢ Measure mode-share changes following infrastructure or program rollouts

➢ Inform project prioritization and funding requests

➢ Correlate cycling and walking increases with local air-quality improvements

Collecting and analyzing these metrics will enable data-driven decision-making and demonstrate the impact of active transportation investments over time. Incorporate bicycle and pedestrian counts into existing traffic-monitoring programs. Record these data systematically and use them as inputs to an annual Bicycle & Pedestrian Report Card (described in the next section).

➢ **Network Completion:** Percentage of the ATP network constructed year-over-year.

➢ **Usage Trends:** Yearly pedestrian and bicycle volume changes, emphasizing relative growth rather than absolute counts.

➢ **Safety Indicators:** Crash rates expressed as crashes per estimated user trip to account for fluctuations in walking and cycling activity.

➢ **Resource Investment:** Documented City expenditures, staff hours, and in-kind contributions dedicated to active transportation.

The Advisory Committee should review and refine the Report Card annually, using it to celebrate successes, identify gaps, and

The Police Department should maintain detailed records of all collisions involving cyclists and pedestrians. Quarterly or annual collision summaries highlighting frequency, location, and severity should be shared with the Active Transportation Advisory Committee. Analysis of these reports will inform targeted safety interventions and allow the Department to track the efficacy of enforcement and engineering measures over time.

Bicycle and Pedestrian Report Card

Develop an annual performance report to measure both outputs (e.g., miles of new sidewalks and bike lanes installed) and outcomes (e.g., mode-share shifts, safety metrics). Key features include:

recommend plan updates. Publishing the Report Card online enhances transparency and public engagement.

Update Bicycle Friendly Community Designation

As a Bronze-level Bicycle Friendly Community, Thousand Oaks can use the League of American Bicyclists' award criteria to benchmark progress. The Advisory Committee should collaborate with staff to prepare a strengthened application, updating information on infrastructure, programs, policies, and usage to pursue Silver-level recognition in the next award cycle.

People For Bikes City Ratings

PeopleForBikes summarizes bicycling conditions in Thousand Oaks using the City Ratings framework. Together, they provide a high-level snapshot of overall bicycle network performance, including the city's composite rating and ranking, the underlying "network score" components that reflect access to key destinations (e.g., where people live, jobs and schools, core services, retail, recreation, and transit), and a map-based network analysis that visualizes where bicycling is likely to feel more comfortable (low-stress) versus more stressful (high-stress) across the city. These outputs help contextualize existing network strengths and gaps and can be used to inform where targeted improvements may yield the greatest benefit.

THOUSAND OAKS, CA

BICYCLE FRIENDLY COMMUNITY
Spring 2021
THE LEAGUE OF AMERICAN BICYCLISTS
BRONZE
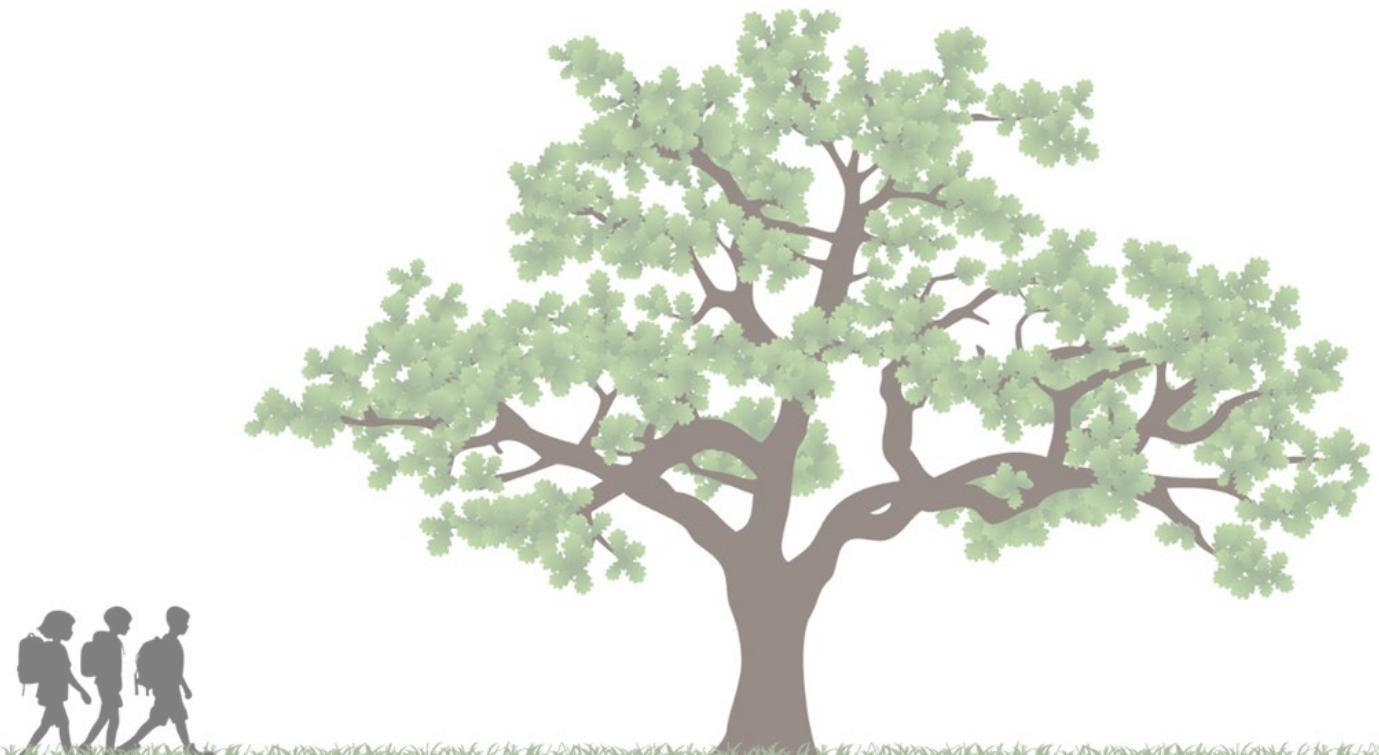
TOTAL POPULATION	129,349
TOTAL AREA *(sq. miles)*	56
POPULATION DENSITY	2310
# OF LOCAL BICYCLE FRIENDLY BUSINESSES	0
# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES	0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Thousand Oaks
High Speed Roads with Bike Facilities	35%	71%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	45%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	25%
Bike Month and Bike to Work Events	GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS EVERY TWO MONTHS
Bicycle–Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES (NO BUDGET)
Bike Program Staff to Population	1 PER 78K	1 PER 129K

CATEGORY SCORES

ENGINEERING *Bicycle network and connectivity*	4.68/10
EDUCATION *Motorist awareness and bicycling skills*	3.18/10
ENCOURAGEMENT *Mainstreaming bicycling culture*	4.96/10
EVALUATION & PLANNING *Setting targets and having a plan*	3.93/10

KEY OUTCOMES

	Average Silver	Thousand Oaks
RIDERSHIP *Percentage of Commuters who bike*	2.7%	0.28%
SAFETY MEASURES CRASHES *Crashes per 10k bicycle commuters*	537	1,264.37
SAFETY MEASURES FATALITIES *Fatalities per 10k bicycle commuters*	6.3	0

Chapter 5

Implementation

Potential Infrastructure Funding Sources

Governmental bodies at the federal, state, and local levels allocate billions annually to the nation's transportation network. Yet only a small portion of these funds supports policies, plans, and projects that enhance bicycling and walking conditions. Although funding exists, it is often limited and difficult to access. Many worthy projects remain unfunded because communities may not know which programs are available or may pursue inappropriate grant opportunities. Moreover, municipalities must compete against one another for these scarce resources.

When federal dollars fund bicycle and pedestrian initiatives, state or local matching contributions are typically required. Similar state-level programs offer comparable matching arrangements to local governments. Nearly every active transportation or complete streets project in the U.S. relies on multiple funding sources, necessitating careful coordination to combine them effectively.

As noted in the Federal Highway Administration's report, An Analysis of Current Funding Mechanisms for Bicycle and Pedestrian Programs at the Federal, State and Local Levels, successful local bicycle infrastructure programs often benefit from a dedicated active transportation coordinator with deep expertise in funding avenues. Cities such as Seattle, Portland, and Tucson exemplify this model, where staff can assemble competitive proposals that advance bicyclist and pedestrian safety.

Table 5-1 presents potential funding opportunities spanning project design through maintenance. Emerging trends in Low Impact Development (LID) and stormwater-retention street designs not only facilitate first- and last-mile improvements but also integrate seamlessly with streetscape and broader development initiatives. The table categorizes funding sources by federal, state, local, and private sectors, and identifies both conventional and innovative strategies for leveraging each. In many cases, atypical project components such as urban forestry, LID measures, or cultural-heritage elements can unlock additional funding streams.

Table 5-1: *Funding Sources*

Finding, Framing And Funding A Project		Funding Uses							
Funding Source	Funding Origin	Typical Approaches		Implementation	First and Last Mile	Atypical Approaches			
		CIP Development	Maintenance and Operations			Urban Forestry	Back to Nature	Low Impact Development	Culture and History
Federal Funding Sources									
Surface Transportation Block Grant Program (STBG)	Federal Highway Administration (FHWA)	🌳		🌳	🌳			🌳	
Highway Safety Improvement Program (HSIP)		🌳		🌳	🌳			🌳	
Transportation Alternative (TA) Program		🌳		🌳	🌳			🌳	
Congestion Mitigation Air Quality (CMAQ)		🌳		🌳	🌳			🌳	
Carbon Reduction Program (CRP)		🌳	🌳						
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program		🌳	🌳						
Federal Lands Transportation Program (FLTP)	Federal Highway Administration (FHWA)			🌳					
Recreational Trails Program (RTP) Non-Motorized	Federal Highway Administration (FHWA) / California Department of Parks and Recreation	🌳		🌳	🌳		🌳	🌳	

Finding, Framing And Funding A Project		Funding Uses							
		Typical Approaches				Atypical Approaches			
Funding Source	Funding Origin	CIP Development	Maintenance and Operations	Implementation	First and Last Mile	Urban Forestry	Back to Nature	Low Impact Development	Culture and History
Sustainable Communities Planning Grant and Incentive Program Best Practices Pilot	U.S. Dept. of Conservation Division of Land Resource Protection				🌳				
Livable Communities Act (LCA) grants	U.S. Dept. of Housing and Urban Development			🌳	🌳				
Community Development Block Grants (CDBG)		🌳			🌳		🌳		🌳
Choice Neighborhoods Implementation Grants		🌳		🌳	🌳		🌳	🌳	
Urban and Community Forestry Program	U.S. Dept. of Agriculture's Forest Service	🌳		🌳		🌳	🌳	🌳	
Community Forest and Open Space Conservation Program		🌳		🌳		🌳	🌳	🌳	
Safe Routes to School Mini-grants	National Center for Safe Routes to School and Caltrans	🌳		🌳	🌳				
Metropolitan and Statewide and Nonmetropolitan Transportation Planning	Federal Transit Administration (FTA)	🌳		🌳	🌳			🌳	
Urbanized Area Formula Grants		🌳	🌳		🌳				
Grants for Buses and Bus Facilities Formula Program		🌳			🌳				

Finding, Framing And Funding A Project		Funding Uses							
		Typical Approaches				Atypical Approaches			
Funding Source	Funding Origin	CIP Development	Maintenance and Operations	Implementation	First and Last Mile	Urban Forestry	Back to Nature	Low Impact Development	Culture and History
Enhanced Mobility of Seniors & Individuals with Disabilities	Federal Transit Administration (FTA)	🌳	🌳		🌳				
Pilot Program for Transit-Oriented Development Planning		🌳	🌳		🌳			🌳	
Areas of Persistent Poverty Program (AoPP)		🌳							
Active Transportation Infrastructure Investment Program (ATIIP)	U.S. Department Of Transportation			🌳	🌳				
Healthy Streets Program				🌳	🌳	🌳		🌳	
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)				🌳	🌳				🌳
Reconnecting Communities Pilot (RCP) Grant Program				🌳	🌳				🌳
Safe Streets and Roads for All (SS4A)				🌳	🌳				
Nationally Significant Multimodal Freight & Highway Projects (INFRA)		🌳		🌳					
Thriving Communities Program				🌳					

Finding, Framing And Funding A Project		Funding Uses							
		Typical Approaches				Atypical Approaches			
Funding Source	Funding Origin	CIP Development	Maintenance and Operations	Implementation	First and Last Mile	Urban Forestry	Back to Nature	Low Impact Development	Culture and History
Transportation Infrastructure Finance and Innovation Act (TIFIA) program	U.S. Department of Transportation	✔		✔					
National Scenic Byways Program				✔					✔
Flexible Funding for Transit Access	Federal Highway Administration (FHWA) / Federal Transit Administration (FTA)	✔	✔						
State Funding Sources									
Land and Water Conservation Fund (LCWF)	California Department of Parks and Recreation (DPR)	✔			✔		✔	✔	
Statewide Park Program Prop 84 Round 2		✔		✔	✔				
Non-motorized Recreational Trail Program		✔	✔	✔	✔		✔	✔	
Proposition 117 - Habitat Conservation		✔		✔		✔	✔	✔	
Watershed Program	California Department of Water Resources	✔		✔			✔	✔	
Roberti-Z'Berg-Harris (RZH) Grant Program – Prop 40	California State Parks	✔	✔		✔	✔	✔	✔	
Aquatic Center Grants	Department of Boating and Waterways	✔							

Finding, Framing And Funding A Project		Funding Uses							
		Typical Approaches				Atypical Approaches			
Funding Source	Funding Origin	CIP Development	Maintenance and Operations	Implementation	First and Last Mile	Urban Forestry	Back to Nature	Low Impact Development	Culture and History
Sustainable Transportation Planning Grants	California Department of Transportation (Caltrans)	✓			✓			✓	
State Transportation Improvement Program (STIP)		✓			✓			✓	
Safe Routes to School Programs (SR2S)		✓			✓			✓	
Active Transportation Program (ATP)				✓	✓				
Solutions for Congested Corridors Program (SCCP)				✓					
Local Highway Safety Improvement Program (HSIP)				✓					
Local Streets and Roads Program (LSRP)				✓					
Transportation Development Act (article 3)		✓	✓						
Reconnecting Communities: Highways to Boulevards State Pilot Program				✓	✓				
Local Transportation Climate Adaptation Program (LTCAP)				✓				✓	
State Highway Operation and Protection Program (SHOPP) and Minor Program		✓	✓						

Finding, Framing And Funding A Project		Funding Uses							
		Typical Approaches				Atypical Approaches			
Funding Source	Funding Origin	CIP Development	Maintenance and Operations	Implementation	First and Last Mile	Urban Forestry	Back to Nature	Low Impact Development	Culture and History
Traffic Safety Grants	California Office of Traffic Safety	🌳		🌳	🌳				
Local Partnership Program - Competitive and Formulaic	California Transportation Commission (SB 1 funds)		🌳	🌳				🌳	
Non-point Source Pollution, Watershed Plans, Water Conservation (Props 13, 40, 50 and 84)	State Water Resources Control Board	🌳	🌳			🌳		🌳	
Sustainable Communities Planning, Regional SB 375	California Strategic Growth Council	🌳			🌳	🌳	🌳	🌳	🌳
Transformative Climate Communities (TCC)				🌳		🌳		🌳	
Environmental Enhancement and Mitigation (EEMP)	California Natural Resources Agency	🌳					🌳	🌳	
California River Parkways and Urban Streams Restoration Grant	California Natural Resources Agency/Department of Water Resources	🌳	🌳		🌳		🌳	🌳	
Urban Greening Program	California Natural Resources Agency	🌳		🌳		🌳	🌳	🌳	
California Cap and Trade Program	California Air Resources Board	🌳		🌳	🌳	🌳	🌳		
Urban and Community Forestry Grants	California Department of Forestry and Fire Protection (CAL FIRE)	🌳		🌳		🌳			

