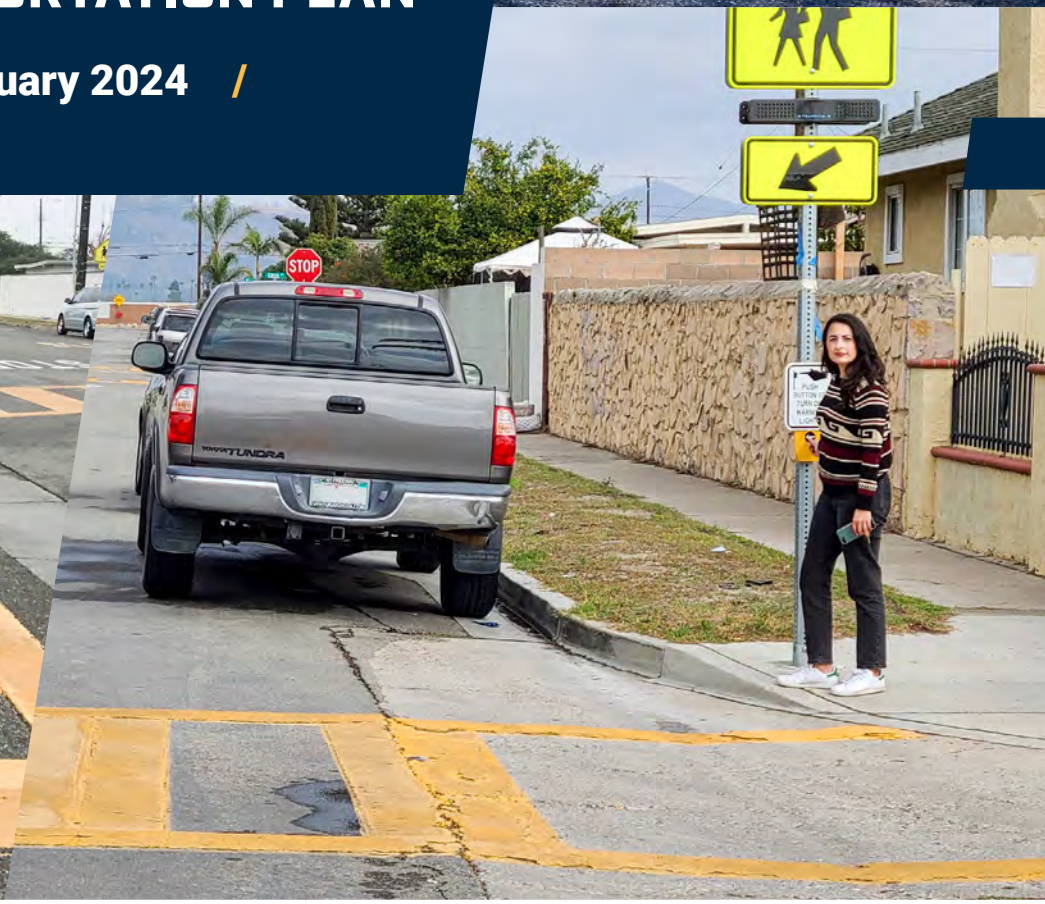




VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

/ Final Plan / February 2024 /





COUNTY of VENTURA

PUBLIC WORKS
VENTURA COUNTY

/ Acknowledgments

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Federal Highway Administration

California Department of Transportation

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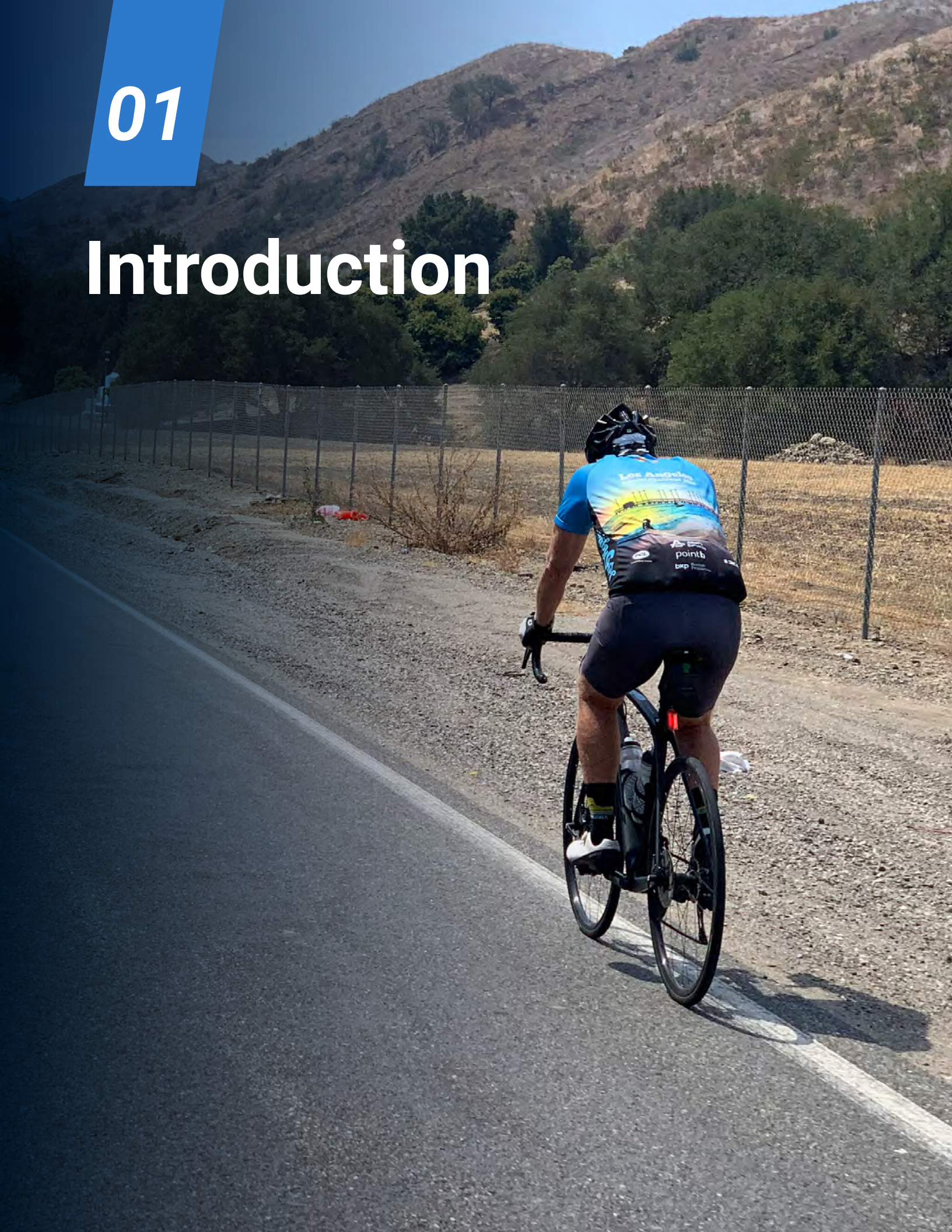
Glossary

- **Active Transportation** Any human-powered form of transportation including walking, biking, skateboarding, scootering or using a mobility device.
- **Active Transportation Counts** Pedestrian and bicycle counts conducted to allow the project team to establish a baseline of walking and biking activity at various locations in Ventura County's unincorporated communities.
- **Active Transportation Plan (The Plan, or AT Plan)** The Plan refers to this document, the Ventura County Active Transportation Plan. In some cases, AT Plan is used to distinguish this document from other active transportation documents.
- **Community Advisory Committee/ Technical Advisory Committee** Groups established to provide feedback at multiple stages of the Plan's development.
- **Complete Streets Plans** These plans provide guidance on roadway safety and character; connectivity and access for all users; development of continuous pedestrian paths, trails, and recreation opportunities; and the inclusion of equitably placed public gathering spaces.
- **County Road Network** A 542-mile roadway network within unincorporated Ventura County, maintained by Ventura County.
- **Demonstration Project** Short-term, low-cost roadway projects that are used to test, evaluate, and refine potential changes to the street before investing in long-term solutions.
- **First-Last Mile** Planning that considers the first and last connections people must make to and from their origins and destinations to a transit stop.
- **General Plan** Adopted in 2020, the Ventura County General Plan helps provides the overall vision for the growth of the County.

- **Greenhouse Gas** Emissions released into the atmosphere that contribute to climate change. Transportation is a large contributor to greenhouse gas emissions.
- **High Injury Network** A network of unincorporated County corridors which carries a higher risk of injury to pedestrians and bicyclists compared to other corridors in the unincorporated County as determined by historical crash data.
- **Level of Traffic Stress (LTS)** The perceived amount of stress that bicyclists must endure while riding their bikes on a certain street. The level of traffic stress considers factors including traffic volumes, motor vehicle speeds, and roadway design.
- **Local Road Safety Plan** The County of Ventura created the Local Road Safety Plan to plan for transportation safety improvements on County maintained roads.
- **Safe Routes to School** An approach that includes infrastructure and programmatic recommendations to promote, support, and enable safe walking and biking to school.
- **Unincorporated Ventura County** The areas of Ventura County which are not within a City. This Plan is for these unincorporated areas of Ventura County.
- **Vehicle Miles Traveled** A mile traveled in a motor vehicle.
- **Ventura County** The entire county, including cities and unincorporated communities.

01

Introduction



/ Introduction

Background

The Ventura County Active Transportation Plan is a master plan and policy document aiming to increase active transportation use, improve community health and safety, reduce vehicle miles traveled, and reduce greenhouse gas emissions in the County. This Plan works to combine a series of independent plans, like the Safe Routes to School Plan and the Local Roadway Safety Plan into one cohesive document with guidelines and standards for active transportation, transit stops and first/last mile elements, and bicycle lanes, and pedestrian infrastructure. This Plan was initiated from the 2040 General Plan for Ventura County and incorporates elements of past planning documents as well as stakeholder feedback to develop recommendations that advance the vision and goals of the Plan.

This Plan is funded by Caltrans through the Sustainable Transportation Planning Grant Program.

Study Area

Ventura County is a county in Southern California with ten incorporated cities. The geography of the County varies from suburban to rural. The study area of this Plan is the unincorporated areas of Ventura County which are not within one of the cities (**Figure 1**). While the recommendations in this Plan are only for the unincorporated areas, the recommendations work to complement the existing and proposed active transportation facilities in the incorporated cities. This includes recommendations that connect to schools and transit stops that are in incorporated cities adjacent to unincorporated Ventura County.

Final Active Transportation Plan

This Plan is intended to be a living document. The Plan will be hosted on the County's website, and County staff can modify the projects and re-run the prioritization process as County priorities change and data is updated.

Figure 1 / Study Area



Benefits of Active Transportation

The vision of the County of Ventura's Active Transportation Plan is to create a bicycle and pedestrian-friendly environment that encourages residents to use active modes of transportation rather than using personal motor vehicles. In addition to reducing vehicle miles traveled, using active transportation can improve physical and mental health, can be economically advantageous for residents and the County, and can create a more equitable transportation system in unincorporated Ventura County.

Air Quality

Unlike fossil-fuel driven travel which generates the largest share of greenhouse gas emissions of any economic sector in the United States,[1] using active transportation emits no direct air pollution. Increasing active transportation trips and reducing driving trips reduces emissions like carbon dioxide, nitrogen oxides, hydrocarbons, and other pollutants in the air which contribute to climate change. These pollutants have short and long term effects on a person's health and have been shown to contribute to cardiovascular health, cancer, reproductive health, and premature mortality.[2] Poor air quality affects the most vulnerable populations the worst, including older adults, children, and people with existing respiratory illness.

1 United States Environmental Protection Agency. Sources of Greenhouse Gas Emissions. Accessed June 29, 2022, https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions.

2 U.S. Environmental Protection Agency. Provisional Assessment of Recent Studies on Health Effects of Particulate Matter Exposure. Washington DC 2012.

In addition to reducing the effects of climate change, improving the active transportation network will increase the resilience of the County to future effects of climate change by providing transportation options for residents to remain mobile when other transportation options may be disrupted by climate events.



Demonstration projects, like these green bike lanes and curb extensions in Oak Park can help encourage safe active transportation use. Learn more about the demonstrations in Chapter 4.

Public Health

Engaging in active transportation such as walking and biking can increase the daily physical activity of residents throughout the County. Physical inactivity can lead to chronic diseases like heart disease, diabetes, and stroke. Improving pedestrian and bicycle access to everyday places can encourage residents to choose active modes of transportation which can reduce the risk of these life-threatening diseases. Reductions in air pollutants can also improve the health and quality of life for people with respiratory diseases like asthma, and reductions in noise pollution from vehicles can improve the quality of life of all residents. Increased biking and walking opportunities can also improve mental health by facilitating social connections, enhancing neighborhood streetscape aesthetics, and increasing green space, and can foster a better sense of community and connectedness.

Additionally, children who walk or bike to school have been shown to improve their academic achievement, are more alert in class, are less likely to be tardy or absent, and are less likely to have chronic diseases associated with inactivity.[3]

3 Benefits of Safe Routes to School. Accessed June 29, 2022, https://www.saferoutespartnership.org/safe-routes-school/101/benefits#:~:text=Studies%20show%20Safe%20Routes%20to,extending%20to%20the%20whole%20community.&text=Studies%20have%20shown%20an%20increase,to%20School%20projects%20and%20programs.

Equity

Many people in unincorporated Ventura County are dependent on active transportation and transit on a daily basis, including older adults, children, people with disabilities, low-income community members, and those who do not have access to a vehicle. Costs associated with car ownership, like maintenance and fuel can be prohibitive. According to the Bureau of Transportation Statistics, Americans typically spend 16% of their annual income on transportation, 97% of which is devoted to motor vehicle ownership and maintenance.[4] Bicycling and walking are more affordable means of transportation for everyone, but particularly for low-income and disadvantaged residents in unincorporated Ventura County, who must devote high portions of their income to driving, or choose to walk or bike on inadequate infrastructure networks. Unconnected and unsafe active transportation options can also result in longer travel times to work or school resulting in less time with family and friends, less time for rest, and less time for other obligations like doctor's visits or grocery shopping.[5]

Unsafe pedestrian and bicycle infrastructure and perceived safety issues create barriers to using active transportation. Bicyclists and pedestrians in low-income communities and communities of color have higher fatality and injury rates,[6] and when walking and biking in car-centric neighborhoods can be faced with health risks associated with pollution. This Plan will enhance the availability of safe active transportation infrastructure, making it easier and safer for everyone in unincorporated Ventura County to travel to their everyday destinations.

4 Bureau of Transportation Statistics, Pocket Guide to Transportation 2022, January 2022.
5 PolicyLink Prevention Institute Convergence Partnership. Healthy, Equitable Transportation Policy: Recommendations and Research. 2009.
6 Raifman & Choma. Disparities in Activity and Traffic Fatalities by Race/Ethnicity. American Journal of Preventative Medicine. 2022.



A bicyclist uses a protected bike lane which was installed as a demonstration project. Learn more about all of the demonstration projects in Chapter 4.

02

Vision and Goals



/ Vision and Goals

Introduction

This Plan's vision, goals, and actions were created to be in line with the Circulation Element of the 2040 Ventura County General Plan and other County planning documents. These elements show the aspirations of Ventura County Public Works, and will guide the implementation of this Plan's components. The vision statement provides an overarching understanding of what the purpose of this Active Transportation Plan is, and why the County has created it.

The Plan goals provide more specific intentions to increase active transportation, develop a connected active transportation network, reduce vehicle miles traveled, and use sustainable practices to increase transportation efficiency. Under each goal are actions that give more detailed information about accomplishing the goal.

The County of Ventura Active Transportation Plan serves as a long-range plan for implementing active transportation facilities within the unincorporated County of Ventura.

Vision

This Plan will create an interconnected, safe, and accessible active transportation network that connects more people to jobs, goods, services, and public transit networks without the use of personal motorized vehicles. Through infrastructure, programs, and policies, walking and bicycling will become a common, enjoyable, and viable transportation and recreation choice that will lead to healthier lives, safer communities, and an economically and socially vibrant region.

Goals and Actions[1]

GOAL 1: FACILITATE THE SAFE, EFFICIENT, ACCESSIBLE, AND COST-EFFECTIVE MOVEMENT OF USERS OF ALL AGES AND ABILITIES, INCLUDING BICYCLISTS, PEDESTRIANS, PUBLIC TRANSPORTATION RIDERS, AS WELL AS MOTORISTS THROUGH THE PROVISION OF AN INTEGRATED MULTIMODAL SYSTEM.

- Action 1.1: Use applicable Federal Highway Administration Complete Streets Design Guidelines when constructing new roadways or improving existing roadways to enable safe use and support mobility for all users.
- Action 1.2: Plan a roadway system that is designed to provide reasonable and safe use by all modes of transportation, i.e., vehicles, public transportation, bicycles, and pedestrians.
- Action 1.3: Provide safe operating conditions for all appropriate modes and uses of County roadways.
- Action 1.4: Work with public and private schools to identify and expand Safe Routes to School, where feasible.
- Action 1.5: Establish land use patterns that promote shorter travel distances between residences, employment centers, and retail and service-oriented uses to support walking and bicycling.
- Action 1.6: Coordinate with cities in the county and Ventura County Transportation Commission (VCTC) to plan and implement a system of bicycle lanes and multi-use trails that link the cities, unincorporated communities, schools including colleges and universities, commercial/retail, employment centers, health care service facilities, public transportation, and other points of interest.
- Action 1.7: Strive to eliminate "gaps" in bikeways and pedestrian networks by planning for and seeking funding to construct necessary improvements to remove barriers and improve transportation system connectivity as well as connections that support first and last mile accessibility to and from public transportation.
- Action 1.8: Prioritize and install features to improve the safety and visibility of bicyclists when designing new bicycle facilities or modifying existing roadways with bicycle facilities.
- Action 1.9: Rely on the guidelines and design standards for bicycle and pedestrian facilities established by the California Manual on Uniform Traffic Control Devices (CAMUTCD) and supporting guidelines provided by the Federal Highway Administration, Caltrans, and the American Association of State Highway and Transportation Officials (AASHTO).
- Action 1.10: Consider the safety and accessibility of pedestrians when preparing transportation plans, studies, and reports.
- Action 1.11: Support efforts to improve regional infrastructure that will make biking more attractive to residents and tourists.
- Action 1.12: Require discretionary development in designated Existing Communities to construct roadways to urban standards and Complete Streets principles, including curb, gutter, sidewalks, and bike lanes when there is a nexus for improvement.

1 Goals and actions adopted from the Circulation and Transportation Element of the Ventura County 2040 General Plan, September 2020. https://docs.vcrma.org/images/pdf/planning/plans/Final_2040_General_Plan_docs/Ventura_County_2040_General_Plan_web_link.pdf.

- Action 1.13: Improve pedestrian safety at intersections and midblock locations in Existing Communities.
- Action 1.14: Provide/retrofit separated or buffered pedestrian and bicycle paths from the outside travel lane along County Road Network roads that are designated Overweight Vehicle Corridors and Surface Transportation Assistance Act (STAA) designated Terminal Access Routes. Where the application or retrofitting of separated or buffered facilities is not feasible, the County shall prioritize alternative pedestrian and bicycle connections that encourage and attract pedestrian and bicycle traffic off designated Overweight Vehicle Corridors or STAA designated truck routes.
- Action 1.15: Seek funding sources first for construction of new sidewalks in low-income areas and then for sidewalk maintenance particularly in low-income areas.
- Action 1.16: When street or railroad rights-of-way are abandoned, the County shall evaluate the feasibility of acquiring the land for public use as bicycle, pedestrian, or equestrian paths.
- Action 1.17: Require that discretionary development be subject to permit conditions of approval, where feasible, to minimize traffic impacts by incorporating pedestrian and bicycle pathways, bicycle racks and lockers for employees or residents of the proposed development.



A pedestrian uses a high-visibility crosswalk in unincorporated Ventura County.

GOAL 2: DEVELOP AN ACCESSIBLE AND INTERCONNECTED BICYCLE NETWORK THAT ADDRESSES RESIDENT AND VISITOR NEEDS FOR COMMUTING, DAILY ACTIVITIES, AND RECREATION.

- Action 2.1: Identify and prioritize components of a bicycle network to increase public access and ridership on bicycle routes.
- Action 2.2: Develop a bicycle network for all user types and routes across the county.
- Action 2.3: Encourage the development of a bicycle network that connects to regional destinations such as parks, trails, educational institutions, employment centers, transit, park and ride lots, and tourist destinations.
- Action 2.4: Promote bicycle network connectivity between Ventura County communities as well as Santa Barbara and Los Angeles Counties.
- Action 2.5: Plan for bicycle network connectivity in rural, agricultural, and open space areas in a way that supports and complements business and agricultural activities in those areas.
- Action 2.6: Support the Complete Streets effort by, when feasible, constructing bicycle lanes on County maintained roads listed in the Ventura County Transportation Commission Bicycle Wayfinding Plan.
- Action 2.7: Encourage the construction of a bicycle trail along the Santa Paula Branch Line Railroad in the unincorporated area between the cities of Ventura and Santa Paula.
- Action 2.8: Use clear and consistent message and placement for on- and off-street regional bikeways and to regional destinations.
- Action 2.9: Actively pursue outside funding opportunities for bicycle network improvements.
- Action 2.10: Require adequate bicycle storage facilities (e.g., bicycle racks, lockers) for discretionary development as determined by allowable land uses at a given site.

GOAL 3: ENSURE THAT LAND USE AND TRANSPORTATION PLANNING EFFORTS IN THE COUNTY ARE COHESIVE, MUTUALLY SUPPORTIVE, AND REDUCE VEHICLE MILES TRAVELED (VMT) PER CAPITA WITHIN THE UNINCORPORATED AREAS OF THE COUNTY.

- Action 3.1: Work with Caltrans and Ventura County Transportation Commission (VCTC) to reduce VMT by striving to provide viable modal choices that make driving alone an option rather than a necessity and by providing more direct routes for pedestrians and bicyclists.
- Action 3.2: Encourage bicycling, walking, public transportation, and other forms of alternative transportation to reduce Vehicle Miles Traveled (VMT), traffic congestion, and greenhouse gas emissions.

GOAL 4: USE EMERGING TECHNOLOGIES AND ENVIRONMENTALLY-SUSTAINABLE PRACTICES TO INCREASE TRANSPORTATION SYSTEM EFFICIENCY AND RESILIENCY.

- Action 4.1: Evaluate the feasibility and work to establish requirements for shared micromobility (e.g., bike sharing) vendors within unincorporated areas.



Pedestrians use a high-visibility crosswalk on El Roblar Drive during a walk audit.



03

Existing Conditions

/ Existing Conditions

Introduction

The purpose of this chapter is to identify and evaluate existing demographics, commute trends, and infrastructure conditions in unincorporated areas, as well as review existing plans, policies, and programs as they relate to active transportation. A comprehensive understanding of existing conditions is necessary to develop a plan for the future that will ultimately improve multimodal transportation options. The findings of this assessment will directly inform subsequent recommendations in the full Plan.

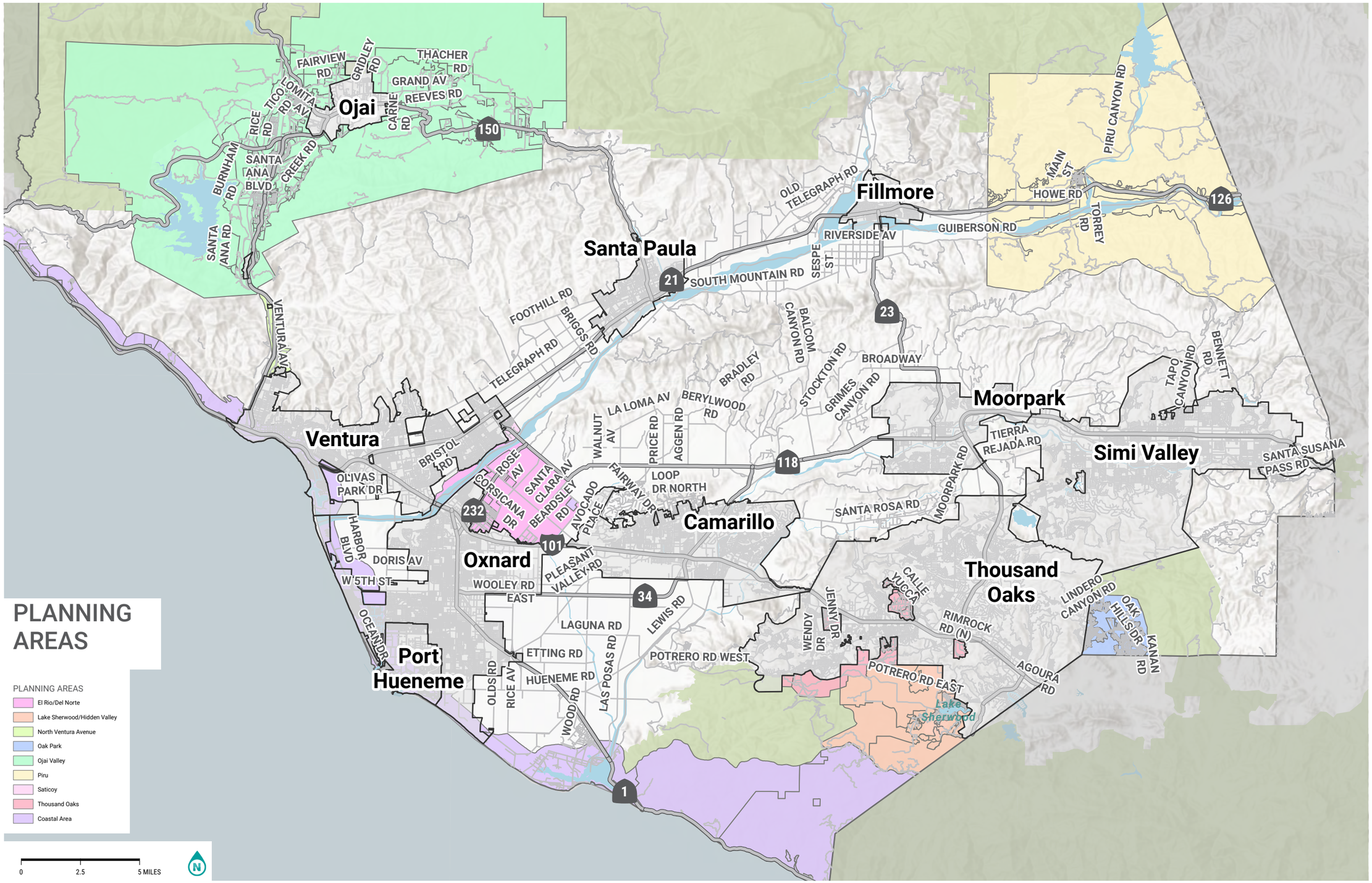
Unincorporated Ventura County

Unincorporated Ventura County is home to more than 97,000 residents which comprises approximately 11% of the County's total population.

Unincorporated Ventura County's extensive unincorporated geography varies greatly from coastal, to suburban, to foothills/rural. It also includes wetlands, open space, and other areas that are uninhabited. Given the uninhabited nature of the unincorporated areas, unincorporated Ventura County uses focus areas for planning purposes to better address the needs of each of the unique regions in Unincorporated Ventura County. The focus areas are shown in **Figure 2** and listed below.

These planning areas include the majority of people, destinations, and infrastructure in the county. While the majority of the population and urban areas within the unincorporated County are within the defined planning areas, there are locations outside of the area plans that also need to be addressed. Those additional areas play an important role in the overall active transportation network, especially for bicycling and multimodal trips.

Figure 2 / **Planning Areas**



Health and Equity

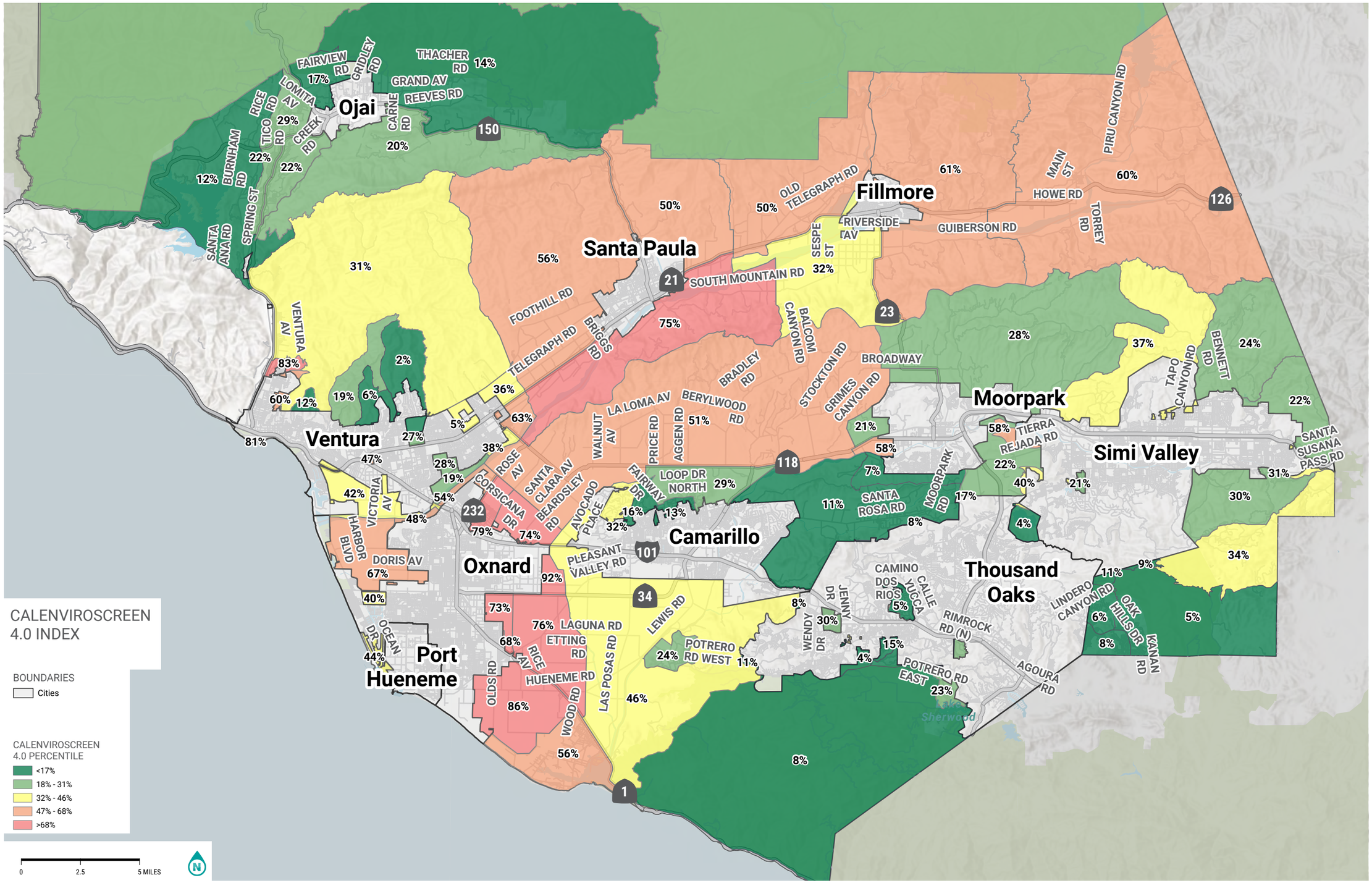
The California Office of Environmental Health Hazard Assessment developed the CalEnviroScreen tool to identify communities that are disproportionately burdened by pollution. It combines multiple sources of pollution data (e.g., ozone concentrations and drinking water contaminants) with pollution indicators (e.g., birth weight and educational attainment). Communities that score in the most burdened 25% of the state are considered to be disadvantaged and receive a small advantage in several competitive grant funding programs, such as the State's Active Transportation Program.

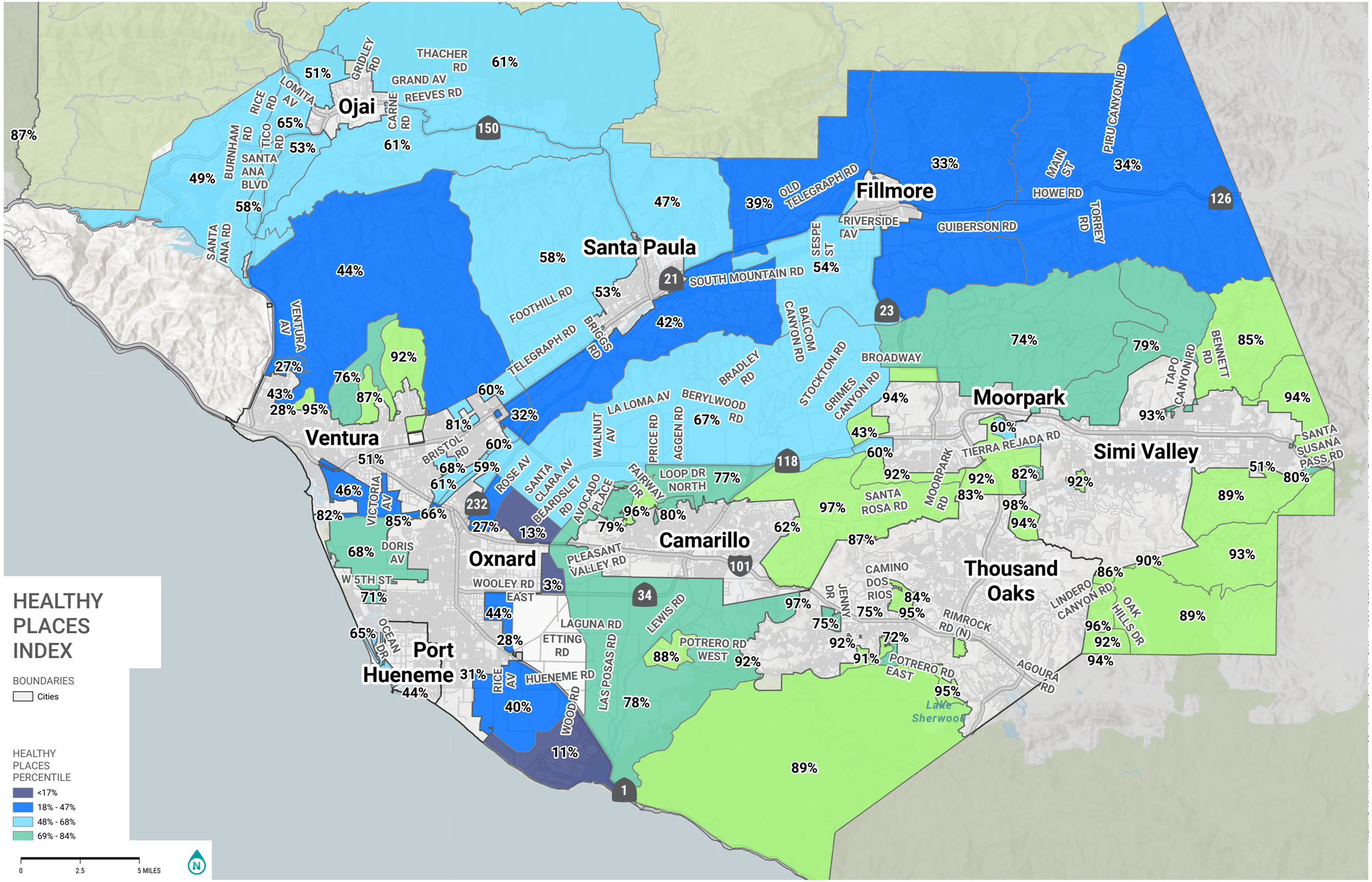
In 2021 CalEnviroScreen 4.0 was introduced, which updated the results from the 2017 3.0 data. However, the state still recognizes 3.0 disadvantaged community designations, regardless of the scores in 4.0. For example, the Santa Clara River community is not shown as disadvantaged in the 4.0 map, but due to its 3.0 score, it is still considered disadvantaged. The County can use both the CalEnviroScreen 3.0 and 4.0 data for future grant funding applications. As shown in **Figure 3**, unincorporated Ventura County's most burdened communities are in the most western area of unincorporated Ventura County. These communities have scores above 75%. As CalEnviroScreen data updates over the years, the County will re-run the final prioritization process to include additional disadvantaged communities. Read more about the prioritzation process in **Chapter 6**.

Additionally, public health is shaped by other "non-health" policies and community characteristics, such as housing, education, and other economic and social factors. These factors are included in the California Healthy Places Index (HPI) tool, developed by the Public Health Alliance of Southern California, which determines how healthy a census tract is compared to others in the state. Community characteristics that make up the overall HPI score are economics, education, healthcare access, housing, neighborhood conditions, clean environment, social environment, and transportation. Clean environment, for example, determines if an area is burdened by air and water pollutants while neighborhood conditions determine if an area has access to parks, trees, retail, and other amenities. Communities with less healthy conditions correlate with low HPI scores.

As shown in **Figure 4**, the most eastern areas of unincorporated Ventura County are considered to have significantly healthier conditions than the western areas. This may be due to the fact that there are more open space areas in the eastern areas of Ventura County, while there are more urban areas and denser populations in the western areas of Ventura County. The unincorporated areas near Oxnard and Port Hueneme have scores in the teens representing the most impacted areas. It is important to note that although the northern areas of Ventura are considered "open space," it is primarily uninhabited and is therefore not considered in this analysis.

Figure 3 / **CalEnviroScreen**




Ojai
Santa Paula
Fillmore
Moorpark
Simi Valley
Ventura
Oxnard
Camarillo
Thousand Oaks
Port Hueneme
THACHER RD
GRIDLEY RD
GRAND AV
REEVES RD
CARNE RD
RICE RD
LOMITA AV
TICO RD
BURNHAM RD
SANTA ANA BLVD
SANTA ANA RD
OLD TELEGRAPH RD
MAIN ST
PIRU CANYON RD
HOWE RD
GUIBERSON RD
TORREY RD
RIVERSIDE AV
SESPE ST
SOUTH MOUNTAIN RD
FOOTHILL RD
TELEGRAPH RD
BRIGGS RD
VENTURA AV
BALCOM CANYON RD
BRADLEY RD
STOCKTON RD
GRIMES CANYON RD
BROADWAY
TAPO CANYON RD
BENNETT RD
LA LOMA AV
BERYLWOOD RD
WALNUT AV
PRICE RD
AGGEN RD
BRISTOL RD
ROSE AV
SANTA CLARA AV
BEARDSLEY RD
AVOCADO PLACE
FAIRWAY DR
LOOP DR NORTH
TIERRA REJADA RD
MOORPARK RD
SANTA SUSANA PASS RD
SANTA ROSA RD
VICTORIA AV
DORIS AV
W 5TH ST
WOOLEY RD EAST
PLEASANT VALLEY RD
LEWIS RD
JENNY DR
CAMINO DOS RIOS
RIMROCK RD (N)
POTRERO RD WEST
POTRERO RD EAST
AGOURA RD
LINDERO CANYON RD
OAK HILLS DR
LAGUNA RD
ETTING RD
HUENEME RD
RICE AV
OCEAN DR
WOOD RD
LAS POSAS RD
Lake Sherwood
150
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23
21
118
232
101
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1
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40%
78%
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89%
95%
Lake Sherwood
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BOUNDARIES
Cities
HEALTHY PLACES PERCENTILE
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48% - 68%
69% - 84%
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Land Use

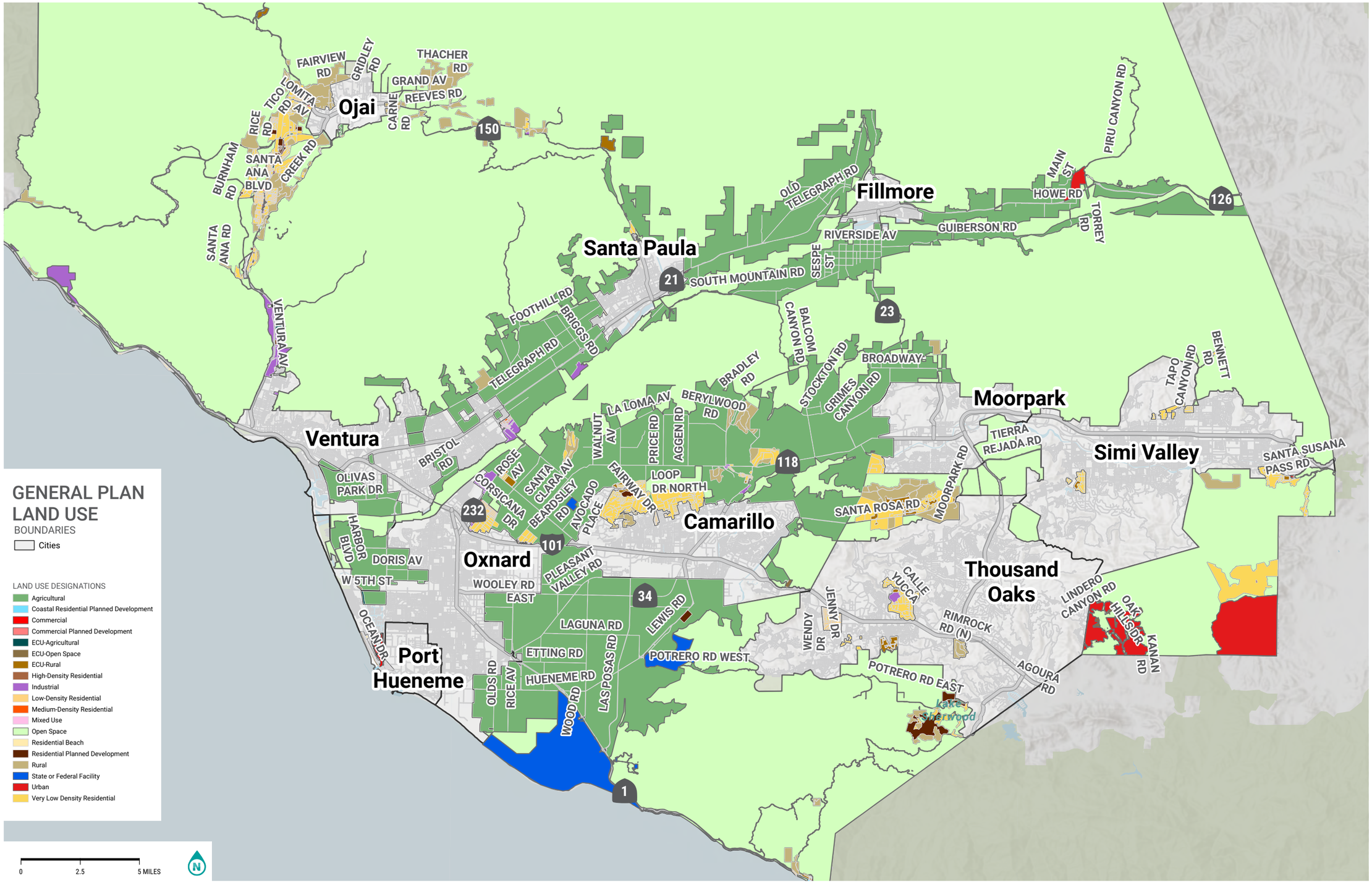
Figure 5 displays the current land use designations within unincorporated Ventura County. Many parts of Ventura County's unincorporated areas consist of agricultural and open space land uses. With the exception of the Ojai Valley area, the northern portion of the County is almost entirely open space land, much of which is steep mountainous terrain. Agricultural land uses are concentrated along the Santa Clara River Valley and Oxnard Plain.







Land use varies in unincorporated Ventura County.


Ojai
Santa Paula
Fillmore
Moorpark
Simi Valley
Ventura
Camarillo
Oxnard
Thousand Oaks
Port Hueneme
FAIRVIEW RD
GRIDLEY RD
THACHER RD
GRAND AV
REEVES RD
CARNE RD
TICO RD
LOMITA AV
RICE RD
SANTA ANA BLVD
CREEK RD
BURNHAM RD
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GUIBERSON RD
RIVERSIDE AV
SESPE ST
SOUTH MOUNTAIN RD
FOOTHILL RD
BRIGGS RD
TELEGRAPH RD
BALCOM CANYON RD
STOCKTON RD
BROADWAY
GRIMES CANYON RD
BRADLEY RD
BERYLWOOD RD
LA LOMA AV
WALNUT AV
PRICE RD
AGGEN RD
TAPO CANYON RD
BENNETT RD
TIERRA REJADA RD
SANTA SUSANA PASS RD
MOORPARK RD
SANTA ROSA RD
LOOP DR NORTH
FAIRWAY DR
AVOCADO PLACE
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SANTA CLARA AV
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CORSICANA DR
BRISTOL RD
OLIVAS PARK DR
HARBOR BLVD
DORIS AV
W 5TH ST
OCEAN DR
PLEASANT VALLEY RD
WOOLEY RD EAST
LEWIS RD
LAGUNA RD
ETTING RD
HUENEME RD
OLDS RD
RICE AV
LAS POSAS RD
WOOD RD
POTRERO RD WEST
POTRERO RD EAST
CALLE YUCCA
JENNY DR
WENDY DR
RIMROCK RD (N)
AGOURA RD
LINDERO CANYON RD
OAK HILLS DR
KANAN RD
Lake Sherwood
150
126
21
23
118
232
101
34
1
GENERAL PLAN LAND USE
BOUNDARIES
Cities
LAND USE DESIGNATIONS
Agricultural
Coastal Residential Planned Development
Commercial
Commercial Planned Development
ECU-Agricultural
ECU-Open Space
ECU-Rural
High-Density Residential
Industrial
Low-Density Residential
Medium-Density Residential
Mixed Use
Open Space
Residential Beach
Residential Planned Development
Rural
State or Federal Facility
Urban
Very Low Density Residential
0
2.5
5 MILES
N

Commute Trends

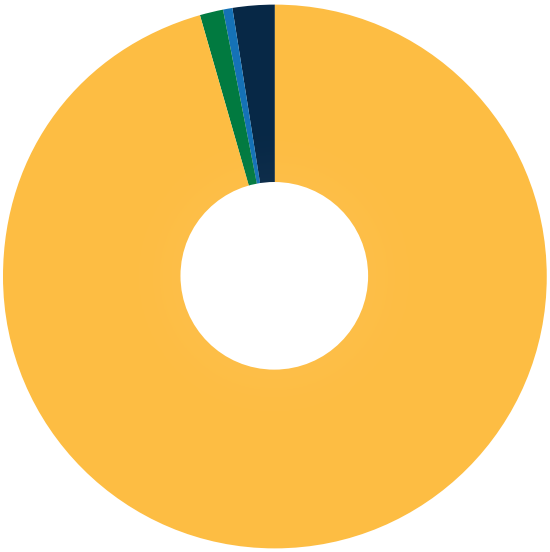
Residents' choice in travel mode to work can be a reflection of unincorporated Ventura County's existing infrastructure and connectivity, as well as cultural attitudes toward automobile use.

According to the 2019 American Community Survey, most residents of unincorporated Ventura County commute to work by driving (79%). An additional 1% use public transportation, and 0.5% reported biking and 2% reported walking to work. Approximately 3% of residents in unincorporated Ventura County do not have access to a vehicle.

When looking at California as a whole, most people still commute to work by driving (74%). An additional 4% use public transportation, 1% reported biking and 3% reported walking to work. Approximately, 7% of all California residents do not have access to a vehicle.

Ventura County tends to vary widely in terms of land use diversity and population density, with lower densities prevailing throughout much of the unincorporated areas. Unincorporated Ventura County is home to more than 97,000 residents which comprises approximately 11% of the County's total population. Employment centers may be located outside of unincorporated communities, likely encouraging workers to travel by car.

Unincorporated Ventura County Commute Trends



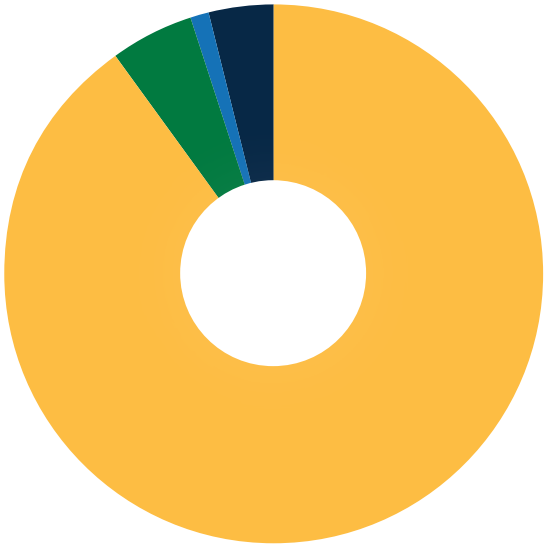
79% Drive Alone

1% Public Transit

0.5% Biking

2% Walking

California Commute Trends



74% Drive Alone

4% Public Transit

1% Biking

3% Walking

County Roadway Network

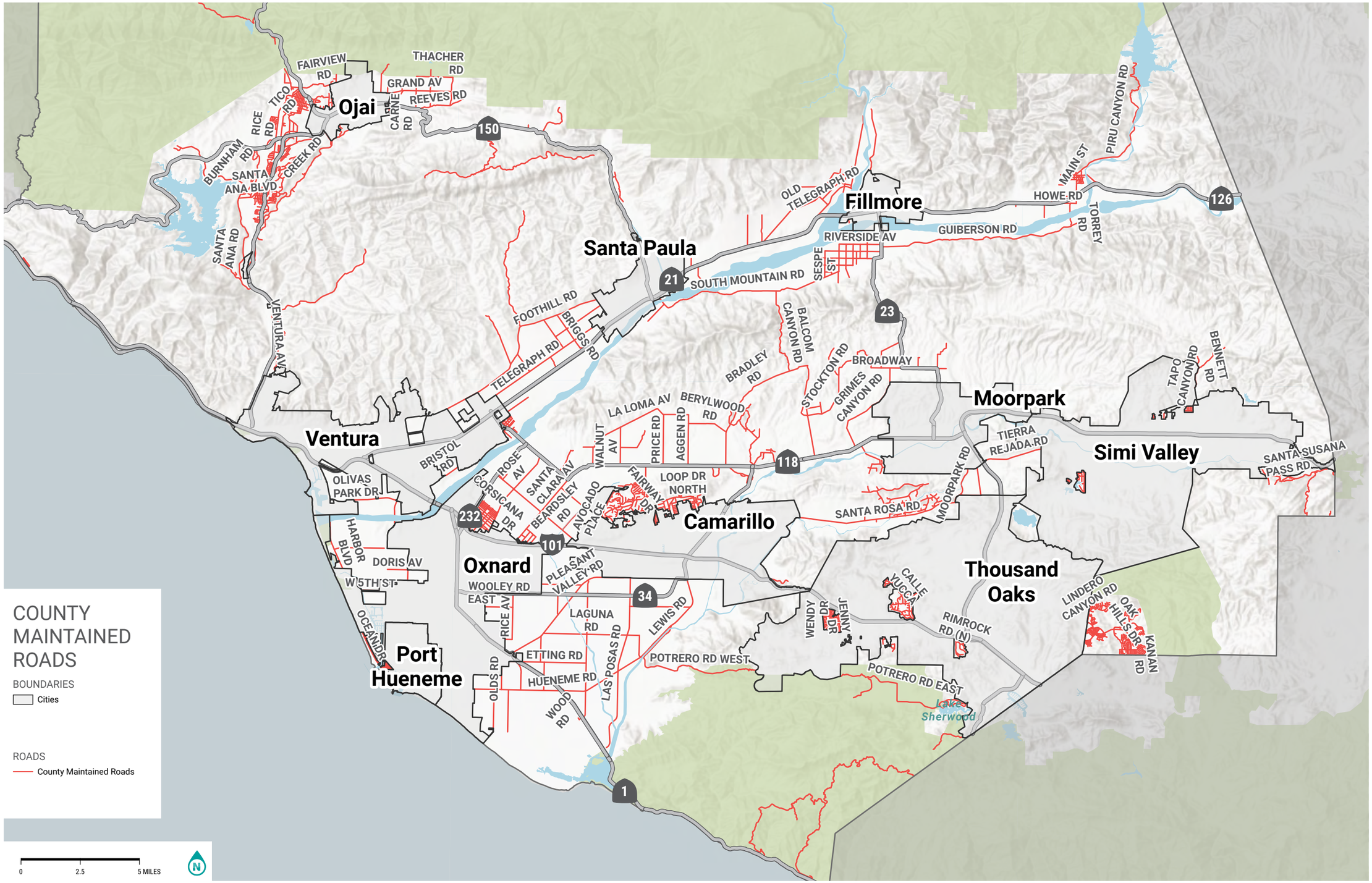
Ventura County maintains approximately 542 centerline miles within the unincorporated area, which are known as the County Road Network. The County Road Network will be the focus of the Plan's recommendations as these are the roadways the County has sole jurisdiction over and can improve. The County Road Network connects with federal and state highways, as well as county, city, and private roads, which the County does not control but are essential for the vast majority of trips.

The connections between these roadway systems play an important role in facilitating local, inter-county, and interstate travel. These roadways provide access to local and regional destinations, such as employment areas, shopping centers, schools, recreational areas, and residential communities. The interconnected nature of the roadway system makes it essential to work with other agencies to help create a comfortable active transportation network that can be used by all residents, workers, and visitors. **Figure 6** illustrates the County maintained roads in Ventura County.

Some of the major roads in the County, including the State Routes, are considered freight corridors. Where feasible, buffered facilities were recommended on these routes, or alternative routes were identified. More information about these corridors can be found in the Ventura County Transportation Commission's 2021 Freight Corridors Study, referenced in **Appendix A**.



Figure 6 / **County Maintained Roads**



Existing Facilities

Existing and previously planned bicycle and pedestrian facilities can provide a base for future recommendations in the Plan. It is important to note that certain local jurisdictions throughout unincorporated Ventura County may have operations and maintenance responsibilities and/or specific design guidelines that need to be considered when future recommendations are made.

Existing Bicycle Facilities

Existing bikeways contribute to the ability of residents of unincorporated communities to bike to their destination. **Figure 7** shows the County's existing and planned bicycle facilities in unincorporated Ventura County. As described in the County's General Plan, bikeways are categorized into four classes described below:

- Class I Shared-Use Path: Class I bikeways are facilities that are fully separated from automobile traffic. These are generally off street trails and are often shared with pedestrians and sometimes equestrian users.
- Class II Bike Lane: Class II bike lanes are dedicated bicycle space on a facility shared with vehicles. Most commonly, these are marked bicycle lanes or paved shoulders and are wide enough that vehicles can pass cyclists without leaving their lanes.
- Class III Bike Route: Class III bike routes are roadways where bicycles and vehicles share the same lane. These are generally indicated with signage to "share the road" or by painted sharrows. Bicycles are granted full right of access to the street and are considered part of general traffic.
- Class IV Separated Bikeways: An on-street bikeway that is separated from traffic by a vertical barrier, such as a curb, median,or bollards. Also called a "cycle track" or "protected bikeway". May be one- or two-way.

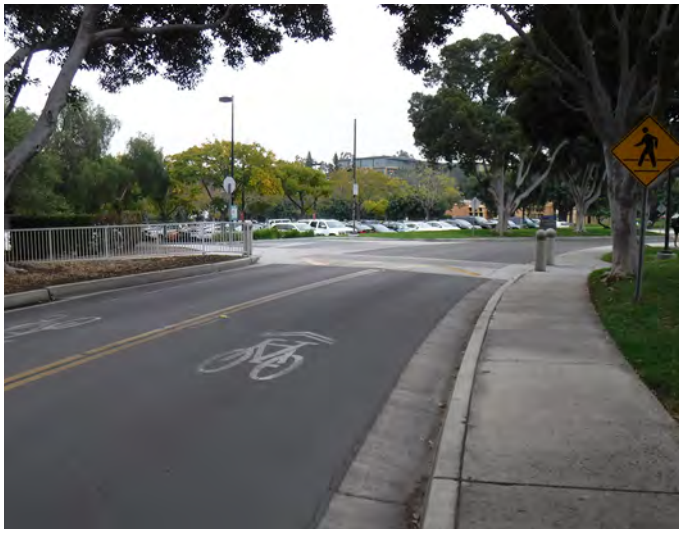
TYPES OF BICYCLE FACILITIES



Class I Shared-Use Path



Class II Bike Lane



Class III Bike Route



Class IV Separated Bikeway

Figure 7 / **Existing and Planned County Maintained Bicycle Network**



Unincorporated Ventura County's existing bicycle network includes 83.4 miles of bike facilities, made up of 20.7 miles of Class I bike paths, 61.3 miles of Class II bike lanes, 1.4 miles of Class III bike routes and 0 miles of Class IV separated bikeways. (see **Figure 8**).

Along with unincorporated Ventura County's bicycle network, the Ventura County Transportation Commission developed a Regional Bicycle Wayfinding Plan. This Plan considers Ventura County Transportation Commission's recommendations and existing bikeways that fall on County-maintained roads. **Figure 9** shows Ventura County Transportation Commission's bicycle network and the County's bicycle network in unincorporated Ventura County.

Figure 8 / Existing Bicycle Network in Unincorporated Ventura County

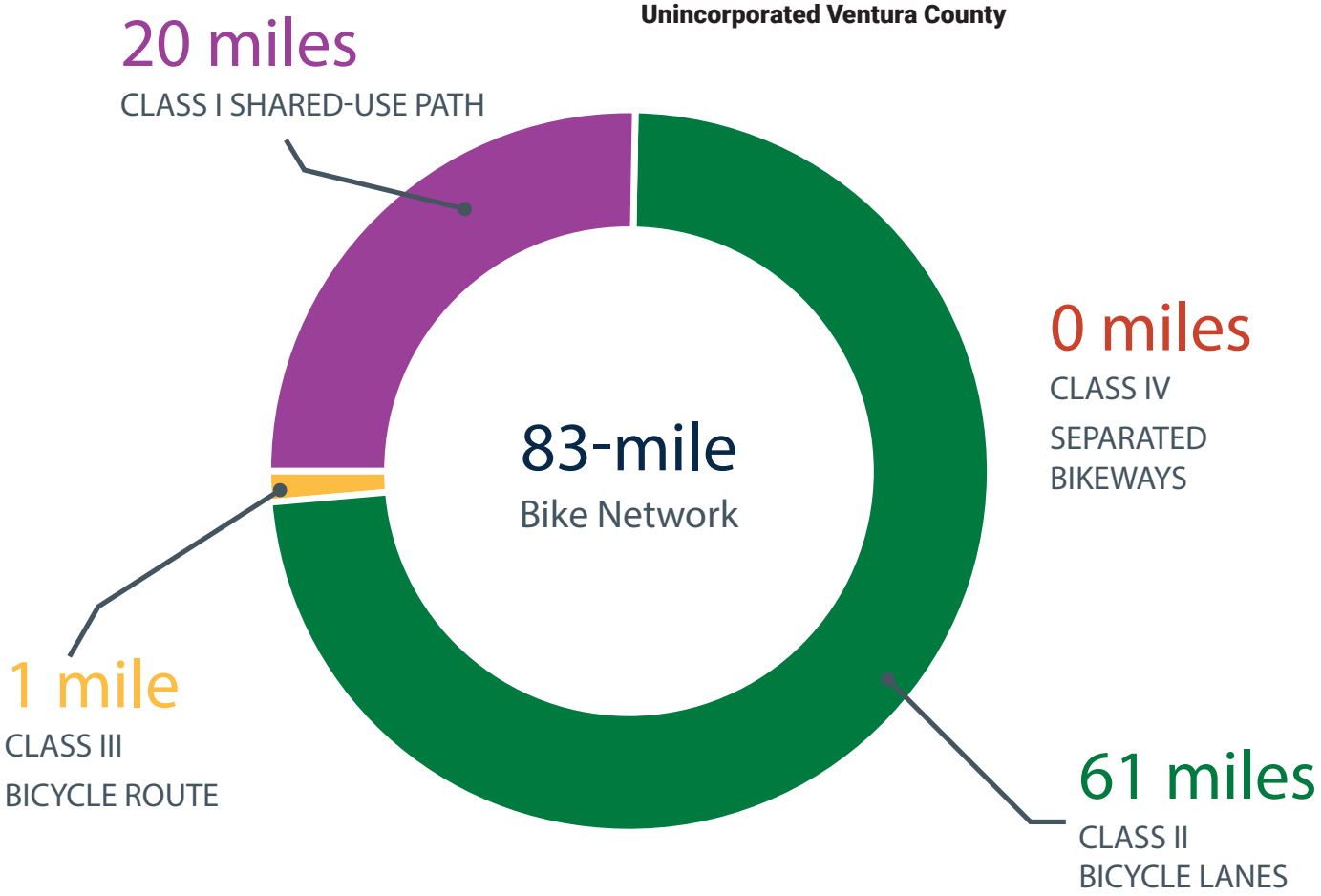


Figure 9 / **Existing and Planned County and Ventura County Transportation Commission Bicycle Network**



Pedestrian Facilities

Quality pedestrian facilities can contribute to the ability of residents to walk to their destinations. In many unincorporated Ventura County areas, pedestrian facilities offer access to key destinations such as schools, parks, transit stops/stations, and commercial areas. Existing pedestrian facilities include, but are not limited to, sidewalks, shared-use paths, pedestrian bridges, crosswalks, and beacons. Photos of these pedestrian facilities are shown on the next page.

Sidewalks are important facilities to safely connect pedestrians to their destinations. **Figure 10** shows the location of missing sidewalks throughout unincorporated Ventura County. It is important to note that some communities in unincorporated Ventura County are considered rural. These rural communities may not have traditional sidewalks, but this is typically not considered a sidewalk gap and is not included in **Figure 10**.

TYPES OF PEDESTRIAN FACILITIES



Sidewalk



Pedestrian Beacon



Rectangular Rapid Flashing Beacon



Crosswalk



Shared-Use Path



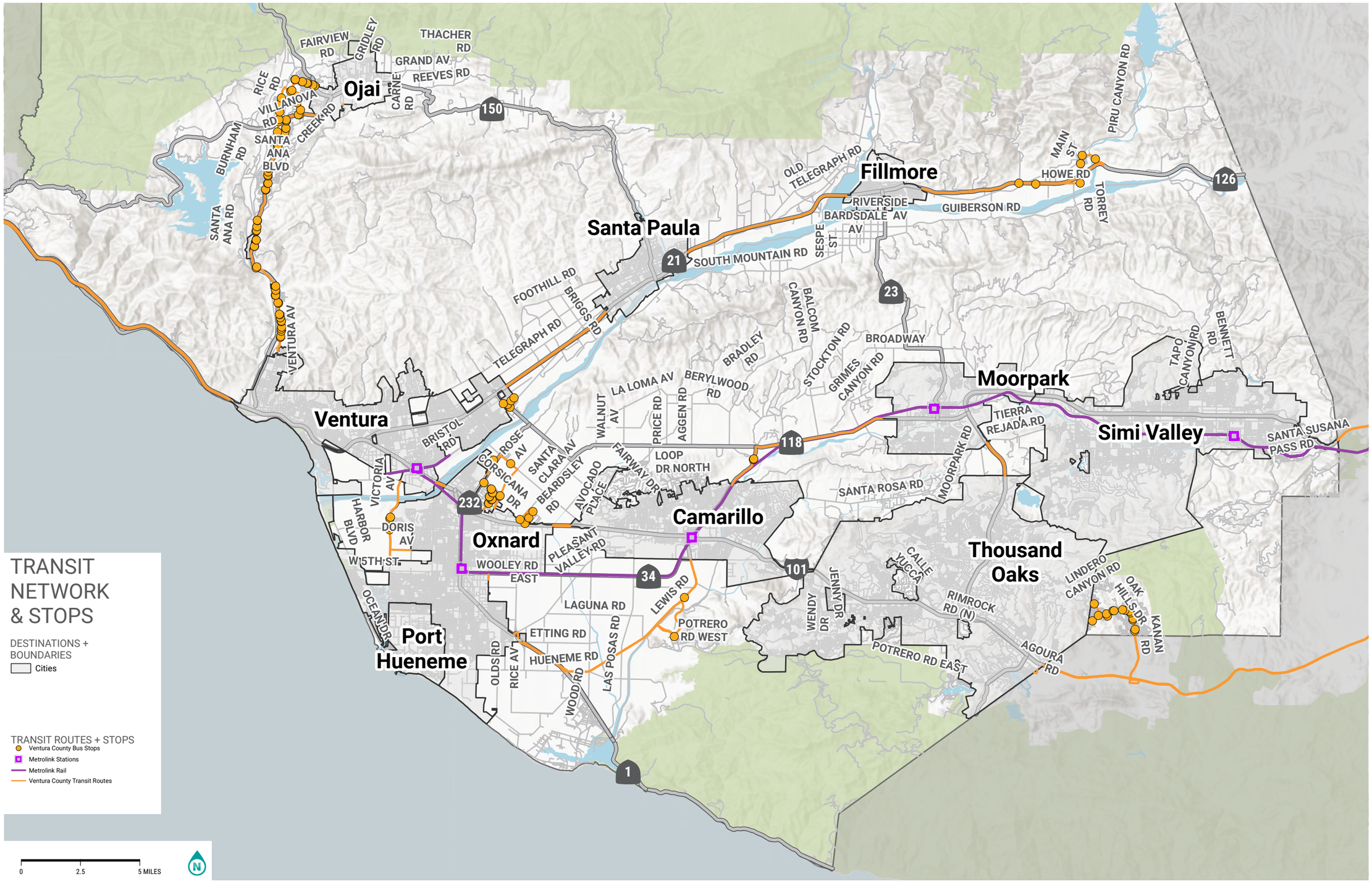
Curb Extension

Figure 10 / **Sidewalk Gaps**



Public Transit

Gold Coast Transit District (GCTD) and Ventura County Transportation Commission Intercity are the primary providers of public transit service to cities within Ventura County and its unincorporated areas. Ventura County Transportation Commission Intercity and GCTD provide inter-city bus service throughout the county. GCTD, Thousand Oaks Transit, Valley Express, and the Kanan Shuttle serve unincorporated areas. Municipal transit operators that provide primarily intra-city or community circulation services have connections with Metrolink and Amtrak stations. **Figure 11** displays the existing transit lines and stops throughout unincorporated Ventura County.


Ojai
Santa Paula
Fillmore
Moorpark
Simi Valley
Ventura
Oxnard
Camarillo
Thousand Oaks
Port Hueneme
FAIRVIEW RD
GRIDLEY RD
THACHER RD
GRAND AV
REEVES RD
CARNE RD
RICE RD
VILLANOVA RD
CREEK RD
SANTA ANA BLVD
BURNHAM RD
SANTA ANA RD
VENTURA AV
150
OLD TELEGRAPH RD
RIVERSIDE
BARDSDALE AV
SESPE ST
SOUTH MOUNTAIN RD
21
FOOTHILL RD
BRIGGS RD
TELEGRAPH RD
23
MAIN ST
HOWE RD
PIRU CANYON RD
126
GUIBERSON RD
TORREY RD
BALCOM CANYON RD
BRADLEY RD
STOCKTON RD
GRIMES CANYON RD
BROADWAY
TAPO CANYON RD
BENNETT RD
LA LOMA AV
BERYLWOOD RD
WALNUT AV
PRICE RD
AGGEN RD
TIERRA REJADA RD
SANTA SUSANA PASS RD
118
BRISTOL RD
ROSE AV
CORSICANA DR
SANTA CLARA AV
BEARDSLEY RD
AVOCADO PLACE
FAIRWAY DR
LOOP DR NORTH
SANTA ROSA RD
MOORPARK RD
VICTORIA AV
HARBOR BLVD
DORIS AV
W 5TH ST
232
WOOLEY RD EAST
PLEASANT VALLEY RD
34
LEWIS RD
LAGUNA RD
POTRERO RD WEST
JENNY DR
WENDY DR
CALLE YUCCA
RIMROCK RD (N)
POTRERO RD EAST
AGOURA RD
LINDERO CANYON RD
OAK HILLS DR
KANAN RD
101
OCEAN DR
ETTING RD
HUENEME RD
OLDS RD
RICE AV
WOOD RD
LAS POSAS RD
1
TRANSIT NETWORK & STOPS
DESTINATIONS + BOUNDARIES
Cities
TRANSIT ROUTES + STOPS
Ventura County Bus Stops
Metrolink Stations
Metrolink Rail
Ventura County Transit Routes
0
2.5
5 MILES
N

Ventura County Origin and Destination Analysis

To better understand where people are traveling within Ventura County, an interactive origin and destination map was developed. The image below is a screenshot from the origin and destination mapping tool. The interactive tool allows users to click on different nodes to see origin and destination trips. The thickness of the lines represent the number of trips between origin and destination pairs. A link to the active tool can be found here.

The origin and destination map was developed using Census Block data and Replica trip data to illustrate where people travel and to identify large activity centers. To add nuance to this analysis and to better understand potential walking and bicycling trips, this Plan screened for trips that were less than three miles. Three miles and shorter is typically considered the range of trip distances that can be made by active modes. Understanding existing and potential active transportation trips is essential to ensure the Plan's recommendations help connect people with where they are currently going and where they want to go.

The origin and destination map shows that the majority of residents in the unincorporated areas travel to the cities within Ventura County, illustrating the need to have recommendations to connect unincorporated areas to cities. Many of these shorter trips have the potential to be converted to active transportation trips, rather than motor vehicle trips. This is especially true when considering the network of bicycle infrastructure that is in place in Ventura's incorporated cities. For example, in the El Rio community residents are less than



When interacting with the map online, users can see how people travel throughout Ventura County and which existing trips are the best candidates to be made via active modes.

one mile from the City of Oxnard's bicycle lane network. This network travels through the City of Oxnard's Riverpark community, connecting to the Collection at Riverpark shopping mall, Rio Del Mar School, Rio Vista School, and several parks.

Similarly, in the unincorporated Lynn Ranch community, residents are only about half a mile from the City of Thousand Oaks and The Oaks Shopping Mall. It would take most pedestrians ten minutes and most bicyclists less than five minutes to reach the incorporated City and its bicycle network. These types of trips reinforce the need for the County to continue to work with Ventura cities to coordinate facilities recommendations to create comfortable and seamless active transportation trips.

Safe Routes to School

Ventura County completed their Safe Routes to School Plan in 2018. The purpose of the Safe Routes to School Plan was to evaluate and prioritize walking improvements near 12 of 50 schools in unincorporated Ventura County. The Safe Routes to School plan was the result of an extensive stakeholder engagement process that created context-sensitive Safe Routes to School recommendations for each project school and a framework for how to implement Safe Routes to School projects in the future.

As part of this Plan, Ventura County evaluated the remaining 38 schools that were not included in the 2018 Safe Routes to School Plan, while also incorporating the original 12 project schools for a complete analysis of all unincorporated Ventura County schools. (**Figure 12**)

The following list of schools corresponds with the number on the map. The asterisked schools were included in the 2018 Safe Routes to School Plan.

1 / Academy of Technology & Leadership at Saticoy Magnet (ATLAS)

2 / Architecture, Construction and Engineering Charter High (ACE)

3 / Arroyo West Active Learning Academy Elementary

4 / Briggs Elementary

5 / Brookside Elementary

6 / Camarillo Heights Elementary*

7 / Environmental Academy of Research Technology and Earth Sciences Magnet (EARThS)

8 / Frontier High

9 / Gateway Community

10 / Hollywood Beach Elementary

11 / Katherine Elementary

12 / Knolls Elementary

13 / Laguna Vista StEAM Academy Elementary

14 / Madera Elementary

15 / Madroña Elementary

16 / Mar Vista Elementary

17 / Medea Creek Middle

18 / Meiners Oaks Elementary*

19 / Mesa Elementary

20 / Mira Monte Elementary*

21 / Monte Vista Independent Learning Academy

22 / Newbury Park High

23 / Oak Hills Elementary

24 / Oak Park High

25 / Oak Park Independent
26 / Oak View High
27 / Ocean View Junior High
28 / Olivelands Elementary
29 / Oxnard High
30 / Phoenix High
31 / Piru Elementary*
32 / Red Oak Elementary
33 / Redwood Middle
34 / Rio Del Mar Elementary
35 / Rio del Valle Junior High*
36 / Rio Mesa High*
37 / Rio Plaza Elementary*
38 / Rio Real Elementary*
39 / Rio Vista Middle
40 / San Antonio Elementary*
41 / Santa Clara Elementary
42 / Santa Rosa Technology Magnet*
43 / Sequoia Middle
44 / Sinaloa Middle
45 / Somis Elementary*
46 / Sunset Elementary*
47 / Township Elementary
48 / Valley Oak Charter
49 / Valley View Middle
50 / Walnut Elementary

PUBLIC WORKS
VENTURA COUNTY

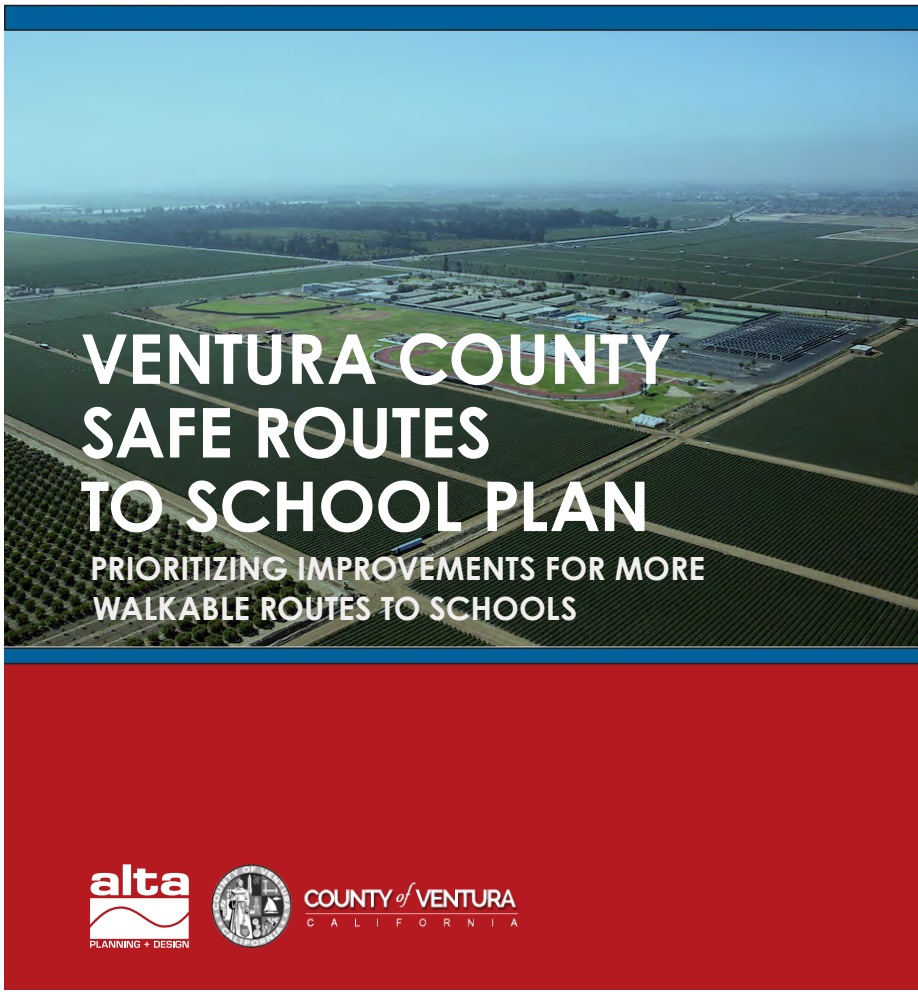
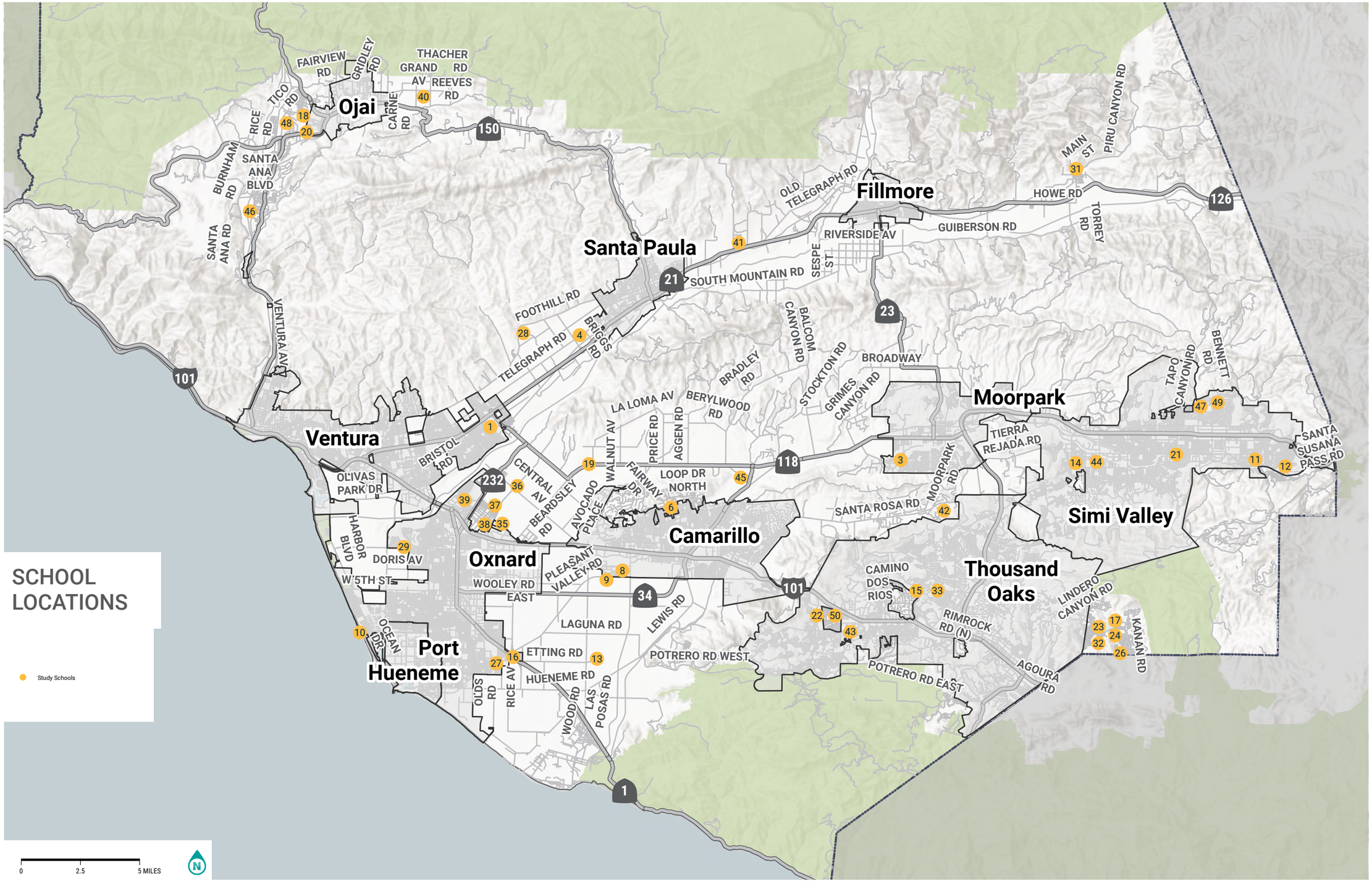


Figure 12 / **School Location**



Collisions

Data on bicycle and pedestrian-involved collisions can provide insight into the overall safety of the transportation network and help identify locations or roadways that tend to have higher collision rates. These insights will inform the development of project and programmatic recommendations for unincorporated Ventura County to address challenges people face while walking and biking.

Between 2014-2018, a total of 237 collisions involving bicyclists or pedestrians were reported in unincorporated areas of Ventura County, 68% of which involved people on a bicycle and 33% of which involved a pedestrian. It's important to note that not all of these collisions occur on County maintained roadways but do occur on part of the overall network and help to identify barriers, challenges and safety issues that affect County residents and travelers.

Bicycle-Involved Collisions

Between 2014-2018, 160 collisions in unincorporated Ventura County involved a person riding a bicycle. Three (2%) of these were fatal collisions, and 36 (23%) resulted in severe injury.

The most frequent crash violation was due to improper turning (27%), followed by unsafe speed (26%) and automobile right-of-way violations (14%). Improper turning refers to vehicles turning at intersections or driveways when they do not have the right-of-way and collide with bicyclists. All three of the primary violations and collision causes are the fault of drivers of automobiles. The collisions happened on roadways with and without bicycle facilities. As an example, on the Hueneme Road-Lewis Road corridor, both Hueneme Road and Lewis Road have collisions even though Lewis Road has a bicycle lane. Overall, having a designated space for people bicycling helps prevent collisions. However, specific locations where collisions happen regularly and the community identifies a barrier may need additional design treatments to improve safety conditions.

Additionally, the collision maps reveal that some of the major corridors, such as state highways (such as State Route 33) have a high number of collisions that indicates that an alternative separated facility may be necessary to improve safety for people bicycling. The lack of quality bicycle facilities along corridors and at intersections, may lead to conflicts between people on bikes and drivers as they move throughout the county. Recommendations incorporate this information while developing the overall prioritization of bicycle facilities.

Figure 13 provides an overview of all bicycle-involved collisions in unincorporated Ventura County.

Pedestrian-Involved Collisions

During the same study period (2014-2018), 78 collisions in Unincorporated Ventura County involved a pedestrian. Nine (12%) of these were fatal collisions, and 15 (19%) resulted in severe injury.

The most frequent crash violation was due to pedestrian violations (37%), which refers to pedestrians illegally walking or crossing the road, obstructing traffic. This can happen in a variety of locations but at times it is due to a lack of sidewalks or crossing facilities for pedestrians. The second and third most common violations were improper turning (18%) and pedestrian right-of-way violations (14%). The latter two violations are committed by people driving vehicles. Improper turning was also the leading cause for bicycle collisions, so it will be important to evaluate and create recommendations at intersections to try and improve safety. Additionally, some of these collisions occur in locations that lack sidewalks. As an example, in portions of El Rio/Del Norte, there are locations without sidewalks that may increase the potential conflicts between people walking and automobiles that lead to collisions.

Figure 14 provides an overview of all pedestrian-involved collisions in unincorporated Ventura County.

High Injury Network

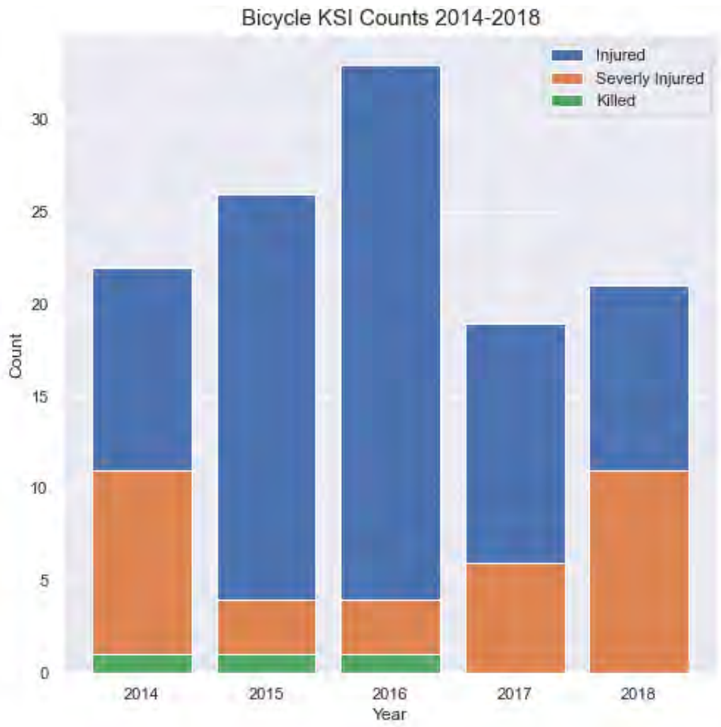
A high injury network (HIN) is a network of corridors which carries a higher risk of injury to pedestrians and bicyclists compared to other corridors in the county. This is determined by the total number of collisions on a corridor and the collision severity. High injury networks can help identify areas where pedestrian and bicycle countermeasures are most urgently needed in order to prevent future collisions. The high injury network is a tool that helps ensure proposed improvements are made on streets that need them most.

Figure 15 shows the high injury network for only bicycle and pedestrian collisions. **Figure 16** shows the network for all collisions including motor vehicle collisions. Motor vehicle collision are included as these also contribute to an uncomfortable and even unsafe walking and biking and environment. Understanding the corridor characteristics helped inform the recommendations made as part of this Plan.

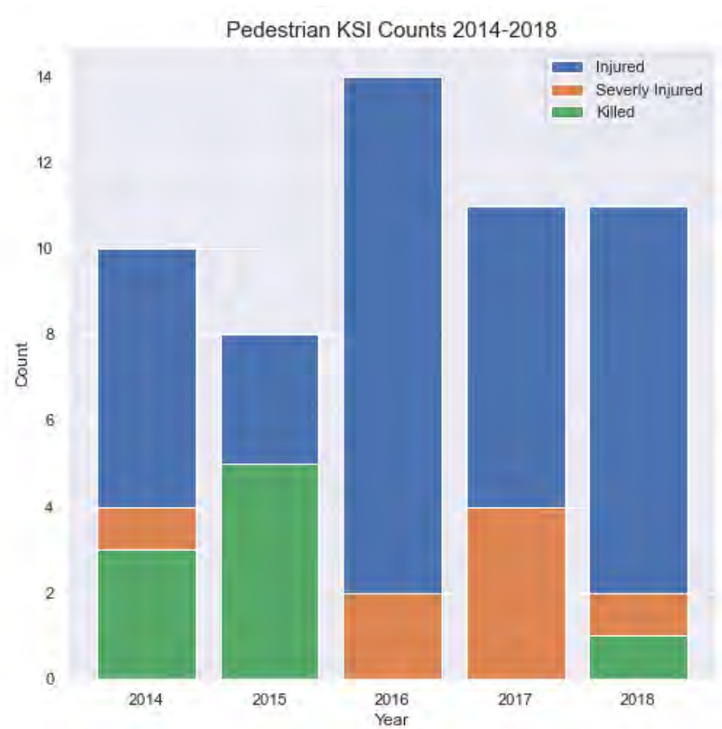
Collision data for this high injury network is based on data from the Statewide Integrated Traffic Records System (SWITRS), which is collected by the California Highway Patrol. The Plan used collision data from 2014-2018 because more recent year data was still provisional during the time of analysis.

If a corridor has had zero collisions in the study years, it will not be on the high injury network. Generally, a corridor that scored low on the high injury network has had less collisions or less severe collisions to other corridors in the unincorporated County. If a corridor scored high on the network, it has had more collisions or collisions with more severe injuries compared to other corridors in the unincorporated County.

Bicycle Crash Severity Countywide



Pedestrian Crash Severity Countywide



Bicycle and Pedestrian Crash Severity Countywide

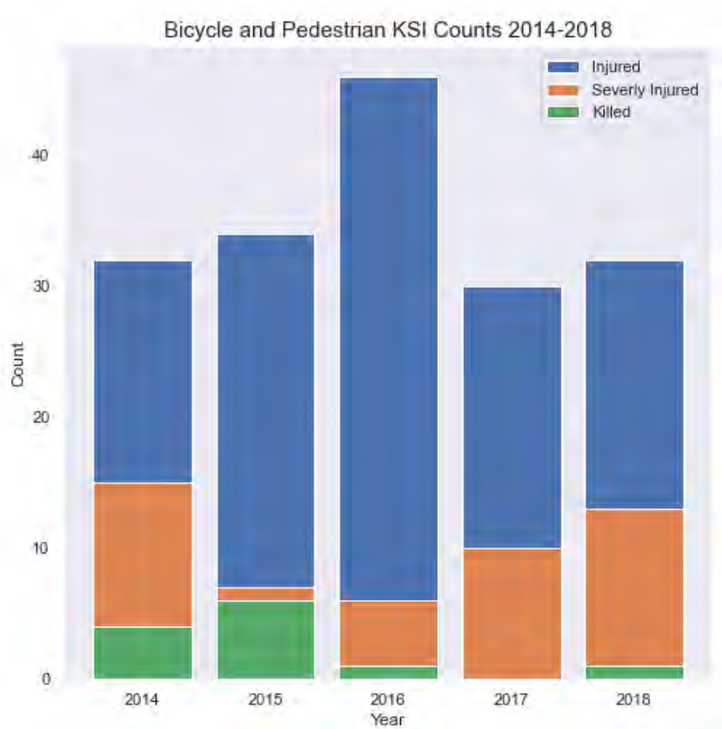


Figure 13 / **Bicycle-Involved Collisions**

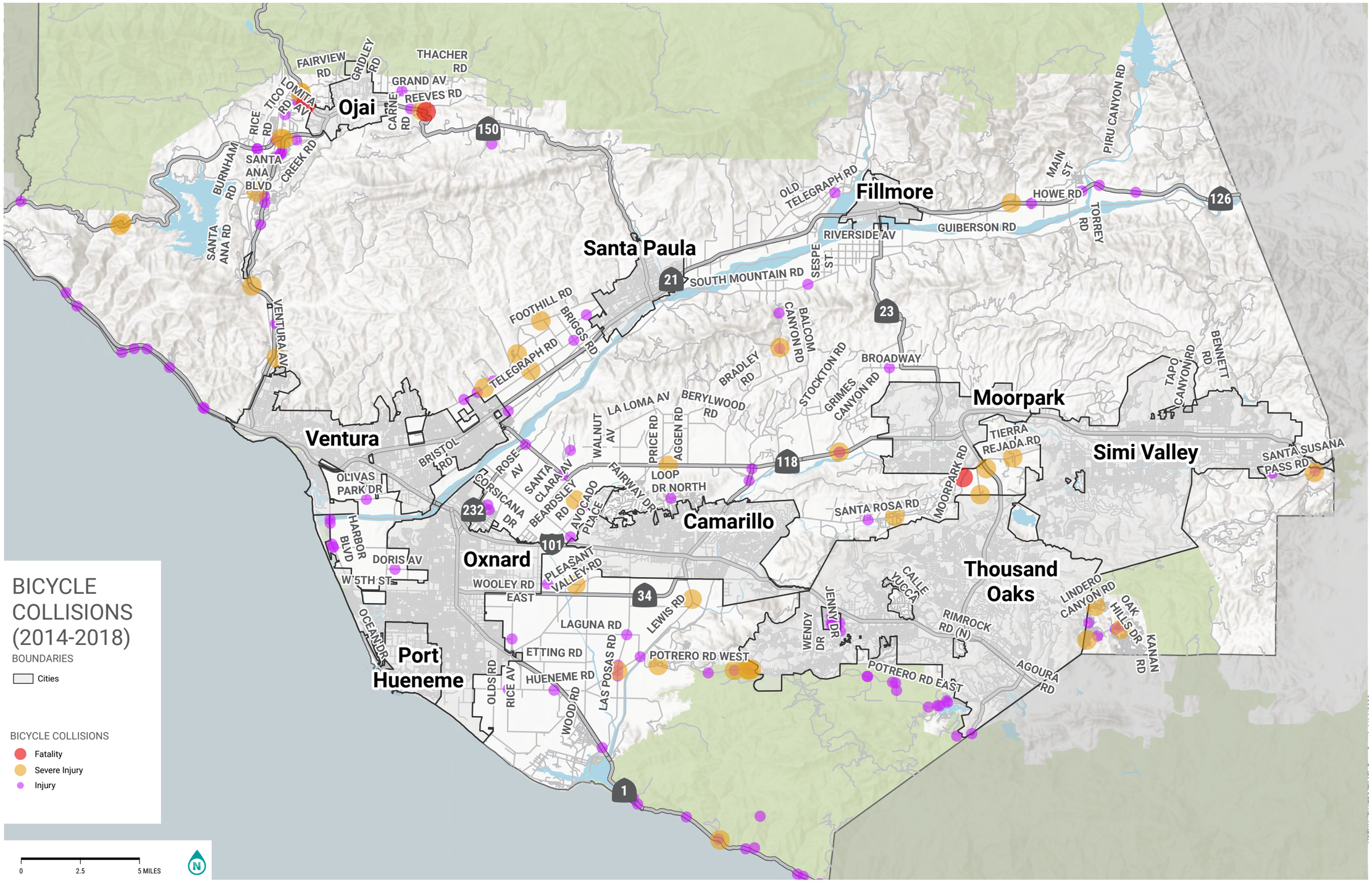
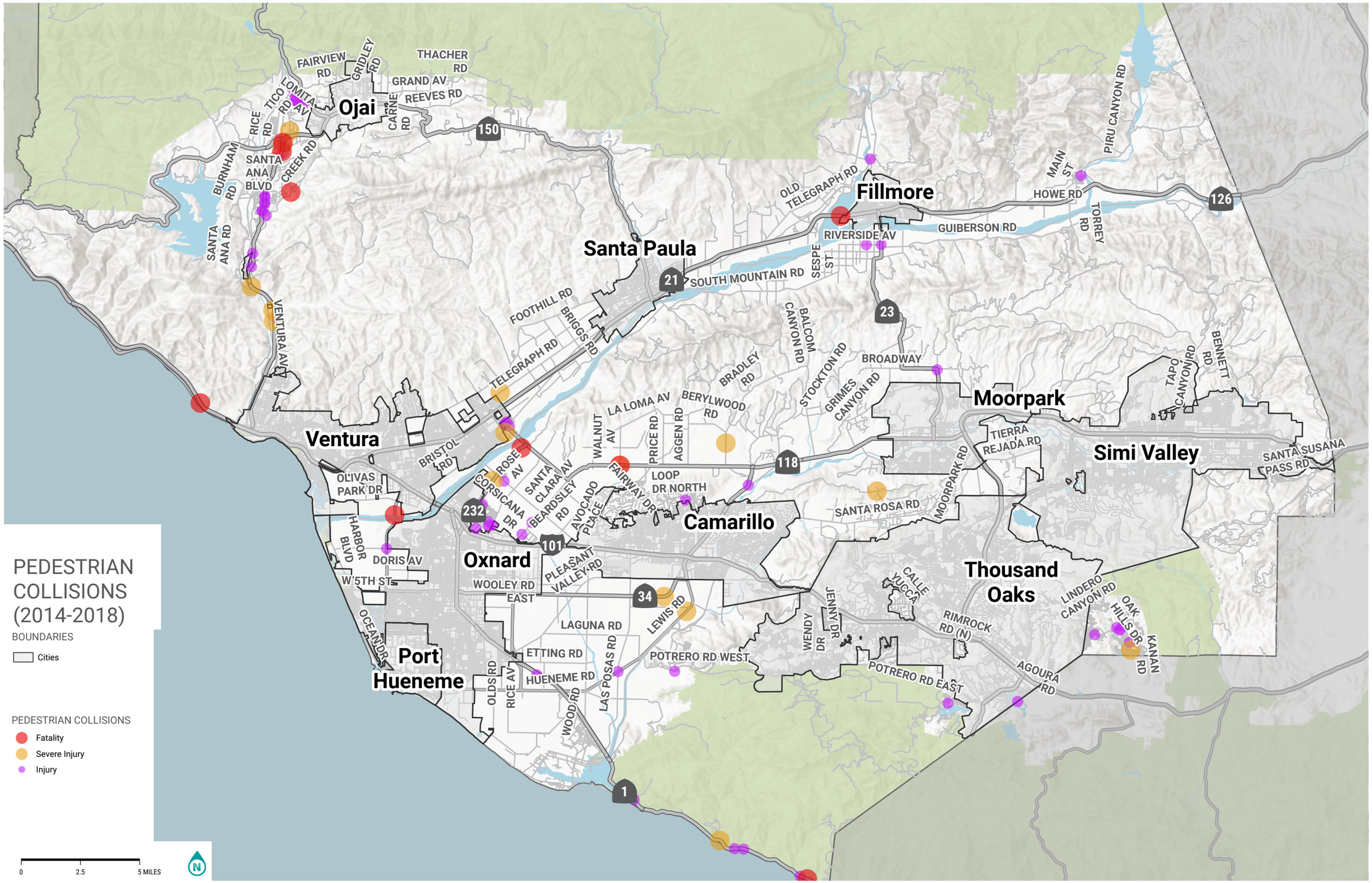


Figure 14 / **Pedestrian-Involved Collisions**



PEDESTRIAN COLLISIONS (2014-2018)

BOUNDARIES

- Cities

PEDESTRIAN COLLISIONS

- Fatality
- Severe Injury
- Injury

0 2.5 5 MILES

Figure 15 / **Bicycle and Pedestrian-Involved Collision Density**

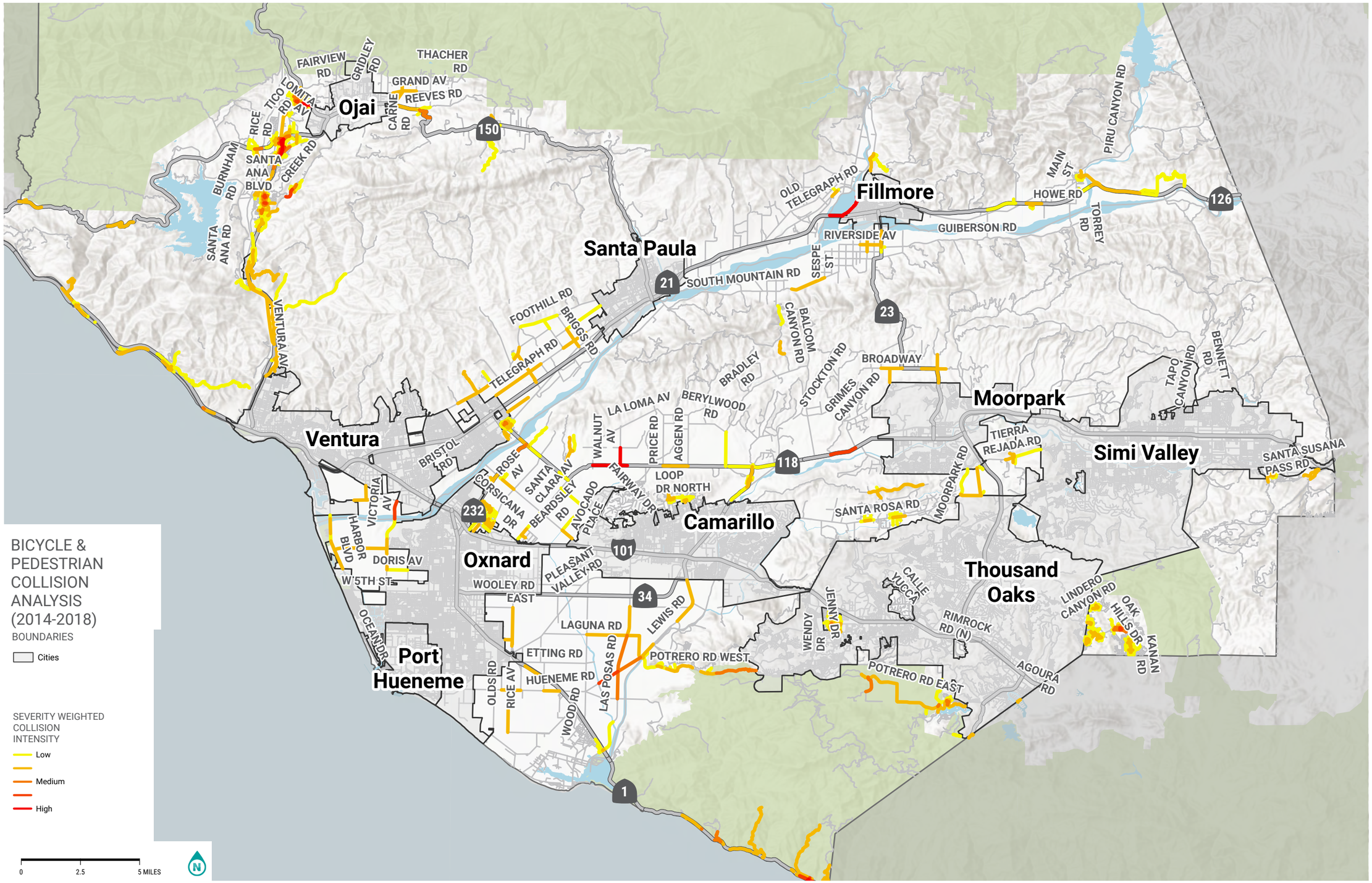
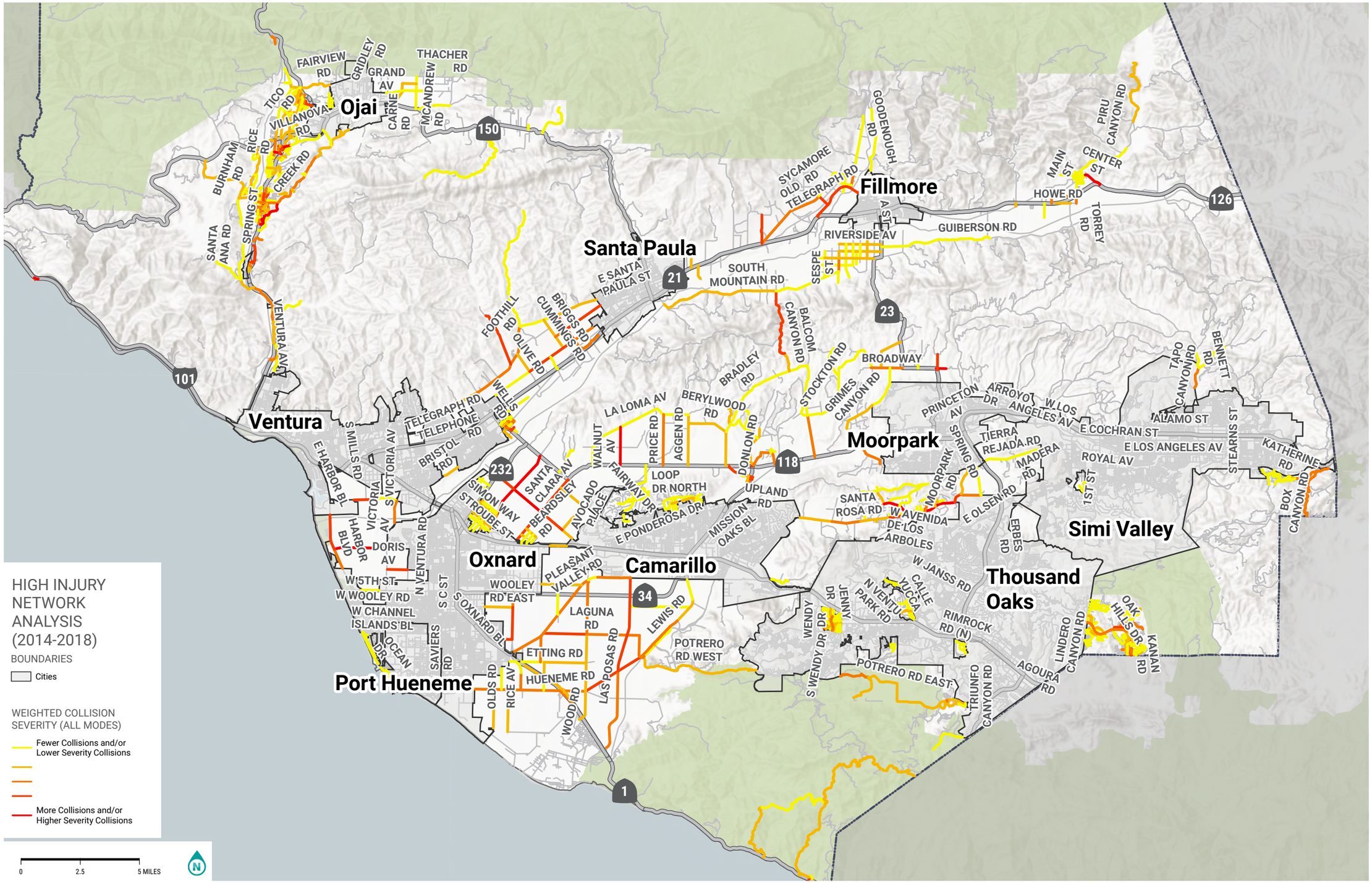


Figure 16 / **All Collisions High Injury Network**



Level of Traffic Stress

The greatest barrier to more people bicycling and walking is often the perception of a stressful journey. For this reason, it is important to understand how the average rider and walker likely perceives the relative stress on differing routes and roadway conditions. In order to increase bicycle ridership and pedestrian use, access to frequently visited destinations needs to feel safe for all users.

Level of Traffic Stress Score

Level of Traffic Stress is a score that identifies the perceived amount of stress that bicyclists and pedestrians encounter riding their bikes or walking on a certain street, respectively. For the purposes of this Plan, both pedestrian and bicycle scores were calculated. As these score outputs were nearly identical, only bicycle Level of Traffic Stress scores are discussed in this section. The analysis in this Plan is based on methods developed by the Mineta Transportation Institute (MTI).[1] Level of Traffic Stress is an important factor in bicycle and pedestrian infrastructure recommendations. Standard industry practice is to have roadways rated with a Level of Traffic Stress score between one (1) and four (4), which is the roadway's Level of Traffic Stress score. A roadway with a score of 1 is the least stressful, appropriate for all types of cyclists, while a roadway with a score of 4 is the most stressful, appropriate only for the most confident and skilled cyclists.

This score accounts for street characteristics such as:

- The number and width of motor vehicle lanes. As the number of traffic lanes increases, the Level of Traffic Stress score will also increase. Typically, more motor vehicle lanes correspond with a wider roadway width. Wider roadway width and wider motor vehicle lanes can result in further crossing distances for pedestrians, and more narrow space for bicycle facilities.
- The motor vehicle speed limit. Higher speed limits can lead to more severe collisions. As speed limits increase, the Level of Traffic Stress also increases.
- Motor vehicle volume. When traffic volumes increase, bicyclists must navigate the bikeway with more vehicles passing by them. Higher motor vehicle volumes lead to an increased Level of Traffic Stress.
- The type of bicycle and pedestrian infrastructure. As bicyclist and pedestrian facilities become wider and further separated from motor vehicle traffic, the Level of Traffic Stress scores decrease.
- The presence of on-street parking lanes. Bicycle infrastructure next to parking lanes has greater traffic stress scores due to the higher potential for collisions with open car doors. In some cases, parking lanes can actually reduce the Level of Traffic Stress. If a parking lane acts as a buffer between motor vehicle lanes and a bike lane, or between motor vehicle lanes and a sidewalk, it can make bicycling and walking feel more comfortable.

In general, as motor vehicle speeds and the number of lanes increase, and the separation of bicyclists or pedestrians and motor vehicles decreases, the more stressful the roadway will

1 Mekuria, Maaza C., Peter G. Furth, and Hilary Nixon. "Low-Stress Bicycling and Network Connectivity." Mineta Transportation Institute, May 2012.

feel. Conversely, as motor vehicle speeds and the number of lanes decrease and separation of bicyclists and pedestrians from motor vehicles increases, the less stressful the roadway will feel.

While the MTI Level of Traffic Stress analysis provides important information, it does have imperfections. This analysis only studies roadways and does not consider Class I shared-use paths parallel to roadways in the roadway's score. For example, Kanan Road has a level 4 of traffic stress, even though there is a Class I shared-use path parallel to the roadway. However, even if bicyclists can use a low stress path for most of their journey, the Level of Traffic Stress on the roadway is still important. For instance, in most cases, bicyclists have to use the street to access destinations that are not along the Class I path, and may need to ride at least partially on a high stress roadway to do so.

Level of Traffic Stress Bicyclists

Each Level of Traffic Stress score corresponds with the level of confidence of a bicyclist and whether that bicyclist will feel comfortable on a particular roadway. The more experience and confidence required of a bicyclist, the higher a roadway will be rated. Conversely, the less experience and confidence needed in a bicyclist, the lower a roadway will be rated. **Figure 17** illustrates the Levels of Traffic Stress and possible street layouts for each Level of Traffic Stress score and the descriptions below summarize the rider types and the typical street characteristics for each Level of Traffic Stress score.

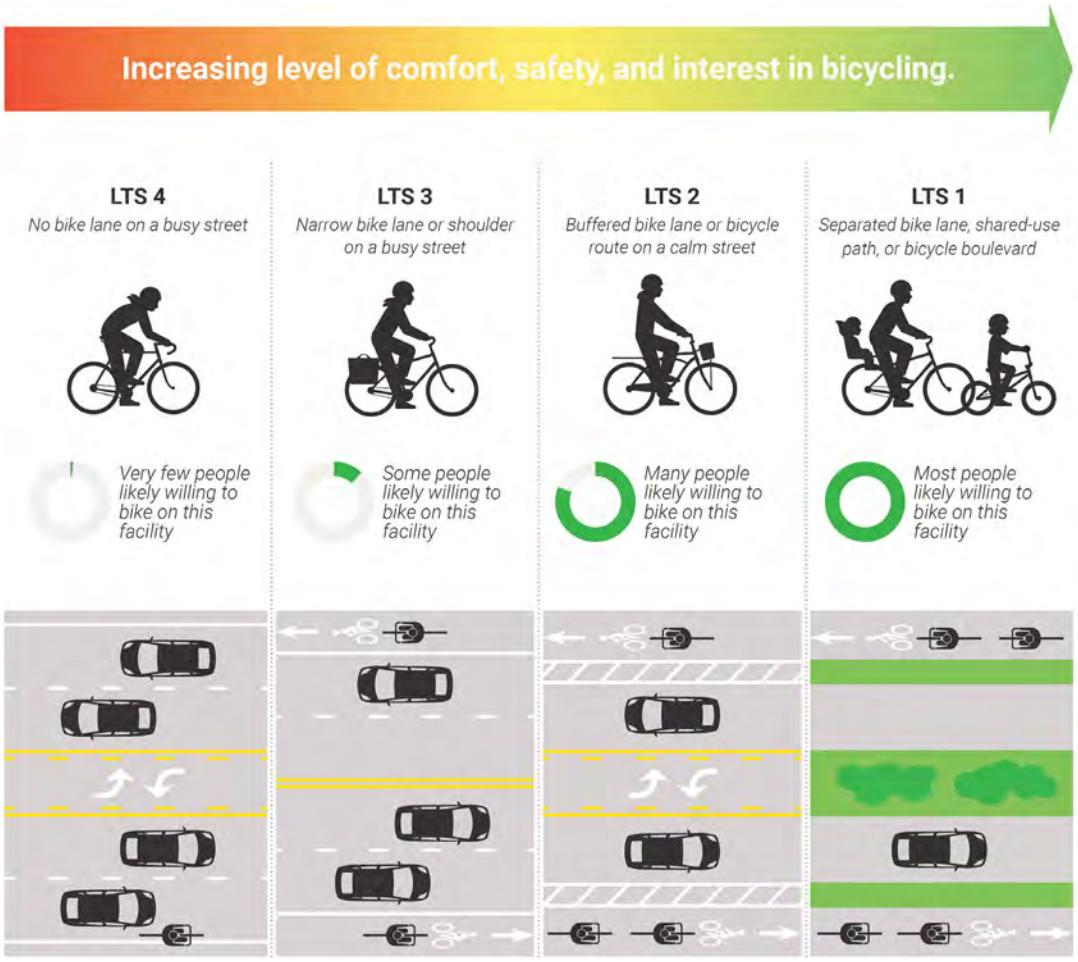
- Level of Traffic Stress 4: Adult bicyclists using level 4 stress streets feel comfortable bicycling on most streets. High Level of Traffic Stress streets may have speeds above 35mph, may have more than four traffic lanes, and may have no bicycle facilities. Bicyclists and pedestrians on this type of street may have to make uncomfortable crossings at wide intersections, or with minimal crossing infrastructure. Typically, 1%-3% of bicyclists would feel comfortable riding on a level 4 traffic stress street.
- Level of Traffic Stress 3: This type of adult bicyclist may feel comfortable riding on most streets with basic bicycle infrastructure available, such as bike lanes. Level 3 traffic stress streets have bike facilities, but the streets typically have speeds above 30 mph and may have 3-4 motor vehicle lanes. Crossings may still feel stressful, but can likely be managed by adult bicyclists and pedestrians. Typically, 10%-15% of bicyclists would feel comfortable on this type of street.
- Level of Traffic Stress 2: Most adult bicyclists fall into this category of rider. They feel comfortable riding on a street with buffered or separated on-street bike lanes. Interaction with motor vehicles is minimal with low-speed differentials. These corridors have lower traffic speeds, and may have 1-2 motor vehicle lanes in each direction. If there are two lanes in either direction, a median separates the lanes. At conflict points, like right turn lanes, bicyclists have clear priority and motor vehicle speeds are kept comparable to bicycling speeds. Crossings on level 2 traffic stress roads are not difficult for most adults. Even so, this Level of Traffic Stress is still not appropriate for children. 50%-60% of bicyclists would feel comfortable on this type of street.
- Level of Traffic Stress 1: This category refers to bicycle infrastructure that is usable for all bicyclists including children, older

adults, and those that feel less confident on a bicycle. Level 1 traffic stress streets can have bicycle facilities that are either completely separated from motor vehicle traffic, or bicycle facilities that are next to low-speed motor vehicle lanes with no more than one lane per direction. Bicyclists have only occasional interactions with motor vehicles, including adequate space away from the door zone of parked motor vehicles. Intersection crossings are easy to cross. Level 1 traffic stress roads are suitable for all bicyclists and pedestrians that are interested in using active transportation.2

Most adults would not feel safe riding a bicycle on streets that are classified as Level of Traffic Stress of 3 or 4 and even if they do, they may not ride in these locations if another lower-stress route is available. High-stress streets can create barriers in the bicycle facility network and can prevent people from bicycling to meet their everyday transportation needs.

2 Mekuria, Maaza C., Peter G. Furth, and Hilary Nixon. "Low-Stress Bicycling and Network Connectivity." Mineta Transportation Institute, May 2012, 14.

Figure 17 / Level of Traffic Stress



Reducing the Level of Traffic Stress

There are a variety of different ways to reduce the Level of Traffic Stress on a roadway. Installing buffered bike lanes and off-street bikeways can limit bicyclist interaction with motor vehicles. Bikeways that are separated from motor vehicles, such as Class I shared-use paths or Class IV cycletracks provide the lowest Level of Traffic Stress for bicyclists.[3]

Agencies can also consider traffic calming measures on high stress streets. Traffic calming measures such as reducing street widths, can slow motor vehicle speeds by visually or physically narrowing roadways. This in turn makes bicycling and walking feel safer and more comfortable. Furthermore, according to the Mineta Transportation Institute, reducing street widths is more critical than reducing traffic volumes in reducing the Level of Traffic Stress of a street.[4]

Depending on the type of street, Class II bike lanes may or may not provide increased levels of comfort. For example, if bike lanes are constructed on a high-speed wide street, these lanes may not lower the Level of Traffic Stress on the street.[5] Class III bike route construction, including signage and sharrows, is unlikely to significantly reduce traffic stress. For streets with speeds above 25mph, riding in motor vehicle traffic is high stress.[6]

Level of Traffic Stress Maps

The following figures show the Level of Traffic Stress analysis on Ventura County maintained roads. Some roadways in the unincorporated Ventura County, like unpaved roads, were not included in this analysis. The majority of the County maintained roads have a low Level of Traffic Stress, however these roads are mostly local neighborhood roads. These neighborhood streets do not provide regional County connections to frequently visited destinations, and are generally much shorter than the higher stress arterial streets. Regional roadways like Pleasant Valley Road, Santa Rosa Road, and Telegraph Road have a Level of Traffic Stress score of 4, and can act as barriers to bicycle and pedestrian travel in the County. If an average adult bicyclist needed to use one of these high stress regional roadways in their bike journey, it is unlikely they would take the journey at all, even if the rest of the roads on their route were low stress. The goal of the Plan is to reduce the Level of Traffic Stress on the County maintained roads to increase the number of people that will choose to use active transportation instead of their motor vehicle.

3 Mekuria, Maaza C., Peter G. Furth, and Hilary Nixon. "Low-Stress Bicycling and Network Connectivity." Mineta Transportation Institute, May 2012, 17.
4 Mekuria, Maaza C., Peter G Furth, and Hilary Nixon. "Low-Stress Bicycling and Network Connectivity." Mineta Transportation Institute , May 2012, 19.
5 Mekuria, Maaza C., Peter G Furth, and Hilary Nixon. "Low-Stress Bicycling and Network Connectivity." Mineta Transportation Institute , May 2012, 17-21.
6 Mekuria, Maaza C., Peter G Furth, and Hilary Nixon. "Low-Stress Bicycling and Network Connectivity." Mineta Transportation Institute , May 2012, 20-21.

Figure 18 / **Bicycle Level of Traffic Stress- Countywide**

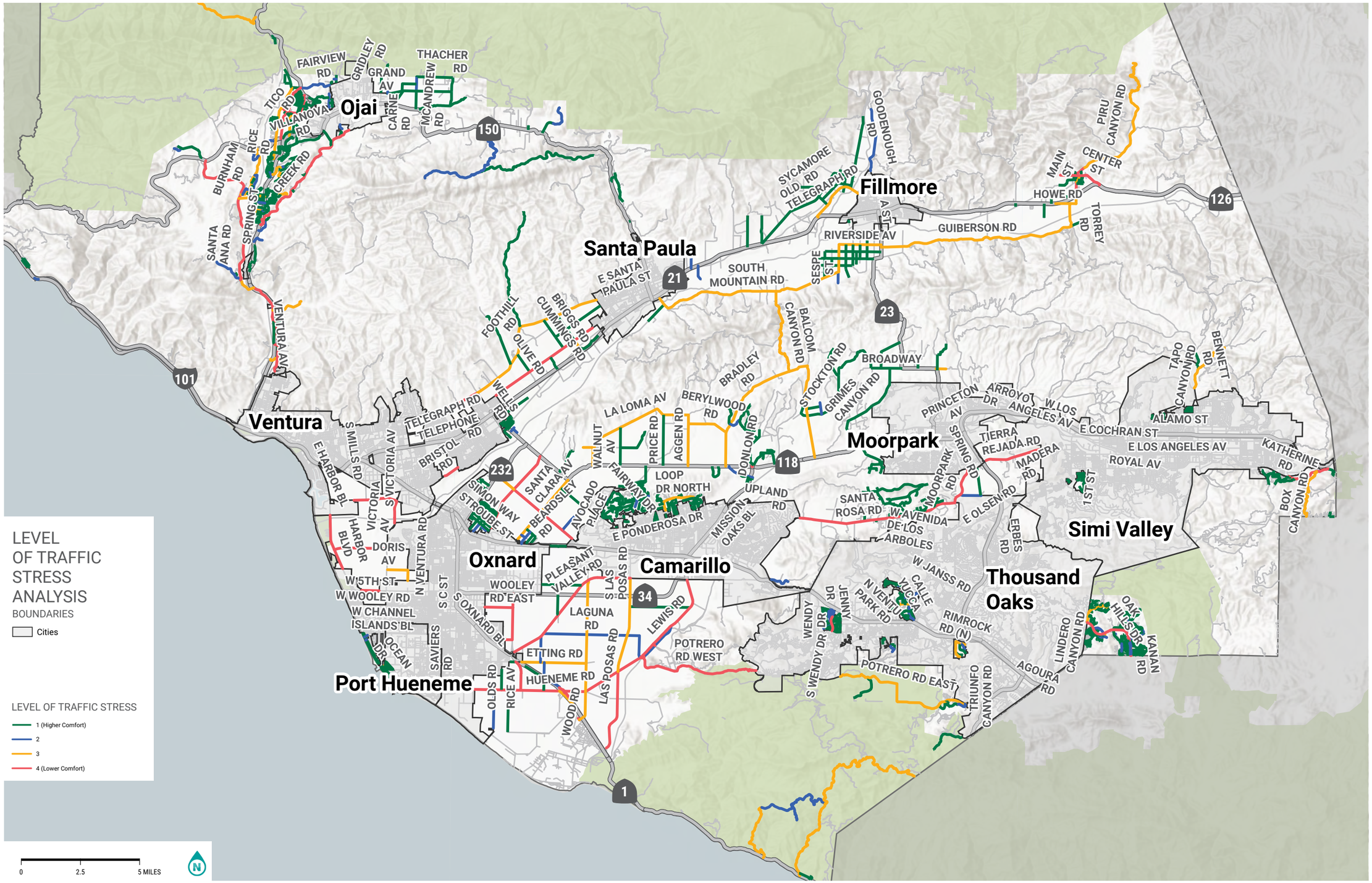


Figure 19 / **Bicycle Level of Traffic Stress- Ventura Avenue**

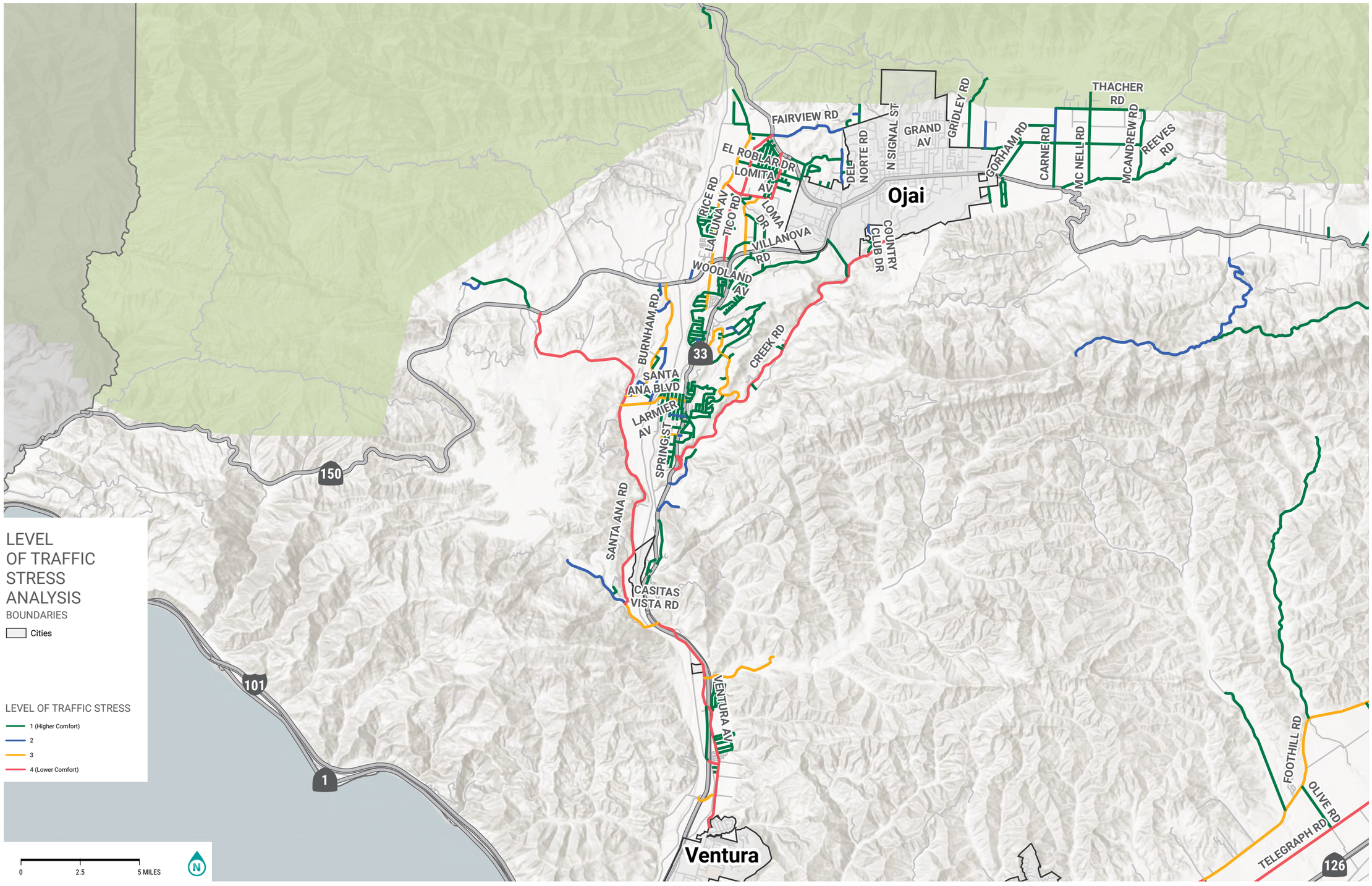


Figure 20 / **Bicycle Level of Traffic Stress- Santa Paula West**

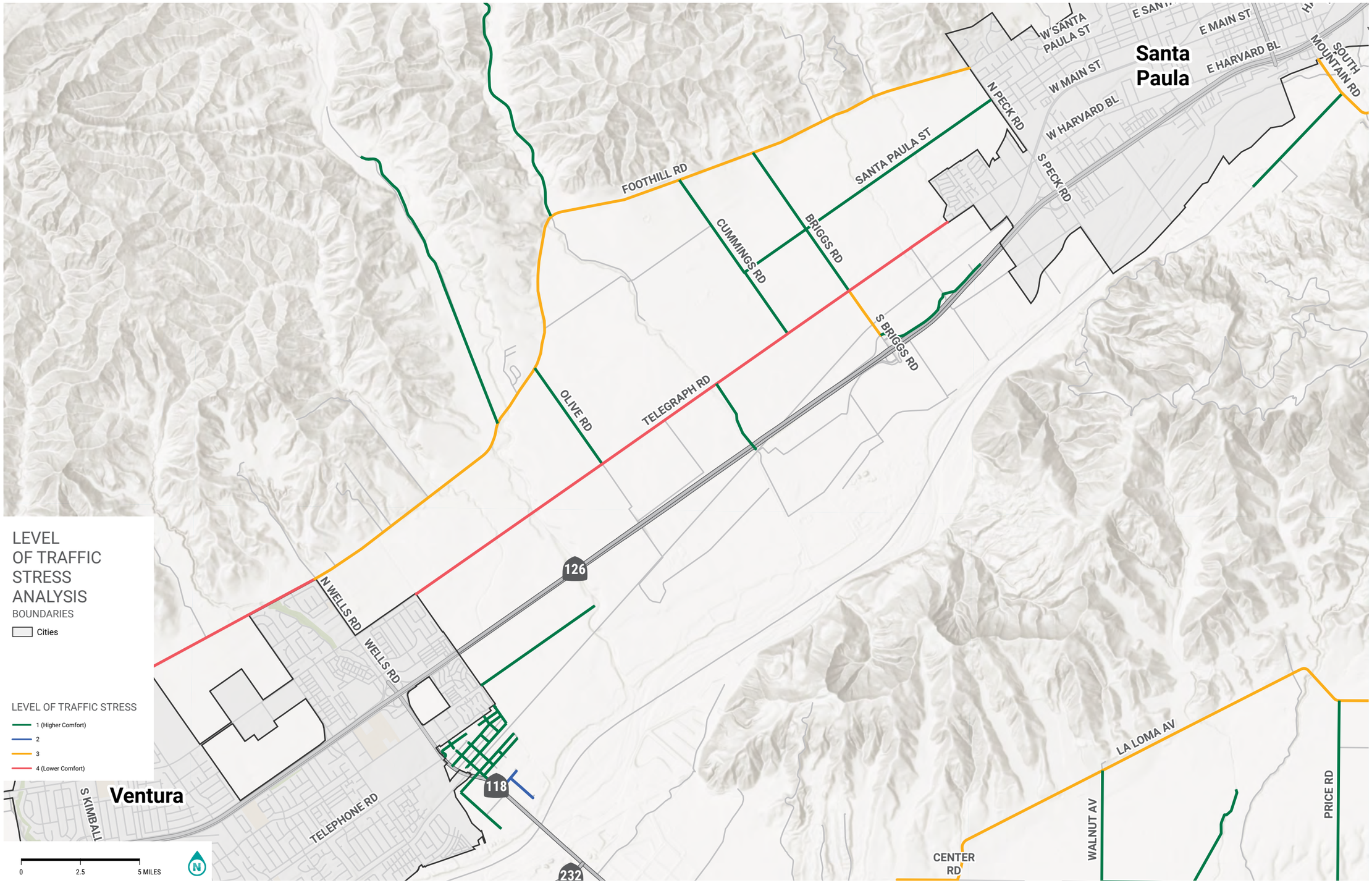


Figure 21 / **Bicycle Level of Traffic Stress- El Rio/ Del Norte/Nyeland Acres**

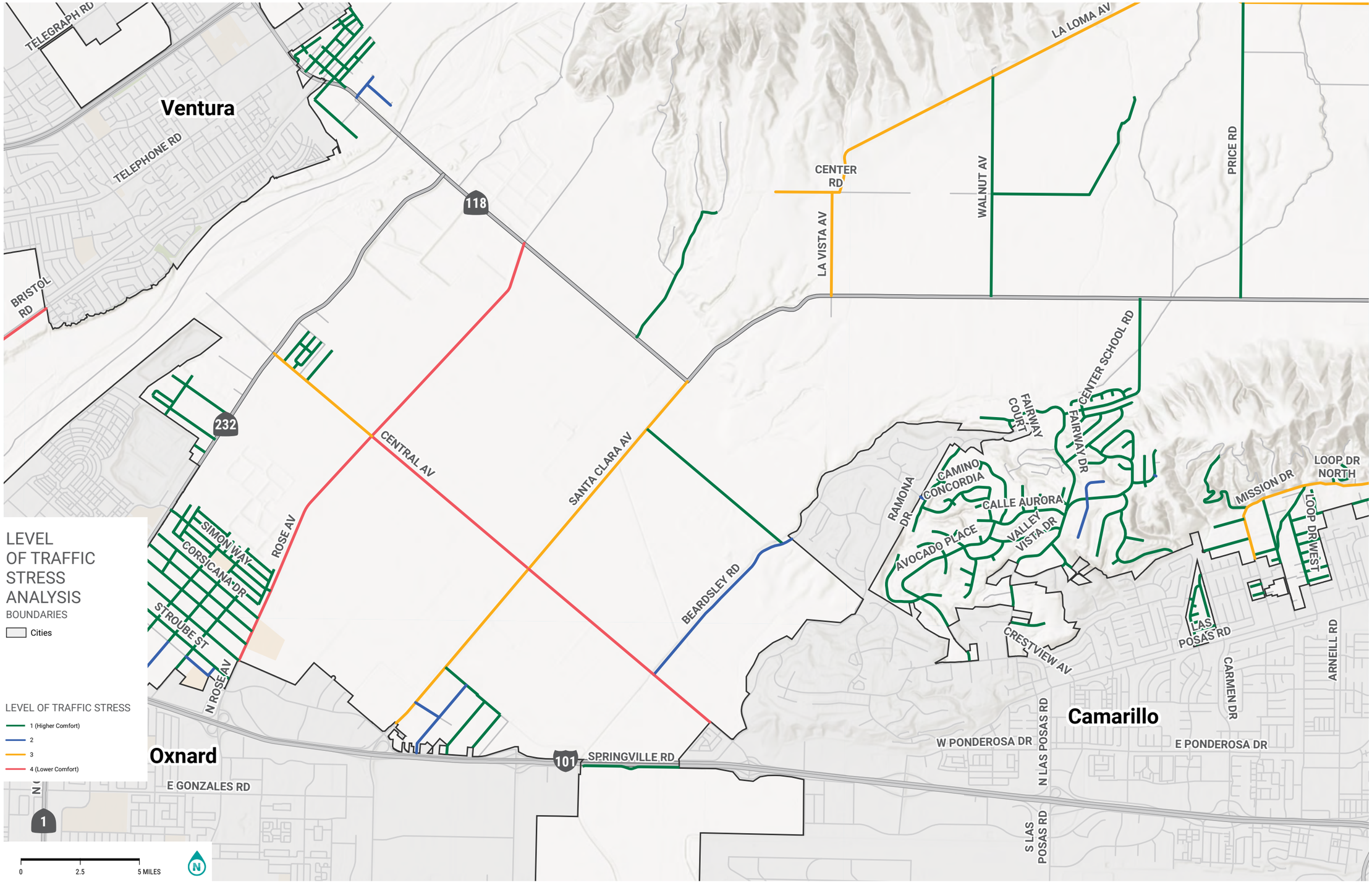


Figure 22 / **Bicycle Level of Traffic Stress- Santa Rosa**

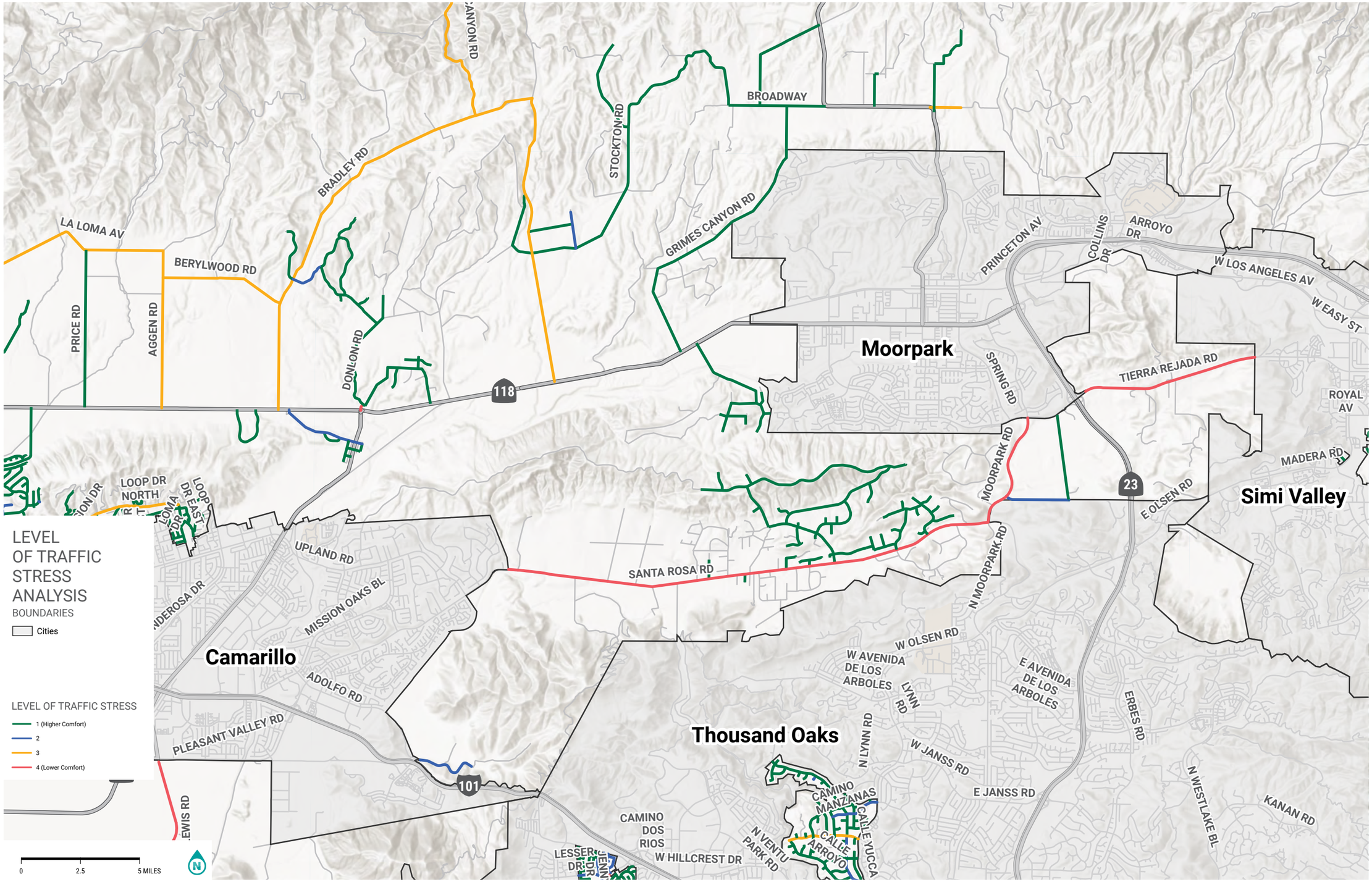


Figure 23 / **Bicycle Level of Traffic Stress- Hollywood and Silver Strand Beach**

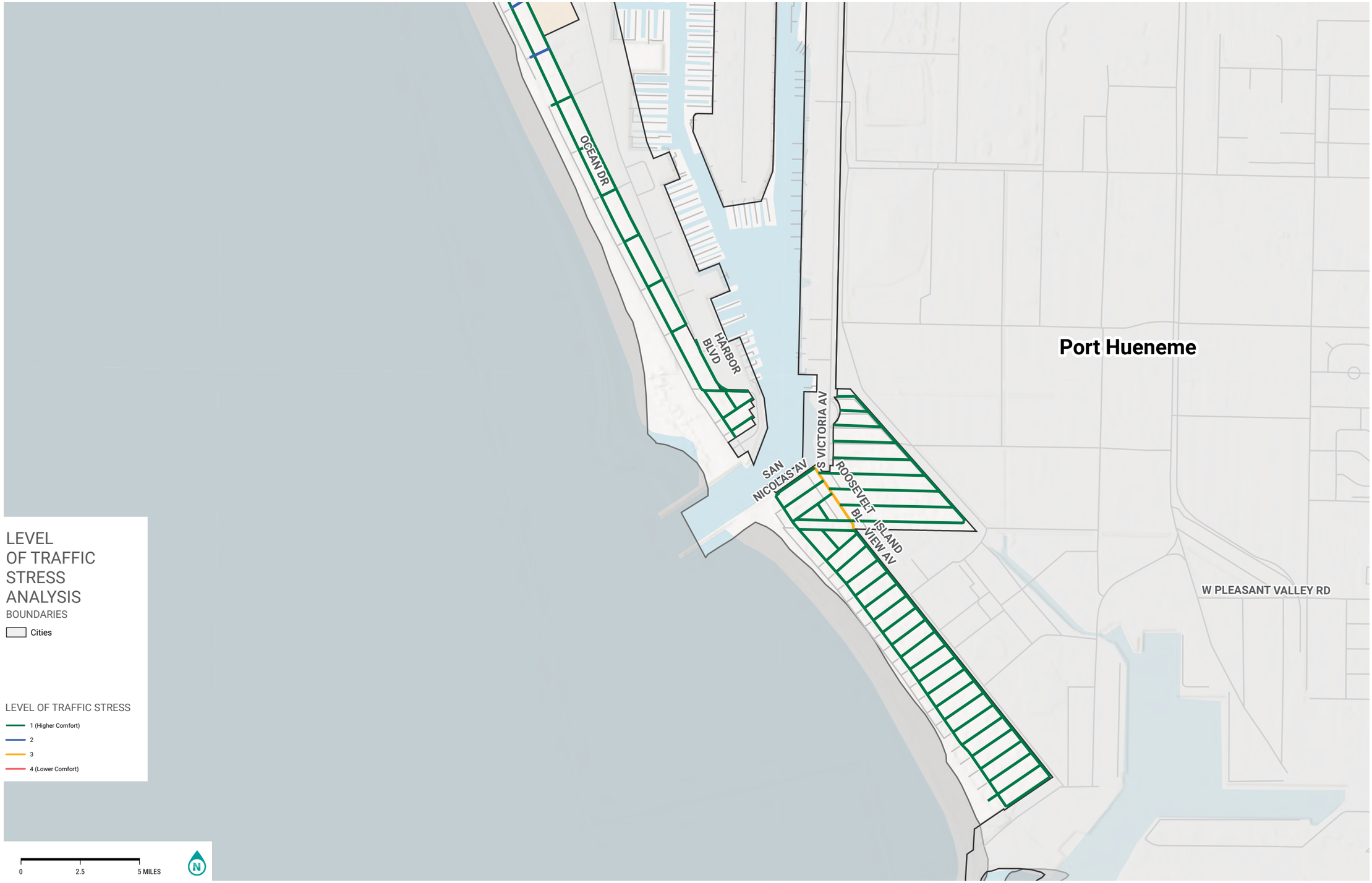


Figure 24 / **Bicycle Level of Traffic Stress- Santa Clara River**



Figure 25 / **Bicycle Level of Traffic Stress- Oxnard Plains**

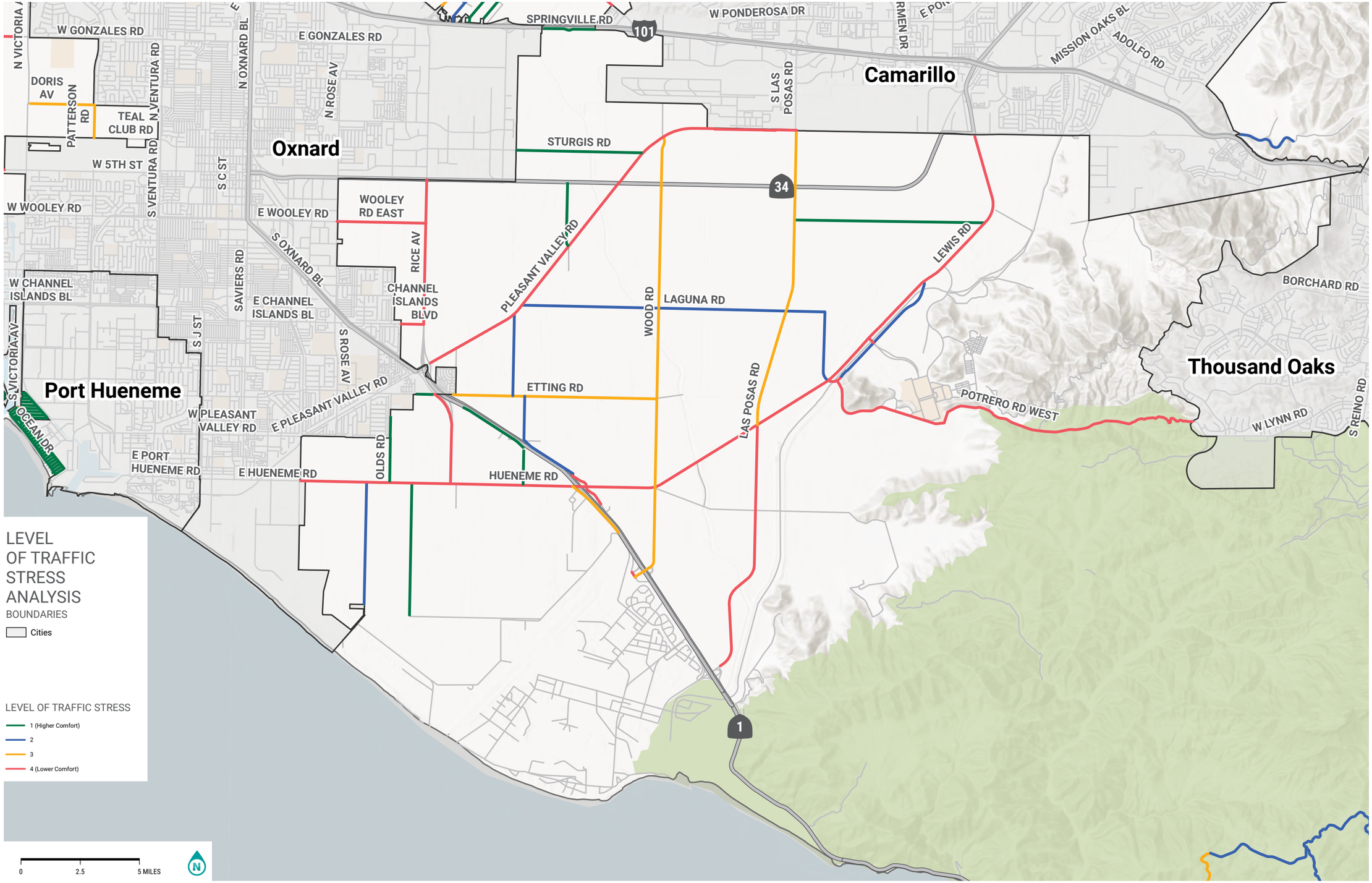


Figure 26 / **Bicycle Level of Traffic Stress- Casa Conejo and Lynn Ranch**

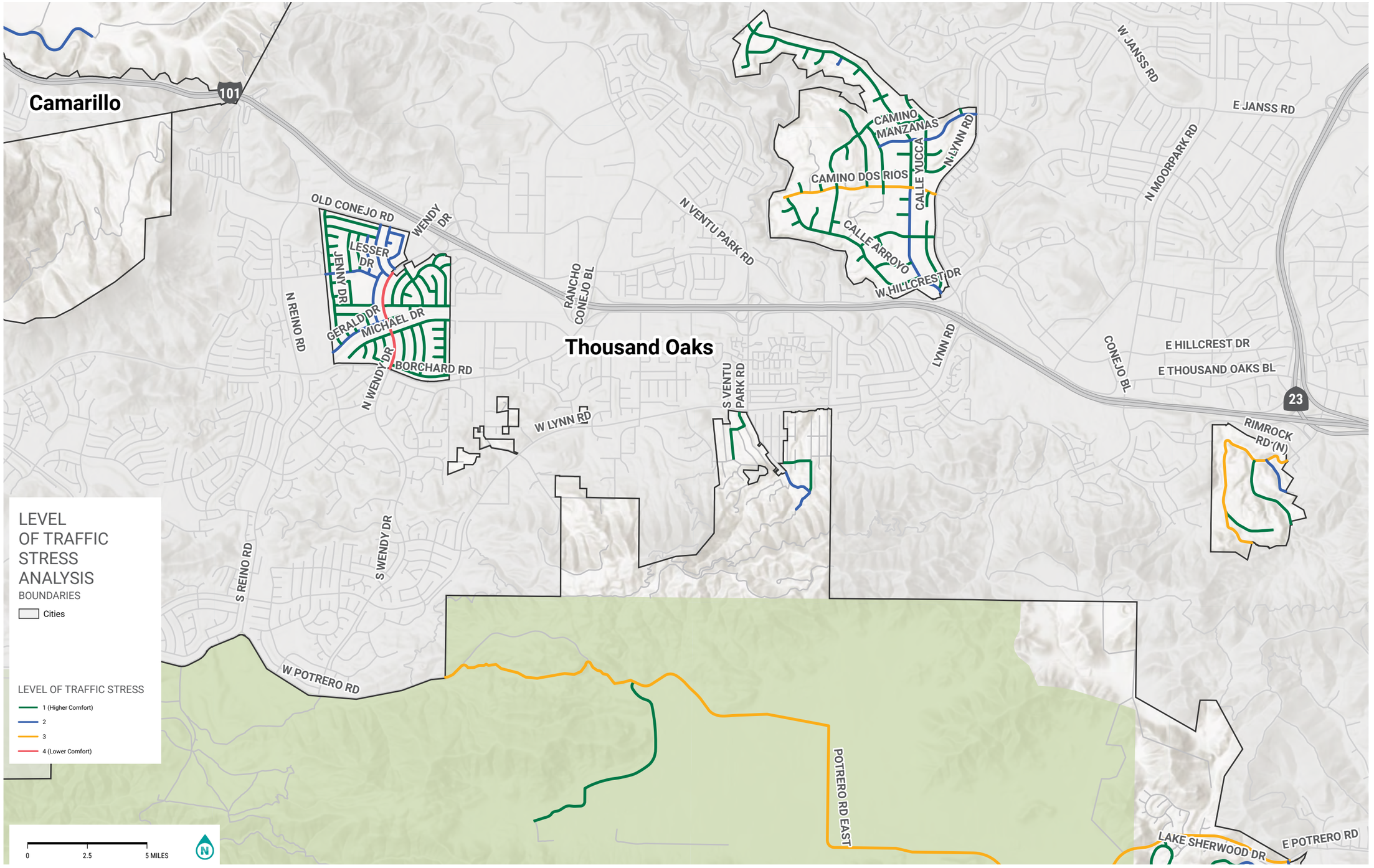


Figure 27 / **Bicycle Level of Traffic Stress- Oak Park**

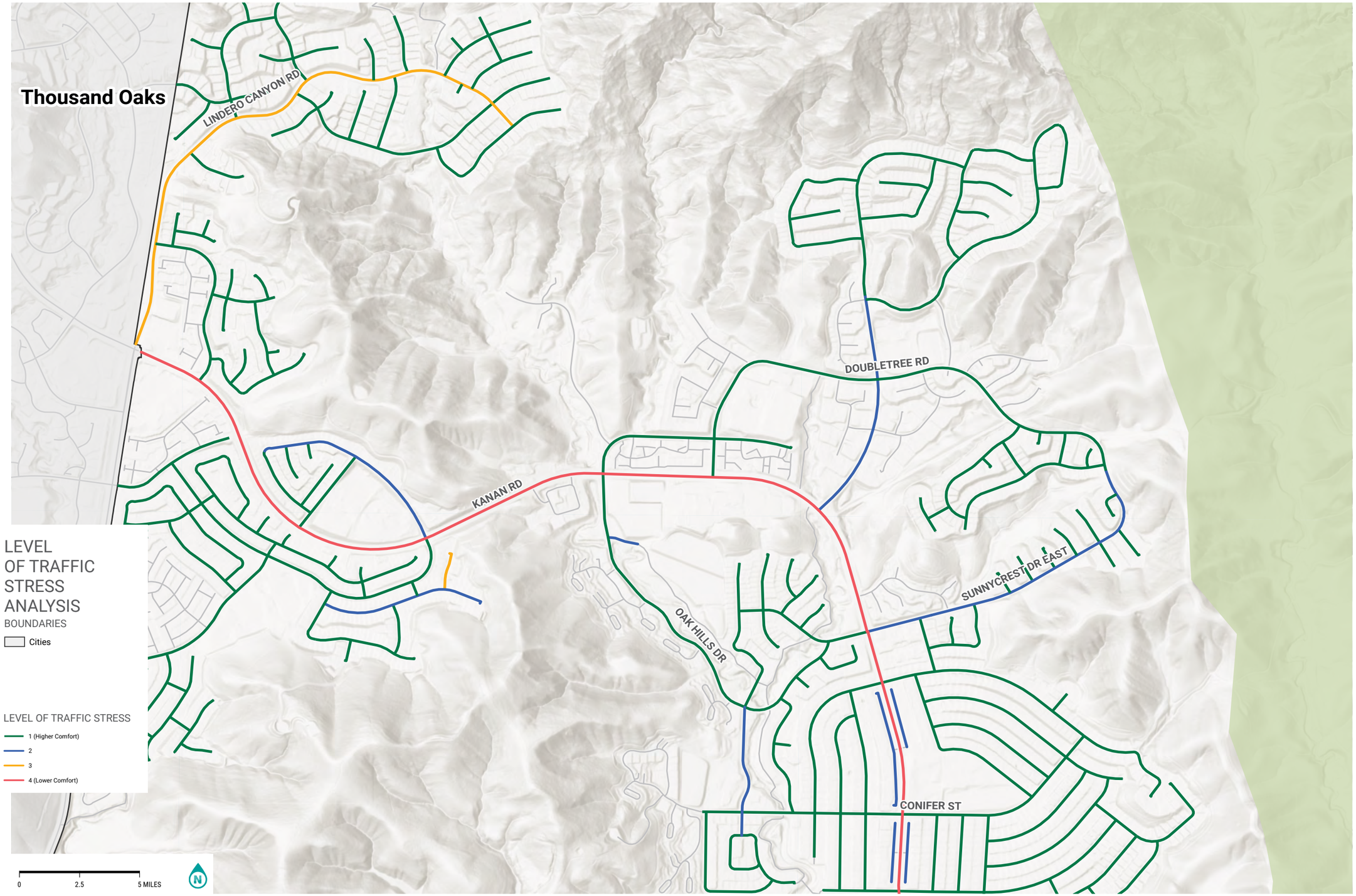


Figure 28 / **Bicycle Level of Traffic Stress- Santa Susana**

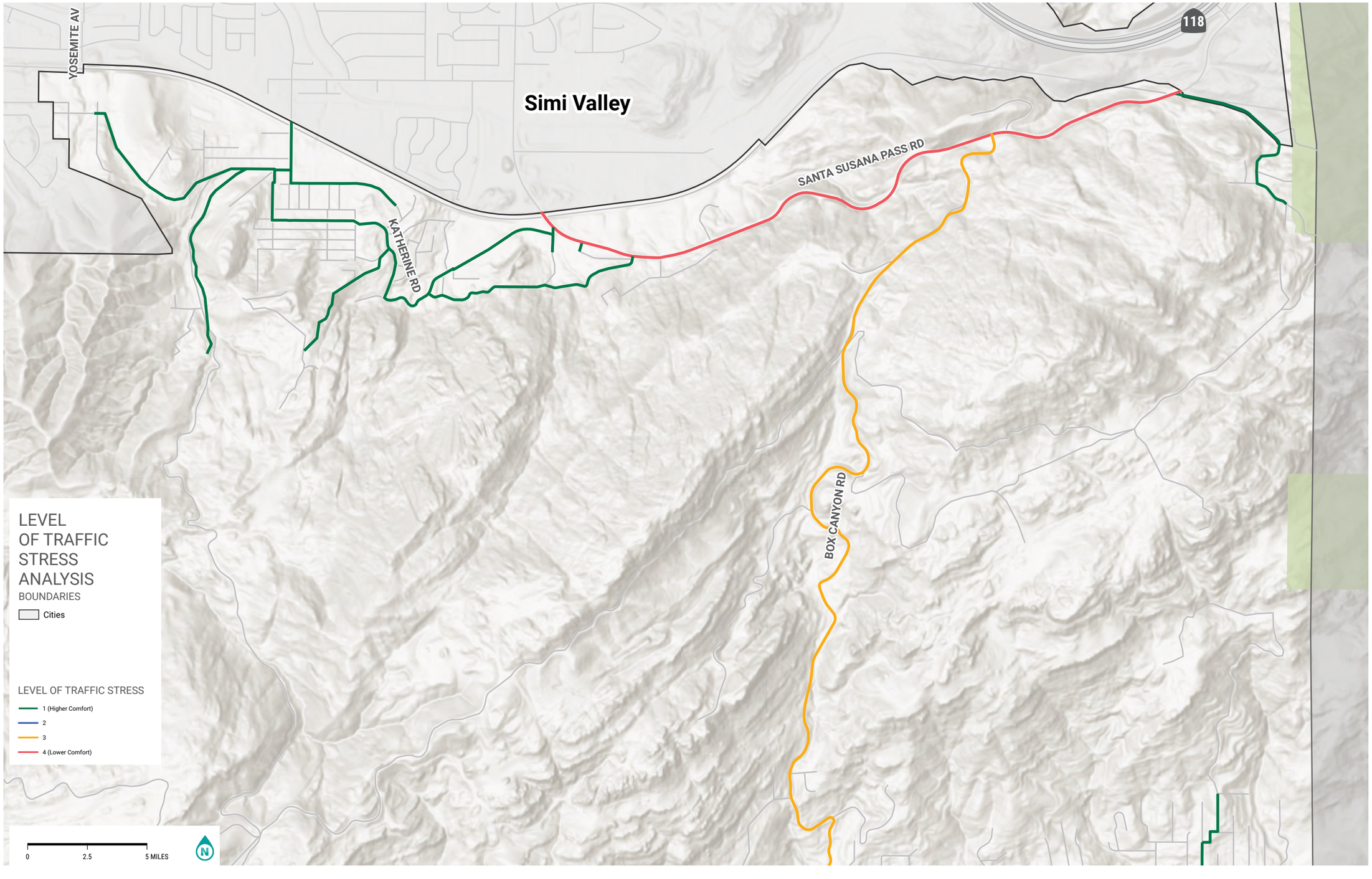


Figure 29 / **Bicycle Level of Traffic Stress- Piru**

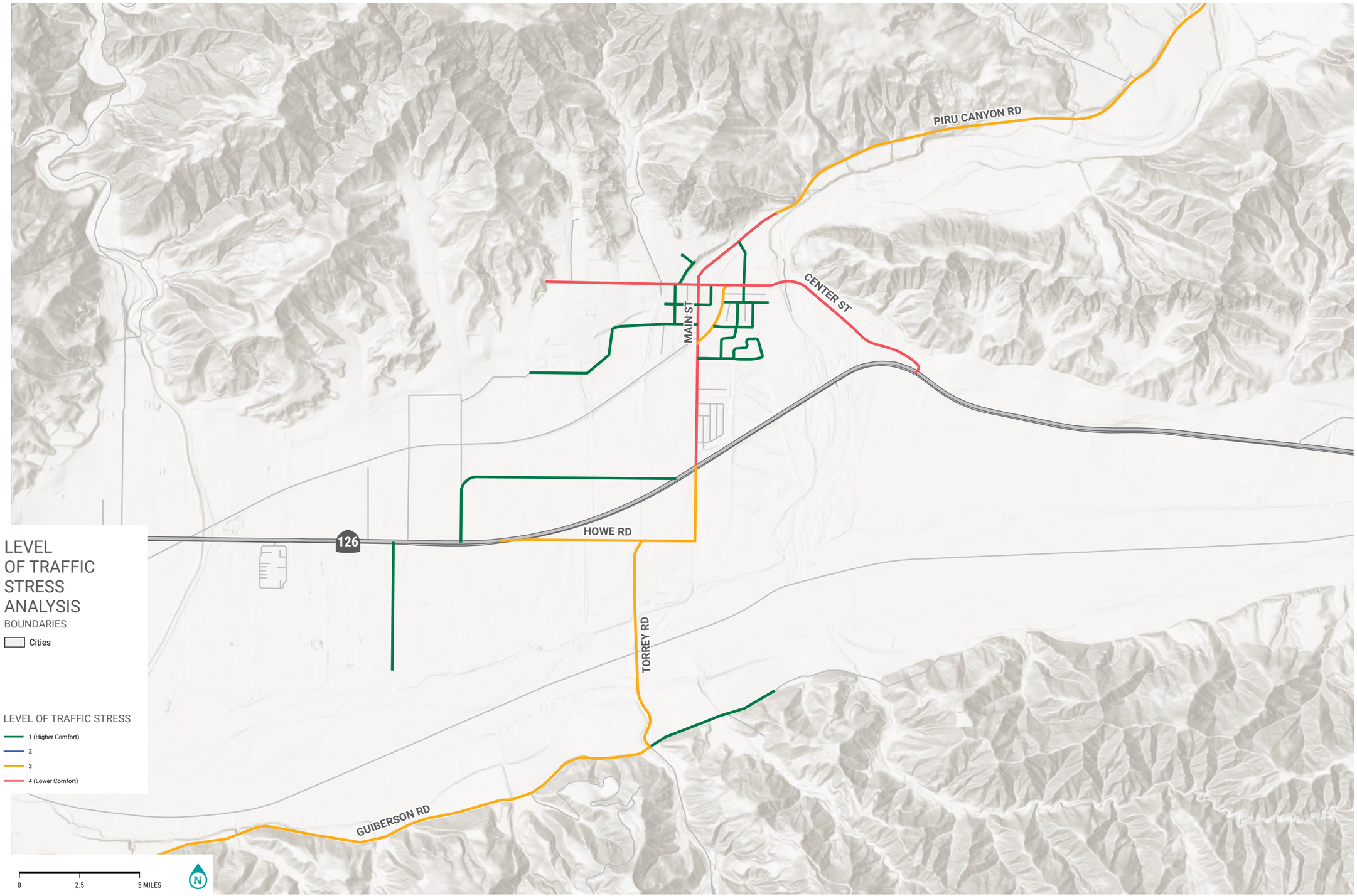
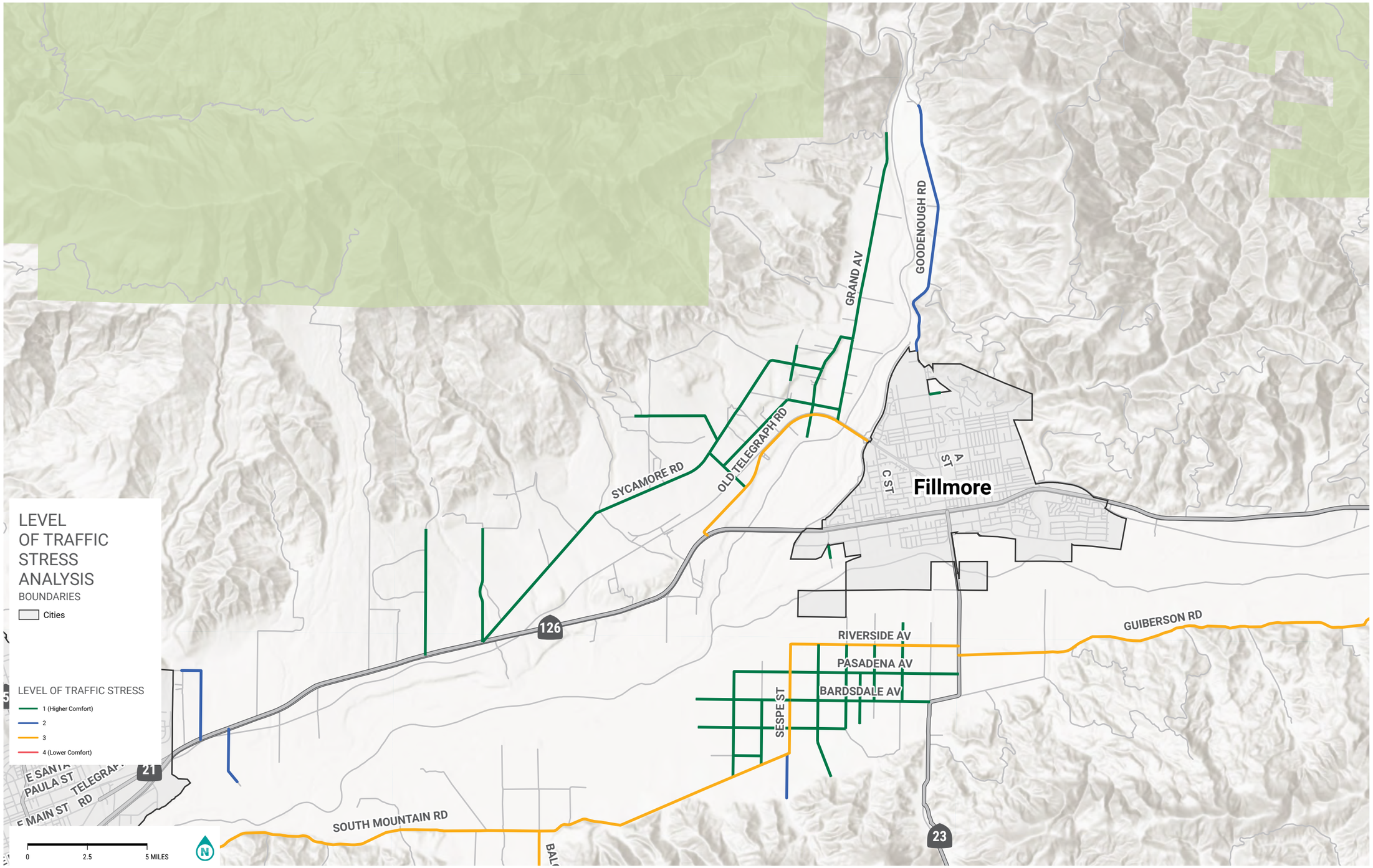


Figure 30 / **Bicycle Level of Traffic Stress- West of Fillmore**



Existing Plans and Policies

The following section provides an overview of existing plans in Ventura County. A more detailed description of each plan listed below is provided in Appendix A.

County Plans

Ventura County General Plan

Ventura County adopted the Ventura County 2040 General Plan in September 2020. It marks the first comprehensive update of the County's long-range plan since 1988. The General Plan helps provide the overall vision for the County, helping shape the priorities for the growth of the County. The General Plan establishes comprehensive goals and policies related to transportation including specific goals to improve the quality of life and improve the ability for County residents to walk and bike throughout the County.

How was the General Plan used for the Ventura Active Transportation Plan?

The General Plan helps establish the vision for the Ventura Active Transportation Plan and provides important context on how active transportation will play a central role in the transportation future of Ventura County.

- Lists foundational goals which establish the need for the Plan
- Provides context on how transportation will play a central role in the future of the County
- Provides programs and policies that will be instrumental in establishing those of the Plan
- Recognizes the need for viable active transportation options for utilitarian trips to reduce vehicle miles traveled (VMT) and reduce greenhouse gas emissions (GHG)

Area Plans

Area Plans are an integral part of the County General Plan, providing the basis for future land use development in specifically defined areas. "Area Plan" is a term for plans that focus on a particular region or community within the overall general plan area. Area Plans refine the policies of the General Plan as they apply to a smaller geographic area and are designed to reflect the needs and desires of those individual communities. In general, the purpose of an Area Plan is to specify the distribution, location, types, and intensity of land uses within a prescribed area, as well as provide specific policies concerning development in that area. The following nine adopted Area Plans each include goals, policies, programs, and land use designations for the smaller, unincorporated communities they cover:

- Coastal Area
- El Rio/Del Norte
- Lake Sherwood/Hidden Valley
- North Ventura Avenue
- Oak Park
- Ojai Valley
- Piru
- Saticoy
- Thousand Oaks

How were the Area Plans used for the Ventura Active Transportation Plan?

The Area Plans provide important information on localized goals, policies, programs, and transportation recommendations. The Plan evaluates recommendations and incorporates them into the overall plan to help develop specific project recommendations and policies.

- Provide specific recommendations and localized context of smaller planning areas
- Provide valuable insight into local development
- Include existing recommendations that can be built upon
- Provide well-established planning areas, that are known to the public to help focus on localized areas considering the size of an overall County Plan

Ventura County Safe Routes to School Plan

The County completed the Ventura County Safe Routes to School Plan in 2018. The purpose of the Safe Routes to School Plan was to evaluate and prioritize walking improvements near 12 of 50 schools in unincorporated Ventura County. The Plan was the result of an extensive stakeholder engagement process that created context-sensitive Safe Routes to School recommendations for each project school and a framework for how to implement Safe Routes to School projects in the future.

The Safe Routes to School Plan prioritized projects and recommendations for each of the 12 project schools but did not compare them to each other. The Plan provided guidance that, moving forward, the County should rank schools for project implementation by priority in accordance with the Ventura County Board of Supervisors-approved prioritization criteria for pedestrian improvements.

How was the Safe Routes to School Plan used for the Ventura Active Transportation Plan?

The Plan evaluates the remaining 38 schools that were not included in the 2018 Safe Routes to School Plan, while also incorporating the original 12 project schools for a complete analysis of all unincorporated Ventura County schools.

- Includes adopted Safe Routes to School policies and programs that can be expanded to remaining schools
- Provides an understanding of the types of infrastructure recommendations that should be made for schools that are within the County jurisdiction and/or are attended by County residents

Santa Rosa Trails Master Plan

The Resource Management Agency, in cooperation with local residents, created a Trail Master Plan for the Santa Rosa Valley, a rural residential community in unincorporated Ventura County, tucked between the cities of Moorpark and Thousand Oaks. The Santa Rosa Valley Trail Master Plan formally recognizes a system of "multi-use trails" for people who walk, ride bicycles, ride horses, and other users.

How was the Santa Rosa Trails Master Plan used for the Ventura Active Transportation Plan?

The Trail Master Plan was developed for a specific area of the County and describes local facilities that are helpful in understanding the walking and bicycling options in Santa Rosa. Additionally, the Trail Master Plan outlines the

variety of off-street trails that can support the on-street network that the Plan focuses on.

- Provides the types of trails that can and do support the on-street active transportation network
- Serves as a reminder to account for equestrian users when considering any trail or facilities to support people walking and biking within the County
- Provides multi-use trail recommendations that can be connected to and considered when developing bicycle and pedestrian projects

Local Road Safety Plan

In 2021 the County of Ventura created a Local Road Safety Plan to plan for transportation safety improvements on County maintained roads. The Local Road Safety Plan analyzed collisions on County roads and identified common crash types, primary crash factors, and locations of the most crashes. Based on these analyses, the Local Road Safety Plan recommended that the County emphasize transportation safety in four emphasis areas, one of which is the improvement of active transportation facilities.

The Local Road Safety Plan recommended the incorporation of safer crossing infrastructure like high-visibility crosswalks, curb extensions, and pedestrian refuge islands on County maintained roadways. The Local Road Safety Plan also recommended installing dedicated pedestrian and bicycle infrastructure to and from transit stops, and to install high-visibility bicycle infrastructure like separated bicycle lanes.

How was the Local Road Safety Plan used for the Ventura Active Transportation Plan?

The Local Road Safety Plan identified 10 case study locations throughout the County based on the number of collisions, the severity of the collisions and the crash type. The Local Road Safety Plan recommended countermeasures at these locations to prevent collisions for all modes. These countermeasures are included in the recommendations of this Plan.

Bicycle Prioritization Matrix

The Bicycle Prioritization Matrix provides a framework to evaluate bicycle projects on a point system to help rank projects objectively. The criteria developed focused on constructability, connectivity, and safety. This criteria was approved by the County Board of Supervisors and was used to evaluate projects to determine prioritization. The County-developed matrix focused primarily on Class II bike Lanes, so some considerations may need to be taken into account when evaluating different types of bikeway recommendations.

How was the Bicycle Prioritization Matrix used for the Ventura Active Transportation Plan?

- To evaluate and prioritize bicycle projects to determine which projects should be built first when funding is available

Pedestrian Prioritization Matrix

The Pedestrian Prioritization Matrix provides a framework to evaluate pedestrian projects on a point system to help rank projects objectively. The criteria developed focused on buildability, connection to important destinations, and safety. This criteria was approved by the County Board of Supervisors and was used to evaluate pedestrian related projects to

determine prioritization. The County-developed matrix focused primarily on sidewalks, so some considerations may need to be taken into account when evaluating different types of pedestrian recommendations such as crossing and striping recommendations.

How was the Pedestrian Prioritization Matrix used for the Ventura Active Transportation Plan?

- To evaluate and prioritize pedestrian projects to determine which projects should be built first when funding is available

Non-County Plans

Ventura County Transportation Commission Wayfinding Plan

The Ventura County Transportation Commission (Ventura County Transportation Commission) developed the Bicycle Wayfinding Plan to help improve the convenience and safety of people traveling by bike in Ventura County. Prepared collaboratively with county and municipal agencies, stakeholder groups, and the general public, the plan serves as a toolkit for the development of a regional wayfinding network. The plan identifies regional bicycle routes meriting signage and proposes a family of consistent bicycle wayfinding sign designs for regional bike routes throughout Ventura County.

How was the Ventura County Transportation Commission Wayfinding Plan used for the Ventura Active Transportation Plan?

The Ventura County Transportation Commission Wayfinding Plan provides regional bikeway recommendations that connect throughout the County and the Plan incorporates and connects bicycle recommendations to the network. It is important to ensure any on-street recommendations on County-maintained roads are incorporated into the Plan.

- Provides a regional bikeway network that can support the on-street active transportation network that is developed in the Plan
- Provides design recommendations for regional wayfinding
- Provides regional goals and priorities

Local City Active Transportation, Bicycle Master Plans and Pedestrian Master Plans

The local city active transportation plans help designate where existing and planned bicycle and pedestrian facilities are located and what type of facility is being installed. Cities are part of the active transportation network and ensuring connectivity and contiguity will ensure people walking and biking can efficiently and safely make their trips. Following are the local plans that have been identified:

- City of Port Hueneme and City of Santa Paula, part of the Ventura County Transportation Commission (Ventura County Transportation

Commission),Ventura Countywide Bicycle Master Plan (2007)

- City of Camarillo, Bikeway Master Plan (2008)
- City of Fillmore, Bicycle Transportation Plan (2005)
- City of Moorpark, Moorpark Master Bicycle Pedestrian Plan (2008)
- City of Ojai, Bicycle and Pedestrian Master Plan (1999)
- City of Oxnard, Bicycle and Pedestrian Facilities Master Plan (2011)
- City of Simi Valley, Bicycle Master Plan (2008)
- City of Thousand Oaks, Bicycle Facilities Master Plan (2010)
- City of Ventura, Bicycle Master Plan (2011)

How were the City Active Transportation Plans used for the Ventura Active Transportation Plan?

The Ventura County Active Transportation Plan incorporates these plans to help ensure seamless connections to cities and destinations. Understanding the existing and planned bicycle and pedestrian facilities helped the Plan make recommendations to improve regional connectivity.



Pedestrian use a crosswalk in Ventura County.

Bicycle and Pedestrian Counts

Pedestrian and bicycle counts were conducted to allow the project team to establish a baseline of walking and biking activity at various locations in Ventura County's unincorporated communities. This count data also helps to put collision data in context to better understand the exposure to risk for pedestrians and bicyclists, and can be used to help estimate social, economic, and health benefits of new or improved walking and biking infrastructure.

Counts were conducted at ten locations in nine communities in Ventura County. Counts were conducted using screenlines, which are imaginary lines over a street. Every time a person walking, biking, skateboarding, scootering, or using a mobility device crossed the imaginary line, the counter would mark information about the person, including age and gender. Screenlines were chosen at locations where the project team expected active transportation demand to be high, where there have historically been higher pedestrian and bicyclist collisions, or on streets where the level of traffic stress is high.

Active transportation counts occurred at the following locations:

- El Roblar Drive between Pueblo Avenue and Lomita Avenue
- Ventura Avenue and Shell Road
- Calle Yucca and Camino Dos Rios
- Oak Hills Drive and Kanan Road
- Old Telegraph Road and Ventura Street/CA 126
- Telegraph Road and Calavo Street
- Katherine Road and Oak Knolls Road
- Hitch Boulevard and Dalaway Drive
- Harbor Boulevard and Gonzales Road
- Roosevelt Boulevard and Anacapa Avenue

Pedestrian activity was highest at El Roblar Drive between Pueblo Avenue & Lomita Avenue (255 pedestrians). There were a similar number of male and female pedestrians at this location, and the most popular time for pedestrian activity was between 4-7pm. This location also had the highest amount of bicyclists, 149, but the majority of riders were male. The location with the most skateboarding and scootering activity was Roosevelt Boulevard and Anacapa Avenue with 16 skateboarders or scooter riders. The location with the fewest active transportation users was Old Telegraph Road and Ventura Street/ CA 126. Only 4 pedestrians and 3 were counted at this location.

Other key takeaways from the active transportation counts include:

- Pedestrian and bicyclist activity was disproportionately higher for males than females at Ventura Avenue and Shell Road.
- Female adults accounted for the highest percentage of pedestrians and bicyclists compared to males at Oak Hills Drive and Kanan Road.
- The highest percentage of children walkers, bikers, and skateboard/scooter riders compared to adults was at Roosevelt Boulevard and Anacapa Avenue.



Active transportation counts were taken on El Roblar Drive between Pueblo Avenue and Lomita Avenue.

04

Community Engagement



/ Community Engagement

Community engagement is important to understand the needs and desires of the community members that can one day use the active transportation improvements recommended in this Plan. A variety of engagement strategies were used to ensure the Plan reflects the feedback of all Ventura County residents, particularly residents in unincorporated County communities. Residents were engaged through pop-up events, flyer distribution, social media posts, community workshops, demonstration events, and online tools.

These community engagement approaches targeted unincorporated Ventura County residents, people who work in the unincorporated communities, and visitors to the unincorporated communities. Participants had the option to discuss their primary mode of transportation, express their concerns about the current active transportation system in the unincorporated County, and provide suggestions that reflect their needs. Based on community feedback, the Plan identified areas where community members do not feel comfortable walking and biking. This feedback was also used to develop the recommendations in this Plan.



Pop-up event in Fillmore

In-Person Engagement

In-person events provide an opportunity for community members who may not typically be engaged in the planning process to provide their feedback and suggestions. In-person engagement took place during existing County events like farmer's markets, group bike rides, and school activities. Other in-person engagement activities took place at each demonstration site, which allowed community members to provide their feedback on the demonstration and to point out opportunities for improvement in real-time.

Demonstration Projects

In each Supervisorial District, the County installed a demonstration project. The purpose of these demonstrations was to try out some of the recommendations in the Plan and gather feedback from community members that were using them. Sidewalk stickers with QR codes were placed on the sidewalk near each demonstration event. When a person scanned the QR code, they could provide their feedback via an online survey on the demonstration. In addition to providing their feedback online, community members could visit an in-person pop-up event to provide their feedback. The demonstrations were installed in May 2023. Feedback from the demonstration projects will help the County in designing permanent infrastructure at these locations.

Knolls Park

- At Katherine Road and Oak Knolls Road in front of Knolls Park, a demonstration of high-visibility crosswalks was installed across Oak Knolls Road and across Katherine Road. Sharrows were also installed on Katherine Road in front of the park.
- On June 16, a pop-up event was held in the morning. Many families, dog walkers, and bicyclists were observed using the demonstration crosswalks and bike sharrows and over a dozen community members stopped by the pop-up to talk about the Plan and demonstration project. Community members were in favor of the crosswalk and hoped it would be made permanent. Several community members said the park is always busy, especially during baseball games, and the adjacent fire station often hosts events. Due to the park's proximity to the City of Simi Valley, some community members described their vision of being able to bike from Simi Valley into unincorporated Ventura County safely and easily.
- There were no online responses for this demonstration location.



Knolls Park Demonstration

Nyeland Acres

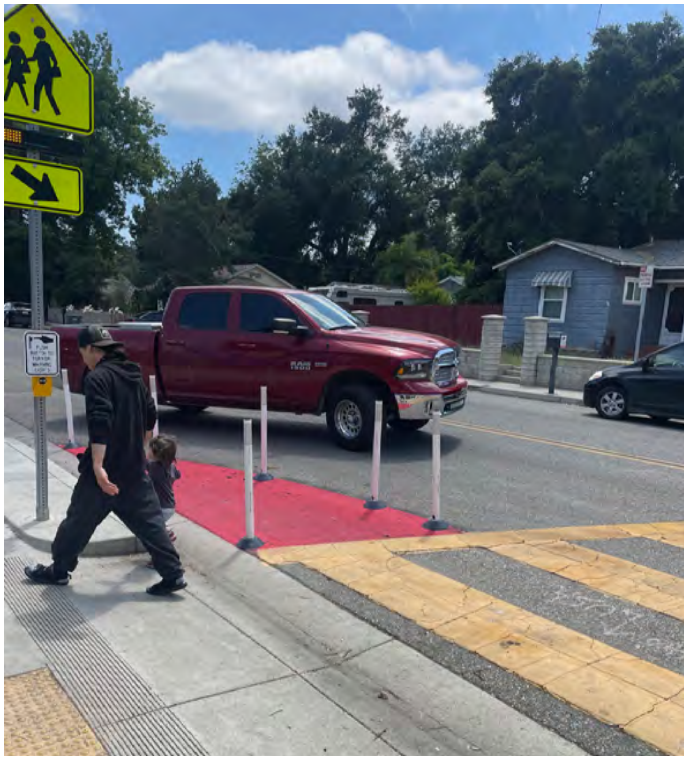
- At Nyeland Avenue and Eucalyptus Avenue, a demonstration of curb extensions and high-visibility crosswalks was installed.
- On June 16, a pop-up was held in the afternoon. Bicyclists and pedestrians were observed using the demonstration project and noted that the intersection had heavy motor vehicle traffic at the time of the pop-up. The transit operator for the bus stop at this intersection praised the demonstration project, and some community members in their cars pulled up to give overall positive feedback. Few community members were able to stop and provide more lengthy feedback; however, dozens of flyers were distributed to community members walking, biking, and driving by the intersection.
- There were few online responses at this location; however, the ones received were positive, noting that the demonstration makes pedestrians more visible in the intersection.



Nyeland Acres Demonstration

Meiners Oaks

- At Lomita Avenue and El Rio Drive in front of Meiners Oaks Elementary, a demonstration of curb extensions was installed on each corner.
- On June 8, a pop-up event was held during school pick- up in the afternoon. Many students were observed walking home from this school, and the crosswalks at El Rio Drive and Lomita Avenue were heavily used. Further infrastructure and traffic calming improvements may be useful here to add additional safety elements for students and parents.
- There were few online responses related to this demonstration project, but the responses were in favor of the project.



Meiners Oaks Demonstration

Oak Park

- At Kanan Road and Doubletree Road in front of Oak Park High School, curb extensions were installed at each corner of the intersection. Bike lane conflict striping and delineators were installed on the north side of the street on either side of the intersection.
- A pop-up was held on May 23 in the morning during school drop-off. Community members including parents, students, and the crossing guards at the intersection provided their feedback at the pop-up. Respondents were in favor of the demonstration because it slowed down traffic near the schools in the area, and prevented vehicles from idling in the crosswalk area waiting to turn right. Some community members noted that it did take a few days to get used to the change, but it made walking feel safer.
- Online feedback from this demonstration project showed that community members have concerns about the green bike lane and delineators, as they may distract drivers and cause accidents. Most survey respondents stated they did not like the demonstration project; however, those that did like the demonstration said they felt safer as pedestrians and bicyclists due to the demonstration project.

Hollywood Beach

- At Sunset Lane and Channel Islands Boulevard in front of Hollywood Beach Elementary, a demonstration of curb extensions was installed on each corner. Bike sharrows were also placed on Sunset Lane on either side of the intersection.
- On June 8, a pop-up was held in the morning during school drop- off. The principal, teachers, and bus drivers at Hollywood Beach Elementary voiced their concerns about the demonstration project, specifically the wide turning radius at the curb extensions which cause the buses to hit the delineators. The delineators on the southeast corner of the intersection negatively affected the school drop-off line. Sand plows also had difficulty moving sand from the road, which can create slippery conditions for all road users. Community members requested improvements that prevent U-turns on Sunset Lane, as this is the biggest issue at the school. Other community members were happy to see pedestrian and bicycle improvements, even if these improvements were not as helpful for this intersection.
- Online feedback from this demonstration was in line with in-person feedback that the curb extensions did not feel safe. A bicyclist stated that the curb extensions require bicyclists to take the lane, which some don't feel comfortable doing. No survey respondents said that they want this demonstration to be made permanent; however, some comments also noted that they liked that the County was trying out techniques to make walking and biking safer.



Oak Park Demonstration



Hollywood Beach Demonstration

Other In-Person Events

The following list is of other places and events where in-person engagement events were held. At some of these events, a booth was set up with maps, flyers, and surveys for community members to learn about the Plan. At other locations, flyers were simply distributed to organizations that could further pass along the Plan information to their members.

- County and city libraries
- Downtown Oxnard Farmer's Market
- Fillmore Earth Day Event
- Fillmore Mental Health and Wellness Event
- First Baptist Church El Rio Food Distribution
- Hollywood Beach Elementary
- Moorpark College
- Moorpark Recreation Center
- Moorpark Senior Center
- Ojai Community Farmer's Market
- Oxnard Bike Hub group ride
- Oxnard College
- Oxnard Día de los Niños
- Oxnard Housing Authority Toy Giveaway
- Partnership for Healthy Ventura meeting
- Rio Elementary School
- River Community Food Distribution
- Sierra Club
- Simi Certified Farmer's Market
- Simi Valley Senior Center
- Trek Ventura
- Ukulele Jam at E.P. Foster Library
- Ventura Charter School
- Ventura College
- Ventura College Marketplace
- Ventura County Government Center
- Ventura County Hall of Administration
- Ventura County Public Works Day



Events at farmer's markets in the County allowed residents to learn about the Plan.

Advisory Committees

Community Advisory Committees (CAC)

The Plan established five Community Advisory Committees to provide feedback at multiple stages of the Plan's development. Each of the five Supervisorial Districts in the County had its own Community Advisory Committee with a diverse group of members that represented the unincorporated communities in each district. Advisory committee members provided insight to important streets and destinations where the Plan should focus its efforts to improve active transportation. Committee members also contextualized the communities in their districts and prioritized the bicycle and pedestrian improvements they would like to see.