Finding, Framing And Funding A Project		Funding Uses							
		Typical Approaches				Atypical Approaches			
Funding Source	Funding Origin	CIP Development	Maintenance and Operations	Implementation	First and Last Mile	Urban Forestry	Back to Nature	Low Impact Development	Culture and History
Affordable Housing and Sustainable Communities Program (AHSC)	California Department of Housing and Community Development			✓	✓	✓		✓	
Infill Infrastructure Grant Program		✓		✓					
Public Access Program	California Wildlife Conservation Board			✓					✓
Clean Mobility Options	California Air Resources Board			✓	✓				
Sustainable Transportation Equity Project (STEP)				✓	✓	✓			
Transit and Intercity Rail Capital Program	California State Transportation Agency and Caltrans			✓					
California Infrastructure and Economic Development Bank (IBank)	California Infrastructure and Economic Development Bank (IBank)	✓		✓					
Local Funding Sources									
Special Habitat Conservation Programs	Regional MPOs/Local Cities			✓		✓	✓	✓	
Special Parks and Recreation Bond Revenues		✓	✓	✓	✓	✓	✓	✓	✓
Special Transportation Bonds and Sales Tax Initiatives	Regional MPOs/Local Cities	✓	✓	✓	✓	✓	✓	✓	✓

Finding, Framing And Funding A Project		Funding Uses							
		Typical Approaches				Atypical Approaches			
Funding Source	Funding Origin	CIP Development	Maintenance and Operations	Implementation	First and Last Mile	Urban Forestry	Back to Nature	Low Impact Development	Culture and History
Sustainable Communities Program (SCP)	Southern California Association of Governments (SCAG)			🌳					
Advertising Sales/Naming Rights	Local Jurisdictions	🌳	🌳		🌳	🌳			🌳
Community Facilities District (CFD)		🌳	🌳	🌳	🌳	🌳	🌳	🌳	🌳
Infrastructure Financing District (IFD)		🌳	🌳	🌳	🌳	🌳	🌳	🌳	🌳
Facilities Benefit Assessment District (BFA)		🌳	🌳	🌳	🌳	🌳	🌳	🌳	🌳
Easement Agreements/Revenues		🌳	🌳	🌳		🌳			
Equipment Rental Fees		🌳	🌳		🌳		🌳		🌳
Facility Use Permits Fees		🌳	🌳		🌳		🌳		🌳
Fees and Charges/Recreation Service Fees		🌳	🌳		🌳		🌳		🌳
Food and Beverage Tax		🌳	🌳		🌳		🌳		🌳
General Fund		🌳	🌳	🌳	🌳	🌳	🌳	🌳	🌳
General Obligation Bonds		🌳	🌳	🌳	🌳	🌳	🌳	🌳	🌳
Intergovernmental Agreements		🌳	🌳	🌳	🌳	🌳	🌳	🌳	🌳

Finding, Framing And Funding A Project		Funding Uses							
		Typical Approaches				Atypical Approaches			
Funding Source	Funding Origin	CIP Development	Maintenance and Operations	Implementation	First and Last Mile	Urban Forestry	Back to Nature	Low Impact Development	Culture and History
Lease Revenues	Local Jurisdictions	🌳	🌳		🌳	🌳	🌳	🌳	🌳
Mello Roos Districts		🌳	🌳		🌳	🌳	🌳	🌳	🌳
Residential Park Improvement Fees		🌳		🌳	🌳	🌳	🌳	🌳	🌳
Park Impact Fees		🌳		🌳	🌳	🌳	🌳	🌳	🌳
Traffic Impact Fees		🌳	🌳	🌳	🌳	🌳	🌳	🌳	🌳
In-Lieu Fees		🌳		🌳	🌳	🌳	🌳	🌳	🌳
Pouring Rights Agreements		🌳			🌳	🌳	🌳	🌳	🌳
Private Development Agreements		🌳	🌳	🌳	🌳	🌳	🌳	🌳	🌳
Surplus Real Estate Sale Revenues		🌳			🌳	🌳	🌳	🌳	🌳
Revenue Bond Revenues		🌳	🌳		🌳	🌳	🌳	🌳	🌳
Sales Tax Revenues		🌳	🌳	🌳	🌳	🌳	🌳	🌳	🌳
Transient Occupancy Tax Revenues		🌳	🌳	🌳	🌳	🌳	🌳	🌳	🌳
Wastewater Fund Reserves			🌳		🌳	🌳		🌳	

Finding, Framing And Funding A Project		Funding Uses							
		Typical Approaches				Atypical Approaches			
Funding Source	Funding Origin	CIP Development	Maintenance and Operations	Implementation	First and Last Mile	Urban Forestry	Back to Nature	Low Impact Development	Culture and History
Utility Taxes	Local Jurisdictions	✓	✓		✓	✓	✓	✓	✓
Targeted Fundraising Activities		✓	✓		✓	✓	✓	✓	✓
Business Improvement Districts (BID)	Non-profits, Business Organizations or City		✓	✓	✓	✓		✓	✓
Maintenance Assessment Districts (MAD)			✓	✓	✓	✓		✓	✓
Property Based Improvement Districts (PBID) Landscape Maintenance District (LMD)			✓	✓	✓			✓	✓
Various Sports Field Grants	Various Agencies, Foundations and Corporations	✓	✓	✓	✓				
Community Health Initiatives	Kaiser Permanente	✓		✓	✓			✓	
America's Historical and Cultural Organizations (AHCO) grants	National Endowment for the Humanities	✓		✓					✓
Corporate Sponsorships	Private Corporations	✓	✓	✓	✓	✓	✓	✓	✓
Private Sector Partnerships		✓	✓	✓	✓	✓	✓	✓	✓
Non-Profit Partnerships	Non-Profit Corporations	✓	✓	✓	✓	✓	✓	✓	✓
Foundation Grants	Private Foundations	✓	✓	✓	✓	✓	✓	✓	✓

Finding, Framing And Funding A Project		Funding Uses							
		Typical Approaches				Atypical Approaches			
Funding Source	Funding Origin	CIP Development	Maintenance and Operations	Implementation	First and Last Mile	Urban Forestry	Back to Nature	Low Impact Development	Culture and History
Private Donations	Private Individuals	🌳	🌳	🌳	🌳	🌳	🌳	🌳	🌳
Irrevocable Remainder Trusts		🌳	🌳	🌳				🌳	🌳

Appendix A
Feedback Form Results

Q1 How would you best describe your relationship with Thousand Oaks? (Check all that apply)

Answered: 140   Skipped: 0
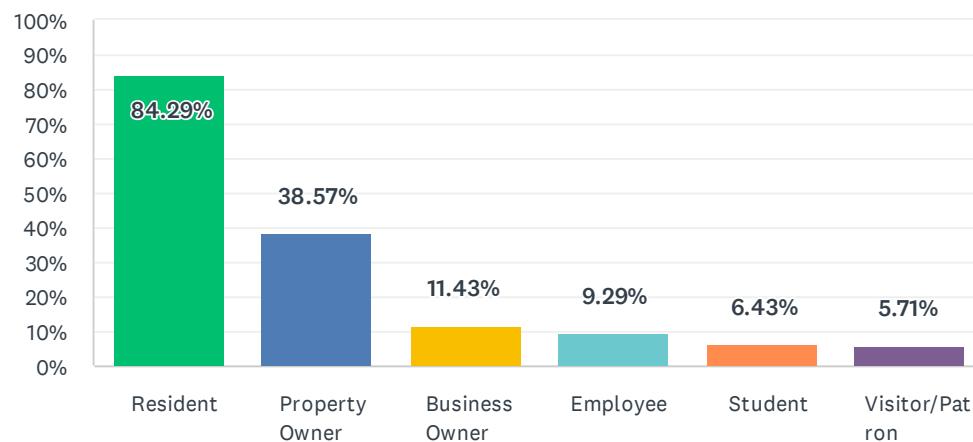
ANSWER CHOICES	RESPONSES	
Resident	84.29%	118
Property Owner	38.57%	54
Business Owner	11.43%	16
Employee	9.29%	13
Student	6.43%	9
Visitor/Patron	5.71%	8
Total Respondents: 140		

Q2 Are there currently students in the household? If so, what local school/College/University?

Answered: 93   Skipped: 47

Answers regarding Question 2 can be found on page A-15

Q3 What is your age?

Answered: 140   Skipped: 0
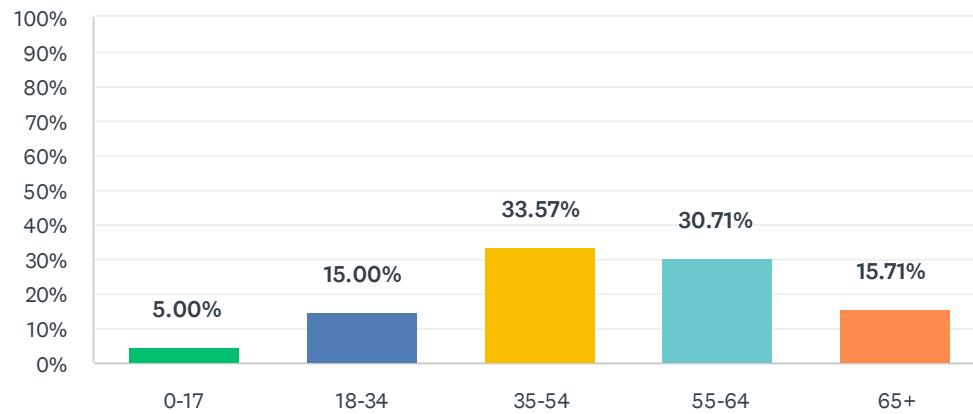
ANSWER CHOICES	RESPONSES	
0-17	5.00%	7
18-34	15.00%	21
35-54	33.57%	47
55-64	30.71%	43
65+	15.71%	22
TOTAL		140

Q4 Do you typically use any of the following? (Check all that apply)

Answered: 41   Skipped: 99
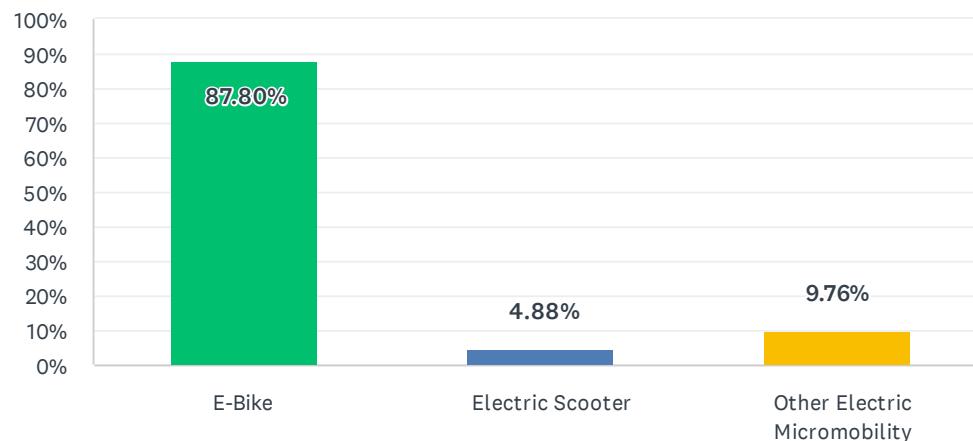
ANSWER CHOICES	RESPONSES	
E-Bike	87.80%	36
Electric Scooter	4.88%	2
Other Electric Micromobility	9.76%	4
Total Respondents: 41		

Q5 Why do you typically walk? (Check all that apply)

Answered: 137   Skipped: 3
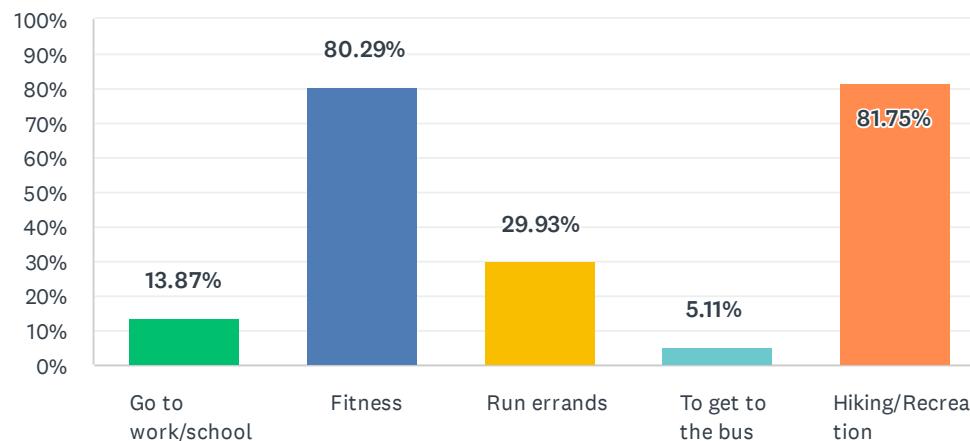
ANSWER CHOICES	RESPONSES	
Go to work/school	13.87%	19
Fitness	80.29%	110
Run errands	29.93%	41
To get to the bus	5.11%	7
Hiking/Recreation	81.75%	112
Total Respondents: 137		

Q6 Why do you typically bike? (Check all that apply)

Answered: 108   Skipped: 32
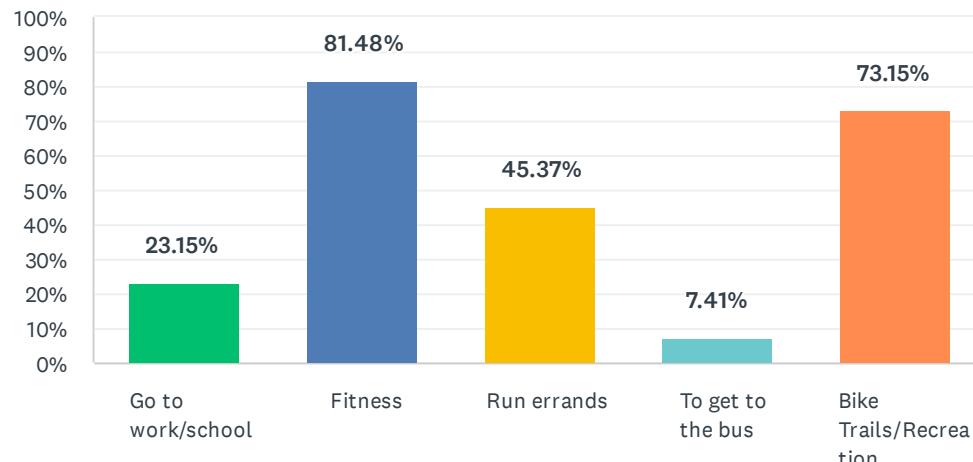
ANSWER CHOICES	RESPONSES	
Go to work/school	23.15%	25
Fitness	81.48%	88
Run errands	45.37%	49
To get to the bus	7.41%	8
Bike Trails/Recreation	73.15%	79
Total Respondents: 108		

Q7 How often do you walk in Thousand Oaks?