DISTRICT 1

District 1 members listed Santa Ana Road, La Luna Avenue, Telegraph Road, and Harbor Boulevard as important corridors that need infrastructure improvements. Committee members identified the Cal State Channel Island and the City of Camarillo as destinations that residents would like to reach with active transportation. Pedestrian refuge islands, enhanced crosswalks, pedestrian signals, and curb extensions were the most desired pedestrian improvements, and Class IV bikeways were requested for bicyclists. Most members were willing to consider parking removal along a corridor to accommodate active transportation facilities.

After reviewing the Plan's draft recommendations, advisory committee members encouraged the County to work with neighboring cities to create connected networks between jurisdictions.

DISTRICT 2

District 2 members listed State Route 118 (Los Angeles Avenue), Santa Rosa Road, and Moorpark Road as important corridors in the district. Members also said Somis Road is a popular road for bicyclists and pedestrians to use, and requested traffic calming and bikeways on this road. Members would like to see active transportation connections to nearby cities. Pedestrian improvements, including enhanced crosswalks and pedestrian signals, were among the most desired and the most likely to be supported by residents. Committee members hope to see more Class IV separated bikeways and Class I paths in their district, noting that on some streets, like Santa Rosa Road, bike lanes alone will not be safe enough for all bicyclists to use. Members stated that parking removal in this district has historically been unpopular.

DISTRICT 3

District 3 advisory committee members listed Telegraph Road, South Mountain Road, and Telephone Road as important for active transportation improvements. Key destinations in the district include nearby cities and schools. Committee members would like to see pedestrian signals like high-intensity activated crosswalk (HAWK) beacons and rectangular rapid flashing beacons (RRFBs) at crosswalks, but requested community education as a component to their installation. Members supported wider bicycle lanes and Class I shared-use paths in their district, and were supportive of parking removal and lane reconfiguration to install bicycle and pedestrian improvements.

DISTRICT 4

District 4 advisory committee members listed Santa Susana Pass, Hitch Road, and Grimes Canyon Road as important corridors in their district. Members listed the cities of Moorpark and Camarillo as important destinations for their residents. Committee members provided locations where pedestrian signals like RRFBs would be useful, and requested traffic calming infrastructure to help slow down traffic. Advisory committee members from this District also ensured that all community members from the district would be aware of the planning process through marketing or other events.

DISTRICT 5

District 5 advisory committee members stated that the streets connecting to Hollywood Beach Elementary and streets in Silver Strand Beach were the most important for active transportation improvements. Enhanced crosswalks, curb extensions, and pedestrian refuge islands were chosen as the most desired pedestrian improvements, and members noted that educational programs may be needed if pedestrian signals like RRFBs are installed. Members had concerns that if bicycle lanes are too wide on the streets, motor vehicles may use them as driving lanes. Members in this district are open to lane reconfiguration, but have concerns about parking removal in order to fit active transportation improvements.

Advisory committee members in this district also expressed concerns about rural bicycle riding such as on Laguna Road and Potrero Road and requested Class I paths where feasible.



Pop-up events were opportunities to hear from community members about their concerns walking and biking in unincorporated Ventura County.

Technical Advisory Committee (TAC)

Technical Advisory Committee members similarly provided feedback on project materials including the draft recommendations and prioritized projects. The technical committee helped the County better understand issues and challenges related to active transportation and provided context for multi-jurisdictional projects.

The technical committee offered information about County events where pop-ups could be held, and suggested channels the County could use to market the plan to community members. Advisory committee members also noted areas where implementation of active transportation projects would be difficult, such as in rural areas and in constrained areas like along Potrero Road.

The technical committee also ensured that the project team reached community members that typically may not have been involved in the planning process, and that the Plan considered the needs of disadvantaged communities in unincorporated Ventura County. Technical advisory committee members helped the project team by advertising Plan activities and engagement opportunities and encouraging their networks to participate in providing feedback.

Community Workshops and Digital Engagement

Project Website

The project website (atplan.vcpublicworks.org) served as the clearinghouse for all public Plan information. The website hosted all digital engagement tools including the surveys and public input map and provided information about upcoming events. The website linked community members to relevant Plan documents, kept them up-to-date with the Plan's progress and provided a forum for the review of recorded community meetings. Community members could also contact the project team via the website, and sign up for project notifications.

Community Workshops

During two community workshops (one in January and one in June 2022), community members were invited to listen to a presentation about the Plan and its vision. While location-specific recommendations had not yet been made, participants were introduced to a toolkit of pedestrian and bicycle facilities and were invited to share their comments and concerns about these potential recommendations.

In general, community members had positive reactions to the potential for improved pedestrian infrastructure in their communities but hoped for further participation in the design of their future sidewalks. Some community members felt hesitant about the maintenance requirements for bicycle facilities; however, others noted their excitement related to improved bikeways.

A third community workshop was hosted on November 9, 2023. This workshop reviewed the final Plan recommendations and the prioritization process. The workshop highlighted projects that scored the highest in each Supervisorial District, and community members were able to ask questions about these projects. Attendees were happy to see bicycle recommendations on roads they had previously identified as challenging for active transportation.

A final workshop was held on December 14, 2023. This workshop reviewed the complete Plan document and invited community members to provide their final thoughts. Attendees asked questions about the final recommendations in their neighborhood and gave feedback that the County can use during later implementation phases.

Surveys

Survey 1

The County of Ventura distributed two surveys over the course of the planning process. Survey 1 was open for the life of the planning process. The nine-question survey was offered on paper during events and online via the project website to gather input on walking and biking challenges, preferences, and opportunities throughout the county. The survey allowed residents, people who work in the unincorporated communities, visitors to the unincorporated communities, or anyone else interested in the project to provide feedback on their experience walking and biking in unincorporated Ventura County. The survey provided insights into the frequency of respondents using active transportation

in their daily life and their primary modes of transportation. Additionally, respondents provided feedback on some of the barriers to walking and biking in the unincorporated communities, as well as the distance they feel comfortable traveling by active transportation. The survey received 456 responses.

As shown in **Figure 31**, most respondents (78%) chose automobile/motorcycle as their primary mode of transportation, while only 10% of respondents chose walking, 7% chose biking, and 3% chose transit. When asked how often respondents walk or bike to their destinations such as work, school, and grocery store, 17% of respondents walk daily, 12% walk four to five times per week, 42% walk one to three times a week, and 29% never walk. Furthermore, only 7% of cyclists bike daily to their destinations, 8% bike four to five times per week, and 31% bike one to three times per week. Over half (54%) of respondents never use a bicycle. The skew of these figures towards higher active mode use compared to the mode share data presented in the Existing Conditions chapter can likely be attributed to a slight self-selection bias.

Survey results showed that 35% of respondents are willing to walk at least one mile to reach their destination, and 23% of respondents are willing to walk two miles (**Figure 32**). Additionally, 42% of respondents are willing to bike one mile to reach their destinations, with 58% of total respondents willing to bike even further (**Figure 33**). When asked what prevents respondents from using active transportation to their destinations, most respondents rated distance to destination, travel time, and fear of collision due to vehicles as their top barriers.

Figure 31 / What is your primary mode of transportation?

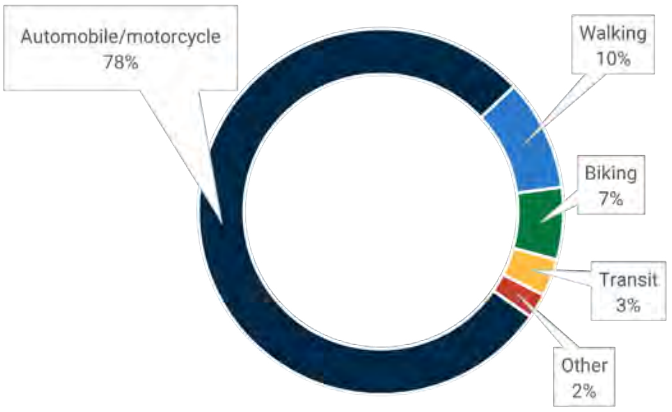


Figure 32 / How far would you be willing to walk to your destination?

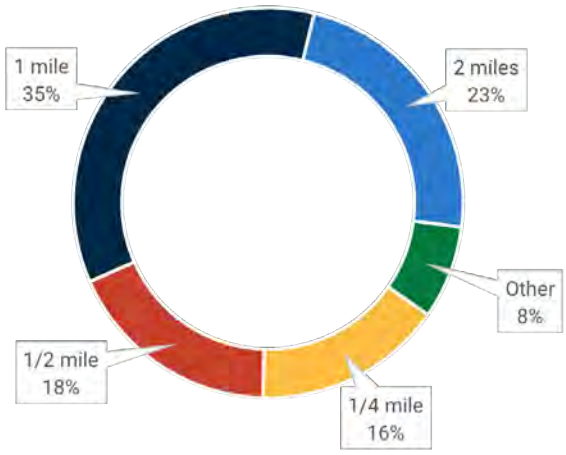
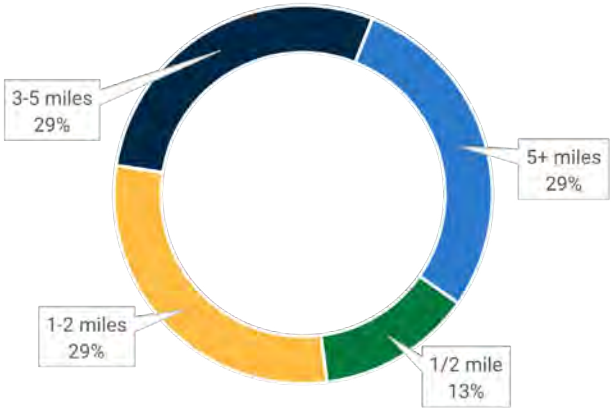


Figure 33 / How far would you be willing to bike to your destination?



The survey also allowed respondents to leave additional comments, concerns, or suggestions for the Plan. Most respondents expressed that improving active transportation infrastructures, such as protected bike lanes and wide sidewalks, will increase their willingness to incorporate walking and biking into their daily commute. Some respondents also expressed other concerns stopping them from using active transportation, such as crime, uphill terrain, homeless encampments, and physical discomfort when walking or biking. Several respondents also showed interest in having a more integrated and high-quality public transit system.

Survey 2

Survey 2 was open on the project website from September 2022 to May 2023 and received 168 responses. This survey asked respondents about their preferred pedestrian and bicycle facilities and about which County-maintained roads most need these improvements.

Survey results show that sidewalk with a parkway (31%) and asphalt path with no curb/gutter (30%) are the two most-preferred sidewalk designs for respondents (**Figure 34**). The sidewalk adjacent to curb (26%) is also a popular choice, while the color sidewalk or path option did not get many likes. Respondents also ranked the pedestrian improvements they would most like to see in their neighborhood as shown in **Table 1**. Most respondents voted for new or enhanced sidewalks as their most important pedestrian improvements, followed by new or enhanced crosswalks, intersection improvements to slow traffic, and pedestrian beacons and signals at major road crossings.

The survey also asked respondents about their most preferred bicycle facilities along four different street typologies: along a rural road, a residential street with no parking on one side of the road, a residential street connecting to a school, and an urban roadway. The results are shown in **Figure 35**. Most people would prefer to bike on a separated bikeway along rural, residential, and urban roads. On a residential street connecting to a school, a bike lane is a more desirable option.

Each survey respondent was also asked to list up to three County-maintained roads that could benefit from new or improved bike lanes and sidewalks. In total, respondents identified 99 roads in need of bike lanes and 88 in need of sidewalks, as shown in **Table 2**. It should be noted that some of the roads listed by community members may be outside County jurisdiction. This Plan recommends improvements on most of the County-maintained roads identified in the table.

Figure 34 / Which type of pedestrian facility would you like to see in your neighborhood?

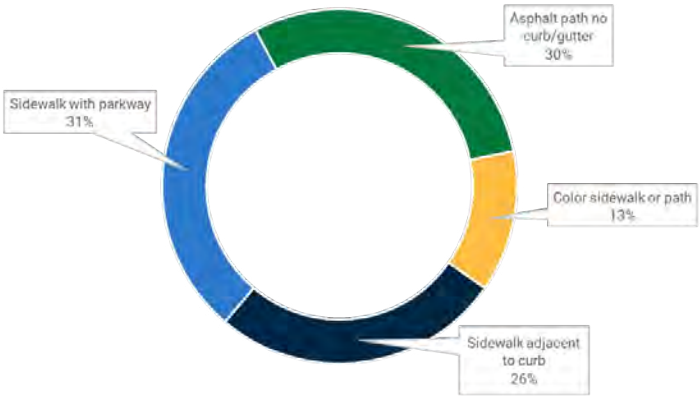


Table 1 / Which pedestrian improvements would you most like to see in your community? Rank each treatment from 1 to 8 with 1 being the highest score.

Treatment/Rank	1	2	3	4	5	6	7	8
New or enhanced sidewalks	63	23	23	29	18	10	2	0
New or enhanced crosswalks	12	47	45	31	16	12	4	1
Intersection improvements to slow traffic	25	24	39	20	23	13	14	8
Pedestrian beacons and signals at major road crossings	20	31	25	43	23	11	6	6
Transit shelters	2	6	9	15	37	42	43	14
Pedestrian only streets or plazas	35	23	16	11	17	16	42	8
Shade structures	6	9	9	12	31	58	38	3

Figure 35 / Which bicycle facilities would you most like to see in your communities for each scenario?

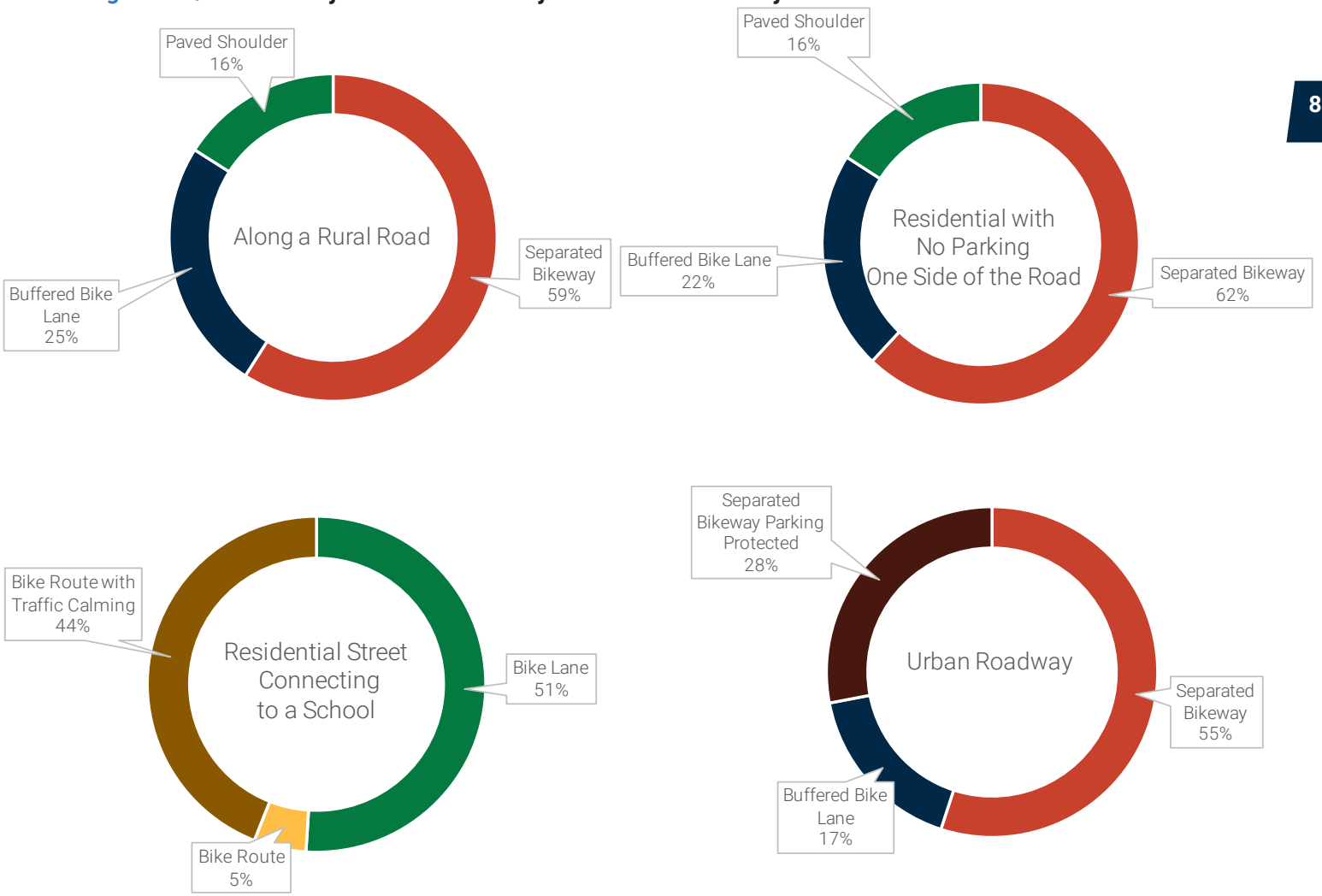


Table 2 / Community-identified roads that need bike lanes and/or sidewalk

Name three County-maintained roads that need bike lanes and/or need safer bike lanes			
1st Street	*Gabbert Road*	*Lomita Street*	*Saviers Road*
5th Street	*Gaviota Lane*	*Los Angeles Avenue/State*	*Seaward Avenue*
Alamo Street	*Gonzalez Road*	*Route 118*	*Somis Road*
Apricot Street	*Grand Avenue*	*Lynn Road*	*State Route 126*
Arneill Road	*Grimes Canyon Road*	*Madera Avenue*	*Sunset Hills Boulevard and*
Barnard Way	*H Street*	*Main Street*	*State Route 23 intersection*
Beardsley Road	*Harbor Boulevard*	*Mills Road*	*Teal Club Road*
Blackburn Road	*Harvard Boulevard*	*Mission Drive*	*Telegraph Road*
Bristol Road	*Hemlock Street*	*Moorpark Road*	*Thille Street*
California Street	*Henderson Road*	*Northbank Drive*	*Thompson Boulevard*
Camino Del Sol	*High Street (east side with an*	*Ocean Avenue*	*Tico Avenue*
Catalina Street	*S curve)*	*Olivas Park Drive*	*Tierra Rejada Road*
Cawelti Road	*Hueneme Road*	*Olsen Road*	*Upland Road*
Center School Road	*Johnson Drive*	*Oxnard Boulevard*	*Ventura Avenue*
Central Avenue	*Kadota Street*	*Pierpont Boulevard*	*Ventura Boulevard*
Channel Islands Boulevard	*Kalorama Street*	*Pleasant Valley Road*	*Ventura Road*
Cochran Street	*Kanan Road*	*Poli Street*	*Verdugo Way*
Cooper Road	*Kimball Road*	*Ponderosa Drive*	*Victoria Avenue*
Creek Road	*La Cumbre Road*	*Port Hueneme Road*	*Vineyard Avenue*
Darling Road	*La Luna Avenue*	*Potrero Road*	*Walnut Canyon Road*
Donlon Street	*Las Posas Road*	*Ralston Street*	*Wells Road*
El Roblar Drive	*Lewis Road*	*Rice Avenue*	*West Telegraph Road*
Erbes Road	*Lewis Street*	*Rose Avenue*	*Westlake Boulevard*
Figueroa Street	*Lindero Canyon Road*	*Royal Avenue*	*Wooley Road*
Foothill Road	*Little Farms Road*	*Santa Clara Street*	*Yosemite Avenue*
	Loma Vista Road	*Santa Rosa Road*	
Name three County-maintained roads that need sidewalks			
5th Street	*Harbor Boulevard*	*Olive Street*	*Sunset Hills Boulevard and*
Adam Street	*Henderson Road*	*Olsen Road*	*State Route 23 intersection*
Anacapa Street	*High Street (east side with an*	*Oxnard Boulevard*	*Teal Club Road*
Anita Avenue	*S curve)*	*Pacific Coast Highway by*	*Telegraph Road*
Aster Street	*Hill Road*	*Emma Wood*	*Teloma Drive*
Barnard Way	*Hilltop Drive*	*Patterson Road*	*Thousand Oaks Boulevard*
Borchard Drive	*Hitch Boulevard*	*Pierpont Boulevard*	*between Lindero Canyon*
Bristol Road	*Johnson Drive Kanan Road*	*Pleasant Valley Road*	*Road and Westlake Boulevard*
Calle Castano	*La Luna Avenue*	*Potrero Road*	*Tico Avenue*
Cameron Street (at Franklin)	*Lewis Road*	*Ramelli Avenue*	*Tierra Rejada Road*
Campanula Avenue	*Lindero Canyon Road*	*Rose Avenue*	*Ventura Avenue*
Cochran Street	*Loma Vista Road*	*San Nicholas Street*	*Ventura Boulevard*
College Drive	*Los Angeles Avenue*	*Santa Rosa Road*	*Ventura Road*
Donlon Street	*Los Angeles Avenue/State*	*Saticoy Avenue*	*Verdugo Way*
El Rio Road	*Route 118*	*Seaward Avenue*	*Via Colinas*
El Roblar Drive	*Madera Avenue*	*Simon Way Sirius Street*	*Victoria Avenue*
Eve Road	*Main Street*	*Somis Road*	*Vineyard Avenue*
Foothill Road	*Mission Drive*	*Spinnacker Drive*	*Violeta Street*
Forbes Lane	*Montalvo Drive*	*State Route 118*	*Walnut Canyon Road*
Gabbert Road	*Montgomery Avenue*	*State Route 33*	*Wells Road*
Garfield Rondo	*Mountclef Boulevard*	*State Route 34*	*Westlake Boulevard*
Gonzalez Road	*Nye Road*	*Stroube Street*	*Wooley Road*
	Olivas Park Drive		

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Public Input Maps

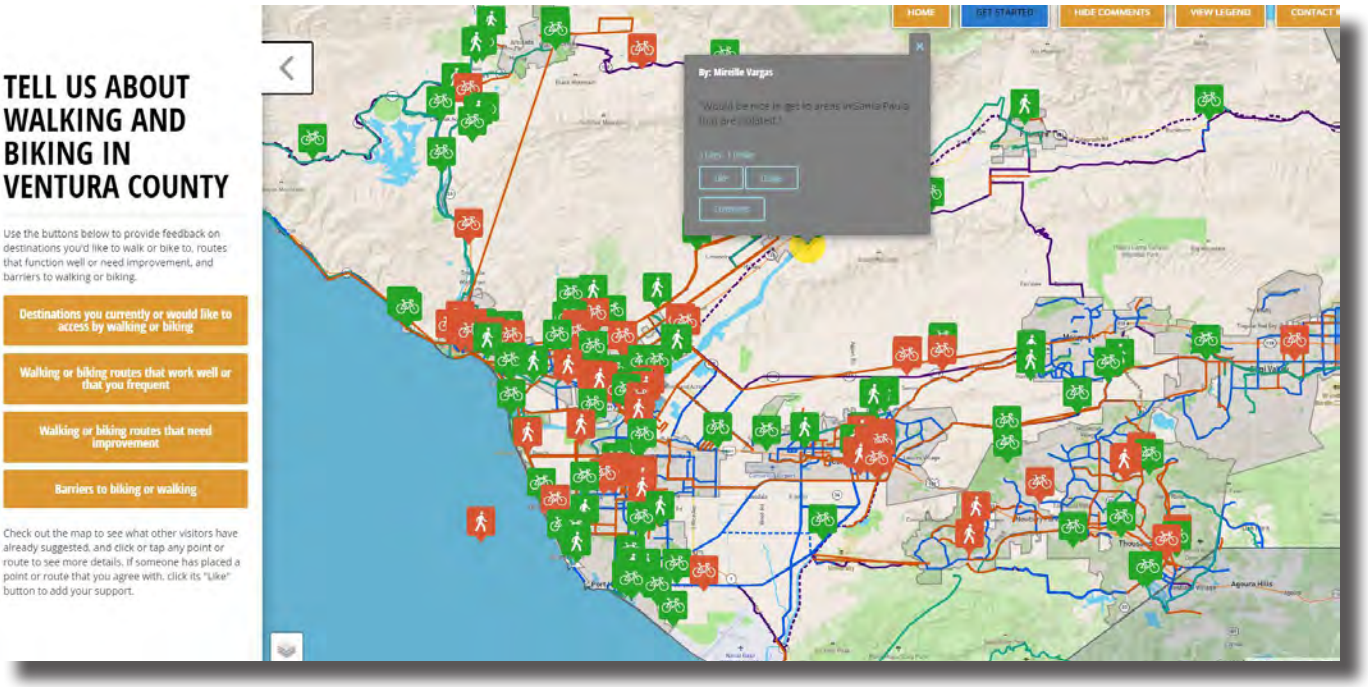
Input Map 1

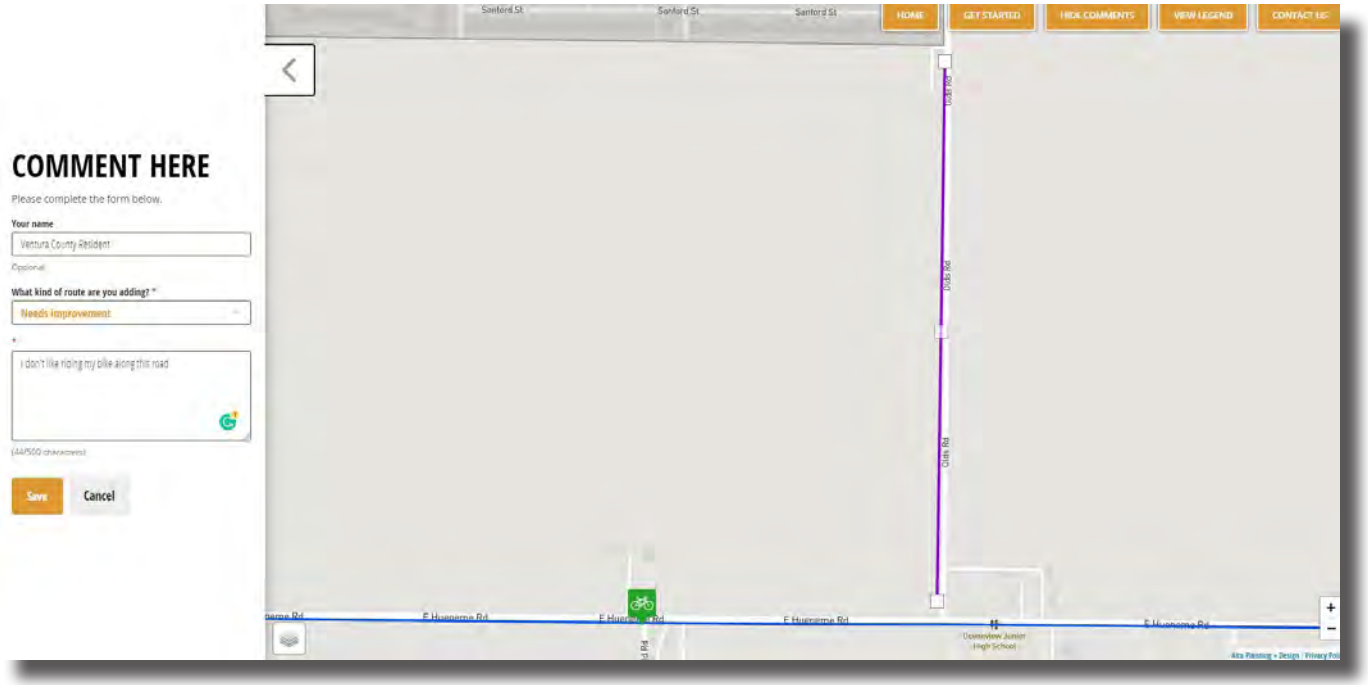
Available on the project website, the public input map was an interactive map of Ventura County in which community members were able to drop points in areas of the unincorporated communities that they felt needed walking or biking improvements. The public input map displayed existing and planned walking and biking facilities so community members could comment on their experiences using existing facilities, and provide their feedback on where they would like to see future facilities. Existing facilities were shown countywide to help community members identify network connections outside the unincorporated communities. Participants could draw lines to show desired walking and biking routes, and could leave notes about frequently visited destinations within the unincorporated community. Participants could then "like" or "dislike" other comments that they did or did not agree with, which helped to show which improvements or connections had the most public support. The public input map received over 1,100 interactions including points, lines, likes, and dislikes between December 2021 and May 2023.

Among the 350 comments, 140 of them identified routes needing improvement, 73 identified biking destinations, 33 identified walking destinations, 42 identified biking barriers, 33 identified walking barriers, and 29 identified routes that worked well. Themes from the public input map included the following:

- Walking and Biking Connectivity: Pedestrians and bicyclists identified several locations that lack decent active transportation facilities. Many respondents requested well-connected walking and biking routes as well as better wayfinding signage. Respondents also suggested sidewalk and bike lane maintenance approaches like regular cleaning, graffiti removal, and increased enforcement.
- Separated Bike Lanes: Comments revealed that many existing bike lanes in the unincorporated Ventura County feel unsafe to bike on or are not continuous. Respondents noted that they would feel safer and more confident biking on separated or protected bike lanes.
- Traffic Calming: Many respondents feel unsafe walking or biking on busy roads because of the fast speed and large volume of motor vehicles. Respondents requested traffic calming measures like lower speed limits, speed feedback signs, and traffic lights.

The public input map is useful in understanding community needs and recommending infrastructure and programming that can appropriately address these needs. The public input map comments, lines, and points were transferred to geographic information systems mapping software to make the recommendations in this Plan. In this way, bicycle routes or pedestrian improvements could be recommended in the exact areas where community members have concerns.





The public input map allowed community members to drop pins and leave comments on the map.

Input Map 2

The second public input map was open on the project website for the month of June 2023. This map allowed community members to view the draft pedestrian and bicycle recommendations in the Plan. Map visitors could "like" or "dislike" recommendations, and provide comments and suggestions on each recommendation. The map received 134 interactions, including likes, dislikes, and comments. Themes from this public input map included:

- A desire to see more separated bikeways: Most disliked recommendations were bikeways that community members wanted to see upgraded to safer recommendations. For example, community comments stated that a Class II bike lane was not enough separation on Foothill Road. As a result, the Foothill Road bikeway recommendation was finalized as a Class IIB buffered bikeway instead. The most liked of all recommendations was the Class I Santa Paula Branch Line trail, which connects the cities of Ventura and Santa Paula.
- Requests for sidewalks on County-maintained roads: No sidewalk recommendation received a dislike vote, and community members requested that the Plan include more sidewalk recommendations in communities like El Rio and Nyeland Acres, and on El Roblar Drive.
- Maintenance is key: Several respondents had positive comments about the recommendations but noted that without proper maintenance, the improvements cannot safely be used by pedestrians and bicyclists.

Marketing the Plan

To effectively reach community members in unincorporated Ventura County, the Plan was advertised in a variety of methods. Prior to each of the workshops and prior to the end of the community engagement period, ads for the Plan were posted on the County social media pages including Facebook, Twitter, and Instagram. These ads were also posted on local English and Spanish newspapers, and commercials were aired on English and Spanish radio stations. The project website also remained updated with upcoming events and online feedback opportunities.



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Newspaper ads invited community members to join community workshops and provide their feedback.



05 Recommendations

/ Recommendations

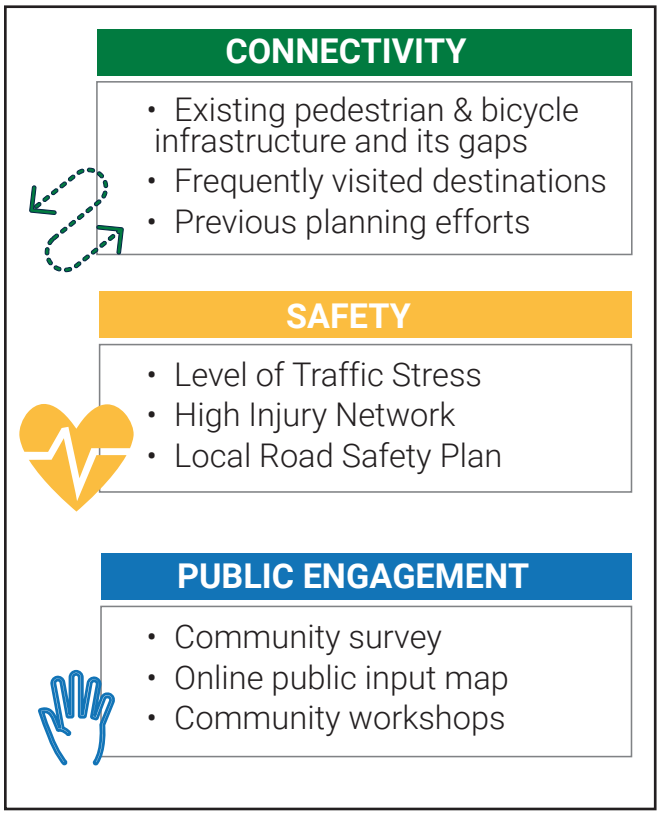
Introduction

Developing recommendations for a County Active Transportation Plan is a multi-step process that requires understanding the existing conditions in a community. As shown in **Figure 36,** this includes:

1 / The existing bicycle and pedestrian infrastructure and its gaps
2 / Road level of traffic stress
3 / Frequently visited destinations
4 / Collision history
5 / Previous planning documents
6 / Consideration of community desires

This Plan is focused on the improvements that will allow residents to safely use active transportation to connect to frequently visited destinations, and will address concerns and desires expressed by community members.

Figure 36 / Key Inputs to the Development of Recommendations





Public engagement played an important role in the recommendations process.

For both bicycle and pedestrian recommendations, connections to frequently visited destinations were important in the Plan's recommendations process. The Plan includes Safe Routes to School recommendations near schools in unincorporated Ventura County or near unincorporated Ventura County borders to keep children and families safe while walking or biking to school. Recommendations in the Plan that connect to transit stops ensure residents have access to transit from their homes, schools, and places of work. The Plan also includes recommended infrastructure that closes crucial gaps, connects City infrastructure to unincorporated areas, and provides connections through areas where there are barriers to using active transportation.

Safety was also an important factor in deciding where active transportation recommendations were needed. Completed safety analyses for this Plan helped identify where improvements and countermeasures were needed, and the types of recommendations that would best address these safety issues.

Finally, community input played an important role in the recommendations process. The bicycle and pedestrian recommendations in this Plan were built on feedback received from engagement events, the online public input map, community surveys, and the Community Advisory Committees. The recommendations were developed to fit the needs of the community members who will one day use these facilities.

Chapter Layout

This chapter is divided into five sections. The first section, starting on **page 100**, provides more information about the process that was followed to develop all the recommendations in this Plan.

The second section, the bicycle and pedestrian recommendations, begins on **page 102**. This section includes a toolkit of facilities and infrastructure recommended, and a summary of the types of streets where these facilities can provide the most benefit. This section also discusses sidewalk design and placement in the unincorporated County. Study area maps and narrative text describe the Plan's bicycle and pedestrian recommendations on a community level.

The Safe Routes to School section on **page 198** lists the 12 study schools previously studied for the 2018 Ventura County Safe Routes to School Plan, and the additional 38 schools studied for this Plan. Detailed maps and narratives about the study schools are included in this section.

The final section of this chapter, **page 402**, is for first-last mile recommendations to improve pedestrian and bicycle access to transit stops. This section highlights opportunities for active transportation infrastructure and transit to work together to create comprehensive and extensive transportation networks for residents.

The Safe Routes to School recommendations and the first-last mile recommendations are not separate from one another, or from the bicycle and pedestrian recommendations as a whole. Instead, many of the recommendations in this chapter are duplicated in multiple sections, as they work together to create a robust network that connects to multiple destinations.

Planning Level Recommendations

Each of the recommendations in this chapter are planning-level recommendations. This means the recommendations were made with many considerations, including connectivity, frequently visited destinations, level of traffic stress, and the safety of the person using the recommended infrastructure. This Plan also includes high level consideration of factors such as right-of-way and physical obstacles; however, further study is needed to confirm these factors prior to facility implementation.

The highest prioritized recommendations have detailed cross sections (**Chapter 6**), which can help visualize how the recommendation would fit in the existing street network. Still, all of the recommendations in this Plan will require further design and engineering review prior to implementation.

Recommendations Approach

Connectivity

County and City planning documents were reviewed to create recommendations that reflect the needs of all residents in Ventura County (see **page 69** for reviewed planning documents). It is important that residents in the unincorporated County have access to destinations within neighboring cities whether they choose to walk, bike, take transit, or drive. It is also important that residents in incorporated cities can effectively use County-maintained roads, some of which are major thoroughfares, like Telegraph Road, Santa Rosa Road, and Potrero Road. In order to provide seamless connections in the region it will be essential for the County to coordinate with neighboring jurisdictions to create a network of active transportation infrastructure that works together with motor vehicle travel needs.

Focusing active transportation improvements on communities where shorter trips can occur can help increase the number of potential active transportation trips and decrease motor vehicle miles traveled. More information about completed trip analyses can be found on **page 40**.

RIGHT-OF-WAY COORDINATION

In order to create an active transportation network that provides access across major barriers like state highways, the County will need to coordinate with Caltrans. For example, State Route 126 (Santa Paula Freeway) has recommended crossing improvements in this Plan. In the more densely populated area of Saticoy, this Plan follows the Saticoy Active Transportation Plan in recommending Class IV separated bikeways on State Route 118 (Los Angeles Avenue) to separate bicyclists from motor vehicles. Additionally, State Route 33 (Ojai Freeway/Ventura Avenue) has several recommended improvements, including sidewalk improvements, to help residents access the transit stops along the road.

Where this plan recommends facilities adjacent to County Watershed Protection District Facilities, additional coordination with the District and property owners will be required.

Safety

The greatest barrier to more people bicycling and walking is often the perception of a stressful journey. For this reason, it is important to understand how the average rider and walker likely perceives the relative stress on differing routes and roadway conditions. In order to increase bicycle ridership and pedestrian use, access to frequently visited destinations needs to feel safe for all users.

This Plan uses the level of traffic stress analysis (**page 52**) to identify corridors with higher perceived levels of stress. The Plan also uses the high injury network (**page 46**) to identify corridors that have severe collisions in order to make recommendations that will create a safer environment for pedestrians and bicyclists.

This Plan also refers to the County's Local Road Safety Plan (**page 71**) and includes recommendations made in the Safety Plan.



Residents in Ventura County should have access to their destinations whether they choose to walk, bike, take transit, or drive.

Public Engagement

The Plan gathered public comments regarding active transportation through multiple community engagement methods, such as workshops, surveys, and a public input map. Public engagement is crucial in understanding the needs and desires of the community.

These community engagement approaches targeted unincorporated Ventura County residents, people who work in the unincorporated communities, and visitors to the unincorporated communities. The Plan identified areas where community members do not feel comfortable walking and biking and used this feedback to refine the recommendations process.

Local themes from public engagement are described in the What Did We Learn? portions of each recommendation section later in this chapter. More details about completed community engagement can be found in **Chapter 4**.

Bicycle Recommendation Guidance

The County currently has 80 miles of bicycle facilities, plus several regional wayfinding routes. **Table 3** shows the mileage of proposed bikeways in unincorporated Ventura County. This table does not include the proposed mileage of recommended facilities on State Routes, as these facilities would be maintained by Caltrans.

Facility Guidance

This Plan will improve the bicycle network to increase the number of people using active transportation, and has chosen recommended facilities that are safe and appropriate for the type of bicyclist that will be using them. Some of the streets in unincorporated Ventura County, such as those in the Oxnard Plains area, are most appropriate for adult bicyclists that are highly confident riding their bicycle. Safe facilities were recommended with these bicyclists in mind. In these cases, the recommended facilities may not lower the level of traffic stress enough to be comfortable for all bicyclists. Alternatively, on slower neighborhood streets near schools, facilities were chosen with families and school-aged bicyclists in mind. [1]



Some corridors in unincorporated Ventura County are most appropriate for highly confident adult bicyclists. Future active transportation planning processes can address enhancing this Plan's recommendations to encompass bicyclists of all ages and abilities.

1 *In the future, the County can consider expanding their recommendations approach to one in which bicycle recommendations are made to consider bicyclists of all ages and abilities. This all ages and abilities approach can encourage increased bicycle ridership on corridors that are uncomfortable for most riders in their current form.*

Figure 37 details the Federal Highway Administration (FHWA) guidance for creating comfortable bikeways for most users. In general, as motor vehicle speed and volume increases, bikeways should have more protection.

A network approach was taken to develop a safe, comprehensive system of bikeways to connect bicyclists to frequently visited destinations. These bicycle recommendations were ranked so the recommendations that provide the safest connections to the highest number of frequently visited destinations are prioritized. More information about the prioritization process, and the list of prioritized recommendations can be found in **Chapter 6**.

Figure 37 / Federal Highway Administration Preferred Bikeway Type

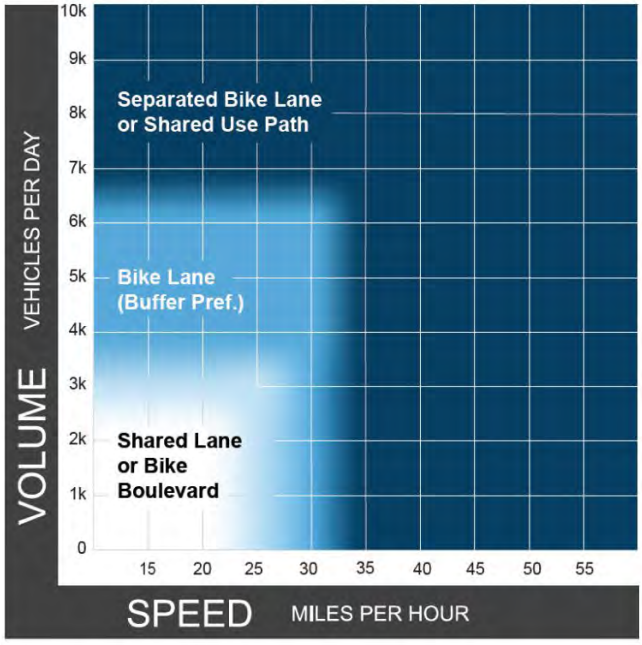


Table 3 / Existing* and Proposed Bikeway Mileage

Bikeway Class	Existing Mileage	Proposed Additional Mileage	Final Mileage
Class I Shared-Use Path	14	44	58
Class II Bike Lanes	63	59	122
Class IIB Buffered Bike Lanes	0	69	69
Class III Bike Route	3	32	35
Class IV Separated Bikeway	0	1	1
Total	80 Miles	205 Miles	285 Miles

**Existing bikeway mileage is based on 2022 Ventura County data.*

Bicycle Recommendations Toolkit

This page and the following page shows the facilities that were considered for the bicycle recommendations in this Plan. Each facility in **Figure 38** includes an example photo and a description of the facility's applicability. Each colored circle around the photos continues in the recommendations maps. For example, all existing and recommended Class II bike lanes match the green in the reference photo.

Figure 39 shows examples of how each facility can fit on a street, and the amount of protection provided to bicyclists on each facility.

Figure 38 / Bicycle Facility Descriptions



CLASS I

Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking.
- Comfortable for people of all ages and abilities.
- Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.
- Bike lanes with at least 5 feet of separation from traffic vehicle lanes are also considered shared-use paths.



CLASS II

Bicycle Lane

- A dedicated lane for bicycle travel adjacent to a motor vehicle travel lane.
- A painted white line separates the bicycle lane from motor vehicle traffic.
- Green paint can be added to a bike lane to increase visibility.



CLASS IIB

Buffered Bicycle Lane

- A dedicated lane for bicycle travel separated from a motor vehicle travel lane by a painted buffer.
- The buffer provides additional comfort for users by providing space from motor vehicles.



CLASS III

Bicycle Route

- A signed bike route that bicyclists share with motor vehicles.
- Can include pavement markings.
- Comfortable facility for cyclists who are adept at riding with motor vehicles.
- Recommended for streets with low vehicle volumes and speeds.

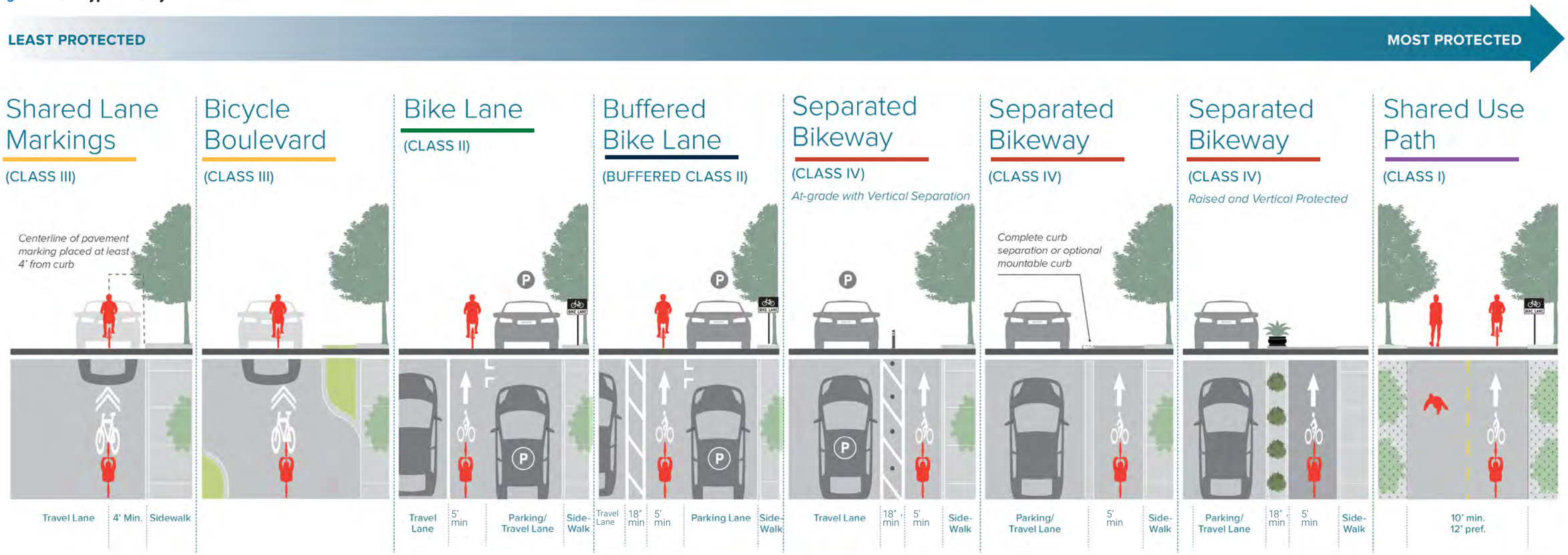


CLASS IV

Separated Bikeway

- An on-street bikeway separated from a motor vehicle travel lane by a curb, median, planters, parked motor vehicles, delineators, and/or other vertical elements.

Figure 39 / Types of Bicycle Facilities



Pedestrian Recommendation Guidance

Pedestrian infrastructure can help residents safely and comfortably walk to their destinations by providing them with designated spaces separated from motor vehicles. Pedestrian infrastructure such as sidewalks, crossing facilities, curb treatments, and traffic calming treatments can slow vehicles and make walking feel safer.

The pedestrian infrastructure recommendations in this Plan are intended to address critical gaps, and focus on locations where infrastructure is needed most, such as near schools, transit stops, and other frequently visited destinations. Still, if an opportunity arises for the County to implement pedestrian infrastructure outside of this Plan's recommendations, the County may choose to do so.



Curb ramps and truncated domes are required by the Americans with Disabilities Act to provide universal access for all sectors of the population.

Pedestrian Toolkit

The toolkit shown to the right on **page 107** provides examples of the type of pedestrian infrastructure that is recommended in this Plan.

A NOTE ON CURB RAMPS

In order to comply with the Americans with Disabilities Act, all curb ramps in the County should be evaluated for compliance with state laws. Due to the volume of curb ramps on unincorporated County maintained roads, this Plan does not recommend curb ramps on an individual basis. Instead, this Plan recommends that the County evaluate and upgrade its curb ramps whenever possible. These upgrades could occur during the construction of other recommendations in this Plan.



Sidewalk *Sidewalks provide dedicated space for pedestrians to walk that is separated from motor vehicle traffic. Sidewalks can provide different levels of separation (see Sidewalk Design on* ***page 108****). Well-maintained sidewalks are important in creating a pedestrian network that pedestrians feel comfortable using. Sidewalks can be used by all pedestrians, including students walking to school. In Ventura County, bicyclists are also legally allowed to ride on sidewalks.*



Shared-Use Path *Shared-use paths are dedicated spaces for pedestrians and bicyclists to walk and bike. Shared-use paths are completely separated from motor vehicle traffic. Shared-use paths can help expand both the pedestrian and bicycle network. These paths provide low-stress experiences for all active transportation users.*



High Intensity Pedestrian Beacon *In some cases, such as at wide streets or streets with higher motor vehicle speeds, high intensity activated crosswalk pedestrian beacons are more appropriate that then flashing beacons. When a pedestrian presses the crossing button at one of these high intensity beacons a red light overhead illuminates. Unlike the rapid flashing beacons, these high intensity beacons also include pedestrian signals with countdown timers. Pedestrian beacons can help families walking to school navigate difficult crossings.*



Curb Extension *Curb extensions shorten the crossing distance for pedestrians by extending the curb further into the roadway. Curb extensions also act as traffic calming by visually and physically narrowing the roadway and by tightening curb radii which slows down turning vehicles. Curb extensions at transit stops can be used as bus bulbs which allows buses to stop at a transit stop without needing to merge lanes.*



Continental Crosswalk *Also known as high-visibility crosswalks, continental crosswalks make people crossing more visible to drivers. Drivers can see continental crosswalks from further away than crosswalks with transverse lines. When near a school, these crosswalks should be painted yellow to alert drivers that children may be in the area and may be using the crosswalk. Crosswalks near schools should also be enhanced with other improvements, like the crossing signage shown in the above photo, to further increase the visibility of the crossing.*



Rectangular Rapid Flashing Beacon *At unsignalized intersections and midblock crosswalks, a rectangular rapid flashing beacon may be installed to alert drivers that a pedestrian is using the crosswalk. These beacons are activated by a pedestrian push button. Once activated, lights on the crosswalk signage flash rapidly, indicating that the driver should stop. At some locations where pedestrian beacons are recommended, traffic signals may be able to eventually replace the beacon. However, this depends on a variety of factors including traffic and pedestrian volumes.*



Traffic Calming *Traffic calming encompasses a variety of infrastructure improvements that reduces motor vehicle speeds and unwanted driver behaviors. Streets with traffic calming elements typically feel less stressful for pedestrians and bicyclists using them. Traffic calming can include elements like speed bumps, traffic circles, landscaping, and chicanes. Traffic calming can be used in tandem with other bicycle and pedestrian improvements to create slower, safer streets.*



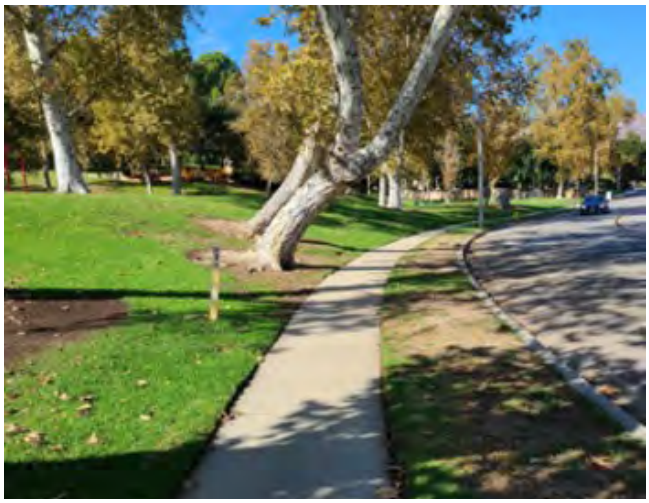
Enhanced Signage and Striping *Signage and striping can alert drivers of the presence of upcoming pedestrian spaces. Striping can include advance yield markings which indicate to drivers where they should stop before a marked crosswalk. Signage like school crosswalk signage can indicate to drivers that a school is in there area and there may be children using the crosswalk. Wayfinding signage can also be used to direct pedestrians to safe infrastructure like crosswalks or shared-use paths. Stop sign warrants require the County to review the location to determine if a stop sign is needed based on traffic volumes. A stop sign warrant recommendation does not imply that a stop sign will be implemented, rather that the location will be studied for a stop sign.*

Existing Communities and Sidewalks

The recommendations maps show sidewalk recommendations for areas in which there are sidewalk gaps, meaning there are gaps between already existing sidewalks (**Figure 40**). The recommendations in this Plan are meant to close these gaps to create connected sidewalk networks. In addition to closing these gaps, the County has already conditioned designated Existing Communities to have sidewalks. These sidewalk improvements have been determined in the 2040 Ventura County General Plan, which this Active Transportation Plan supports. **Figure 41** shows the locations of these Existing Communities. Due to the volume of proposed sidewalks in the Existing Communities, this Plan does not show these sidewalks on the recommendations maps, except in cases where sidewalk connections are critical in reaching a school or transit stop. In some Existing Communities, like Hollywood Beach and Silver Strand Beach, sidewalks are conditioned, but due to right-of-way constraints, the implementation of the sidewalks is not expected in the near future.

SIDEWALK DESIGN

Sidewalks can be implemented with design elements that fit the needs and aesthetics of a community. The examples on the right show the different types of sidewalks that may be installed based on the recommendations of this Plan or the General Plan. This Plan does not prescribe a specific sidewalk design for the recommended sidewalks as these are decisions that will be made with future design studies and further community input.



Sidewalk with Parkway *These sidewalks provide a landscaped buffer between the street and the walkway, creating a safe space for pedestrians to walk. These sidewalks can be landscaped to fit the aesthetics of the neighborhood, and can include landscaping like trees that can provide shade. Landscaping can also be designed to collect stormwater runoff. Concrete sidewalks are typically more expensive than asphalt, but will last longer before needing maintenance.*



Sidewalk without Parkway *These sidewalks are adjacent to the curb and take up less space which may be favorable in areas in which homeowners prefer to maintain more of their front yard space. These sidewalks do not provide as much buffer between the roadway and pedestrians, and do not have space for landscaping, including potential shade trees, however these sidewalks require less maintenance by the County.*



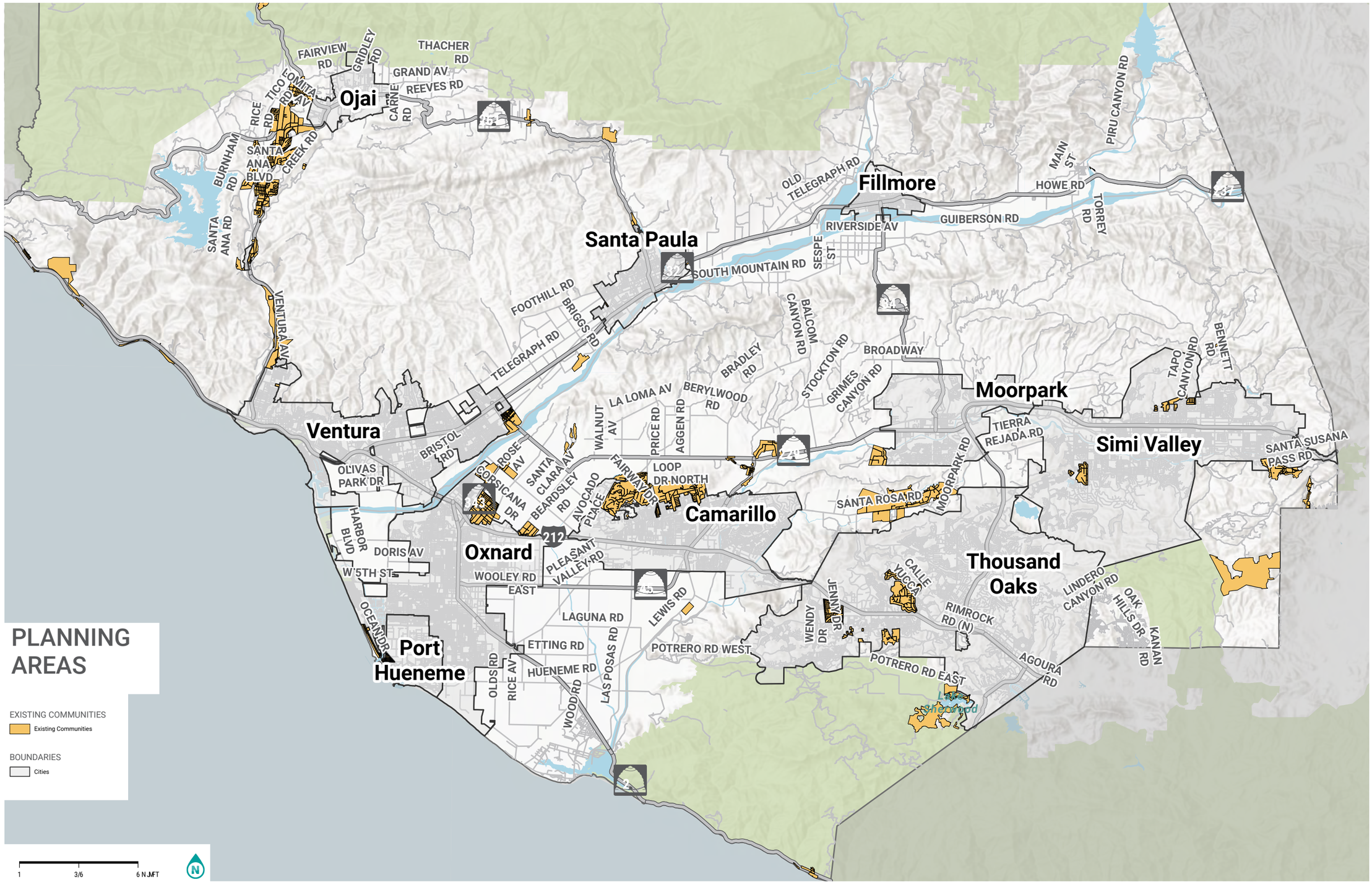
Asphalt Path *People using asphalt paths may find the smooth surface more comfortable to use for walking and rolling. These paths do not have a curb or gutter and are at the same grade as the adjacent roadway. Asphalt paths provide an area for pedestrians walk while also reducing costs associated with installation, although asphalt is less durable than concrete and may require more frequent maintenance.*



Color Sidewalk or Path *Any of the described sidewalks can also be designed with colored pavement on the concrete or asphalt. Colored sidewalks may be preferable in communities that prefer a more rural aesthetic, as the pavement can be made to more closely match the color of the environment.*

Figure 40 / **Sidewalk Gaps in Unincorporated Ventura County**




Ojai
Santa Paula
Fillmore
Moorpark
Simi Valley
Ventura
Camarillo
Oxnard
Thousand Oaks
Port Hueneme
FAIRVIEW RD
GRIDLEY RD
THACHER RD
GRAND AV
REEVES RD
CARNE RD
TICO RD
FOMITA AV
RICE RD
SANTA ANA BLVD
CREEK RD
BURNHAM RD
SANTA ANA RD
VENTURA AV
FOOTHILL RD
BRIGGS RD
TELEGRAPH RD
OLD TELEGRAPH RD
SOUTH MOUNTAIN RD
SESPE ST
RIVERSIDE AV
GUIBERSON RD
HOWE RD
MAIN ST
PIRU CANYON RD
TORREY RD
BALCOM CANYON RD
BRADLEY RD
STOCKTON RD
GRIMES CANYON RD
BROADWAY
TAPO CANYON RD
BENNETT RD
LA LOMA AV
BERYLWOOD RD
WALNUT AV
PRICE RD
AGGEN RD
TIERRA REJADA RD
SANTA SUSANA PASS RD
MOORPARK RD
SANTA ROSA RD
LOOP DR NORTH
FAIRWAY DR
AVOCADO PLACE
SANTA CLARA AV
BEARDSLEY RD
ROSE AV
CORSICANA DR
BRISTOL RD
OLIVAS PARK DR
HARBOR BLVD
DORIS AV
W 5TH ST
OCEAN DR
WOOLEY RD EAST
PLEASANT VALLEY RD
LEWIS RD
LAGUNA RD
ETTING RD
HUENEME RD
OLDS RD
RICE AV
WOOD RD
LAS POSAS RD
POTRERO RD WEST
POTRERO RD EAST
CALLE VICCA
JENNIFER DR
WENDY DR
RIMROCK RD (N)
LINDERO CANYON RD
OAK HILLS DR
KANAN RD
AGOURA RD
Lake Sherwood
101
126
23
118
212
PLANNING AREAS
EXISTING COMMUNITIES
Existing Communities
BOUNDARIES
Cities
1
3/6
6 N.M.FT
N

Recommendations Study Areas

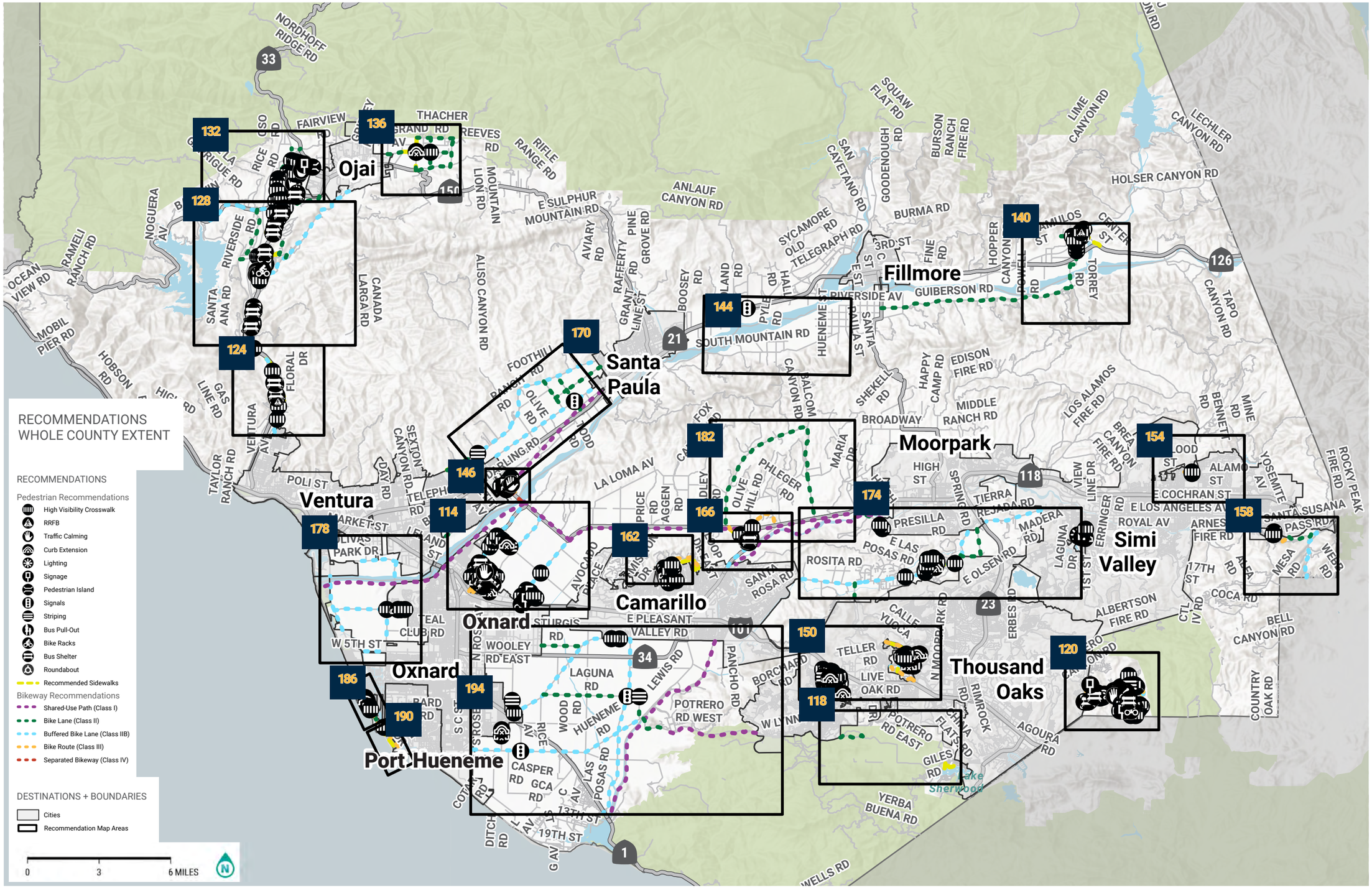
Figure 42 shows all of the recommendations in unincorporated Ventura County. This map also serves as a key for the recommendations in each study area. The windows on the map indicate a study area, and the numbers correspond with the page number in this Plan. When viewing online, these numbers are hyperlinked and can be clicked to jump directly to the study area page.

Safe Routes to School and First-Last Mile Recommendations

Nearly all of the recommendations shown in these study areas are described further in the Safe Routes to School section starting on **page 198** and/or in the First-Last Mile section starting on **page 402**.



The Countywide recommendations map can be used as a key to see recommendations in specific study areas. Recommendations for El Roblar Drive can be found on **page 132**.


RECOMMENDATIONS
WHOLE COUNTY EXTENT
RECOMMENDATIONS
Pedestrian Recommendations
High Visibility Crosswalk
RRFB
Traffic Calming
Curb Extension
Lighting
Signage
Pedestrian Island
Signals
Striping
Bus Pull-Out
Bike Racks
Bus Shelter
Roundabout
Recommended Sidewalks
Bikeway Recommendations
Shared-Use Path (Class I)
Bike Lane (Class II)
Buffered Bike Lane (Class IIB)
Bike Route (Class III)
Separated Bikeway (Class IV)
DESTINATIONS + BOUNDARIES
Cities
Recommendation Map Areas
0
3
6 MILES
Ojai
Ventura
Oxnard
Port Hueneme
Santa Paula
Fillmore
Moorpark
Simi Valley
Camarillo
Thousand Oaks
Lake Sherwood
132
136
128
124
170
144
140
146
114
178
162
166
174
182
154
158
186
194
190
118
150
120
126
NORDHOFF RIDGE RD
FAIRVIEW RD
THACHER RD
GRAND AV
REEVES RD
RIFLE RANGE RD
MOUNTAIN LION RD
E SULPHUR MOUNTAIN RD
ANLAUF CANYON RD
SQUAW FLAT RD
SAN CAYETANO RD
GOODENOUGH RD
BURSON RANCH FIRE RD
LIME CANYON RD
LECHLER CANYON RD
HOLSER CANYON RD
BURMA RD
SYCAMORE RD
OLD TELEGRAPH RD
3RD ST
FINE RD
HOPPER CANYON RD
POWELL RD
TORREY RD
TAPO CANYON RD
GUIBERSON RD
RIVERSIDE AV
SOUTH MOUNTAIN RD
PYLE RD
HUENEME ST
SANTA PAULA ST
BOOSEY RD
HAVEN LAND RD
AVIARY RD
RAFFERTY RD
GROVE RD
GRANT LINE ST
ALISO CANYON RD
CANADA LARGA RD
SANTA ANA RD
RIVERSIDE RD
NOGUERA AV
RAMELI RANCH RD
OCEAN VIEW RD
MOBIL PIER RD
HOBSON RD
GAS LINE RD
FLORAL DR
VENTURA AV
SEXTON CANYON RD
TAYLOR RANCH RD
POLI ST
DAY RD
TELEPHONE RD
MARKET ST
OLIVAS PARK DR
TEAL CLUB RD
W 5TH ST
FOOTHILL RD
RANCH RD
OLIVE RD
BLING RD
TODD RD
LA LOMA AV
PRICE RD
AGGEN RD
OLIVE HILL RD
PHLEGER RD
MARIA DR
FOX CANYON RD
BALCOM CANYON RD
SHEKELL RD
HAPPY CAMP RD
EDISON FIRE RD
MIDDLE RANCH RD
BROADWAY
HIGH ST
SPRING RD
TIERRA REJADA RD
VIEW LINE DR
ERRINGER RD
BREA CANYON FIRE RD
LOS ALAMOS FIRE RD
PRESILLA RD
MADERA RD
LAGUNA DR
E LAS POSAS RD
E OLSEN RD
ROSITA RD
SANTA ROSA RD
AVOCADO PLACE
MISSION DR
LOP EAST
E PLEASANT VALLEY RD
STURGIS RD
WOOLEY RD EAST
LAGUNA RD
LEWIS RD
WOOD RD
HUENEME RD
RICE AV
CASPER RD
GCA RD
C AV
POTRERO RD WEST
POTRERO RD EAST
PANCHO RD
BORCHARD RD
CALLE YUCCA
TELLER RD
LIVE OAK RD
N MOORPARK RD
ERBES RD
RIMROCK RD
CHINA FLATS RD
GILES RD
AGOURA RD
YERBA BUENA RD
W LYNN RD
COTA AV
DITCH RD
13TH ST
19TH ST
G AV
WELLS RD
ALBERTSON FIRE RD
CTL IV RD
COCA RD
BELL CANYON RD
COUNTRY OAK RD
E COCHRAN ST
E LOS ANGELES AV
ROYAL AV
ALAMO ST
ARNES FIRE RD
SANTA SUSANA PASS RD
YOSEMITE AV
ROCKY PEAK FIRE RD
MESA RD
WEBB RD
ALTA RD
MINE RD
BENNETT RD
17TH ST
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118

El Rio/Del Norte/Nyeland Acres
Active Transportation Recommendations

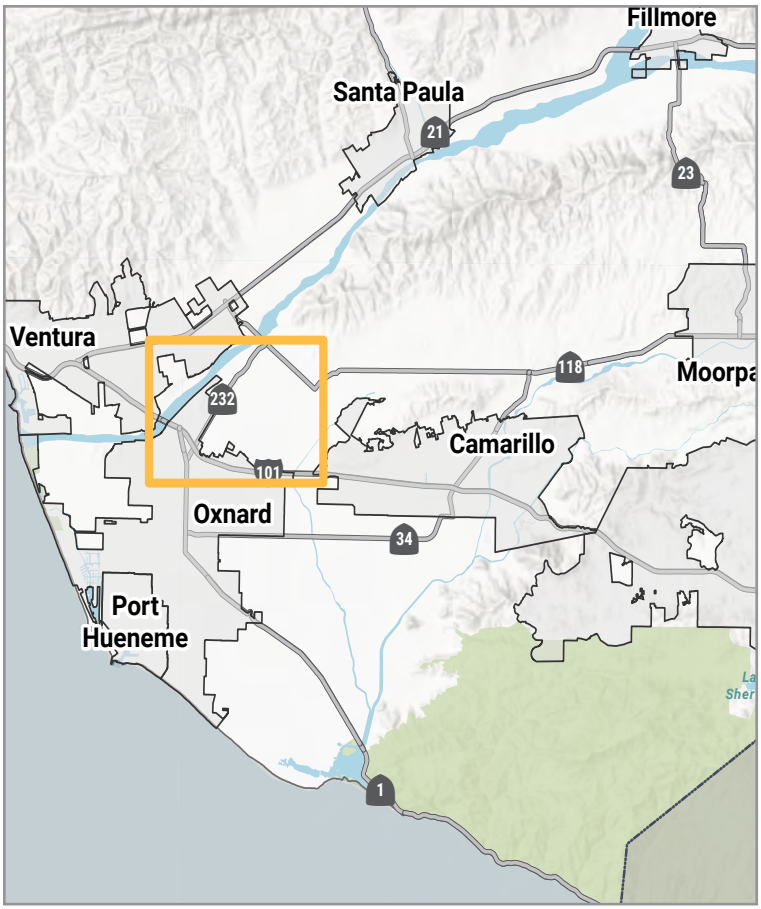
WHAT DID WE LEARN?

Community members requested bikeways to connect to the existing bike lanes on Central Avenue and to the existing bike lanes in the City of Oxnard. Central Avenue, Rose Avenue, Santa Clara Avenue and Vineyard Avenue are all on the county's high injury network and all of the streets have a level 3 or 4 of traffic stress.

Community members also requested improved pedestrian infrastructure. Community members stated that some intersections near the schools in the area, like Balboa Street and Stroube Street require students to run across the street between traffic. The lack of sidewalks in these neighborhoods require pedestrians to walk in the street, and community members want to see sidewalks to make their neighborhoods safe for pedestrians.

Community Advisory Committee members noted that most residents in this area use active transportation for utilitarian trips rather than recreation. Members requested more bicycle infrastructure to help facilitate these trips.

Residents are less than one mile from the City of Oxnard's bicycle lane network. This network travels through the City of Oxnard's Riverpark community, connecting to the Collection at Riverpark shopping mall, Rio Del Mar School, Rio Vista School, and several parks.



KEY BIKE LANE NETWORK RECOMMENDATIONS

- **Class IIB buffered bike lanes** on **Santa Clara Avenue** and **Rose Avenue**
- **Class III bike routes** on neighborhood streets including **Simon Way**, **Walnut Drive**, and **Stroube Street**

Bicycle recommendations in the El Rio and Del Norte areas will help connect residents to transit stops and schools in the County and in the neighboring City of Oxnard. The recommended bike route network can connect to the three schools in the El Rio neighborhood and to the transit stops on Simon Way, Alvarado Street and Walnut Drive.

Buffered bike lanes can enhance the existing Class II bike lanes by providing further separation from motor vehicles. Buffered bike lanes on Santa Clara Avenue and Rose Avenue can provide connections to the existing Class II on Central Avenue, and to the Nyeland Acres neighborhood.

Buffered bike lanes are also recommended on State Route 232 (Vineyard Avenue), however this will require Caltrans coordination. Caltrans maintains State Routes, not Ventura County.

KEY PEDESTRIAN RECOMMENDATIONS

- **Sidewalks throughout the neighborhoods**
- **High-visibility crosswalks** on streets including **Walnut Drive, Cortez Street, Simon Way,** and **Santa Clara Avenue**
- **Traffic calming** on **Alvarado Street, Balboa Street, Walnut Drive, Simon Way** and **Nyeland Avenue**

Recommended sidewalks in these maps show where there are gaps in existing sidewalks.

Adding high-visibility crosswalks at streets in these neighborhoods provide safe crossings for pedestrians walking to school, to transit stops, and to other frequently visited destinations.

Traffic calming can help slow down vehicles and create a more comfortable walking environment for pedestrians. An all way stop and curb extensions at the intersection of Balboa Street and Stroube Street will provide a controlled crossing for pedestrians. A traffic circle and/or curb extensions at Cortez Street and Walnut Drive will slow down vehicles through this intersection. The Local Road Safety Plan recommends a traffic calming study along Alvarado Street. Future studies will determine the feasibility of each traffic calming element prior to implementation. For example, curb extensions at Central Avenue and Strickland Drive may impede the road drainage systems.

Other traffic calming in these neighborhoods include curb extensions along Simon Way, Walnut Drive, and Nyeland Avenue. These curb extensions shorten the distance that pedestrians have to cross.

Figure 43 / El Rio and Del Norte Pedestrian Recommendations

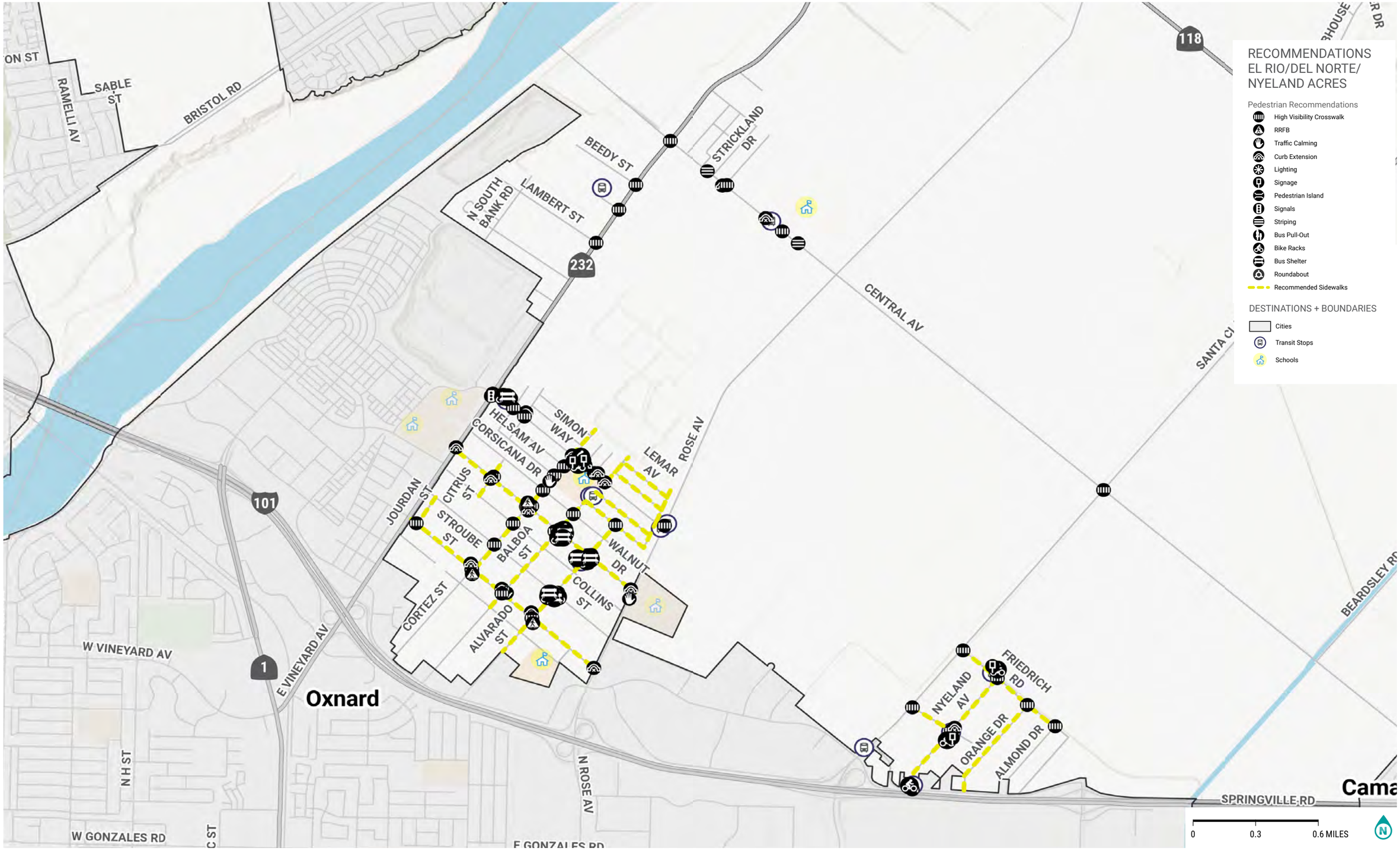
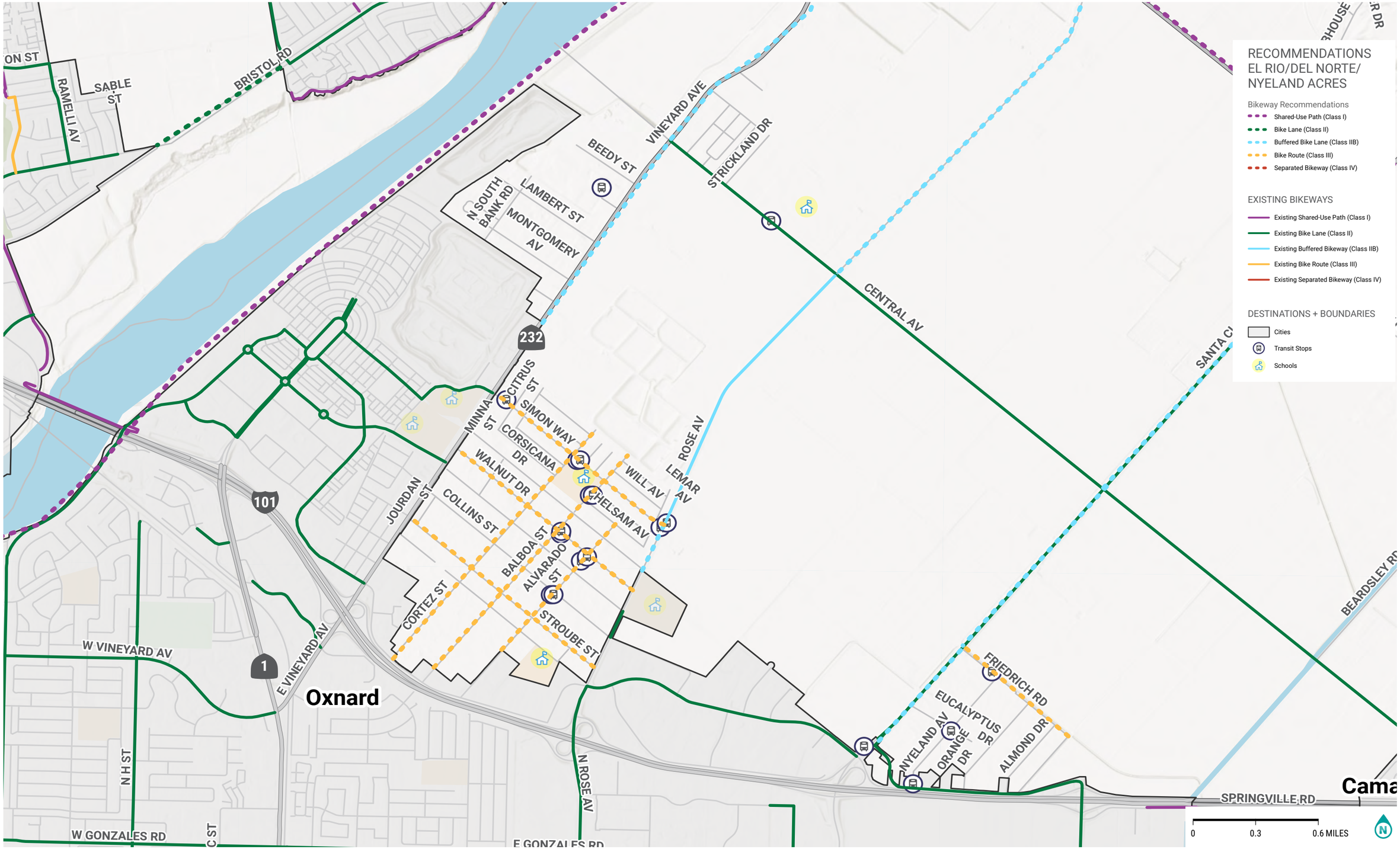


Figure 44 / El Rio and Del Norte Bike Lane Network Recommendations

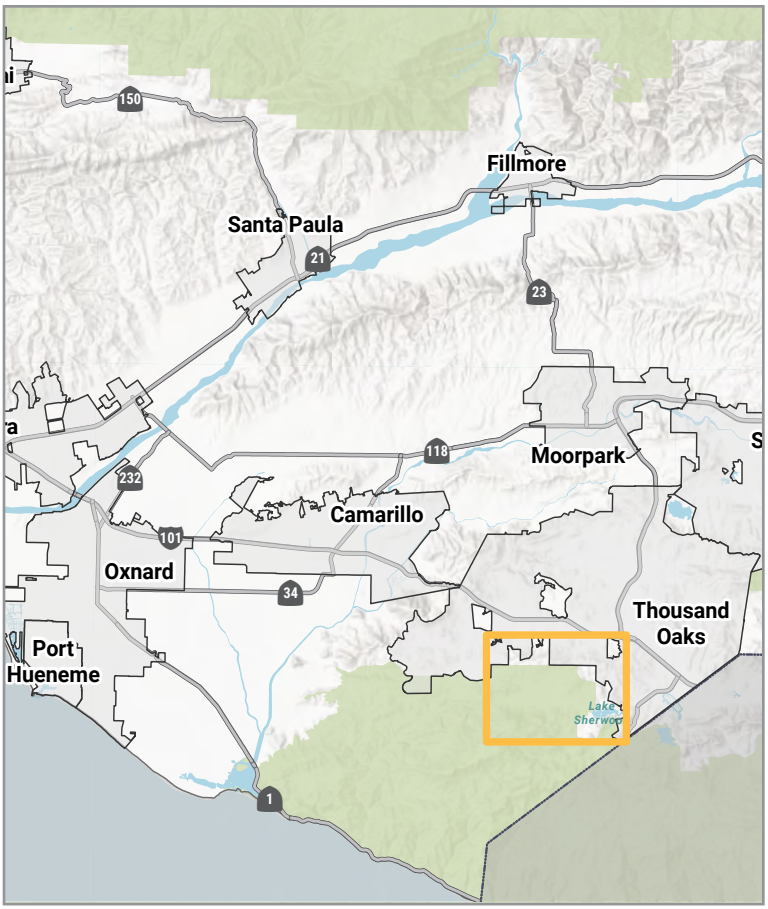


Lake Sherwood/Hidden Valley
Active Transportation Recommendations

WHAT DID WE LEARN?

While there is already a Class II on much of Potrero Road, the bike lane ends at Hidden Valley Road. Community members requested that the bike lane extend into the City of Thousand Oaks, and previous County planning efforts have recommended a Class II to close this gap between Hidden Valley Road and the city.

There are several trails off of Potrero Road; however, Community Advisory Committee members have noted these trails and the existing Class II on Potrero Road need to be better maintained.



KEY BIKE LANE RECOMMENDATIONS

/ Class II bike lanes on Potrero Road

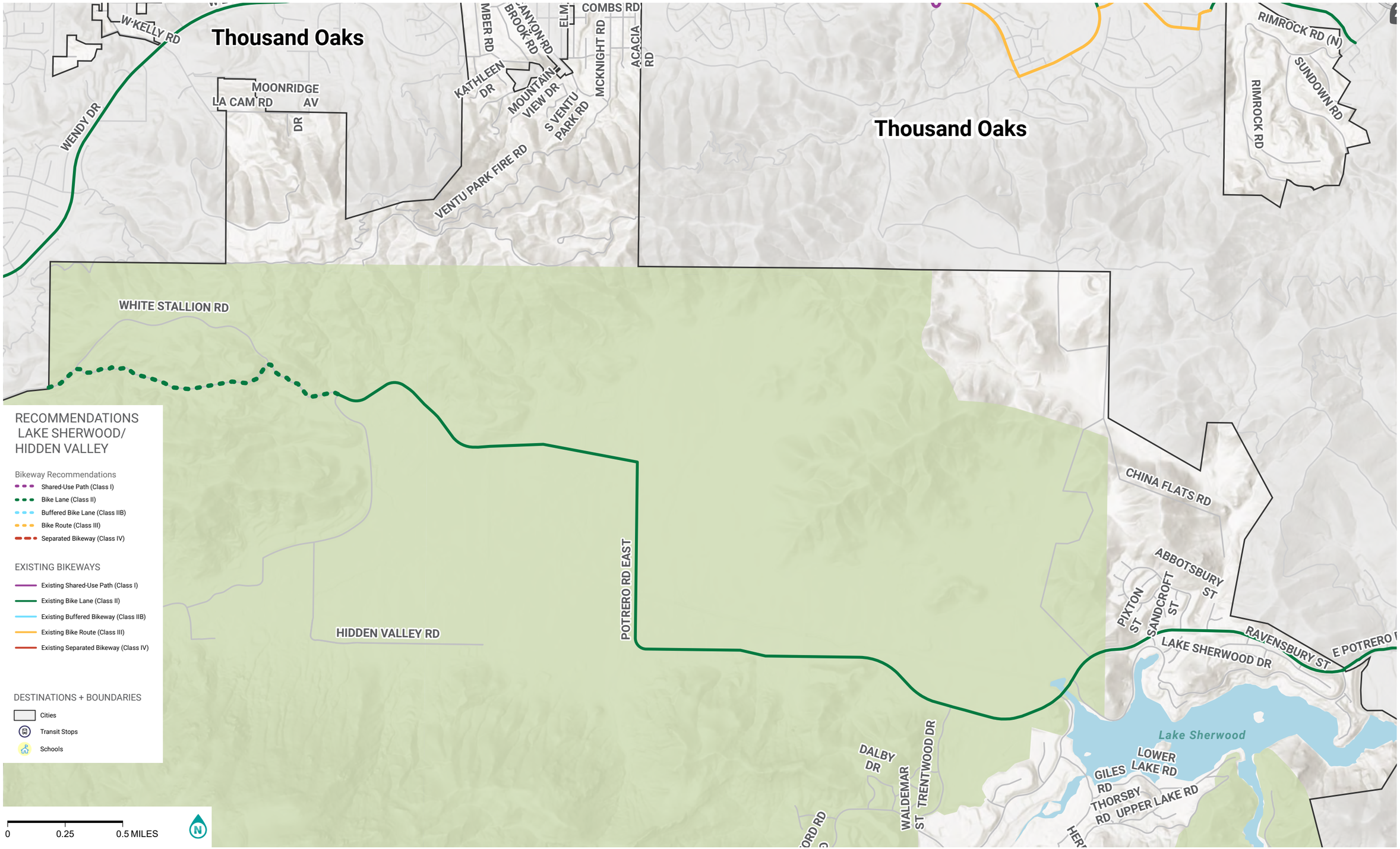
The recommended bike lane on Potrero Road connects Hidden Valley Road to the City of Thousand Oaks boundary. Due to the terrain and geometric constraints on Potrero Road, this recommendation will require further feasibility and cost estimate analysis by Ventura County prior to implementation.

Recommendations related to maintenance of bicycle facilities can be found in **Chapter 6**.

KEY PEDESTRIAN RECOMMENDATIONS

Due to the rural nature of this location, this Plan does not recommend pedestrian infrastructure in this study area.

Figure 45 / **Lake Sherwood/Hidden Valley Bike Lane Network Recommendations**



Oak Park
Active Transportation Recommendations

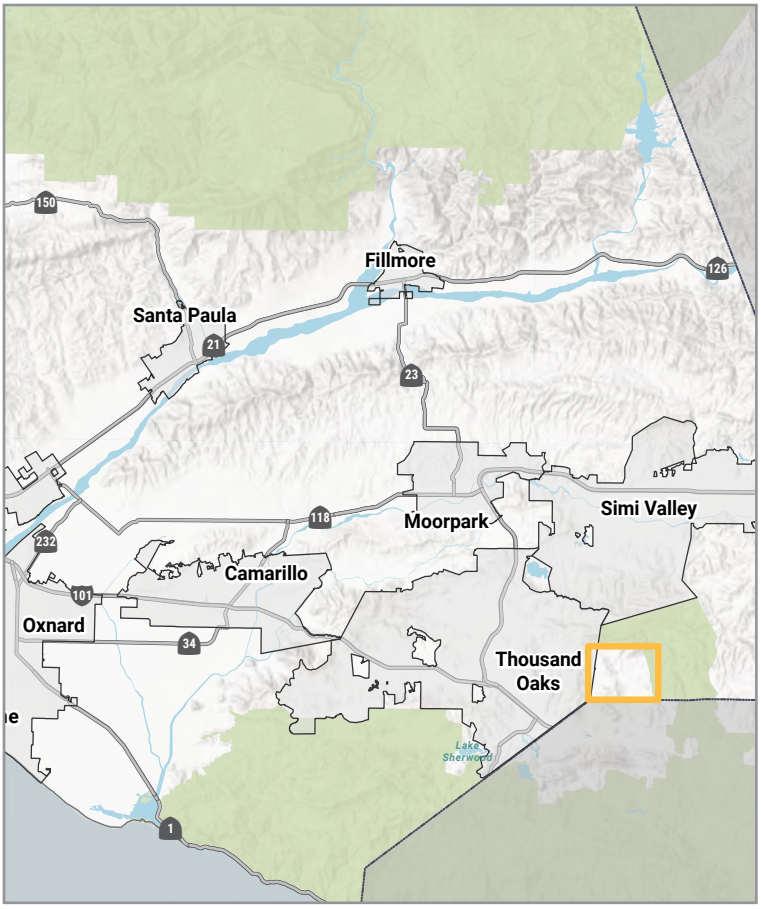
WHAT DID WE LEARN?