Answered: 140   Skipped: 0
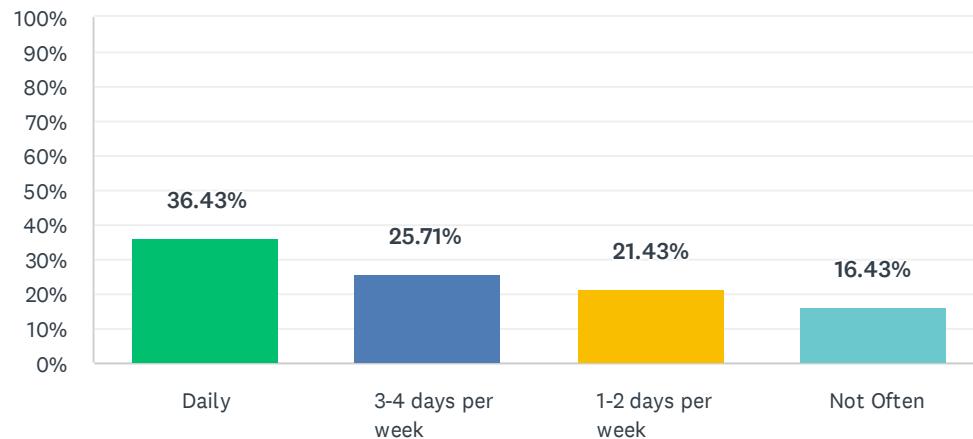
ANSWER CHOICES	RESPONSES	
Daily	36.43%	51
3-4 days per week	25.71%	36
1-2 days per week	21.43%	30
Not Often	16.43%	23
TOTAL		140

Q8 How often do you bike in Thousand Oaks?

Answered: 140   Skipped: 0
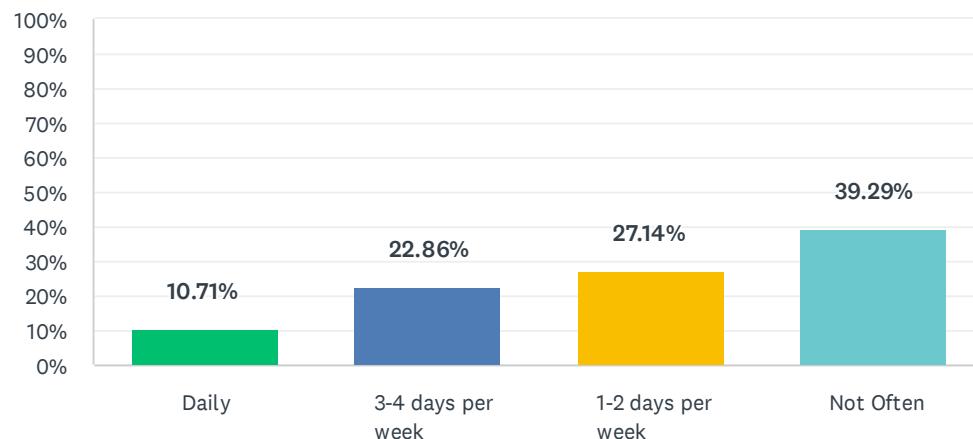
ANSWER CHOICES	RESPONSES	
Daily	10.71%	15
3-4 days per week	22.86%	32
1-2 days per week	27.14%	38
Not Often	39.29%	55
TOTAL		140

Q9 How often do you take the bus in Thousand Oaks?

Answered: 140 Skipped: 0
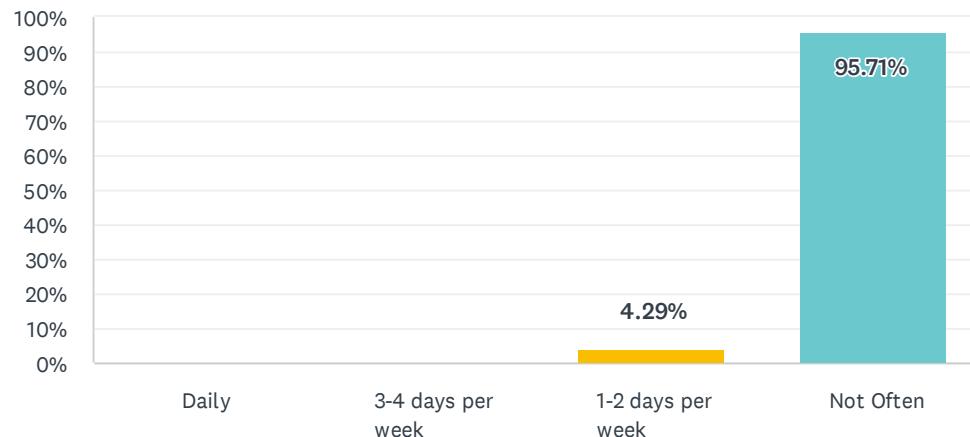
ANSWER CHOICES	RESPONSES	
Daily	0.00%	0
3-4 days per week	0.00%	0
1-2 days per week	4.29%	6
Not Often	95.71%	134
TOTAL		140

Q10 Where would you like to see more pedestrian and bicycling routes to? (Check all that apply)

Answered: 140   Skipped: 0
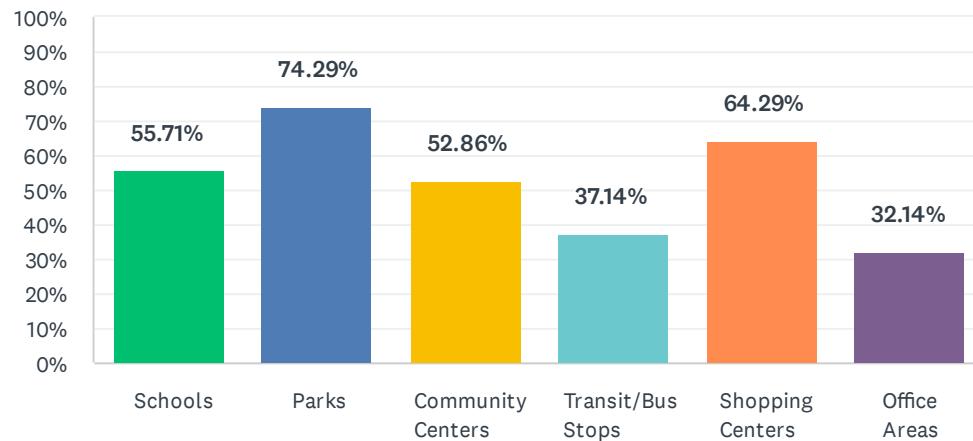
ANSWER CHOICES	RESPONSES	
Schools	55.71%	78
Parks	74.29%	104
Community Centers	52.86%	74
Transit/Bus Stops	37.14%	52
Shopping Centers	64.29%	90
Office Areas	32.14%	45
Total Respondents: 140		

Q11 What would make it easier for you to walk more in Thousand Oaks? (Check all that apply)

Answered: 140   Skipped: 0
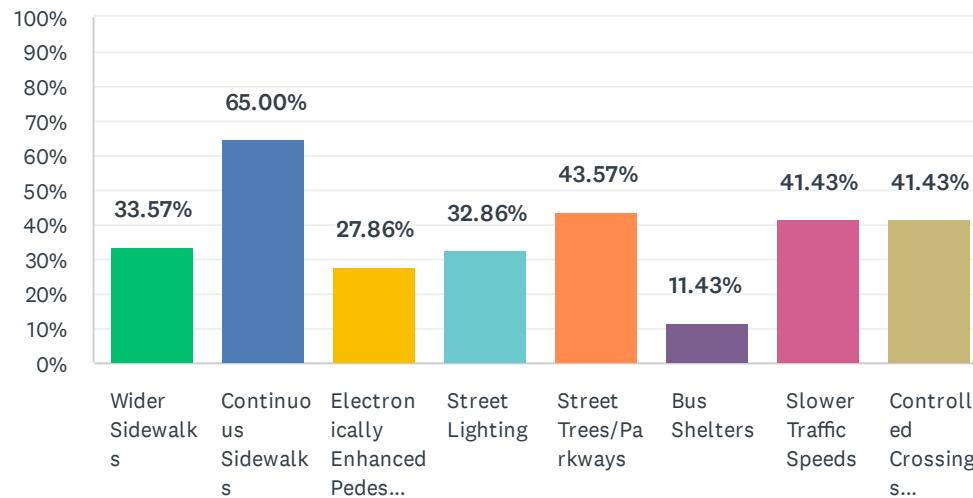
ANSWER CHOICES	RESPONSES	
Wider Sidewalks	33.57%	47
Continuous Sidewalks	65.00%	91
Electronically Enhanced Pedestrian Crossings	27.86%	39
Street Lighting	32.86%	46
Street Trees/Parkways	43.57%	61
Bus Shelters	11.43%	16
Slower Traffic Speeds	41.43%	58
Controlled Crossings (signals or stop signs)	41.43%	58
Total Respondents: 140		

Q12 What would make it easier for you to bike more in Thousand Oaks? (Check all that apply)

Answered: 140   Skipped: 0
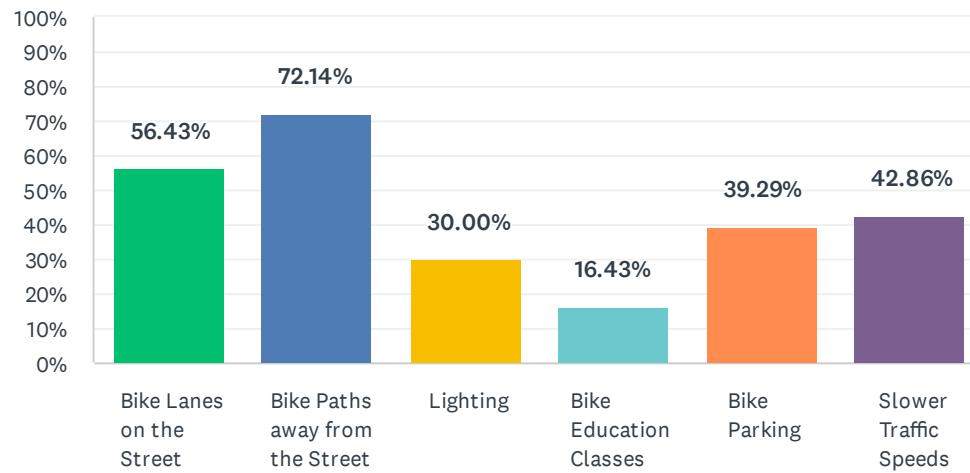
ANSWER CHOICES	RESPONSES	
Bike Lanes on the Street	56.43%	79
Bike Paths away from the Street	72.14%	101
Lighting	30.00%	42
Bike Education Classes	16.43%	23
Bike Parking	39.29%	55
Slower Traffic Speeds	42.86%	60
Total Respondents: 140		

Q13 How satisfied are you with walking, biking, and taking the bus in Thousand Oaks? (Check the box that applies for each mode)

Answered: 140   Skipped: 0
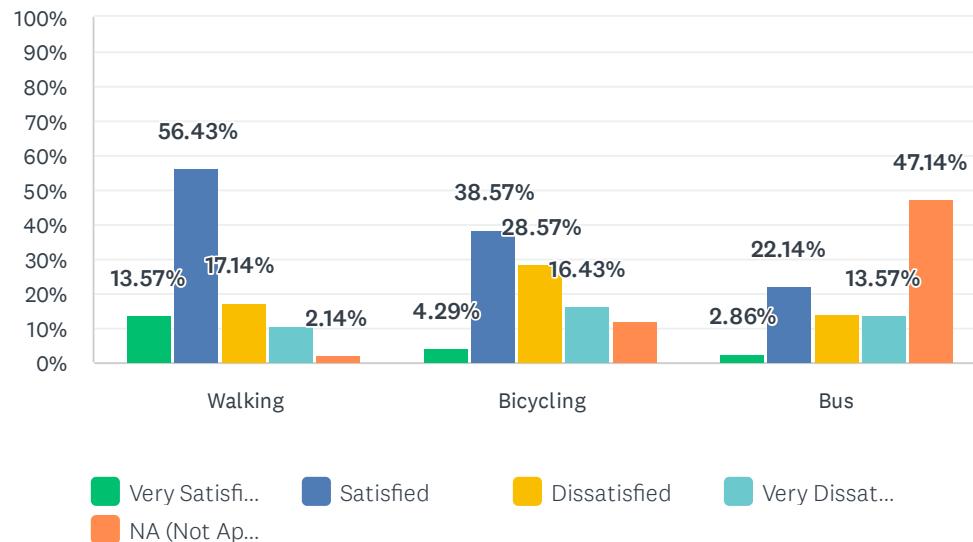
	VERY SATISFIED	SATISFIED	DISSATISFIED	VERY DISSATISFIED	NA (NOT APPLICABLE)	TOTAL
Walking	13.57% 19	56.43% 79	17.14% 24	10.71% 15	2.14% 3	140
Bicycling	4.29% 6	38.57% 54	28.57% 40	16.43% 23	12.14% 17	140
Bus	2.86% 4	22.14% 31	14.29% 20	13.57% 19	47.14% 66	140

Open-Ended Question Summarization

This section contains summaries of responder answers to questions that have "Other" as an option, allowing for open-ended responses.

Question 1

How would you best describe your relationship with Thousand Oaks?
Respondents described a mix of connections to Thousand Oaks, including being cyclists (one noting participation in the "Old Kranks" riding group), parents of students, nearby residents (e.g., Westlake Village), and people who work in the city.

Question 2

Are there currently students in the household? If so, what local school/College/University?
Most respondents indicated they do not currently have students in the household (often answering "No," "N/A," or noting their children have graduated). Among those who do have students, responses spanned all levels from kindergarten and elementary through middle and high schools, as well as colleges and graduate schools. Frequently mentioned local schools included Newbury Park High School, Thousand Oaks High School, Westlake High School, Sequoia Middle School, Sycamore Canyon Middle School, Los Cerritos Middle School, Glenwood Elementary, and Conejo Elementary, along with private options like Oaks Christian. Several respondents also referenced higher education institutions such as Moorpark College (mentioned multiple times), UCSB, UCLA, CSUN, Indiana University, and other colleges/universities, including Taft College, Ventura Law School, and online programs.

Question 5

Q5 Why do you typically walk?
Respondents said they typically walk for everyday activities and recreation, most commonly to walk their dogs. Others mentioned walking to get out of the house, to reach nearby stores or restaurants (including walking to eat for dinner at The Oaks), and for socializing. A few noted walking for specific purposes like canvassing or training for track and cross country, and one response raised a safety concern about bicyclists using sidewalks in Dos Vientos and the need for more public awareness to keep bikes off sidewalks.

Question 6

Why do you typically bike?

Respondents who bike described doing so mainly for recreation and enjoyment, including social rides on city streets, biking to socialize, and for personal "quiet" time or simply for joy. A few noted biking for practical reasons, such as relying on a bike because they no longer drive. There was a responder who mentioned wanting to commute but feeling deterred by inadequate bike lanes. Several responses indicated they do not bike at all, citing not owning a bike or stating "N/A."

Question 10

Where would you like to see more pedestrian and bicycling routes to?