There are seven schools in the Oak Park area that are surrounded by residences and parks. Oak Park High School also shares a campus with the Oak Park Library. Transit stops line Kanan Road in this study area.

There is an existing Class I shared-use path, the Medea Creek Trail, which travels through the center of the neighborhood and connects to destinations like Oak Park High School and Medea Creek Park. Public comments requested more connections to this trail.

There is also an existing Class I shared-use path along Kanan Road from Oak Hills Drive to the City of Thousand Oaks. Both this path and the Medea Creek Trail allow residents to walk and bike in Oak Park without needing to use the high stress Kanan Road. It is important to note that the Level of Traffic Stress analysis does not consider Class I paths in its scoring. Bicyclists using the shared-use path along Kanan Road would not be experiencing a high level of traffic stress. However, bicyclists choosing to use the Class II or Class III on Kanan Road would face level 4 traffic stress conditions.

There are opportunities to add high-visibility crosswalks on the neighborhood streets in this study area, especially near the schools. There are also opportunities for traffic calming. Drivers use Rockfield Street to reach Lindero Canyon Road to bypass the Kanan Road and Lindero



Canyon Road intersection, creating congestion on a local street near a school. Many high school drivers use Oak Hills Drive to get to school, a street that also has higher pedestrian volumes with students walking to school or to the Medea Creek Trail.

KEY BIKE LANE RECOMMENDATIONS

- **Class IIB buffered bike lanes** on **Kanan Road**
- **Class III bike routes** throughout the **neighborhood areas of Oak Park**

Recommendations in this community considered safe access to schools on low stress roads, requested connections to the Class I path, and connections to existing bikeways.

The buffered bike lane on Kanan Road will make bicycling more comfortable, and will connect to Oak Park High School and the Medea Creek Trail Class I path.

Bike routes throughout the neighborhood areas of Oak Park will connect to schools, transit stops, and to the Medea Creek Trail. Routes that connect directly to the trail can include lighting and other safety measures to ensure bicyclists can identify the trail entrances.

Signage at each Medea Creek Trail entrance can direct bicyclists and pedestrians to the trail. This can encourage people to use the off-street shared-use path, rather than the on-street bike routes throughout the neighborhood.

KEY PEDESTRIAN RECOMMENDATIONS

- **High-visibility crosswalks** on **Conifer Street, Doubletree Road, Hollytree Drive, Rockfield Street, Deerhill Road,** and **Hawthorne Drive**
- **Curb extensions** on **Kanan Road, Doubletree Road,** and **Oak Hills Drive**
- **Traffic calming** on **Kanan Road, Rockfield Street,** and **Oak Hills Drive**

High-visibility crosswalks throughout this study area will alert drivers that pedestrians may be in the area, especially yellow high-visibility crosswalks near the schools. These crosswalks will also help pedestrians reach transit stops along Kanan Road, and destinations like parks along Deerhill Road.

Traffic calming along the high stress Kanan Road will make both walking and biking more comfortable. Curb extensions at crosswalks will slow down turning vehicles and will shorten crossing distances at the long crossings on Kanan Road. Future studies can determine if additional traffic calming measures, like roundabouts, are appropriate on this road.

Traffic calming on neighborhood streets like Rockfield Street and Oak Hills Drive may discourage drivers from using local streets as cut-throughs from arterial roads by slowing down motor vehicles with infrastructure like speed bumps or chicanes. This traffic calming will also make bicycling more comfortable. Class III bike routes paired with traffic calming measures can create an environment that is comfortable enough for most bicyclists to use.

Figure 46 / Oak Park Pedestrian Recommendations

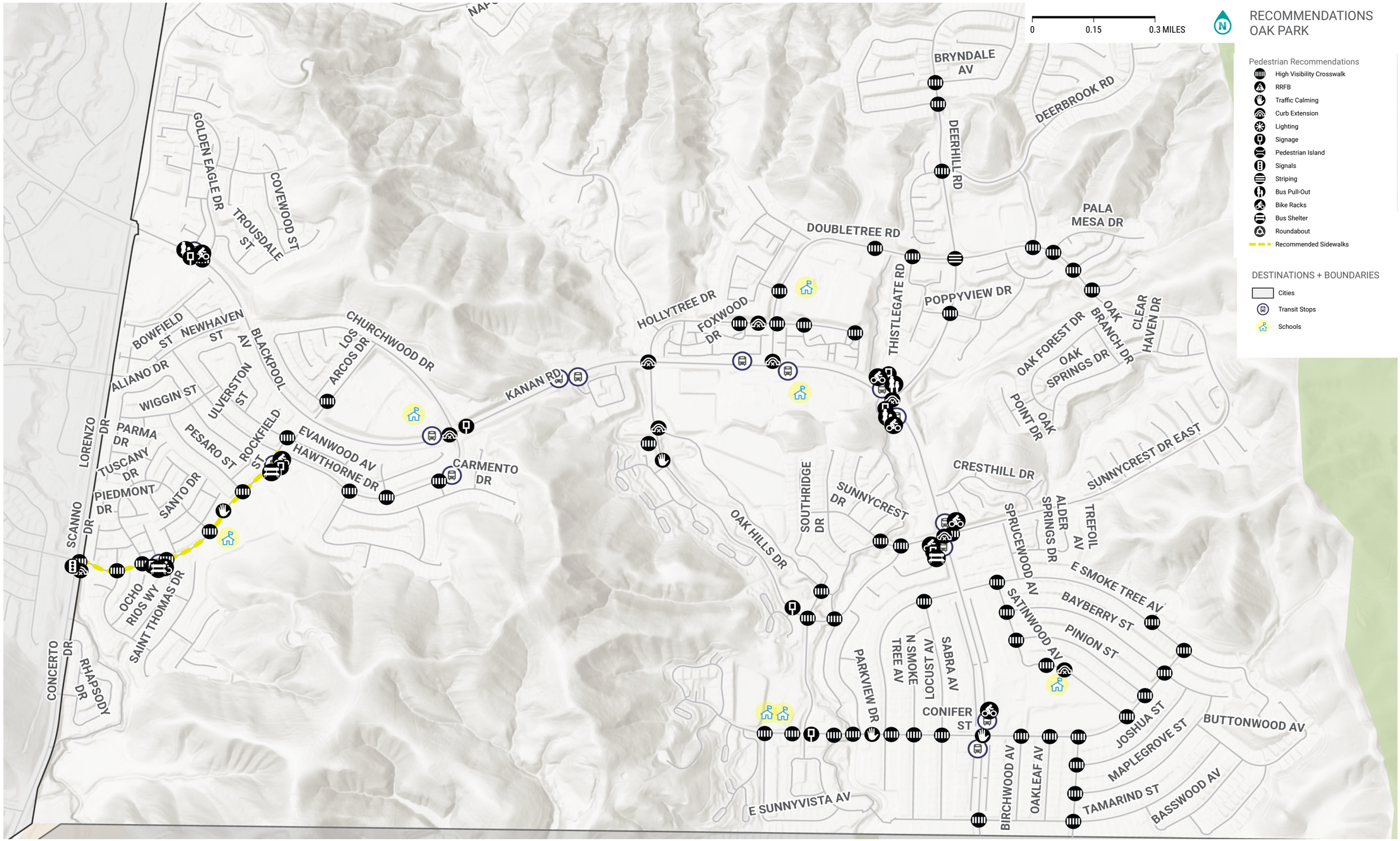
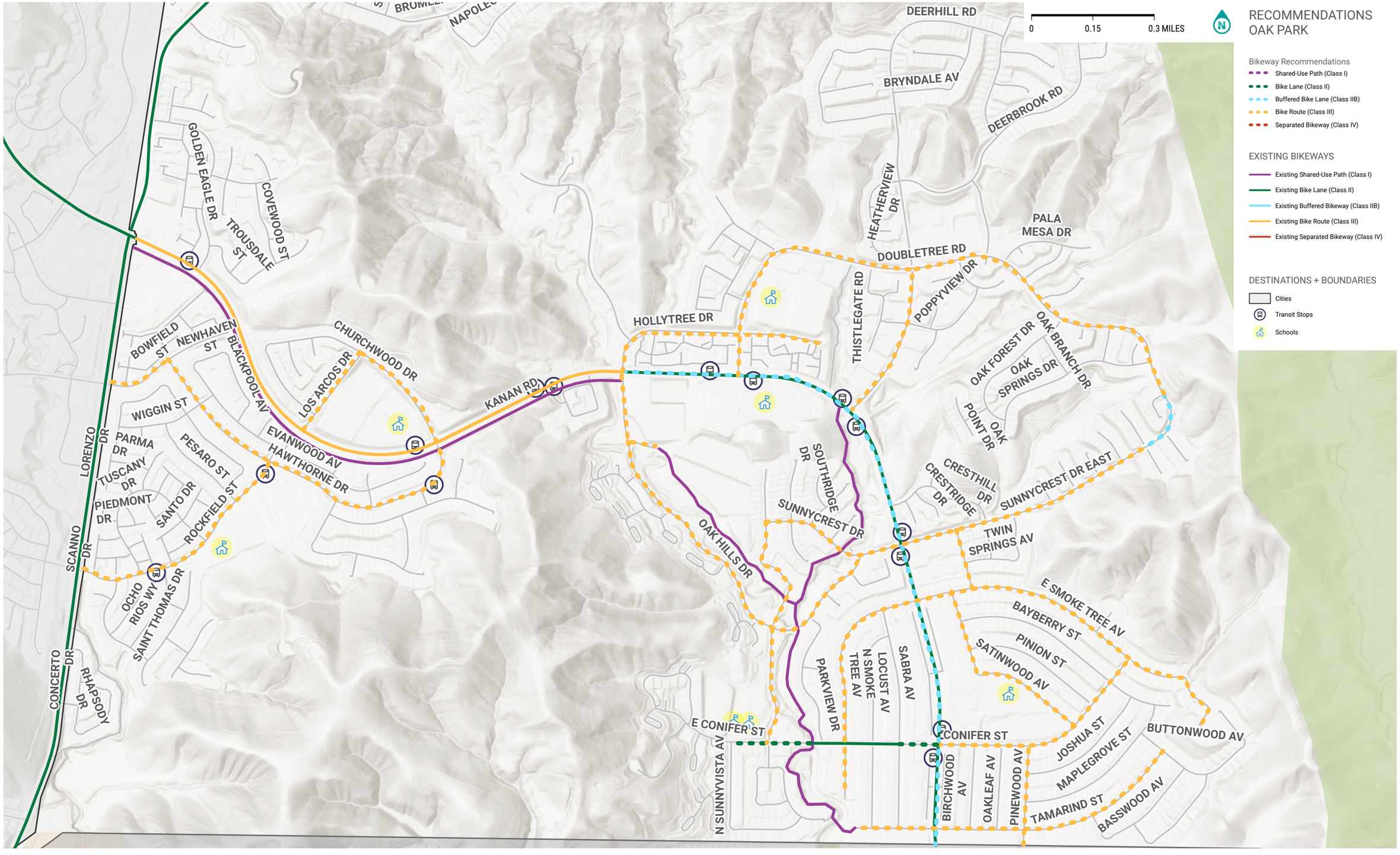


Figure 47 / Oak Park Bike Lane Network Recommendations

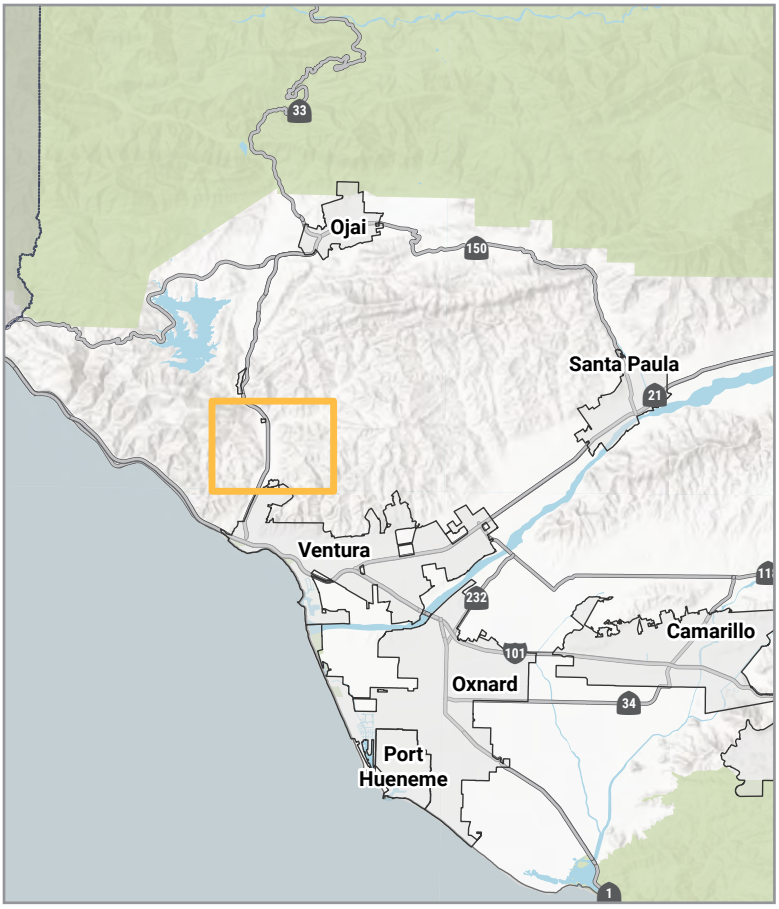


Ventura Avenue
Active Transportation Recommendations

WHAT DID WE LEARN?

Most community members commented that they use the existing Class I shared-use path in this area, which provides a low-stress alternative to riding on Ventura Avenue. To the south of this area, community members requested improvements on the Main Street path, particularly at the connection to Emma Wood State Beach and the State Route 1 (Ventura Freeway) underpass.

Transit stops line Ventura Avenue, and pedestrian and bicycle infrastructure on the street can help residents access these stops.



KEY BIKE LANE RECOMMENDATIONS

- **Class IIB buffered bike lanes** along **Ventura Avenue**

Bike lanes along this street help to separate bicyclists from motor vehicles and make reaching the transit stops more comfortable. Bicyclists can choose to use the existing Class I shared-use path along much of Ventura Avenue, and transfer to the bike lanes when accessing a destination on the street.

The City of Ventura is creating conceptual designs for the Main Street bridge at the County boundary. These designs may help improve the existing Main Street Class I shared-use path experience.

KEY PEDESTRIAN RECOMMENDATIONS

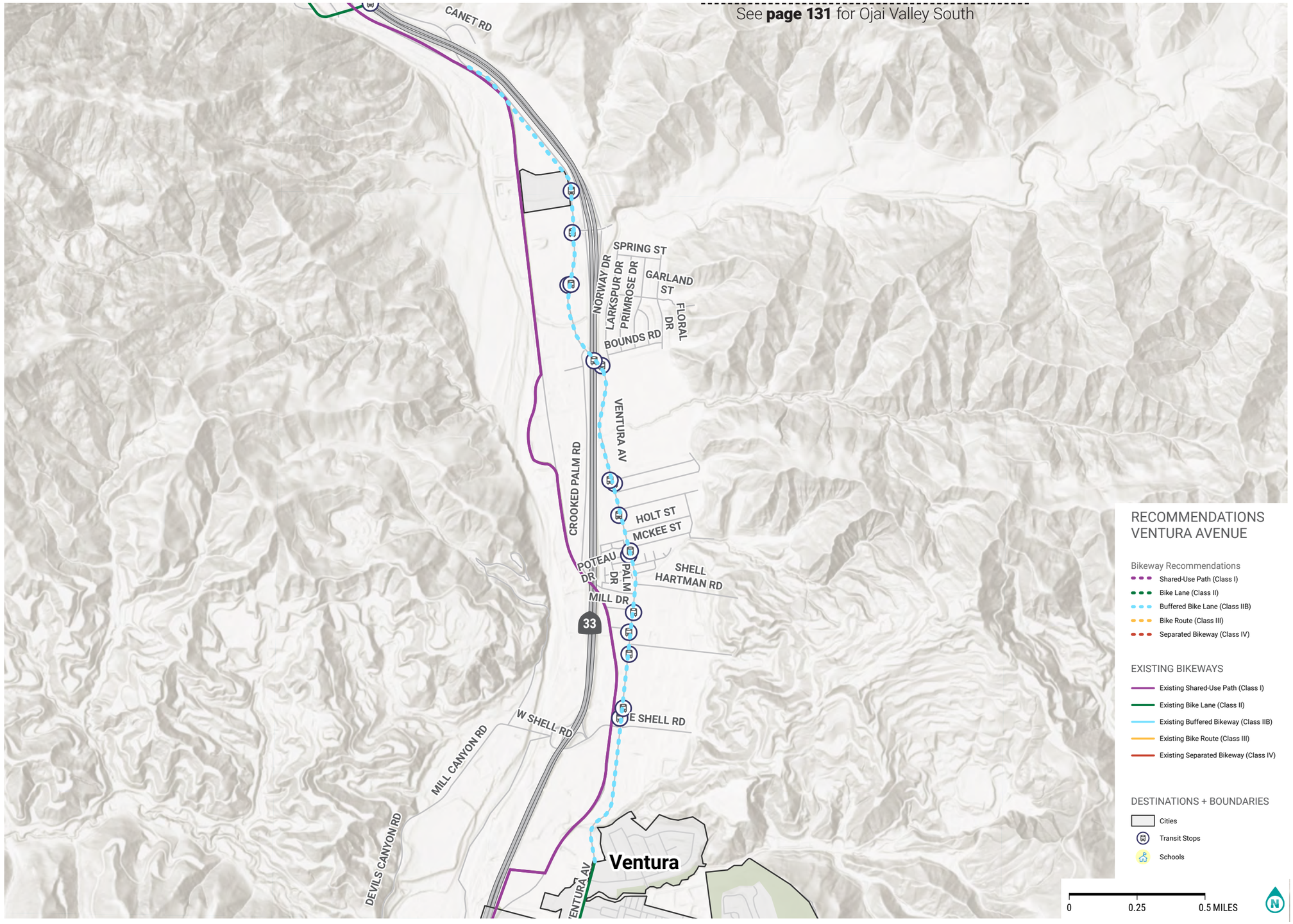
- **High-visibility crosswalks** along **Ventura Avenue**
- **Sidewalks** along **Ventura Avenue**

Recommended sidewalks in these maps show where there are gaps in existing sidewalks. Sidewalks and high-visibility crosswalks along Ventura Avenue will allow pedestrians to access transit stops and businesses along the street. This infrastructure can also help residents on the east side of Ventura Avenue access the Ojai Valley Trail on the west side of Ventura Avenue.

Figure 48 / Ventura Avenue Pedestrian Recommendations



Figure 49 / **Ventura Avenue Bike Lane Network Recommendations**



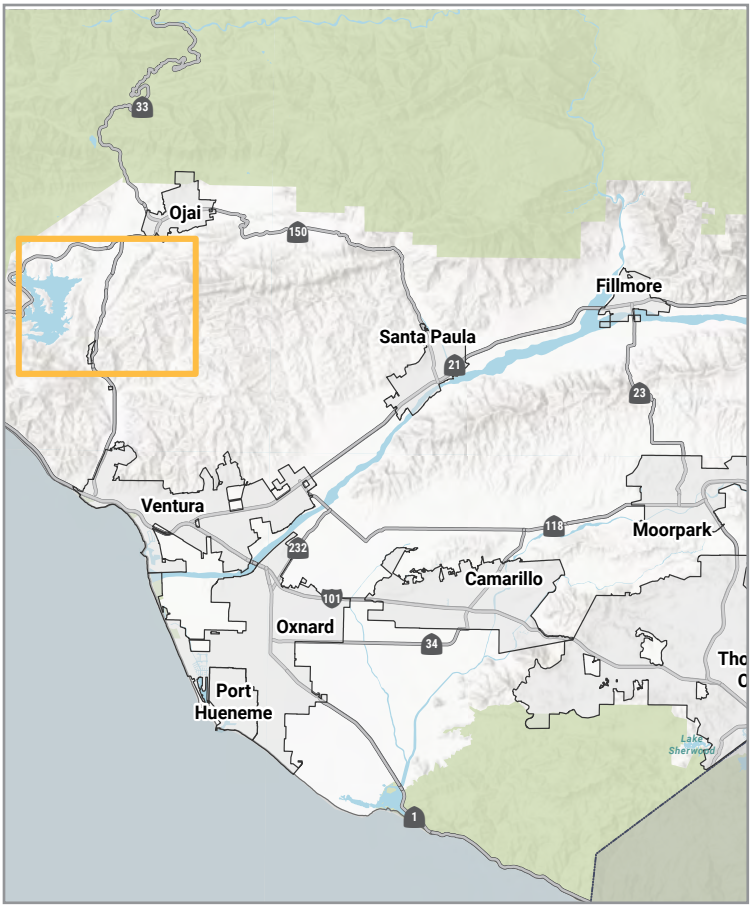
Ojai Valley South
Active Transportation Recommendations

WHAT DID WE LEARN?

Transit stops, retail, restaurants, and other frequently visited destinations line Ventura Avenue; however, the street has only parallel crosswalks at each intersection. There is one school in this study area, but some of the streets leading to the school have uncontrolled intersections and no crosswalks. Sidewalk gaps throughout the neighborhoods in the study area require pedestrians to walk in the street, or to cross the street to reach the sidewalk.

Community members provided feedback stating that while the Ojai Valley Trail Class I shared-use path and the existing Santa Ana Road bikeways are excellent, it can be difficult to make connections to these facilities. Comments requested bikeways on Creek Road and Villanova Road, as many bicyclists use these streets as alternatives to Ventura Avenue. Ventura Avenue has a level 4 of traffic stress.

Community Advisory Committee members noted the desire for mode shift in this community, particularly near State Route 33 (Ventura Avenue). Committee members also listed Santa Ana Road and State Route 150 (Baldwin Road) as important corridors that need active transportation improvements. Recommendations at either of these State Routes will require the County to coordinate improvements with Caltrans.



KEY BIKE LANE RECOMMENDATIONS

- **Class IIB buffered bike lanes** on **Creek Road** and **State Route 150 (Baldwin Road)**
- **Class II bike lanes** on **Santa Ana Boulevard, Encino Drive**, and **Burnham Road**

The bike lane network recommendations in the Ojai Valley South area are proposed to make connections to destinations. Some of these destinations include the transit stops along Ventura Avenue, local restaurants, and the Ojai Valley Trail. These recommendations will also address high stress streets, and may create a more comfortable bicycling network for confident bicyclists.

Buffered bike lanes will provide bicyclists with protection from motor vehicles. Both Creek Road and State Route 150 (Baldwin Road) have a level 4 of traffic stress. A buffered bike lane will require road widening on Creek Road but would help keep bicyclists safe. These buffered bike lanes are not expected to reduce the level of traffic stress enough on these roads to be appropriate for all bicyclists.

Bike lanes on Santa Ana Boulevard can connect bicyclists to transit stops on Ventura Avenue via the Ojai Valley Trail. These bike lanes can also connect Ojai Valley Trail bicyclists to existing Class II bike lanes on Santa Ana Road.

Class II bike lanes on Encino Drive will connect bicyclists directly to transit stops on northern Ventura Avenue, without needing to ride out of the way on Creek Road to Ventura Avenue. Class II recommendations on Encino Drive will also connect residents in the area to the Ojai Valley Trail. Class II recommendations on Burnham Road can provide connections to existing infrastructure including the existing bike lanes on Santa Ana Road.

KEY PEDESTRIAN RECOMMENDATIONS

- **High-visibility crosswalks** along **State Route 33 (Ventura Avenue), Santa Ana Boulevard,** and **Spring Street**
- **Traffic calming** near **Sunset Elementary School**
- **Sidewalks in gaps throughout the study area**

Sidewalks will connect students to school with a separated path from traffic lanes. Recommended sidewalks in these maps show where there are gaps in existing sidewalks.

Traffic calming near Sunset Elementary, like curb extensions, can slow down motor vehicles and shorten crossing distances for students and their families. The County should conduct stop sign studies on Goodhope Street and Vine Street to determine if stop signs are appropriate at uncontrolled intersections on these streets. A rectangular rapid flashing beacon at Spring Street and Sunset Avenue will help pedestrians cross Spring Street to reach the school.

High-visibility crosswalks should replace all of the existing non-high-visibility crosswalks along State Route 33 (Ventura Avenue). These crosswalks can help residents from nearby neighborhoods and anyone using the Ojai Valley Trail cross the State Route to reach destinations along it.

Figure 50 / Ojai Valley South Pedestrian Recommendations

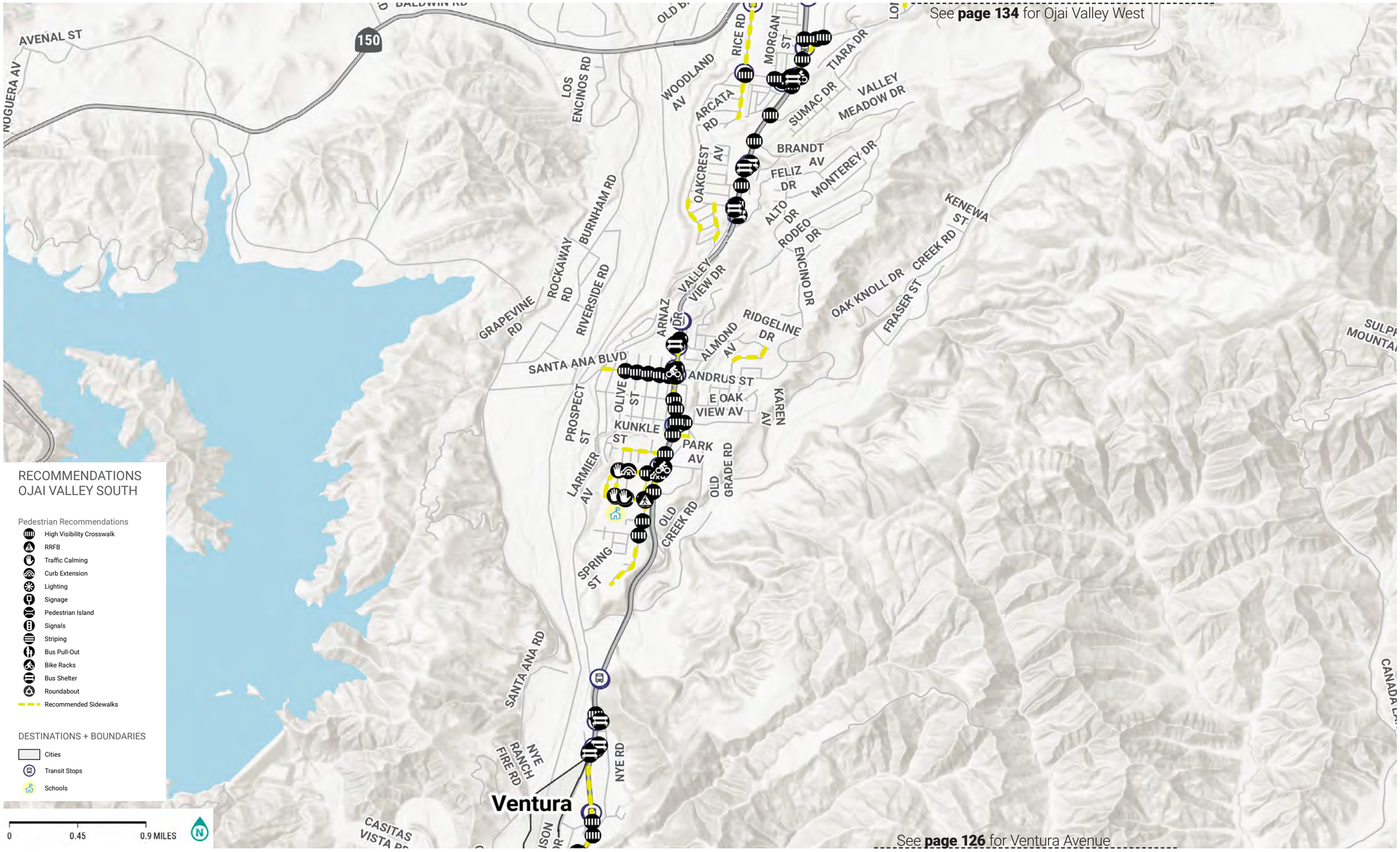
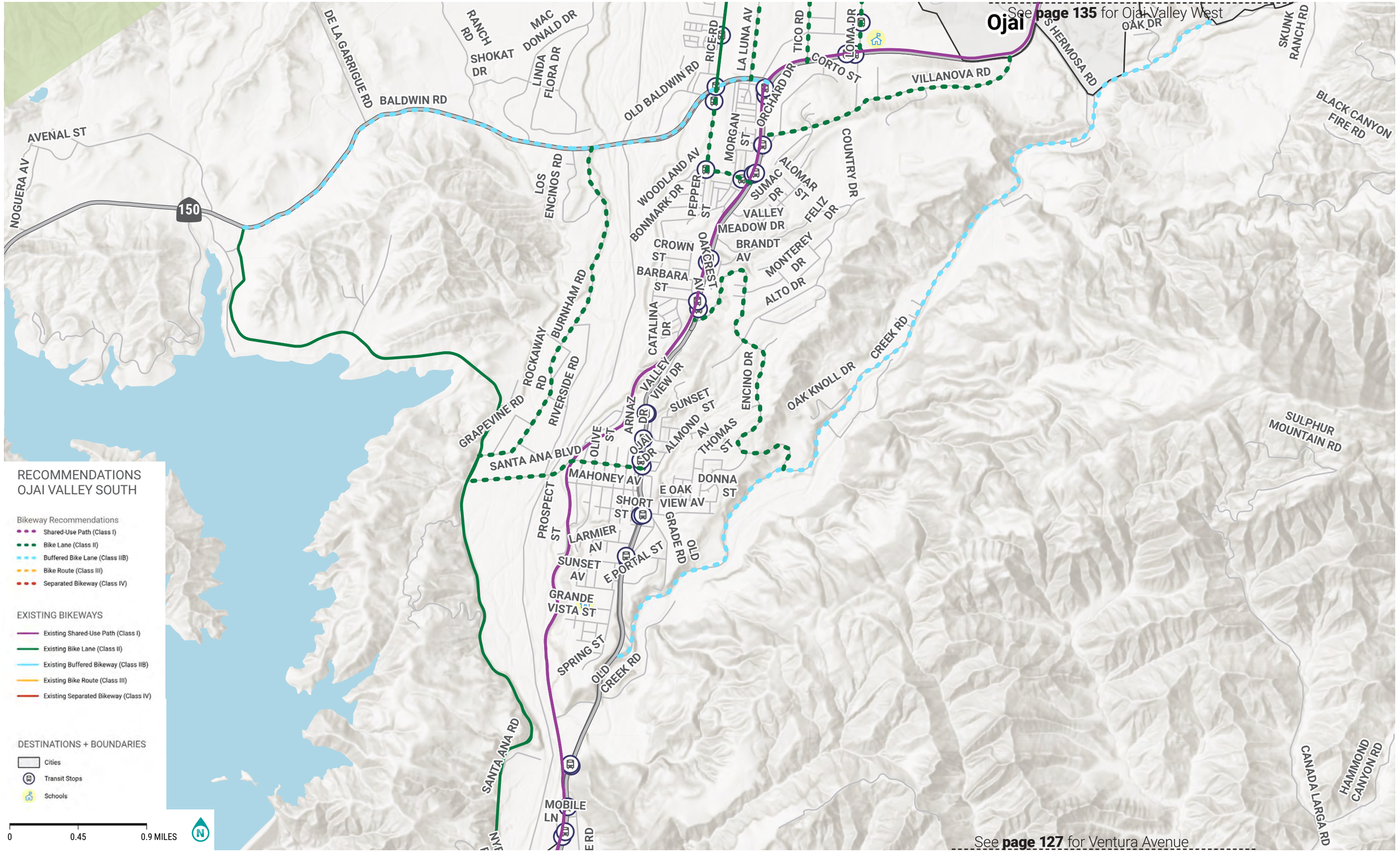


Figure 51 / Ojai Valley South Bike Lane Network Recommendations



Ojai Valley West
Active Transportation Recommendations

WHAT DID WE LEARN?

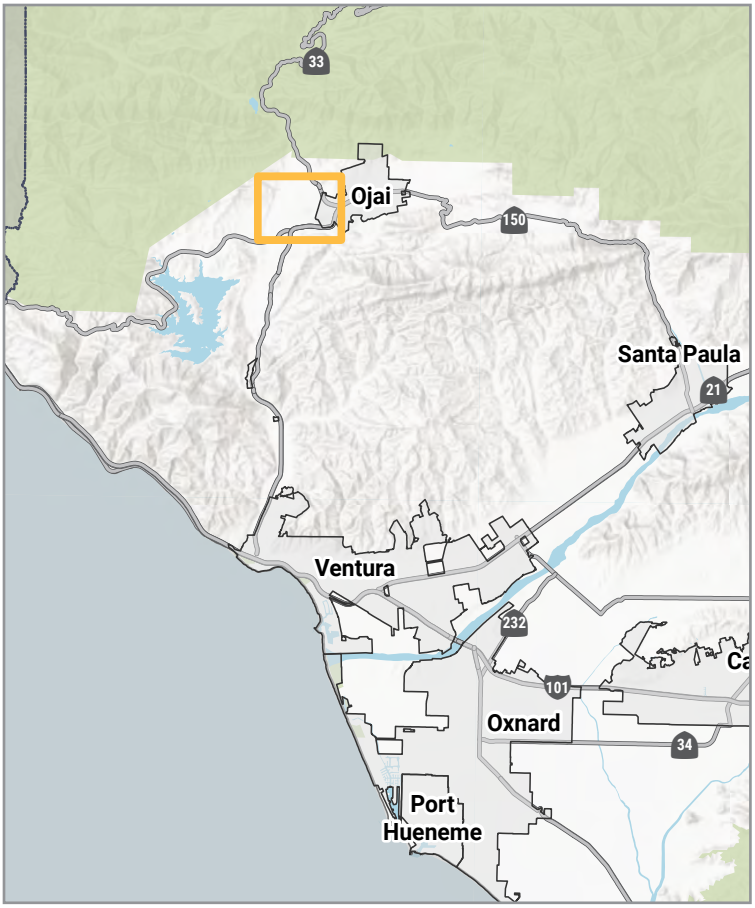
Community members and Community Advisory Committee members stated that La Luna Avenue, Tico Road, El Roblar Drive, and Lomita Avenue are important corridors that need active transportation improvements. Comments noted that on corridors like Tico Road and La Luna Avenue, there is not enough room for bicyclists and pedestrians to use the roadway.

Out of the 10 active transportation counts taken throughout unincorporated Ventura County, the intersection of El Roblar Drive and Lomita Avenue had the highest number of bicyclists and pedestrians.

Portions of Ventura Avenue and El Roblar Drive are on the high injury network, and La Luna Avenue and Lomita Avenue both have a level 4 of traffic stress

There are three schools in this study area, but there are no sidewalks on the neighborhood streets near these schools. The intersection of Loma Drive and El Centro Street does not have stop signs or a traffic signal, even though it is adjacent to a school.

There are transit stops along Rice Road, but there is no pedestrian infrastructure near these stops. Similarly, there are few crossing opportunities for pedestrians and bicyclists to cross State Route 150 (Ventura Avenue) to reach the Ojai Valley Trail.



KEY BIKE LANE RECOMMENDATIONS

- **Class II bike lanes** on **Loma Drive, La Luna Avenue, Lomita Avenue, and Rice Road**
- **Class III bike route** on **El Roblar Drive**

The bike lane recommendations in the Ojai Valley West area help bicyclists make connections to frequently visited destinations. These destinations include schools just west of Ojai and the transit stops along El Roblar Drive and Lomita Avenue. These recommendations can also help lower the level of traffic stress on high stress streets, and maintain low levels of traffic stress near retail and schools.

Loma Drive leads directly to Mira Monte

Elementary School. In addition to the recommended bike lanes, traffic calming should also be constructed on Loma Drive. Traffic calming in combination with the recommended bike lane can keep Loma Drive at a level 1 of traffic stress.

La Luna Avenue and Lomita Avenue are both level 4 traffic stress streets. The recommended bike lanes on these streets can help to reduce the level of traffic stress on these streets. These recommended bike lanes can also address community member's concerns about the lack of dedicated bicycle space on these streets. The County can consider further improving these bike lanes in the future to lower the level of traffic stress enough for families to use to bike to school.

Recommended bike lanes on Rice Road will extend the existing bike lanes northward to Fairview Road. This extension will connect more residents to the recommended and existing bikeways in the area, including to the Ojai Valley Trail.

A bike route on El Roblar Drive will provide a route through a business district with retail and restaurants. This route will alert motor vehicle drivers that bicyclists are in the area.

KEY PEDESTRIAN RECOMMENDATIONS

- **Sidewalks** on **Loma Drive, Tico Road, Lomita Avenue, El Roblar Drive,** and **Rice Road**
- **High-visibility crosswalks** on **El Roblar Drive, Lomita Avenue, Rice Road, Loma Drive, Cruzero Street,** and **State Route 150 (Ventura Avenue)**
- **Traffic calming** on **Loma Drive** and **Lomita Avenue** near schools

Sidewalks will help connect students to school with a separated path from traffic lanes. Recommended sidewalks in these maps show where there are gaps in existing sidewalks.

High-visibility crosswalks along Rice Road will help pedestrians reach transit stops along the road and high-visibility crosswalks along State Route 150 (Ventura Avenue) will help bicyclists and pedestrians reach the Ojai Valley Trail. High-visibility crosswalks should also be constructed along El Roblar Drive to connect pedestrians to the retail and restaurants along the street.

Traffic calming in this study area can include curb extensions at crossings across Lomita Avenue. These curb extensions, along with advance yield markings, will enhance the visibility of the crosswalks leading to the nearby elementary school. A stop sign warrant should also be conducted at Lomita Avenue and El Rio Drive to further control traffic on Lomita Avenue.

An all way stop, rectangular rapid flashing beacon, and high-visibility crosswalks at Loma Drive and El Centro Street will help pedestrians cross at this intersection to reach Valley Oak Charter School.

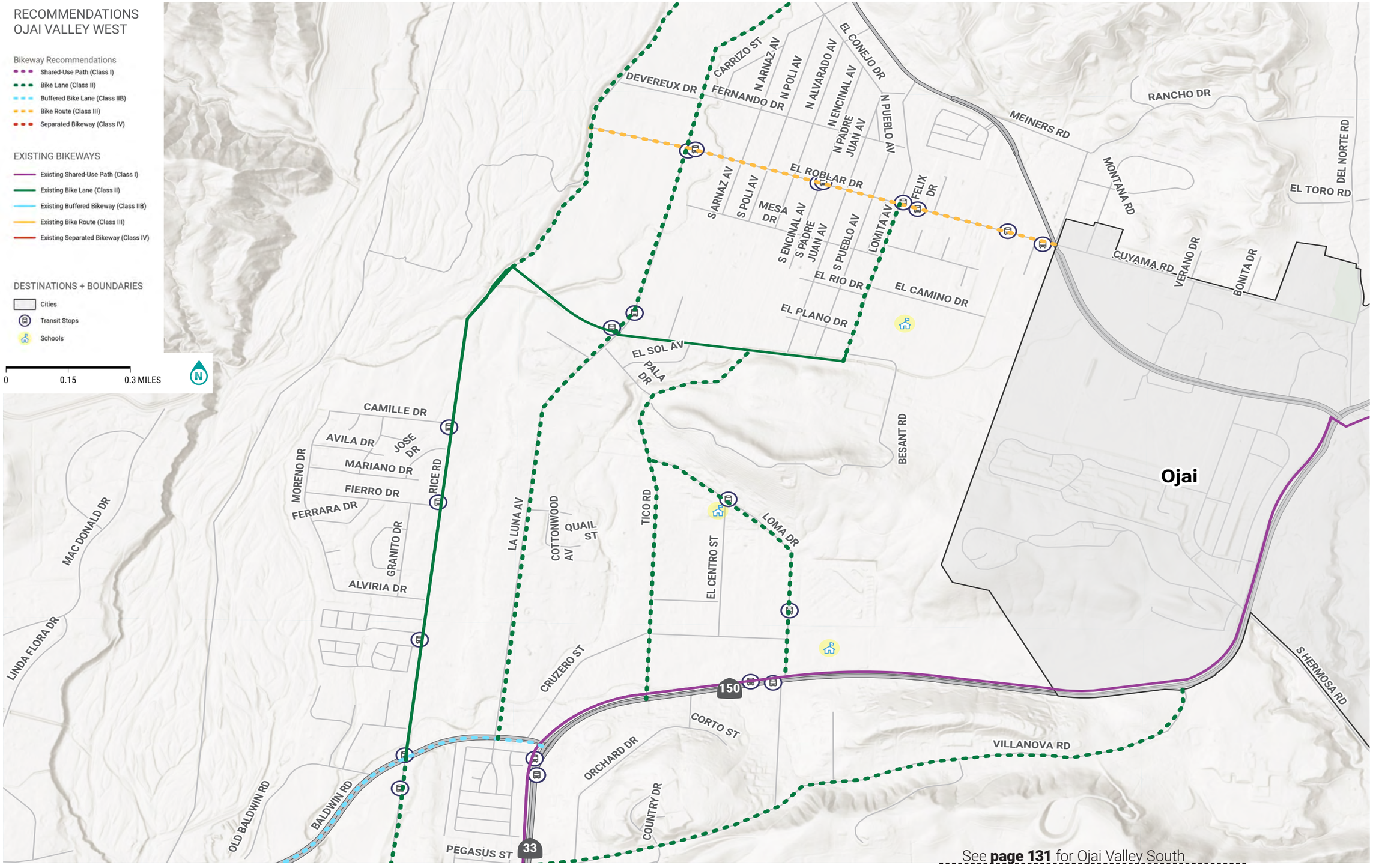
At El Roblar Drive and Maricopa Highway, a pedestrian island should be installed at the slip lane across Maricopa Highway. This will provide space for pedestrians to wait while using the long crosswalk.

Figure 52 / Ojai Valley West Pedestrian Recommendations



See **page 130** for Ojai Valley South

Figure 53 / Ojai Valley West Bike Lane Network Recommendations



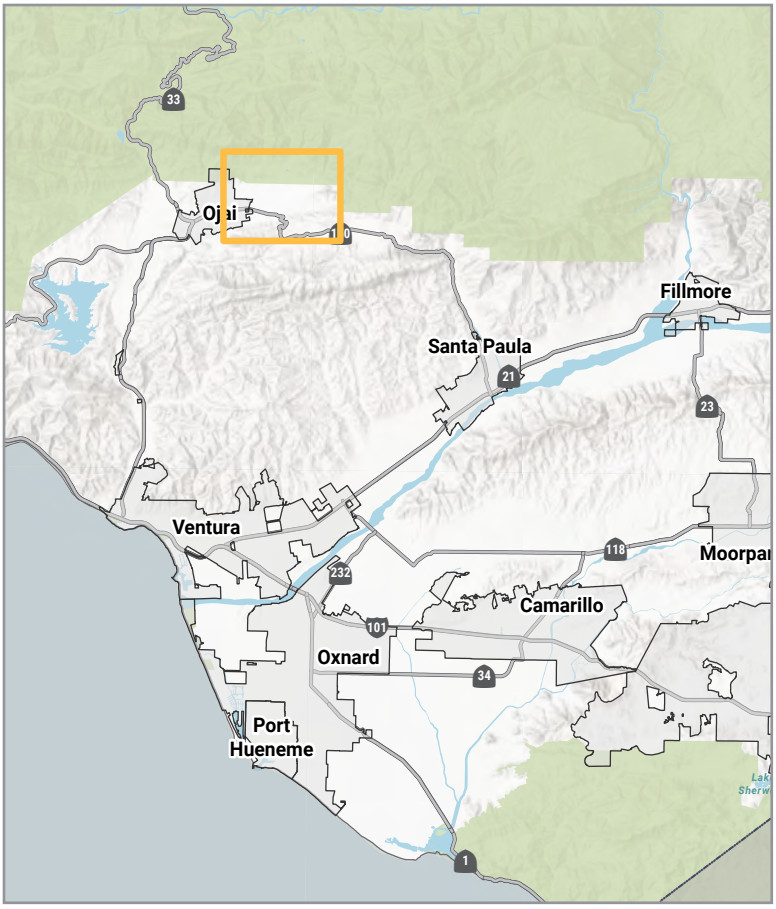
See **page 131** for Ojai Valley South

East of Ojai
Active Transportation Recommendations

WHAT DID WE LEARN?

Comments requested bicycle lanes on Grand Avenue, McAndrew Road, and Thacher Road as these roads are popular for bicyclists but do not offer separate space from motor vehicles.

San Antonio Elementary School is located at the corner of Grande Avenue and Carne Road. There are two crosswalks at this intersection, and one midblock crosswalk on Carne Road, but no sidewalks in this study area. This area has low-density residences, so it may not be feasible for many students to walk to school.



KEY BIKE LANE RECOMMENDATIONS

- **Class II bike lanes throughout the area**

These bicycle recommendations east of the City of Ojai connect to an elementary school and residences in the unincorporated area, as well as to bicycle infrastructure in the City of Ojai. These recommendations address community comments that requested bicycle facilities on these streets.

KEY PEDESTRIAN RECOMMENDATIONS

- **High-visibility crosswalks** on **Grand Avenue**
- **Sidewalks** on **Grand Avenue** and **Carne Road**

Additional crosswalks and new curb extensions at Grand Avenue and Carne Road can help students cross to San Antonio Elementary. This can help students that walk to school, and can help students whose families park nearby for drop-off and pick-up. High-visibility crosswalks at Grand Avenue and McNell Road can alert drivers that they are approaching a pedestrian area, and can also help bicyclists cross the intersection.

Sidewalks on Grand Avenue and Carne Avenue connect to some residences and can help families reach the elementary school.

Figure 54 / **East of Ojai Pedestrian Recommendations**

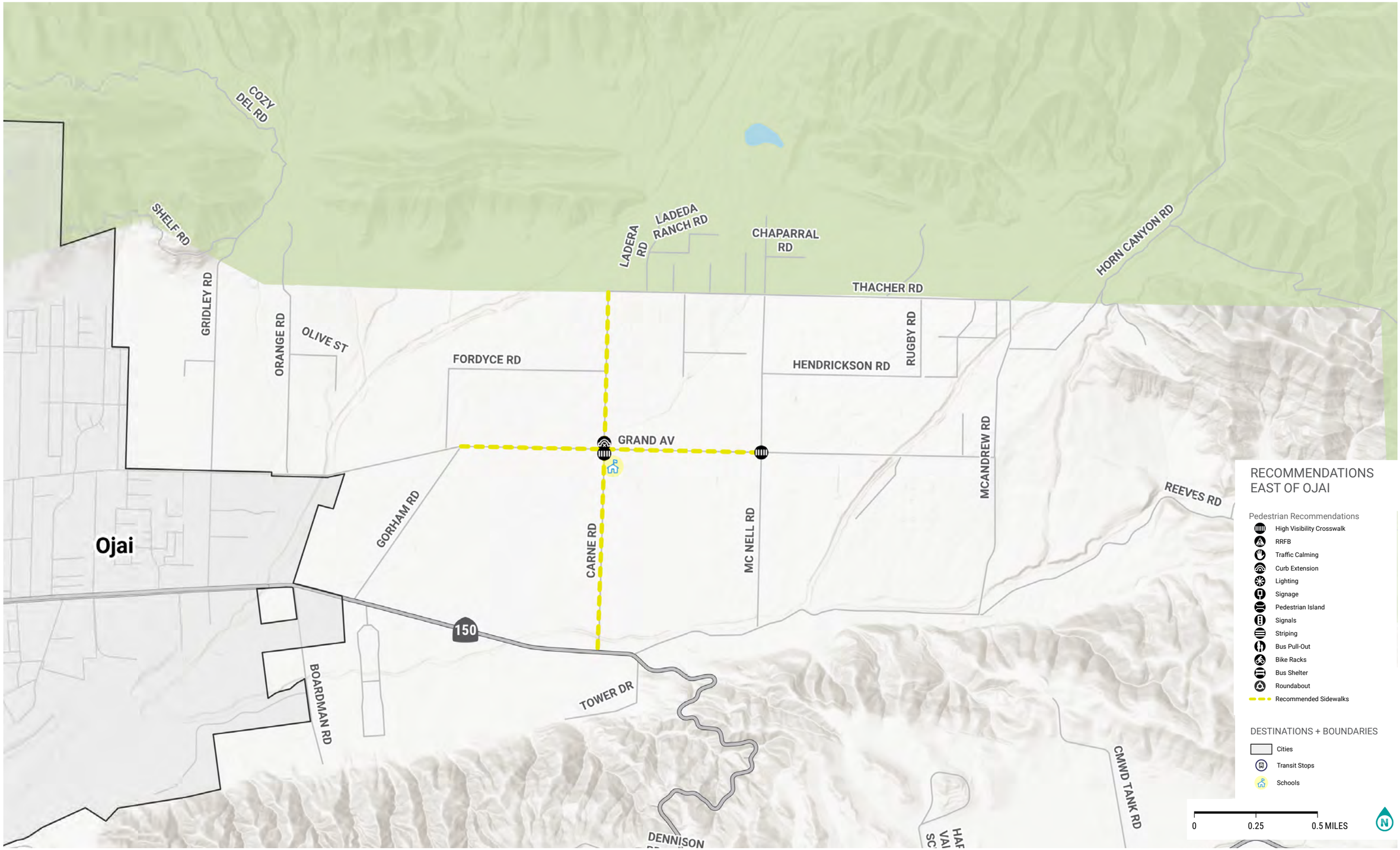
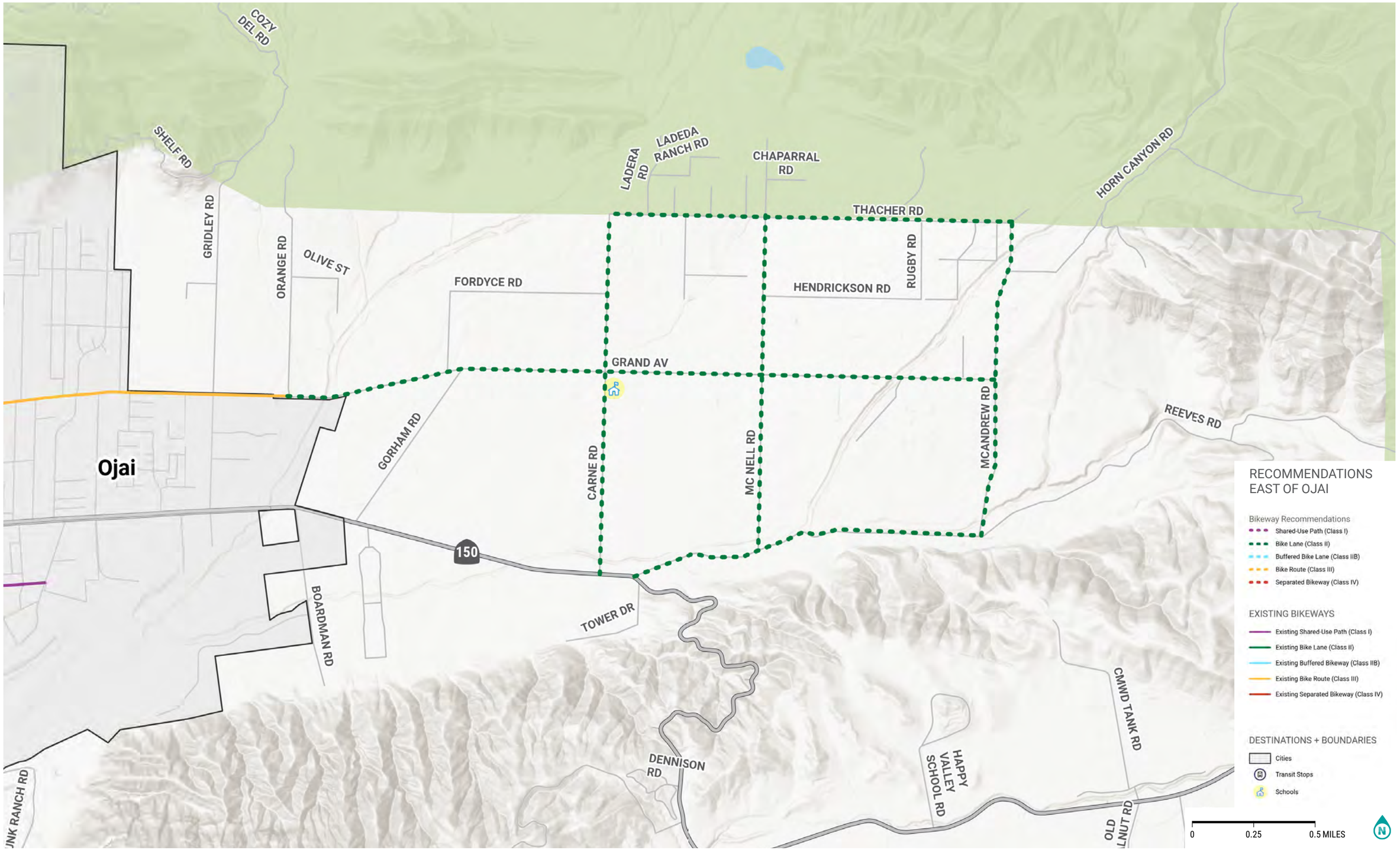


Figure 55 / **East of Ojai Bike Lane Network Recommendations**



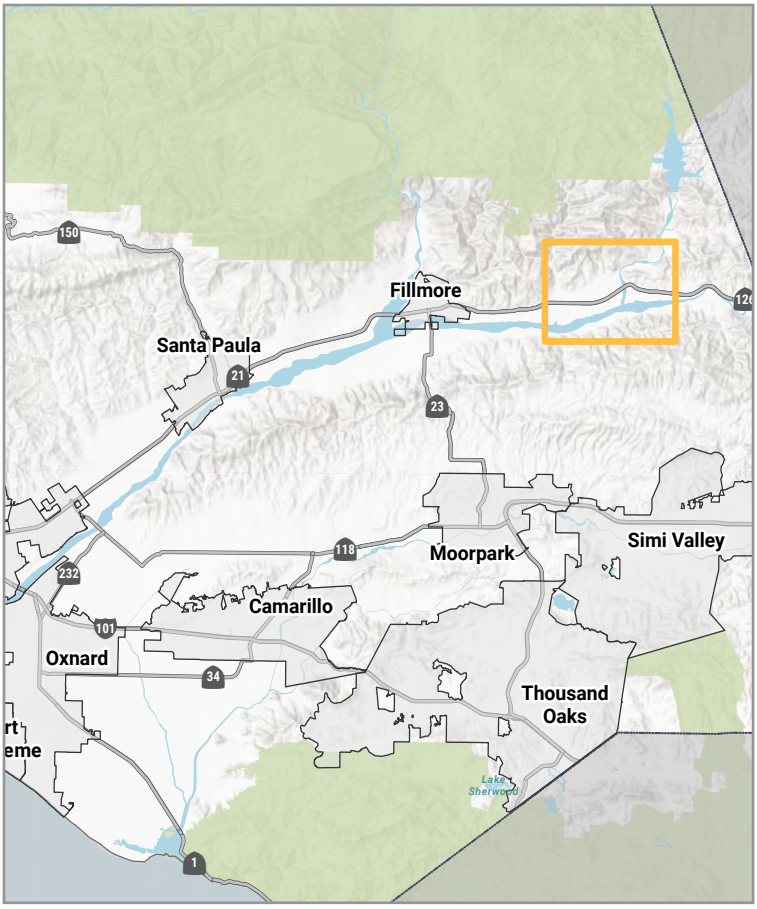
Piru
Active Transportation Recommendations

WHAT DID WE LEARN?

Community members commented that the existing wayfinding route on Torrey Road should be extended. Community Advisory Committee members would like the County to coordinate with Caltrans to improve intersections along State Route 126 (Telegraph Road).

There are small segments of Class I shared-use paths in the community. There is one school in this area on Center Road. Main Street, and Center Street both have a level 4 of traffic stress and Center Street east of Main Street is on the high injury network. The Level of Traffic Stress analysis does not account for Class I facilities next to the roadway in its scoring. The portion of Center Street parallel to the Class I shared-use path may actually be lower stress because of the pathway; however, this path is less than a half-mile long. Any bicyclists using this path would still need to ride on the high stress Center Street to reach Piru.

Piru Elementary School and Piru Library share a campus on Center Street. There is a crosswalk on the west leg of the intersection of Church Street and Center Street, but it goes into a private driveway. There are sidewalk gaps on Church Street, Main Street, and Center Street between existing pieces of sidewalk.



KEY BIKE LANE RECOMMENDATIONS

- **Class II bike lanes** on **Main Street/Torrey Road, Guiberson Road,** and **Center Street**

Bicycle recommendations in Piru will connect bicyclists to existing paths, a school, and transit stops. These recommendations will also address community comments requesting the extension of the Torrey Road bikeway. A portion of the Main Street/Torrey Road bike lane recommendations have also been recommended in the 2008 Ventura County Bicycle Master Plan.

Guiberson Road is currently a Ventura County Transportation Commission Wayfinding Route, but this Plan recommends enhancing it to a Class II to provide separation for bicyclists from motor vehicles.

Bike lanes on Center Street will connect bicyclists to the existing Class I shared-use path segment. The Center Street bike lane will also connect to a transit stop, Piru Elementary School, Piru Library, and a church. Center Street has a level 4 of traffic stress and bicycle lanes alone may not be enough to provide comfort for families to use to ride to school. Additional traffic calming measures can also help to lower the traffic stress. Traffic calming measures should be identified and defined as a part of subsequent feasibility studies.

KEY PEDESTRIAN RECOMMENDATIONS

- **High-visibility crosswalks** on **Main Street,** and **Center Street**
- **Sidewalks** on **Main Street, Center Street, Orchard Street,** and **Market Street**

A high-visibility crosswalk across Center Street at Warring Canyon Road will provide an opportunity for pedestrians to cross the street where the sidewalk ends on the south side of the street. Advance yield markings will alert drivers of the crosswalk and will indicate where they should stop while pedestrians are crossing.

Constructing a sidewalk on Orchard Street between Main Street and Warring Park will provide a connecting walking path to Warring Park from existing sidewalks on Main Street. Sidewalks on Center Street will provide a space for pedestrians to walk when the short shared-use path ends. Sidewalks on Main Street will connect pedestrians to the transit stop at Citrus View Drive.

Figure 56 / **Piru Pedestrian Recommendations**

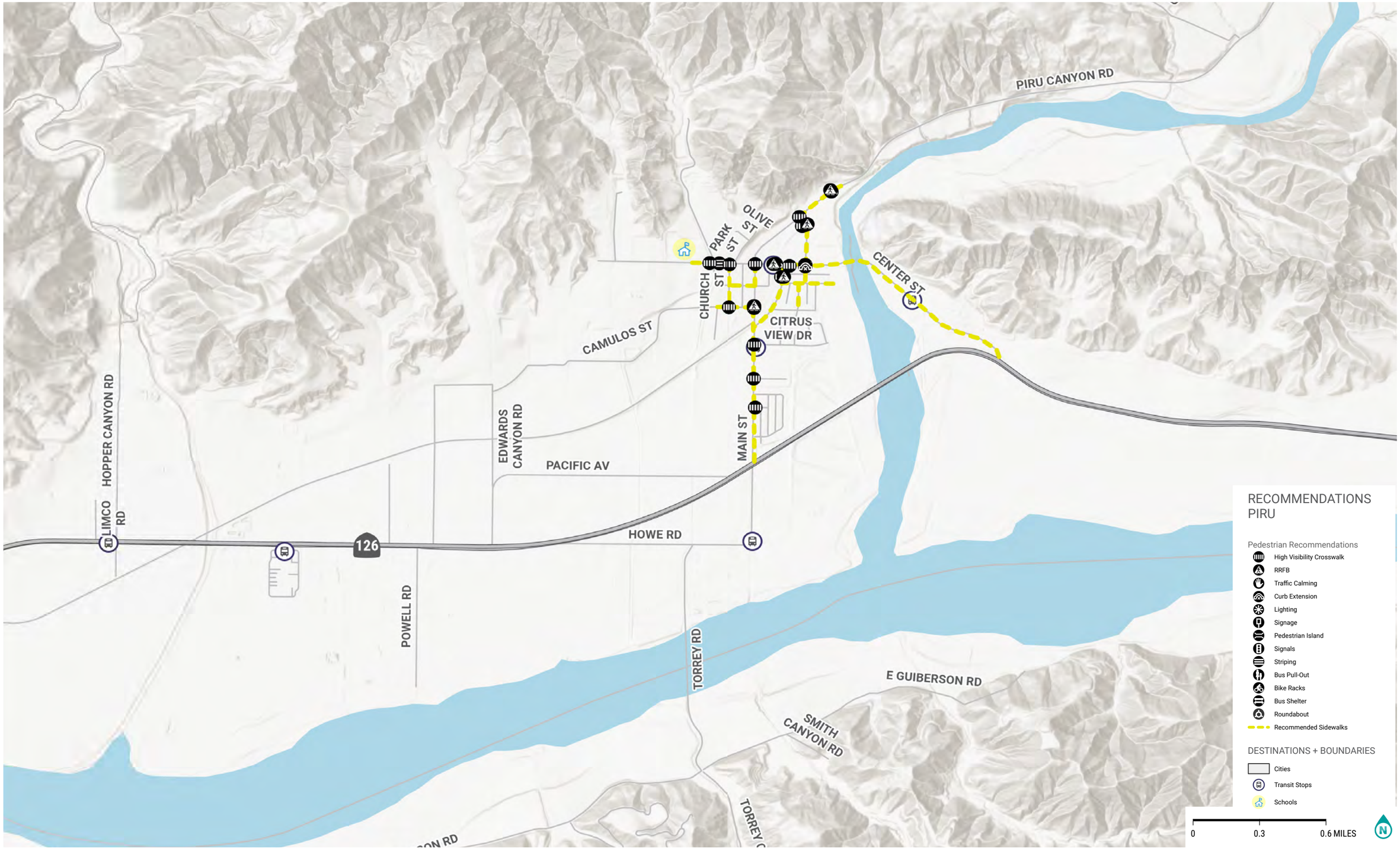
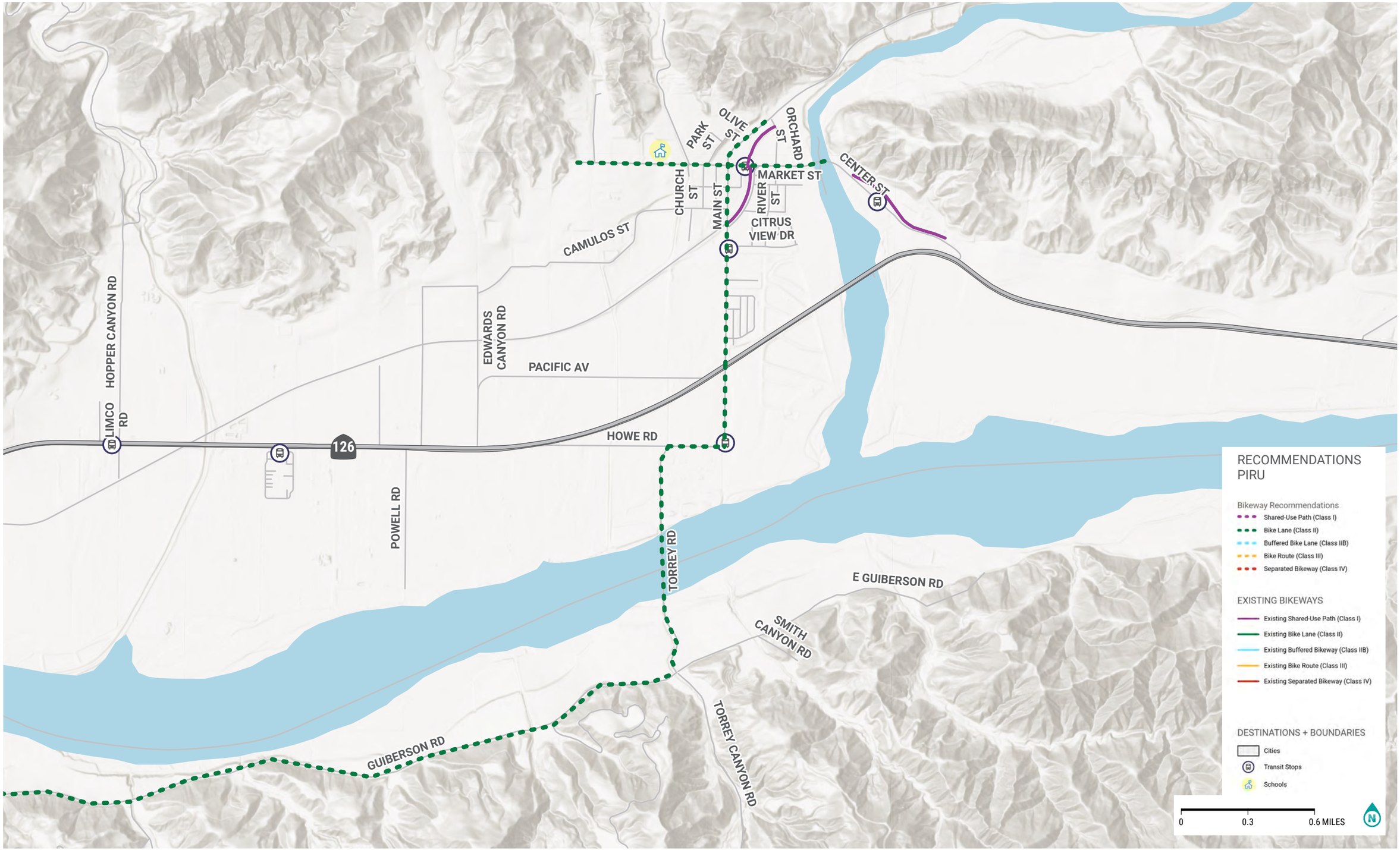


Figure 57 / Piru Bike Lane Network Recommendations

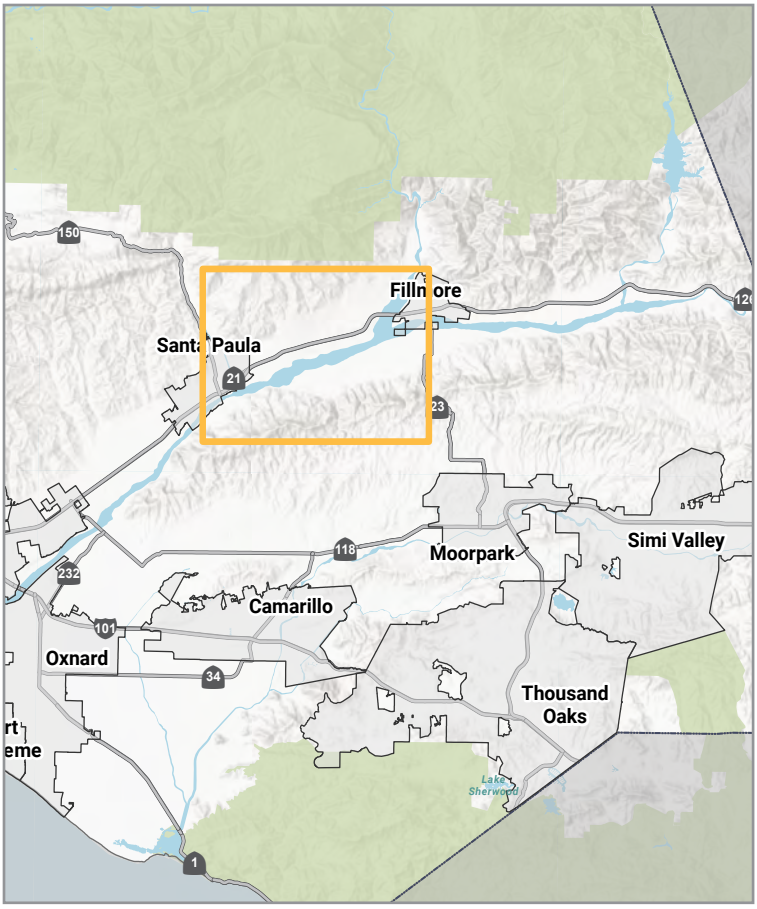


Santa Paula East
Active Transportation Recommendations

WHAT DID WE LEARN?

Community members requested a bikeway on South Mountain Road to connect from the cities of Fillmore to Santa Paula. This route is currently a Ventura County Transportation Commission Wayfinding Route. South Mountain Road has a level of traffic stress of 3.

On State Route 126 (Telegraph Road), there is a short striped bike lane in front of Santa Clara Elementary School. There is a high-visibility crosswalk across State Route 126 (Telegraph Road), but the crosswalk is at an uncontrolled intersection.



KEY PEDESTRIAN RECOMMENDATIONS

- **Rectangular Rapid Flashing Beacon** on **Telegraph Road**

Adding a rectangular rapid flashing beacon to this crosswalk can help families that need to cross to reach Santa Clara Elementary School. The County should work with Caltrans to implement this recommendation.

Figure 58 / Santa Paula East Pedestrian Recommendations



Saticoy
Active Transportation Recommendations

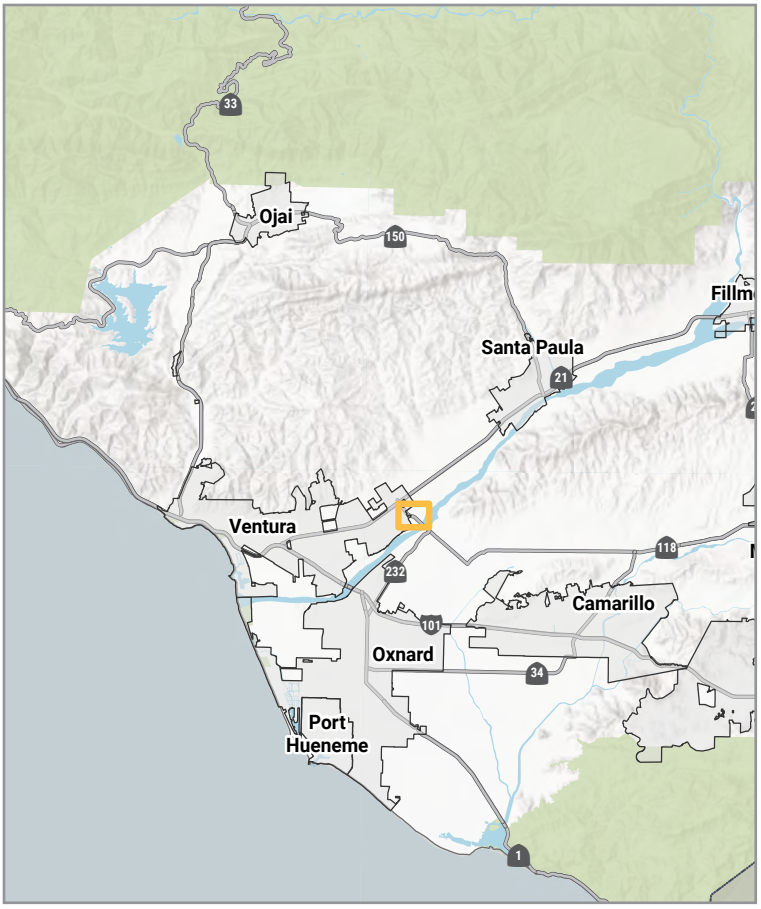
WHAT DID WE LEARN?

Most of the recommendations in this Plan have been previously recommended in the Saticoy Active Transportation Plan. As a part of this planning process, community members requested safe, separated bikeways on State Route 118 (Wells Road). Similarly, Community Advisory Committee Members would like to see recommendations proposed in the Saticoy Active Transportation Plan implemented, such as improvements on and intersecting with State Route 118 (Wells Road). Community members also listed Telephone Road as a street that should have bicycle infrastructure.

The Saticoy neighborhood has frequently visited destinations like restaurants, Saticoy Park, transit stops, churches, and the Boys & Girls Club. These destinations are within walking and biking distance of the residences in Saticoy.

There is minimal pedestrian infrastructure in Saticoy. Some streets only have sidewalks on one side of the street, and few of the intersections in Saticoy have crosswalks.

Violeta Street, Azahar Street, and Nardo Street have few controlled intersections, creating opportunities for drivers to speed without stopping.



KEY BIKE LANE RECOMMENDATIONS

- **Class I shared-use path** from **Saticoy to Santa Paula**
- **Class IV separated bike lanes** on **State Route 118 (Wells Road)**
- **Class II bike lanes** on **Azahar Street**
- Class IIB buffered bike lanes on **Nardo Street**
- **Class III bike routes** on **most residential streets**

These bikeway recommendations will help people make connections to Saticoy Park, the Saticoy Library, and retail and restaurants in the neighborhood. These recommendations will also help bicyclists connect to transit stops in Saticoy.

The recommended Santa Paula Branch Line Class I path between Azahar Street and Nardo Street extends eastward to the City of Santa Paula. This path has also been recommended in the Ventura County Transportation Commission's Wayfinding Plan and the Saticoy Active Transportation Plan. In sections where the path travels through agricultural land, fencing will need to be installed.

The separated bikeway on State Route 118 (Wells Road) can provide a separate on-street facility for bicyclists traveling in the community. The construction of this recommendation will require coordination with Caltrans.

The Class II bike lanes on Nardo Street and Azahar Street can help bicyclists connect from residences in Saticoy to the City of Ventura.

Bike routes on most of the remaining streets in Saticoy can create a complete bicycle network in the community.

KEY PEDESTRIAN RECOMMENDATIONS

- **Traffic calming** on **Violeta Street** and **Azahar Street**
- **Crosswalk signage** on **Nardo Street, Azahar Street,** and **Violeta Street**
- **Sidewalk** on **Violeta Street, Clavel Avenue,** and **Alelia Avenue**

The County should study if stop signs are warranted along intersections at Violeta Street and Azahar Street. These stops can slow down vehicles and provide opportunities for pedestrians to cross at the intersections. Crosswalk signage and high-visibility crosswalks at intersections throughout Saticoy will provide designated spaces for pedestrians to cross and will alert drivers that pedestrians may be in the area. This Plan also recommends curb extensions at larger intersections to act as additional traffic calming and to shorten crossing distances for pedestrians.

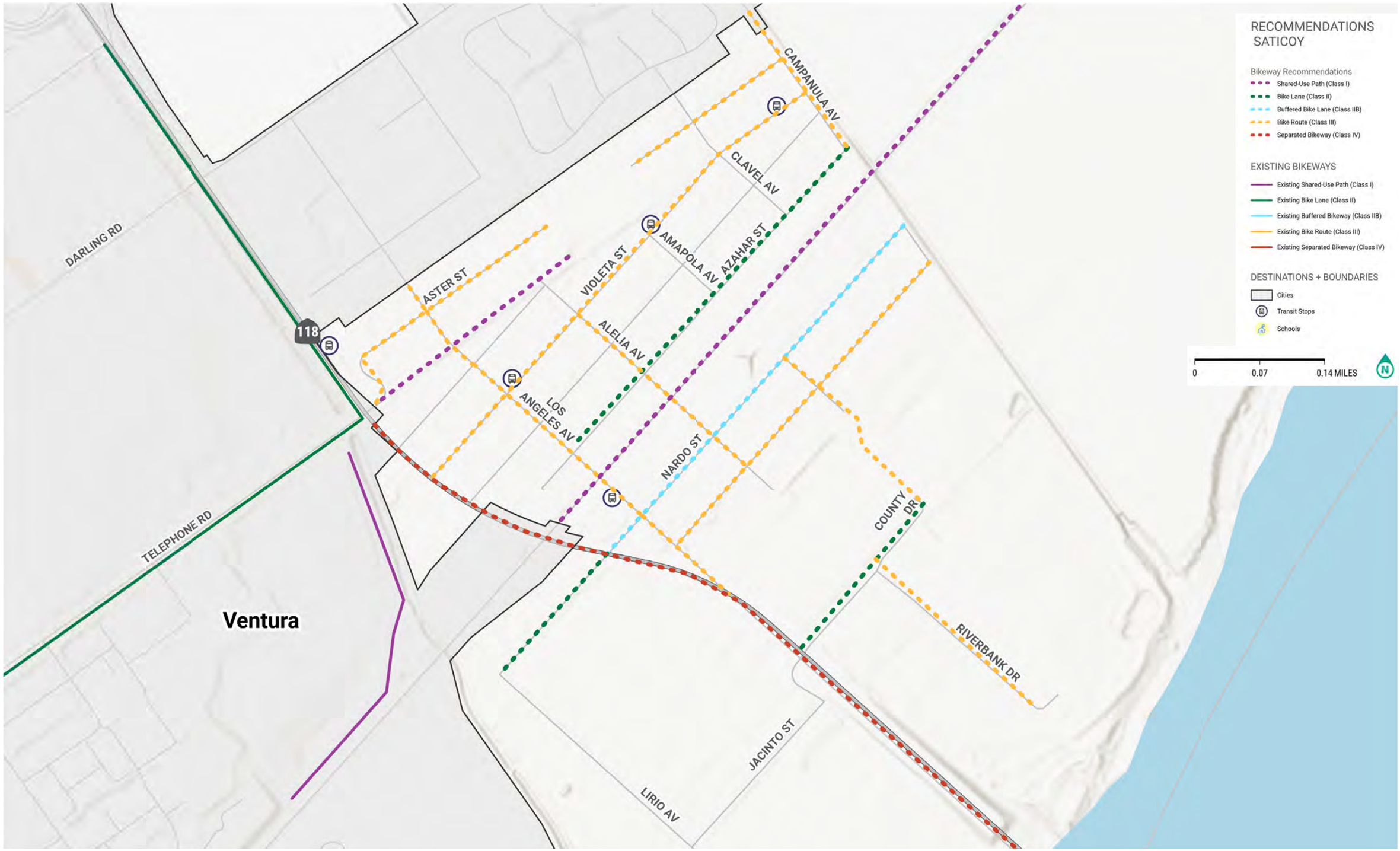
Along State Route 118 (Wells Road), high-visibility crosswalks should be installed at Telephone Road and Nardo Street. This can make pedestrians more visible at the wide crossings. The County will need to coordinate with Caltrans to implement these improvements.

Recommended sidewalks in these maps show where there are gaps in existing sidewalks.

Figure 59 / Saticoy Pedestrian Recommendations



Figure 60 / **Saticoy Bike Lane Network Recommendations**



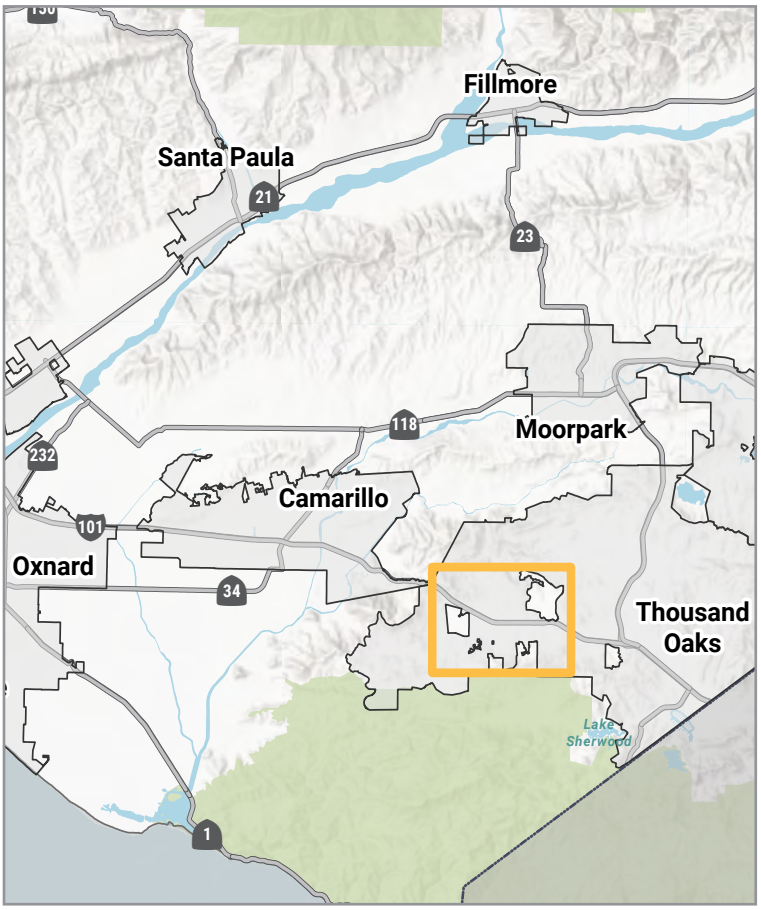
Casa Conejo and Lynn Ranch
Active Transportation Recommendations

WHAT DID WE LEARN?

Within the City of Thousand Oaks, there are two unincorporated communities. The Casa Conejo community shown to the left in the map (on the next page) has residential destinations within the community and is near other destinations in the City of Thousand Oaks.

The Casa Conejo community has destinations including Borchard Community Park and Walnut Elementary School. Three other schools are also nearby just outside the unincorporated boundaries in the City of Thousand Oaks. While there are high-visibility crosswalks along Lesser Drive, there are no high-visibility crosswalks on most of the streets in Casa Conejo. Wendy Drive is a high stress street with opportunities to improve crossings in Casa Conejo. Most streets in Casa Conejo have sidewalks on both sides of the street.

The Lynn Ranch unincorporated community shown to the right in the map includes Madroña Elementary School. Just south of Lynn Ranch is The Oaks Shopping Mall, a popular destination located in the City of Thousand Oaks. Compared to Casa Conejo, most of the local streets in Lynn Ranch are longer, and some do not have sidewalks. There are crosswalks near Madroña Elementary School, but they are not all high-visibility as they are near schools in Casa Conejo. A short equestrian trail travels through Lynn Ranch near the elementary school.



Across US Highway 101 in between both of these unincorporated communities is a business center which includes Amgen, one of the largest pharmaceutical companies in California. Amgen is a proponent of active transportation for its employees.

Community comments in this area noted that Camino Dos Rios is used by bicycle commuters to and from the City of Thousand Oaks.

KEY BIKE LANE RECOMMENDATIONS

- **Class IIB buffered bike lanes** on **Camino Dos Rios** and **Wendy Drive**
- **Class III bike routes throughout the Casa Conejo** and **Lynn Ranch residential areas**

Bicycle recommendations in these two unincorporated areas create a network for residents in the unincorporated areas to reach popular destinations located in the City of Thousand Oaks, and to the residential destinations within each unincorporated community.

Buffered bike lanes on the level 3 traffic stress Camino Dos Rios can provide further separated protection for bicyclists from vehicles.

Buffered bike lanes on Wendy Drive also provide more separated space for bicyclists on this road with a level 4 of traffic stress. The County can consider flipping parking and the existing bike lane to create the bike lane buffer.

Class III recommendations in the residential areas of Casa Conejo can create a connected bike route network for residents bicycling to school and to their homes. Class III bike routes in the Lynn Ranch neighborhood also work to create a bikeway network in the neighborhood, connecting to the existing bike lanes in the City of Thousand Oaks.

KEY PEDESTRIAN RECOMMENDATIONS

- **High-visibility crosswalk** throughout the **Casa Conejo neighborhood** and in **Lynn Ranch** near the elementary school
- **Traffic calming** and **pedestrian signals** on **Wendy Drive**
- **Curb extensions** on **streets approaching the schools** in this study area

High-visibility crosswalks throughout the Casa Conejo neighborhood connect pedestrians to the four schools and to Borchard Community Park. High-visibility crosswalks should replace existing non-high-visibility crosswalks in the Lynn Ranch neighborhood.

Curb extensions, high-visibility crosswalks, advance yield markings, and a rectangular rapid flashing beacon at Wendy Drive and Michael Drive will help pedestrians cross at a high stress intersection. Without this crossing location, pedestrians must walk across a bridge to cross at Gerald Drive or walk .2 miles to cross at Borchard Road.

Curb extensions on Calle Yucca and Camino Manzanas lead to Madroña Elementary School and will provide traffic calming on a 30 mph neighborhood street. The County can also work with the City of Thousand Oaks to create safer crossing infrastructure on Lynn Road.

Recommended sidewalks in these maps show where there are gaps in existing sidewalks.

Figure 61 / Casa Conejo and Lynn Ranch Pedestrian Recommendations

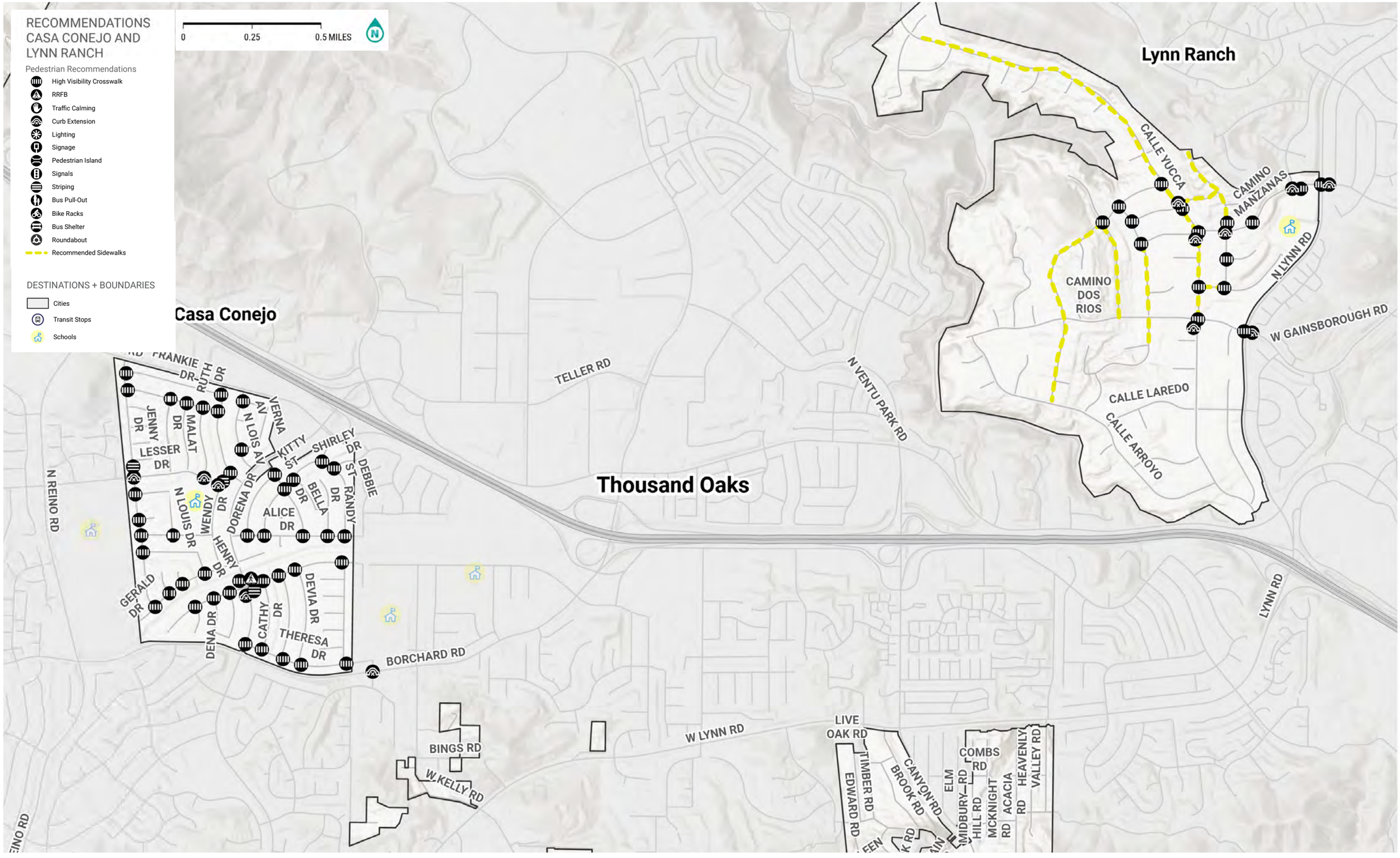
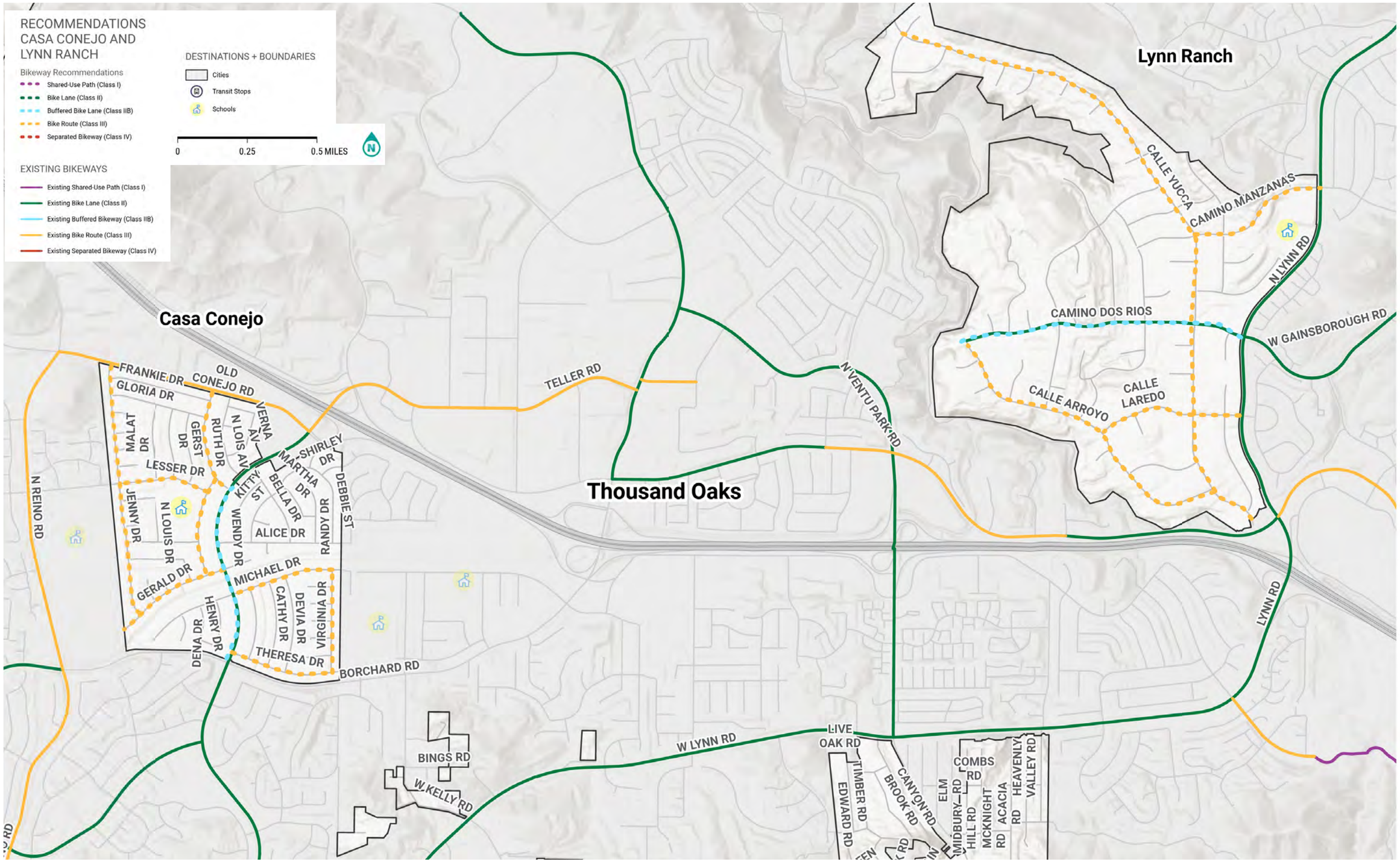


Figure 62 / **Casa Conejo and Lynn Ranch Bike Lane Network Recommendations**



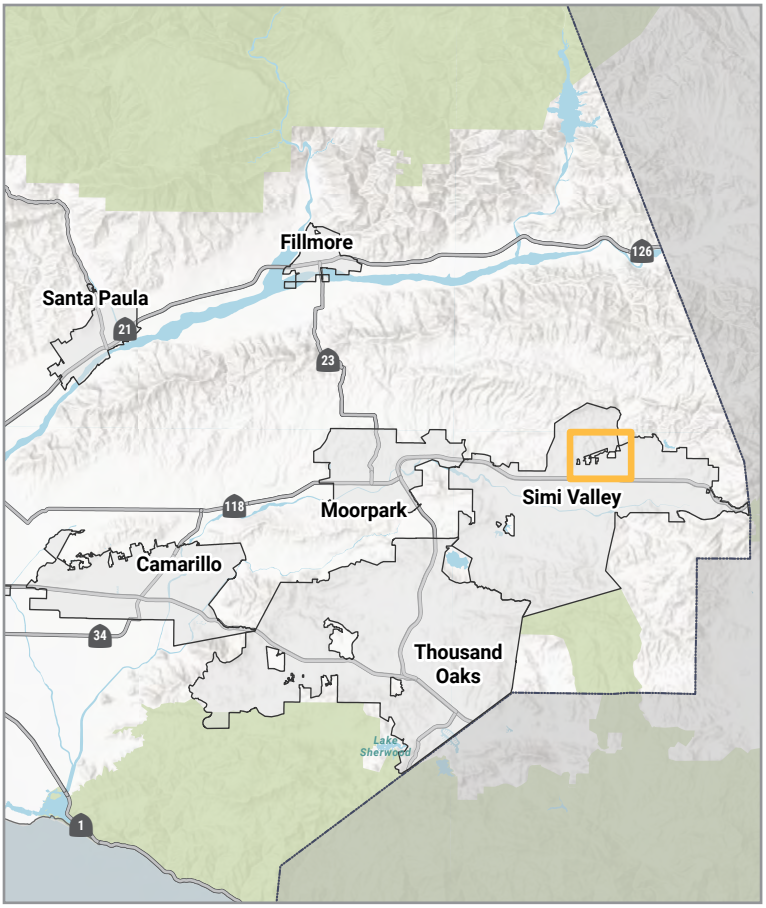
North Simi Valley
Active Transportation Recommendations

WHAT DID WE LEARN?