Respondents most often asked for more pedestrian and bicycling routes that provide safer, connected alternatives to busy arterials, especially Thousand Oaks Boulevard and other major roads like Lynn, Hillcrest, Olsen, and Moorpark Road, rather than forcing people onto high-traffic streets. Many emphasized protected or separated bike lanes (not sharrows), better crossings over barriers like the 101 freeway, and "parallel" routes or trail-style facilities such as paths along flood channels, similar to examples in Simi Valley, Camarillo, Irvine, or the Ojai Valley Trail. Several comments focused on improving access to everyday destinations, particularly schools, offices, business centers (e.g., Dos Vientos/Las Brisas), high-density housing areas, and shopping, while one respondent proposed creating a continuous, car-free loop connected to the Conejo Creek Bike Path to knit neighborhoods together and reduce the city's current sense of disconnection.

Question 11

What would make it easier for you to walk more in Thousand Oaks?

Respondents stated that they would walk more in Thousand Oaks if walking felt safer and more comfortable, particularly around schools and major roads. Many comments focused on traffic safety, slower, more attentive drivers; safer crosswalks and pedestrian crossings, and stronger school-area measures such as expanded school zones and reliable crossing guards before and after school, with particular concern about dangerous corridors like Borchard and crossings near schools (e.g., Lynn and areas around TOHS). Others emphasized completing and maintaining sidewalks, improving lighting for winter evenings, and adding pedestrian-friendly amenities like benches, shade, and car-light or car-free areas. Several respondents also suggested broader infrastructure changes that prioritize people over cars, including road diets, curb bulb-outs, better neighborhood connections, restricting bikes/motorized vehicles from sidewalks with signage and public awareness, and adding grade-separated options like a pedestrian bridge to improve access across busy streets and to cross the 101 freeway between Thousand Oaks and Newbury Park.

Question 12

What would make it easier for you to bike more in Thousand Oaks?

Respondents said biking more in Thousand Oaks would be easiest if cyclists had safer, more physically separated infrastructure and better driver behavior. The most common request was for protected/parking-protected bike lanes (often with barriers such as bollards or concrete posts) and off-street or multiuser paths, with some specifically calling for Class IV lanes, continuous bike routes, and connections beyond the city (e.g., toward Camarillo). Many comments emphasized that distracted or discourteous drivers are the biggest barrier, including concerns about motorists using bike lanes as turn lanes and "pinching" cyclists at intersections like Westlake Blvd/Agoura Rd, so respondents suggested slower speeds, fewer car lanes/road diets, and designs that prioritize people biking and walking. Additional ideas included education for new e-bikers (and general rider training), clearer signage about who should use sidewalks vs. bike lanes, improved lighting, and secure bike parking for e-bikes. Several respondents noted they don't currently bike or already bike as much as they want, but still supported adding more bike lanes and paths.

Recommended Improvements Project Information

Appendix B-I

Recommended Improvements

Proposed Corridor Improvements

ID	Street Name	Existing Facility Type	Between		Length (miles)	Proposed Improvements [A]	Pavement Program (PP)/ Future Funding (FF)	Caltrans Score	Bike LTS	Bike LTS Normalized	Propensity	Propensity Normalized	Total Score
1	Hampshire Rd	None	Thousand Oaks Blvd	Willow Ln	0.20	Install Class II Bike Lanes (buffered). Modify existing median or parkway to accommodate bicycle lanes.	FF	75	4.00	5.00	0.90	4.52	84.52
2	Thousand Oaks Blvd	Class III Bike Route	Erbes Rd	Moorpark Rd	1.50	Implement Class II Bike Lanes by narrowing the width of the travel lane, parking lane, and/or sidewalk. Consider removal of parking or striped center turn median where feasible. Enhancements may vary based on the context of individual street segments. Provide green pavement markings and/or signage at conflict points (e.g. driveways, merges) to increase visibility. Upgrade traffic signals with bicycle detection and bike boxes, where feasible, to enhance safe crossings at intersections.	FF	72	4.00	5.00	0.53	2.66	79.66
3	Thousand Oaks Blvd	Class III Bike Route	Via Merida	Duesenberg Dr	1.30	Implement Class II Bike Lanes by narrowing the width of the travel lane, parking lane, and/or sidewalk. Consider removal of parking or striped center turn median where feasible. Enhancements may vary based on the context of individual street segments. Provide green pavement markings and/or signage at conflict points (e.g. driveways, merges) to increase visibility. Upgrade traffic signals with bicycle detection and bike boxes, where feasible, to enhance safe crossings at intersections.	FF	72	3.00	3.75	0.76	3.79	79.54
4	Thousand Oaks Blvd	Class III Bike Route	Duesenberg Dr	Conejo School Rd	0.90	Implement Class II Bike Lanes by narrowing the width of the travel lane, parking lane, and/or sidewalk. Consider removal of parking or striped center turn median where feasible. Enhancements may vary based on the context of individual street segments. Provide green pavement markings and/or signage at conflict points (e.g. driveways, merges) to increase visibility. Upgrade traffic signals with bicycle detection and bike boxes, where feasible, to enhance safe crossings at intersections.	FF	71	4.00	5.00	0.46	2.31	78.31
5	Moorpark Rd	Class III Bike Route	Wilbur Rd	HWY 101	0.63	Upgrade existing Class III Bike Route to Class II Bike Lanes (buffered) where feasible. Where width is constrained, consider median removal for Class II Bike Lanes. Install green bike crossings through major intersections to guide riders and alert turning vehicles.	FF	69	4.00	5.00	0.83	4.15	78.15
6	Thousand Oaks Blvd	None	Moorpark Rd	Wilbur Rd	0.43	Install Class II Bike Lanes (buffered).	PP	70	4.00	5.00	0.41	2.05	77.05
7	Thousand Oaks Blvd	Class III Bike Route	Conejo School Rd	Erbes Rd	0.40	Implement Class II Bike Lanes by narrowing the width of the travel lane, parking lane, and/or sidewalk. Consider removal of parking or striped center turn median where feasible. Enhancements may vary based on the context of individual street segments. Provide green pavement markings and/or signage at conflict points (e.g. driveways, merges) to increase visibility. Upgrade traffic signals with bicycle detection and bike boxes, where feasible, to enhance safe crossings at intersections.	FF	71	3.00	3.75	0.45	2.23	76.98
8	Lawrence Dr	None	Rancho Conejo Blvd	Hillcrest Dr	2.29	Remove on-street parking and install Class II Bike Lanes (buffered).	FF	69	4.00	5.00	0.18	0.90	74.90
9	Wilbur Rd	None	Moorpark Rd	Hillcrest Dr	0.56	Convert curbside travel lane to Class II Bike Lanes (buffered).	FF	67	4.00	5.00	0.49	2.47	74.47
10	Hillcrest Dr	None	Hodencamp Rd	Moorpark Rd	0.43	Install Class II Bike Lanes (buffered). Narrow travel lane width to accommodate bicycle lanes, modify existing median, and/or remove on-street parking to accommodate bicycle lanes.	FF	66	4.00	5.00	0.63	3.17	74.17
11	Borchard Rd	None	Redfield Ave	Reino Rd	1.25	Install Class II Bike Lanes (buffered). Narrow travel lane width to accommodate bicycle lanes. Also, enhance street light coverage.	FF	67	3.00	3.75	0.53	2.67	73.42
12	Hillcrest Dr	Class III Bike Route	Erbes Rd	SR 23	0.75	Remove on-street parking and install Class II Bike Lanes (buffered).	FF	66	3.00	3.75	0.45	2.26	72.01
13	Newbury Rd	None	Giant Oak Ave	Borchard Rd	0.93	Install Class II Bike Lanes.	PP	64	3.00	3.75	0.39	1.95	69.70
14	Moorpark Rd	Class III Bike Route	Rolling Oaks Dr	Greenmeadow Ave	0.39	Narrow the existing median and/or convert #2 travel lane to Class II Bike Lanes (buffered).	FF	62	4.00	5.00	0.29	1.43	68.43
15	Reino Rd	Class III Bike Route	Old Conejo Rd	Borchard Rd	0.93	Install Class II Bike Lanes (buffered). Remove on-street parking where feasible and/or narrow median lane width to accommodate bicycle lanes. Install green bike crossings through major intersections to guide riders and alert turning vehicles.	FF	61	4.00	5.00	0.45	2.25	68.25
16	Janss Rd	None	SR-23	Norwich Ave	0.88	Install Class II Bike Lanes (buffered). Narrow lane width and/or median to accommodate bicycle lanes.	FF	61	3.00	3.75	0.55	2.76	67.51
17	Borchard Rd	Class II Bike Lane	Los Vientos Dr	4502 Via Mariano	0.54	Upgrade existing Class II Bike Lanes to Class II Bike Lanes (buffered).	FF	60	3.00	3.75	0.74	3.69	67.44
18	Old Conejo Rd	None	Wendy Dr	Reino Rd	0.75	Reconstruct road shoulder to widen separation of bike lane and through traffic (both sides). Narrow travel lane width to accommodate bicycle lanes. This improvement may involve removal or relocation of trees and underground utilities. As an alternative, the City should consider partnering with Ventura County to provide bike facilities connecting Reino Rd and Wendy Dr on roadways south of Old Conejo Rd.	FF	59	4.00	5.00	0.63	3.13	67.13
19	Reino Rd	None	Lynn Rd	Potrero Rd	0.18	Install Class II Bike Lanes (buffered). Narrow travel lane width to accommodate bicycle lanes. Install green bike crossings through major intersections to guide riders and alert turning vehicles.	PP	59	4.00	5.00	0.61	3.07	67.07
20	Wendy Dr	Class II Bike Lane (buffered)	Kimber Dr	Erinlea Ave	1.53	Convert existing Class II Bike Lanes (buffered) to a Class IV Separated Bikeway. Narrow travel lane width and/or median to accommodate separated bikeway.	FF	60	3.00	3.75	0.56	2.79	66.54
21	Michael Dr	None	Newbury Rd	Nellie Court	0.80	Install Class III Bike Route sharrow markings and "Bike Route" signage.	PP	59	3.00	3.75	0.62	3.08	65.83
22	Pederson Rd	Class II Bike Lane (buffered)	Rustic Glen Dr	Olsen Rd	1.55	Convert existing Class II Bike Lanes (buffered) to a Class IV Separated Bikeway. Narrow travel lane width and/or median to accommodate separated bikeway.	FF	56	3.00	3.75	0.68	3.42	63.17
23	Haaland Dr	Class II Bike Lane	Rancho Rd	Los Padres Dr	0.61	Upgrade existing Class II Bike Lanes to Class II Bike Lanes (buffered).	PP	54	4.00	5.00	0.52	2.59	61.59
24	Kelley Rd	None	Newbury Rd	Lynn Rd	0.60	Install Class III Bike Route sharrow markings and "Bike Route" signage.	PP	56	3.00	3.75	0.36	1.79	61.54
25	Via Rio	None	Kimber Dr	Via Las Brisas	0.77	Remove on-street parking and install Class II Bike Lanes (buffered). Narrow travel lanes to accommodate bicycle lanes.	PP	54	4.00	5.00	0.47	2.34	61.34
26	Felton St	None	Lynn Rd	Wendy Dr	0.31	Install Class III Bike Route sharrow markings and "Bike Route" signage. Also, enhance street light coverage.	PP	52	2.00	2.50	0.48	2.38	56.88
27	Via Las Brisas	Class II Bike Lane	Borchard Rd	Lynn Rd	1.40	Convert existing Class II Bike Lanes to Class IV Separated Bikeway by converting #2 travel lane to separated bike lane.	FF	46	3.00	3.75	0.76	3.82	53.57
28	Westlake Blvd	Class II Bike Lane	Village Glen	Triunfo Canyon Rd	0.96	Install Class II Bike Lanes (buffered). Narrow travel lane width to accommodate bicycle lanes.	FF	46	3.00	3.75	0.72	3.58	53.33
29	Sunset Hills Boulevard	Class II Bike Lane	SR-23	Olsen Rd	0.70	Convert existing Class II Bike Lanes to Class IV Separated Bikeway by converting #2 travel lane to separated bike lane.	FF	46	3.00	3.75	0.69	3.44	53.19
30	Rancho Dos Vientos	Class II Bike Lane	Borchard Rd	Via Rincon	0.20	Upgrade existing Class II Bike Lanes to Class II Bike Lanes (buffered). Narrow travel lane width to accommodate buffered bicycle lanes.	PP	46	3.00	3.75	0.59	2.93	52.68
31	Westlake Blvd	Class II Bike Lane	Avenida De Los Arboles	Thousand Oaks Blvd	4.05	Install Class II Bike Lanes (buffered). Narrow travel lane width to accommodate bicycle lanes. Install green bike crossings through major intersections to guide riders and alert turning vehicles.	FF	42	3.00	3.75	0.66	3.31	49.06
32	Lynn Rd	Class II Bike Lane	Reino Rd	Rancho Dos Vientos	1.67	Install Class II Bike Lanes (buffered). Narrow travel lane width to accommodate bicycle lanes. Improve bicycle crossings at major intersections by extending bike lane markings through the junction.	PP	41	3.00	3.75	0.85	4.24	48.99
33	Lynn Rd	Class II Bike Lane	Wildwood Ave	Avenida De Los Arboles	0.31	Install Class II Bike Lanes (buffered). Narrow travel lane width to accommodate bicycle lanes.	FF	41	3.00	3.75	0.85	4.23	48.98
34	Triunfo Canyon Rd.	None	Townsgate Rd	Hampshire Rd	0.17	Remove on-street parking and install Class II Bike Lanes (buffered).	FF	41	3.00	3.75	0.67	3.36	48.11
35	Lakefield Rd	None	Townsgate Rd	Hampshire Rd	0.16	Remove on-street parking and install Class II Bike Lanes (buffered).	PP	41	3.00	3.75	0.46	2.32	47.07

Notes:
[A] Improvements listed are conceptual. Further study to determine feasibility and/or additional community outreach may be required.

Proposed Intersection Improvements

ID	Street Name	Proposed Improvements [A]	ROW	Caltrans Score	Bike LTS	Bike LTS Normalized	Propensity	Propensity Normalized	Total Score
1	Hillcrest Dr / Erbes Rd	Add transition lanes on the eastbound and westbound approaches of Hillcrest Dr. Modify median to accommodate transition lanes. Consider tightening curb radii to prompt westbound right-turning vehicles to slow down.	City	69	4.00	5.00	0.74	3.71	77.71
2	Erbes Rd / Thousand Oaks Blvd	Extend Class II Bike Lane and add transition lanes across intersection. Add leading pedestrian interval (LPI) on pedestrian crossings.	City	69	4.00	5.00	0.54	2.71	76.71
3	Moorpark Rd / HWY 101	Add transition lanes to guide bicyclists through lane on/off ramps.	City and Caltrans	68	3.00	3.75	0.55	2.73	74.48
4	Wilbur Rd / Moorpark Rd	Add transition lanes on eastbound and westbound approaches of Wilbur Road. Modify median to accommodate transition lanes. Implement a leading pedestrian interval (LPI) on pedestrian crossings. Consider curb extensions (bulb-outs) on Wilbur Rd crosswalk and tighten curb return radii to slow right turns and reduce crossing distance.	City	68	3.00	3.75	0.53	2.63	74.38
5	Reino Rd / Borchard Rd	Add transition lanes on Reino Road and Borchard Road (both sides). Implement a leading pedestrian interval (LPI) on pedestrian crossings. Consider tightening curb radii to prompt southbound right-turning vehicles to slow down.	City	64	4.00	5.00	0.65	3.27	72.27
6	Avenida De Las Flores / Moorpark Rd	Add transition lanes on the westbound approach of Avenida De Las Flores. Implement a leading pedestrian interval (LPI) on pedestrian crossings.	City	62	3.00	3.75	0.86	4.32	70.07
7	Camino Manzanas / Gainsborough Rd	Add a transition lane on the westbound approach of Gainsborough Rd.	City	64	3.00	3.75	0.40	1.99	69.74
8	Wendy Dr / HWY 101	Add transition lanes to guide bicyclists through lane on/off ramps.	City and Caltrans	61	4.00	5.00	0.54	2.70	68.70
9	Rancho Conejo Blvd / Hillcrest Dr	Add transition lanes on the eastbound and westbound approaches of Hillcrest Dr and southbound approach of Rancho Conejo Rd.	City	60	4.00	5.00	0.71	3.54	68.54
10	La Granada Dr / Janss Rd	Add transition lanes to guide bicyclists through the intersection. Consider addition of pedestrian crossing signs, especially for eastboiund right-turning vehicle movements.	City	60	3.00	3.75	0.91	4.56	68.31
11	Avenida De Los Arboles / Moorpark Rd	Add transition lanes on the eastbound and westbound approaches of Moorpark Rd.	City	58	4.00	5.00	0.72	3.58	66.58
12	Olsen Rd/ Moorpark Rd	Add transition lanes on the northeastbound and southwestbound approaches of Olsen Rd. Modify median to accommodate transition lanes.	City	58	4.00	5.00	0.59	2.95	65.95
13	Janss Rd / Lynn Rd	Extend bicycle lanes and add transition bicycle lanes on Janss Rd east of Lynn Rd to complete connection to Lynn Road. Consider tightening curb radii to prompt eastbound left-turning vehicles to slow down.	City	58	3.00	3.75	0.80	3.98	65.73
14	Janss Rd / SR 23	Add transition lanes to guide bicyclists through on/off ramps.	City and Caltrans	57	3.00	3.75	0.74	3.72	64.47
15	Hampshire Rd / HWY 101	Add transition lanes to guide bicyclists through on/off ramps. Modify median to accommodate transition lanes.	City and Caltrans	47	3.00	3.75	0.77	3.87	54.62

Notes:
[A] Improvements listed are conceptual. Further study to determine feasibility and/or additional community outreach may be required.

Proposed Sidewalk Improvements

ID	Street Name	From	To	Length (miles) [A]	Improvement Side [B]	Single or Double Side	Cost Estimate [C]	Caltrans Score	Propensity	Propensity Normalized	Total Score
1	S Moorpark Rd	Rolling Oaks Dr	Los Padres Dr	0.20	W	Single	$422,400	65	0.56	5.61	70.61
2	Hillcrest Dr (E of Lynn)	Lynn Rd	McCloud Ave	0.34	N	Single	$718,080	66	0.42	4.19	70.19
3	Hillcrest Dr (W of Lynn)	Paseo Grande	Lynn Rd	0.59	S	Single	$1,246,080	66	0.33	3.26	69.26
4	Lawrence Dr	Rancho Conejo Blvd	Hillcrest Dr	1.44	Mix [D]	Double	$3,041,280	63	0.43	4.33	67.33
5	Oakview Dr	Thousand Oaks Blvd	Los Feliz Dr	0.15	Both	Double	$633,600	58	0.74	7.40	65.40
6	Townsgate Rd	Hampshire Rd	Westlake Blvd	0.83	Both	Double	$3,505,920	59	0.48	4.84	63.84
7	Quinta Vista Dr	Los Feliz Dr	Hillcrest Dr	0.11	Both	Double	$464,640	58	0.56	5.60	63.60
8	Moorpark Rd	Lancer Wy	Plaza de Las Flores Driveway	0.24	E	Single	$506,880	58	0.56	5.57	63.57
9	Newbury Road	Borchard Rd	North Ventu Park Rd	0.84	N	Single	$1,774,080	58	0.48	4.79	62.79
10	Long Ct	Thousand Oaks Blvd	Southern Terminus	0.11	Mix [D]	Double	$232,320	62	0.37	3.75	65.75
11	Almon Dr	Los Feliz Dr	Hillcrest Dr	0.14	Both	Double	$591,360	58	0.33	3.30	61.30
12	Ventu Park Rd	West Lynn Rd	McKnight Rd	0.32	Both	Double	$1,351,680	58	0.33	3.26	61.26
13	Wildwood Ave	Big Sky Dr	Sundance St	0.22	E	Single	$464,640	55	0.61	6.07	61.07
14	Ave De Los Arboles	Big Sky Dr	Velarde Dr	0.33	S	Single	$696,960	55	0.59	5.86	60.86
15	Borchard Rd	Via Ricardo	Los Vientos Dr	1.24	N	Single	$2,618,880	57	0.35	3.45	60.45
16	Via Merida	Northern Terminus	Westlake High School Driveway	0.48	Both	Double	$2,027,520	61	0.27	2.73	63.73
17	Sunset Hills Bl	Avenida Amaranto	Eaglewood Ave	0.84	S	Single	$1,774,080	54	0.56	5.63	59.63
18	Old Conejo Rd	Monte Vista	Wendy Dr	0.78	Mix [D]	Double	$1,647,360	59	0.44	4.36	63.36
19	Hampshire Rd	Townsgate Rd	Westlake Blvd	0.82	N	Single	$1,731,840	54	0.52	5.20	59.20
20	Olsen Rd (E of SR23)	SR-23	City Limits	1.25	Both	Double	$5,280,000	52	0.65	6.54	58.54
21	Agoura Rd	Westlake Blvd	Lakeview Canyon Rd	0.62	S	Single	$1,309,440	54	0.42	4.20	58.20
22	Olsen Rd (W of SR23)	Sunset Hills Blvd	SR-23	1.22	S	Single	$2,576,640	55	0.22	2.19	57.19
23	Reino Rd	Lynn Rd	Potrero Rd	0.16	E	Single	$337,920	54	0.10	1.00	55.00
24	Erbes Rd	Avenida De Las Flores	Marview Dr	0.42	E	Single	$887,040	54	0.05	0.55	54.55
25	Gainsborough Rd	Camino Manzanas	Grand Oak Ln	0.22	E	Single	$464,640	45	0.49	4.94	49.94
26	Lynn Rd (West of Haigh Rd)	Haigh Road	Ventu Park Rd	0.43	S	Single	$908,160	49	0.04	0.42	49.42
27	Westlake Blvd	Autumn Ridge Dr/Oak Valley Ln	Hillcrest Dr	3.94	W	Single [E]	$8,321,280	41	0.36	3.63	44.63
28	Kanan Rd	Westlake Blvd	Lindero Canyon Road	2.55	Both	Double	$10,771,200	48	0.06	0.62	48.62
29	Lynn Rd	HWY 101	Greenmeadow Ave	0.33	W	Single	$696,960	44	0.41	4.10	48.10
30	Regal Oak Dr	Lynn Rd	Crystal View Circle	0.26	E	Single	$549,120	41	0.70	7.03	48.03
31	Potrero Rd	Lake Sherwood Dr	Westlake Blvd	0.68	E	Single	$1,436,160	41	0.57	5.72	46.72
32	Pederson Rd	Northwood Pkwy	Erbes Rd	0.74	N	Single	$1,562,880	46	0.06	0.57	46.57
33	Lynn Rd (W of Kelley)	Lynnview St	Mapleleaf Ave	0.77	E	Single	$1,626,240	41	0.46	4.56	45.56
34	Mountclef Blvd	Magellan St	Alamar St	0.31	W	Single	$654,720	41	0.19	1.89	42.89

Notes:

[A] Improvements listed are conceptual. Further study to determine feasibility and/or additional community outreach may be required.

[B] "Both" indicates sidewalk improvements are proposed on both sides of the street (i.e., along both travel directions). "Mix" indicates sidewalk gaps vary by segment, with improvements needed on alternating sides along the corridor where existing sidewalks are inconsistent.

[C] Cost estimates are based on a unit cost of $400 per linear feet (LF) and if it designated Single or Double side.

[D] Sidewalks exist along portions of this corridor; the proposed project focuses on closing remaining gaps.

[E] Existing decomposed granite pathway on the west side of the roadway.

Proposed Public Bicycle Parking Locations

Corridors	
Location	**Activity Type**
Main Wildwood Trailhead	Trail
Conejo Creek Equestrian Park	Park
Conejo Creek South Park	Park
Triunfo Trail	Trail
Wildwood Neighborhood Park	Park
Thousand Oaks Community Park	Park
Walnut Grove Park	Park
Lynn Oaks Park	Park
Pepper Tree Playfield	Park
Plaza at Old Conejo Rd and Reino Rd	Shopping
Dos Vientos Community Park	Park
Plaza at Grande Vista Dr and Academy Dr	Shopping
Plaza at Giant Oak Ave and Newbury Rd	Shopping
Plaza at Erbes Rd and Avenida De Los Arboles	Shopping
Conejo Community Park	Park
Russell Park	Park

Project Scoring Rubrics

Question #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)

1.A: A. Map of Project Boundaries, Access, and Destinations (0 points - Required)

Provide a scaled map showing the boundaries of the proposed project, the geographic boundaries of the disadvantaged community, disadvantaged community access point(s), and destinations that the project is benefiting. All census tracts (or schools if using Free or Reduced-Price School Meals) must be clearly labeled.

1.B. Identification of Disadvantaged Community: (0 points)
B. Identification of Disadvantaged Community: (0 points)
Select one of the following five options. The applicant must provide information for all Census Tract/Block Group/Place # that the project affects:
• Median Household Income
• CalEnviroScreen
• Free or Reduced Priced School Meals -Applications using this measure must demonstrate how the project benefits the school students in the project area.
• Healthy Places Index
• Climate and Economic Justice Screening Tool
• USDOT Equitable Transportation Community Explorer
• Other: Regional Definition, Projects on federally recognized Tribal Land or projects submitted by Tribal Governments (federally recognized Native American tribes),
Other Determinant of MHI

1.C. Direct Benefit: (0-4 points)

Access Improvement, Missing gap address, or Increased needed routes/connections or poor condition of an existing route *for DAC*

Does the project provide reasonable improvements to close missing gaps; increase needed routes or connections (such as access to and/or community safety for disadvantaged community residents to parks, greenways, open space, health care centers, transit stops, and other community assets); or address the poor conditions of an existing route? **(Yes/No)**

Access Improvement, Missing gap address, or Increased needed routes/connections or poor condition of an existing route *for all community members*

Does the project result in a convenient and logical route that residents will want to use because it offers improved access to destinations the community commonly utilizes? **(Yes/No)**

Closest DAC zones access to the project area

Closest DAC zone centroid walking distance to the project area boundary
Closest DAC zone centroid biking distance to the project area boundary

The following subsection is for combined Infrastructure/Non-Infrastructure projects

Is this a combined Infrastructure/Non-Infrastructure project? **(Yes/No)**
Are the public outreach events and programs targeted toward the disadvantaged community? **(Yes/No)**

This should include discussions of strategies that will be used to ensure that the non-infrastructure programming is easily accessible to the disadvantaged community and relevant to their needs (e.g., development of community-relevant content, choice of venue, methods used to promote the program, materials in appropriate languages, etc.)

Score of Part 1.C.	0

1.D. Project Location: (0 -2 points)

$$D_{Score} = \begin{cases} 2 & Project\ location(s)\ are/is\ fully\ (100\%)\ located\ within\ a\ DAC. \\ 1 & Project\ location(s)\ are/is\ partially\ (<100\%)\ located\ within\ a\ DAC. \\ 0 & Project\ location(s)are\ completely\ located\ outside\ of\ DAC\ (0\%). \end{cases}$$

Measurement

Score of Part 1.D.	0

1.E. Severity: (0-4 points)

Based on the option the applicant chooses for DAC identification (**EITHER** one of the options below)

Median Household Income

CalEnviroScreen 4.0 Score

USDOT Equitable Transportation Community Explorer Final Index Score

Healthy Places Index 3.0 Score (Percentile - Healthy Places Index Score inputted should only be the overall HPI Score)

Score of Part 1.E.	0

Question #2: POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS (0 - 52 POINTS)

2.A: Statement of Project Need. Describe the community and the issue(s) that this project will address. How will the proposed project benefit non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome, and how will the project best deliver that outcome? (0-26 points)

Discuss:
• Community characteristics and context (e.g., urban/rural/suburban, relevant history, socioeconomic characteristics, etc.)
• Destinations and key connectivity the project will achieve
• How the project will increase walking and/or biking
• The lack of mobility, if applicable -does the population have limited access to cars, bikes, and/or transit?
*   o Does the project have an unserved or underserved demand?*
• The local health concerns responses should focus on:
*   o Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project.*
Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e., "walking and biking increase physical activity").
*   o Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI).*
• For combined I/NI: discuss the need for an encouragement and education program.

* Is the population of the proposed project location within the EQI Transportation-based priority population? **(Yes/No)**	
* Is the population of the proposed project location within the EQI "Access to Destinations" priority population? **(Yes/No)**	
Is the project improving the mobility of non-motorized users specifically? **(Yes/No)**	
What is the Healthy Places Index of the proposed project location? **(enter a value between 0 - 100%)**	
** Is the population of the proposed project location within the Underserved Community Indicator? **(Yes/No)**	
If this is a combined Infrastructure/Non-Infrastructure project, does it address the need for the education and encouragement program? **(Yes/No)**	
Were the student's needs within the addressed needs of the proposed project remedies? **(Yes/No)**	
Score of Part 2.A	0

2.B: Describe how the proposed project will address the active transportation need: (0-26 points) What type of active transportation need will the proposed project directly address (select one or more) of the following elements, and discuss how the project will be meeting the identified need.

Proposed project addresses:
• Close a gap?
• Creation of new routes?
• Removal of barrier to mobility?
• Other improvements to existing routes?
o Must provide a map identifying the location of each: gap closures and connections; new routes; and barriers and improvements.
o Referencing this map, describe the existing route(s) that currently connect the affected transportation-related and community-identified destinations and why the route(s) are not adequate.
o Referencing this map, describe how the project links or connects, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified.
• For combined I/NI projects, describe the non-infrastructure program, the population it will serve, and how the program will use education and encouragement to address the needs identified in Part A.

Does the proposed improvements end up in creating or improving (existing) links or connections? **(Yes/No)**	
Does the proposed improvements end up in encouraging the use of routes to very important destinations and community-identified destinations? **(Yes/No)** - at least one destination	
Is this a combined Infrastructure/Non-Infrastructure project? **(Yes/No)**	
If this is a combined Infrastructure/Non-Infrastructure project, does it include a non-infrastructure program that provides new skills and familiarity to the community? **(Yes/No)**	
Does the proposed improvements end up in increasing the proportion of active transportation trips by students? **(Yes/No)**	
Score of Part 2.B	0
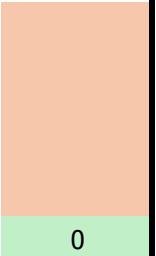
* Find the indexes here: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=ab02f124b3f54007a59dadf2165d21fc
** Find the map here: https://usdot.maps.arcgis.com/apps/dashboards/9806be8527b14f93be311f0fb57d336e

Question #3: POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OR THE RISK OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES,
INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS (0-25 Points)

Describe the community-based public participation process that culminated in the project.

Combined I/NI projects should address both infrastructure and non-infrastructure elements.