These neighborhoods are small residential unincorporated communities within the City of Simi Valley. The Flood Street community is near Township Elementary and Valley View Middle School in the City of Simi Valley.

The Flood Street neighborhood has sidewalks, but does not have pedestrian crossing infrastructure or bicycle infrastructure.

The other small neighborhoods in this study area do no have any pedestrian or bicycle infrastructure.



KEY BIKE LANE RECOMMENDATIONS

- **Class III bike routes** on **Flood Street** and **Felix Avenue**

These bike routes connect to existing bike routes on Township Avenue. The bike routes can provide signage and striping on the street to tell drivers that bicyclists are allowed to share the road.

KEY PEDESTRIAN RECOMMENDATIONS

- **High-visibility crosswalks** on **Flood Street** and **Felix Avenue**

High-visibility crosswalks at these two intersections can designate a place for pedestrians to cross and can help families walk to the nearby schools. Other streets in this study area are low-stress and are not high priority areas for crossing improvements.

Figure 63 / **North Simi Valley Ranch Pedestrian Recommendations**

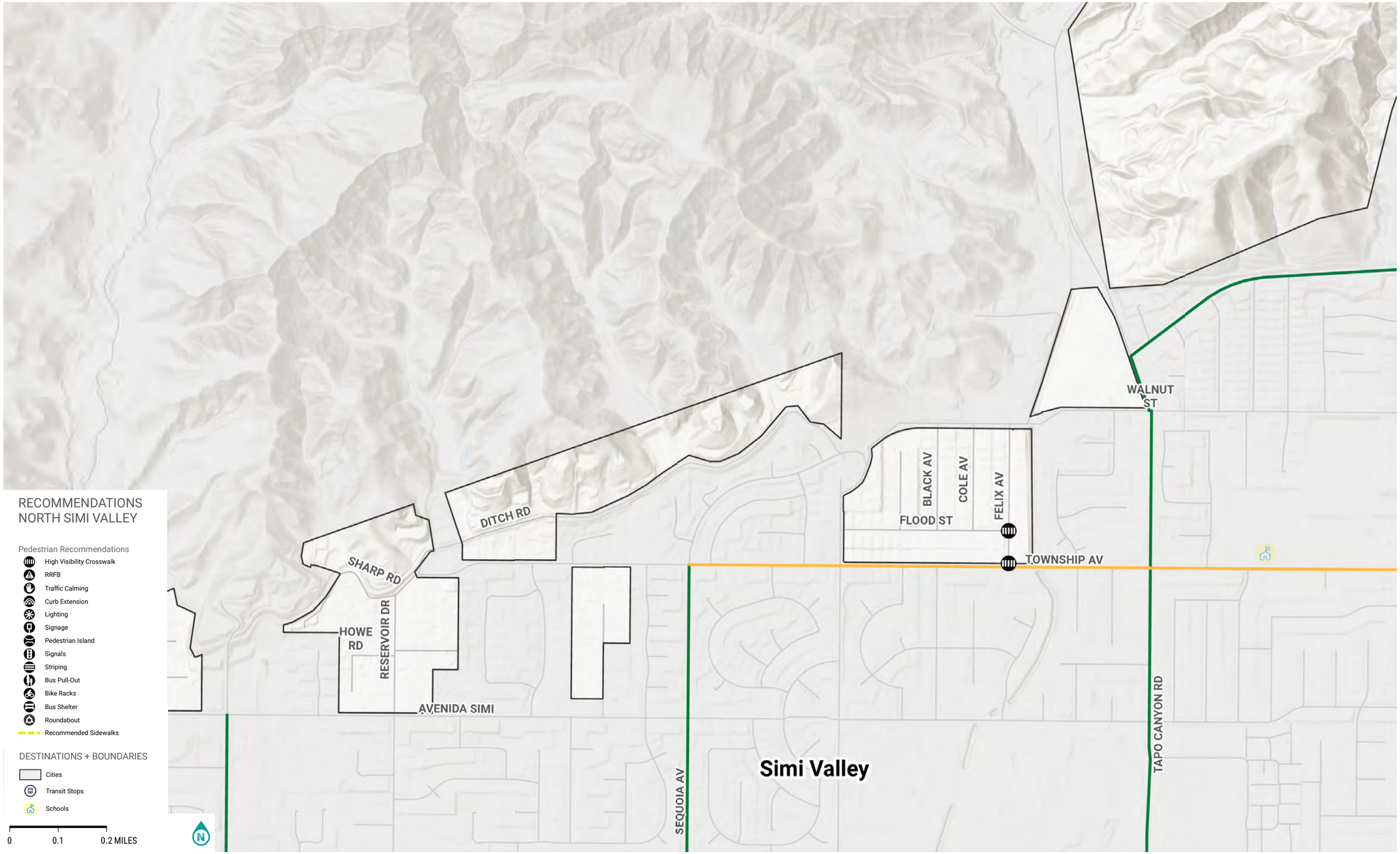
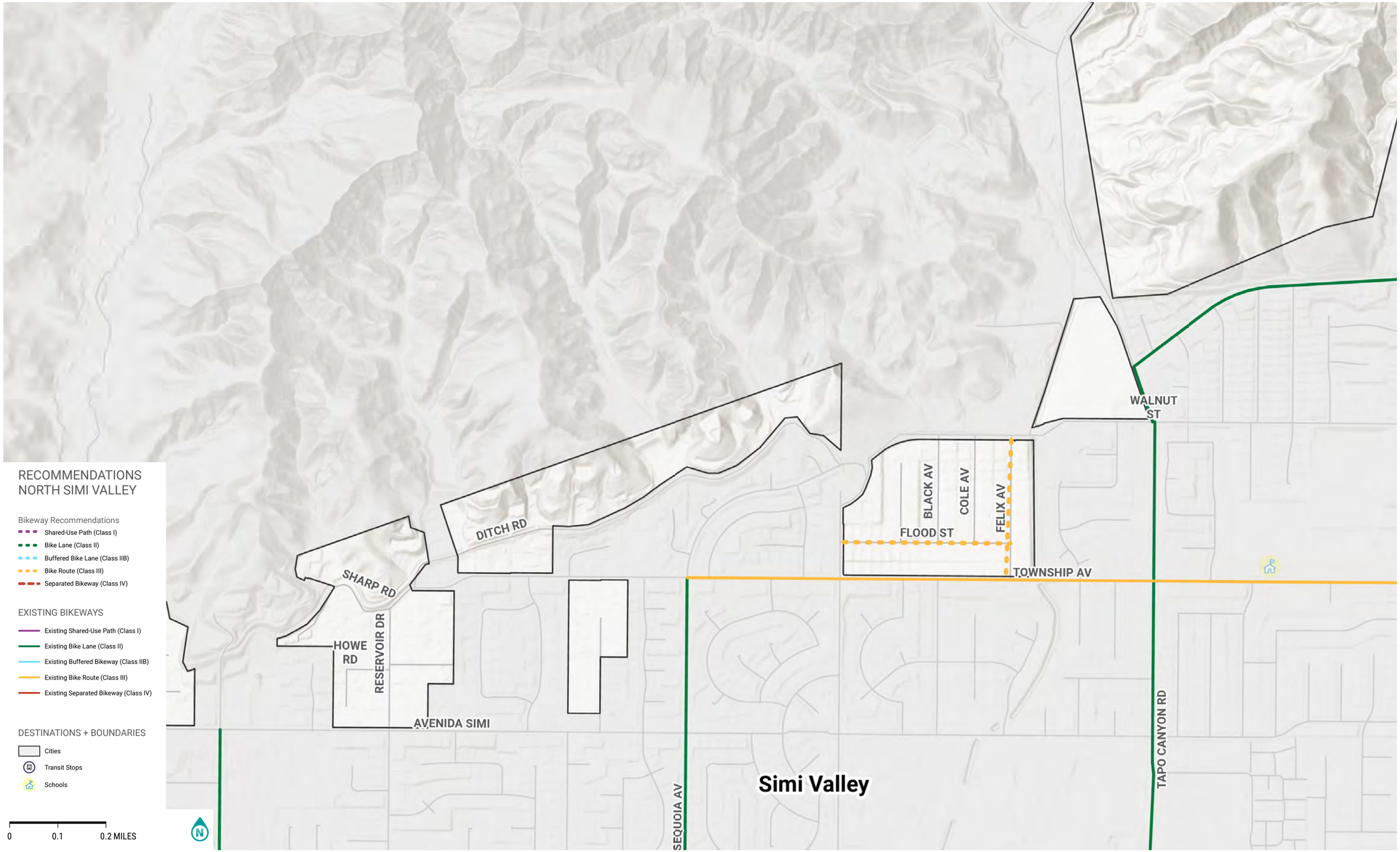


Figure 64 / **North Simi Valley Bike Lane Network Recommendations**



Santa Susana
Active Transportation Recommendations

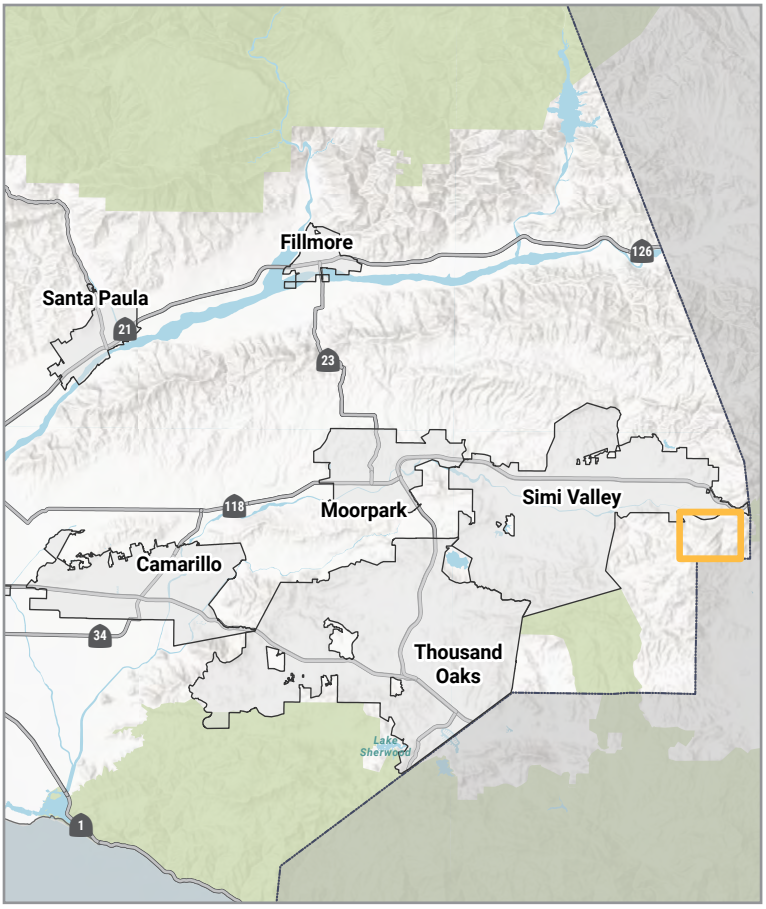
WHAT DID WE LEARN?

Santa Susana Pass Road is a level 4 traffic stress road connecting to an existing bike lane in the City of Simi Valley. Bicycle and pedestrian collisions have occurred on both Santa Susana Pass Road and Box Canyon Road, particularly near the intersection.

In order for residents in this neighborhood of unincorporated Ventura County to reach destinations in Simi Valley, they must cross railroad tracks perpendicular to Katherine Road, or must walk along Katherine Road to Santa Susana Pass Road, streets that do not have sidewalks.

Knolls Elementary is located in the City of Simi Valley near this unincorporated community. There is also a park north of Sylvan Drive and off Katherine Road near Santa Susana Pass Road.

Community Advisory Committee members said this community can see heavy traffic due to drivers using Santa Susana Pass Road and Katherine Road as an alternative to State Route 118 (Ronald Reagan Freeway). During accidents or emergencies on State Route 118, traffic is also re-routed through this neighborhood.



KEY BIKE LANE RECOMMENDATIONS

- **Class IIB buffered bike lanes** on **Box Canyon Road**
- **Class II bike lanes** on **Santa Susana Pass**
- **Class III bike route** on **Katherine Road**

Bicycle recommendations near Santa Susana connect to destinations in the City of Simi Valley including the school on the edge of the City boundary.

There are some constraints on Box Canyon Road that will need to be addressed prior to construction of the Class IIB buffered bike lanes. These constraints include the roadway width, County right-of-way space, utility locations, and drainage considerations.

Bike lanes on Santa Susana Pass can provide space for bicyclists and can help bicyclists connect to the City of Simi Valley.

A bike route on Katherine Road can help to alert drivers that bicyclists may be in the area, particularly for drivers unfamiliar with the neighborhood and using the street to avoid traffic on State Route 118 (Ronald Reagan Freeway).

KEY PEDESTRIAN RECOMMENDATIONS

- **A path or sidewalk** across the railroad tracks on **Katherine Road**
- **High-visibility crosswalks** on **Oak Knolls Road**

High-visibility crosswalks at Oak Knolls Road lead pedestrians to Knolls Park and to destinations in the City of Simi Valley.

Recommended sidewalks in these maps show where there are gaps in existing sidewalks.

Figure 65 / **Santa Susana Pedestrian Recommendations**

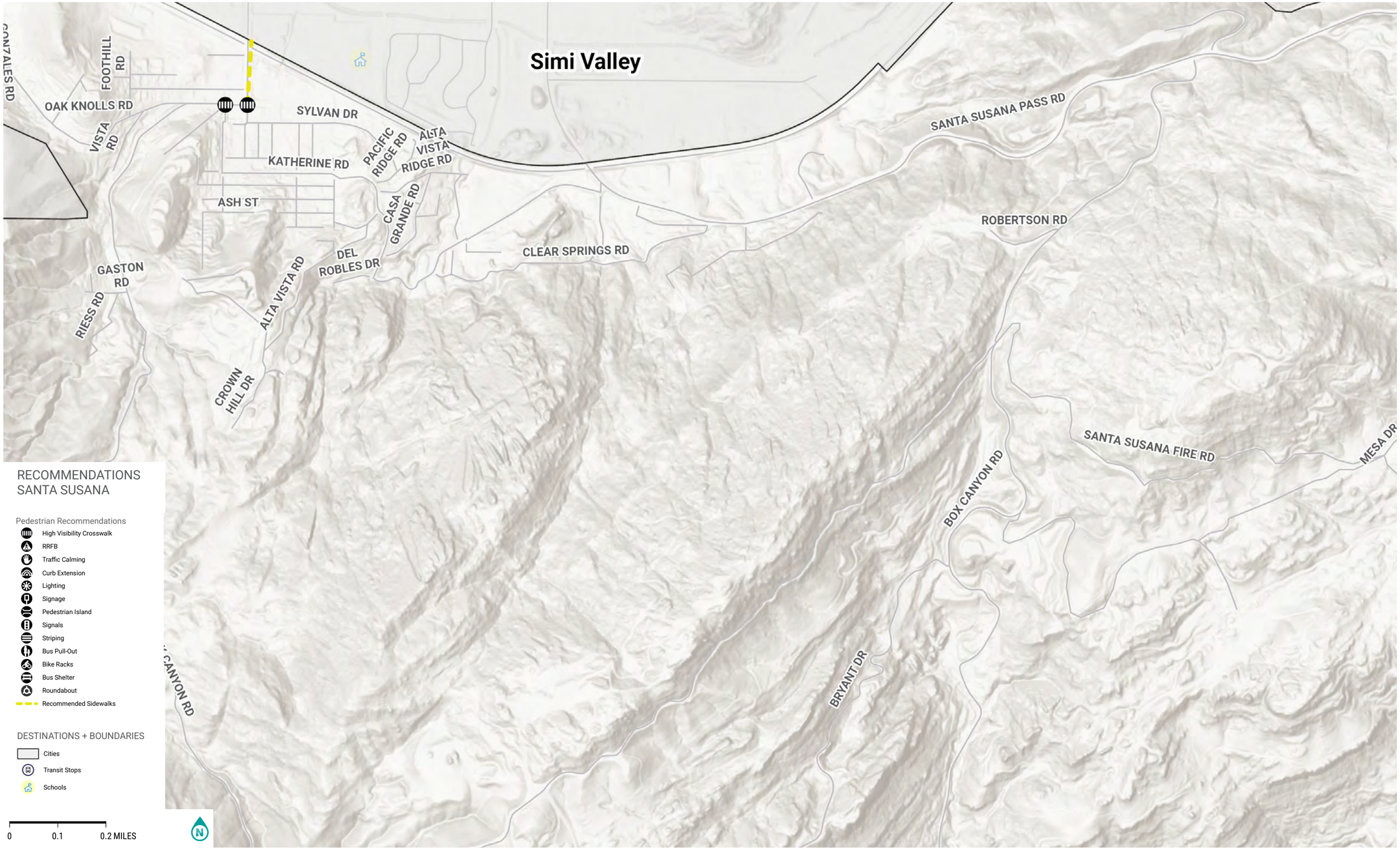
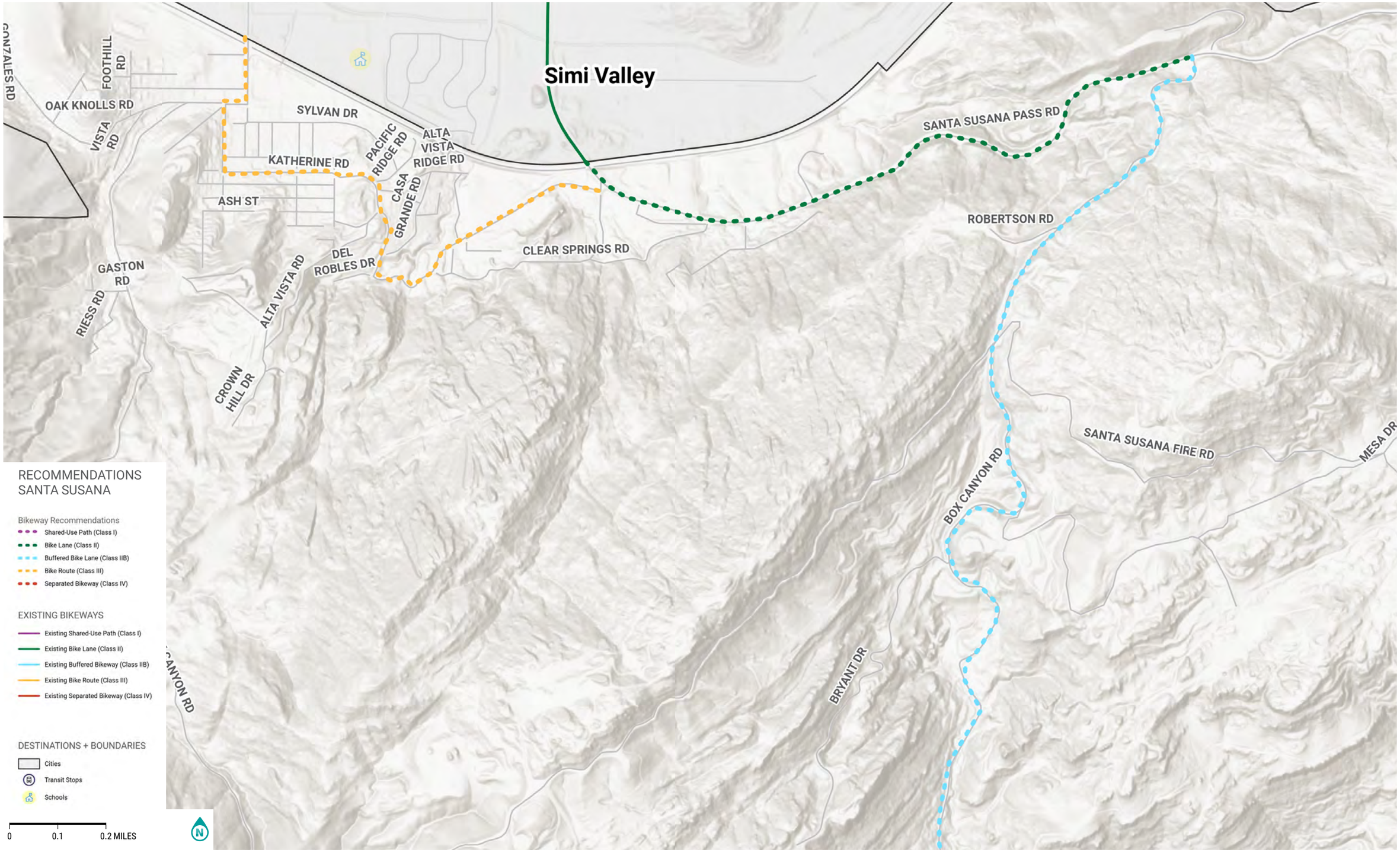


Figure 66 / **Santa Susana Bike Lane Network Recommendations**

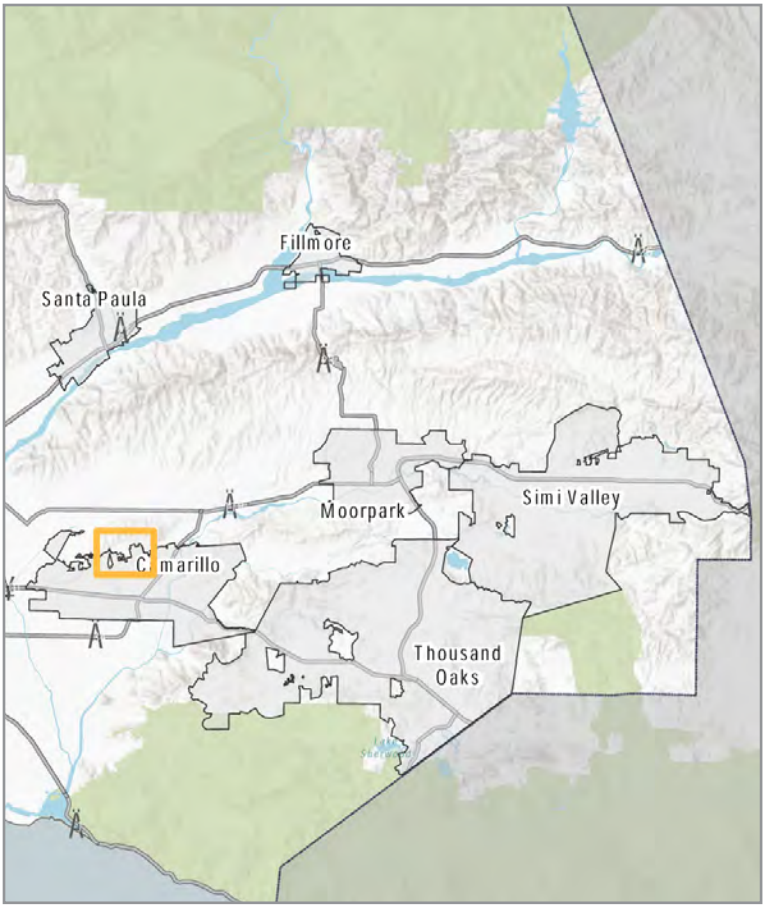


North Camarillo
Active Transportation Recommendations

WHAT DID WE LEARN?

This is a residential community just north of the City of Camarillo. Camarillo Heights Elementary School is located off Mission Drive, which has a level 2 of traffic stress. The other local roads in this community have a level 1 of traffic stress.

The streets in this community do not have sidewalks, but there are high-visibility crosswalks near the school. Community members requested bicycle infrastructure on Mission Drive, and sidewalks on Anacapa Drive.



KEY BIKE LANE RECOMMENDATIONS

- **Class III bike route** on **Mission Drive/ Loop Drive North/Loop Drive East**

Class III bike lanes on this street will provide bicyclists with a bikeway looping around the perimeter of this neighborhood. Bicyclists can use this loop to reach any of the low stress streets within the neighborhood, or to connect to the existing bike lane on Las Posas Road in the City of Camarillo.

KEY PEDESTRIAN RECOMMENDATIONS

- **High-visibility crosswalks** on **Mission Drive, Anacapa Drive**, and **Loop Drive West**
- **Curb extensions** on **Mission Drive and Anacapa Drive**

High-visibility crosswalks in this community will alert drivers that pedestrians may be in the area. Sidewalks may encourage more people to walk in the neighborhood, making the recommended crosswalks more frequently used.

Curb extensions at wider intersections in this neighborhood will reduce the crossing distance for pedestrians across the intersection.

The County should work with the City of Camarillo to enhance crosswalks near this unincorporated community to be high-visibility.

Figure 67 / **North Camarillo Pedestrian Recommendations**

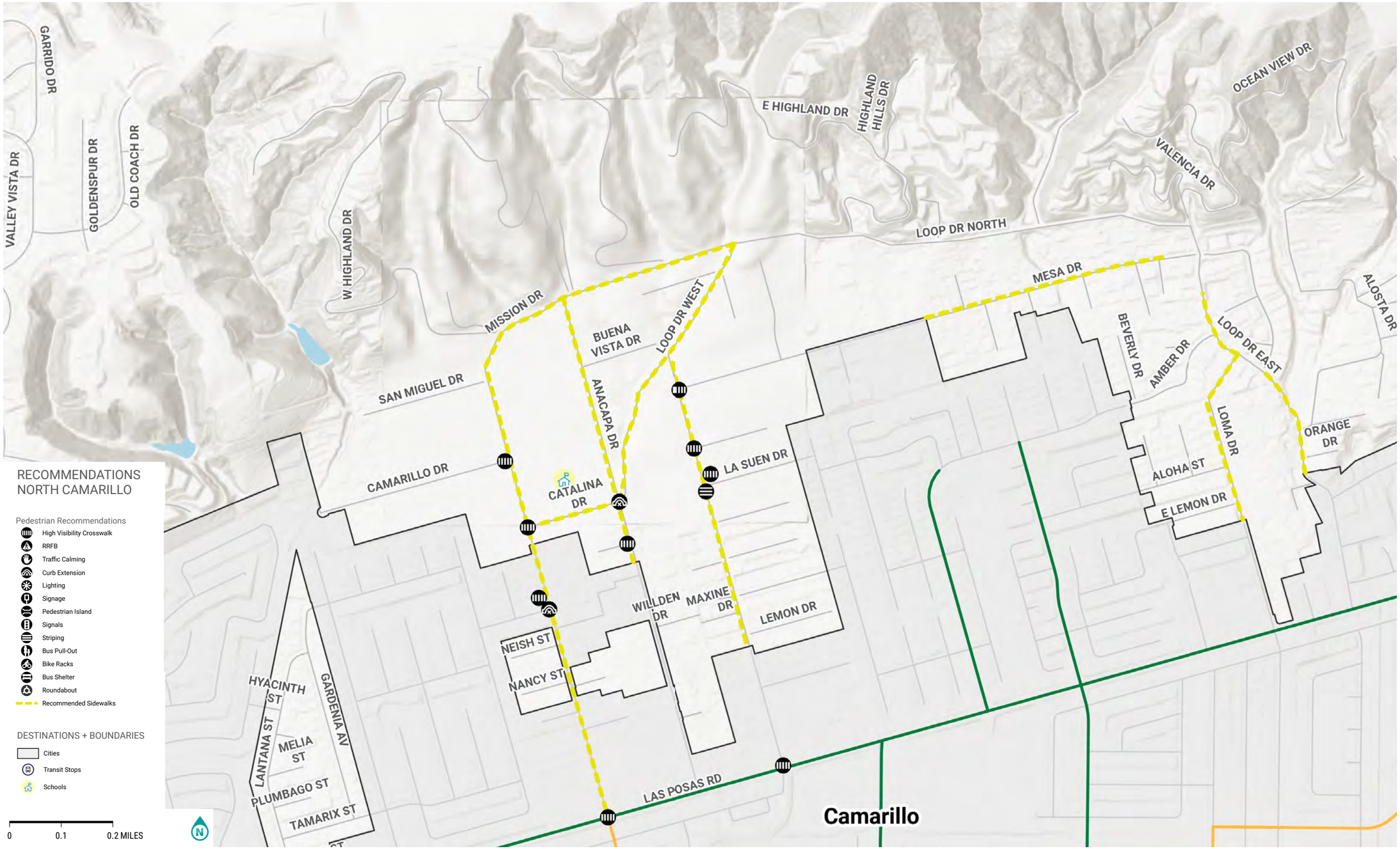
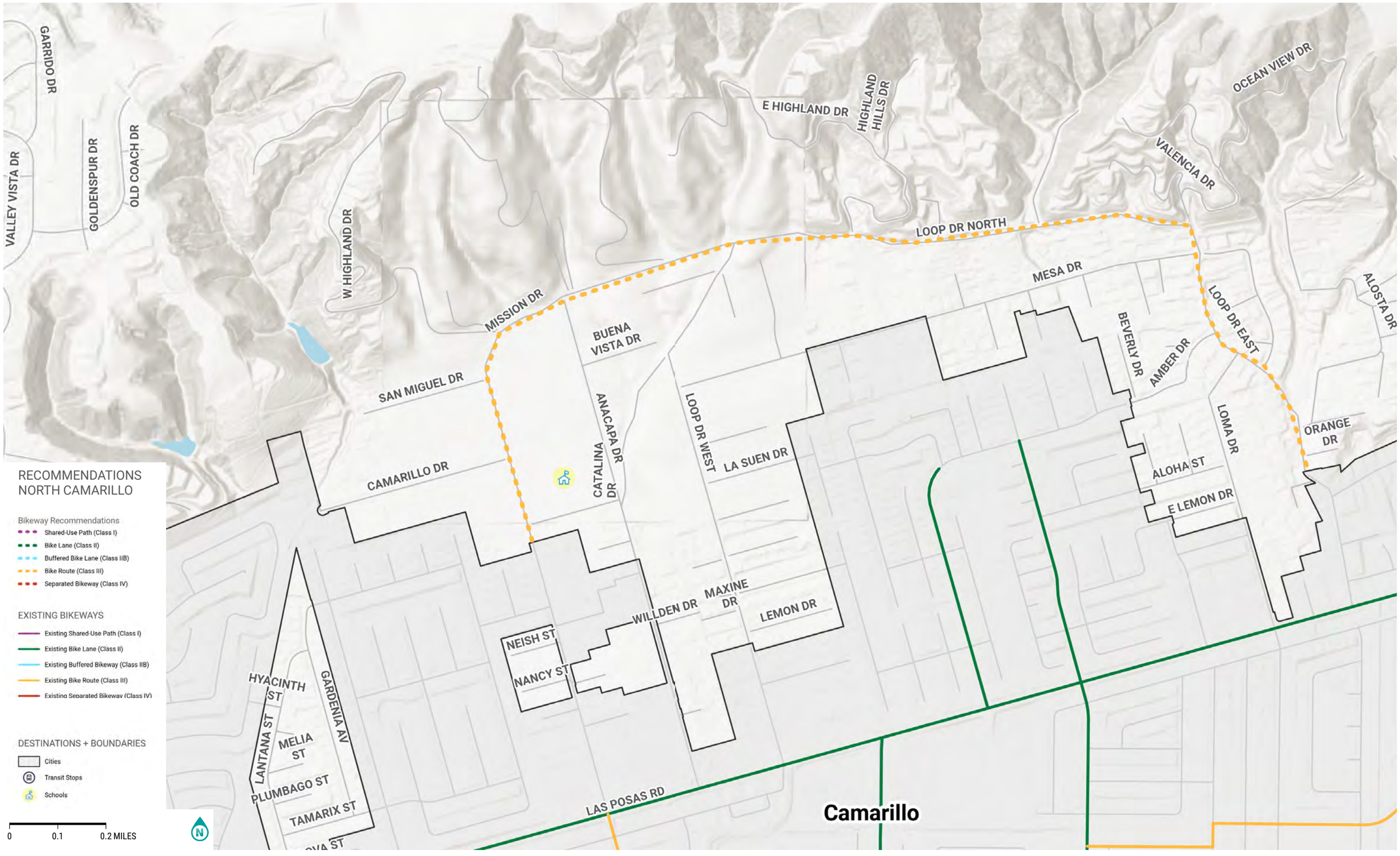


Figure 68 / North Camarillo Bike Lane Network Recommendations



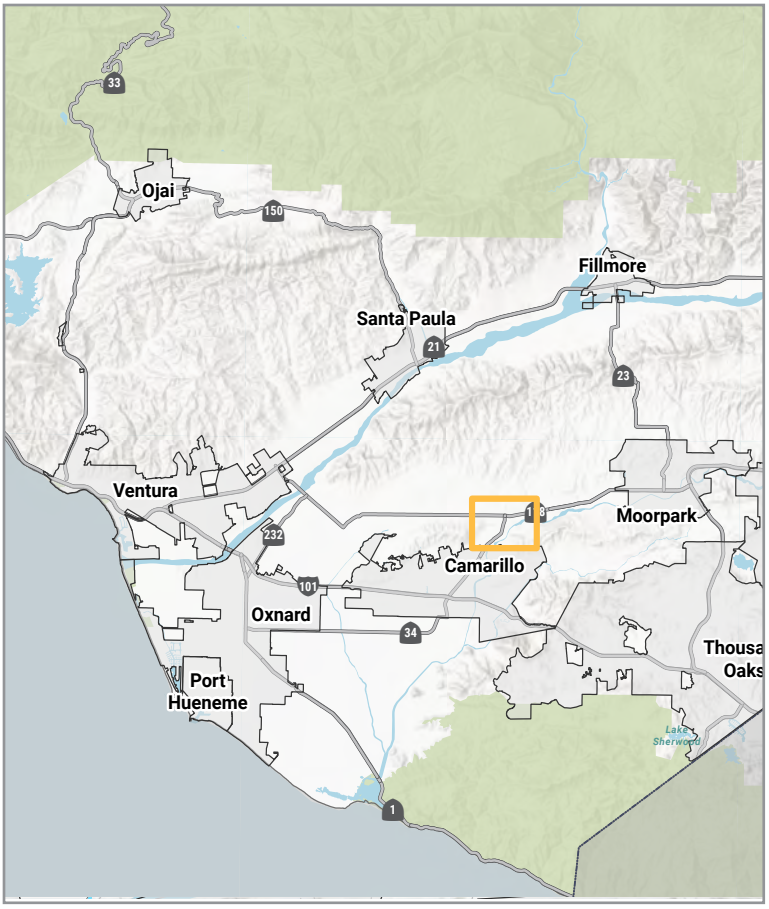
Somis and Lewis Road
Active Transportation Recommendations

WHAT DID WE LEARN?

Members of the public identified this area as uncomfortable for bicyclists because of the high stress State Route 118 (Los Angeles Avenue). Several community comments requested a separated or protected bikeway parallel to State Route 118 (Los Angeles Avenue) to connect the City of Moorpark and the City of Ventura. Community members also marked State Route 34 (Somis Road) as needing bicycle infrastructure.

State Route 34 (Somis Road) is also a high stress corridor, which leads to Somis Elementary School, transit stops, and destinations in the City of Camarillo. Drivers on State Route 34 (Somis Road) enter this unincorporated neighborhood after driving on long stretches of State Route without stopping. There is no infrastructure in place to stop or slow down vehicles on State Route 34 (Somis Road), even though there are crosswalks across the Route.

There are existing high-visibility crosswalks on most of the local streets in this study area. There are also speed bumps along North Street.



KEY BIKE LANE RECOMMENDATIONS

- **Class I paths** on **State Route 118 (Los Angeles Avenue)** and along the **Santa Clara River**
- **Class IIB buffered bike lanes** on **State Route 34 (Somis Road)**
- **Class II bike lanes** through the **residential area of State Route 34 (Somis Road)**
- **Class III bike routes** on **North Street**

Bicycle recommendations near Somis and Lewis Road can help residents connect to transit stops, an elementary school, and local services and restaurants.

Class I paths along State Route 118 (Los Angeles Avenue) and along the Santa Clara River will connect unincorporated County residents to destinations in the cities of Ventura, Camarillo, and Moorpark. Paths within the state right-of-way will require coordination with Caltrans.

The buffered bike lanes south of the residential areas of this map on State Route 34 (Somis Road) can help bicyclists connect to the City of Camarillo. Bike lanes on the northern portion of this street can help bicyclists connect to local services like the post office, and to transit stops. Implementing these bike lanes will require coordinating with Caltrans.

Bike routes on North Street connect bicyclists to Somis Elementary and to transit stops on State Route 34 (Somis Road).

KEY PEDESTRIAN RECOMMENDATIONS

- **Curb extensions** on **North Street, State Route 34 (Somis Road),** and **West Street**
- **Speed bumps** on **West Street**
- **Stop signs** on **State Route 34 (Somis Road)**

Curb extensions at existing crosswalks on West Street will shorten crossing distances for pedestrians. These curb extensions and the recommended speed bumps on West Street will create a more comfortable street for pedestrians and bicyclists, leading to a school and a church. Curb extensions at intersections on State Route 34 (Somis Road) will narrow the roadway and can alert drivers that they are entering a residential area. Stop signs on State Route 34 (Somis Road) at North Street and Rice Street will provide further indication that drivers should stop, including for pedestrians crossing the State Route. Any pedestrian recommendations on State Route 34 (Somis Road) will require coordination with Caltrans.

Recommended sidewalks in these maps show where there are gaps in existing sidewalks.

Figure 69 / Somis and Lewis Road Pedestrian Recommendations

See **page 184** for Balcom Canyon Road

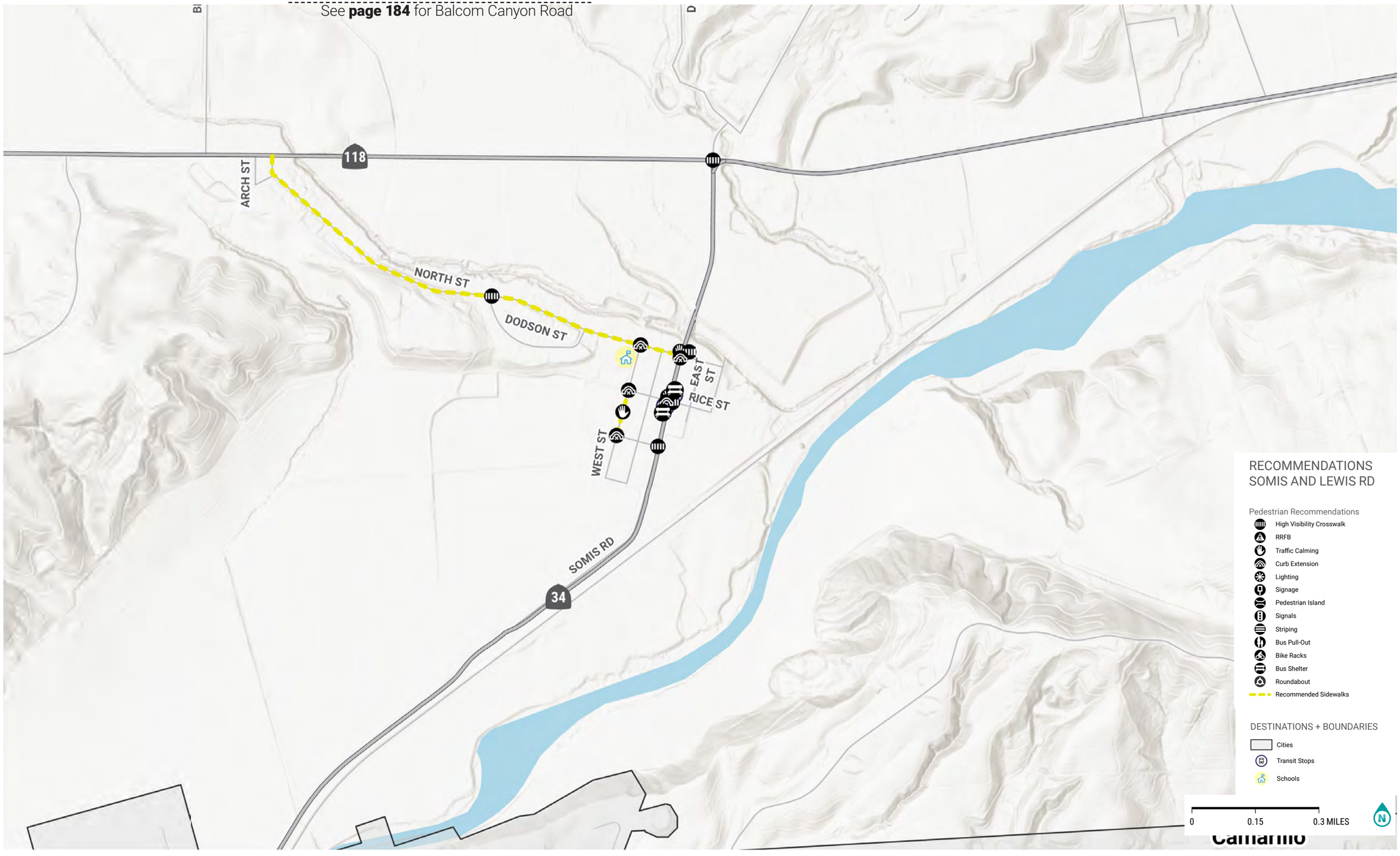
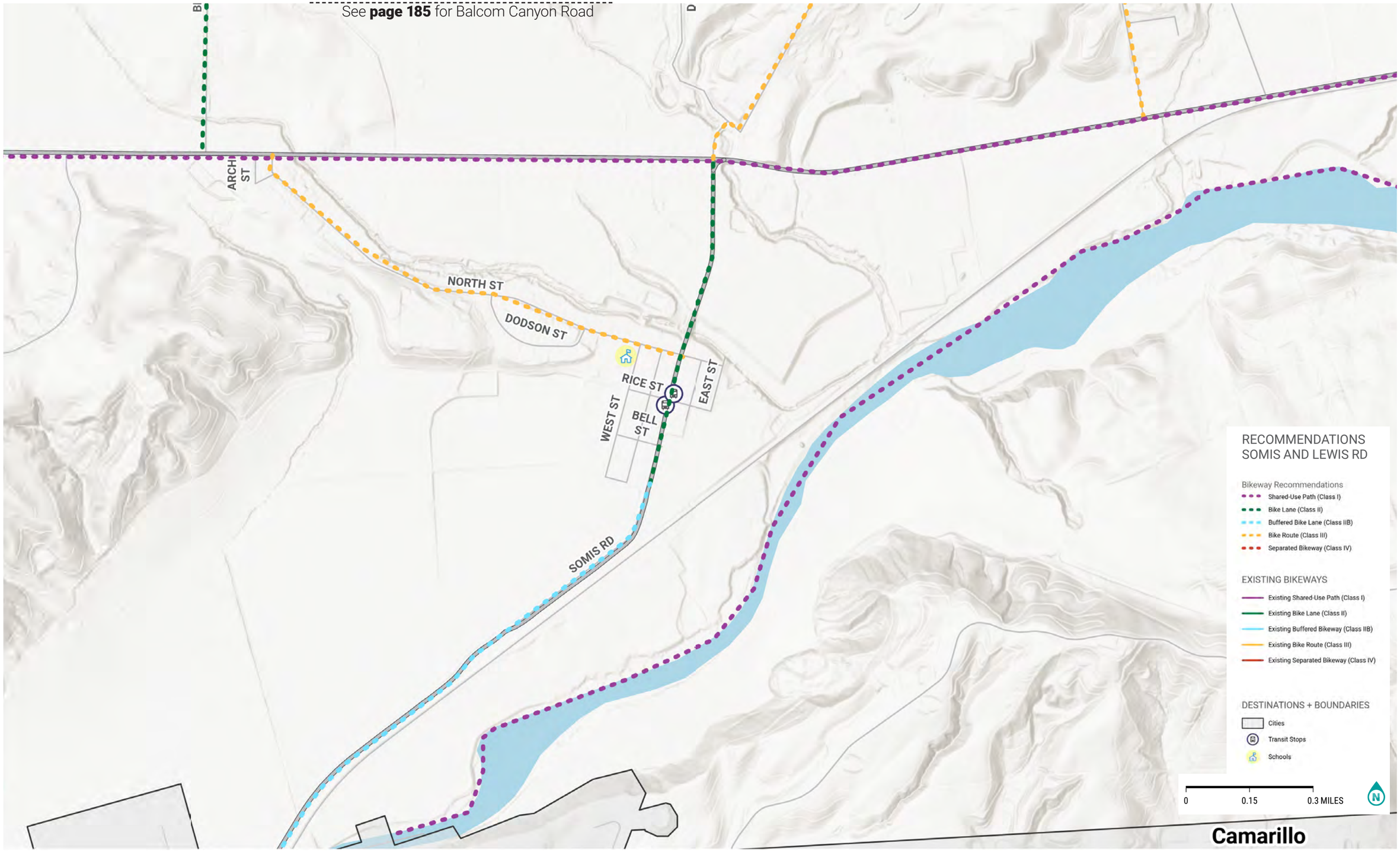


Figure 70 / Somis and Lewis Road Bike Lane Network Recommendations



Santa Paula West
Active Transportation Recommendations

WHAT DID WE LEARN?

Community members requested improved striping on Telegraph Road, a bikeway on Santa Paula Street, and a bikeway on Foothill Road. Community Advisory Committee members also noted that Foothill Road is a popular route for recreational bicyclists.

Briggs Road, Santa Paula Street, and portions of Foothill Road are on the high injury network, and Telegraph Road has a level 4 of traffic stress.

There are two rural schools in this study area. There are no sidewalks or pedestrian paths for students to use to walk to either school. There are existing crosswalks at Briggs Road and Telegraph Road near Briggs School, but these crosswalks should be improved.



KEY BIKE LANE RECOMMENDATIONS

- **Class IIB buffered bike lanes** on **Telegraph Road** and **Foothill Road**
- **Class II bike lanes** on **Santa Paula Street, Briggs Road**, and **Cummings Road**

Bike lanes in Santa Paula West can provide regional connectivity. These recommendations can provide connections to the City of Ventura and to the City of Santa Paula. These recommendations also provide connections to two schools; however, only the recommended Santa Paula Branch Line Class I path would provide a low enough level of traffic stress to be appropriate for children to use. In sections where the path travels through agricultural land, fencing will need to be installed.

Adding a buffer to the existing bike lanes on Telegraph Road can help reduce the level of traffic stress on this road.

The recommended bike lanes in this area can provide connections to the City of Santa Paula and the City of Ventura. The Class II bike lane recommendation on Briggs Road between Foothill Road and Telegraph Road has been previously identified in the Ventura County Regional Wayfinding Plan as useful for regional connectivity.

Due to necessary drainage improvements and terrain issues, constructing the Class IIB buffered bike lanes on Foothill Road will be considerably more expensive compared to the other bike lanes in this area. In the future, a Class IV separated bikeway could be explored on Foothill Road.

KEY PEDESTRIAN RECOMMENDATIONS

- **Crosswalk improvements** on **Briggs Road**

As recommended in the Local Road Safety Plan, the County should install high-visibility crosswalks at the intersection of Briggs Road and Telegraph Road. Pedestrian walk signals should also be installed at the intersection to tell pedestrians when it is safe to cross the intersection.

Figure 71 / Santa Paula West Pedestrian Recommendations



See **page 148** for Saticoy

Figure 72 / Santa Paula West Bike Lane Network Recommendations

RECOMMENDATIONS
SANTA PAULA WEST

Bikeway Recommendations
- Shared-Use Path (Class I)
- Bike Lane (Class II)
- Buffered Bike Lane (Class IIB)
- Bike Route (Class III)
- Separated Bikeway (Class IV)

EXISTING BIKEWAYS
- Existing Shared-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Buffered Bikeway (Class IIB)
- Existing Bike Route (Class III)
- Existing Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES
- Cities
- Transit Stops
- Schools

0 0.5 1 MILES

N

WHEELER CANYON RD
HAPPY TALK RANCH RD
SHASTA DR
ATMORE DR
E SANTA PAULA ST
150
21
N PALM AV
E MAIN ST
S 12TH ST
W SANTA PAULA ST
W MAIN ST
S PALM AV
N PECK RD
S PECK RD
SANTA PAULA ST
Santa Paula
SOUTH MOUNTAIN RD
ALISO CANYON RD
FOOTHILL RD
CUMMINGS RD
BRIGGS RD
ORCHARD RD
RANCH RD
FAULKNER RD
CLOW RD
S CLOW RD
MOUNTAIN LOOKOUT RD
PINE CITRON RD
DR
PEPPER TREE CANYON RD
OLIVE RD
TELEGRAPH RD
PINKERTON RD
MISSION ROCK RD
TODD RD
SHELL OIL RD
EDWARDS RANCH RD
GAYTHORNE RD
WILLIAMS CANYON RD
ELIZABETH RD
N WELLS RD
N SATICOY AV
WELLS RD
DARLING RD
VIOLETA ST

See **page 149** for Saticoy

Santa Rosa
Active Transportation Recommendations

WHAT DID WE LEARN?

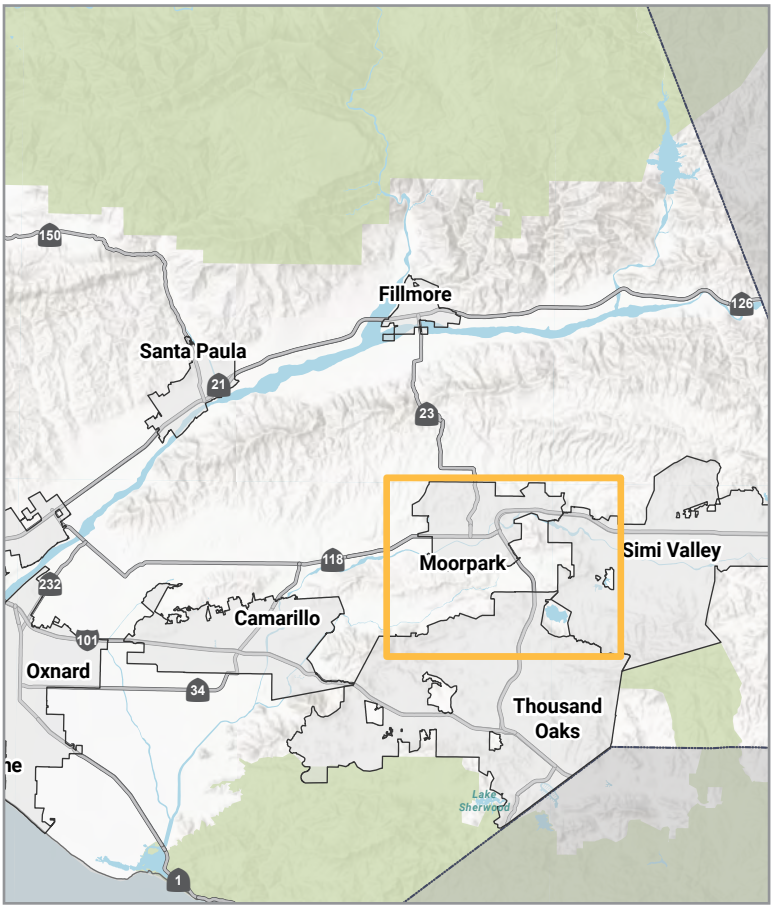
Community input showed that residents would like to ride their bicycles along Moorpark Road and Santa Rosa Road, but these streets feel too uncomfortable in their current condition. Community members also requested a bikeway on Hill Canyon Road to connect to hiking trails in the City of Camarillo.

Community Advisory Committee members listed Hitch Road and Tierra Rejada Road as important for active transportation improvements. Community comments also showed concerns about speeding on Hitch Boulevard. Committee members also noted that there is a community desire for a separated bike path into the City of Camarillo.

At the cul-de-sac of Shadyridge Road in the City of Moorpark, there is a short pedestrian path, which connects to Dalaway Drive in unincorporated Ventura County. This path can connect families in unincorporated Ventura County to Arroyo West Elementary School in the City of Moorpark.

Santa Rosa Technology Magnet School is along Santa Rosa Road. There are few sidewalks and crosswalks in the neighborhood north of the school.

Santa Rosa Road, Moorpark Road, and Tierra Rejada Road are on the high injury network and are level 4 traffic stress corridors. Read Road is on the high injury network and has a level 3 of traffic stress.



Within the City of Simi Valley, there is a small unincorporated neighborhood near Sinaloa Lake. This neighborhood has minimal pedestrian infrastructure, although there is a short path that leads to Madera Elementary School. All the streets in this neighborhood have a level 1 of traffic stress. There is a difficult crossing on Sinaloa Road, on the border of the City of Simi Valley, where pedestrians must cross to reach the sidewalk on the east side of the street. The existing crosswalk is not high-visibility, and there are no curb ramps at this crossing.

KEY BIKE LANE RECOMMENDATIONS

- **Class IIB buffered bike lanes** on **Santa Rosa Road** and **Moorpark Road**
- **Class II bike lanes** on **Sunset Valley Road** and **Read Road**, and **Hitch Boulevard**

The bicycle recommendations in this area connect to the Cities of Moorpark, Camarillo, Thousand Oaks, and Simi Valley.

The buffered bike lanes on Santa Rosa Road from Yucca Drive to Moorpark Road are already conditioned to be installed by the County in 2024. Enhancing the existing Class II bike lanes from Yucca Drive to the City of Camarillo and on Moorpark Road will create an extended corridor of more buffered lanes. These buffered bike lanes also help address community concerns about Santa Rosa Road and Moorpark Road. These bike lanes can also provide a more comfortable route for bicyclists to use to reach destinations in Camarillo.

Bike lanes on Sunset Valley Road and Read Road will connect bicyclists to the network of existing bicycle infrastructure in neighboring cities.

Bike lanes on Hitch Boulevard will provide separate space for bicyclists, including residents biking to reach the City of Moorpark.

KEY PEDESTRIAN RECOMMENDATIONS

- **High-visibility crosswalks in the neighborhood north of Santa Rosa Road** near Santa Rosa Technology Magnet School and on Hitch Boulevard near the City of Moorpark

Constructing high-visibility crosswalks on neighborhood streets like Vista Arroyo Drive, Ridge Drive, and Vista Grande can help families walk to Santa Rosa Technology Magnet School. A curb extension at the intersection of Santa Rosa Road and Vista Grande in front of the school will shorten the crossing distance for pedestrians, and slow down vehicles turning right over the crosswalk onto Santa Rosa Road from Vista Grande.

High-visibility crosswalks are recommended along Hitch Boulevard at Dalaway Drive and Citrus Drive. These crosswalks can help pedestrians connect to the pedestrian path into the City of Moorpark.

Crosswalks along Capri Drive in the Sinaloa Lake neighborhood can help residents connect to their homes in the neighborhood. A rectangular rapid flashing beacon at the crossing on Sinaloa Road can alert drivers that pedestrians are crossing at this intersection.

Recommended sidewalks in these maps show where there are gaps in existing sidewalks. At the recommended sidewalk on Santa Rosa Road between Vista Arroyo Drive and Andalusia Drive, a barrier should be installed to separate the sidewalk from motor vehicle travel lanes.

Figure 73 / **Santa Rosa Pedestrian Recommendations**

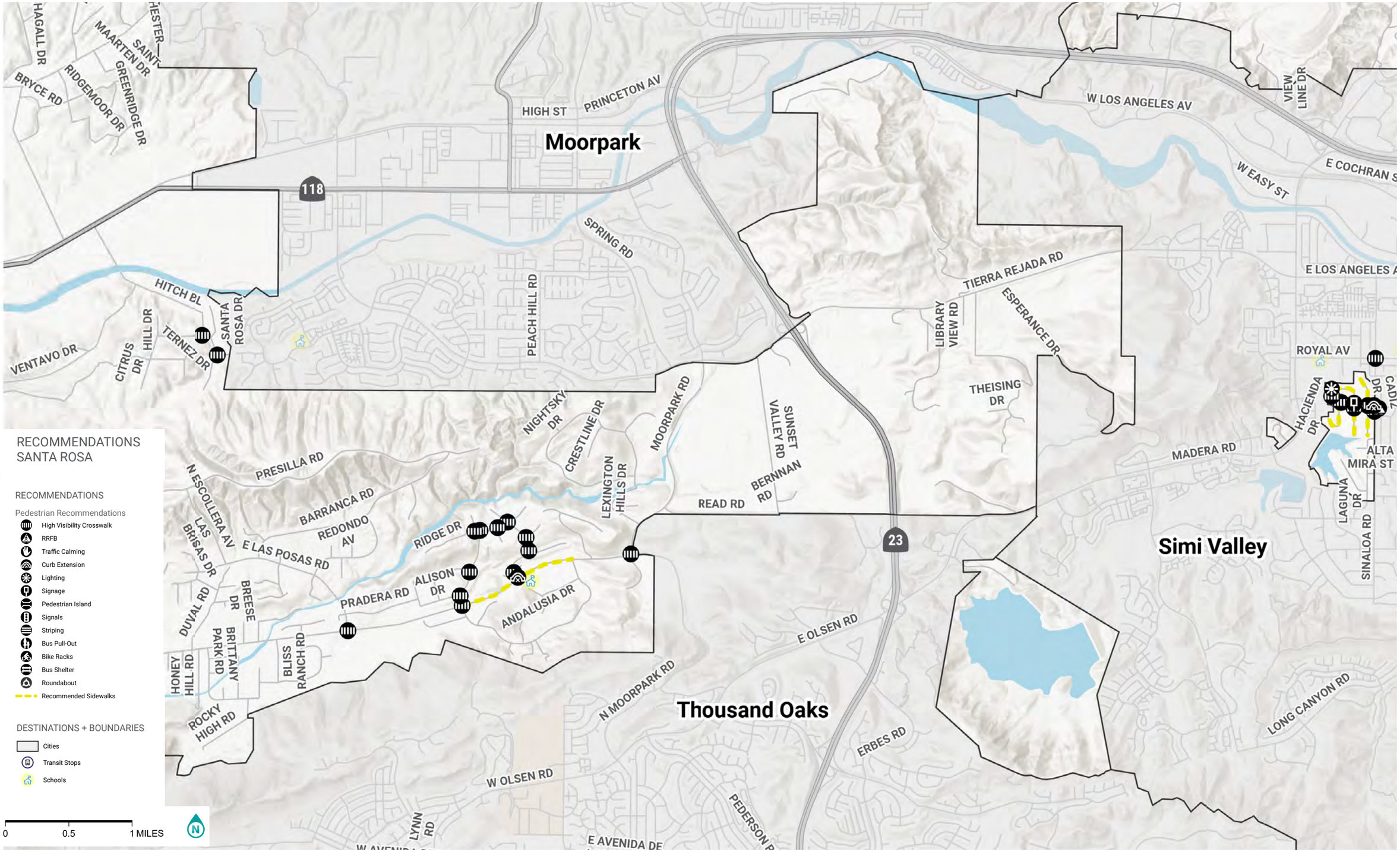
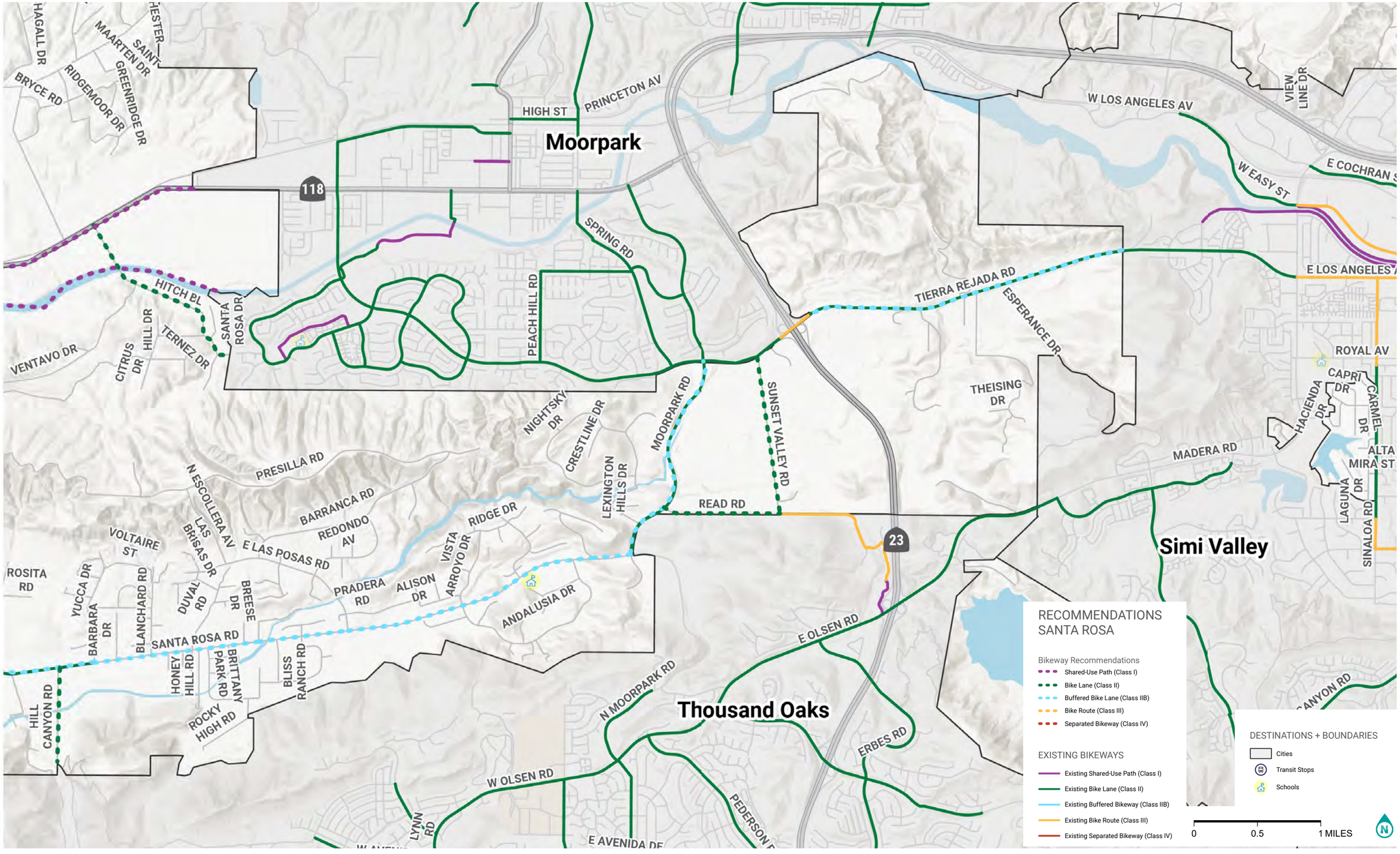


Figure 74 / **Santa Rosa Bike Lane Network Recommendations**



Santa Clara River
Active Transportation Recommendations

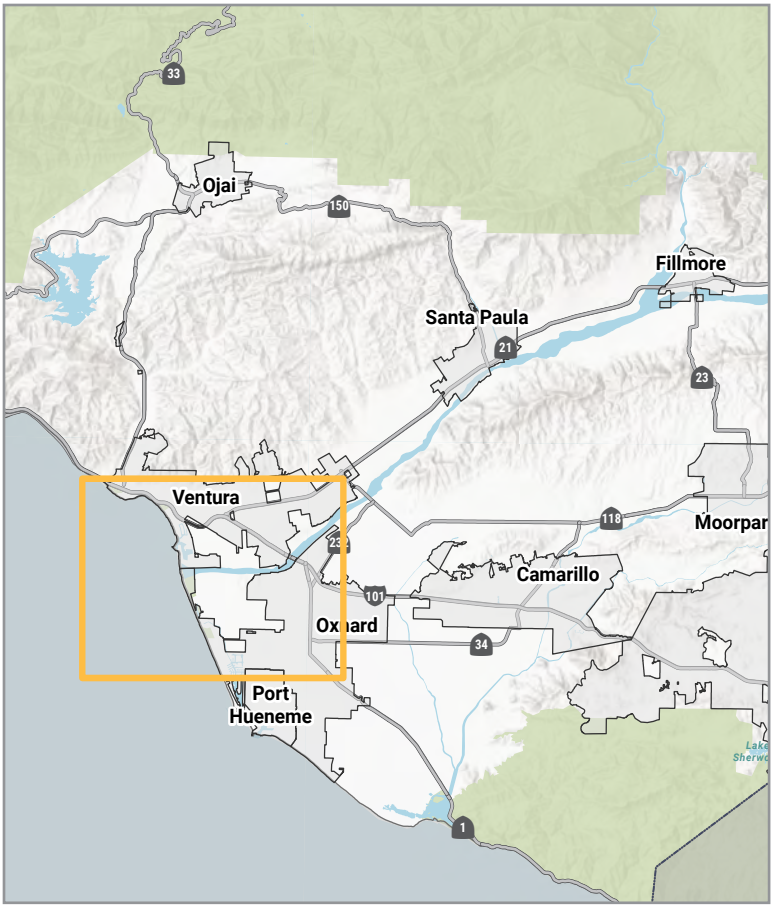
WHAT DID WE LEARN?

Community input identified Olivas Park Drive, Victoria Avenue, and Harbor Boulevard as needing safer bicycle facilities. Improved facilities were also requested on Gonzales Road because drivers tend to speed, making bicycling feel uncomfortable. Destinations in this area can be several miles apart from each other, requiring bicyclists to ride for a longer time on uncomfortable facilities.

Victoria Avenue scored a level 4 of traffic stress. Although the Level of Traffic Stress analysis is unable to include Class I facilities in its scoring, this score may still be accurate, at least north of the Santa Clara River. The portion of the Class I north of the river is still next to the roadway and is unstriped. Residents may not realize this is even a bicycle facility, as evidenced by community comments requesting a Class I or Class IV along this corridor.

Although it is unlikely that many pedestrians are walking in this rural area of unincorporated Ventura County, families from the City of Oxnard may be walking to Oxnard High School in the County or to transit stops on Victoria Avenue. The County should work with the City of Oxnard to make improvements along Gonzales Road on the border of the two jurisdictions.

All the other corridors in this area also have a level 4 of traffic stress, and most are on the high injury network. CalEnviroScreen 3.0 considers this neighborhood to be disadvantaged.



KEY BIKE LANE RECOMMENDATIONS

- **Class IIB buffered bike lanes** on **5th Street, Gonzales Road, Harbor Boulevard, Victoria Avenue,** and **Olivas Park Drive**

Bicycle recommendations near the Santa Clara River can connect to a school, beaches, and destinations in the City of Oxnard and the City of Ventura.

Buffered bike lanes in this area will enhance the existing bike lanes on these streets. It is important to note that these Class IIB lanes are all good candidates for future upgrades to Class IV separated bikeways when funding becomes available. While compared to the existing Class II bike lanes, these recommended buffered bike lanes can help provide more comfort for bicyclists, Class IV separated bikeways would be even more comfortable for more residents in Ventura County.

For Victoria Avenue, the buffered bikeway striping can help delineate the existing path north of the river.

KEY PEDESTRIAN RECOMMENDATIONS

- **High-visibility crosswalks** on **Gonzales Road**
- **Curb extensions** on **Gonzales Road**

Replacing the existing crosswalks at Gonzales Road and Victoria Avenue with high-visibility crosswalks will alert drivers that there may be pedestrians in the area. These crosswalks can help pedestrians reach the transit stops on Victoria Avenue.

High-visibility crosswalks on Gonzales Road, at Merion Way, Campus Road, and Thurgood Marshall Drive can designate crossings for students walking to Oxnard High School. Curb extensions at Merion Way can also help shorten the crossing distance for pedestrians and slow down turning vehicles. These curb extensions will need to be installed with consideration for the bike lanes on Gonzales Road.

Figure 75 / **Santa Clara River Pedestrian Recommendations**

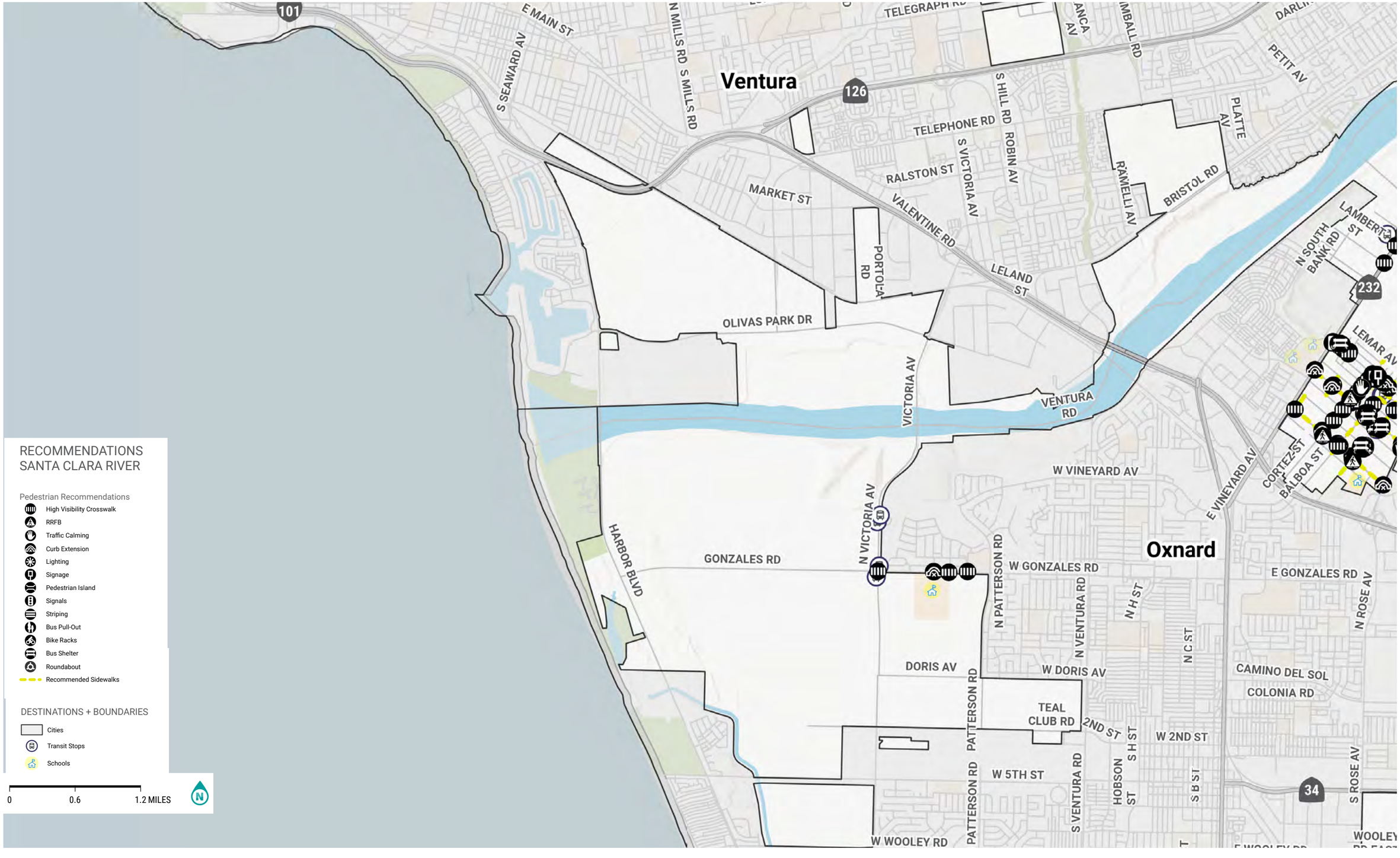
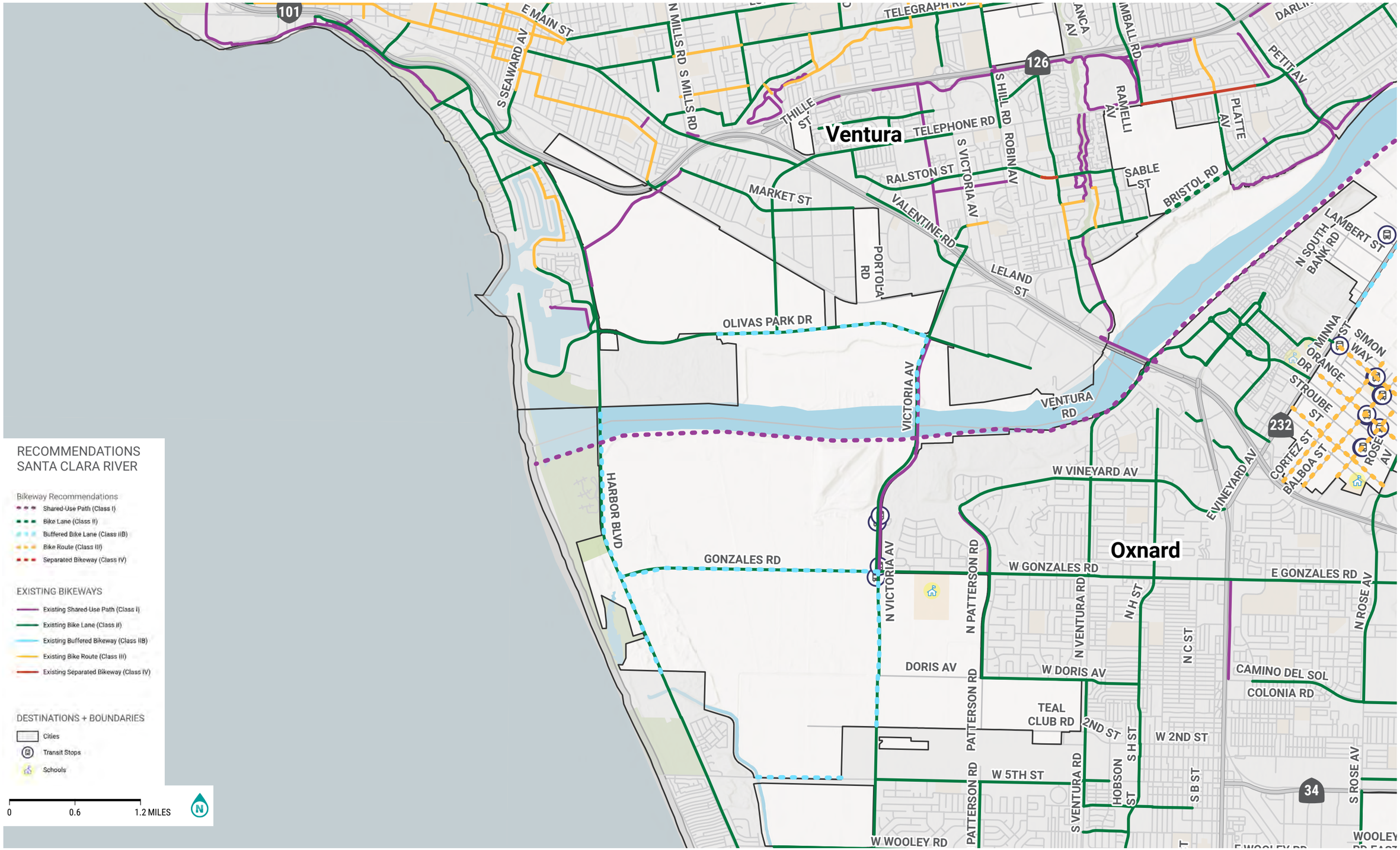


Figure 76 / **Santa Clara River Bike Lane Network Recommendations**



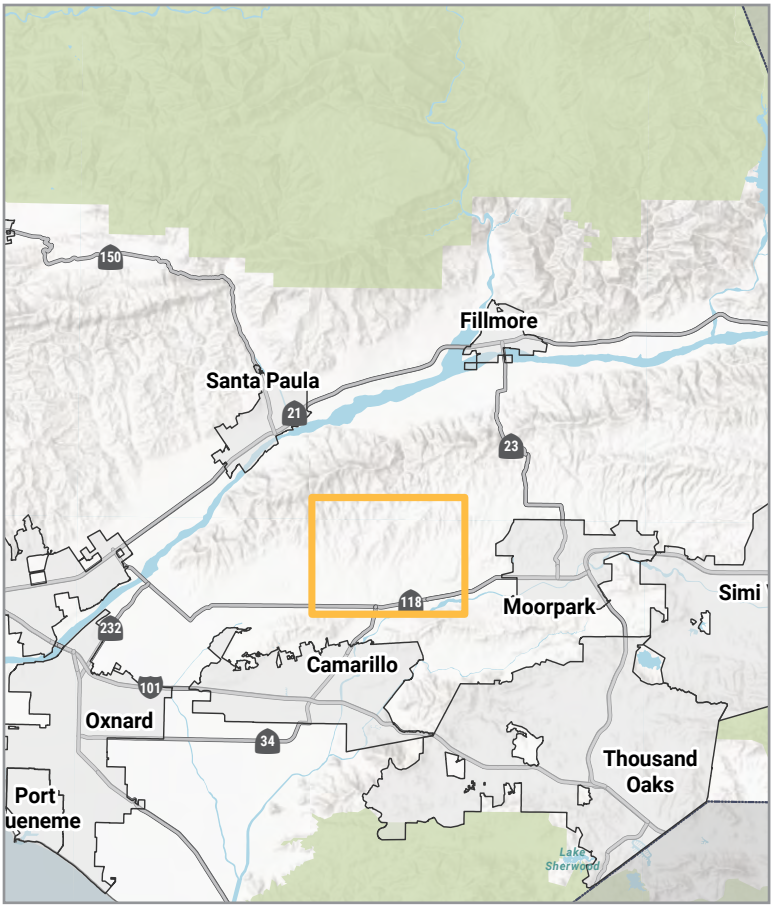
Balcom Canyon Road
Active Transportation Recommendations

WHAT DID WE LEARN?

Portions of Balcom Canyon Road are on the high injury network, and the street has a level 3 of traffic stress.

Most community comments in this community were related to the difficulty in bicycling on State Route 118 (Los Angeles Avenue).

There are non-high-visibility crosswalks at the intersection of State Route 118 (Los Angeles Avenue) and State Route 34 (Somis Road). These routes are maintained by Caltrans.



KEY BIKE LANE RECOMMENDATIONS

- **Class II bike lanes** on **Balcom Canyon Road/Bradley Road**
- **Class III bike routes** on **La Cumbre Road**

The bike lanes in this area will connect to the businesses along Balcom Canyon Road/ Bradley Road. Bike lanes here will provide a space for bicyclists, which can be a more comfortable experience than sharing the road with motor vehicles, especially on uphill portions of the road.

A bike route on La Cumbre connects bicyclists to the residential neighborhood along this street.

KEY PEDESTRIAN RECOMMENDATIONS

- **High-visibility crosswalks** at **State Route 118 (Los Angeles Avenue)** and **State Route 34 (Somis Road)**

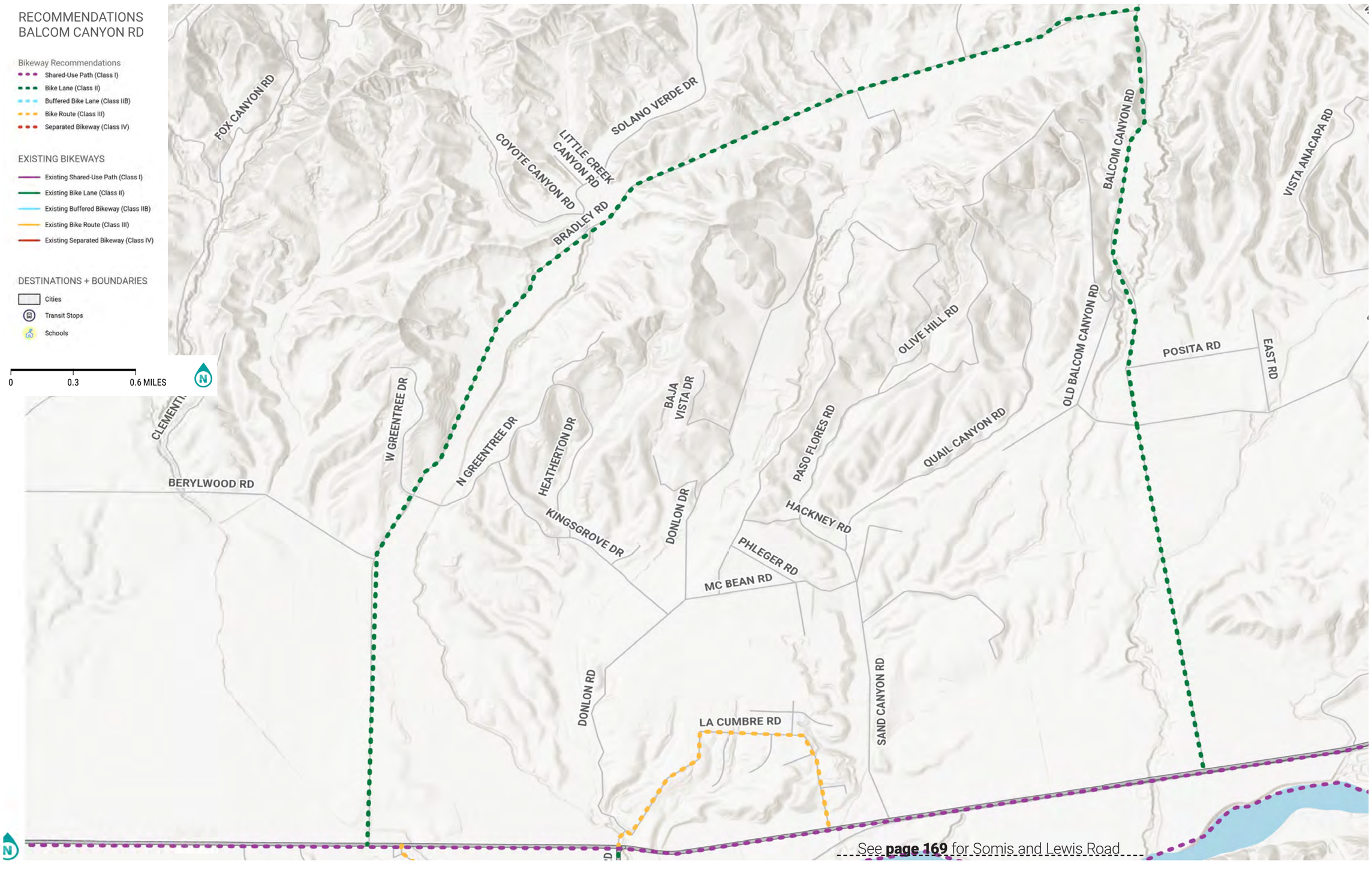
Although this intersection does not have sidewalks, implementing these crosswalks now can prepare the intersection for future pedestrian improvements.

Figure 77 / Balcom Canyon Pedestrian Recommendations



See **page 168** for Somis and Lewis Road

Figure 78 / Balcom Canyon Road Bike Lane Network Recommendations



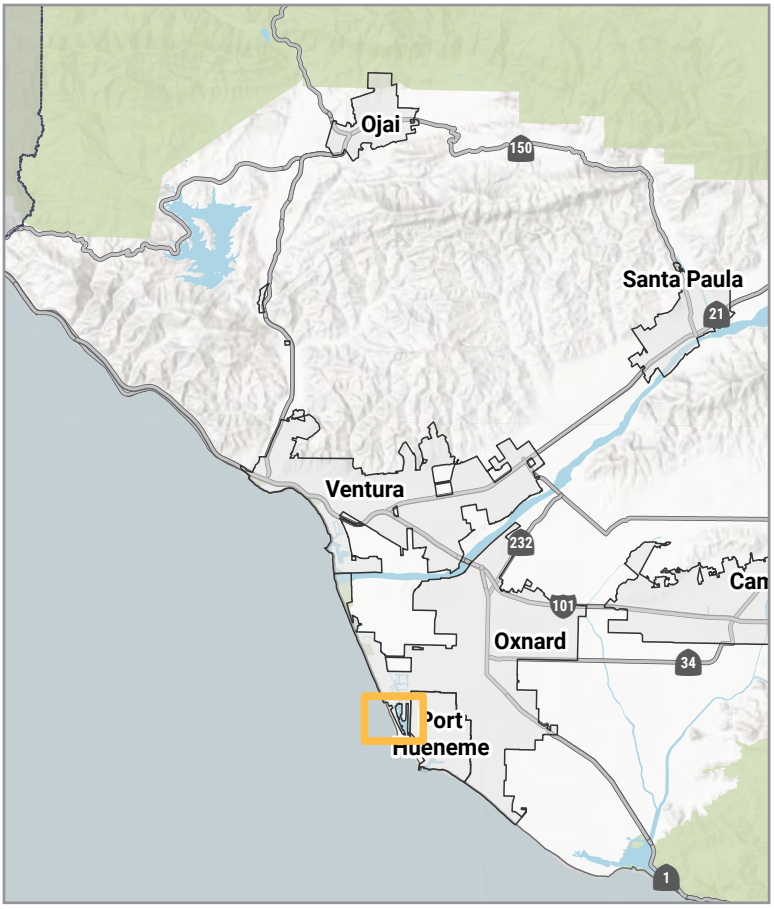
See **page 169** for Somis and Lewis Road

Hollywood Beach
Active Transportation Recommendations

WHAT DID WE LEARN?

Community members and Community Advisory Committee members requested improved infrastructure in this area because families tend to bicycle near the beaches. Community input also shows that safer bicycle infrastructure may encourage students to bike to school.

There are high-visibility crosswalks on Sunset Lane near Hollywood Beach Elementary School, including a midblock crossing at the school entrance. At the intersection of Sunset Lane and Channel Islands Boulevard, the northeast corner is not aligned with the rest of the intersection, creating a longer crossing.



KEY BIKE LANE RECOMMENDATIONS

- **Class III bike** route recommendations on **Sunset Lane**, and **Ocean Drive**

These recommended bicycle routes in Hollywood Beach connect bicyclists to residences, Hollywood Beach Elementary School, and the City of Oxnard. These routes may help encourage families to bike to school.

Adding traffic calming like the recommended curb extensions to these corridors can also complement the bike route recommendations. Traffic calming can reduce speeds and keep Sunset Lane and Ocean Drive at a level 1 of traffic stress, which is appropriate for families to use to bike to school.

KEY PEDESTRIAN RECOMMENDATIONS

- **High-visibility crosswalks** on **Sunset Lane** and **Ocean Drive**
- **Curb extensions** on **Channel Island Boulevard** and **Los Altos Street**

High-visibility crosswalks along intersections in Hollywood Beach can help families walk to school, and residents and visitors walk to the beach. Curb extensions at the intersections near the school can slow down turning motor vehicles and narrow the roadway as motor vehicles approach the school.

A rectangular rapid flashing beacon at the existing midblock crosswalk on Sunset Lane will allow pedestrians to push a button that can make drivers aware that a pedestrian is trying to use the crosswalk.

Due to right-of-way constraints in this community, sidewalks are not expected to be implemented in the near future.

Figure 79 / Hollywood Beach Pedestrian Recommendations



See **page 192** for Silver Strand Beach

Figure 80 / Hollywood Beach Bike Lane Network Recommendations



See **page 193** for Silver Strand Beach

Silver Strand Beach
Active Transportation Recommendations

WHAT DID WE LEARN?

Community members requested improved infrastructure in this area to connect to destinations in the City of Port Hueneme. Comments also requested sidewalks on local streets in Silver Strand. Community Advisory Committee members noted these streets as needing active transportation improvements.

Out of the 10 active transportation counts taken throughout unincorporated Ventura County, the intersection of Roosevelt Boulevard and Anacapa Avenue had the highest percentage of children using active transportation compared to adults.



KEY BIKE LANE RECOMMENDATIONS

- **Class III bike route** on **Island View Avenue**

Bicycle routes in Silver Strand Beach can help connect bicyclists to residences in the area as well as to destinations like schools in the City of Port Hueneme. The bike route recommendation on Island View Avenue will expand the bicycle network in Silver Strand Beach and connect to nearby bicycle lanes in the City of Port Hueneme.

KEY PEDESTRIAN RECOMMENDATIONS

- **A roundabout** on **Victoria Avenue** and **Melrose Drive**
- **Sidewalks** along **Ocean Drive**

Recommended sidewalks in these maps show where there are gaps in existing sidewalks. Adding sidewalks to the south side of Ocean Drive can help residents and visitors connect to the beach. Due to right-of-way constraints in this community, sidewalks are not expected to be implemented in the near future.

A roundabout and high-visibility crosswalks at the Victoria Avenue and Melrose Drive intersection will act as traffic calming by slowing down vehicles, while also reducing the number of conflict points between motor vehicles, pedestrians, and bicyclists. This roundabout will connect to existing bike lanes on Victoria Avenue into the City of Oxnard.