3.A: Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-12 points)

Influence Area Guidance

A project's expected safety "Influence Area" (i.e., where a project has the potential to mitigate) must be reasonable. The project's "Influence Area" is established by the applicant, and in the TIMS ATP Tool, is depicted by the "Project Area Collision Map." The following are some general criteria to guide applicants and evaluators in determining the appropriate "Influence Area" and/or overall project area for their proposed safety improvements/countermeasures (these criteria are defined in the Caltrans Highway Safety Improvement Program Application Instructions).

Prior to scoring the Safety Question, the evaluator should assess and try to confirm that the applicant's "project area" (or Influence Area) shown in their maps is reasonable with respect to the following criteria:

*• **New Traffic Signals** : crashes within 250 feet of the new signal.*

*• **For intersection or mid-block crossing improvements** , collisions that occurred within 250 feet of the intersection/mid-block crossing in all directions affected by the improvement may be used.*

*• **Longitudinal Improvements (bike lanes, sidewalks, road diets, etc.)** : crashes potentially affected by and within the limits of the improvement.*

*• If **the improvements represent a new route and there is no past crash and safety data available within the limits of the proposed improvements** , the applicant should consider the potential for the project to eliminate or reduce existing conflict points on parallel routes.*

*• **The crash data from parallel routes can be included where the new facility/route can be reasonably expected to reduce the likelihood of past crashes from reoccurring** . The overall applicant data provided in the Narrative Questions and various attachments must support the use of parallel crash data.*

Is the crash data for the most recent 5 years and from TIMS? **(Yes/No)**	
Is there a high-injury network map available? **(Yes/No)**	
What length/area ratio of the project location is located on the high-injury network map? **(Enter between 0 - 1)**	
Is the number of annual/monthly bike and pedestrian crash data (for fatal and serious injury crashes) on an increasing trend? **(Yes/No)**	
Enter the annual rate of the fatal and serious injury crashes in the area for the past 5 years	
Is there an analysis of the underlying causes of the crashes? **(Yes/No)**	
Is the proposed improvement(s) targeted at mitigating the crashes in the project location(s) - WITH VALID REASONS? **(Yes/No)**	
Is the proposed improvement(s) considered\beneficial to the vulnerable and underserved populations? **(Yes/No)**	
Score of Part 3.A	0

3.B: Safety Countermeasures (13 points max): Referencing the information provided in Part A, demonstrate how the proposed countermeasures directly address (one or more) of the
following underlying factors that are contributing to the occurrence (or potential occurrence) of pedestrian and/or bicyclist collisions.

For projects proposing new or improved bikeways, describe the issues that were considered when evaluating and selecting the project's bikeway facility type (i.e., Class I, II, III, and/or IV).
For combined I/NI projects, describe how the non-infrastructure encouragement and education programs address the safety issues identified in Part A.

What is the proposed countermeasure's CMF/CRF? **(enter a value between 0 - 100%)**
What ratio of the safety needs in the proposed project location that is address through the suggested remedy? **(enter a value between 0 - 1)**
Is this a combined Infrastructure/Non-Infrastructure project? **(Yes/No)**
Are the safe behaviors, educating users on safety hazards, and/or complementing infrastructure improvements encouraged by the remedy? **(Yes/No)**
Score of Part 3.B   0
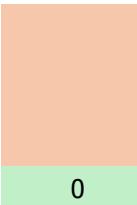
Question #4: PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community-based public participation process that culminated in the project.

Combined I/NI projects should address both infrastructure and non-infrastructure elements.

4.A: Use of ATP in developing and refining project scope	
Is the agency's active transportation technical planning (ATP) used to develop and refine the project scope? **(Yes/No)**	
Score of Part 4.A	0

4.B: Consideration of both Existing and Future Needs of the project users and transportation system	
Is the planning process considered the existing and future needs of the project users and transportation system? **(Yes/No)**	
Score of Part 4.B	0

4.C: Public Outreach -Planning Linkage	
Was the planning process effectively integrated into the public participation process? **(Yes/No)**	
Was the public participation and planning process utilized to identify and improve the effectiveness of the project and ensure the project is one of the highest community/regional active transportation priorities? **(Yes/No)**	
Score of Part 4.C	0

4.D: Public Outreach Sessions	
How many engagement events (workshops, charrettes, audits, focus groups, webinars, pop-ups) are going to be held during the project duration?	
How many distinct stakeholder groups are engaged? (e.g. residents, schools, CBOs, public-health dept, other agencies)	
Are there any documentation that supports a thorough and effective public engagement process? (agendas, sign-in sheets, minutes, PSAs, letters of support) **(Yes/No)**	
Score of Part 4.D	0

The following subsection is for combined Infrastructure/Non-Infrastructure projects	
Is this a combined Infrastructure/Non-Infrastructure project? **(Yes/No)**	
4.E: Are the public participation and planning process of both infrastructure AND non-infrastructure elements of the project discussed? **(Yes/No)**	
Score of Part 4.E.	0

Question #5: SCOPE AND PLAN CONSISTENCY (0-3 POINTS)

Describe the community-based public participation process that culminated in the project.

Combined I/NI projects should address both infrastructure and non-infrastructure elements.

5.A: Evaluating Layouts/Maps	
Are the submitted plan sheets/layouts complete, clear, and sufficiently detailed to show the full project scope (all corners, sides, cross-sections)? **(Yes/No)**	
Score of Part 5.A	0
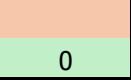
5.B: Evaluating Engineer's Estimate	
Does the cost estimate fully match and cover every element and phase shown in the layouts and scope (including clear unit quantities)? **(Yes/No)**	
Score of Part 5.B	0
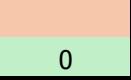
5.C: Evaluating the Project Schedule	
Is there a complete, logically sequenced schedule (PA&ED, PS&E, ROW, CON, CON-NI) with adequate durations for each phase? **(Yes/No)**	
Score of Part 5.C	0
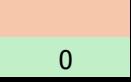
ID	Street Name	Q 1.C.1	Q 1.C.2	Q 1.C.3.1	Q 1.C.3.2	Q 1.C.4.1	Q 1.C.4.2	Q 1.D	Q 1.E	Q 2.A.1	Q 2.A.2	Q 2.A.3	Q 2.A.4	Q 2.A.5	Q 2.A.6	Q 2.A.7	Q 2.B.1	Q 2.B.2	Q 2.B.3	Q 2.B.4	Q 2.B.5
1	Hampshire Rd	Yes	Yes	10	10	No	No	0	3	Yes	Yes	Yes	0.0488	No	No	Yes	Yes	Yes	No	No	Yes
2	E Thousand Oaks Blvd (Moorpark Rd to Erbes Rd)	Yes	Yes	10	10	No	No	0	4	Yes	Yes	Yes	0.0488	No	No	No	Yes	Yes	E No	No	No
3	E Thousand Oaks Blvd (Duesenberg Dr to Via Merida)	Yes	Yes	10	10	No	No	0	4	Yes	Yes	Yes	0.0488	No	No	No	Yes	Yes	E No	No	No
4	E Thousand Oaks Blvd (N Conejo School Rd to Duesenberg Dr)	Yes	Yes	10	10	No	No	0	3	Yes	Yes	Yes	0.0488	No	No	No	Yes	Yes	E No	No	No
5	N Moonpark Rd	Yes	Yes	10	10	No	No	0	0	Yes	Yes	Yes	0.338	No	No	Yes	Yes	Yes	N No	No	Yes
6	W Thousand Oaks Blvd (N Moorpark Rd to W Wilbur Rd)	Yes	Yes	10	10	No	No	0	4	Yes	Yes	Yes	0.0488	No	No	No	Yes	Yes	W No	No	No
7	E Thousand Oaks Blvd (Erbes Rd to N Conejo School Rd)	Yes	Yes	10	10	No	No	0	3	Yes	Yes	Yes	0.0488	No	No	No	Yes	Yes	E No	No	No
8	Lawrence Dr	Yes	Yes	10	10	No	No	0	4	Yes	Yes	Yes	0.284	No	No	No	Yes	Yes	Lawrence Dr	No	No
9	Wilbur Rd	Yes	Yes	10	10	No	No	0	0	Yes	Yes	Yes	0.338	No	No	No	Yes	Yes	Wilbur Rd	No	No
10	W Hillcrest Dr	Yes	Yes	10	10	No	No	0	0	Yes	Yes	Yes	0.284	No	No	No	Yes	Yes	W Hillcrest Dr	No	No
11	Borchard Rd (from N Reino Rd to Redfield Ave)	Yes	Yes	10	10	No	No	0	0	Yes	Yes	Yes	0.835	No	No	Yes	Yes	Yes	Borchard (No	No	Yes
12	E Hillcrest Dr	Yes	Yes	10	10	No	No	0	4	Yes	Yes	Yes	0.714	No	No	Yes	Yes	Yes	E Hillcrest Dr	No	No
13	Newbury Rd	Yes	Yes	10	10	No	No	0	0	No	Yes	Yes	0.74664	No	No	No	Yes	Yes	Newbury Rd	No	No
14	S Moonpark Rd	Yes	Yes	10	10	No	No	0	0	Yes	Yes	Yes	0.35868	No	No	No	Yes	Yes	S No	No	No
15	N Reino Rd	Yes	Yes	10	10	No	No	0	0	No	No	Yes	0.39894	No	No	No	Yes	Yes	N Reino Rd	No	Yes
16	Janss Rd	Yes	Yes	10	10	No	No	0	0	No	No	Yes	0.365	No	No	Yes	Yes	Yes	Janss Rd	No	Yes
17	Borchard Rd (from 4502 Via Mariano to S Los Vientos Dr)	Yes	Yes	10	10	No	No	0	0	No	No	Yes	0.39894	No	No	No	Yes	Yes	Borchard (No	No	No
18	Old Conejo Rd	Yes	Yes	10	10	No	No	0	0	No	No	Yes	0.477	No	No	No	Yes	Yes	Old No	No	No
19	S Reino Rd	Yes	Yes	10	10	No	No	0	0	No	No	Yes	0.24888	No	No	No	Yes	Yes	S Reino Rd	No	No
20	Wendy Dr	Yes	No	10	10	No	No	0	0	No	Yes	Yes	0.932	No	No	Yes	Yes	Yes	Wendy Dr	No	Yes
21	Michael Dr	Yes	Yes	10	10	No	No	0	0	No	No	Yes	0.81984	No	No	No	Yes	Yes	Michael No	No	Yes
22	Pederson Rd	Yes	No	10	10	No	No	0	0	No	No	Yes	0.859	No	No	Yes	Yes	Yes	Pederson Rd	No	Yes
23	Haaland Dr	Yes	Yes	10	10	No	No	0	0	No	No	Yes	0.38796	No	No	No	Yes	Yes	Haaland Dr	No	No
24	Kelley Rd	Yes	No	10	10	No	No	0	0	No	No	Yes	0.15	No	No	No	Yes	No	Kelley Rd	No	Yes
25	Via Rio	Yes	No	10	10	No	No	0	0	No	No	Yes	0.713	No	No	No	Yes	Yes	Via Rio	No	No
26	Felton St	Yes	No	10	10	No	No	0	0	No	Yes	Yes	0.24888	No	No	No	Yes	No	Felton St	No	No
27	Via Las Brisas	Yes	No	10	10	No	No	0	0	No	No	Yes	0.4209	No	No	No	Yes	No	Via Las Brisas	No	Yes
28	Rancho Dos Vientos	Yes	No	10	10	No	No	0	0	No	No	Yes	0.4209	No	No	No	Yes	No	Rancho Dos Vientos	No	Yes
29	S Westlake Blvd	Yes	No	10	10	No	No	0	0	No	No	Yes	0.4209	No	No	No	Yes	No	S Westlake Blvd	No	Yes
30	Sunset Hills Blvd	Yes	No	10	10	No	No	0	0	No	No	Yes	0.4209	No	No	No	Yes	No	Sunset Hills Blvd	No	Yes
31	N Westlake Blvd	Yes	No	10	10	No	No	0	0	No	No	Yes	0.27084	No	No	No	Yes	No	N Westlake Blvd	No	No
32	Lynn Rd (from S Reino Rd to Rancho Dos Vientos)	Yes	No	10	10	No	No	0	0	No	No	Yes	0.74664	No	No	No	Yes	No	Lynn No	No	No
33	Lynn Rd (from Wildwood Ave to Avenida De Los Arboles)	Yes	No	10	10	No	No	0	0	No	No	Yes	0.74664	No	No	No	Yes	No	Lynn No	No	No
34	Triunfo Canyon Rd	Yes	No	10	10	No	No	0	0	No	No	Yes	0.7	No	No	No	Yes	No	Triunfo Canyon Rd	No	No
35	Lakefield Rd	Yes	No	10	10	No	No	0	0	No	No	Yes	0.7	No	No	No	Yes	No	Lakefield Rd	No	No
36	Lynn Rd **(In Desgin Project)**	Yes	No	10	10	No	No	0	0	No	No	Yes	0.74664	No	No	No	Yes	No	No	No	No

ID	Street Name	Q 3.A.1	Q 3.A.2	Q 3.A.3	Q 3.A.4	Q 3.A.5	Q 3.A.6	Q 3.A.7	Q 3.A.8	Q 3.B.1	Q 3.B.2	Q 3.B.3	Q 3.B.4	Q 4.A	Q 4.B	Q 4.C.1	Q 4.C.2	Q 4.D.1	Q 4.D.2	Q 4.D.3	Q 4.E.1	Q 4.E.2
1	Hampshire Rd	Yes	Yes	1	No	No	Yes	Yes	No	0.482	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
2	E Thousand Oaks Blvd (Moorpark Rd to Erbes Rd)	Yes	Yes	1	No	No	Yes	Yes	No	0.65	0.56	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
3	E Thousand Oaks Blvd (Duesenberg Dr to Via Merida)	Yes	Yes	1	No	No	Yes	Yes	No	0.65	0.56	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
4	E Thousand Oaks Blvd (N Conejo School Rd to Duesenberg Dr)	Yes	Yes	1	No	No	Yes	Yes	No	0.65	0.56	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
5	N Moonpark Rd	Yes	Yes	0.5	No	No	Yes	Yes	No	0.5	1	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
6	W Thousand Oaks Blvd (N Moorpark Rd to W Wilbur Rd)	Yes	Yes	1	No	No	Yes	Yes	No	0.65	1	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
7	E Thousand Oaks Blvd (Erbes Rd to N Conejo School Rd)	Yes	Yes	1	No	No	Yes	Yes	No	0.65	0.56	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
8	Lawrence Dr	Yes	Yes	0	No	No	Yes	Yes	No	0.95	1	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
9	Wilbur Rd	Yes	Yes	1	No	No	Yes	Yes	No	0.482	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
10	W Hillcrest Dr	Yes	Yes	0.5	No	No	Yes	Yes	No	0.62	0.75	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
11	Borchard Rd (from N Reino Rd to Redfield Ave)	Yes	Yes	0	No	No	Yes	Yes	No	0.648	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
12	E Hillcrest Dr	Yes	Yes	1	No	No	Yes	Yes	No	0.38	0.8	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
13	Newbury Rd	Yes	Yes	1	No	No	Yes	Yes	No	0.62	1	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
14	S Moonpark Rd	Yes	Yes	0	No	No	Yes	Yes	No	0.5	0.67	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
15	N Reino Rd	Yes	Yes	0.5	No	No	Yes	Yes	No	0.62	1	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
16	Janss Rd	Yes	Yes	0.5	No	No	Yes	Yes	No	0.482	0.8	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
17	Borchard Rd (from 4502 Via Mariano to S Los Vientos Dr)	Yes	Yes	1	No	No	Yes	Yes	No	0.5	1	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
18	Old Conejo Rd	Yes	Yes	0	No	No	Yes	Yes	No	0.7	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
19	S Reino Rd	Yes	Yes	0	No	No	Yes	Yes	No	0.62	1	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
20	Wendy Dr	Yes	Yes	0	No	No	Yes	Yes	No	0.5	0.75	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
21	Michael Dr	Yes	Yes	0	No	No	Yes	Yes	No	0.95	1	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
22	Pederson Rd	Yes	Yes	0	No	No	Yes	Yes	No	0.5	0.75	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
23	Haaland Dr	Yes	Yes	0.5	No	No	Yes	Yes	No	0	1	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
24	Kelley Rd	Yes	Yes	0	No	No	Yes	Yes	No	0.95	1	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
25	Via Rio	Yes	Yes	0	No	No	Yes	Yes	No	0.684	0.5	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
26	Felton St	Yes	Yes	0	No	No	Yes	Yes	No	0.95	1	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
27	Via Las Brisas	Yes	Yes	0.5	No	No	Yes	Yes	No	0.5	1	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
28	Rancho Dos Vientos	Yes	Yes	0.5	No	No	Yes	Yes	No	0.5	1	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
29	S Westlake Blvd	Yes	Yes	0.5	No	No	Yes	Yes	No	0.5	1	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
30	Sunset Hills Blvd	Yes	Yes	0.5	No	No	Yes	Yes	No	0.5	1	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
31	N Westlake Blvd	Yes	Yes	0	No	No	Yes	Yes	No	0.5	0.5	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
32	Lynn Rd (from S Reino Rd to Rancho Dos Vientos)	Yes	Yes	0	No	No	Yes	Yes	No	0.5	0.6	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
33	Lynn Rd (from Wildwood Ave to Avenida De Los Arboles)	Yes	Yes	0	No	No	Yes	Yes	No	0.5	0.6	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
34	Triunfo Canyon Rd	Yes	Yes	0	No	No	Yes	Yes	No	0.482	0.8	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
35	Lakefield Rd	Yes	Yes	0	No	No	Yes	Yes	No	0.482	0.8	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
36	Lynn Rd **(In Desgin Project)**	Yes	Yes	0	No	No	Yes	Yes	No	0.5	0.6	No	Yes	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes

ID	Street Name	Q 5.A	Q 5.B	Q 5.C	Question 1 Score	Question 2 Score	Question 3 Score	Question 4 Score	Question 5 Score	Total Score
1	Hampshire Rd	Yes	Yes	Yes	5.5	42.461392	15.597	8	3	75
2	E Thousand Oaks Blvd (Moorpark Rd to Erbes Rd)	Yes	Yes	Yes	6.5	39.461392	15.045	8	3	72
3	E Thousand Oaks Blvd (Duesenberg Dr to Via Merida)	Yes	Yes	Yes	6.5	39.461392	15.045	8	3	72
4	E Thousand Oaks Blvd (N Conejo School Rd to Duesenberg Dr)	Yes	Yes	Yes	5.5	39.461392	15.045	8	3	71
5	N Moonpark Rd	Yes	Yes	Yes	2.5	41.40292	14.25	8	3	69
6	W Thousand Oaks Blvd (N Moorpark Rd to W Wilbur Rd)	Yes	Yes	Yes	2.5	39.461392	17.025	8	3	70
7	E Thousand Oaks Blvd (Erbes Rd to N Conejo School Rd)	Yes	Yes	Yes	5.5	39.461392	15.045	8	3	71
8	Lawrence Dr	Yes	Yes	Yes	2.5	38.60056	16.575	8	3	69
9	Wilbur Rd	Yes	Yes	Yes	2.5	38.40292	15.597	8	3	67
10	W Hillcrest Dr	Yes	Yes	Yes	2.5	38.60056	14.145	8	3	66
11	Borchard Rd (from N Reino Rd to Redfield Ave)	Yes	Yes	Yes	2.5	39.5839	14.008	8	3	67
12	E Hillcrest Dr	Yes	Yes	Yes	2.5	39.02676	13.83	8	3	66
13	Newbury Rd	Yes	Yes	Yes	2.5	33.2472976	16.77	8	3	64
14	S Moonpark Rd	Yes	Yes	Yes	2.5	38.3272312	11.265	8	3	63
15	N Reino Rd	Yes	Yes	Yes	2.5	31.8598796	15.27	8	3	61
16	Janss Rd	Yes	Yes	Yes	2.5	33.9841	13.197	8	3	61
17	Borchard Rd (from 4502 Via Mariano to S Los Vientos Dr)	Yes	Yes	Yes	2.5	30.8598796	15.75	8	3	60
18	Old Conejo Rd	Yes	Yes	Yes	2.5	30.57418	14.45	8	3	59
19	S Reino Rd	Yes	Yes	Yes	2.5	31.4090992	13.77	8	3	59
20	Wendy Dr	Yes	Yes	Yes	1.5	35.56888	11.625	8	3	60
21	Michael Dr	Yes	Yes	Yes	2.5	30.3193856	16.575	8	3	60
22	Pederson Rd	Yes	Yes	Yes	1.5	32.17606	11.625	8	3	56
23	Haaland Dr	Yes	Yes	Yes	2.5	30.9000664	10	8	3	54
24	Kelley Rd	Yes	Yes	Yes	2.5	26.2468	16.575	8	3	56
25	Via Rio	Yes	Yes	Yes	1.5	29.71042	12.064	8	3	54
26	Felton St	Yes	Yes	Yes	1.5	22.5690992	16.575	8	3	52
27	Via Las Brisas	Yes	Yes	Yes	1.5	19.279506	14.25	8	3	46
28	Rancho Dos Vientos	Yes	Yes	Yes	1.5	19.279506	14.25	8	3	46
29	S Westlake Blvd	Yes	Yes	Yes	1.5	19.279506	14.25	8	3	46
30	Sunset Hills Blvd	Yes	Yes	Yes	1.5	19.279506	14.25	8	3	46
31	N Westlake Blvd	Yes	Yes	Yes	1.5	18.8287256	10.5	8	3	42
32	Lynn Rd (from S Reino Rd to Rancho Dos Vientos)	Yes	Yes	Yes	1.5	17.0872976	10.95	8	3	41
33	Lynn Rd (from Wildwood Ave to Avenida De Los Arboles)	Yes	Yes	Yes	1.5	17.0872976	10.95	8	3	41
34	Triunfo Canyon Rd	Yes	Yes	Yes	1.5	17.258	11.697	8	3	41
35	Lakefield Rd	Yes	Yes	Yes	1.5	17.258	11.697	8	3	41
36	Lynn Rd **(In Desgin Project)**	Yes	Yes	Yes	1.5	17.0872976	10.95	8	3	41

ID	Street Name	Q 1.C.1	Q 1.C.2	Q 1.C.3.1	Q 1.C.3.2	Q 1.C.4.1	Q 1.C.4.2	Q 1.D	Q 1.E	Q 2.A.1	Q 2.A.2	Q 2.A.3	Q 2.A.4
1	E Hillcrest Dr / Erbes Rd	Yes	Yes	10	10	No	No	0	0	Yes	Yes	Yes	0.517
2	Erbes Rd / Thousand Oaks Blvd	Yes	Yes	10	10	No	No	0	0	Yes	Yes	Yes	0.517
3	N Moorpark Rd / HWY101	Yes	Yes	10	10	No	No	0	0	Yes	Yes	Yes	0.687
4	E Wilbur Rd / Moorpark Rd	Yes	Yes	10	10	No	No	0	0	Yes	Yes	Yes	0.687
5	S Reino Rd / Borchard Rd	Yes	Yes	10	10	No	No	0	0	Yes	Yes	Yes	0.92
6	E Avenida De Las Flores / Moorpark Rd	Yes	Yes	10	10	No	No	0	0	No	No	Yes	0.439
7	Camino Manzanas / W Gainsborough Rd	Yes	Yes	10	10	No	No	0	0	No	Yes	Yes	0.791
8	N Wendy Dr / HWY 101	Yes	Yes	10	10	No	No	0	0	No	No	Yes	0.776
9	Rancho Conejo Blvd /W Hillcrest Dr	Yes	Yes	10	10	No	No	0	0	No	No	Yes	0.655
10	La Granada Dr / Janss Rd	Yes	Yes	10	10	No	No	0	0	No	No	Yes	0.892
11	E Avenida De Los Arboles/Moorpark Rd	Yes	Yes	10	10	No	No	0	0	No	No	Yes	0.745
12	Olsen Rd/ Moorpark Rd	Yes	Yes	10	10	No	No	0	0	No	No	Yes	0.745
13	W Janss Rd / Lynn Rd	Yes	Yes	10	10	No	No	0	0	No	No	Yes	0.748
14	Janss Rd / SR23	Yes	Yes	10	10	No	No	0	0	No	No	Yes	0.892
15	Hampshire Rd / HWY101	Yes	No	10	10	No	No	0	0	No	No	Yes	0.885

ID	Street Name	Q 2.A.5	Q 2.A.6	Q 2.A.7	Q 2.B.1	Q 2.B.2	Q 2.B.3	Q 2.B.4	Q 2.B.5	Q 3.A.1	Q 3.A.2	Q 3.A.3	Q 3.A.4	Q 3.A.5	Q 3.A.6
1	E Hillcrest Dr / Erbes Rd	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	0	No	No	Yes
2	Erbes Rd / Thousand Oaks Blvd	No	No	No	Yes	Yes	No	No	No	Yes	Yes	1	No	No	Yes
3	N Moorpark Rd / HWY101	No	No	No	Yes	Yes	No	No	No	Yes	Yes	1	No	No	Yes
4	E Wilbur Rd / Moorpark Rd	No	No	No	Yes	Yes	No	No	No	Yes	Yes	1	No	No	Yes
5	S Reino Rd / Borchard Rd	No	No	No	Yes	Yes	No	No	No	Yes	Yes	0	No	No	Yes
6	E Avenida De Las Flores / Moorpark Rd	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	0	No	No	Yes
7	Camino Manzanas / W Gainsborough Rd	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	0	No	No	Yes
8	N Wendy Dr / HWY 101	No	No	No	Yes	Yes	No	No	No	Yes	Yes	1	No	No	Yes
9	Rancho Conejo Blvd /W Hillcrest Dr	No	No	No	Yes	Yes	No	No	No	Yes	Yes	1	No	No	Yes
10	La Granada Dr / Janss Rd	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	0	No	No	Yes
11	E Avenida De Los Arboles/Moorpark Rd	No	No	No	Yes	Yes	No	No	No	Yes	Yes	0	No	No	Yes
12	Olsen Rd/ Moorpark Rd	No	No	No	Yes	Yes	No	No	No	Yes	Yes	0	No	No	Yes
13	W Janss Rd / Lynn Rd	No	No	No	Yes	Yes	No	No	No	Yes	Yes	0	No	No	Yes
14	Janss Rd / SR23	No	No	No	Yes	Yes	No	No	No	Yes	Yes	0	No	No	Yes
15	Hampshire Rd / HWY101	No	No	No	Yes	No	No	No	No	Yes	Yes	1	No	No	Yes

ID	Street Name	Q 3.A.7	Q 3.A.8	Q 3.B.1	Q 3.B.2	Q 3.B.3	Q 3.B.4	Q 4.A	Q 4.B	Q 4.C.1	Q 4.C.2	Q 4.D.1	Q 4.D.2	Q 4.D.3	Q 4.E.1
1	E Hillcrest Dr / Erbes Rd	Yes	No	0.684	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No
2	Erbes Rd / Thousand Oaks Blvd	Yes	No	0.684	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No
3	N Moorpark Rd / HWY101	Yes	No	0.72	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No
4	E Wilbur Rd / Moorpark Rd	Yes	No	0.72	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No
5	S Reino Rd / Borchard Rd	Yes	No	0.72	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No
6	E Avenida De Las Flores / Moorpark Rd	Yes	No	0.72	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No
7	Camino Manzanas / W Gainsborough Rd	Yes	No	0.72	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No
8	N Wendy Dr / HWY 101	Yes	No	0.72	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No
9	Rancho Conejo Blvd /W Hillcrest Dr	Yes	No	0.58	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No
10	La Granada Dr / Janss Rd	Yes	No	0.72	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No
11	E Avenida De Los Arboles/Moorpark Rd	Yes	No	0.72	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No
12	Olsen Rd/ Moorpark Rd	Yes	No	0.72	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No
13	W Janss Rd / Lynn Rd	Yes	No	0.72	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No
14	Janss Rd / SR23	Yes	No	0.72	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No
15	Hampshire Rd / HWY101	Yes	No	0.72	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No

ID	Street Name	Q 4.E.2	Q 5.A	Q 5.B	Q 5.C	Question 1 Score	Question 2 Score	Question 3 Score	Question 4 Score	Question 5 Score	Total Score
1	E Hillcrest Dr / Erbes Rd	Yes	Yes	Yes	Yes	2.5	40.74778	14.314	8	3	69
2	Erbes Rd / Thousand Oaks Blvd	Yes	Yes	Yes	Yes	2.5	37.74778	17.314	8	3	69
3	N Moorpark Rd / HWY101	Yes	Yes	Yes	Yes	2.5	37.12558	17.62	8	3	68
4	E Wilbur Rd / Moorpark Rd	Yes	Yes	Yes	Yes	2.5	37.12558	17.62	8	3	68
5	S Reino Rd / Borchard Rd	Yes	Yes	Yes	Yes	2.5	36.2728	14.62	8	3	64
6	E Avenida De Las Flores / Moorpark Rd	Yes	Yes	Yes	Yes	2.5	33.71326	14.62	8	3	62
7	Camino Manzanas / W Gainsborough Rd	Yes	Yes	Yes	Yes	2.5	36.08494	14.62	8	3	64
8	N Wendy Dr / HWY 101	Yes	Yes	Yes	Yes	2.5	29.47984	17.62	8	3	61
9	Rancho Conejo Blvd /W Hillcrest Dr	Yes	Yes	Yes	Yes	2.5	29.9227	16.43	8	3	60
10	La Granada Dr / Janss Rd	Yes	Yes	Yes	Yes	2.5	32.05528	14.62	8	3	60
11	E Avenida De Los Arboles/Moorpark Rd	Yes	Yes	Yes	Yes	2.5	29.5933	14.62	8	3	58
12	Olsen Rd/ Moorpark Rd	Yes	Yes	Yes	Yes	2.5	29.5933	14.62	8	3	58
13	W Janss Rd / Lynn Rd	Yes	Yes	Yes	Yes	2.5	29.58232	14.62	8	3	58
14	Janss Rd / SR23	Yes	Yes	Yes	Yes	2.5	29.05528	14.62	8	3	57
15	Hampshire Rd / HWY101	Yes	Yes	Yes	Yes	1.5	16.5809	17.62	8	3	47