Figure 81 / Silver Strand Beach Pedestrian Recommendations

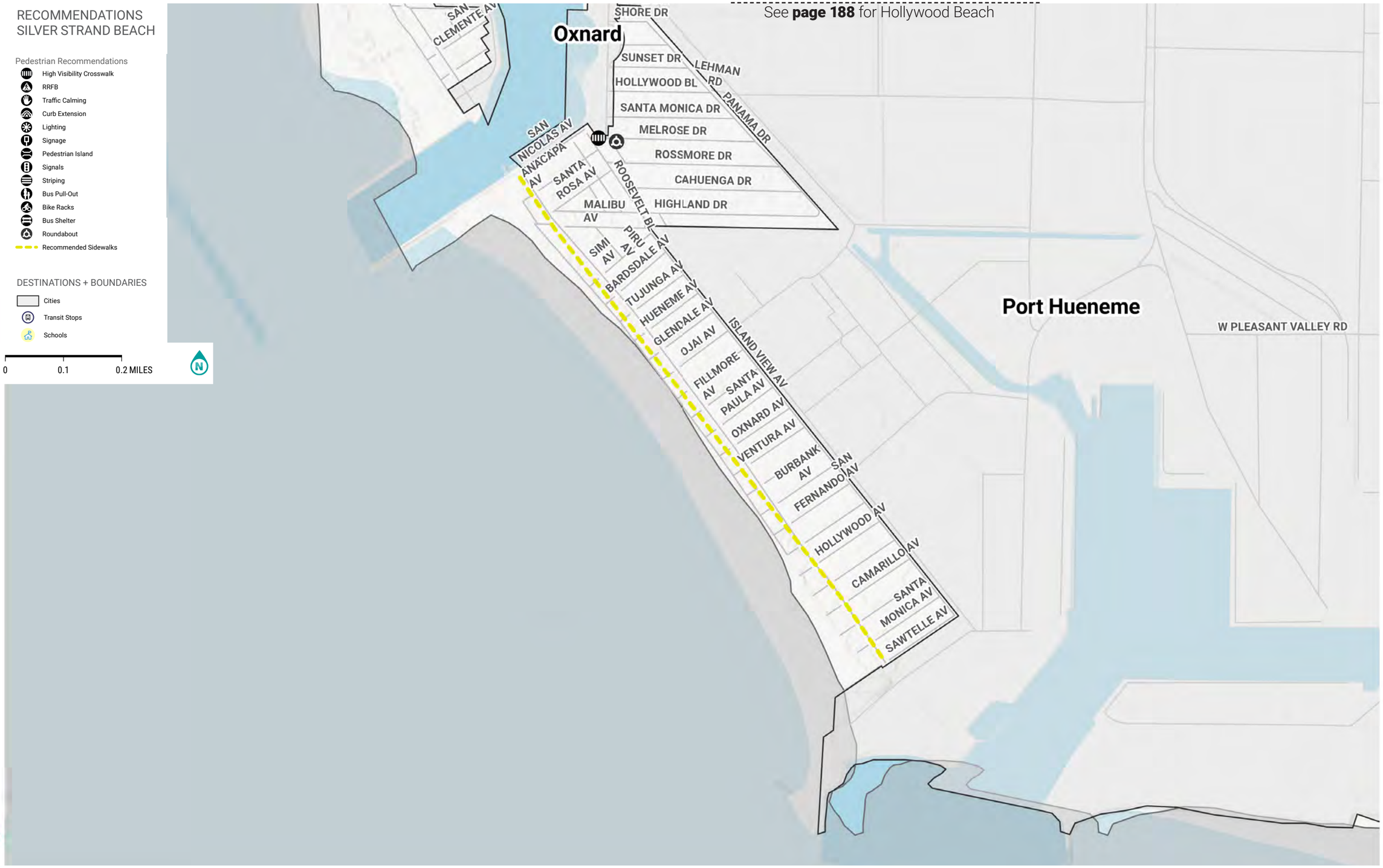


Figure 82 / Silver Strand Beach Bike Lane Network Recommendations



Oxnard Plains
Active Transportation Recommendations

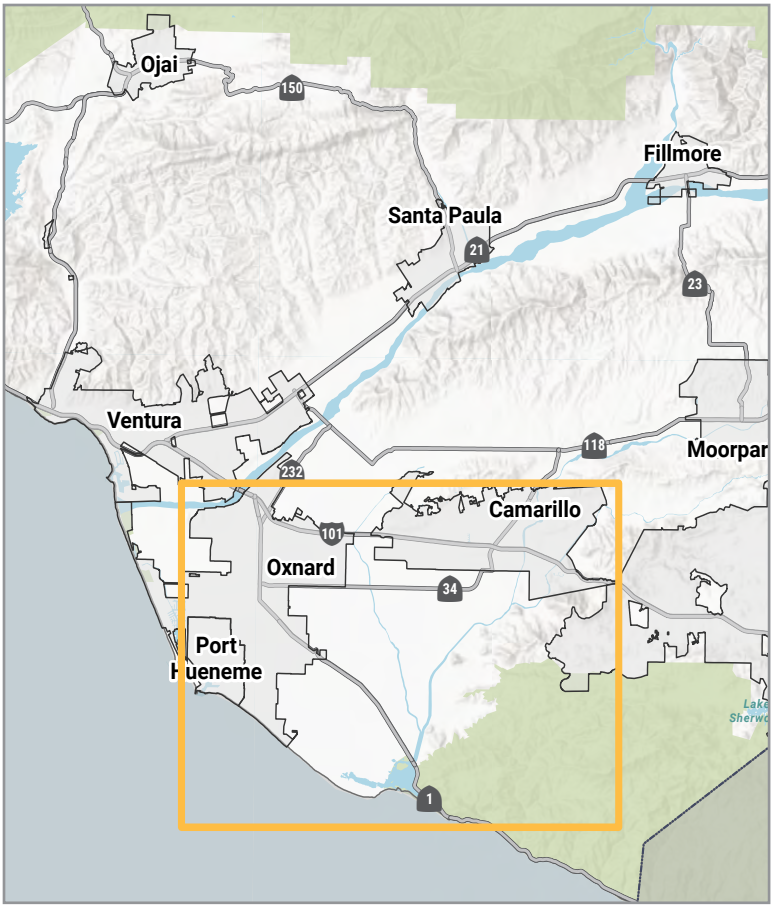
WHAT DID WE LEARN?

Public comments and Community Advisory Committee members requested a bikeway on Potrero Road and a safe bikeway for commuters to California State University. Other public comments mentioned that bicycling anywhere in this area feels unsafe. Destinations in this area can be miles apart from each other, requiring bicyclists to ride for longer periods of time on uncomfortable facilities. Some recreational bicycle groups use the Camarillo Airport to start and end group rides.

There is a school in this study area, but due to its rural location, students cannot feasibly walk to it. Four schools in the City of Camarillo and the City of Oxnard border unincorporated Ventura County.

The Local Road Safety Plan identified intersections along Laguna Road, Hueneme Road, and Rice Avenue as needing safety improvements.

Hueneme Road/Lewis Road, Las Posas Road, Laguna Road, Wood Road, and 5th Street are all on the high injury network and all the arterials in this area are high stress streets. CalEnviroScreen considers this area a disadvantaged community.



KEY BIKE LANE RECOMMENDATIONS

- **Class I shared-use path** parallel to **Lewis Road** and a **path** on **Potrero Road**
- **Class IIB buffered bicycle lanes** on **Pleasant Valley Road, Hueneme Road**, and **Las Posas Road**
- **Class II bike lanes** on **Laguna Road** and **Sturgis Road**

Bicycle recommendations in this area connect to schools in the County and neighboring cities, and connect to California State University. Some of these recommendations provide complete separation from vehicles, or provide on-street separation, which can help to lower the level of traffic stress on these corridors.

The Class I path parallel to Lewis Road was previously proposed in the Ventura County Transportation Commission Wayfinding Plan. This path will connect to California State University, addressing requests from community members. The Potrero Road Class I recommendation is proposed in this Plan to provide comfortable connections to and from the City of Thousand Oaks for all bicyclists. In sections where the paths travel through agricultural land, fencing will need to be installed.

Hueneme Road/Lewis Road and Pleasant Valley Road have a level 4 of traffic stress. Constructing buffered bicycle lanes on these streets can provide additional separation from motor vehicles, but the level of traffic stress is not likely to decrease significantly without additional separation in the future.

The Laguna Road and Sturgis Road bike lanes have previously been recommended in the Ventura County Transportation Commission Wayfinding Plan and the 2007 Ventura Countywide Bicycle Master Plan.

As recommended in the Local Road Safety Plan, reflective edge markers at the intersection of Channel Islands Boulevard and Rice Avenue, and at the sharp turn on Laguna Road, can help delineate the turning area for drivers. The Local Road Safety Plan also recommends a flashing overhead stop light at the intersection of Las Posas Road and Laguna Road, and a speed feedback sign along Hueneme Road. These recommendations can help keep motor vehicle movements predictable next to bike lanes.

KEY PEDESTRIAN RECOMMENDATIONS

- **High-visibility crosswalks** near the schools **in the Cities of Oxnard and Camarillo**
- **Traffic calming** on **Laguna Road, Rice Avenue,** and **Hueneme Road**

Implementing high-visibility crosswalks and curb extensions along Olds Road on the border of the City of Oxnard can provide dedicated spaces for pedestrians to cross. These crosswalks can lead families to school at Mar Vista Elementary and Ocean View Junior High.

Along Pleasant Valley Road, there are intersections near four schools in the City of Camarillo. There are not sidewalks on Pleasant Valley Road; however, high-visibility crosswalks at these intersections can help bicyclists cross the intersection without needing to use the left turn lanes.

Restriping the existing State Route 1 North (Rice Avenue) off-ramp crosswalk at Pleasant Valley Road will make the crosswalk more visible.

Figure 83 / **Oxnard Plains Pedestrian Recommendations**

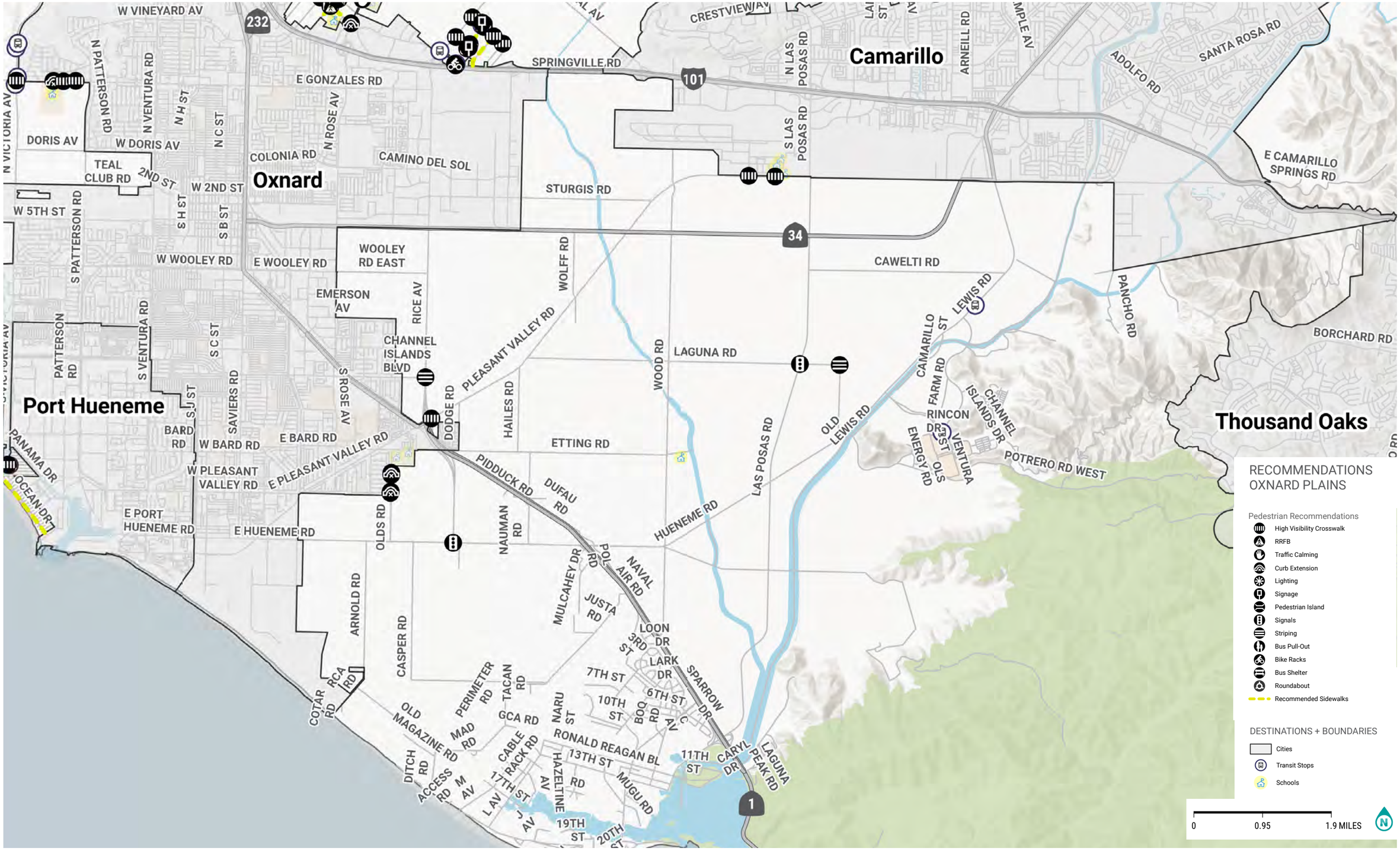
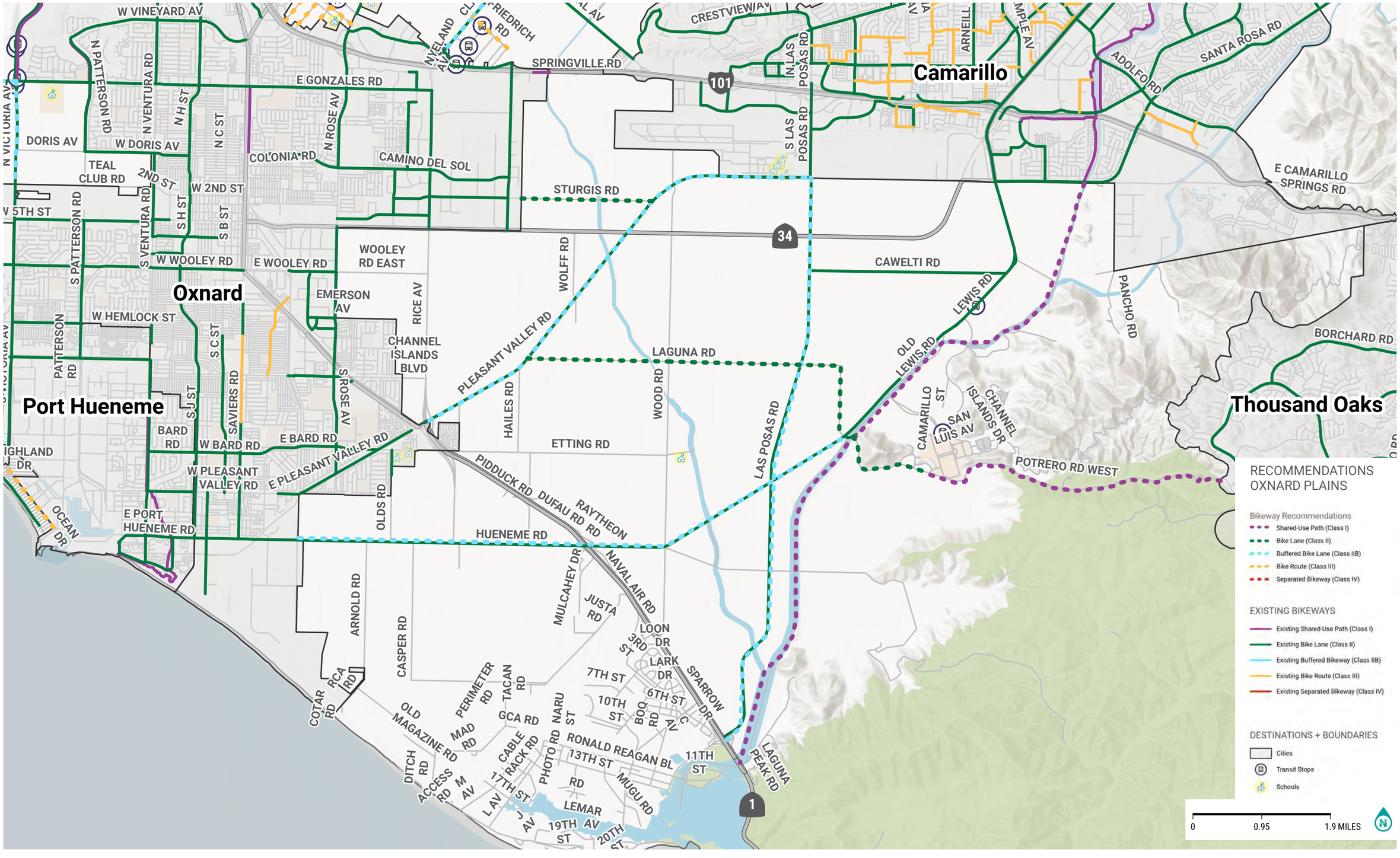


Figure 84 / **Oxnard Plains Bike Lane Network Recommendations**



/ Safe Routes to School Recommendations

Safe Routes to School is an initiative that aims to improve walking and biking conditions near schools and to encourage students to use active modes to get to and from school. The goal of Safe Routes to School is to improve kids' safety and increase health and physical activity. Successful Safe Routes to School programs commonly include elements of each of the 5 "E's": Education, Encouragement, Engineering, Evaluation, and Equity. Each "E" is meant to remove barriers that prevent students from walking and bicycling to school. Proposed Safe Routes programming related to the 4 "E's," other than Engineering, can be found on **page 501**. Safe Routes to School infrastructure is important to provide safe, connected access to schools for students, their families, and all residents of the unincorporated areas in Ventura County. The area within a half-mile radius around each school was studied to make more comprehensive recommendations to improve Safe Routes to School.

Walk audits were completed for each of the study schools either in-person or via a desktop audit in which staff review the street conditions near a school with a mapping tool like Google Maps. These audit findings were combined with the overall recommendation approach in order to create a set of recommendations for each school.

SPEED ZONES

Posting and enforcing a school area reduced speed zone within 500 to 1,000 feet of each school with a 25 mph speed limit can improve children's safety and reduce children's stress while they are outside or crossing the street. These speed zones are recommended for all schools in this Plan.

LEVEL OF TRAFFIC STRESS AND SAFE ROUTES TO SCHOOL

The level of traffic stress analysis can be found on **page 52.** Only streets that have a level 1 of traffic stress are appropriate for elementary and middle school-aged students. Depending on the skill level of the student, high school students may feel comfortable using level 2 traffic stress streets. In the absence of bicycle facilities, all bicyclists can also ride on sidewalks in Ventura County.

As further described in the Bicycle Recommendations section starting on **page 102,** there are proposed bicycle lanes in this Plan that can be improved in future plans to create a lower stress experience for bicyclists. In the interim, traffic calming can also be used to help slow vehicle speeds. Even with traffic calming, some of the proposed bike facilities will still not be appropriate for children to use.

PREVIOUS SAFE ROUTES TO SCHOOL PLAN

In 2018 the County completed a Safe Routes to School Plan for 12 schools. This Active Transportation Plan builds off the 2018 Plan and adds an additional 38 study schools to address all schools within unincorporated Ventura County. Recommendations from the 2018 Plan are included in our recommendations in this Plan. To see the 2018 Plan, see **Appendix D**.

Study Schools

This Active Transportation Plan evaluates a total of 50 schools. Schools were evaluated and selected in collaboration with the County and built upon the 2018 Safe Routes to School Plan.

Some of the study schools are in cities rather than in unincorporated Ventura County. Students that live in unincorporated areas may attend schools within cities and this Plan made recommendations to connect as many residents as possible to these schools. The County should continue to coordinate with local cities to improve conditions for students walking and biking to school.

The list of the study schools are as follows. Schools marked with an asterisk were included in the 2018 Safe Routes to School Plan. **Figure 12** shows the location of each school.

1 / Academy of Technology & Leadership at Saticoy Magnet (ATLAS)
2 / Architecture, Construction and Engineering Charter High (ACE)
3 / Arroyo West Active Learning Academy Elementary
4 / Briggs Elementary
5 / Brookside Elementary
6 / Camarillo Heights Elementary*
7 / Environmental Academy of Research Technology and Earth Sciences (EARThS) Magnet
8 / Frontier High
9 / Gateway Community
10 / Hollywood Beach Elementary
11 / Katherine Elementary
12 / Knolls Elementary
13 / Laguna Vista StEAM Academy Elementary
14 / Madera Elementary
15 / Madroña Elementary
16 / Mar Vista Elementary
17 / Medea Creek Middle
18 / Meiners Oaks Elementary*
19 / Mesa Elementary
20 / Mira Monte Elementary*
21 / Monte Vista Independent Learning Academy
22 / Newbury Park High
23 / Oak Hills Elementary
24 / Oak Park High
25 / Oak Park Independent
26 / Oak View High
27 / Ocean View Junior High
28 / Olivelands Elementary
29 / Oxnard High
30 / Phoenix
31 / Piru Elementary*
32 / Red Oak Elementary
33 / Redwood Middle
34 / Rio Del Mar Elementary
35 / Rio del Valle Junior High*
36 / Rio Mesa High*
37 / Rio Plaza Elementary*
38 / Rio Real Elementary*
39 / Rio Vista Middle
40 / San Antonio Elementary*
41 / Santa Clara Elementary
42 / Santa Rosa Technology Magnet*
43 / Sequoia Middle
44 / Sinaloa Middle
45 / Somis Elementary*
46 / Sunset Elementary*
47 / Township Elementary
48 / Valley Oak Charter
49 / Valley View Middle
50 / Walnut Elementary

Figure 85 / **Study School Locations**

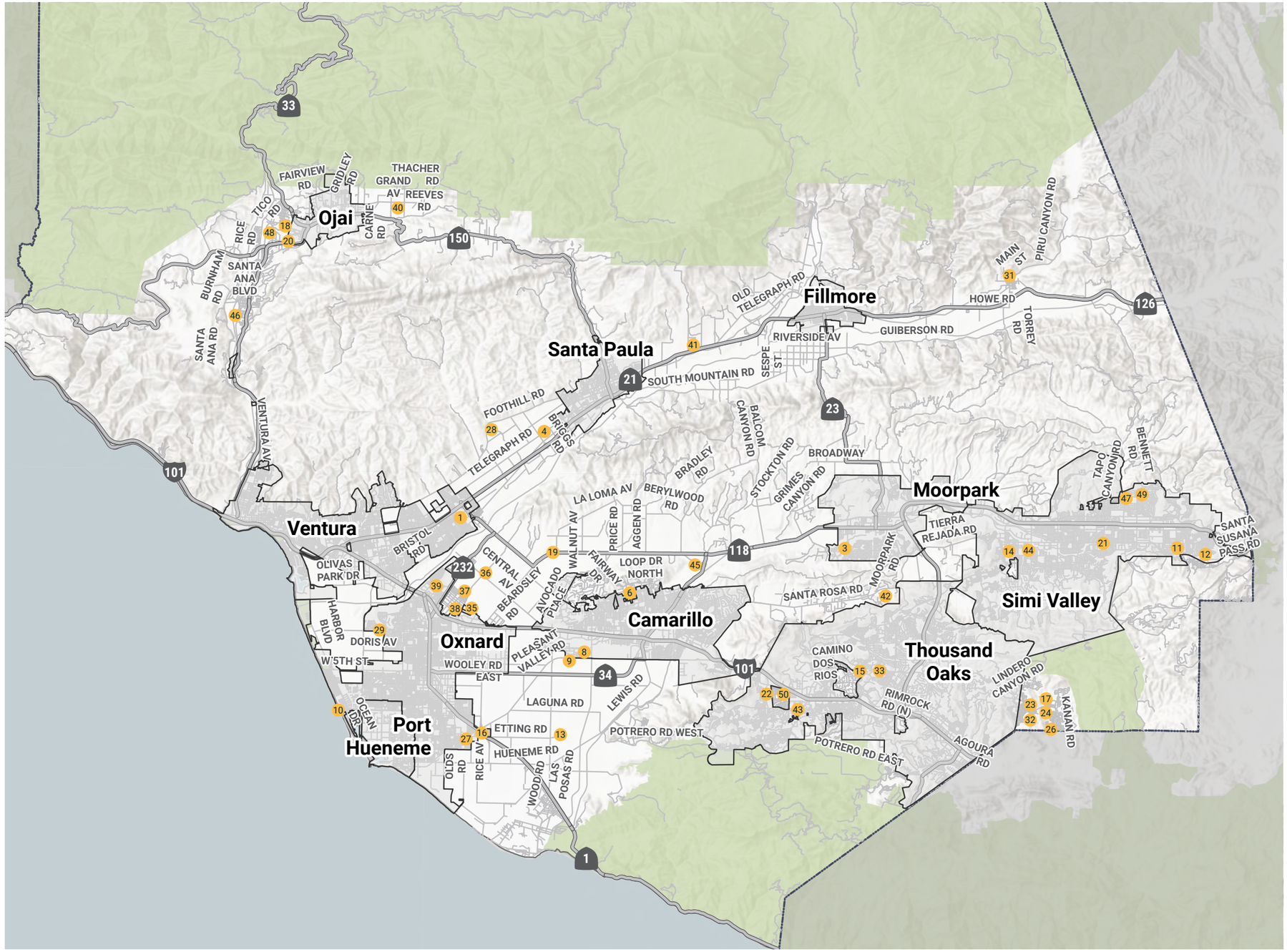
SCHOOL LOCATIONS

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

DESTINATIONS + BOUNDARIES

Cities

Study Schools



SCHOOL LOCATIONS

DESTINATIONS + BOUNDARIES

Cities

Study Schools

0 2.5 5 MILES



Walk audits created opportunities to observe walking and biking conditions near the study schools, and to connect with community members.

SCHOOL RECOMMENDATIONS

The following section presents information about completed walk audit findings and collision history near each school. Recommendations within a half-mile of each school are shown on each school's map.

While audits were completed for all 38 additional schools in this Plan, recommendations were only made for schools in which walking and biking to school would be feasible for students and families. For example, during walk audits for Mesa Elementary School, it was determined that it would be unsafe and unrealistic for children to walk to school, as the school is at an intersection of State Route 118, and residential areas are over one mile away from the school.

Transit stops are also shown in these school maps, and many of these school recommendations will also appear in the first-last mile recommendations section later in the chapter. Including transit stops in these maps shows how the pedestrian and bicycle recommendations work together to create a connected active transportation system to many destinations.

1. Academy of Technology & Leadership at Saticoy Magnet (ATLAS)

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- The crosswalks at Telephone Road and State Route 118 (Wells Road) are not high-visibility. This is a large intersection, and would be uncomfortable to cross, especially with elementary aged children.
- There is only a sidewalk on the north side of Jazmin Avenue.
- There are only crosswalks at Henderson Road and Darling Road at Jazmin Avenue. There are no midblock crosswalks in front of the school. It is unlikely that many students would use these crosswalks. Instead, students probably walk to school on Nopalito Street through the neighborhood.
- Two sides of the school's perimeter are State Routes, which limits how many students can walk to school.

COLLISION HISTORY (2014-2018)

- There have not been any bicycle or pedestrian collisions within a half-mile of the school within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Ventura Unified

SCHOOL ADDRESS
760 Jazmin Ave., Ventura, CA 93004

GRADES: K-6

2022 ENROLLMENT: 404

WHAT DO WE RECOMMEND?

Most of the roadways near this school are in the City of Ventura.

The intersection of Telephone Road and State Route 118 (Wells Road) can be improved with high-visibility crosswalks. With the implementation of the recommended Class IV bicycle lane on State Route 118, the road would be narrowed and additional crossing infrastructure such as curb extensions could be considered. The County will need to coordinate with the City of Ventura and Caltrans to implement this recommendation.

Recommended bikeways in unincorporated Saticoy may be able to help bicyclists connect to the school. However, it would not be appropriate for students to bicycle on State Route 118 (Wells Road) or State Route 126 (Santa Paula Freeway). The County can work with the City of Ventura to create a safe network to reach the school. This could include extending the recommended Class IV bicycle lane on State Route 118 into the City.



The existing crosswalks at Telephone Road and State Route 118 (Wells Road) are not high-visibility and require pedestrians to cross up to six lanes of traffic (Photo source: Google Maps).

Figure 86 / Academy of Technology & Leadership at Saticoy Magnet Safe Routes to School Recommendations



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2. Architecture, Construction and Engineering Charter High (ACE)

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school and others nearby are specialized charter schools with smaller student enrollment sizes.
- This school is located in a business park near the Camarillo Airport. It is very unlikely any students are walking to school, as the nearest neighborhoods are over one mile away.
- There are two intersections with existing crosswalks along Pleasant Valley Road; however, there are no destinations on the south side of the road that students would need to reach.

COLLISION HISTORY (2014-2018)

- There have not been any bicycle or pedestrian collisions within a half-mile of the school within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL ADDRESS
570 Airport Wy., Camarillo, CA 93010

GRADES: 9-12

2022 ENROLLMENT: 250

WHAT DO WE RECOMMEND?

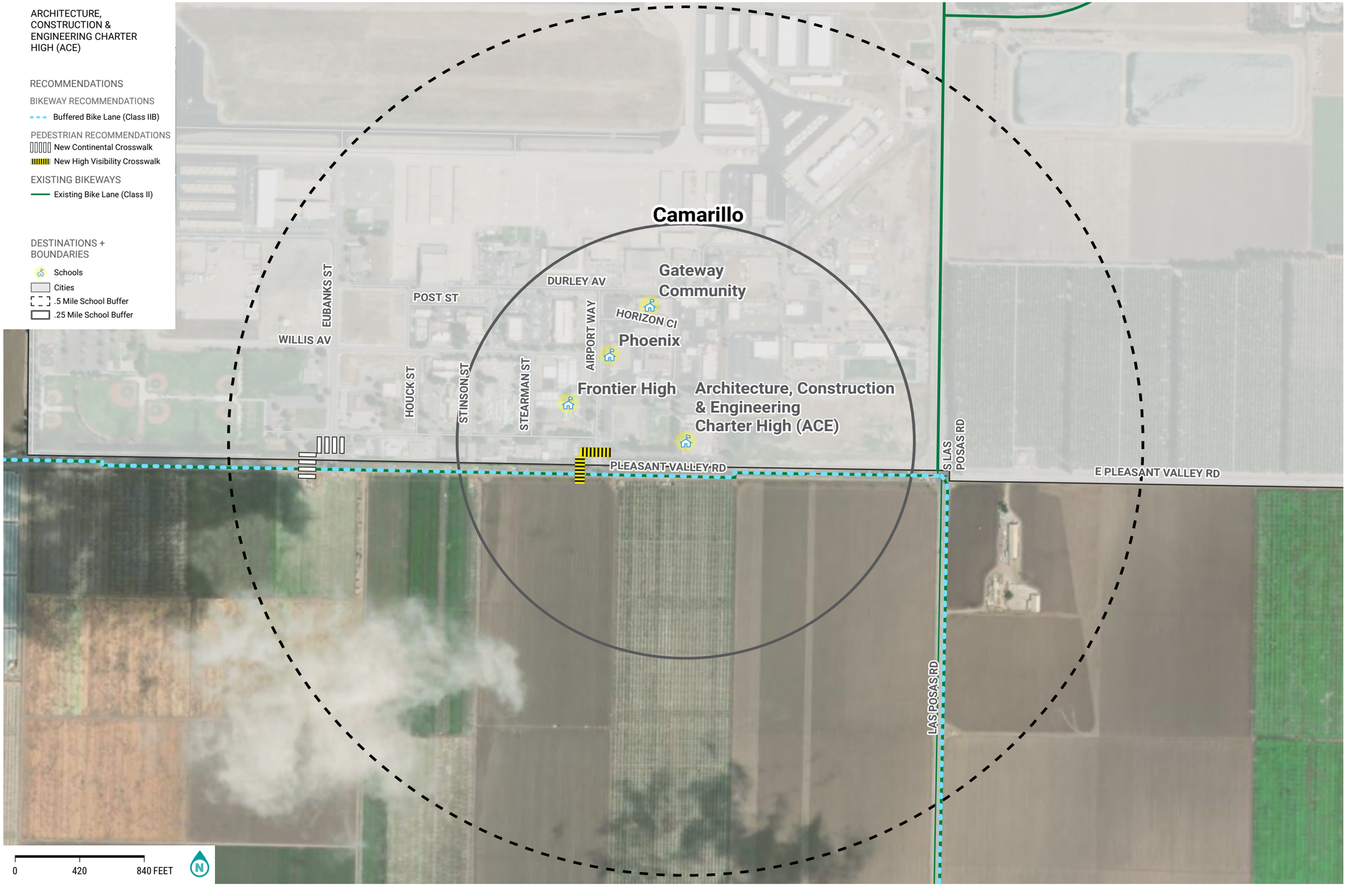
Most of the business park infrastructure near the school is in the City of Camarillo.

The existing crosswalks along Pleasant Valley Road should be high-visibility crosswalks. This can prepare the intersection if future development ever occurs on the south side of Pleasant Valley Road. These high-visibility crosswalks will also alert drivers about the presence of a school nearby.



This school and the other schools nearby are specialized schools with small student populations.

Figure 87 / Architecture, Construction, and Engineering Charter High Safe Routes to School Recommendations



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3. Arroyo West Active Learning Academy (AWALA)

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- Due to this school's location within the City of Moorpark, a virtual desktop audit was completed for this school, rather than an in-person walk audit.
- A short Class I shared-use path travels from a neighborhood to the east of the school to just west of the school. Class II bike lanes also loop around the school perimeter on Mountain Trail Street.
- At the cul-de-sac of Shadyridge Road in the City of Moorpark, there is a short pedestrian path which connects to Dalaway Drive in unincorporated Ventura County.
- There are only high-visibility crosswalks at one intersection in front of the school at Country Hill Road and Mountain Trail Street.

COLLISION HISTORY (2014-2018)

- There have not been any bicycle or pedestrian collisions within a half-mile of the school within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Moorpark Unified

SCHOOL ADDRESS
4117 Country Hill Rd., Moorpark, CA 93021

GRADES: K-5

2022 ENROLLMENT: 413

WHAT DO WE RECOMMEND?

Nearly the entirety of the half-mile walkshed to this school is within the City of Moorpark; however, students may be walking from within unincorporated Ventura County.

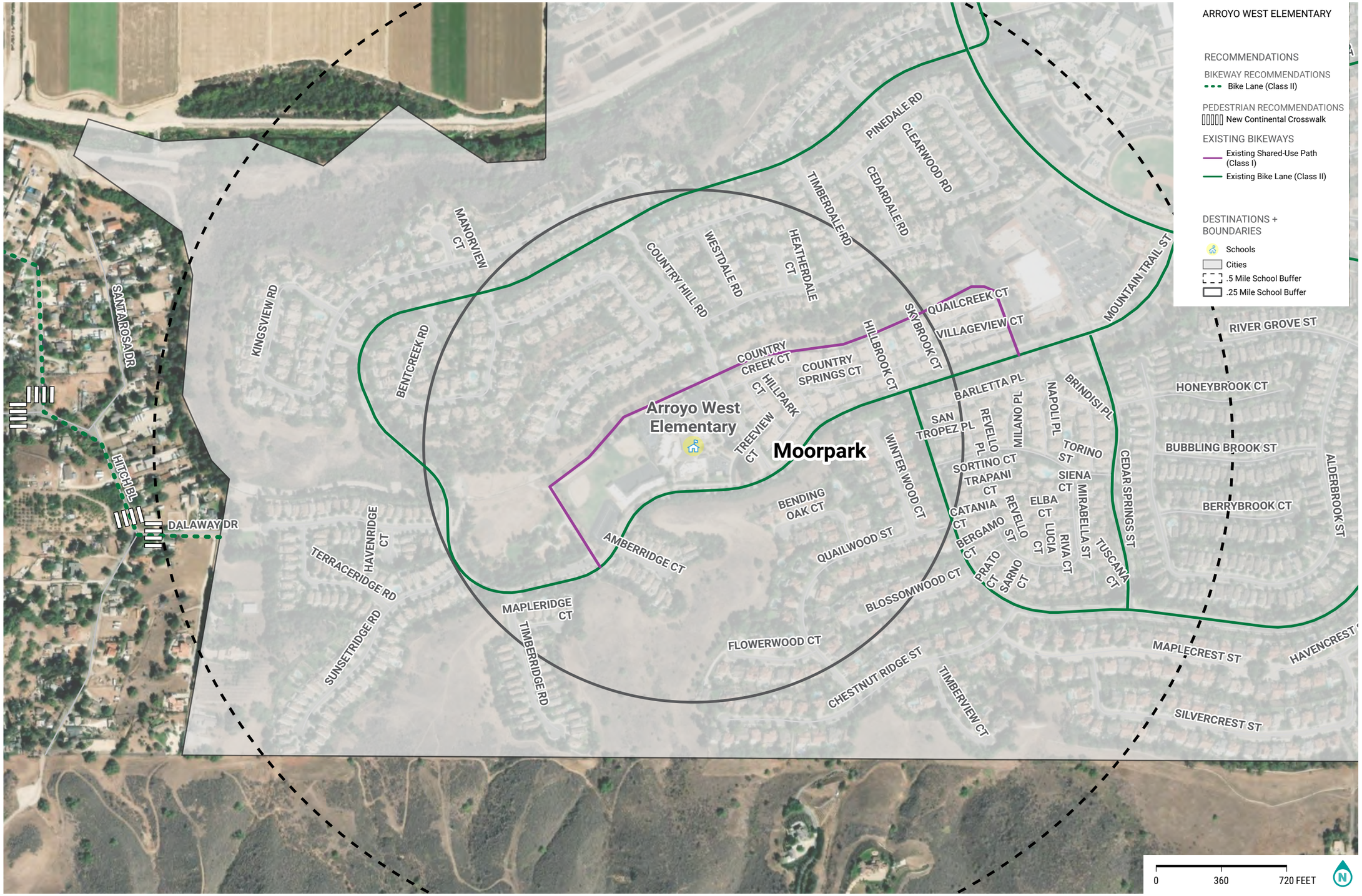
A Class II bike lane on Hitch Boulevard will provide bicycle connections from unincorporated Ventura County into the City of Moorpark and the existing Class II bike lanes on Mountain Trail Street.

In order to create safer connections to the existing pedestrian path at Dalaway Drive and Shadyridge Road, high-visibility crosswalks are recommended along Hitch Boulevard at Dalaway Drive and Citrus Drive. These crosswalks can alert drivers that pedestrians may be in the area.



There is an pedestrian path between Dalaway Drive in unincorporated Ventura County and Shadyridge Road in the City of Moorpark (Photo source: Google Maps).

Figure 88 / Arroyo West Active Learning Academy Safe Routes to School Recommendations



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4. Briggs Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- Briggs Road has a shoulder, but no bicycle lane or sidewalk. There are few destinations that a pedestrian or bicyclist could connect to even if these facilities were present.
- The intersection of Briggs Road and Telegraph Road has two existing crosswalks but lacks curb ramp infrastructure.
- A class II bike lane ends approaching the school on the west.

COLLISION HISTORY (2014-2018)

- There has been one bicycle collision at the intersection of Briggs Road and Telegraph Road.

SCHOOL DETAILS

SCHOOL DISTRICT
Briggs School District

SCHOOL ADDRESS
12465 Foothill Rd., Santa Paula, CA 93060

GRADES: 5-8

2022 ENROLLMENT: 500

WHAT DO WE RECOMMEND?

To enhance the existing crosswalk facilities at Briggs Road and Telegraph Road, two additional high-visibility crosswalks should be installed on the remaining legs of the intersection, and as recommended in the Local Roads Safety Plan, the existing pedestrian push buttons should be improved with haptic (touch) feedback.

Installing bicycle infrastructure, particularly the Class I shared-use path behind the school can encourage students to bike to school if they live in neighboring Santa Paula. However, Briggs Road has a level 3 of traffic stress. Therefore, future improvements, like separating the bikeway from the motor vehicle lanes may be needed for Briggs Road to be comfortable enough for students to bike to school.



There are two existing crosswalks at Briggs Road and Telegraph Road and two legs of the intersection without crosswalks (Photo source: Google Maps).

Figure 89 / Briggs Elementary School Safe Routes to School Recommendations



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5. Brookside Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- There are wide sidewalks on Satinwood Avenue leading to this school.
- The existing midblock crosswalk on Satinwood Avenue in front of the school is not high-visibility, and has truncated domes on the curb ramp on the south side of the street, but not the north side.
- Cones mark off the parking lane on the south side of Satinwood Avenue to allow for clear views of the crosswalk. However, parking is still allowed on the north side of the street near the crosswalk.
- There are only two high-visibility yellow crosswalks on the neighborhood streets near this school. There is one on Satinwood Avenue and one on Conifer Street.

COLLISION HISTORY (2014-2018)

- There have been two pedestrian collisions on Kanan Road. One collision occurred at Conifer Street, and the other at Smoke Tree Avenue.

SCHOOL DETAILS

SCHOOL DISTRICT
Oak Park Unified

SCHOOL ADDRESS
165 Satinwood Ave., Oak Park, CA 91377

GRADES: K-5

2022 ENROLLMENT: 500

WHAT DO WE RECOMMEND?

This Plan recommends high-visibility crosswalks at most intersections in the Brookside Elementary neighborhood, including at the midblock crosswalk in front of the school.

Curb extensions on either side of the crosswalk on Satinwood Avenue will ensure drivers have clear sight lines of the crosswalk.

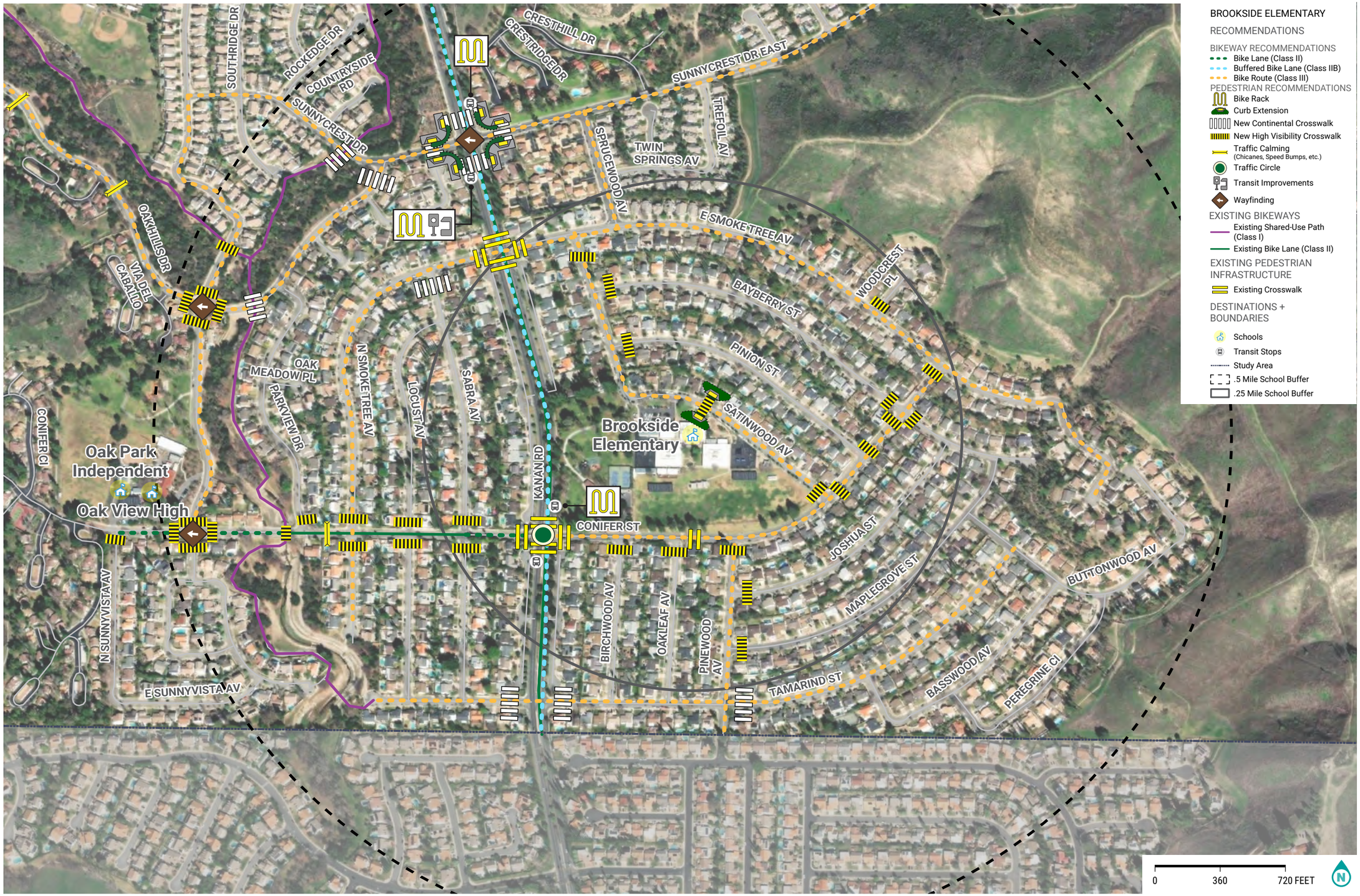
Class III bike routes on Sunnycrest Drive East, Sprucewood Avenue, Smoke Tree Avenue, Satinwood Avenue, Conifer Street, Pinewood Avenue, and Tamarind Street can connect to existing bicycle infrastructure and can help alert drivers of the potential presence of parents and students bicycling to school.

Class IIB buffered bike lanes on Kanan Road will not be suitable for elementary students to use; however, these bike lanes in addition to other traffic calming methods on Kanan Road can help manage traffic speeds. This can make crossing Kanan Road more comfortable for families.



Parking is allowed on the north side of the crosswalk in front of Brookside Elementary, which can obstruct drivers' views. This crosswalk is not high-visibility, and it lacks truncated domes on the north side of the crosswalk.

Figure 90 / Brookside Elementary School Safe Routes to School Recommendations



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6. Camarillo Heights Elementary*

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- Students have a total of three entrances onto campus, with each entrance catering to different grades. The main drop-off location is on Catalina Drive directly adjacent to the main entrance.
- Most of the observed traffic at the school comes from Anacapa Drive, as the school's entrance is located near the intersection of Anacapa Drive and Catalina Drive.
- The school's surface parking has a one-lane loading zone with marked walkways.
- The school also has a bus loading zone, but parents/guardians are not allowed to use it.
- Even with an off-street loading zone, traffic builds up and begins to block all lanes of travel at the intersection of Catalina Drive and Anacapa Drive.
- The neighborhood in general lacks sidewalks.
- The school has a total of nine crosswalks throughout the neighboring area. All crosswalks appear to be visible and in great condition.
- There are no official school crossing guards at the school, but at least two staff members coordinate traffic on the parking lot premises.

COLLISION HISTORY (2013-2015)

- There have been four bicycle collisions and one pedestrian collision within a half-mile of the school, one of which resulted in a severe injury. Most of these collisions occurred on Los Posas Road.

SCHOOL DETAILS

SCHOOL DISTRICT
Pleasant Valley

SCHOOL ADDRESS
135 Catalina Dr., Camarillo, CA 93010

GRADES: TK-5

2018 ENROLLMENT: 370

WHAT DO WE RECOMMEND?

Sidewalks in this neighborhood will provide a space for pedestrians to walk that is separated from motor vehicles.

High-visibility crosswalks along Mission Drive, Anacapa Drive,W and Loop Drive will alert drivers that pedestrians may be in the area. The County should work with the City of Camarillo to enhance existing crosswalks in the City to help students living in the City walk to this school.

The County should assess these streets to update the curb ramps to be ADA-compliant.

***Data for this school was captured in 2018 for the Ventura County Safe Routes to School Plan.**



Most of the observed traffic at this school comes from Anacapa Drive (Photo source: Google Maps).

Figure 91 / Camarillo Heights Elementary School Safe Routes to School Recommendations



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7. Environmental Academy of Research Technology and Earth Sciences (EARThS) Magnet

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is located in the City of Thousand Oaks, but a walk audit was still completed here due to its proximity to unincorporated Ventura County.
- Michael Drive at Nellie Court has a pedestrian cut through area between two cul-de-sacs.
- Many intersections are missing high-visibility crosswalks in unincorporated Ventura County.

COLLISION HISTORY (2014-2018)

- There have been two bicycle collisions on Virginia Drive. One collision was on Theresa Drive, and the other was on Michael Drive.

SCHOOL DETAILS

SCHOOL DISTRICT
Conejo Valley Unified School District

SCHOOL ADDRESS
2626 Michael Dr., Newbury Park, CA 91320

GRADES: K-5

2022 ENROLLMENT: 540

WHAT DO WE RECOMMEND?

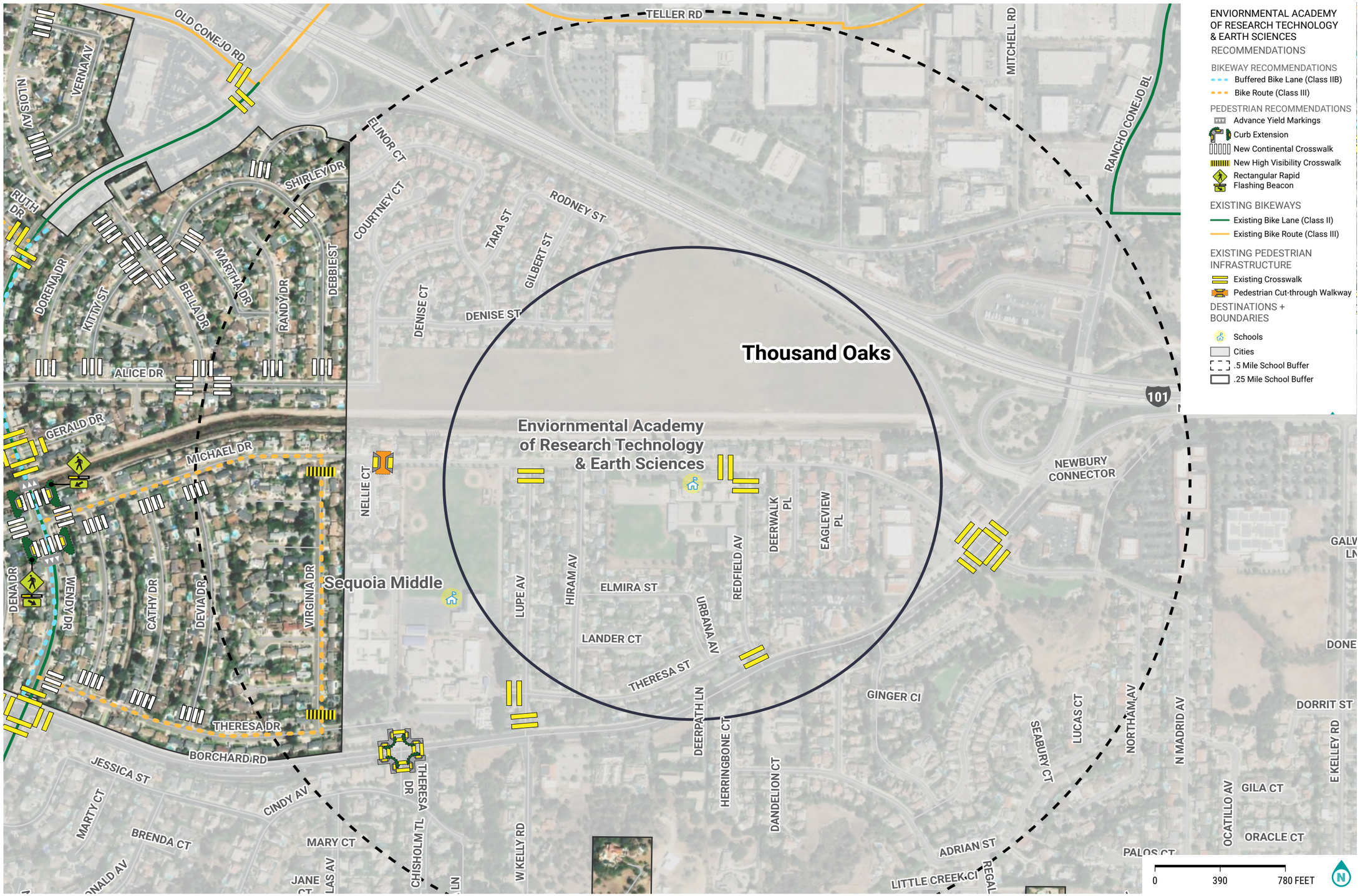
High-visibility crosswalks and Class III bike routes throughout the unincorporated Ventura County area near these schools can alert drivers of the potential presence of pedestrians and bicyclists.

The County should coordinate with the City of Thousand Oaks to install curb extensions at Borchard Road and Theresa Drive in the City of Thousand Oaks. Curb extensions shorten the distances that students have to cross on the way to school.



Just outside unincorporated Ventura County is a pedestrian walkway at Michael Drive and Nellie Court. Students may use this path to walk to school in incorporated Thousand Oaks.

Figure 92 / Environmental Academy of Research Technology and Earth Sciences Magnet School Safe Routes to School Recommendations



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8. Frontier High

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school and others nearby are specialized charter schools with smaller student enrollment sizes.
- This school is located in a business park near the Camarillo Airport. It is unlikely any students are walking to school, as the nearest neighborhoods are over one mile away.
- There are two intersections with existing crosswalks along Pleasant Valley Road; however, there are no destinations on the south side of the road that students would need to reach.

COLLISION HISTORY (2014-2018)

- There have not been any bicycle or pedestrian collisions within a half-mile of the school within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Oxnard Union High School District

SCHOOL ADDRESS
545 Airport Wy., Camarillo, CA 93010

GRADES: 9-12

2022 ENROLLMENT: 300

WHAT DO WE RECOMMEND?

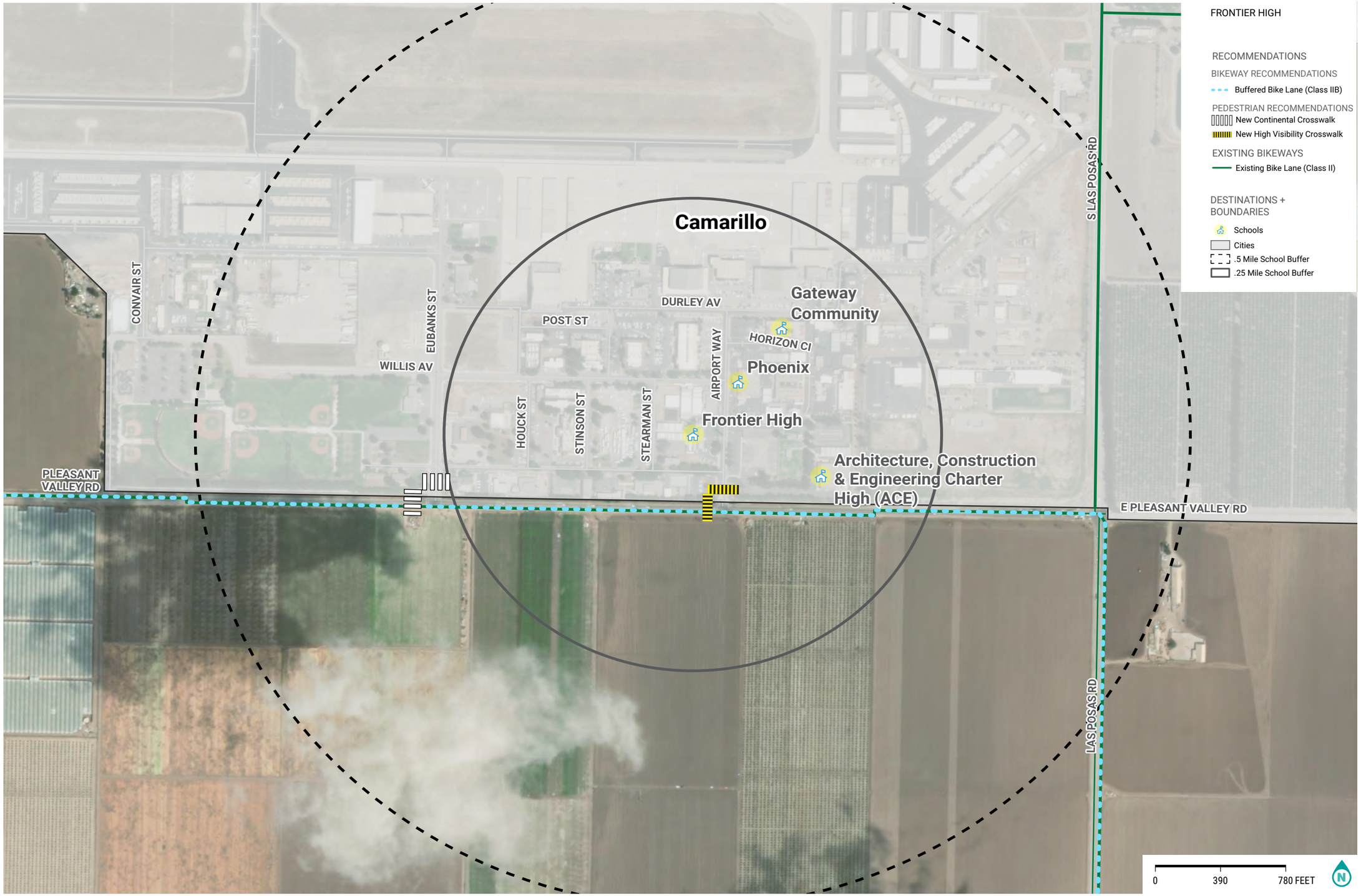
Most of the business park infrastructure near the school is in the City of Camarillo.

The existing crosswalks along Pleasant Valley Road should be high-visibility crosswalks. This can prepare the intersection if future development ever occurs on the south side of Pleasant Valley Road. These high-visibility crosswalks will also alert drivers about the presence of a school nearby.



This school and others nearby are located in a business park in the City of Camarillo.

Figure 93 / Frontier High School Safe Routes to School Recommendations



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9. Gateway Community

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school and others nearby are specialized charter schools with smaller student enrollment sizes.
- This school is located in a business park near the Camarillo Airport. It is unlikely any students are walking to school, as the nearest neighborhoods are over one mile away.
- There are two intersections with existing crosswalks along Pleasant Valley Road; however, there are no destinations on the south side of the road that students would need to reach.

COLLISION HISTORY (2014-2018)

- There have not been any bicycle or pedestrian collisions within a half-mile of the school within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Ventura County Office of Education

SCHOOL ADDRESS
200 Horizon Cir., Camarillo, CA 93010

GRADES: 6-12

2022 ENROLLMENT: 80

WHAT DO WE RECOMMEND?

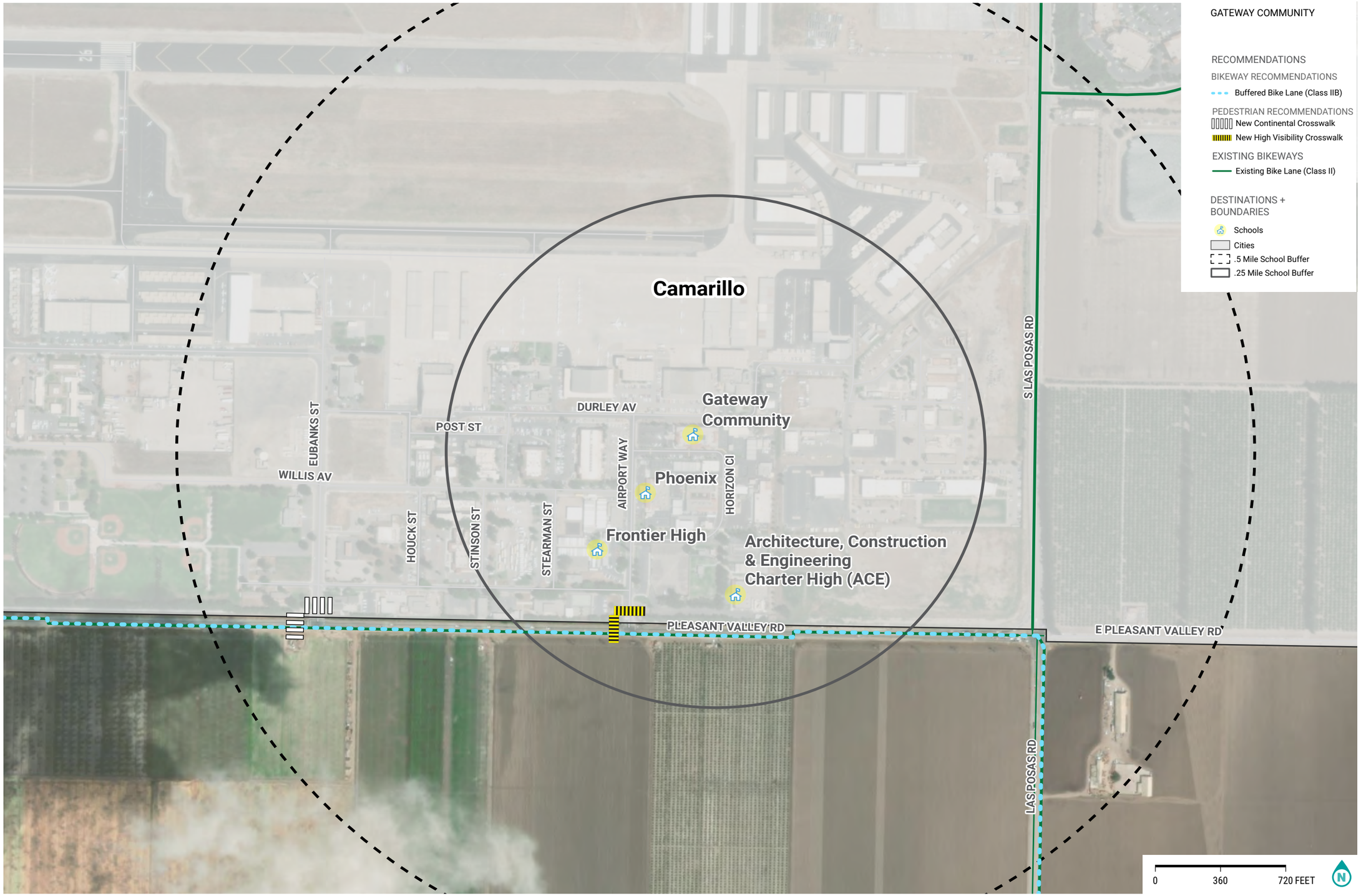
Most of the business park infrastructure near the school is in the City of Camarillo.

The existing crosswalks along Pleasant Valley Road should be high-visibility crosswalks. This can prepare the intersection if future development ever occurs on the south side of Pleasant Valley Road. These high-visibility crosswalks will also alert drivers about the presence of a school nearby.



These two existing parallel crosswalks at Airport Way and Pleasant Valley Road should be upgraded to high-visibility crosswalks.

Figure 94 / Gateway Community School Safe Routes to School Recommendations



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10. Hollywood Beach Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- There are no stop signs or traffic signals between the intersection of the school (Channel Island Boulevard and Sunset Lane) and Los Feliz Street, which is nearly a half-mile, so motor vehicles are able to build speed. There are two midblock crossings on Sunset Lane in this corridor.
- During school drop-off, parents were observed parking on both sides of Channel Islands Boulevard and Sunset Lane to walk their child to school.
- Crosswalks on Ocean Drive are not high-visibility.

COLLISION HISTORY (2014-2018)

- There have not been any pedestrian or bicycle collisions within a half-mile of Hollywood Beach Elementary within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Hueneme Elementary School District

SCHOOL ADDRESS
4000 Sunset Ln., Oxnard, CA 93035

GRADES: K-6

2022 ENROLLMENT: 300

WHAT DO WE RECOMMEND?

A rectangular rapid flashing beacon at the existing midblock crosswalk in front of the school can alert drivers that pedestrians are in the crosswalk.

Curb extensions on Ocean Drive and Sunset Lane will shorten the crossing distance for pedestrians and can slow down traffic along these two roads.

A Class II bike lane and Class III bike route on Ocean Drive and Sunset Lane can let drivers know that there are bicyclists in the area.

Enhancing existing crosswalks with high-visibility striping and implementing new crosswalks on La Brea Street, La Crescenta Street, and Los Feliz Street can make crossing feel more comfortable for pedestrians.



There are two midblock crosswalks on Sunset Lane; however, as there are no stop signs or traffic signals along this stretch for a half-mile, motor vehicles may pick up speed creating potentially unsafe crossings.

Figure 95 / Hollywood Beach Elementary School Safe Routes to School Recommendations



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11. Katherine Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is located within the City of Simi Valley.
- It is unlikely that any students are walking to this school from unincorporated Ventura County. Railroad tracks run parallel to Katherine Street in Simi Valley, which creates a barrier for active transportation from unincorporated Ventura County. Due to these railroad tracks, and the lack of a safe crossing, pedestrians and bicyclists must travel miles out of the way to reach this school.

COLLISION HISTORY (2014-2018)

- There have not been any pedestrian or bicycle collisions within a half-mile of Katherine Elementary within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Simi Valley School District

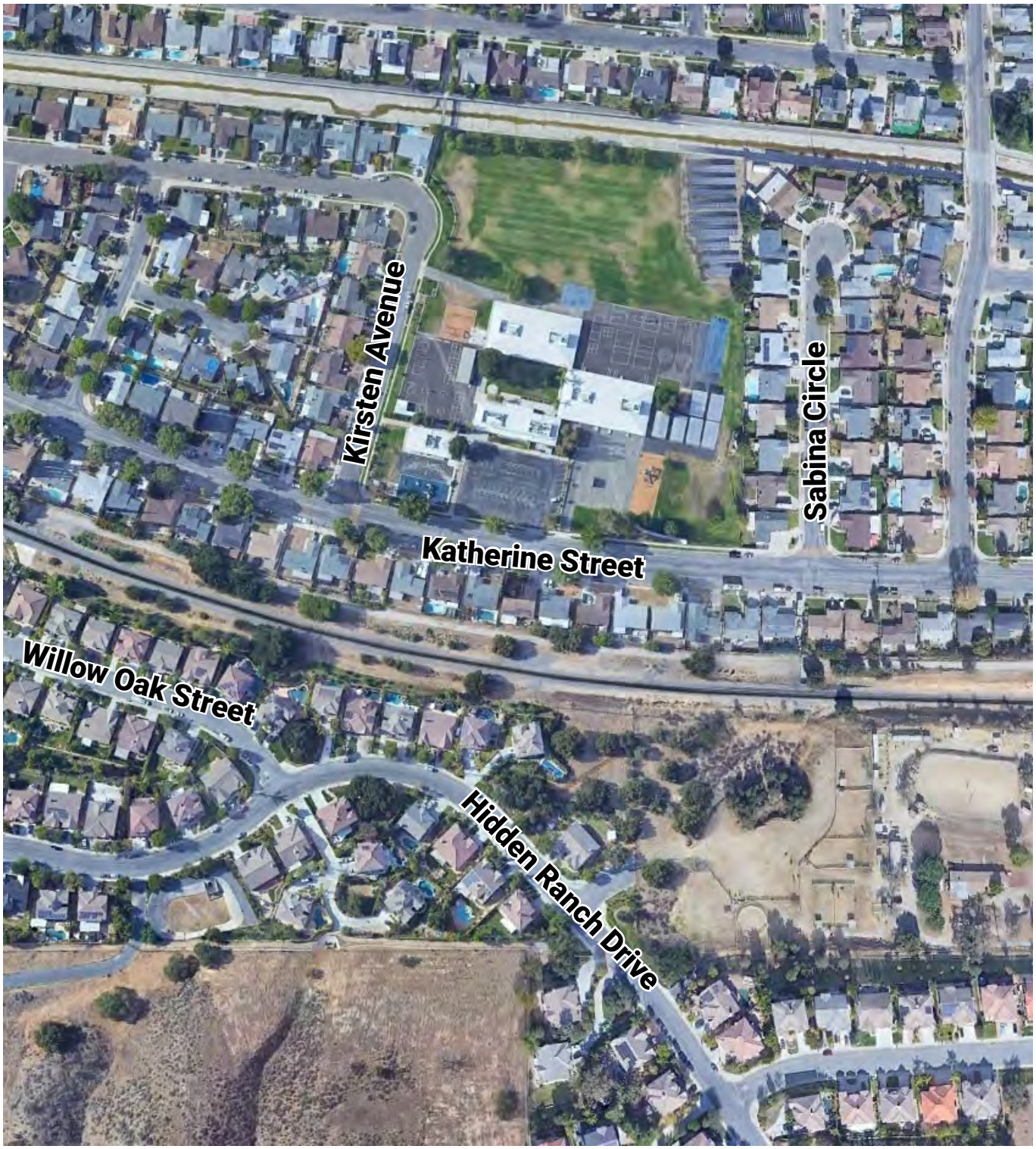
SCHOOL ADDRESS
5455 Katherine St., Simi Valley, CA 93063

GRADES: K-6

2022 ENROLLMENT: 316

WHAT DO WE RECOMMEND?

Due to the barriers between the City of Simi Valley and unincorporated Ventura County, there are no Safe Routes to School recommendations for this school.



Railroad tracks run parallel to Katherine Street in Simi Valley, which creates a barrier for active transportation from unincorporated Ventura County.

Figure 96 / Katherine Elementary School Safe Routes to School Recommendations



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12. Knolls Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- In order to reach Knolls Elementary in the City of Simi Valley, pedestrians and bicyclists need to cross the railroad tracks perpendicular to Katherine Road, just on the city border.
- There is an existing drainage facility at the railroad from Knolls Park to Knolls Elementary. The undercrossing is not intended for pedestrian use to reach the school.
- Katherine Road is the main street that travels through the unincorporated residential area. None of these residential streets have bicycle infrastructure.

COLLISION HISTORY (2014-2018)

- There was a bicycle accident at the intersection of Katherine Road and Oak Knolls Road.

SCHOOL DETAILS

SCHOOL DISTRICT
Simi Valley School District

SCHOOL ADDRESS
6334 Katherine Rd., Simi Valley, California 93063

GRADES: K-6

2022 ENROLLMENT: 200

WHAT DO WE RECOMMEND?

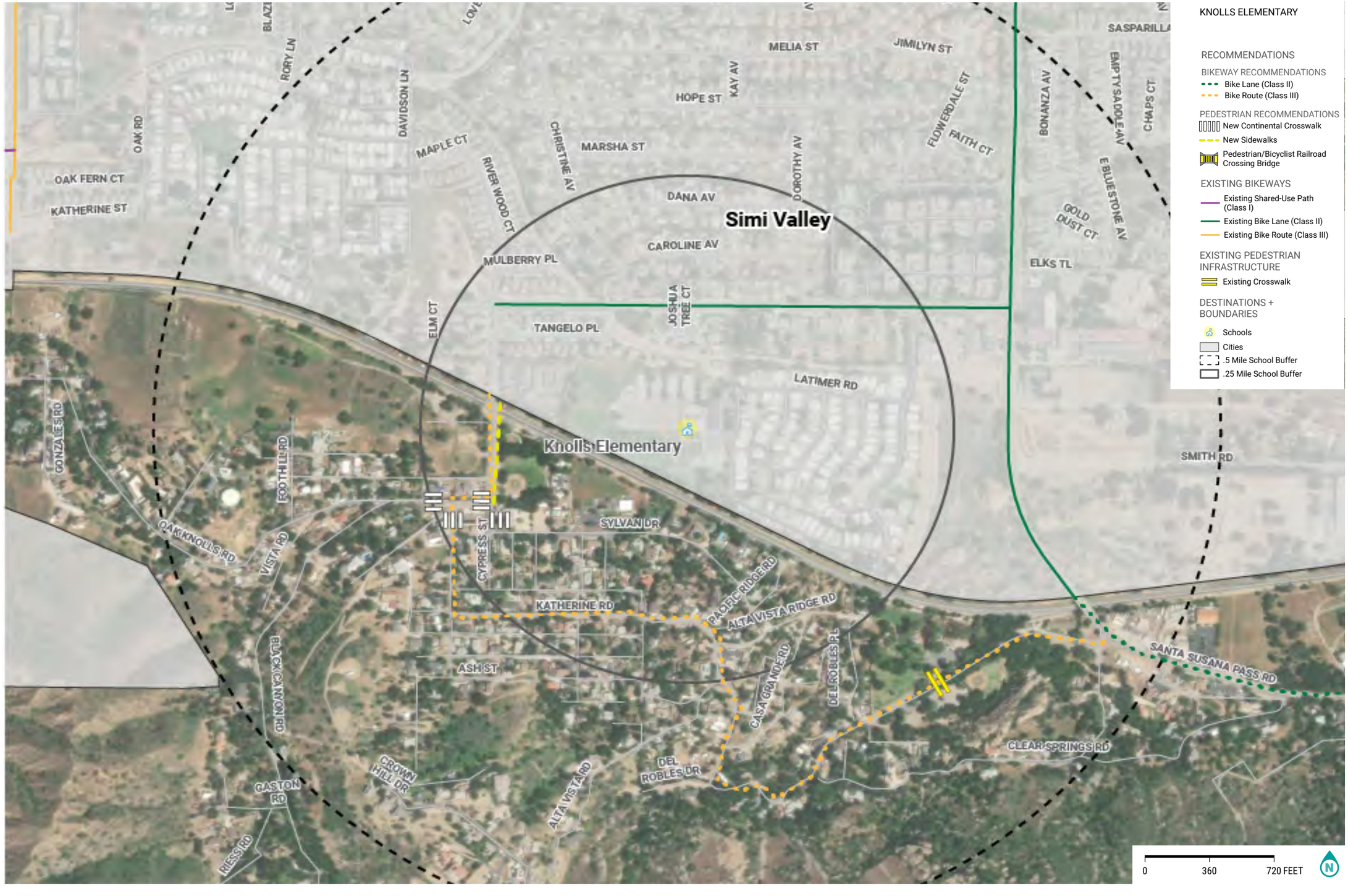
Katherine Road is a low speed narrow road, and implementing a Class III bike route here will alert drivers that bicyclists may also be on the road.

A decomposed granite path or sidewalk along Knolls Park on Katherine Road can connect to the existing sidewalk in the City of Simi Valley.



In order to reach the City of Simi Valley, pedestrians must cross the railroad tracks across Katherine Road.

Figure 97 / Knolls Elementary School Safe Routes to School Recommendations



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13. Laguna Vista StEAM Academy Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is in the middle of the Oxnard Plains area of unincorporated Ventura County. Active transportation to this school is not feasible. The closest neighborhoods are at least two miles away and would require using high stress streets.
- There is one crosswalk near the school at Wood Road and Etting Road; however, it does not lead to any destinations or pathways, and it is unlikely to be used by students.

COLLISION HISTORY (2014-2018)

- There have not been any pedestrian or bicycle collisions within a half-mile of Laguna Vista Elementary within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Ocean View School District

SCHOOL ADDRESS
5084 Etting Rd., Oxnard, CA 93033

GRADES: K-5

2022 ENROLLMENT: 432

WHAT DO WE RECOMMEND?

Due to this school's rural location near high stress streets, this Plan does not recommend that students walk or bike to school.



There is one crosswalk near the school; however, it is unlikely to be used by students.

Figure 98 / Laguna Vista StEAM Academy Elementary School Safe Routes to School Recommendations



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14. Madera Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- During parent pick-up at Madera Elementary, families were observed walking in the street and in the landscaped buffers because the sidewalk on Royal Avenue in the City of Simi Valley is too narrow.
- There is a crossing guard at Vaquero Road and Royal Avenue. This intersection was well used by pedestrians during school pick-up.
- There is a school entrance path from Carmel Drive to the Madera Elementary parking lot.
- The crosswalk at Capri Drive and Sinaloa Road is at an intersection with no stop control on Sinaloa Road. The crosswalk is not high-visibility and has no curb ramps, yet pedestrians are forced to cross as there are no sidewalks to use on the west side of the street.

COLLISION HISTORY (2014-2018)

- There have not been any pedestrian or bicycle collisions within a half-mile of Madera Elementary within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Simi Valley School District

SCHOOL ADDRESS
250 Royal Ave., Simi Valley, CA 93065

GRADES: K-6

2022 ENROLLMENT: 300

WHAT DO WE RECOMMEND?

The County should coordinate with the City of Simi Valley to widen sidewalks along Royal Avenue for school traffic.

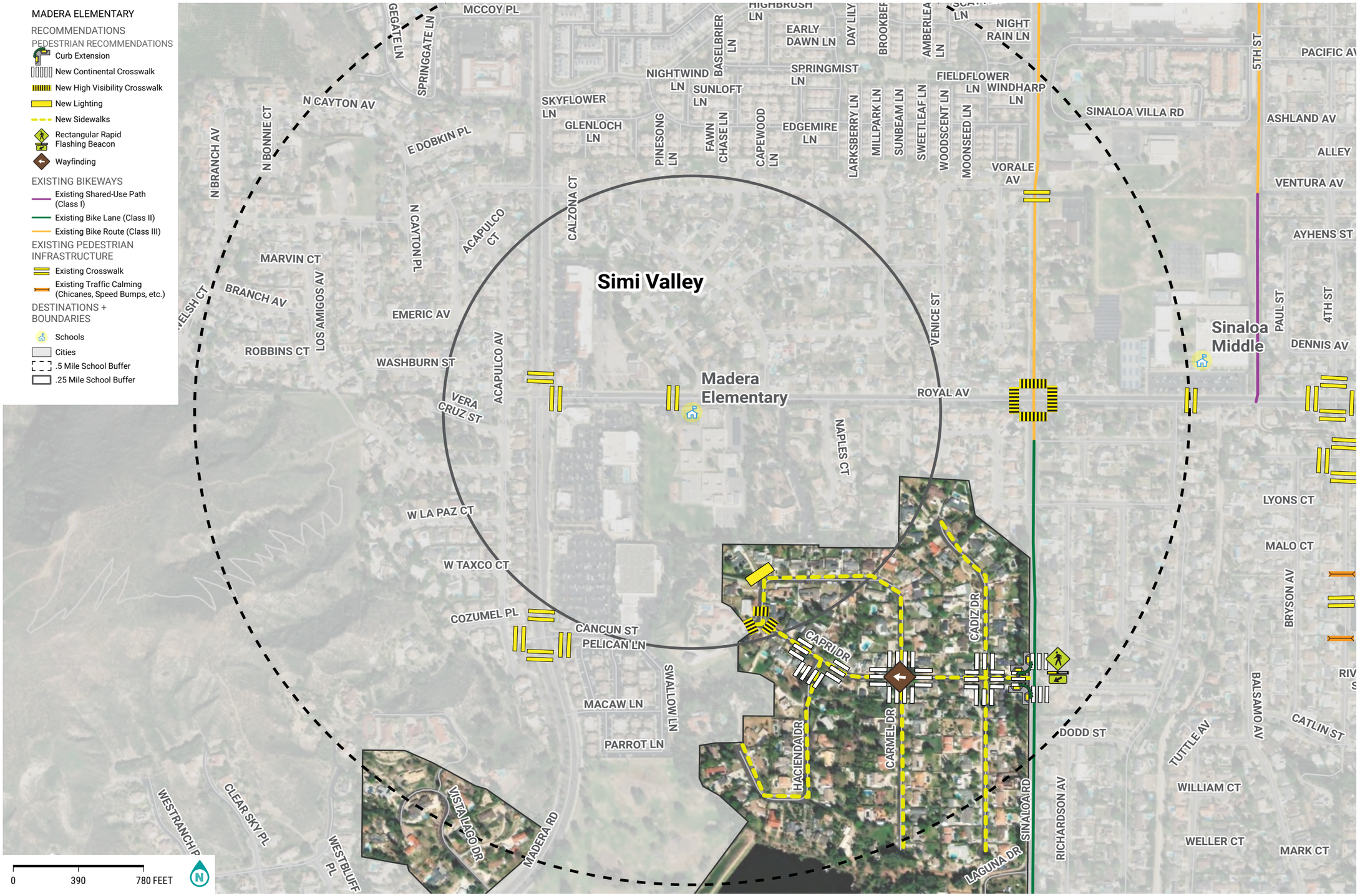
Installing sidewalks on at least one side of the street in the unincorporated neighborhood near Madera Elementary can help families reach the pedestrian path on Carmel Drive, which leads to the school. Lighting and wayfinding signage near this path can also help pedestrians navigate the narrow entryway.

Crosswalks should be implemented throughout the neighborhood, especially at the intersection of Sinaloa Road and Capri Drive as the intersection has no stop control. The County should coordinate with the City of Simi Valley to install high-visibility crosswalks and a rectangular rapid flashing beacon at this intersection. Curb extensions are recommended for both sides of this crosswalk. These extensions would need to include curb-side gaps for bicyclists to cut through the extension, rather than swerve out of the way.



The intersection of Vaquero Road and Royal Avenue in the City of Simi Valley was well-used by pedestrians during school pick-up.

Figure 99 / Madera Elementary School Safe Routes to School Recommendations



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15. Madroña Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- There are no sidewalks along most of the streets throughout Lynn Ranch.
- There is an equestrian crossing on Camino Manzanas near Madroña Elementary, but it is not high-visibility. Similarly, the existing crosswalks at Camino Yucca and Camino Manzanas are not high-visibility.
- There are intersections with crosswalks across Lynn Road into the City of Thousand Oaks, but these intersections have wide curb radii which allows motor vehicles to make fast turns.
- There is bicycle parking at Madroña Elementary, but minimal bicycle infrastructure on the streets leading to the school.
- There are sidewalks with parkway buffers along Camino Manzanas, but there are no sidewalks along many of the other streets in the neighborhood.
- There is local signage near Madroña Elementary informing drivers to slow down.

COLLISION HISTORY (2014-2018)

- There have not been any pedestrian or bicycle collisions within a half-mile of Madroña Elementary School within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Conejo Valley School District

SCHOOL ADDRESS
612 Camino Manzanas, Thousand Oaks, CA 91360

GRADES: K-5

2022 ENROLLMENT: 308

WHAT DO WE RECOMMEND?

Adding sidewalks on Camino Magenta, Camino Yucca, Calle Pecos, Calle Las Trancas and Camino Flores will create a sidewalk network for pedestrians to reach both schools.

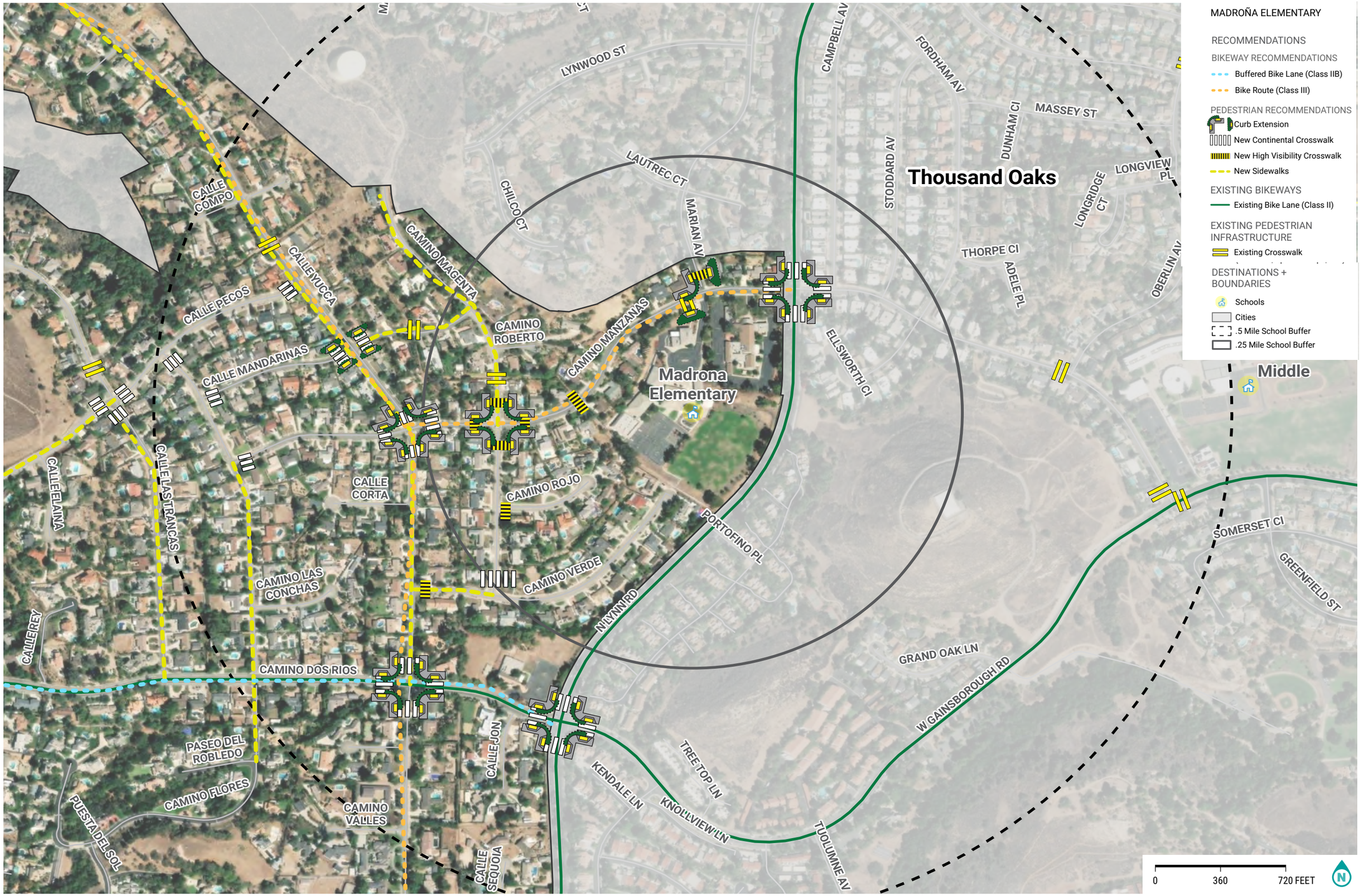
Enhancing the existing crosswalks on Calle Yucca and Camino Manzanas to be high-visibility and adding new high-visibility crosswalks along Camino Magenta can create a walking route with safe crossings for families. Curb extensions along these streets can act as traffic calming and can help pedestrians cross the street more comfortably.

The County should coordinate with the City of Thousand Oaks to create safer crossing infrastructure on Lynn Road. High-visibility crosswalk and reduced curb radii at Camino Manzanas and at Camino Dos Rios can shorten crossing distances and slow down turning vehicles at these intersections.



Neighborhood signage near Madroña Elementary asks drivers to slow down.

Figure 100 / Madroña Elementary School Safe Routes to School Recommendations



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16. Mar Vista Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is within the City of Oxnard. There are few unincorporated connections for bicyclists and pedestrians; however, there are some opportunities for improved crossing facilities.

COLLISION HISTORY (2014-2018)

- There have not been any pedestrian or bicycle collisions within a half-mile of Mar Vista Elementary School within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Ocean View School District

SCHOOL ADDRESS
2382 Etting Rd., Oxnard, CA 93033

GRADES: K-5

2022 ENROLLMENT: 500

WHAT DO WE RECOMMEND?

High-visibility crosswalks at Olds Road and Sanford Street and Olds Road and Walden Street can help students walk to school. Curb extensions at these locations provide additional traffic calming and shorten the distances that students would have to cross to walk to school.

Enhancing the existing crosswalk at Pleasant Valley Road and the State Route 1 exit will help make pedestrians more visible, but the County should also coordinate with the City of Oxnard to improve pedestrian facilities in the City near this crosswalk. Students should only use this crosswalk with adult supervision.



This school is within the City of Oxnard. The County should coordinate with the City to improve bicycle infrastructure near this school.

Figure 101 / Mar Vista Elementary School Safe Routes to School Recommendations



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17. Medea Creek Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- At the intersection of Doubletree Road and Hollytree Drive, there are only crosswalks on the north and west legs. However, it is likely that students are crossing on the eastern leg in order to cross closer to the school entrance. There are several "No Pedestrian Crossing" signs at this intersection, which can be confusing for pedestrians.
- The car entrance and pedestrian entrance to the school on Hollytree Drive is not adequately signed, and there is no midblock crossing for students walking from the Hickory Drive neighborhood.
- There are no crosswalks along Doubletree Road except at Hollytree Drive.

COLLISION HISTORY (2014-2018)

- There was a bicycle collision at Hollytree Drive and Doubletree Road, and two bicycle collisions along Kanan Road between Hollytree Drive and Deerhill Road. There have also been two pedestrian collisions at Kanan Road and Doubletree Road, and a pedestrian collision on Hollytree Drive near Foxwood Drive.

SCHOOL DETAILS

SCHOOL DISTRICT

Oak Park Unified School District

SCHOOL ADDRESS

1002 Doubletree Rd., Oak Park, CA 91377

GRADES: 6-8

2022 ENROLLMENT: 1,000

WHAT DO WE RECOMMEND?

High-visibility crosswalks should be installed on the east and south legs of the intersection of Hollytree Road and Doubletree Road. The County should coordinate with the school district to place two crossing guards at this intersection to ensure students can safely walk to school.

Crosswalks along Hollytree Drive, Deerhill Road, and Doubletree Road can create a safer walking environment for the families in the neighborhoods along these streets.

Curb extensions at the intersections along Kanan Road will slow down motor vehicles making right turns into crosswalks. These extensions would need to include curb-side gaps for bicyclists to cut through the extension.

Class III bike routes on Hollytree Drive, Deerhill Road, and Doubletree Road will reinforce to drivers that bicyclists may be in the area.



There are two crosswalks at the intersection of Hollytree Drive and Doubletree Road; however, the “No Pedestrian Crossing” signage may be confusing for pedestrians. This crosswalk configuration requires pedestrians to cross out of their way of the school entrance (Photo Source: Google Maps).

Figure 102 / Medea Creek Elementary School Safe Routes to School Recommendations



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18. Meiners Oaks Elementary*

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- The main drop-off location is on South Lomita Avenue.
- The school has a separate parking lot for its bus drop off and parent/guardian drop-off areas.
- Most traffic to the school arrives from southbound traffic on South Lomita Avenue.
- The loading zone is off street, but the school does experience heavy congestion.
- A crosswalk is located at the school's parking lot exit. The crosswalk's location combined with a large walking population means some parents/guardians must wait a long time before exiting the school's parking lot.
- During observations, most drivers followed the school's parking lot guidelines.
- Large walking groups come from West Lomita Avenue, El Roblar Drive, and smaller neighboring neighborhoods.
- The school does have sidewalks that run the entirety of South Lomita Avenue, but most of the neighboring streets do not have sidewalks.
- The school has four crosswalks, which are all located on South Lomita Avenue.
- There is one school crossing guard that is stationed at South Lomita Avenue and El Rio Drive.

COLLISION HISTORY (2013-2015)

- There have been three bicycle collisions and one pedestrian collision within a half-mile of the school, including a bicycle collision directly in front of the school.

SCHOOL DETAILS

SCHOOL DISTRICT
Ojai Unified School District

SCHOOL ADDRESS
400 South Lomita Ave., Ojai, CA 93023

GRADES: K-6

2018 ENROLLMENT: 270

WHAT DO WE RECOMMEND?

Sidewalks in this neighborhood will provide a space for pedestrians to walk that is separated from motor vehicles.

High-visibility crosswalks at the intersections in this neighborhood will alert drivers that there may be pedestrians in the area.

A stop sign study should be conducted on Lomita Avenue at El Rio Drive. This can create a controlled intersection that is safer for pedestrians to cross to reach the school.

***Data for this school was captured in 2018 for the Ventura County Safe Routes to School Plan.**



Wide streets often encourage motor vehicles to travel at high speeds. Therefore, traffic calming is recommended to slow motor vehicles and create safer streets for pedestrians and bicyclists.

Figure 103 / Meiners Oaks Elementary School Safe Routes to School Recommendations



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19. Mesa Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is in a rural area of unincorporated Ventura County. Active transportation to this school is not feasible. The closest neighborhoods are at least two miles away and would require using high stress streets including State Route 118 (Los Angeles Avenue).
- There is no pedestrian or bicycle infrastructure near this school except for sidewalks on the school's campus.

COLLISION HISTORY (2014-2018)

- There have not been any pedestrian or bicycle collisions within a half-mile of Mesa Union Elementary School within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Mesa Union School District

SCHOOL ADDRESS
3901 N. Mesa School Rd., Somis, CA 9306

GRADES: TK-8

2022 ENROLLMENT: 584

WHAT DO WE RECOMMEND?

A Class I path is recommended on State Route 118 (Los Angeles Avenue). However, due to the distance from this school and residential areas, it is unlikely students would be using this path to walk or bike to school. The implementation of this path requires coordination with Caltrans.