ID	Street Name	Length (in miles)	Side	single side/multi side	Q 1.C.1	Q 1.C.2	Q 1.C.3.1	Q 1.C.3.2	Q 1.C.4.1	Q 1.C.4.2
1	S Moorpark Rd	0.2	W	Single	Yes	Yes	10	10	No	No
2	W Hillcrest Dr (E of Lynn)	0.34	N	Single	Yes	Yes	10	10	No	No
3	W Hillcrest Dr (W of Lynn)	0.59	S	Single	Yes	Yes	10	10	No	No
4	Lawrence Dr	1.08	Mix	Double	Yes	Yes	10	10	No	No
5	Oakview Dr	0.15	Both	Double	Yes	Yes	10	10	No	No
6	Townsgate Rd	0.83	Both	Double	Yes	Yes	10	10	No	No
7	Quinta Vista Dr	0.11	Both	Double	Yes	Yes	10	10	No	No
8	N Moorpark Rd	0.24	E	Single	Yes	Yes	10	10	No	No
9	Newbury Road	0.84	N	Single	Yes	Yes	10	10	No	No
10	Long Ct	0.11	Mix	Double	Yes	Yes	10	10	No	No
11	Almon Dr	0.14	Both	Double	Yes	Yes	10	10	No	No
12	Ventu Park Rd	0.32	Both	Double	Yes	Yes	10	10	No	No
13	Wildwood Ave	0.22	E	Single	Yes	Yes	10	10	No	No
14	W Ave De Los Arboles	0.33	S	Single	Yes	Yes	10	10	No	No
15	Borchard Rd	1.24	N	Single	Yes	Yes	10	10	No	No
16	Via Merida	0.48	Both	Double	Yes	Yes	10	10	No	No
17	Sunset Hills Bl	0.84	S	Single	Yes	Yes	10	10	No	No
18	Old Conejo Rd	1.08	Mix	Double	Yes	Yes	10	10	No	No
19	Hampshire Rd	0.82	N	Single	Yes	Yes	10	10	No	No
20	Olsen Rd (E of SR23)	1.25	Both	Double	Yes	No	10	10	No	No
21	Agoura Rd	0.62	S	Single	Yes	Yes	10	10	No	No
22	Olsen Rd (W of SR23)	1.22	S	Single	Yes	Yes	10	10	No	No
23	S Reino Rd	0.16	E	Single	Yes	Yes	10	10	No	No
24	Erbes Rd	0.42	E	Single	Yes	Yes	10	10	No	No
25	W Gainsborough Rd	0.22	E	Single	Yes	No	10	10	No	No
26	Lynn Rd (West of Haigh Rd)	0.43	S	Single	Yes	No	10	10	No	No
27	N Westlake Bl	3.94	W	Single	Yes	No	10	10	No	No
28	E Kanan Rd	2.55	Both	Double	Yes	No	10	10	No	No
29	Lynn Rd	0.33	W	Single	Yes	No	10	10	No	No
30	Regal Oak Dr	0.26	E	Single	Yes	No	10	10	No	No
31	E Potrero Rd	0.68	E	Single	Yes	No	10	10	No	No
32	Pederson Rd	0.74	N	Single	Yes	No	10	10	No	No
33	Lynn Rd (W of Kelley)	0.77	E	Single	Yes	No	10	10	No	No
34	Mountclef Blvd	0.31	W	Single	Yes	No	10	10	No	No

ID	Street Name	Q 1.D	Q 1.E	Q 2.A.1	Q 2.A.2	Q 2.A.3	Q 2.A.4	Q 2.A.5	Q 2.A.6	Q 2.A.7	Q 2.B.1	Q 2.B.2
1	S Moorpark Rd	0	0	Yes	Yes	Yes	0.902	No	No	No	Yes	Yes
2	W Hillcrest Dr (E of Lynn)	0	0	Yes	Yes	Yes	0.687	No	No	No	Yes	Yes
3	W Hillcrest Dr (W of Lynn)	0	0	Yes	Yes	Yes	0.655	No	No	No	Yes	Yes
4	Lawrence Dr	0	4	No	No	Yes	0.655	No	No	No	Yes	Yes
5	Oakview Dr	0	0	No	No	Yes	0.517	No	No	Yes	Yes	Yes
6	Townsgate Rd	0	0	No	No	Yes	0.885	No	No	No	Yes	Yes
7	Quinta Vista Dr	0	0	No	No	Yes	0.517	No	No	Yes	Yes	Yes
8	N Moorpark Rd	0	0	No	No	Yes	0.791	No	No	Yes	Yes	Yes
9	Newbury Road	0	0	No	No	Yes	0.796	No	No	No	Yes	Yes
10	Long Ct	0	0	No	No	Yes	0.517	No	No	Yes	Yes	Yes
11	Almon Dr	0	0	No	No	Yes	0.517	No	No	Yes	Yes	Yes
12	Ventu Park Rd	0	0	No	No	Yes	0.928	No	No	No	Yes	Yes
13	Wildwood Ave	0	0	No	No	Yes	0.81	No	No	No	Yes	Yes
14	W Ave De Los Arboles	0	0	No	No	Yes	0.81	No	No	No	Yes	Yes
15	Borchard Rd	0	0	No	No	Yes	0.891	No	No	No	Yes	Yes
16	Via Merida	0	0	No	No	Yes	0.949	No	No	No	Yes	Yes
17	Sunset Hills Bl	0	0	No	No	Yes	0.951	No	No	No	Yes	Yes
18	Old Conejo Rd	0	0	No	No	Yes	0.776	No	No	No	Yes	Yes
19	Hampshire Rd	0	0	No	No	Yes	0.885	No	No	No	Yes	Yes
20	Olsen Rd (E of SR23)	0	0	Yes	Yes	Yes	0.951	No	No	No	Yes	No
21	Agoura Rd	0	0	No	No	Yes	0.926	No	No	No	Yes	Yes
22	Olsen Rd (W of SR23)	0	0	No	No	Yes	0.859	No	No	No	Yes	Yes
23	S Reino Rd	0	0	No	No	Yes	0.926	No	No	No	Yes	Yes
24	Erbes Rd	0	0	No	No	Yes	0.897	No	No	No	Yes	Yes
25	W Gainsborough Rd	0	0	No	Yes	Yes	0.791	No	No	No	Yes	No
26	Lynn Rd (West of Haigh Rd)	0	0	Yes	Yes	Yes	0.822	No	No	No	Yes	No
27	N Westlake Bl	0	0	No	No	Yes	0.926	No	No	No	Yes	No
28	E Kanan Rd	0	0	No	No	Yes	0.912	No	No	Yes	Yes	No
29	Lynn Rd	0	0	No	No	Yes	0.902	No	No	No	Yes	No
30	Regal Oak Dr	0	0	No	No	Yes	0.954	No	No	No	Yes	No
31	E Potrero Rd	0	0	No	No	Yes	0.885	No	No	No	Yes	No
32	Pederson Rd	0	1	No	No	Yes	0.65	No	No	No	Yes	No
33	Lynn Rd (W of Kelley)	0	0	No	No	Yes	0.943	No	No	No	Yes	No
34	Mountclef Blvd	0	0	No	No	Yes	0.81	No	No	No	Yes	No

ID	Street Name	Q 2.B.3	Q 2.B.4	Q 2.B.5	Q 3.A.1	Q 3.A.2	Q 3.A.3	Q 3.A.4	Q 3.A.5	Q 3.A.6	Q 3.A.7	Q 3.A.8	Q 3.B.1
1	S Moorpark Rd	No	No	No	Yes	Yes	1	No	0	Yes	Yes	No	0.402
2	W Hillcrest Dr (E of Lynn)	No	No	No	Yes	Yes	1	No	0	Yes	Yes	No	0.402
3	W Hillcrest Dr (W of Lynn)	No	No	No	Yes	Yes	1	No	0	Yes	Yes	No	0.402
4	Lawrence Dr	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.88
5	Oakview Dr	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
6	Townsgate Rd	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.88
7	Quinta Vista Dr	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
8	N Moorpark Rd	No	No	Yes	Yes	Yes	0	No	0	Yes	Yes	No	0.402
9	Newbury Road	No	No	No	Yes	Yes	1	No	0	Yes	Yes	No	0.402
10	Long Ct	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.88
11	Almon Dr	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
12	Ventu Park Rd	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.88
13	Wildwood Ave	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
14	W Ave De Los Arboles	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
15	Borchard Rd	No	No	No	Yes	Yes	1	No	0	Yes	Yes	No	0.402
16	Via Merida	No	No	No	Yes	Yes	1	No	0	Yes	Yes	No	0.88
17	Sunset Hills Bl	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
18	Old Conejo Rd	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.88
19	Hampshire Rd	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
20	Olsen Rd (E of SR23)	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.88
21	Agoura Rd	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
22	Olsen Rd (W of SR23)	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
23	S Reino Rd	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
24	Erbes Rd	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
25	W Gainsborough Rd	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
26	Lynn Rd (West of Haigh Rd)	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
27	N Westlake Bl	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
28	E Kanan Rd	No	No	Yes	Yes	Yes	0	No	0	Yes	Yes	No	0.88
29	Lynn Rd	No	No	No	Yes	Yes	1	No	0	Yes	Yes	No	0.402
30	Regal Oak Dr	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
31	E Potrero Rd	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
32	Pederson Rd	No	No	No	Yes	Yes	1	No	0	Yes	Yes	No	0.402
33	Lynn Rd (W of Kelley)	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402
34	Mountclef Blvd	No	No	No	Yes	Yes	0	No	0	Yes	Yes	No	0.402

ID	Street Name	Q 3.B.2	Q 3.B.3	Q 3.B.4	Q 4.A	Q 4.B	Q 4.C.1	Q 4.C.2	Q 4.D.1	Q 4.D.2	Q 4.D.3	Q 4.E.1	Q 4.E.2
1	S Moorpark Rd	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
2	W Hillcrest Dr (E of Lynn)	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
3	W Hillcrest Dr (W of Lynn)	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
4	Lawrence Dr	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
5	Oakview Dr	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
6	Townsgate Rd	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
7	Quinta Vista Dr	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
8	N Moorpark Rd	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
9	Newbury Road	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
10	Long Ct	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
11	Almon Dr	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
12	Ventu Park Rd	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
13	Wildwood Ave	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
14	W Ave De Los Arboles	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
15	Borchard Rd	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
16	Via Merida	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
17	Sunset Hills Bl	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
18	Old Conejo Rd	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
19	Hampshire Rd	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
20	Olsen Rd (E of SR23)	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
21	Agoura Rd	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
22	Olsen Rd (W of SR23)	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
23	S Reino Rd	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
24	Erbes Rd	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
25	W Gainsborough Rd	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
26	Lynn Rd (West of Haigh Rd)	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
27	N Westlake Bl	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
28	E Kanan Rd	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
29	Lynn Rd	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
30	Regal Oak Dr	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
31	E Potrero Rd	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
32	Pederson Rd	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
33	Lynn Rd (W of Kelley)	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes
34	Mountclef Blvd	1	No	No	Yes	Yes	Yes	Yes	2	5	Yes	No	Yes

ID	Street Name	Q 5.A	Q 5.B	Q 5.C	Question 1 Score	Question 2 Score	Question 3 Score
1	S Moorpark Rd	Yes	Yes	Yes	2.5	36.33868	14.917
2	W Hillcrest Dr (E of Lynn)	Yes	Yes	Yes	2.5	37.12558	14.917
3	W Hillcrest Dr (W of Lynn)	Yes	Yes	Yes	2.5	37.2427	14.917
4	Lawrence Dr	Yes	Yes	Yes	6.5	29.9227	15.98
5	Oakview Dr	Yes	Yes	Yes	2.5	32.42778	11.917
6	Townsgate Rd	Yes	Yes	Yes	2.5	29.0809	15.98
7	Quinta Vista Dr	Yes	Yes	Yes	2.5	32.42778	11.917
8	N Moorpark Rd	Yes	Yes	Yes	2.5	32.42494	11.917
9	Newbury Road	Yes	Yes	Yes	2.5	29.40664	14.917
10	Long Ct	Yes	Yes	Yes	2.5	32.42778	15.98
11	Almon Dr	Yes	Yes	Yes	2.5	32.42778	11.917
12	Ventu Park Rd	Yes	Yes	Yes	2.5	28.92352	15.98
13	Wildwood Ave	Yes	Yes	Yes	2.5	29.3554	11.917
14	W Ave De Los Arboles	Yes	Yes	Yes	2.5	29.3554	11.917
15	Borchard Rd	Yes	Yes	Yes	2.5	29.05894	14.917
16	Via Merida	Yes	Yes	Yes	2.5	28.84666	18.98
17	Sunset Hills Bl	Yes	Yes	Yes	2.5	28.83934	11.917
18	Old Conejo Rd	Yes	Yes	Yes	2.5	29.47984	15.98
19	Hampshire Rd	Yes	Yes	Yes	2.5	29.0809	11.917
20	Olsen Rd (E of SR23)	Yes	Yes	Yes	1.5	23.65934	15.98
21	Agoura Rd	Yes	Yes	Yes	2.5	28.93084	11.917
22	Olsen Rd (W of SR23)	Yes	Yes	Yes	2.5	29.17606	11.917
23	S Reino Rd	Yes	Yes	Yes	2.5	28.93084	11.917
24	Erbes Rd	Yes	Yes	Yes	2.5	29.03698	11.917
25	W Gainsborough Rd	Yes	Yes	Yes	1.5	20.58494	11.917
26	Lynn Rd (West of Haigh Rd)	Yes	Yes	Yes	1.5	24.13148	11.917
27	N Westlake Bl	Yes	Yes	Yes	1.5	16.43084	11.917
28	E Kanan Rd	Yes	Yes	Yes	1.5	19.48208	15.98
29	Lynn Rd	Yes	Yes	Yes	1.5	16.51868	14.917
30	Regal Oak Dr	Yes	Yes	Yes	1.5	16.32836	11.917
31	E Potrero Rd	Yes	Yes	Yes	1.5	16.5809	11.917
32	Pederson Rd	Yes	Yes	Yes	2.5	17.441	14.917
33	Lynn Rd (W of Kelley)	Yes	Yes	Yes	1.5	16.36862	11.917
34	Mountclef Blvd	Yes	Yes	Yes	1.5	16.8554	11.917

ID	Street Name	Question 4 Score	Question 5 Score	Total Score
1	S Moorpark Rd	8	3	65
2	W Hillcrest Dr (E of Lynn)	8	3	66
3	W Hillcrest Dr (W of Lynn)	8	3	66
4	Lawrence Dr	8	3	63
5	Oakview Dr	8	3	58
6	Townsgate Rd	8	3	59
7	Quinta Vista Dr	8	3	58
8	N Moorpark Rd	8	3	58
9	Newbury Road	8	3	58
10	Long Ct	8	3	62
11	Almon Dr	8	3	58
12	Ventu Park Rd	8	3	58
13	Wildwood Ave	8	3	55
14	W Ave De Los Arboles	8	3	55
15	Borchard Rd	8	3	57
16	Via Merida	8	3	61
17	Sunset Hills Bl	8	3	54
18	Old Conejo Rd	8	3	59
19	Hampshire Rd	8	3	54
20	Olsen Rd (E of SR23)	8	3	52
21	Agoura Rd	8	3	54
22	Olsen Rd (W of SR23)	8	3	55
23	S Reino Rd	8	3	54
24	Erbes Rd	8	3	54
25	W Gainsborough Rd	8	3	45
26	Lynn Rd (West of Haigh Rd)	8	3	49
27	N Westlake Bl	8	3	41
28	E Kanan Rd	8	3	48
29	Lynn Rd	8	3	44
30	Regal Oak Dr	8	3	41
31	E Potrero Rd	8	3	41
32	Pederson Rd	8	3	46
33	Lynn Rd (W of Kelley)	8	3	41
34	Mountclef Blvd	8	3	41