This school is in a rural location off State Route 118 (Los Angeles Avenue). There is no bicycle or pedestrian infrastructure on nearby streets, except sidewalks on the school campus.

Figure 104 / Mesa Elementary School Safe Routes to School Recommendations



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20. Mira Monte Elementary*

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- Traffic arrives at the school from both Loma Drive and Cruzero Street.
- Traffic congestion is severe at the intersection of Loma Drive and Cruzero Street with traffic coming to a standstill for as much as 10 minutes at times.
- Several parents/guardians were observed completely blocking the public right-of-way, causing outrage from local residents.
- During observations, drivers did follow the schools parking lot guidelines, but completely failed to follow traffic laws. Heavy congestion caused parents/guardians to double park or simply park in the roadway while waiting to enter the school parking lot.
- The majority of students are picked up and dropped off.
- There is heavy traffic from all approaching roads.
- There are three crosswalks in the neighborhood, and all are visible and in excellent condition.
- Most of east Loma Drive has a sidewalk, but the west side of the road had only sections of sidewalks.
- There are two official crossing guards. The school pays their salary. None of them have received formal training. They do use proper personal protective equipment, including vests and stop paddles.

COLLISION HISTORY (2013-2015)

- There have been two bicycle collisions and two pedestrian collisions within a half-mile of the school.

SCHOOL DETAILS

SCHOOL DISTRICT
Ojai Unified School District

SCHOOL ADDRESS
1216 Loma Dr., Ojai, CA 93023

GRADES: K-6

2018 ENROLLMENT: 450

WHAT DO WE RECOMMEND?

Sidewalks in this neighborhood will provide a space for pedestrians to walk that is separated from motor vehicles.

A rectangular rapid flashing beacon and high-visibility crosswalks at Loma Drive and El Centro Street can alert drivers that a pedestrian is trying to cross the street. The County can also conduct a stop sign study at this intersection to determine if a stop sign is warranted on El Centro Street or Loma Drive. This stop sign can help prevent motor vehicles from speeding through this intersection.

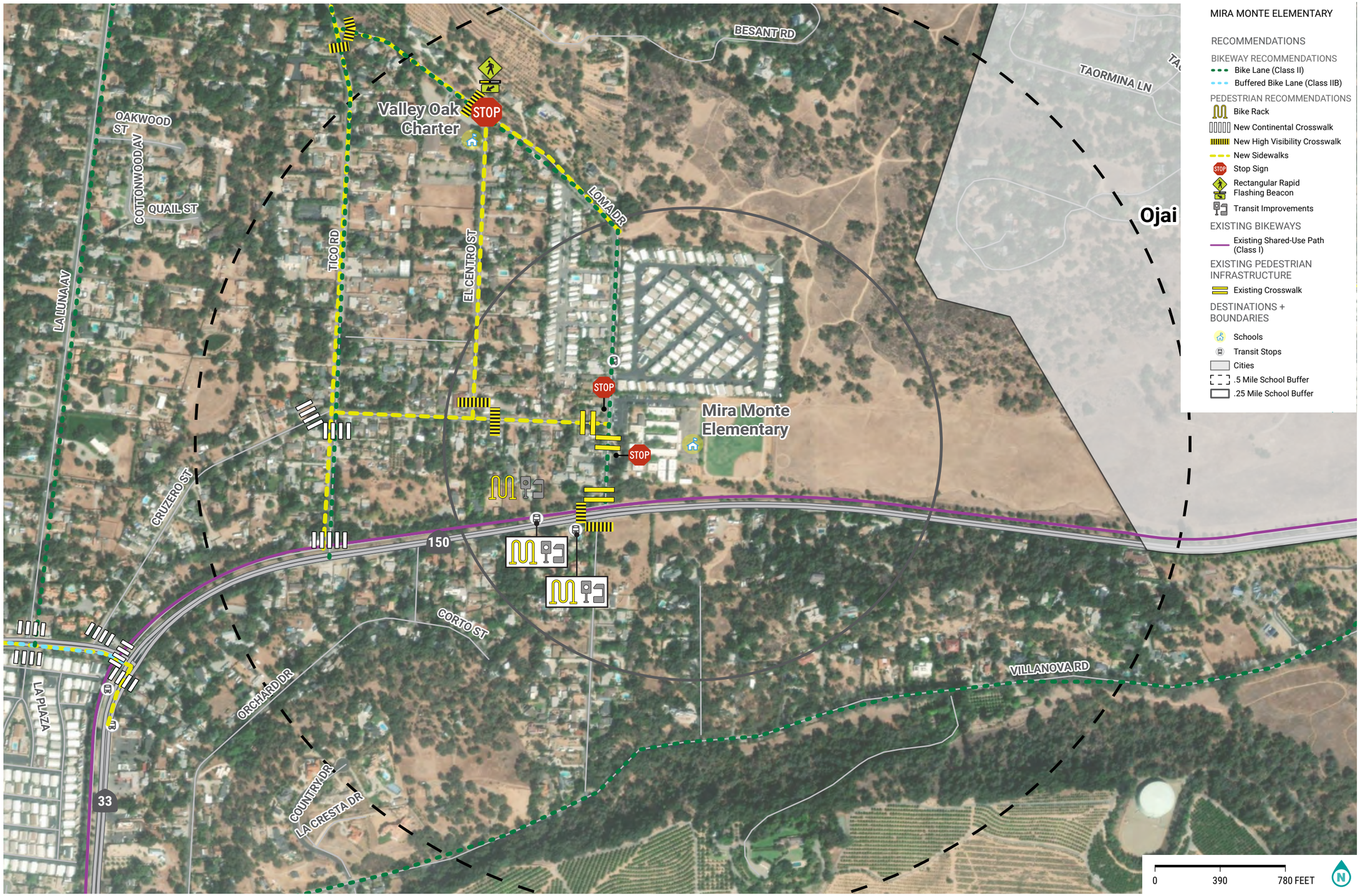
High-visibility crosswalks at intersections throughout this neighborhood will provide marked crossings for families walking to school.

***Data for this school was captured in 2018 for the Ventura County Safe Routes to School Plan.**



Having only one marked crosswalk forces pedestrians to cross at a motor vehicle conflict point at the school's driveway.

Figure 105 / Mira Monte Elementary School Safe Routes to School Recommendations



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21. Monte Vista Independent Learning Academy

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is located within the City of Simi Valley near the unincorporated Ventura County community at Sinaloa Lake. However, it is likely that most students are arriving from the City of Simi Valley, rather than the unincorporated County.
- There are speed bumps approaching the school on 4th Street, and a midblock crosswalk in front of the school parking lot.
- The crosswalk at Capri Drive and Sinaloa Road is at an intersection with no stop control on Sinaloa Road. The crosswalk is not high-visibility and has no curb ramps, yet pedestrians are forced to cross as there are no sidewalks to use on the west side of the street.

COLLISION HISTORY (2014-2018)

- There have not been any pedestrian or bicycle collisions within a half-mile of Monte Vista Independent Learning Academy within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Simi Valley Unified School District

SCHOOL ADDRESS
1220 4th St., Simi Valley, CA 93065

GRADES: K-12

2022 ENROLLMENT: 255

WHAT DO WE RECOMMEND?

The County should coordinate with the City of Simi Valley to improve the midblock crosswalk on 4th Street to include yield-to-pedestrian signage in the center of the crosswalk.

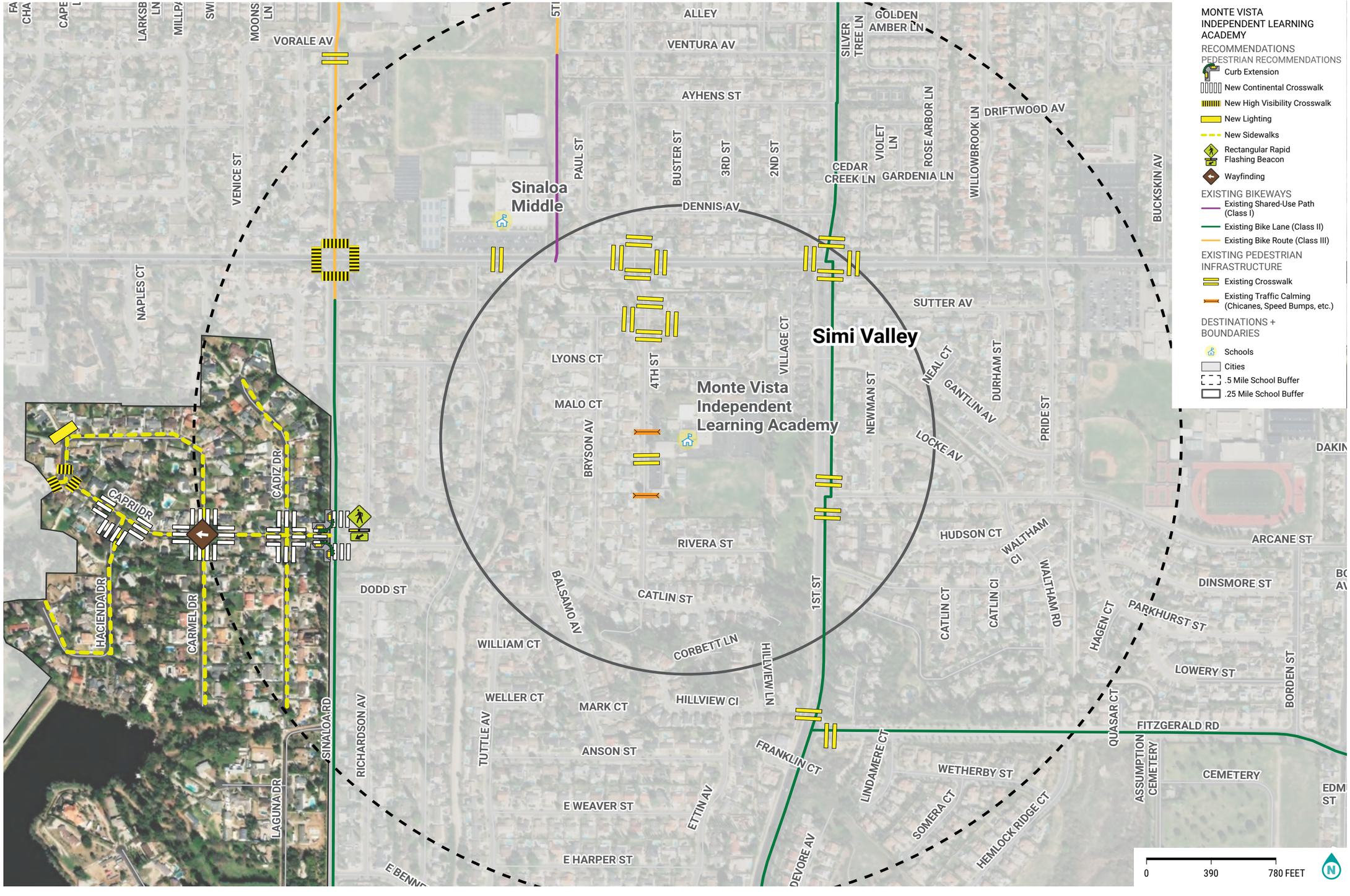
Installing sidewalks on at least one side of the street in unincorporated Sinaloa Lake can help pedestrians navigate the neighborhood.

Crosswalks should be implemented throughout the unincorporated Ventura County neighborhood, especially at the intersection of Sinaloa Road and Capri Drive as the intersection has no stop control. The County should coordinate with the City of Simi Valley to install high-visibility crosswalks and a rectangular rapid flashing beacon at this intersection. Curb extensions can also be added to either end of the this crosswalk. These extensions would need to include curb-side gaps for bicyclists to cut through the extension, rather than swerve out of the way.



The County can work with the City of Simi Valley to improve the midblock crosswalk on 4th Street to include yield-to-pedestrian signage in the center of the crosswalk.

Figure 106 / Monte Vista Independent Learning Academy Safe Routes to School Recommendations



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22. Newbury Park High

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- During the walk audit, it was observed that there were Newbury Park High School students that drove to school and parked on the nearby roads. Two of these roads were Lesser Drive and Reino Road.
- There is no bicycle infrastructure in this neighborhood other than the Class II bike lane on Wendy Drive.
- In addition to this school, this unincorporated Ventura County neighborhood also connects to Borchard Community Park from Gerald Drive.

COLLISION HISTORY (2014-2018)

- There have been three bicycle collisions on Wendy Drive at the intersections of Michael Drive, Gerald Drive, and Ruth Drive.

SCHOOL DETAILS

SCHOOL DISTRICT
Conejo Valley Unified School District

SCHOOL ADDRESS
456 N Reino Rd., Newbury Park, CA 91320

GRADES: 9-12

2022 ENROLLMENT: 2,300

WHAT DO WE RECOMMEND?

This Plan recommends high-visibility crosswalks throughout the neighborhood including at intersections leading to both schools on Dena Drive and Jenny Drive, and at intersections leading to the park on Gerald Drive.

A rectangular rapid flashing beacon with high-visibility crosswalks, striping, and curb extensions at Wendy Drive and Michael Drive can provide a safer crossing at an intersection with a history of collisions.

Class III bike routes in this area connect to existing Class III bike routes in the City of Thousand Oaks and to the existing bike lane on Wendy Drive. Wendy Drive has a level 4 of traffic stress, and is not appropriate for students to use. However the recommended buffer on the bike lane will provide additional separation for pedestrians on the sidewalk from motor vehicles.



Many school students park on Lesser Drive or Reino Road in the City of Thousand Oaks.

Figure 107 / Newbury Park High School Safe Routes to School Recommendations



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23. Oak Hills Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- During the walk audit, community members said that many residents walk to the nearby parks.
- There is a Class I public recreation trail along the south side of Kanan Road; however, there is minimal signage. The existing Class III bike route on Kanan Road is not appropriate for school-aged children to use due to Kanan Road's high speeds.

COLLISION HISTORY (2014-2018)

- There was a pedestrian collision at Hawthorne Drive and Cremona Way.

SCHOOL DETAILS

SCHOOL DISTRICT
Oak Park Unified School District

SCHOOL ADDRESS
1010 Kanan Rd., Oak Park, CA 91377

GRADES: K-5

2022 ENROLLMENT: 500

WHAT DO WE RECOMMEND?

A high-visibility crosswalk at Monteleone Avenue and Los Arcos Drive provides another crossing facility for families to use to walk to school, and notifies drivers that a school is nearby.

Class III bike routes along Los Arcos Drive and Churchwood Drive connect to existing bicycle infrastructure on Kanan Road and can lead residents to the school.

Signage at the intersection of Kanan Road and Churchwood Drive can direct bicyclists to the existing Class I shared-use path on Kanan Road, rather than bicyclists having to use the Class III bike route on Kanan Road. Curb extensions at this intersection can help shorten the crossing distance for pedestrians and provide traffic calming along the level 4 traffic stress Kanan Road.

Some crosswalks in this neighborhood are missing ADA-compliant curb ramps. As a part of this Plan, all streets in unincorporated Ventura County should be reviewed for curb ramp compliance.



A public recreation trail runs parallel to Kanan Road, with separated spaces for bicyclists and pedestrians.

Figure 108 / Oak Hills Elementary School Safe Routes to School Recommendations



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24. Oak Park High

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- The Medea Creek Trail travels from Kanan Road near the high school throughout the residential area south of the school, but signage for the trail is minimal.
- During the walk audit, motor vehicles were observed making fast right turns over two crosswalks from Deerhill Road onto Kanan Road. This can prevent drivers from seeing pedestrians trying to cross at these crosswalks.
- Kanan Road has existing Class II bike lanes near the high school, with wide motor vehicle lanes. These wide lanes allow cars to easily travel over the speed limit.

COLLISION HISTORY (2014-2018)

- There have been two pedestrian collisions and two bicycle collisions on Kanan Road within a quarter- mile of the high school, and one pedestrian and one bicycle collision on Hollytree Drive.

SCHOOL DETAILS

SCHOOL DISTRICT

Oak Park Unified School District

SCHOOL ADDRESS

899 Kanan Rd., Oak Park, CA 91377

GRADES: 9-12

2022 ENROLLMENT: 1,400

WHAT DO WE RECOMMEND?

Curb extensions on either end of Deerhill Road at Kanan Road will slow down motor vehicles making right turns into crosswalks. This will make crossing here more comfortable for students walking to school.

Buffering the existing Class II bike lanes on Kanan Road will provide additional space for bicyclists while visually narrowing the roadway for drivers, creating a traffic calming effect. These buffers will also increase the separation of motor vehicles from sidewalks, which students use to walk to school.

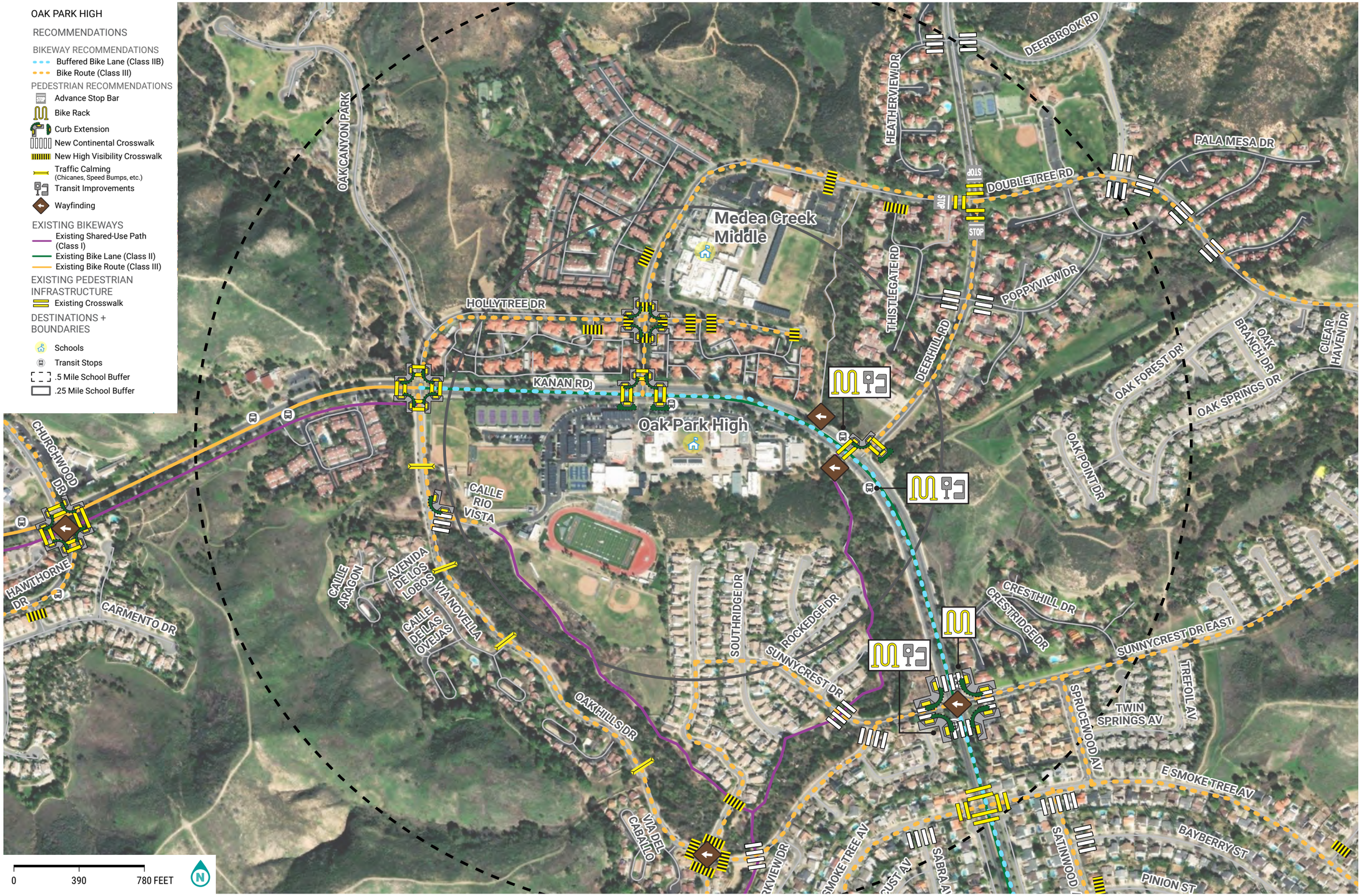
The County should coordinate with the school and library to construct a gate at the fence behind the library. This gate could be open during school hours and can direct students to the Medea Creek Trail. This will prevent students needing to walk on the high stress Kanan Road to reach the trail.

Students and residents drive and park on Oak Hills Drive. Adding traffic calming along this street will slow down vehicles and make it safer for students walking and crossing the street to reach Oak Park High. Signage on the streets near the Medea Creek Trail can direct bicyclists to use the trail rather than the Class III bike routes.



Wide bike lanes and wide motor vehicle lanes on Kanan Road provide ample space for bicycle lane upgrades. Increased bicycle lane separation also creates increased separation between motor vehicles and the sidewalks, which students can use to walk to this school.

Figure 109 / Oak Park High School Safe Routes to School Recommendations



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25. Oak Park Independent

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school has a smaller student population, and perhaps as a result of this, the neighborhood does not have as robust of crossing infrastructure as other Oak Park schools do.
- The Medea Creek Trail travels near this school to neighborhoods north and south of the school.
- There is a bike lane on Conifer Street, but it stops short of the school site.

COLLISION HISTORY (2014-2018)

- There have been two pedestrian collisions on Kanan Road. One collision occurred at Conifer Street, and the other at Smoketree Avenue.

SCHOOL DETAILS

SCHOOL DISTRICT
Oak Park Unified School District

SCHOOL ADDRESS
5801 Conifer St., Oak Park, CA 91377

GRADES: K-12

2022 ENROLLMENT: 160

WHAT DO WE RECOMMEND?

Implementing high-visibility crosswalks near this school will benefit not only the students walking to school, but also residents walking in their neighborhood or to the Medea Creek Trail.

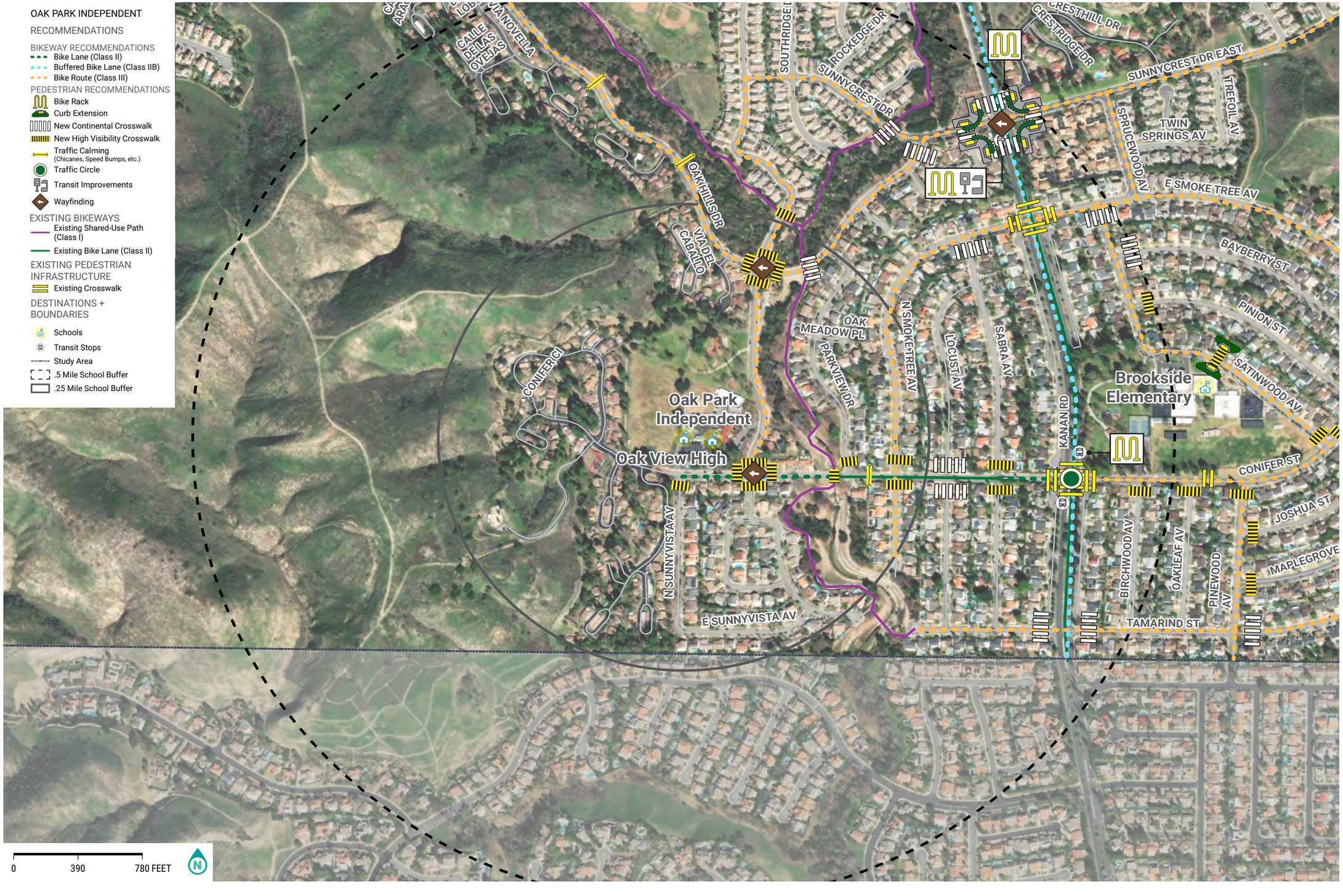
Extending the Conifer Street Class II bike lane will connect to the school and to Kanan Road. Adding traffic calming along Conifer Street can also slow down motor vehicles.

Class III bike routes on Medea Creek Lane can help to create a connected bike route network in Oak Park. Signage near the off-street Medea Creek Trail can direct bicyclists to use the trail rather than the Class III routes.



Compared to other streets near Oak Park schools, the streets near this alternative school have minimal crossing infrastructure. The only crosswalk nearby is this single parallel crosswalk at Conifer Street and Medea Creek Lane.

Figure 110 / Oak Park Independent School Safe Routes to School Recommendations



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26. Oak View High

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This alternative school has a smaller student population, and perhaps as a result of this, the neighborhood does not have as robust of crossing infrastructure as other Oak Park schools do.
- The Medea Creek Trail travels near this school to neighborhoods north and south of the school.
- There is a bike lane on Conifer Street, but it stops short of the school site.

COLLISION HISTORY (2014-2018)

- There have been two pedestrian collisions on Kanan Road. One collision occurred at Conifer Street, and the other at Smoketree Avenue.

SCHOOL DETAILS

SCHOOL DISTRICT
Oak Park Unified School District

SCHOOL ADDRESS
5701 East Conifer St., Oak Park, CA 91377

GRADES: 9-12

2022 ENROLLMENT: 30

WHAT DO WE RECOMMEND?

Implementing high-visibility crosswalks near this school will benefit not only the students walking to school, but also residents walking in their neighborhood or to the Medea Creek Trail.

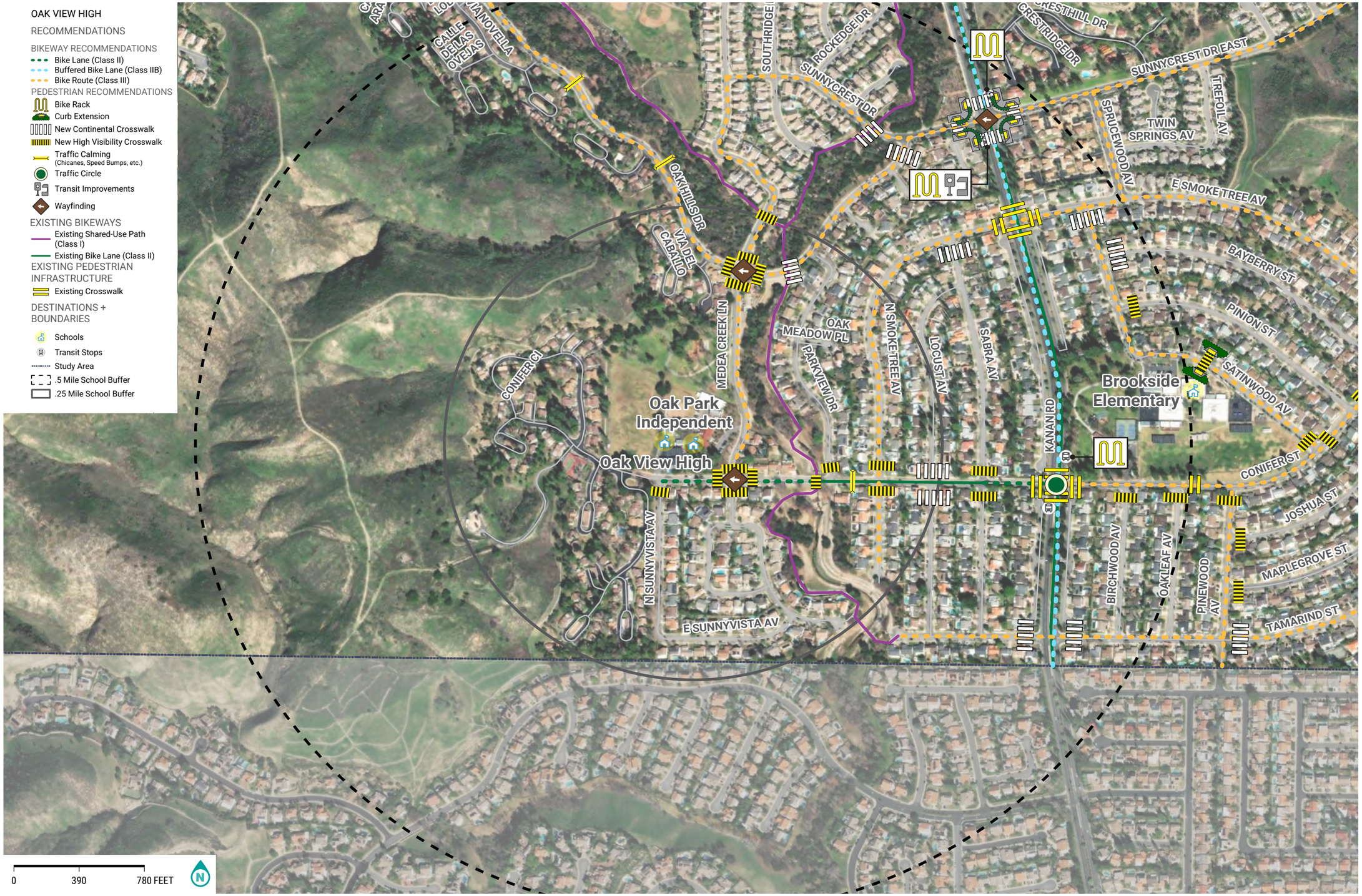
Extending the Conifer Street Class II bike lane will connect to the school and to Kanan Road. Adding traffic calming along Conifer Street can also slow down vehicles.

Class III bike routes on Medea Creek Lane can help to create a connected bike route network in Oak Park. Signage near the off-street Medea Creek Trail can direct bicyclists to use the trail rather than the Class III routes.



The existing Class II bike lanes on Conifer Street end at the Medea Creek Trail (Photo source: Google Maps).

Figure 111 / Oak View High School Safe Routes to School Recommendations



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27. Ocean View Junior High

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is within the City of Oxnard. There are few residences in unincorporated Ventura County near this school; however, there are some opportunities for improved crossing facilities.

COLLISION HISTORY (2014-2018)

- There was not any pedestrian or bicycle collisions within a half-mile of Ocean View Junior High School within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT

Ocean View Unified School District

SCHOOL ADDRESS

4300 Olds Rd., Oxnard, CA 93033

GRADES: 6-8

2022 ENROLLMENT: 770

WHAT DO WE RECOMMEND?

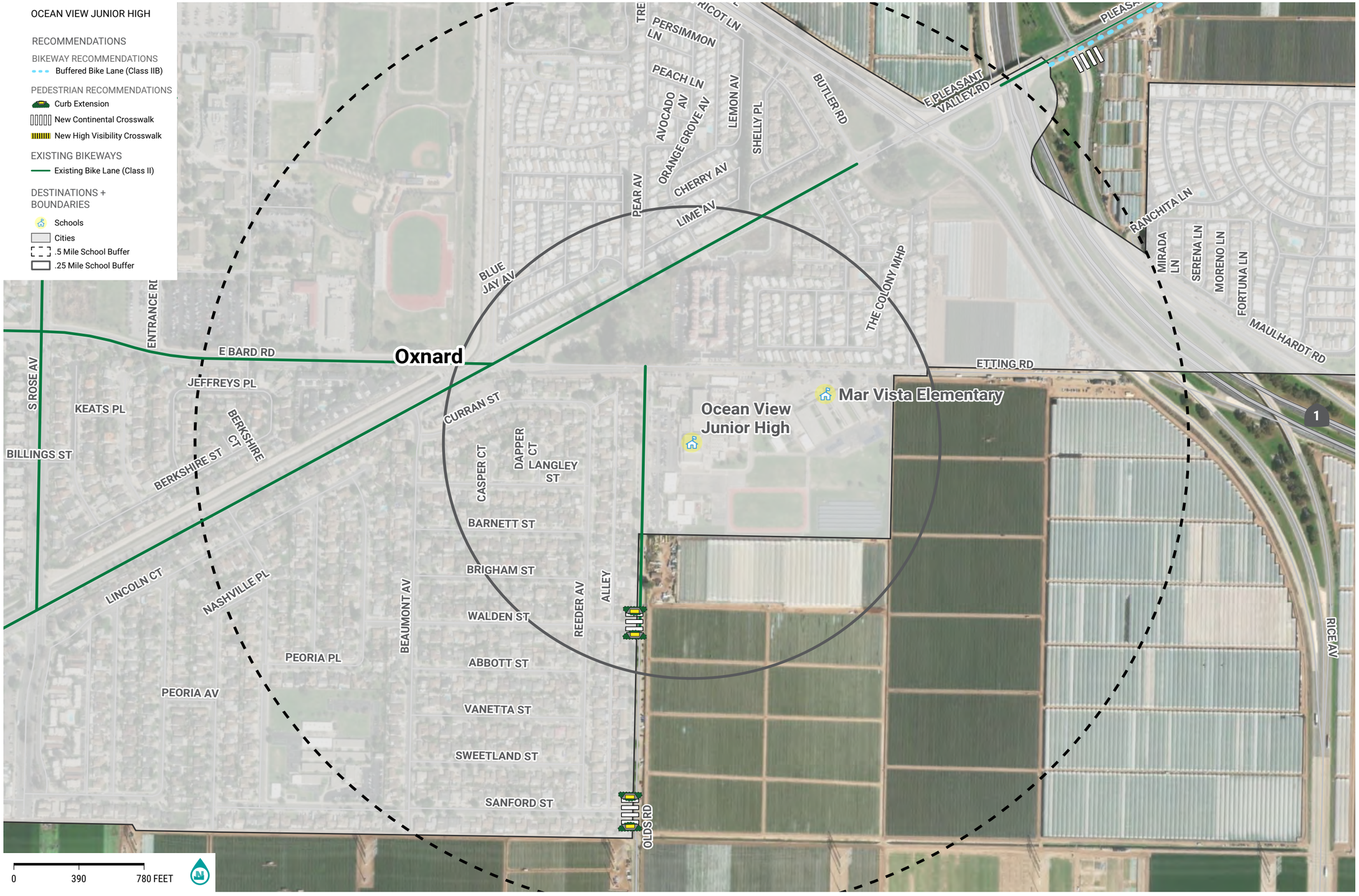
High-visibility crosswalks at Olds Road and Sanford Street and Olds Road and Walden Street can help students walk to school. Curb extensions at these locations provide additional traffic calming and shorten the distances that students would have to cross to walk to school.

Enhancing the existing crosswalk at Pleasant Valley Road and the State Route 1 exit will help make pedestrians more visible, but the County can also work with the City of Oxnard to improve pedestrian facilities in the City near this crosswalk.



The intersection of Olds Road and Sanford Street lacks a crosswalk (Photo source: Google Maps).

Figure 112 / Ocean View Junior High School Safe Routes to School Recommendations



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28. Olivelands Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is in a rural location between the City of Ventura and the City of Santa Paula. Active transportation to this school is not feasible for students. The closest neighborhoods are over two miles away and would require using high stress streets.
- There is no pedestrian or bicyclist infrastructure near this school.

COLLISION HISTORY (2014-2018)

- There have not been any pedestrian or bicycle collisions within a half-mile of Olivelands Elementary within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Briggs School District

SCHOOL ADDRESS
12465 Foothill Rd, Santa Paula, CA 93060

GRADES: TK-4

2022 ENROLLMENT: 260

WHAT DO WE RECOMMEND?

This Plan recommends a Class IIB buffered bike lane on Foothill Road; however, that should only be used by confident adult cyclists. Elementary students should not use this facility.



There is no existing pedestrian or bicyclist infrastructure near this school (Photo source: Google Maps).

Figure 113 / Olivelands Elementary School Safe Routes to School Recommendations



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29. Oxnard High

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is between a rural area of unincorporated Ventura County and residential neighborhoods in the City of Oxnard.
- There are non-high-visibility crosswalks at the intersections along Gonzales Road. Gonzales Road have a level 4 of traffic stress, so these crosswalks may not feel comfortable to use.

COLLISION HISTORY (2014-2018)

- There was one pedestrian collision at the intersection of Victoria Avenue and Gonzales Road during the collision study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Oxnard Union High School District

SCHOOL ADDRESS
3400 W Gonzales Rd., Oxnard, CA 93036

GRADES: 9-12

2022 ENROLLMENT: 2,823

WHAT DO WE RECOMMEND?

A high-visibility crosswalk at Victoria Avenue and Gonzales Road can help make pedestrians more visible to drivers. Due to this intersection's more rural location, it is unlikely many students would be crossing here. Still, the infrastructure can act as traffic calming, especially for vehicles traveling east towards the school.

The County should coordinate with the City of Oxnard to make improvements to school crosswalks along Gonzales Road, including at Merion Way, Campus Road, and Thurgood Marshall Drive. Curb extensions at Merion Way can also help shorten the crossing distance for pedestrians and slow down turning vehicles. These curb extensions will need to be installed with consideration for the bike lanes on Gonzales Road.

As a part of a Countywide policy, curb ramps should be installed at all crossings where they are missing.



The crosswalks are not high-visibility at this wide crossing at Gonzales Road and Merion Way (Photo source: Google Maps).

Figure 114 / Oxnard High School Safe Routes to School Recommendations



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30. Phoenix

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school and others nearby are specialized charter schools with smaller student enrollment sizes.
- This school is located in a business park near the Camarillo Airport. It is unlikely any students are walking to school, as the nearest neighborhoods are over one mile away.
- There are two intersections with existing crosswalks along Pleasant Valley Road; however, there are no destinations on the south side of the road that students would need to reach.

COLLISION HISTORY (2014-2018)

- There have not been any bicycle or pedestrian collisions within a half-mile of the school within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Ventura County Office of Education

SCHOOL ADDRESS
500 Airport Wy., Camarillo, CA 93010

GRADES: 6-12

2022 ENROLLMENT: 50

WHAT DO WE RECOMMEND?

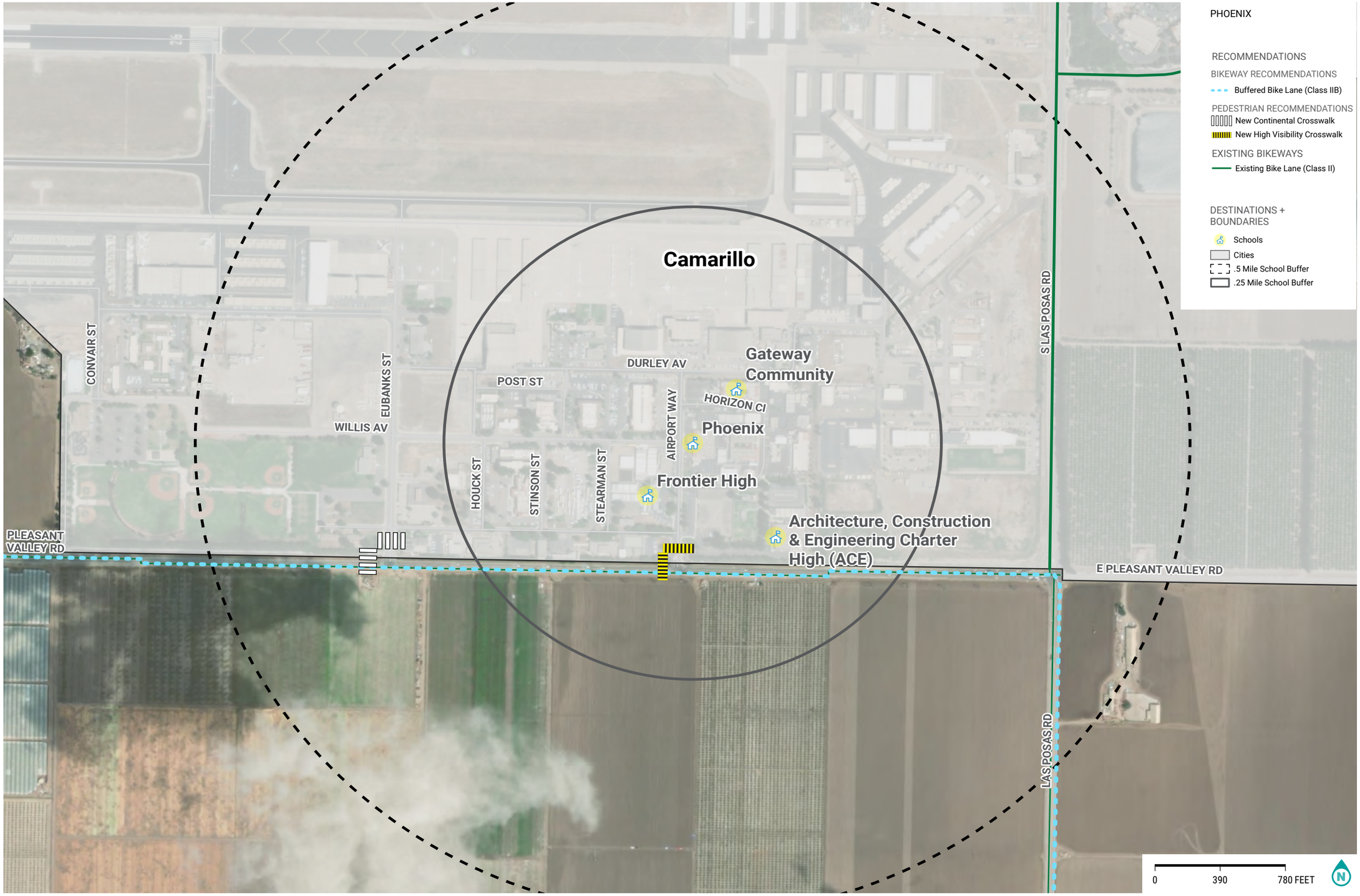
Most of the business park infrastructure near the school is in the City of Camarillo.

The existing crosswalks along Pleasant Valley Road should be high-visibility crosswalks. This can prepare the intersection if future development ever occurs on the south side of Pleasant Valley Road. These high-visibility crosswalks will also alert drivers about the presence of a school nearby.



There are two existing parallel crosswalks at Airport Way and Pleasant Valley Road, and a wide Class II bike lane on Pleasant Valley Road.

Figure 115 / Phoenix School Safe Routes to School Recommendations



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31. Piru Elementary*

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- The school bus loading zone is located off street, in the school's parking lot, and is extremely limited in space.
- All traffic arriving to the school approaches from east Center Street.
- The school has a makeshift student drop-off zone. The school sections off a portion of the staff parking, located on Center Street, and use it as a drop-off/turnaround spot for parents/guardians.
- Because the loading zone is on Center Street, congestion builds up and blocks the right-of-way.
- During observations, drivers followed the desired behaviors, but because of the limited parking/queuing, the line to drop off children ends up blocking the roadway.
- Large walking groups arrive from west Center Street.
- There are two crosswalks on the west and south legs of Center Street and Church Street that are in good visible condition.
- North Center Street has a sidewalk that appears to be the main travel area for students and parents/guardians arriving at the school.

COLLISION HISTORY (2013-2015)

- There have not been any bicycle or pedestrian collisions within a half-mile of the school within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Fillmore Unified School District

SCHOOL ADDRESS
3811 Center St., Piru, CA 93040

GRADES: K-5

2018 ENROLLMENT: 300

WHAT DO WE RECOMMEND?

Install a high-visibility crosswalk and advance yield markings at the east leg of the intersection of Center Street and Warring Canyon Road. The existing west crosswalk at the Church Street intersection should be moved to the east as the west crosswalk goes straight into a driveway. High-visibility crosswalks here and along Center Street will make pedestrians more visible while crossing the street.

Constructing sidewalks on Orchard Street between Main Street and Warring Park will provide a connecting walking path to Warring Park from existing sidewalks on Main Street.

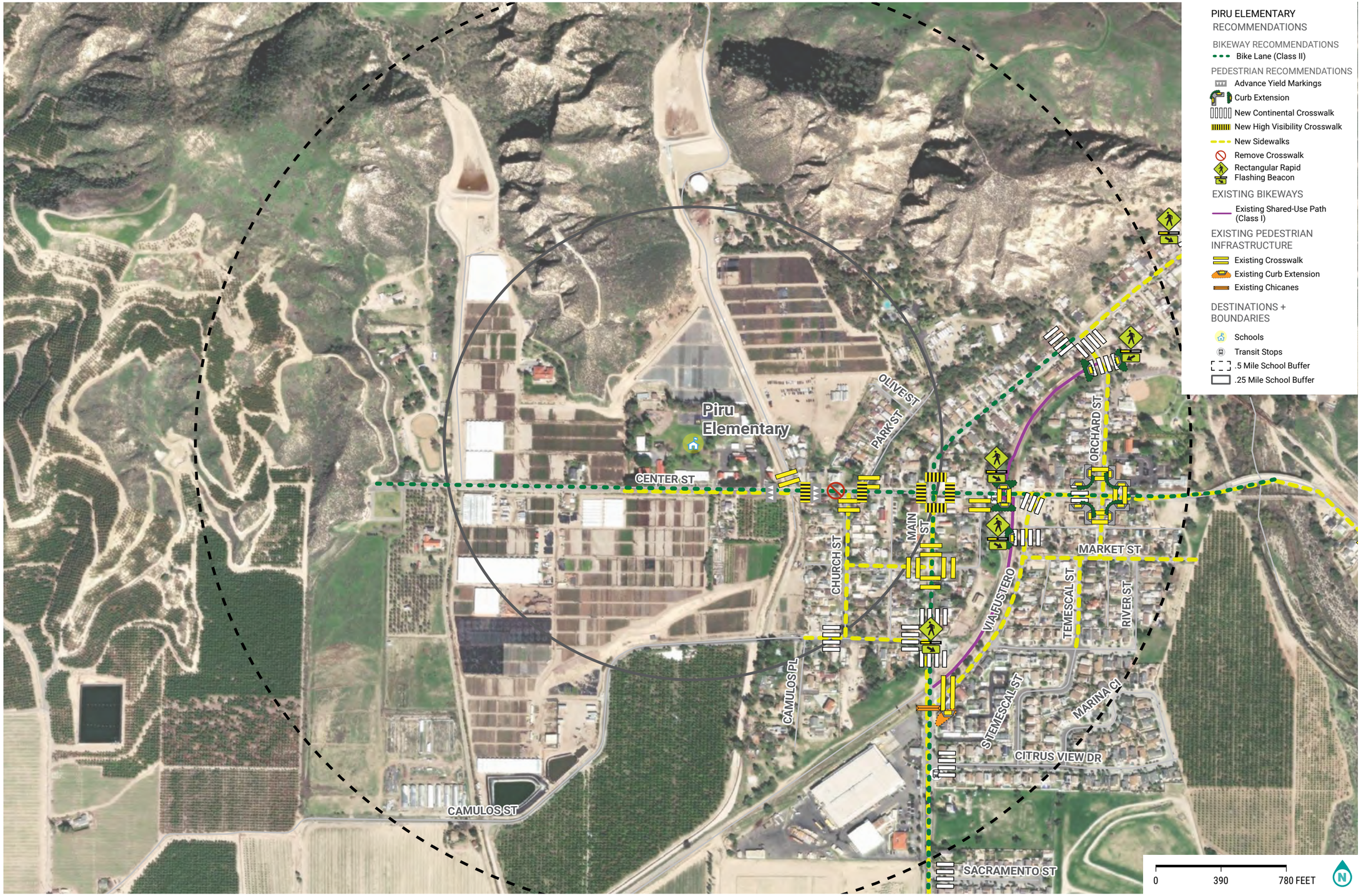
The County should install ADA-compliant curb ramps on all necessary intersections in this neighborhood.

***Data for this school was captured in 2018 for the Ventura County Safe Routes to School Plan.**



A sidewalk gap prevents pedestrians from comfortably accessing the school.

Figure 116 / Piru Elementary School Safe Routes to School Recommendations



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32. Red Oak Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- There are two high-visibility crossings at intersections in front of the school, but there are opportunities to add more crosswalks on the other intersection legs.
- In addition to the school, the adjacent Indian Springs Park is likely a destination for residents in the area.
- Lindero Canyon Road in the City of Thousand Oaks has an existing Class II bike lane, and there is an existing Class I shared-use path on Kanan Road, but there is no connecting bicycle infrastructure in the Red Oak community.

COLLISION HISTORY (2014-2018)

- There was one bicycle collision at Rockfield Street and Tuscany Drive, one pedestrian collision at Rockfield Street and Hawthorne Drive, and one bicycle collision at Hawthorne Drive and Cremona Way.

SCHOOL DETAILS

SCHOOL DISTRICT
Oak Park Unified School District

SCHOOL ADDRESS
4857 Rockfield St., Oak Park, 91377

GRADES: K-5

2022 ENROLLMENT: 590

WHAT DO WE RECOMMEND?

Installing high-visibility crosswalks to unmarked crosswalk legs in the neighborhood can make pedestrians more visible while crossing.

Although the Class III bike route on Rockfield Street is not appropriate for elementary students to use, the bike route coupled with traffic calming can work to slow down vehicles on this road. Traffic calming on Rockfield Street could include chicanes or center medians to narrow the roadway. This is beneficial for students and families crossing Rockfield to reach Red Oak Elementary.



There is opportunity to add additional crosswalks to the other intersection legs near Red Oak Elementary.

Figure 117 / Red Oak Elementary School Safe Routes to School Recommendations





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33. Redwood Middle

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is in the City of Thousand Oaks.
- There are no sidewalks along most of the streets throughout Lynn Ranch; however, Camino Manzanas, which connects Lynn Ranch to Redwood Middle School, does have sidewalks.
- There are intersections with crosswalks across Lynn Road into the City of Thousand Oaks, but these intersections have wide curb radii, which allow motor vehicles to make fast turns.
- There is local signage near Madroña Elementary, informing drivers to slow down. Madroña Elementary is less than a half-mile from Redwood Middle.

COLLISION HISTORY (2014-2018)

- There have not been any pedestrian or bicycle collisions within a half-mile of Redwood Middle School within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Conejo Valley School District

SCHOOL ADDRESS
233 W Gainsborough Rd., Thousand Oaks, CA 91360

GRADES: 6-8

2022 ENROLLMENT: 750

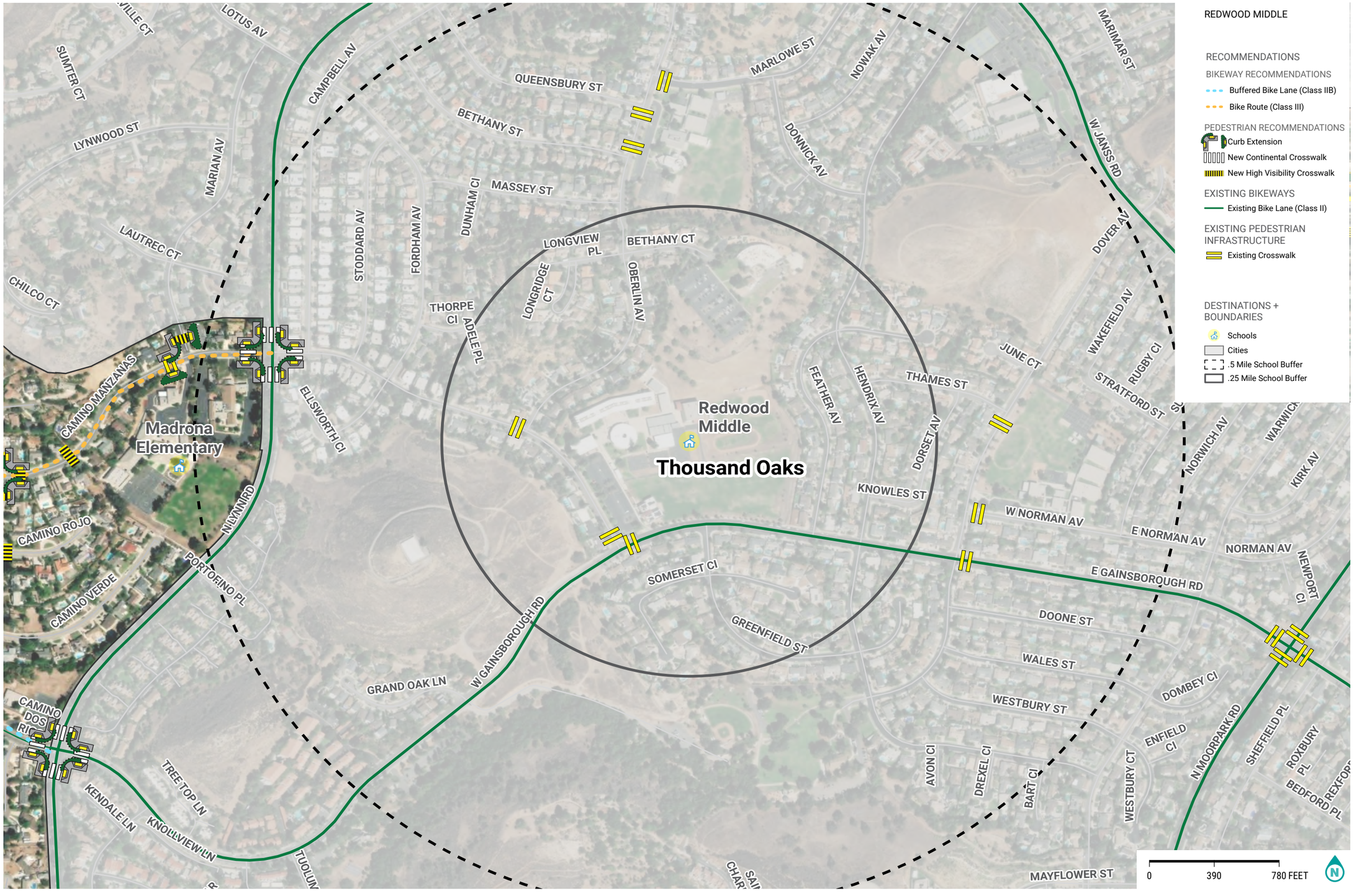
WHAT DO WE RECOMMEND?

The County should coordinate with the City of Thousand Oaks to create safer crossing infrastructure on Lynn Road. High-visibility crosswalks and reduced curb radii at Camino Manzanas and at Camino Dos Rios can shorten crossing distances and slow down turning vehicles at these intersections.



Camino Manzanas has sidewalks with parkways, but other streets in Lynn Ranch lack sidewalks.

Figure 118 / Redwood Middle School Safe Routes to School Recommendations



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34. Rio Del Mar Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is within the City of Oxnard and has been built within the last 20 years. The school shares a campus with Rio Vista Elementary in which each school is separate but has a shared field.
- Simon Way and Walnut Drive are the two main intersections from the unincorporated Ventura County neighborhood into the school campuses. Walnut Drive lacks sidewalks and crosswalks leading to the schools. These conditions are typical of many of the streets in this neighborhood.

COLLISION HISTORY (2014-2018)

- There was a bicycle collision on Lemar Avenue near Cortez Street, and a pedestrian collision on Simon Way at Citrus Street.

SCHOOL DETAILS

SCHOOL DISTRICT
Rio School District

SCHOOL ADDRESS
3150 Thames River Dr., Oxnard, CA 93036

GRADES: K-5

2022 ENROLLMENT: 400

WHAT DO WE RECOMMEND?

Recommended sidewalks shown in this map should be prioritized because they lead to a school.

Adding crosswalks on El Rio streets like Walnut Drive, Cortez Street, and Simon Way provides a safer route for students to use while walking to school.

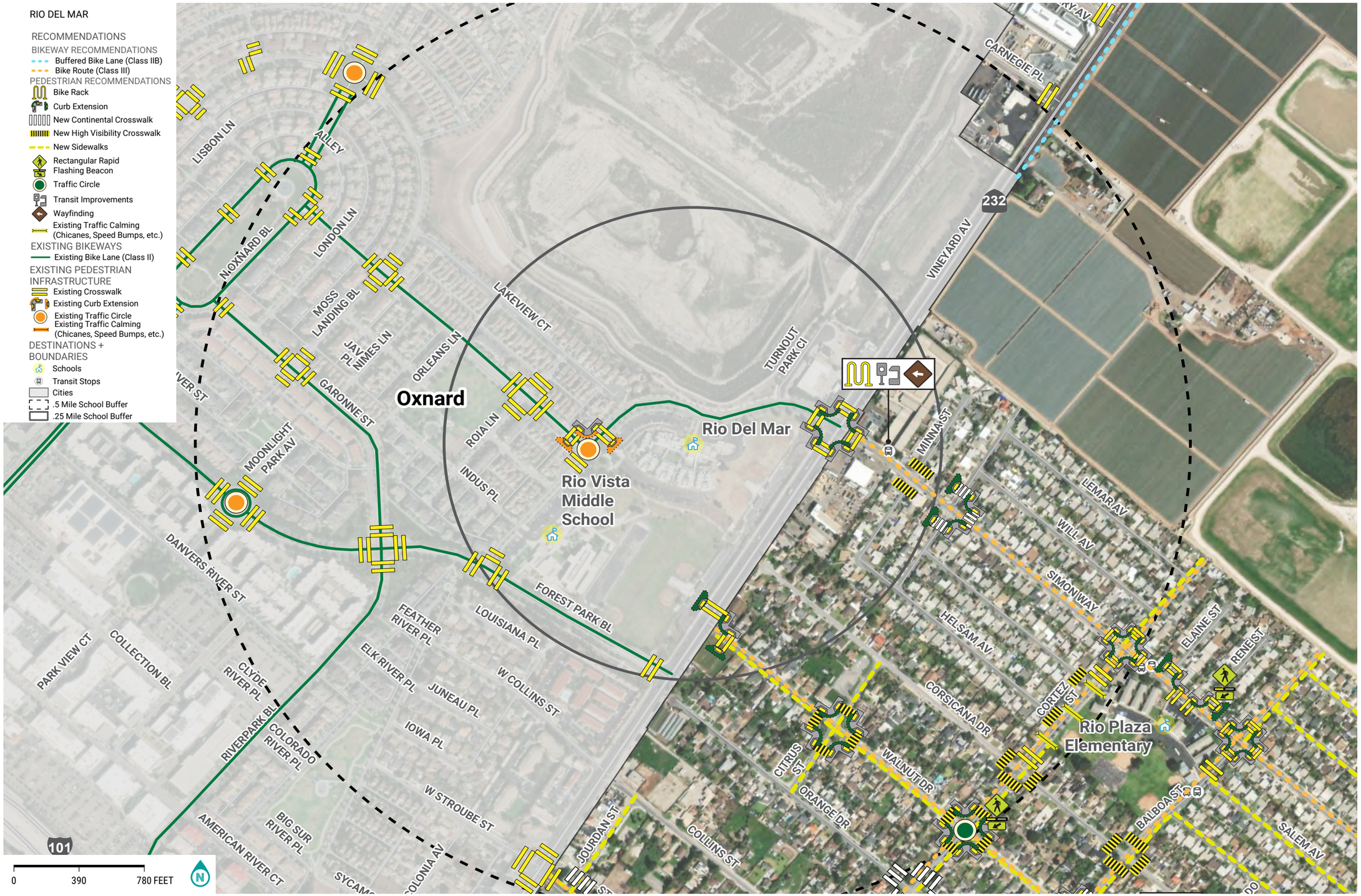
Curb extensions along Simon Way and Walnut Drive will shorten the crossing distance for pedestrians and can slow down motor vehicles approaching the intersection. Ventura County can work with the City of Oxnard to install curb extensions across State Route 232 (Vineyard Avenue).

Traffic calming in the El Rio neighborhood such as a traffic circle at Walnut Drive and Cortez Street can help slow down motor vehicles and create a more comfortable walking environment for pedestrians.



Some intersections, like this one, in El Rio do not have crossing infrastructure.

Figure 119 / Rio Del Mar Elementary School Safe Routes to School Recommendations



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35. Rio Del Valle Junior High*

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- Students have only one main entrance for all students and staff to enter. The entrance is located near the student drop-off area.
- The school has one drop-off location that is used by both parents/guardians and the school's buses. Parents/guardians are allowed to drop-off their students at the drop-off area until a bus arrives.
- A traffic light is located on the corner of Rose Avenue and Walnut Drive, which is also located at the parking lot exit. Parents/guardians have to wait for a green signal before they can make a left turn onto Rose Avenue.
- Most traffic to and from the school comes from Rose Avenue.
- During observations, there were not a lot of students walking to school. School staff report that many students are dropped off in the morning and walk home in the afternoon.
- In general, the El Rio area has limited sidewalks.
- Northwest Rose Avenue has a walking path on both sides leading to the school.
- The school has one crossing guard located on the corner of Walnut Drive and Rose Avenue.

COLLISION HISTORY (2013-2015)

- There were two bicycle collisions on Auto Center Drive during these study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Rio School District

SCHOOL ADDRESS
3100 N Rose Ave., Oxnard, CA 93036

GRADES: 6-8

2018 ENROLLMENT: 790

WHAT DO WE RECOMMEND?

A mini roundabout on Walnut Drive and Cortez Street will act as traffic calming and will slow down vehicles. This roundabout will also reduce the number of conflict points between pedestrians and motor vehicles.

On some streets in this community the sidewalk construction should be prioritized to allow students to safely walk to school.

Curb extensions along Walnut Drive will connect residents in this neighborhood to the school. Curb extensions shorten the crossing distance for pedestrians, and slow down turning motor vehicles.

***Data for this school was captured in 2018 for the Ventura County Safe Routes to School Plan.**



The existing side paths (gravel, unfinished sidewalks) are in keeping with the rural character of this neighborhood, but improved safety is still needed.

Figure 120 / Rio Del Valle Junior High School Safe Routes to School Recommendations



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36. Rio Mesa High*

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- The parking lot has a two-lane loading zone with marked walkways.
- The school's parking lot serves as the primary drop-off location for parents/guardians and buses.
- Most traffic to and from the school comes from Vineyard Avenue and Rose Avenue.
- Even though the loading zone is off street, the school experiences heavy congestion.
- During observations, drivers mostly followed the school's parking lot guidelines, but illegal U-turns, double-parking, and stopping in a no-stopping zone were observed.
- The school has a sheriff officer guiding traffic.
- Students walk near the road on Central Avenue, which has vehicles traveling close to 50 mph.
- There is an influx of vehicles coming from Rose Avenue and Vineyard Avenue. Complete gridlock occurs for at least 20 minutes each morning and afternoon.
- The only crosswalks for the school are located on the corner of Rose Avenue and Central Avenue. Very few students were witnessed walking in that direction.

COLLISION HISTORY (2013-2015)

- There was one bicyclist collision on Rose Avenue, one pedestrian collision on Central Avenue, and one pedestrian collision on Vineyard Avenue during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Oxnard Unified School District

SCHOOL ADDRESS
545 Central Ave., Oxnard, CA 93036

GRADES: 9-12

2018 ENROLLMENT: 2,200

WHAT DO WE RECOMMEND?

Installing high-visibility crosswalks along Central Avenue can help pedestrians walk from the residential neighborhood to school.

A high-visibility crosswalk and curb extension on Central Avenue in front of the school driveway can help slow down vehicles in front of the school.

The County should assess these streets for ADA-compliant curb ramp installation opportunities.

***Data for this school was captured in 2018 for the Ventura County Safe Routes to School Plan.**



Wide streets often encourage motor vehicles to travel at higher speeds.

Figure 121 / Rio Mesa High School Safe Routes to School Recommendations



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37. Rio Plaza Elementary*

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- Most traffic to and from the school comes from Vineyard Avenue and Rose Avenue.
- During observations, drivers followed the desired behaviors. Due to the off-street location and two lanes for loading, drivers queued with minimal congestion to Simon Way. The only observed behaviors that affected pedestrian access came from drivers turning right into the loading zone off Simon Way. Drivers turning left into the loading zone caused minimal congestion.
- Because this loading zone is off street, Simon Way has minimal traffic congestion.
- The school has converted its surface parking lot into a two-lane loading zone with marked walkways.
- Large walking groups come from Rene Street, Elaine Street, and Balboa Street. Rene Street and Balboa Street do not have sidewalks, and parents/guardians and students walk in traffic lanes.
- Elaine Street has sidewalks only around the school. There is a gravel path that people walking use as a sidewalk.
- Corsicana Drive at Elaine Street lacks high-visibility crosswalks.
- There are no sidewalks on Corsicana Drive.

COLLISION HISTORY (2013-2015)

- There were two pedestrian collisions and two bicycle collisions on or near Walnut Drive during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Rio School District

SCHOOL ADDRESS
600 Simon Wy., Oxnard, CA 93036

GRADES: K-6

2018 ENROLLMENT: 585

WHAT DO WE RECOMMEND?

The County should study these streets for ADA-compliant curb ramp installation opportunities.

Adding crosswalks on El Rio streets like Walnut Drive, Cortez Street, and Simon Way provides a safer route for students to use while walking to school.

Curb extensions along Simon Way and Walnut Drive will shorten the crossing distance for pedestrians and can slow down motor vehicles approaching the intersection. Ventura County can work with the City of Oxnard to install curb extensions across State Route 232 (Vineyard Avenue).

Traffic calming in the El Rio neighborhood such as a traffic circle at Walnut Drive and Cortez Street can help slow down motor vehicles and create a more comfortable walking environment for pedestrians.

***Data for this school was captured in 2018 for the Ventura County Safe Routes to School Plan.**



Wide streets often encourage motor vehicles to travel at higher speeds.

Figure 122 / Rio Plaza Elementary School Safe Routes to School Recommendations



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38. Rio Real Elementary*

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- Most traffic to the school arrives from Stroube Street.
- The school's surface parking lot currently blocks a sidewalk. Someone has painted marked stalls on top of the sidewalk to allow a second row of parking for staff.
- The loading zone is extremely small and can only accommodate a few vehicles at a time. This causes traffic to build up on Kenney Street.
- The school has partnered with Bethany Chapel, a local church that has an empty lot in the morning. The church allows parents/guardians to park in their parking lot, which is located directly across from the school's front entrance.
- Parents/guardians park at the church's parking lot and walk students to the school. There is a new crosswalk located at the area where parents/guardians leave the parking lot and cross Kenney Street.
- Most of the children are dropped off at the loading area on Kenney Street or at the neighboring church's parking lot.
- There is currently a sidewalk on south-west Kenney Street (school side).
- There are no official crossing guards at the school. The school's vice principal does direct traffic once congestion builds up.

COLLISION HISTORY (2013-2015)

- There were four bicycle collisions within a half-mile of Rio Real Elementary during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Rio School District

SCHOOL ADDRESS
1140 Kenney St., Oxnard, CA 93036

GRADES: K-8

2018 ENROLLMENT: 750

WHAT DO WE RECOMMEND?

The County should study these streets for ADA-compliant curb ramp installation opportunities.

Adding crosswalks on El Rio streets like Stroube Street, Alvarado Street, Balboa Street, and Cortez Street provides a safer route for students to use while walking to school.

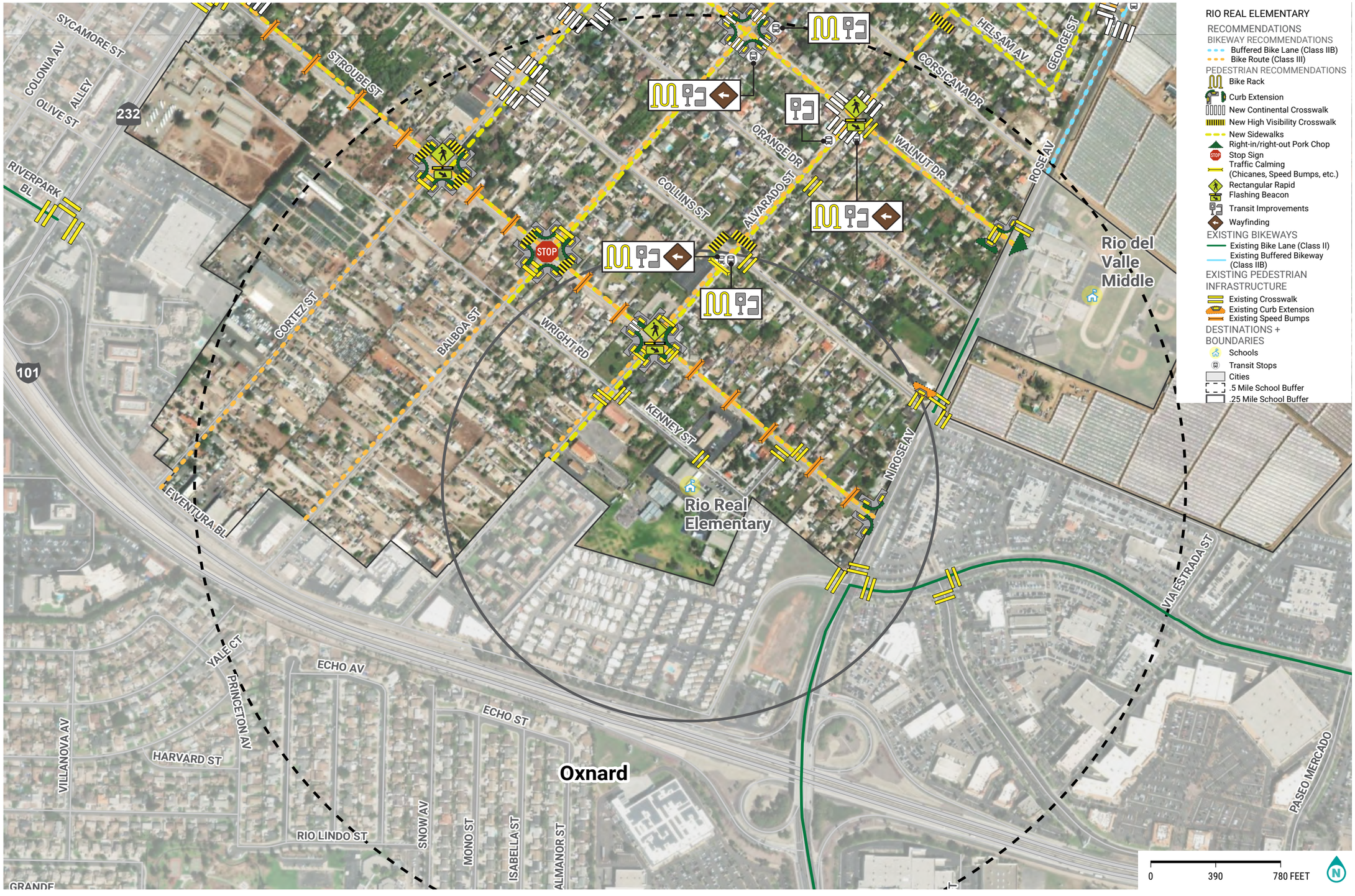
Traffic calming in the El Rio neighborhood such as additional stop signs at Balboa Street and Stroube Street can help slow down motor vehicles and create a more comfortable walking environment for pedestrians.

***Data for this school was captured in 2018 for the Ventura County Safe Routes to School Plan.**



Lack of sidewalks prevent pedestrians from comfortably accessing the school.

Figure 123 / Rio Real Elementary School Safe Routes to School Recommendations



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39. Rio Vista Middle

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is within the City of Oxnard and was built within the last 20 years. The school shares a campus with Rio Del Mar Elementary in which each school is separate but has a shared field.
- Simon Way and Walnut Drive are the two main intersections from the unincorporated County neighborhood into the school campuses. Walnut Drive lacks sidewalks and crosswalks leading to the schools. These conditions are typical with many of the streets in this neighborhood.

COLLISION HISTORY (2014-2018)

- There was one bicycle collision on Lemar Avenue near Cortez Street, and one pedestrian collision on Simon Way at Citrus Street.

SCHOOL DETAILS

SCHOOL DISTRICT
Rio School District

SCHOOL ADDRESS
3050 Thames River Dr., Oxnard, CA 93036

GRADES: 6-8

2022 ENROLLMENT: 620

WHAT DO WE RECOMMEND?

Recommended sidewalks shown in this map should be prioritized because they lead to a school.

Adding crosswalks on El Rio streets like Walnut Drive, Cortez Street, and Simon Way provides a safer route for students to use while walking to school.

Curb extensions along Simon Way and Walnut Drive will shorten the crossing distance for pedestrians and can slow down motor vehicles approaching the intersection. Ventura County should work with the City of Oxnard to install curb extensions across State Route 232 (Vineyard Avenue).

Traffic calming in the El Rio neighborhood such as a traffic circle at Walnut Drive and Cortez Street can help slow down motor vehicles and create a more comfortable walking environment for pedestrians.



The intersection of Walnut Drive and Vineyard Avenue has yellow high-visibility crosswalks, but Walnut Drive lacks sidewalks and crosswalks for students walking to school.

Figure 124 / Rio Vista Middle School Safe Routes to School Recommendations



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40. San Antonio Elementary*

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- The school bus loading zone is on Carne Road. The bus has an apportioned section of the parking dedicated for bus drop-offs.
- Most traffic entering the school comes from Grand Avenue.
- The school has converted its surface parking lot into a two-lane loading zone with marked walkways.
- Because the loading zone is off street, Grand Avenue and Carne Road have minimal traffic congestion.
- During observations, most parents/guardians were observed following the school's parking lot guidelines.
- As parents/guardians enter the school's parking lot, they drive over an unpaved section of road.
- Many vehicles roll through the intersection of Carne Road and Grand Avenue.
- Nearly all students were picked up by their parents/guardians.
- There are no sidewalks in the area. The school is located in an agriculture area.
- There is one crosswalk on Carne Road and at the intersection of Carne Road and Grand Avenue. All crosswalks are in good visible condition.
- The school does not have a crossing guard.

COLLISION HISTORY (2013-2015)

- There have not been any pedestrian or bicycle collisions within a half-mile of San Antonio Elementary School within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Ojai Unified School District

SCHOOL ADDRESS
650 Carne Rd., Ojai, CA 93023

GRADES: TK-6

2018 ENROLLMENT: 155

WHAT DO WE RECOMMEND?

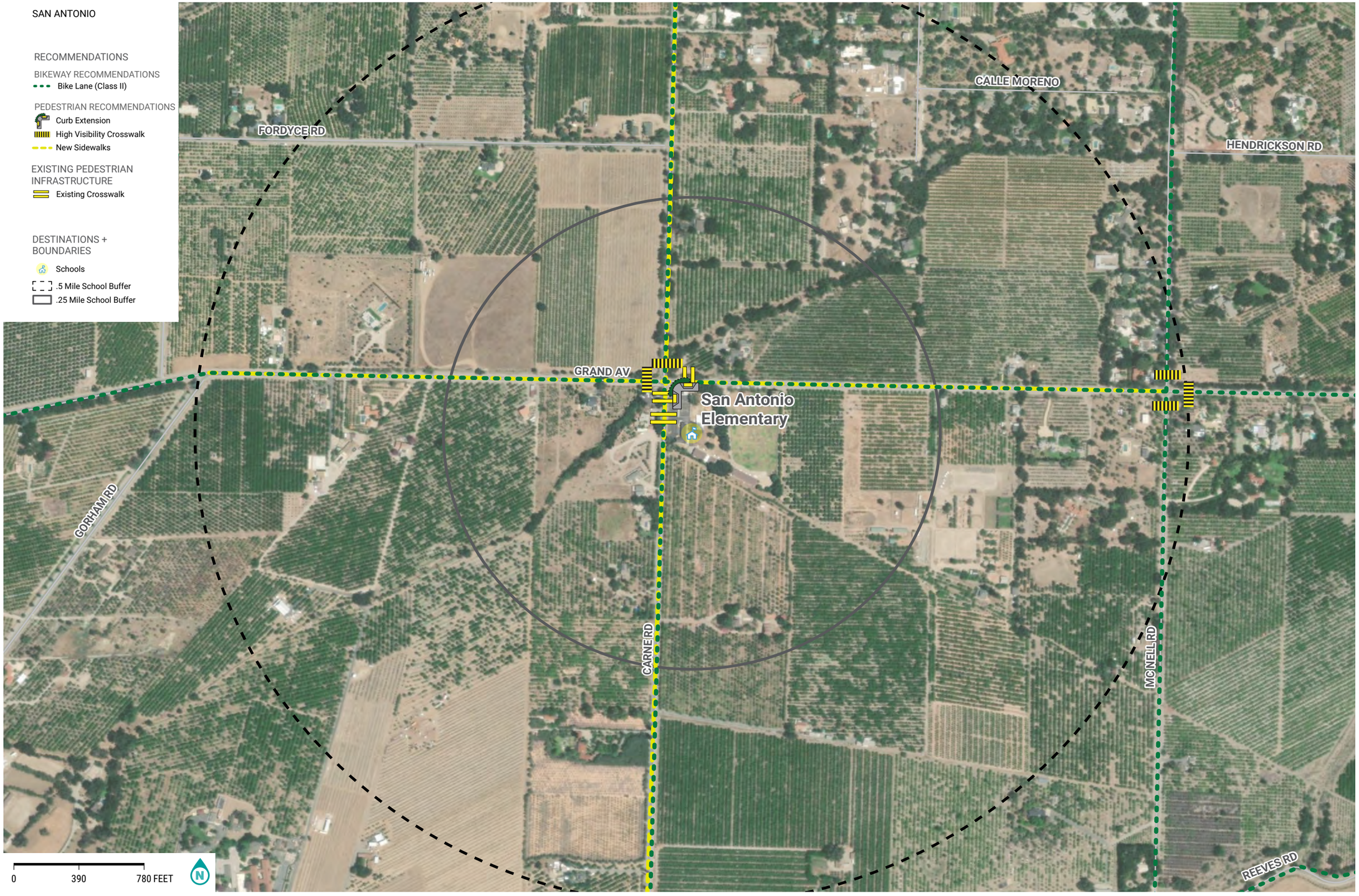
Constructing sidewalks along Carne Road and Grand Avenue will provide a separated space for families to use to walk to school. High-visibility crosswalks and curb extensions at large intersections along Grand Avenue will help slow down motor vehicles approaching the intersection. These crossing improvements can help pedestrians feel more comfortable crossing this street.

***Data for this school was captured in 2018 for the Ventura County Safe Routes to School Plan.**



Lack of a sidewalk and crosswalk at intersections near this school may prevent pedestrians from comfortably walking to school.

Figure 125 / San Antonio Elementary School Safe Routes to School Recommendations



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41. Santa Clara Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is in a rural area of unincorporated Ventura County off State Route 126 (Telegraph Road). Active transportation to this school is not feasible. The closest neighborhoods are nearly three miles away and would require using high stress streets.
- There is a segment of a Class II bike lane on State Route 126 (Telegraph Road) in front of the school. This bike lane is not appropriate for students to use.
- Approaching the school on State Route 126 (Telegraph Road), there are pavement markings, signage, and overhead flashing lights alerting drivers that they are approaching a 25 mph school zone.
- There is an existing crosswalk across State Route 126 (Telegraph Road), but it requires crossing five lanes of traffic.

COLLISION HISTORY (2014-2018)

- There have not been any pedestrian or bicycle collisions within a half-mile of Santa Clara Elementary within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT

Santa Clara Elementary School District

SCHOOL ADDRESS

20030 East Telegraph Rd., Santa Paula, CA 93060

GRADES: K-6

2022 ENROLLMENT: 55

WHAT DO WE RECOMMEND?

A rectangular rapid flashing beacon at the crosswalk across State Route 126 (Telegraph Road) can help alert drivers that a pedestrian is trying to cross the street. Even with this improvement, this crosswalk should only be used with adult supervision.



There is one crosswalk near the school; however, it requires crossing multiple traffic lanes at an uncontrolled intersection.

Figure 126 / Santa Clara Elementary School Safe Routes to School Recommendations



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42. Santa Rosa Technology Magnet School*

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- Most traffic arrives from motor vehicles traveling east on Santa Rosa Road and turning right into the school's parking lot.
- Major congestion occurs along the west end of the school.
- During observations, drivers followed desired behaviors.
- Several accidents have occurred at the school's secondary exit/entrance that is located at the center of the school.
- There is a large unmarked area with motor vehicles traveling across several directions that causes confusion.
- The southwest curb at the intersection of Santa Rosa Road and Vista Grande has tire marking throughout it from vehicles hitting the curb as they enter the school's parking lot.
- On the northwest corner of the intersection of Santa Rosa and Vista Grade, we noted the crosswalk ends at a curb.
- Very few students walk or bike to school.
- There are few sidewalks in the neighborhoods around the school.
- The crosswalks around the school are in good and visible condition.
- The school does not have a crossing guard because of a lack of funding.

COLLISION HISTORY (2013-2015)

- There have not been any pedestrian or bicycle collisions within a half-mile of Santa Rosa Technology Magnet School within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Pleasant Valley School District

SCHOOL ADDRESS
13282 Santa Rosa Rd., Camarillo, CA 93012

GRADES: K-8

2018 ENROLLMENT: 500

WHAT DO WE RECOMMEND?

Constructing high-visibility crosswalks in the neighborhood near this school will help alert drivers of the possible presence of pedestrians. A curb extension at the intersection of Santa Rosa Road and Vista Grande in front of the school will shorten the crossing distance for pedestrians, and slow down motor vehicles turning right over the crosswalk onto Santa Rosa Road from Vista Grande.

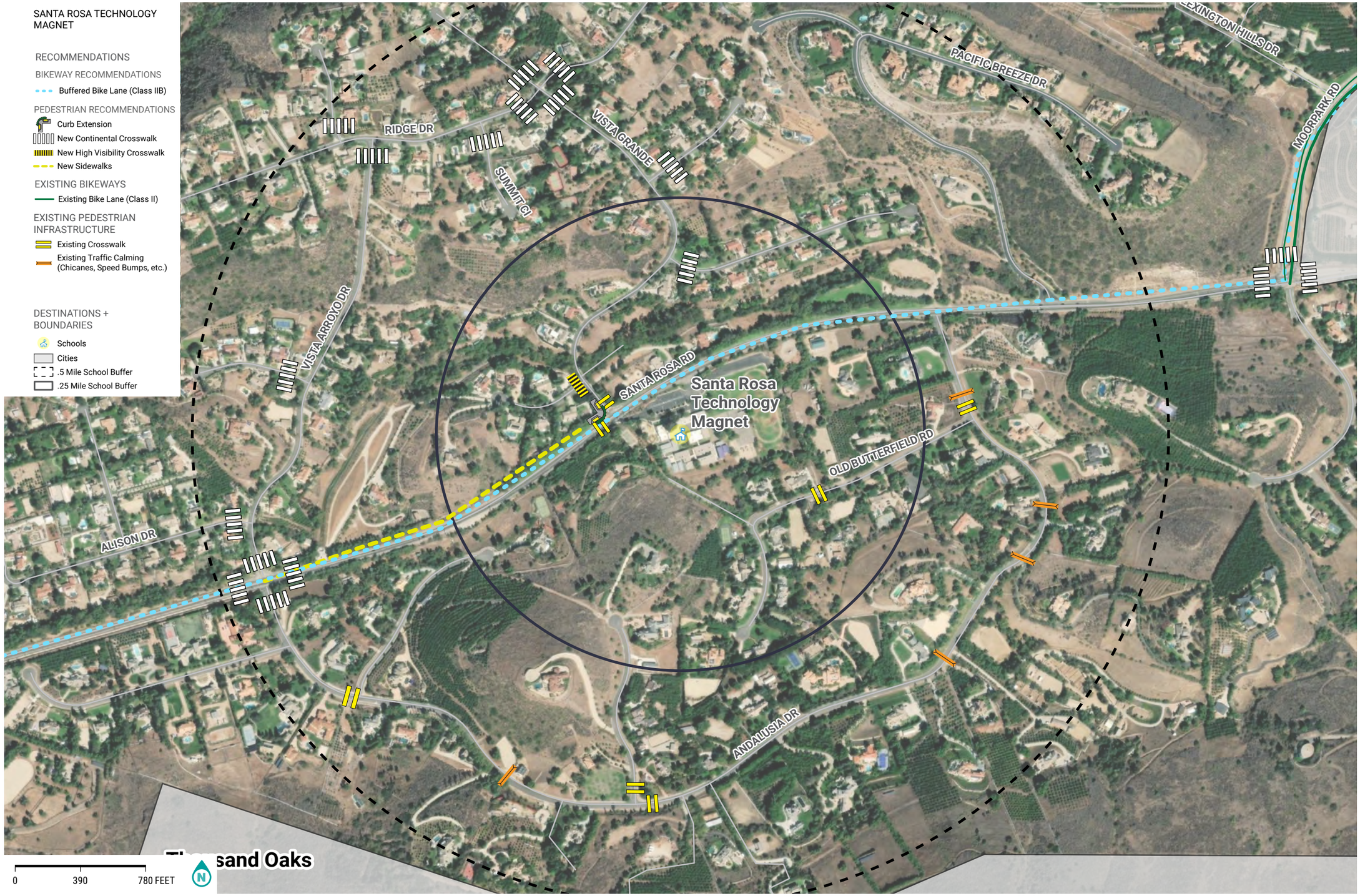
A sidewalk on the south side of Santa Rosa Road will provide a separated space for pedestrians to use to walk to school from their neighborhoods. A guardrail along this sidewalk will help provide additional protection from motor vehicles.

***Data for this school was captured in 2018 for the Ventura County Safe Routes to School Plan.**



Wide streets often encourage motor vehicles to travel at higher speeds.

Figure 127 / Santa Rosa Technology Magnet School Safe Routes to School Recommendations



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43. Sequoia Middle

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is located in the City of Thousand Oaks, but a walk audit was still completed here due to its proximity to unincorporated Ventura County.
- Michael Drive at Nellie Court has a pedestrian cut-through area between two cul-de-sacs.
- Many intersections are missing high-visibility crosswalks in unincorporated Ventura County.

COLLISION HISTORY (2014-2018)

- There were two bicycle collisions on Virginia Drive. One collision was on Theresa Drive, and the other was on Michael Drive.

SCHOOL DETAILS

SCHOOL DISTRICT
Conejo Valley Unified School District

SCHOOL ADDRESS
2855 Borchard Rd., Thousand Oaks, CA 91320

GRADES: 6-8

2022 ENROLLMENT: 920

WHAT DO WE RECOMMEND?

A rectangular rapid flashing beacon at the intersection of Michael Drive and Wendy Drive can alert drivers that a pedestrian is crossing.

High-visibility crosswalks and Class III bike routes throughout the unincorporated Ventura County area near these schools can alert drivers of the potential presence of pedestrians and bicyclists.

Curb extensions along major intersections like Borchard Road and Theresa Drive in the City of Thousand Oaks, and Wendy Drive and Michael Drive in unincorporated Ventura County, can shorten the distances that students have to cross on the way to school.



Many intersections in unincorporated Ventura County near this school do not have marked crosswalks.

Figure 128 / Sequoia Middle School Safe Routes to School Recommendations



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44. Sinaloa Middle

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- Students walking to Sinaloa Middle from unincorporated Ventura County can walk to school using the sidewalks on Sinaloa Road. The crosswalks at Royal Drive and Sinaloa Road in the City of Simi Valley are not high-visibility.
- The crosswalk at Capri Drive and Sinaloa Road is at an intersection with no stop control on Sinaloa Road. The crosswalk is not high-visibility and has no curb ramps, yet pedestrians are forced to cross as there are no sidewalks to use on the west side of the street.

COLLISION HISTORY (2014-2018)

- There have not been any pedestrian or bicycle collisions within a half-mile of Sinaloa Middle within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Simi Valley School District

SCHOOL ADDRESS
601 Royal Ave., Simi Valley, CA 93065

GRADES: 6-8

2022 ENROLLMENT: 800

WHAT DO WE RECOMMEND?

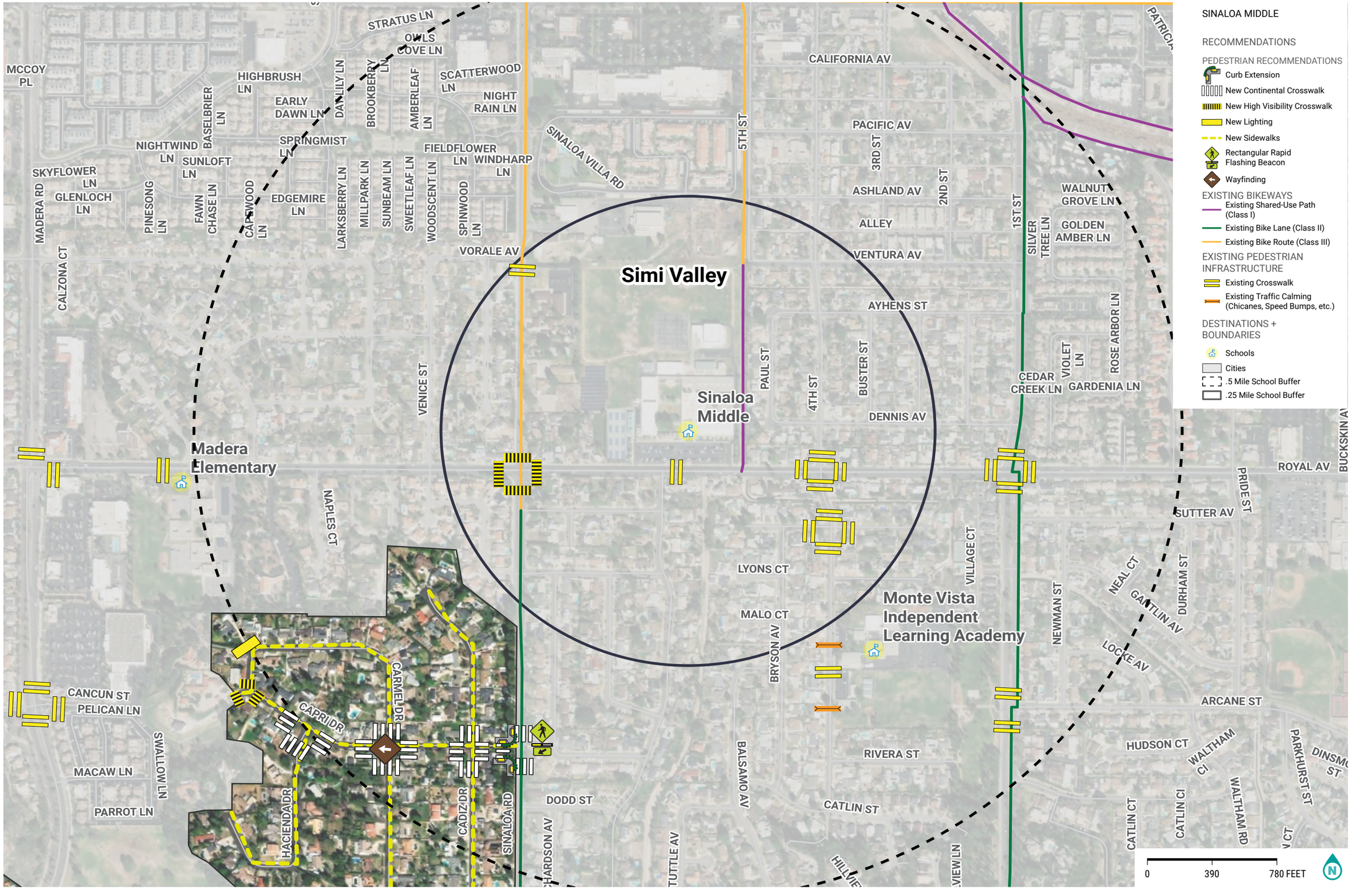
Crosswalks should be implemented throughout the unincorporated Ventura County neighborhood, especially at the intersection of Sinaloa Road and Capri Drive as the intersection has no stop control. The County should coordinate with the City of Simi Valley to install high-visibility crosswalks and a rectangular rapid flashing beacon at this intersection. Curb extensions can also be added to either end of this crosswalk. These extensions would need to include curbside gaps for bicyclists to cut through the extension, rather than swerve out of the way.

The County should coordinate with the City of Simi Valley to install high-visibility crosswalks at Royal Avenue and Sinaloa Road.



There is an existing sidewalk on the eastern side of this crosswalk, but there is not a sidewalk on the west side of this crosswalk. This crosswalk should be upgraded to be a high-visibility crosswalk so pedestrians can more comfortably access the sidewalk.

Figure 129 / Sinaloa Middle School Safe Routes to School Recommendations



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45. Somis Elementary*

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- Most traffic appeared to come from both sides of North Street.
- Because there is parking on both North and West Street, traffic congestion is minimal.
- During observations, most drivers followed the desired behaviors.
- There are limited walking paths for students who walk to school from North Street. Students walk very close to traffic as the street lacks sidewalks.
- There is limited parking on the north side of the school. The parking stalls are primarily taken up by staff members. Most parents/guardians use the loading zone on West Street to drop off their students.
- Students walking to school from the west side of North Street were observed having to walk close to traffic because of a lack of sidewalks in the area.
- The school has a crosswalk located on North Street and Dodson Street that goes from nowhere to nowhere. There isn't a curb or even a walking path on either side. While the ground is paved on each end of the crosswalk, parked vehicles force anyone walking in the area to walk along the street.

COLLISION HISTORY (2013-2015)

- There have not been any pedestrian or bicycle collisions within a half-mile of Somis Elementary School within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Somis Union School District

SCHOOL ADDRESS
5268 North St., Somis, CA 93066

GRADES: TK-8

2018 ENROLLMENT: 260

WHAT DO WE RECOMMEND?

Sidewalks will help connect students to school with a separated path from traffic lanes.

Curb extensions along West Street, North Street, and Rice Street will shorten crossing distances for pedestrians. These curb extensions will also act as traffic calming.

The County should conduct stop sign warrants along Somis Road to determine if stop signs should be installed at intersections near the school. These stops signs can slow down vehicles and help students cross at these intersections. Any recommended improvements along State Route 34 (Somis Road) will require coordination with Caltrans.

A Class I path is recommended on State Route 118 (Los Angeles Avenue) and along the Santa Clara River. However, it is unlikely students would be using these paths to walk or bike to school. The implementation of these paths require coordination with Caltrans.

***Data for this school was captured in 2018 for the Ventura County Safe Routes to School Plan.**



Uncontrolled crosswalks can create a conflict point between motor vehicles and pedestrians. Wide streets often encourage motor vehicles to travel at higher speeds (Photo source: Google Maps).

Figure 130 / Somis Elementary School Safe Routes to School Recommendations



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46. Sunset Elementary*

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- Most traffic to the school comes from Highway 33 onto Larmier Avenue, which loops around to Sunset Avenue.
- The school's surface parking has a two-lane loading zone with marked walkways.
- Because the loading zone is off street, Sunset Avenue has minimal traffic congestion.
- During observations, drivers followed the desired behaviors. Due to the off-street location and two lanes for loading, drivers queued with minimal congestion to Sunset Avenue.
- Parents/guardians leaving the school area have difficulty turning left onto Spring Street from Sunset Avenue.
- The majority of traffic builds up on the corner of Larmier Avenue and Sunset Avenue.
- Vine Street is the only neighboring road that has a sidewalk that leads to the school. Sunset Avenue does have a sidewalk that runs parallel to the school's front entrance.
- The school only has one crosswalk that is located on Sunset Avenue.
- There are no official crossing guards at the school. Occasionally staff will direct traffic.

COLLISION HISTORY (2013-2015)

- There was one pedestrian collision and one bicycle collision within a half-mile of Sunset Elementary School. Both of these collisions occurred on or near State Route 33 (Ventura Avenue).

SCHOOL DETAILS

SCHOOL DISTRICT
Ventura Unified School District

SCHOOL ADDRESS
400 Sunset Ave., Oak View, CA 93022

GRADES: K-8

2018 ENROLLMENT: 375

WHAT DO WE RECOMMEND?

Sidewalks will help connect students to school with a separated path from traffic lanes.

The County should conduct stop sign warrants at Goodhope Street and Vine Street. These stop signs will provide a controlled crossing for students to use while walking to school.

A high-visibility crosswalk and rectangular rapid flashing beacon at Spring Street and Sunset Avenue will help pedestrians cross Spring Street to get to this school.

Curb extensions at State Route 33 (Ventura Avenue) and Larmier Avenue will reduce the turn radii for turning vehicles. This can prevent conflicts with pedestrians at the crosswalks at this intersection.

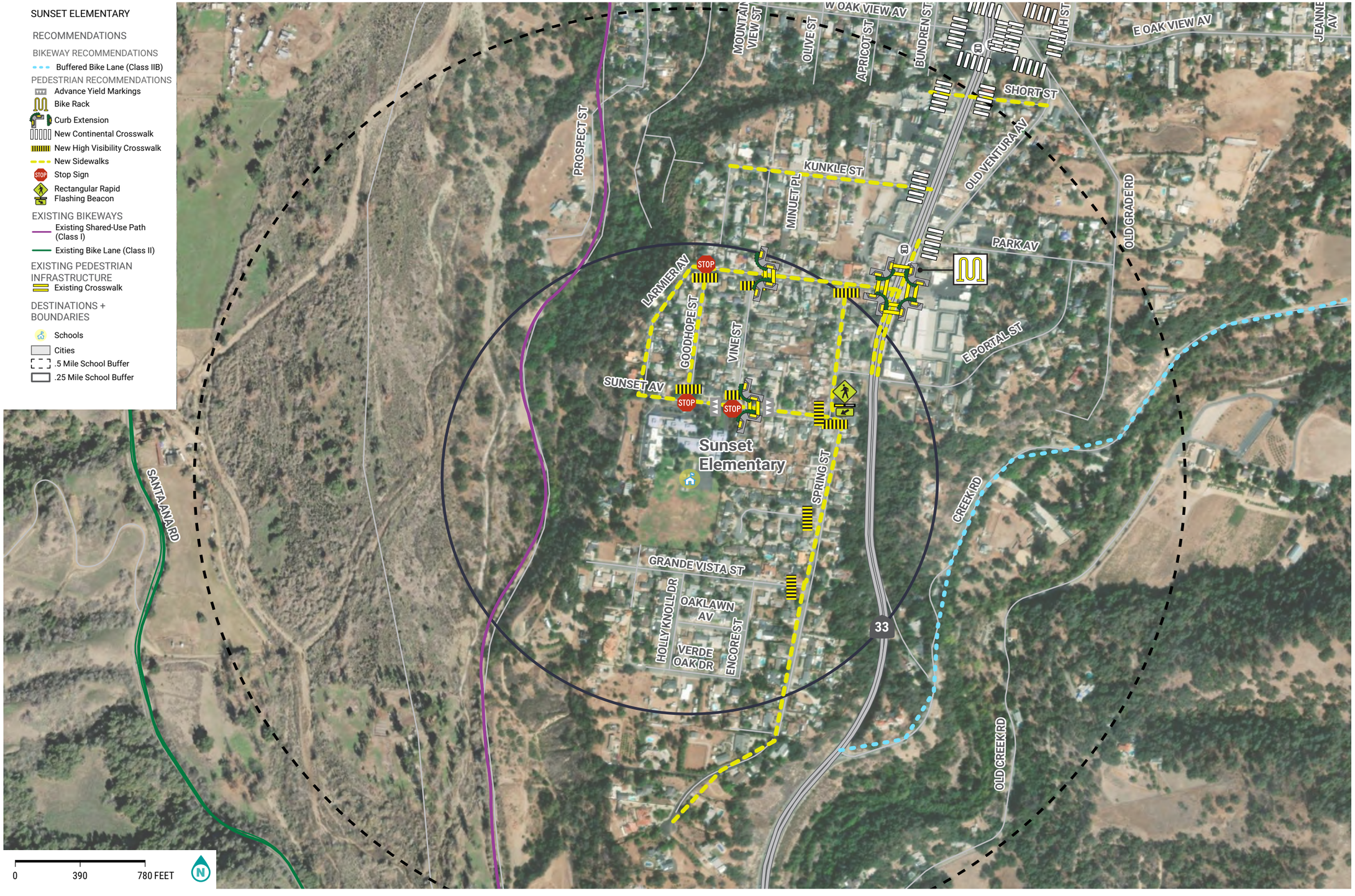
Additional recommendations for this school can be found in **Appendix D**.

***Data for this school was captured in 2018 for the Ventura County Safe Routes to School Plan.**



Some intersections near this school lack crosswalks, stop signs, and sidewalks.

Figure 131 / Sunset Elementary School Safe Routes to School Recommendations



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47. Township Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is located within the City of Simi Valley.
- Township Avenue has Class III bike route striping, and there is a midblock crosswalk in front of the school. This crosswalk is lacking ADA-compliant curb ramps.
- There is a small unincorporated Ventura County neighborhood near this school off Township Avenue. The streets in this neighborhood have minimal crossing infrastructure; however,WW they have sidewalks and a low level of traffic stress.

COLLISION HISTORY (2014-2018)

- There have not been any pedestrian or bicycle collisions within a half-mile of Township Elementary within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Simi Valley School District

SCHOOL ADDRESS
4101 Township Ave., Simi Valley, CA 93063

GRADES: K-6

2022 ENROLLMENT: 528

WHAT DO WE RECOMMEND?

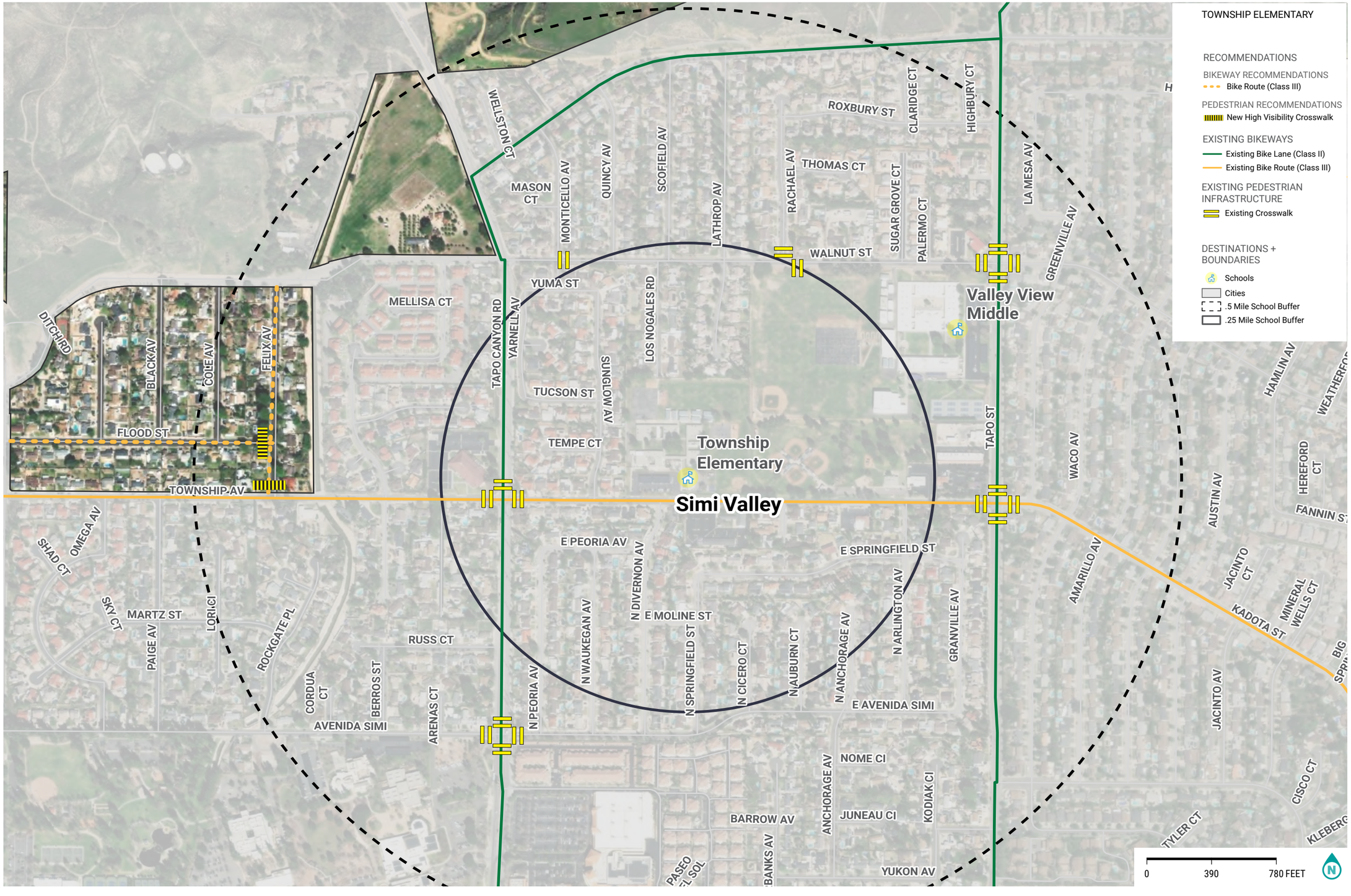
The County should coordinate with the City of Simi Valley to install ADA-compliant curb ramps at crosswalks near this school.

Adding high-visibility crosswalks along Felix Avenue will help students and families safely walk to Township Avenue. Class III bike routes on Felix Avenue and Flood Street will alert drivers that bicyclists may be in the area.



The County should coordinate with the City of Simi Valley to ensure all crossings have ADA-compliant curb ramps.

Figure 132 / Township Elementary School Safe Routes to School Recommendations



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48. Valley Oak Charter

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is near Mira Monte Elementary School, but has no bicycle or pedestrian facilities. There are no sidewalks, crosswalks, ramps, or any bicycle facilities leading to Valley Oak including on Loma Drive and El Centro Street. El Centro Street is residential with housing on both sides of the street.
- The intersection of Tico Road and Loma Drive needs pedestrian improvements as the current intersection configuration encourages fast driving due to the slip lanes.
- If sidewalks are installed on Loma Drive, a pedestrian signal may be necessary to cross the street to reach El Centro Street.

COLLISION HISTORY (2014-2018)

- There was a pedestrian collision on La Luna Avenue near El Camino Corto and a bicycle collision with a severe injury on Tico Road near Cruzero Street.

SCHOOL DETAILS

SCHOOL ADDRESS

907 El Centro St., Ojai, CA 93023

GRADES: K-12

2022 ENROLLMENT: 68

WHAT DO WE RECOMMEND?

Recommended sidewalks shown in this map should be prioritized because they lead to a school. At least one side of each of these streets near Valley Oak Charter, including Loma Drive, El Centro Street, and Cruzero Street, need sidewalks in order to provide a safe and comfortable pedestrian environment for students to walk to school.

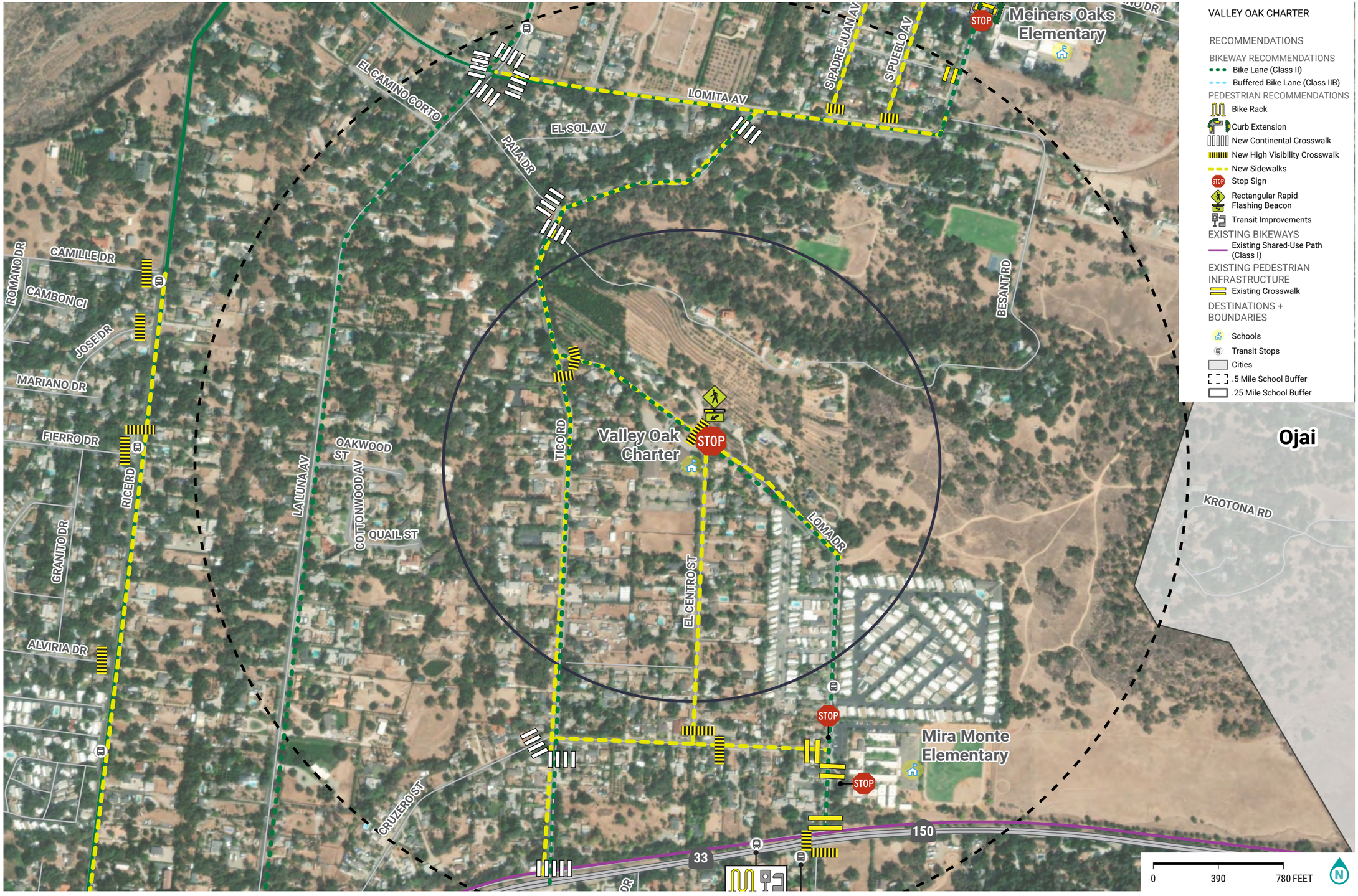
Class II bike lanes on Loma Drive will connect students from the nearby residences to the school. Since this is a charter school, students may live further away from the school. These bike lanes will also connect students and their families from the school to the Ojai Valley Trail. Students can then use the Ojai Valley Trail to bike home, even if they live further away.

A rectangular rapid flashing beacon and high-visibility crosswalks at Loma Drive and El Centro Street can alert drivers that a pedestrian is trying to cross the street. The County should also conduct a stop sign study at this intersection to determine if a stop sign is warranted on El Centro Street or Loma Drive. This stop sign should address the problem of vehicles speeding through this intersection.



Valley Oak Charter School is along Loma Drive, which does not have sidewalks or bicycle infrastructure. Students must walk or bike in the street, as shown in the photo above.

Figure 133 / Valley Oak Charter School Safe Routes to School Recommendations



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49. Valley View Middle

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- This school is located within the City of Simi Valley.
- Tapo Street has Class II bike lane striping; however, this street is likely too high stress for students to use. The bike lane also drops off on the school side of Tapo Street directly in front of the school.
- There is a small unincorporated Ventura County neighborhood near this school off Township Avenue. The streets in this neighborhood have minimal crossing infrastructure; however, they have sidewalks and a low level of traffic stress.

COLLISION HISTORY (2014-2018)

- There have not been any pedestrian or bicycle collisions within a half-mile of Valley View Elementary within unincorporated Ventura County during the study years.

SCHOOL DETAILS

SCHOOL DISTRICT
Simi Valley School District

SCHOOL ADDRESS
3347 Tapo St., Simi Valley, CA 93063

GRADES: 6-8

2022 ENROLLMENT: 750

WHAT DO WE RECOMMEND?

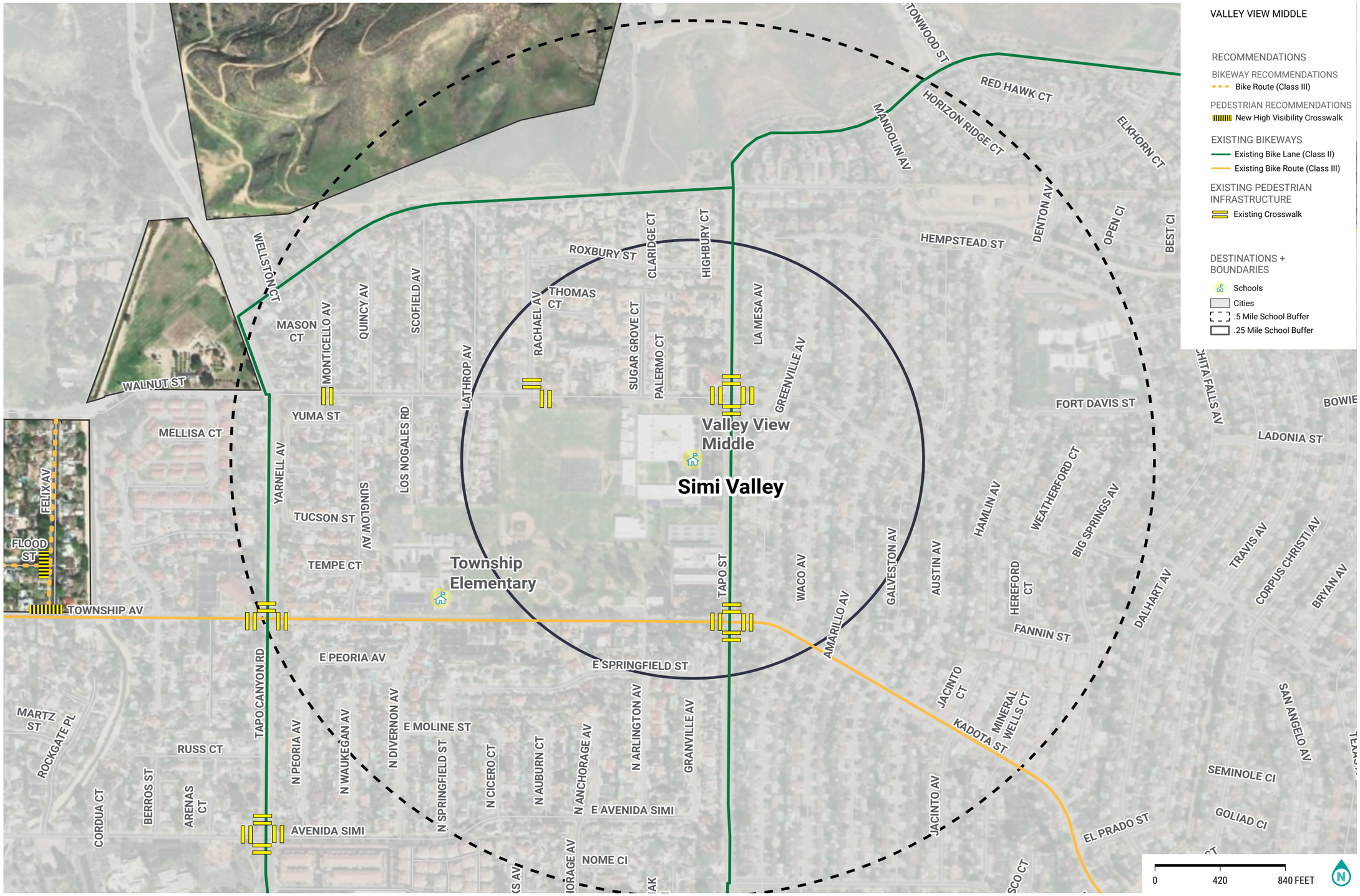
The County should coordinate with the City of Simi Valley to install ADA-compliant curb ramps at crosswalks near this school.

Adding high-visibility crosswalks along Felix Avenue will help students and families safely walk to Township Avenue. Class III bike routes on Felix Avenue and Flood Street will alert drivers that bicyclists may be in the area.



Tapo Street has Class II bike lanes; however, as shown in the above photo, there are no bike lanes directly in front of the school.

Figure 134 / Valley View Middle School Safe Routes to School Recommendations



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50. Walnut Elementary

WHAT DID WE LEARN?

WALK AUDIT FINDINGS

- There are many high-visibility crosswalks near Walnut Elementary with key exceptions like at Dena Drive and Ruth Drive.
- There is no bicycle infrastructure in this neighborhood other than the Class II bike lane on Wendy Drive.
- In addition to this school, this neighborhood also connects to Borchard Community Park from Gerald Drive.

COLLISION HISTORY (2014-2018)

- There were three bicycle collisions on Wendy Drive at the intersections of Michael Drive, Gerald Drive, and Ruth Drive.

SCHOOL DETAILS

SCHOOL DISTRICT

Conejo Valley Unified School District School District

SCHOOL ADDRESS

581 Dena Dr., Newbury Park, CA 91320

GRADES: K-5

2022 ENROLLMENT: 280

WHAT DO WE RECOMMEND?

This Plan recommends high-visibility crosswalks throughout the neighborhood including at intersections leading to both schools on Dena Drive and Jenny Drive, and at intersections leading to the park on Gerald Drive.

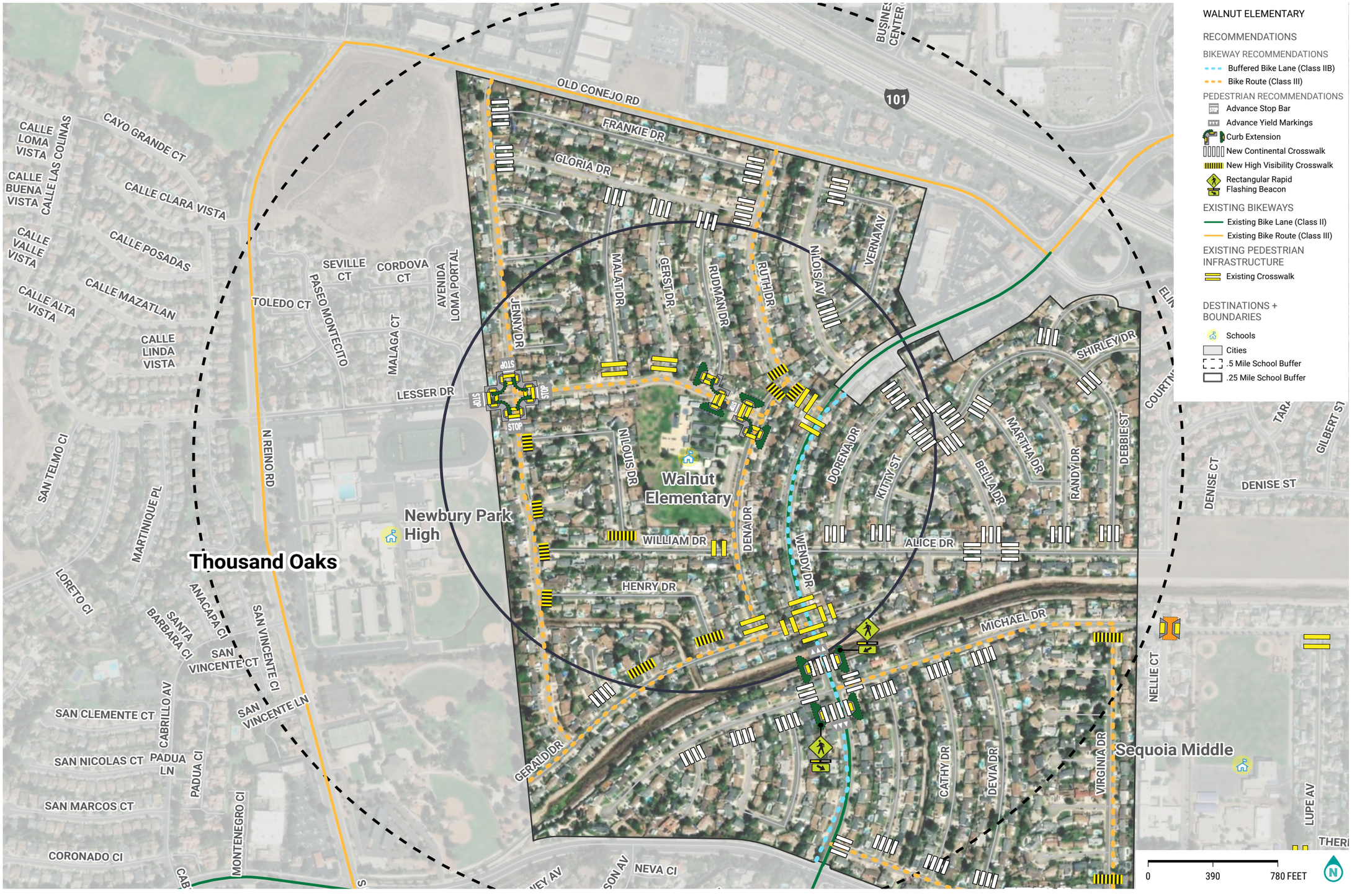
A rectangular rapid flashing beacon with high-visibility crosswalks, striping, and curb extensions at Wendy Drive and Michael Drive can provide a safer crossing at an intersection with a history of collisions.

Class III bike routes in this area connect to existing Class III bike routes in the City of Thousand Oaks and to the existing bike lane on Wendy Drive.



This neighborhood does not have bicycle infrastructure on its local streets.

Figure 135 / Walnut Elementary School Safe Routes to School Recommendations



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/ First-Last Mile Recommendations

First-last mile planning considers the connections people must make to and from their origins and destinations to a transit stop. While residents may be able to use a transit system for the bulk of their daily trips, if it is difficult or unsafe to reach a transit stop, residents may choose to drive instead. Creating and enhancing pedestrian and bicycle connections to transit stops in unincorporated Ventura County can encourage residents to walk and bike for the first and last leg of their commute and to use transit rather than driving. First-last mile planning also creates a more equitable multimodal network, creating comfortable connections to transit for residents who do not have access to a vehicle. In addition to creating connections to transit stops, first-last mile recommendations help support all active transportation users by enhancing the walking and biking environment.

The first-last mile recommendations in this Plan were made with existing transit stops in mind. Pedestrian infrastructure like crossing connections were recommended to help residents reach transit stops on either side of the road, and bikeways were recommended along corridors that currently do not provide dedicated facilities for bicyclists. Improved infrastructure along high-stress roads like Ventura Avenue will be crucial for first-last mile connections. Ventura Avenue is well-served by transit services with numerous bus stops, yet reaching many of these stops requires residents to cross the roadway at unmarked crosswalks and walk along dirt paths.

Figure 136 shows specific first-last mile recommendations and the transit stops to which the recommendations connect.

Top 10 and Bottom 10 Transit Stops

The following section highlights improvements at the top and bottom 10 transit stops in the County. The top 10 transit stops are those with the highest ridership levels in unincorporated Ventura County as of 2019. This Plan analyzes these stops to ensure that pedestrians and bicyclists can safely access these busy stops, and that the stops are comfortable with useful amenities.

The bottom 10 transit stops have the lowest ridership levels in 2019, but a high potential for increased ridership. These lower performing stops are located near residences and businesses, and the Plan recommends improvements near these stops to encourage higher ridership.

Once implemented, the County can gauge the level of effectiveness that the improvements had at encouraging transit ridership. The recommendations at these top and bottom stops can later be applied to all transit stops in unincorporated Ventura County.

It should be noted that these ridership levels only reflect 2019 ridership. After the 2020 COVID pandemic, ridership levels decreased dramatically and, as of this Plan's writing, have yet to reach 2019 levels. The County can use these 2019 ridership levels as a comparison for ridership in future years.

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

RECOMMENDATIONS
WHOLE COUNTY EXTENT

RECOMMENDATIONS

- High Visibility Crosswalk
- RRFB/HAWK
- Traffic Calming
- Curb Extension
- Lighting
- Signage
- Pedestrian Island
- Signals
- Striping
- Bus Pull-Out
- Bike Racks
- Bus Shelter
- Roundabout
- Recommended Sidewalks
- Shared-Use Path (Class I)
- Bike Lane (Class II)
- Buffered Bike Lane (Class IIB)
- Bike Route (Class III)
- Separated Bikeway (Class IV)

EXISTING BIKEWAYS

- Existing Shared-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Buffered Bikeway (Class IIB)
- Existing Bike Route (Class III)
- Existing Separated Bikeway (Class IV)

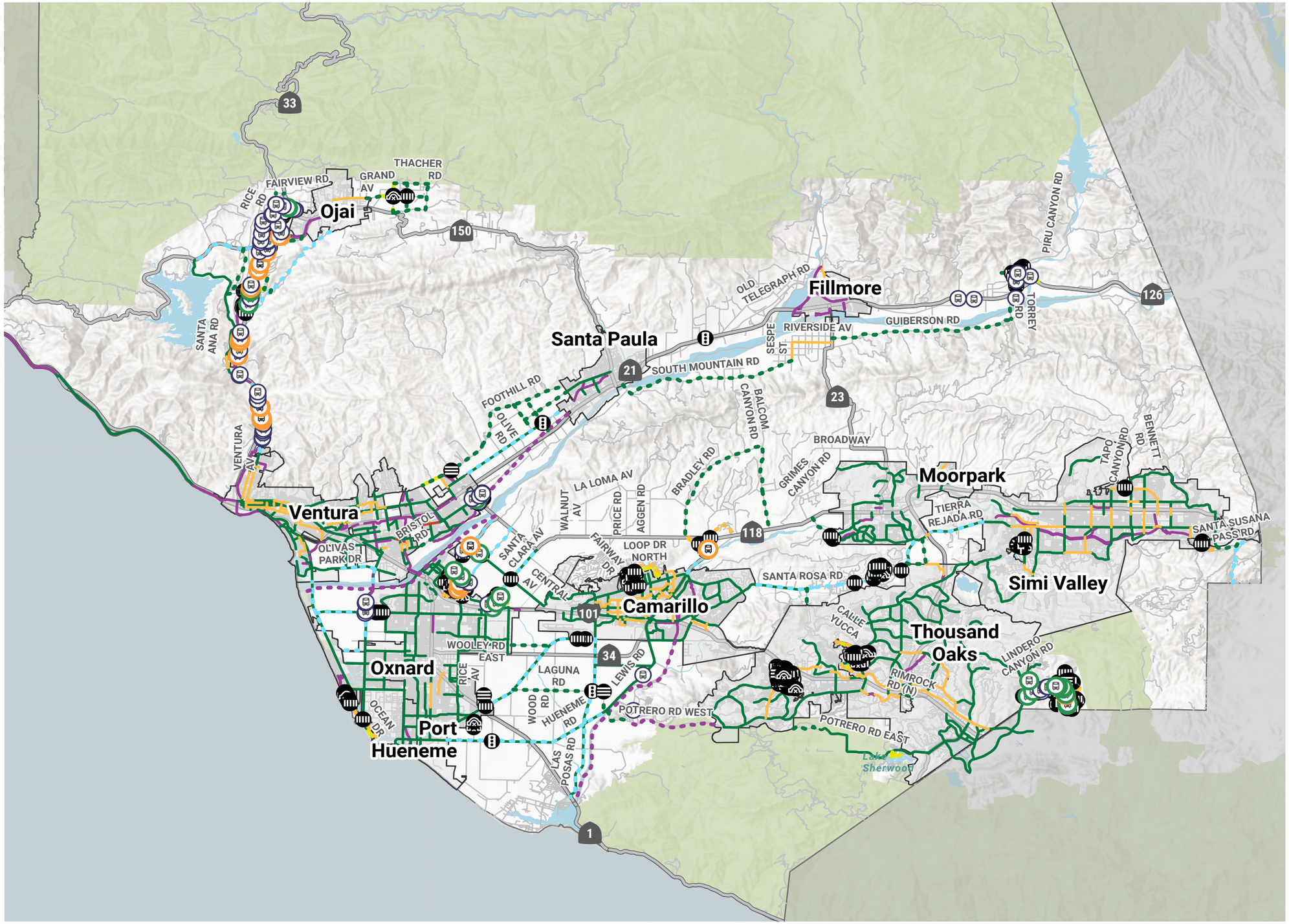
DESTINATIONS + BOUNDARIES

- High Ridership Stop
- Low Ridership Stop
- Other Stop
- Cities

0 3 6 MILES

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Transit Agencies Serving These Stops

The following describes the transit agencies and routes that serve the top and bottom stops included in the first-last mile analysis in unincorporated Ventura County.

Gold Coast Transit

Gold Coast Transit provides fixed-route bus and paratransit service throughout unincorporated Ventura County and the cities of Ojai, Oxnard, Port Hueneme, and Ventura. Single-ride fares cost $1.50, and discounted fares ($0.75) are available for select persons. All Gold Coast Transit lines are free for children (0-18 years old), seniors (75+), and students enrolled in select area colleges. Gold Coast Transit buses are equipped with bike racks.

GOLD COAST TRANSIT LINES SERVING THESE STOPS:

GOLD COAST LINE 10:
Connects riders from Saticoy to the Ventura Transit Center every hour. The bus continues beyond the Ventura Transit Center as Line 16.

Primary Destinations:

- Buena High School
- Dorothy Boswell School
- El Camino High School
- Foothill Technology High School
- Ventura Transit Center at Pacific View Mall
- Saticoy Library
- Saticoy Park
- Ventura College

GOLD COAST LINE 15:
Connects riders from the Esplanade Shopping Center to El Rio and Nyeland Acres every 45 minutes.

Primary Destinations:

- La Luz Del Mundo Church
- Los Amigos Market
- Market Place at Oxnard
- Nyeland Acres Community Center and Park
- Rio Del Mar School
- Rio Del Valle Junior High School
- Rio Mesa High School
- Rio Plaza Elementary School
- Rio Vista Middle School
- Saint John's Medical Center
- The Rose Shopping Center
- Wright's Market

Figure 137 / **First-Last Mile Transit Stops and Routes**

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

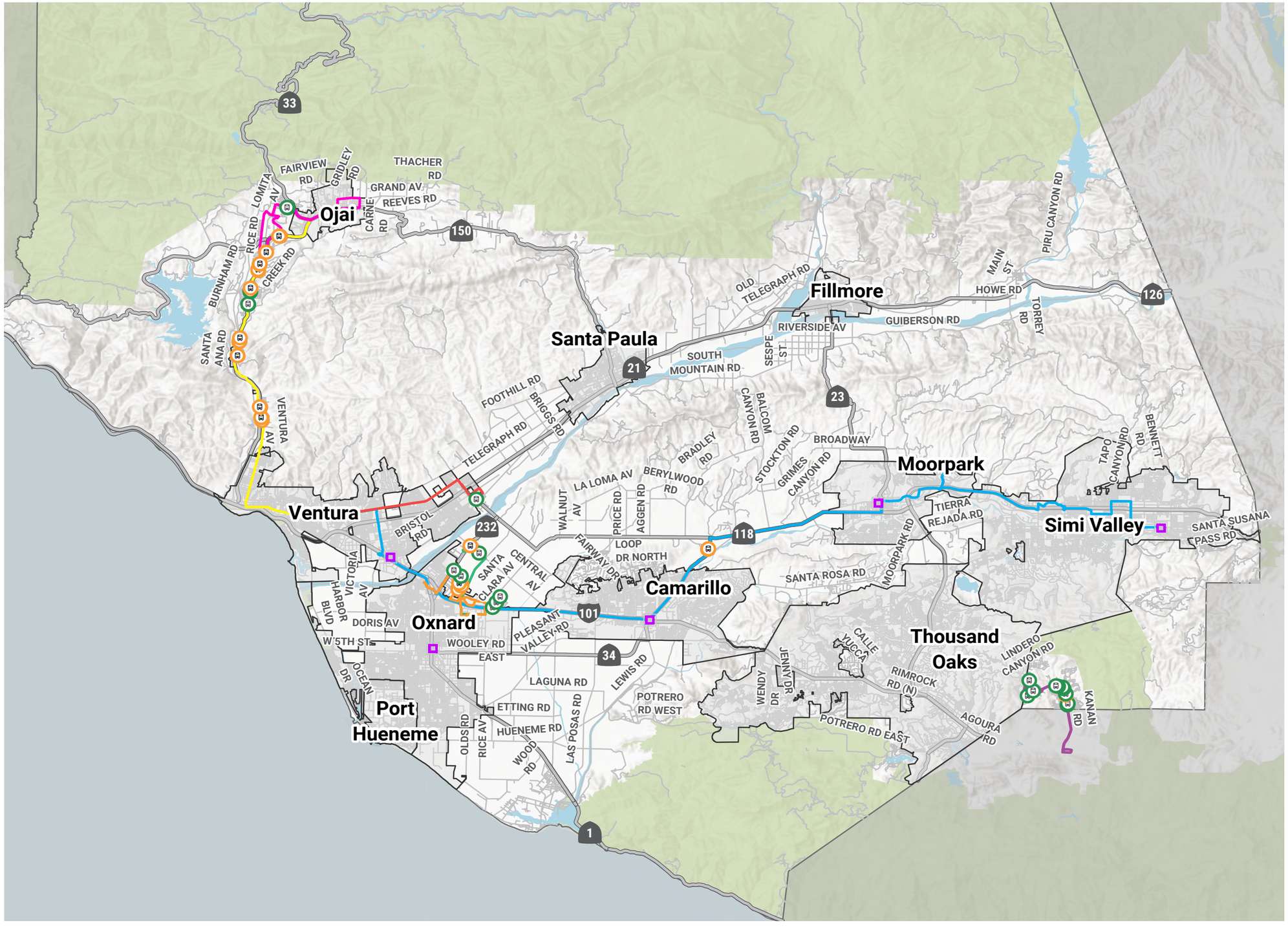
FIRST-LAST MILE TRANSIT STOPS AND ROUTES

TRANSIT STOPS

- Highest Ridership Stop
- Low Ridership Stop
- Metrolink Stations

TRANSIT ROUTES

- Gold Coast Line 10
- Gold Coast Line 15
- Gold Coast Line 16
- Gold Coast Line 18G
- Kanan Shuttle
- Ojai Trolley
- VCTC Line 77



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GOLD COAST LINE 16:
Connects riders from Ojai to the Ventura Transit Center every hour. The bus continues beyond the Ventura Transit Center as Line 10.

Primary Destinations:

- Community Memorial Hospital
- Downtown Ojai
- Downtown Ventura
- Nordhoff High School
- Ojai Skate Park
- Ojai Valley School
- Ojai Valley Trail and Bike Path
- Oak View Community Center
- Oak View Park and Resource Center
- Ventura Transit Center at Pacific View Mall
- Red Horse Shopping Plaza
- Saint Bonaventure High School
- Seaside Park and County Fairgrounds
- Ventura - Downtown/Beach Metrolink Station
- Ventura High School
- Ventura Pier and Promenade

GOLD COAST LINE 18G:
A special "School Tripper" route, providing additional bus service during the school year to accommodate increased student ridership levels. 18G specifically connects area students to Rio Mesa High School and operates in tandem with the school's bell schedule, typically once in the morning and once in the afternoon. The bus is also open to the public.

Primary Destinations:

- Rio Mesa High School

Kanan Shuttle

The Kanan Shuttle is a free community shuttle equipped with bike racks, connecting riders to local schools, residential neighborhoods, and shopping centers in Oak Park and Agoura Hills. Many of the top-performing stops are served by this free shuttle, which may explain their high ridership levels.

Primary Destinations:

- Brookside Elementary School
- Indian Springs Park
- Mae Boyar Park
- Medea Creek Middle School
- Montessori of North Ranch
- North Ranch Shopping Center
- Oak Park Community Center and Gardens
- Oak Park High School
- Oak Park Independent School
- Oak Park Library
- Oak Park Plaza Shopping Center
- Red Oak Elementary School
- Regency Cinema Center
- Saint Maximilian Kolbe Catholic Church
- Twin Oaks Shopping Center
- Whizin Market Square

Ojai Trolley

The Ojai Trolley is operated by the City of Ojai and provides daily service throughout Ojai, Meiners Oaks, and Mira Monte. Single-ride fares cost $1.50, and discounted fares ($0.75) are available for select persons. The Ojai Trolley is free for children (0-18 years) and seniors (75+), and is equipped with bike racks.

Primary Destinations:

- Downtown Ojai
- Libbey Park
- Meiners Oaks Elementary School
- Mira Monte Elementary School
- Oak Grove School
- Ojai Valley Community Hospital
- Ojai Valley Shopping Center
- Ojai Valley Trail
- Red Horse Shopping Plaza
- Soule Park Golf Course
- Topa Topa Elementary School

Ventura County Transportation Commission (VCTC)

VCTC is a regional transportation planning agency that provides six intercity commuter bus lines throughout Ventura County. All buses are equipped with bike storage and free Wi-Fi. Single-ride fares cost $1.75, and discounted fares ($0.80) are available for seniors (65 years or older) and Medicare or ADA/disabled riders. Children (five years or younger) and college students may ride any VCTC line for free.

VCTC LINES SERVING THESE STOPS

VCTC LINE 77 (CROSS COUNTY LIMITED): Connects riders from the Ventura Transit Center to the Simi Valley Metrolink Station. This limited service bus line operates Monday through Friday only.

Primary Destinations:

- Buena Vista High School
- Camarillo Metrolink Station
- Esplanade Mall
- Moorpark College
- Moorpark Metrolink Station
- Simi Valley Civic Center
- Simi Valley Metrolink Station
- Simi Valley Town Shopping Center
- Ventura College
- Ventura County Government Center
- Ventura Transit Center

Valley Express*

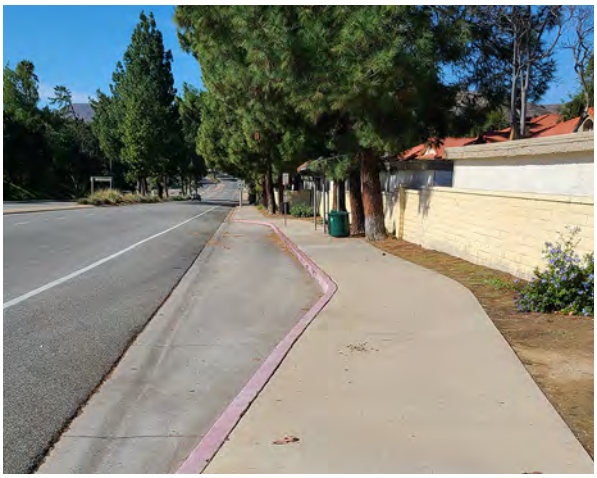
Valley Express is a VCTC bus service operating through Heritage Valley including in unincorporated Piru. The bus operates on a fixed line, but also serves Dial-A-Ride transit users. Cash fare for a single ride is $1.25 for the fixed route or $2.00 for Dial-A-Ride. Discounted fares are available when using a VCbuspass and for users over 65 or with a Medicare or ADA card. Youth under 18 years old can ride for free, and college students at nearby universities can ride for free with their student ID.

** Valley Express stops are not included in this first-last mile analysis as the stops are not within the top or bottom 10 stops. The County can implement the recommendations for the top and bottom 10 stops at the Valley Express stops in Piru as needed.*

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Transit Stop Recommendation Toolkit

This toolkit provides examples of the type of transit stop improvement infrastructure that is recommended in this Plan. Final siting and materiality of the transit stop amenities will be determined in collaboration with the Ventura County Transit Commission.



Bus Pull-Out *Bus pull-outs allow buses to make stops with minimal disruption to vehicle and bicycle traffic. Requiring buses to pull into the stop rather than picking up in the traffic lane allows space for bicyclists to pass the stopped bus. However, this configuration does require buses to cross the bike lane at each stop. Green conflict striping should be used on bike lanes next to bus pull-out stops.*



Bike Racks *Bike racks at transit stops can help facilitate first-last mile connections by allowing bicyclists to park their bike before getting on the bus. Short-term bike racks should have two points of connection between the bicycle frame and the rack. U-racks are typically lower cost, effective bike racks. Bike racks that do not offer two points of connection, like wave racks or wheel racks, should not be used. At popular destinations, longer term bike parking like lockers may be considered.*



Bike Shelter Improvements *Transit shelters, benches, trash receptacles, and timetable information can help protect transit riders from the elements, provide a comfortable and clean waiting area, and allow riders to see transit stop information.*



Wayfinding Signage *Wayfinding at transit stops can help direct transit riders to safe pedestrian and bicycle facilities. This signage can make transit riders feel more comfortable making first-last mile connections.*



Bike locker



Bike cage

Long Term Bike Parking *Long term bike parking offers secure parking for days or weeks. Long term bike parking is enclosed to protect bicycles from theft and damage and can include options like lockers, bike rooms, or bike cages. These long term parking options would be most beneficial near the most popular transit stops or areas with job centers and many destinations. Long term bike parking options are not recommended in any particular location in this Plan; however, the County should implement long term options where feasible.*

Top 10 Transit Stops

The following 10 transit stop locations are those with the highest ridership levels in unincorporated Ventura County as of 2019. Some locations include more than one transit stop due to their location within a quarter-mile of one another or along the same transit corridor. The following recommendations approach these groupings under a single analysis, as the proposed improvements would overlap and be complementary to one another.

Generally, most of the top-performing stops feature high-quality amenities, creating a comfortable and convenient waiting area. Typical amenities include shade structures to shield waiting passengers from the sun and other weather elements, benches for seating, timetable information indicating bus arrival times, and trash and recycling cans. Most are also ADA-accessible and well-connected to nearby pedestrian and bike networks. However, none of the top-performing stops have bike racks or other secure parking for bicycles, which may limit potential ridership levels. Furthermore, none of the stops have pedestrian-scaled lighting, which may impact evening ridership levels (particularly during winter months when the sun sets earlier).

Most stops also have a painted red curb spanning the stop to restrict parking and provide designated space for passenger boarding and alighting, but faded paint may reduce its effectiveness.

TOP-PERFORMING TRANSIT STOPS

1 / **Kanan Road and Deerhill Road**
Kanan Road and Doubletree Road
Kanan Road and Conifer Street
Kanan Road and Sunnycrest Drive

2 / **Nyeland Avenue and Ventura Boulevard**
Nyeland Avenue and Eucalyptus Drive
Nyeland Avenue and Friedrich Road

3 / **Rockfield Street and Ocho Rios Way**
Rockfield and Hawthorne Drive

4 / **Simon Way and Cortez Street**
Simon Way and Vineyard Avenue

5 / **State Route 33 (Ventura Avenue) and Santa Ana Road**

6 / **State Route 33 (Ventura Avenue) and Larmier Avenue**

7 / **Kanan Road and Golden Eagle Drive**

8 / **El Roblar Drive and ACE Hardware**
El Roblar Drive and Lomita Avenue

9 / **Central Avenue and Rio Mesa High School**

10 / **Violeta Street and Los Angeles Avenue**

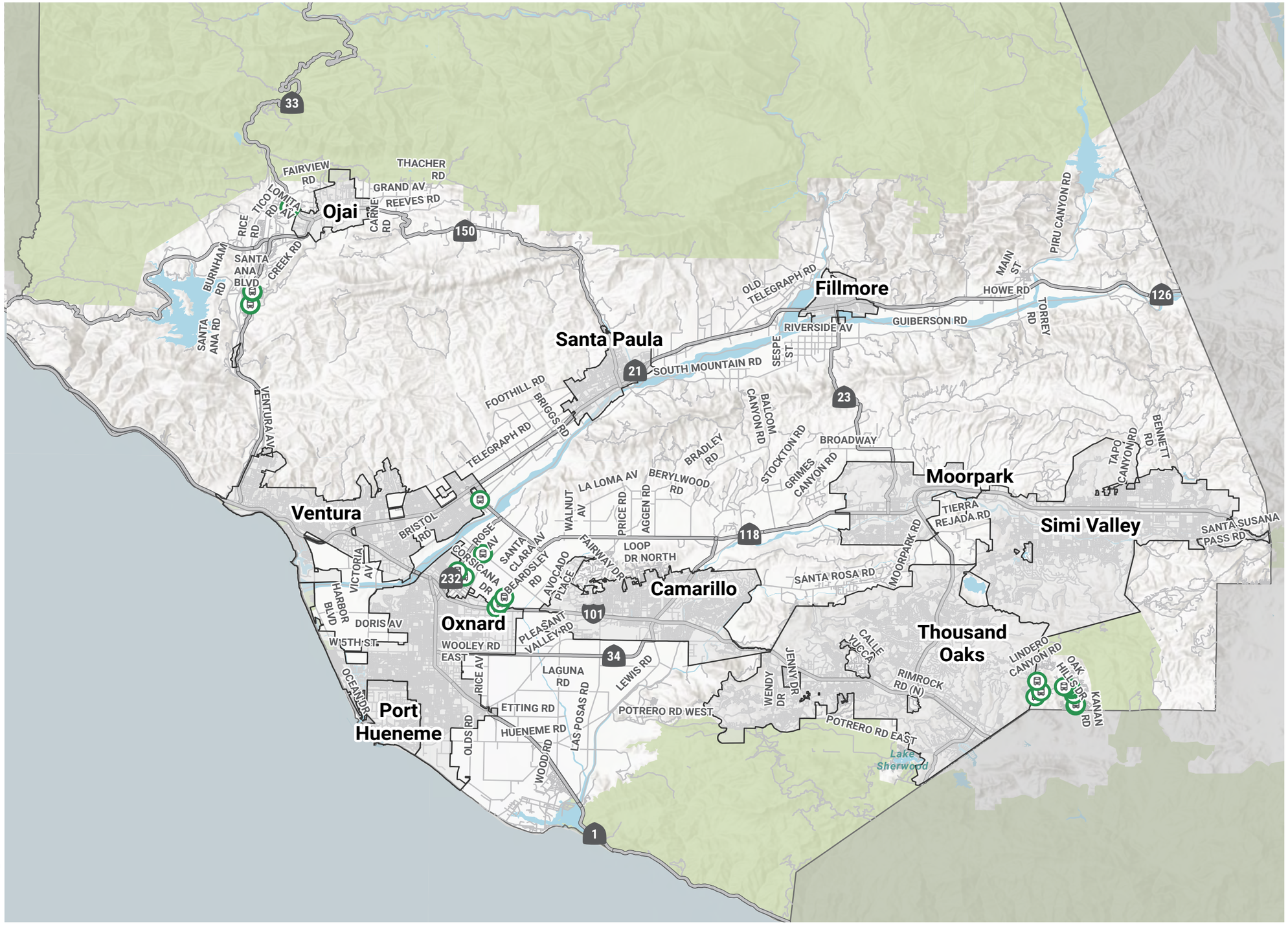
The following section includes information about existing ridership levels, pedestrian and bicycle amenities, barriers to access, and recommendations for further increasing ridership levels for each of the 10 transit stop locations.

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

RECOMMENDATIONS WHOLE COUNTY EXTENT

DESTINATIONS + BOUNDARIES

- High Ridership Stop
- Other Stop
- Cities



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1. Kanan and Deerhill Road

+ Kanan Road and Doubletree Road, Kanan Road and Conifer Street, Kanan Road and Sunnycrest Drive

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 119
- Transit Service/Line: Kanan Shuttle

LOCAL DESTINATIONS:

- Brookside Elementary School
- Mae Boyar Park
- Medea Creek Middle School
- Oak Park Community Garden
- Oak Park High School
- Oak Park Independent School
- Oak Park Library

	Kanan Road and Deerhill Road Northbound	Kanan Road and Deerhill Road Southbound	Kanan Road and Doubletree Road Northbound	Kanan Road and Doubletree Road Southbound	Kanan Road and Conifer Street Northbound	Kanan Road and Conifer Street Southbound	Kanan Road and Sunnycrest Drive Northbound
Bus Stop Pole/Sign	X	X	X	X	X	X	X
Bus Pull-Out			X				
Shelter	X		X	X	X	X	X
Bench	X		X	X	X	X	X
Timetable	X	X	X	X	X	X	X
Waste Bins	X		X	X	X	X	X
ADA Accessible	X			X	X		X

NEIGHBORHOOD CONTEXT:

Oak Park is a residential neighborhood with low-density housing and streets ranging from narrow, low-stress, two-lane roads to wide, high-stress, multi-lane arterials. The stops are located on Kanan Road, a four-lane thoroughfare with a 45 mph posted speed limit, Class II bike lanes, paved sidewalks, and street lighting.

Most stops have a shelter, bench, timetable information, trash and recycling cans, and are ADA accessible. The southbound stop at Kanan/Deerhill consists of only a bus stop pole and sign with timetable information. A red curb in front of the stops also ensures designated space for passenger boarding and alighting. The stops are also all served by the free-to-ride Kanan Shuttle, which may help explain high ridership levels.

The southbound Kanan/Sunnycrest stop, consisting only of a shuttle stop pole and sign with timetable information, experienced very low ridership in 2019 and is not included under this analysis. However, a separate, in-depth analysis of the stop is provided under the low ridership transit stops section that follows.

WHAT DID WE LEARN?

ACCESS AND SAFETY

- From 2014 to 2018, four pedestrian-involved collisions occurred along this stretch of Kanan Road, including a collision that resulted in severe injuries at Kanan Road and Conifer Street.
- A high posted speed limit and traffic stress (level 4 of traffic stress) on Kanan Road may discourage bicyclists from using the bike lanes to access the stops.
- Shuttles must pull into bike lanes on Kanan Road for passenger boarding and alighting.
- Intersections along Kanan Road consist of both regular and high-visibility crosswalks, but some lack crosswalk markings completely.
- The stops lack bicycle parking.
- The stops and immediate area lack wayfinding signage directing riders to local destinations.
- Faded red curb paint may reduce parking enforcement effectiveness.

COMFORT AND AESTHETICS

NA

RECOMMENDATIONS

ACCESS AND SAFETY

Reducing the speed limit on Kanan Road or upgrading the existing bike lanes on Kanan Road to buffered bike lanes will make it safer for those bicycling to the stops. To reduce conflict between shuttles and bicyclists in the Kanan Road bike lanes, install curbside pull-out stops where space permits, such as at the northbound Kanan/Deerhill stop.

Install bicycle racks at the stops to accommodate riders using a bicycle or other micromobility devices to access the stops.

To increase pedestrian visibility and safety, upgrade existing standard crosswalks at intersections near the stops to high-visibility crosswalks, and install crosswalks at intersections currently lacking crosswalks, such as at Kanan Road and Tamarind Street.

Installing wayfinding signage directing riders to local schools and destinations, such as Medea Creek Middle School, Oak Park Library, and the Medea Creek Trail, will enhance first-last mile accessibility and make it easier for riders to reach their final destination.

Repainting faded red curbs will emphasize designated space for transit passenger boarding and alighting only.

COMFORT AND AESTHETICS

NA



Curbside pull-out areas, like the one at the northbound Kanan/Doubletree stop (pictured), are recommended to reduce conflict between shuttles and bicyclists.

Figure 139 / Kanan and Deerhill Road Recommendations

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

RECOMMENDATIONS KANAN ROAD AND DEERHILL ROAD

RECOMMENDATIONS

- High Visibility Crosswalk
- RRFB/HAWK
- Traffic Calming
- Curb Extension
- Lighting
- Signage
- Pedestrian Island
- Signals
- Striping
- Bus Pull-Out
- Bike Racks
- Bus Shelter
- Roundabout
- Recommended Sidewalks
- Shared-Use Path (Class I)
- Bike Lane (Class II)
- Buffered Bike Lane (Class IIB)
- Bike Route (Class III)
- Separated Bikeway (Class IV)

EXISTING BIKEWAYS

- Existing Shared-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Buffered Bikeway (Class IIB)
- Existing Bike Route (Class III)
- Existing Separated Bikeway (Class IV)

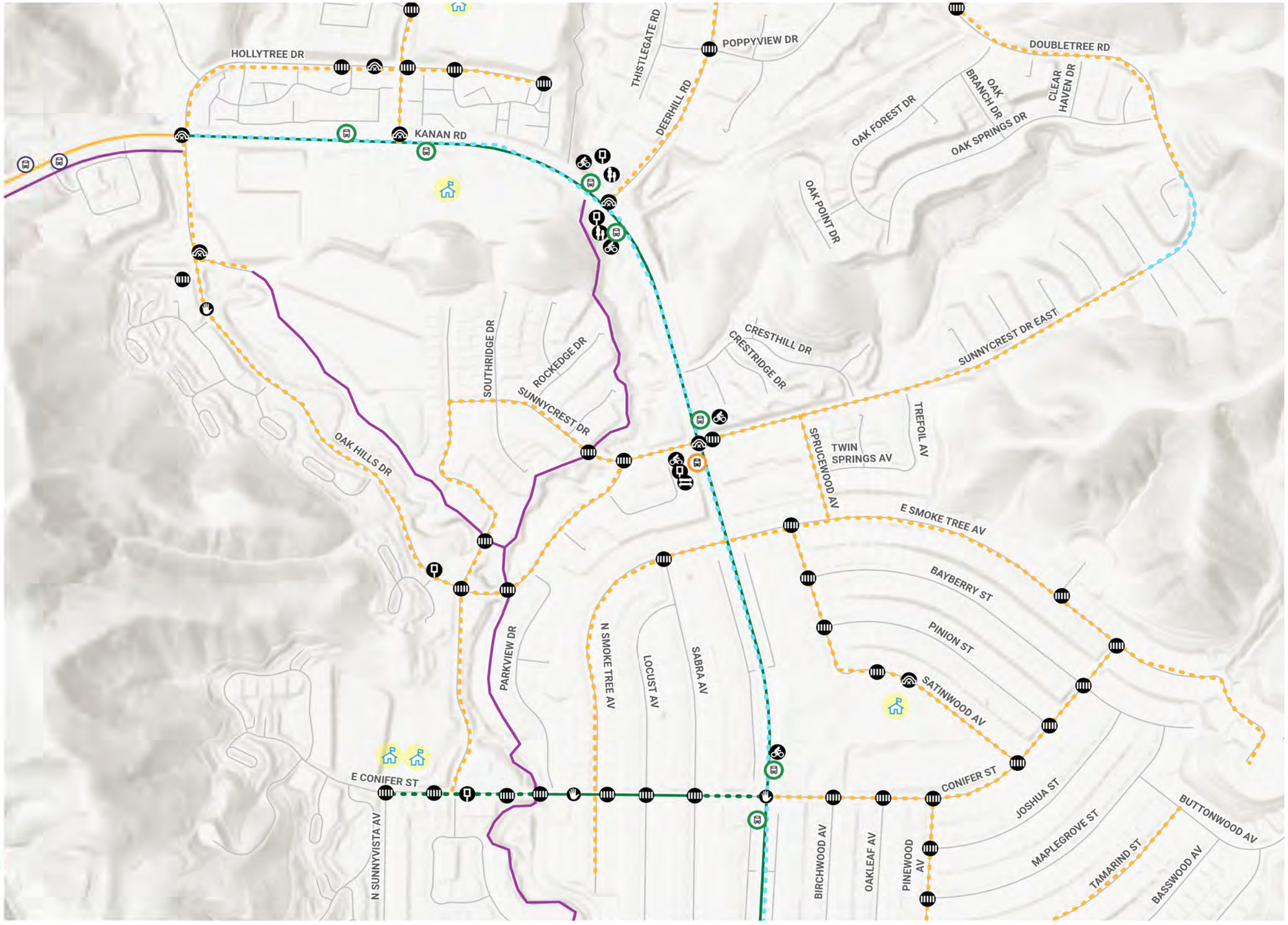
DESTINATIONS + BOUNDARIES

- High Ridership Stop
- Low Ridership Stop
- Other Stop
- Cities
- Schools

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2. Nyeland Avenue and Ventura Boulevard

+ Nyeland Avenue and Eucalyptus Drive, Nyeland Avenue and Friedrich Road

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 49
- Transit Service/Line: Gold Coast Transit 15, 18G

LOCAL DESTINATIONS:

- Nyeland Acres Community Center and Park
- La Luz Del Mundo Church
- Wright's Market
- Los Amigos Market

	Nyeland Avenue and Ventura Boulevard Westbound	Nyeland Avenue and Eucalyptus Drive Westbound	Nyeland Avenue and Friedrich Road Westbound
Bus Stop Pole/Sign	X	X	X
Bus Pull-Out			
Shelter	X	X	X
Bench	X	X	X
Timetable	X		
Waste Bins	X	X	X
ADA Accessible	X	X	X

NEIGHBORHOOD CONTEXT:

Nyeland Acres is a small residential neighborhood with low-density housing and narrow, low-stress streets with low posted speed limits (25 mph). The neighborhood is bordered by agricultural properties on the north, east, and west and US Highway 101 on the south. Each stop consists of a shelter, bench, and trash and recycling cans, and are ADA accessible. The stop at Nyeland/Ventura also features timetable information and a red curb to ensure space for passenger boarding and alighting.

WHAT DID WE LEARN?

ACCESS AND SAFETY

- From 2014 to 2018, one pedestrian-involved collision occurred at Friedrich Road and Santa Clara Avenue.
- Sidewalks in the area tend to be narrow, with large gaps in connectivity. Most are not ADA compliant, and obstructions like mailboxes, utility poles, and parked cars force pedestrians into the street.
- Intersections throughout Nyeland Acres lack crosswalks.

- Deteriorating curbs and undefined street edges along local streets make it dangerous for those walking and bicycling to the stops.
- The stops lack bicycle parking and facilities connecting to nearby bike lanes along Santa Clara Avenue and Ventura Boulevard.
- No wayfinding signage exists at the stops to direct riders to Nyeland Acres Community Center and Park or other local destinations.
- The stops at Nyeland/Eucalyptus and Nyeland/Friedrich lack designated passenger boarding and alighting zones and timetable information.

COMFORT AND AESTHETICS

- Ventura Boulevard and Friedrich Road have sparse landscaping.

RECOMMENDATIONS

ACCESS AND SAFETY

To improve safety for riders walking to the stops, install sidewalks along Nyeland Avenue and Friedrich Road, and widen the existing sidewalks or remove obstructions along Nyeland Avenue. Repair deteriorating curbs to reduce the likelihood of pedestrian injuries and better delineate walkways from streets. Installing high-visibility crosswalks at Nyeland Avenue and Friedrich Road, Nyeland Avenue and Ventura Boulevard, and Santa Clara Avenue and Eucalyptus Drive intersections will improve pedestrian visibility.

To improve bicycle connectivity to the stops and throughout Nyeland Acres, designate Friedrich Road as a Class III bike route, including installation of sharrows and signage, which will connect to recommended Class II bike lanes on Santa Clara Avenue. Install bicycle racks at the stops to accommodate riders using a bicycle or other micromobility devices to access the stops.

To improve first-last mile accessibility and make it easier for riders to reach their final destination, install wayfinding signage for local destinations and churches, such as the Nyeland Acres Community Center and Park, Nyeland Community Church, and Kingdom Hall of Jehovah's Witnesses. Install timetable information signs at the Nyeland/Eucalyptus and Nyeland/Friedrich stops to make it more convenient for riders to plan their trip and identify destinations along the route.

Designating space in front of the Nyeland/Eucalyptus and Nyeland/Ventura stops via a red curb will ensure the stop is visible and easy to access, while reducing conflict between buses and parked cars.

COMFORT AND AESTHETICS

To improve appearance and create a more welcoming experience for transit users at these stops, plant trees and landscaping where space allows, such as along Friedrich Road. Planting trees along Ventura Boulevard, east of Nyeland Avenue, will create a buffer and reduce noise pollution from US Highway 101 near the Nyeland/Ventura stop.



The stops all have a shelter structure, bench, and trash and recycling cans.

Figure 140 / Nyeland Avenue and Ventura Boulevard Recommendations



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3. Rockfield Street and Ocho Rios Way

+ Rockfield Street and Hawthorne Drive

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 40
- Transit Service/Line: Kanan Shuttle

LOCAL DESTINATIONS:

- Indian Springs Park
- Red Oak Elementary School

	Rockfield Street and Ocho Rios Way Southbound	Rockfield Street and Hawthorne Drive Southbound
Bus Stop Pole/Sign	X	X
Bus Pull-Out		
Shelter		
Bench	X	X
Timetable	X	X
Waste Bins	X	X
ADA Accessible	X	X

NEIGHBORHOOD CONTEXT:

Oak Park is a residential neighborhood with low-density housing and streets ranging from narrow, low-stress, two-lane roads to wide, high-stress, multi-lane arterials. The stops are located on Rockfield Street, a two-lane street with a 30 mph posted speed limit, paved sidewalks, street lighting, and low traffic stress (level 1 of traffic stress).

Each stop area features a bench, trash and recycling cans, and timetable information. Both stops have a red curb to ensure space for passenger boarding and alighting and are ADA accessible. The stops are also both served by the free-to-ride Kanan Shuttle, which may help explain high ridership levels.

The Rockfield/Ocho Rios stop is in close proximity to Class II bike lanes on Lindero Canyon Road, a six-lane arterial with high traffic speeds. Additionally, the Kanan Shuttle stop preceding the Rockfield/Ocho Rios stop is one mile away, which may be why the Rockfield/Ocho Rios stop serves a higher number of riders.

WHAT DID WE LEARN?

ACCESS AND SAFETY

- From 2014 to 2018, one pedestrian-involved collision occurred at the intersection of Rockfield Street and Hawthorne Drive.
- A high posted speed limit and traveling speeds along Lindero Canyon Road in the City of Thousand Oaks may discourage bicyclists from using the bike lanes to access the stop.
- Many intersections along Rockfield Street lack crosswalks.
- The stop lacks bicycle parking and the immediate neighborhood lacks bicycle connections to the bike lanes on Lindero Canyon Road and the bike routes on Kanan Road.
- Narrow sidewalks along Rockfield Street limit ADA accessibility for riders using wheelchairs and other mobility devices.
- The stops and immediate area lack wayfinding signage directing riders to local destinations.

COMFORT AND AESTHETICS

While mature landscaping shades the stops from the sun, both stops do not have permanent shelters or other permanent structures to protect from weather elements.

RECOMMENDATIONS

ACCESS AND SAFETY

Ventura County should work with the City of Thousand Oaks to reduce the speed limit or add traffic calming on Lindero Canyon Road to make it safer and more inviting for bicyclists using the bike lanes to access the stops.

Along Rockfield Street, install high-visibility crosswalks at the intersections with Tuscany Drive, Pesaro Street, and Ocho Rios Way to improve pedestrian safety and visibility. At its intersection with Lindero Canyon Road, install curb extensions to reduce pedestrian crossing lengths and high-visibility crosswalks to improve visibility. Modify signal timing to accommodate leading pedestrian intervals at this intersection to better establish pedestrians' presence and increase overall safety.

Designate Rockfield Street and Hawthorne Drive as Class III bike routes, including installation of sharrows and signage, to create a safe connection between the Class II bike lanes on Lindero Canyon Road in the City of Thousand Oaks and the Class III bike routes on Kanan Road.

To make it easier for pedestrians to access the stops, widen the sidewalks along the southern side of Rockfield Street.

Install bicycle racks at the stops to accommodate riders using a bicycle or other micromobility devices.

To improve first-last mile accessibility and make it easier for riders to reach their final destination, install wayfinding signage at the stops directing to Red Oaks Elementary School and Indian Springs Park.

COMFORT AND AESTHETICS

Install shelter structures at both stops to ensure permanent protection from weather elements and improve overall comfortability.



Both stops have a bench, timetable information, and waste receptacles. Trees help shade waiting passengers from the sun.

Figure 141 / Rockfield Street and Ocho Rios Way Recommendations



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4. Simon Way and Cortez Street

+ Simon Way and Vineyard Avenue

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 32
- Transit Service/Line: Gold Coast Transit 15

NEARBY POINTS OF INTEREST:

- Rio Del Mar School
- Rio Del Valle Junior High School
- Rio Plaza Elementary School
- Rio Vista Middle School

	Simon Way and Cortez Street Westbound	Simon Way and Cortez Street Eastbound	Simon Way and Vineyard Avenue Westbound	Simon Way and Vineyard Avenue Eastbound
Bus Stop Pole/Sign	X	X	X	X
Bus Pull-Out				
Shelter	X	X		X
Bench	X	X		X
Timetable			X	X
Waste Bins				
ADA Accessible	X		X	

NEIGHBORHOOD CONTEXT:

El Rio is a small residential neighborhood with low-density housing, two-lane streets, and a 25 mph posted speed limit. The neighborhood is bordered by agricultural properties to the north and east, a residential neighborhood (Riverpark) to the west, and US Highway 101 to the south. Most streets in the neighborhood lack sidewalks, curbs, marked pedestrian crossings, and lighting.

The stops are located on Simon Way, a two-lane street with low traffic stress (level 1 of traffic stress), sidewalks, and high-visibility crosswalks near Rio Plaza Elementary School and Rio Del Mar Elementary School. Simon Way functions as a main east-west corridor through El Rio and has a posted speed limit of 25 mph. Large trucks are prohibited from using the road.

Most stops consist of a shelter and bench, with the exception of the westbound Simon/Vineyard stop, which has neither. Most also have a red curb to ensure space for passenger boarding and alighting. The stops near Vineyard Avenue also include timetable information for added convenience.

WHAT DID WE LEARN?

ACCESS AND SAFETY

- In 2015, one pedestrian-involved collision occurred at Simon Way and Citrus Street.
- Sidewalks are present along both sides of Simon Way, but residential streets throughout El Rio lack sidewalks on one or both sides of the street.
- Students attending Rio Del Mar School and Rio Vista Middle School using the Gold Coast 15 bus must cross East Vineyard Avenue, a busy, multilane arterial.
- The stops lack bicycle parking and facilities connecting to nearby bike lanes, such as those in the Riverpark neighborhood.
- No wayfinding signage directing to nearby schools in the Riverpark neighborhood or community destinations like the Albert H. Soliz Library exists.

COMFORT AND AESTHETICS

- Simon Way has sparse landscaping, with public sidewalk strips consisting mainly of dirt, patches of grass, or weeds. Some sidewalk strips have a mixture of landscaping and many have been cemented over.
- The westbound Simon/Vineyard stop does not have a shelter or bench for waiting passengers, and none of the stops have trash or recycling cans.

RECOMMENDATIONS

ACCESS AND SAFETY

To provide safe walking connections for El Rio residents to the stops, install sidewalks throughout the neighborhood, connecting to the sidewalks along Simon Way.

Installing curb extensions and pedestrian islands, and modifying signal timing to accommodate leading pedestrian intervals at the East Vineyard Avenue and Simon Way intersection will complement the existing high-visibility crosswalks and make it safer for students crossing the intersection to reach the schools in Riverpark.

Designate Simon Way as a Class III bike route, including addition of sharrows and signage, connecting the Class II bike lanes on Rose Avenue to the Class II bike lanes in Riverpark. This will provide a safe bicycle connection throughout El Rio, to neighboring communities such as Riverpark and Nyeland Acres, and to the cities of Ventura and Oxnard.

Install bicycle racks at the stops to accommodate riders using a bicycle or other micromobility devices.

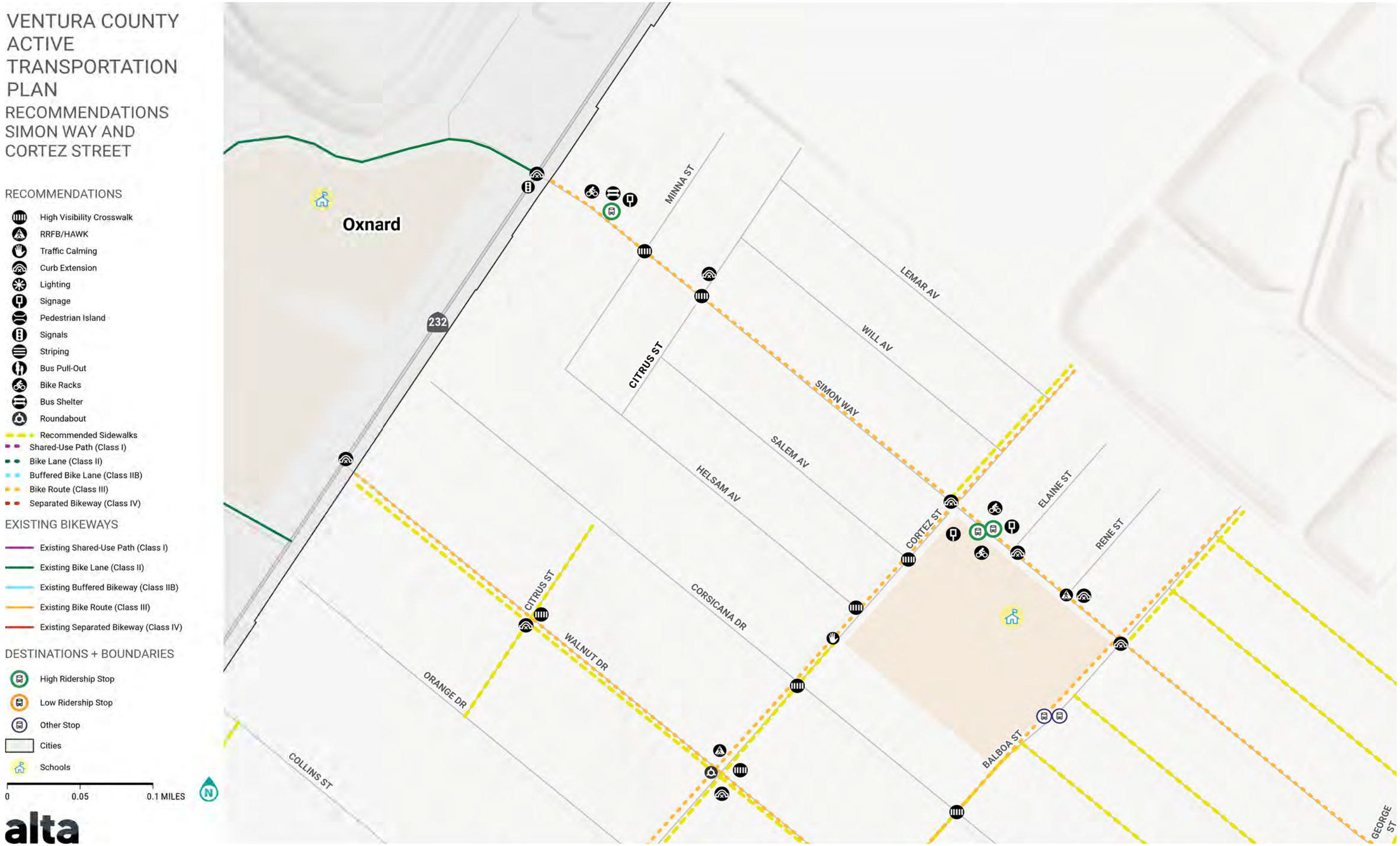
Install wayfinding signage directing riders to local schools, such as Rio Plaza Elementary School and Rio Del Mar School, and local destinations, such as the Albert H. Soliz Library and Rodger Jones Community Park, to enhance first/last mile accessibility and make it easier for riders to reach their final destination.

COMFORT AND AESTHETICS

To provide pedestrians refuge from the sun and improve the overall appearance of Simon Way, plant trees at regular intervals in the public sidewalk strips.

Install a shelter structure and bench at the westbound Simon/Vineyard stop to provide a comfortable waiting space for transit riders, and install trash and recycling cans at all stops to improve convenience.

Figure 142 / Simon Way and Cortez Street Recommendations



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5. State Route 33 (Ventura Avenue) and Santa Ana Boulevard

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 31
- Transit Service/Line: Gold Coast Transit 16

LOCAL DESTINATIONS:

- Car-oriented businesses and services
- Oak View Community Center
- Oak View Park and Resource Center
- Ojai Valley Trail
- Restaurants

	State Route 33 (Ventura Avenue) and Santa Ana Boulevard Southbound	State Route 33 (Ventura Avenue) and Santa Ana Boulevard Northbound
Bus Stop Pole/Sign	X	X
Bus Pull-Out		X
Shelter	X	X
Bench	X	X
Timetable	X	X
Waste Bins	X	X
ADA Accessible	X	

NEIGHBORHOOD CONTEXT:

Oak View is a small residential neighborhood with low-density housing, situated in a narrow valley. Most streets have two lanes and street lighting, but lack sidewalks and marked pedestrian crossings. Speed limits range from 25 to 35 mph. Most streets also have low traffic stress (level 1 of traffic stress) with the exception of Santa Ana Boulevard (level 3 of traffic stress).

These stops are located on State Route 33 (Ventura Avenue), a high-stress, north-south corridor that narrows from four lanes to two just north of the stop. Both stops have a shelter, bench, timetable information, and trash and recycling cans. The southbound stop is also ADA accessible, and has a red curb to ensure space for passenger boarding and alighting. A merge lane in front of the northbound stop functions as a bus pull-out area.

Other bus stops along State Route 33, such as those near Sulphur Mountain Road, consist of only a bus stop post and are not located near many residences or destinations, which may be a contributing factor to the relatively higher ridership levels at these stops compared to the others.

WHAT DID WE LEARN?

ACCESS AND SAFETY

- From 2014 to 2018, two pedestrian-involved collisions occurred at State Route 33 (Ventura Avenue) and Santa Ana Boulevard.
- Little space exists along State Route 33 for pedestrians and bicyclists north of the stops, forcing them to use the street shoulder to access the stops.
- The stops lack bicycle parking and infrastructure connecting to nearby bike facilities, such as the Ojai Valley Trail.
- A sidewalk connecting the southbound stop to the adjacent intersection (Highway 33 and Santa Ana Boulevard) ends abruptly at the stop, with a curb ramp leading to the shoulder of Highway 33. The sidewalk adjacent to the northbound stop also ends at the stop.
- The Highway 33 and Santa Ana Boulevard intersection is not ADA compliant and lacks curb ramps.
- Faded red curb paint may reduce parking enforcement effectiveness.

COMFORT AND AESTHETICS

- The southbound stop is located next to a gas station, but trees and landscaping behind the stop provide a buffer for waiting passengers.

RECOMMENDATIONS

ACCESS AND SAFETY

Sidewalks along Santa Ana Boulevard would provide safe walking connections to the stop for residents living east of Ventura Avenue. Extending the sidewalk from the southbound bus stop to the north (east side of Ventura Avenue) would similarly provide safe walking connections for residents living north of the stop.

Install bike lanes on Santa Ana Boulevard to better connect bicyclists to this stop and others on Ventura Avenue via the Ojai Valley Trail, and install bicycle racks at the stop to provide secure parking for those biking to the stop.

High-visibility crosswalks should replace the existing non-high-visibility crosswalks at the State Route 33 (Ventura Avenue) and Santa Ana Boulevard intersection, and a high-visibility crosswalk should be installed on the southern leg of this intersection.

Install curb ramps at the northeast and southwest corners of the State Route 33 (Ventura Avenue) and Santa Ana Boulevard intersection to improve ADA accessibility for riders using wheelchairs and other mobility devices.

Repainting faded red curbs will emphasize designated space for transit passenger boarding and alighting only.

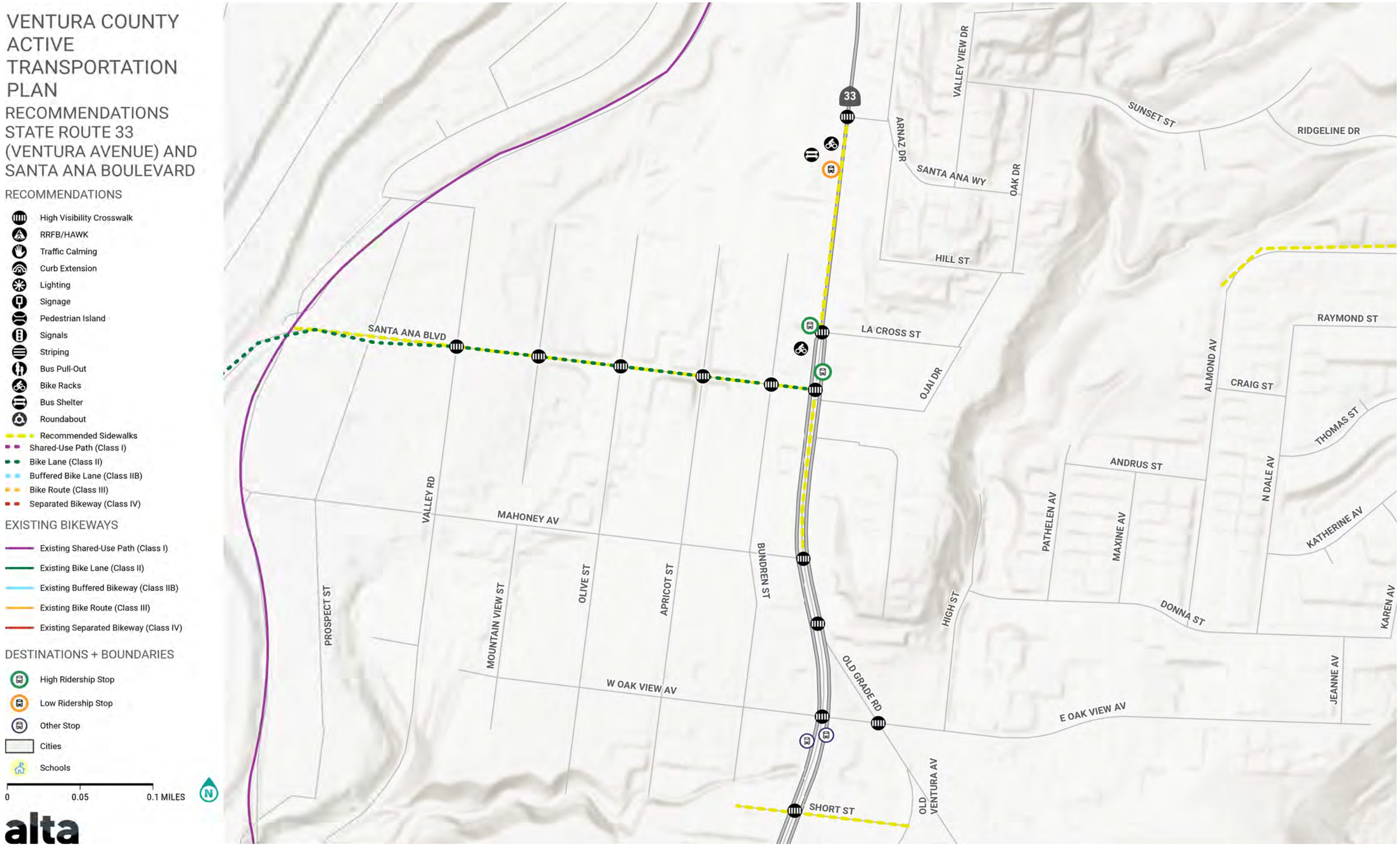
COMFORT AND AESTHETICS

NA



Both stops include a shelter, bench, timetable information, and waste receptacles.

Figure 143 / State Route 33 (Ventura Avenue) and Santa Ana Boulevard Recommendations



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6. State Route 33 (Ventura Avenue) and Larmier Avenue

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 25
- Transit Service/Line: Gold Coast Transit 16

LOCAL DESTINATIONS:

- Ojai Valley Ranch Market
- Neighborhood businesses
- Sunset School
- USPS Oak View Branch

	State Route 33 (Ventura Avenue) and Larmier Avenue Northbound	State Route 33 (Ventura Avenue) and Larmier Avenue Southbound
Bus Stop Pole/Sign	X	X
Bus Pull-Out		
Shelter	X	X
Bench	X	X
Timetable		
Waste Bins	X	X
ADA Accessible	X	

NEIGHBORHOOD CONTEXT:

Oak View is a small residential neighborhood with low-density housing, situated in a narrow valley. Most streets have two lanes and street lighting, but lack sidewalks and marked pedestrian crossings. Speed limits range from 25 to 35 mph. These stops are located on State Route 33 (Ventura Avenue), a high-stress, north-south corridor that narrows from four lanes with a center turn lane to three lanes south of the stops.

Both stops have a shelter, bench, and trash and recycling cans. The northbound stop is also ADA accessible. A red curb in front of the stops ensures space for passenger boarding and alighting.

Other bus stops along State Route 33, such as those near Oakcrest Avenue, are not located near many residences or are difficult to access by walking or bicycling, which may be a contributing factor to the relatively higher ridership levels at these stops compared to the others.

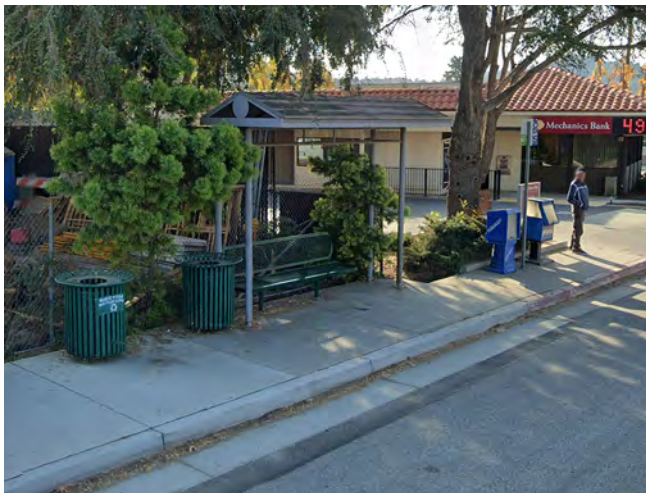
WHAT DID WE LEARN?

ACCESS AND SAFETY

- From 2014 to 2018, two pedestrian-involved collisions occurred at State Route 33 (Ventura Avenue) and Larmier Avenue.
- A sidewalk gap along the east side of State Route 33 (Ventura Avenue) to the north of the stop and no midblock crossings makes it difficult for pedestrians to safely access the stop from the north.
- The State Route 33 (Ventura Avenue) and Larmier Avenue intersection adjacent to the stop has high-visibility crosswalks but a long east/west crossing distance.
- Obstructions (utility box, traffic light post, pedestrian call button post) in the sidewalk next to the stop force mobility device users into the street to access the stop. Two newspaper boxes adjacent to the stop reducing the width of the sidewalk may also make it difficult for mobility device users to access the stop.
- The stop lacks bicycle parking.

COMFORT AND AESTHETICS

- Some landscaping from an adjacent property is encroaching on the northbound stop.



Both stops include a shelter, bench, timetable information, and waste receptacles.

RECOMMENDATIONS

ACCESS AND SAFETY

To provide a safe walking connection along the east side of State Route 33 (Ventura Avenue), install a sidewalk between Kunkle Street and Short Street.

Installing curb extensions at the State Route 33 (Ventura Avenue) and Larmier Avenue intersection will reduce crossing distances for pedestrians and provide extra space to relocate existing obstructions at the northeast corner of the intersection. Relocate the newspaper boxes to the area next to the stop's trash cans to free up space along the narrower sidewalk and improve access for users of wheelchairs and other mobility devices.

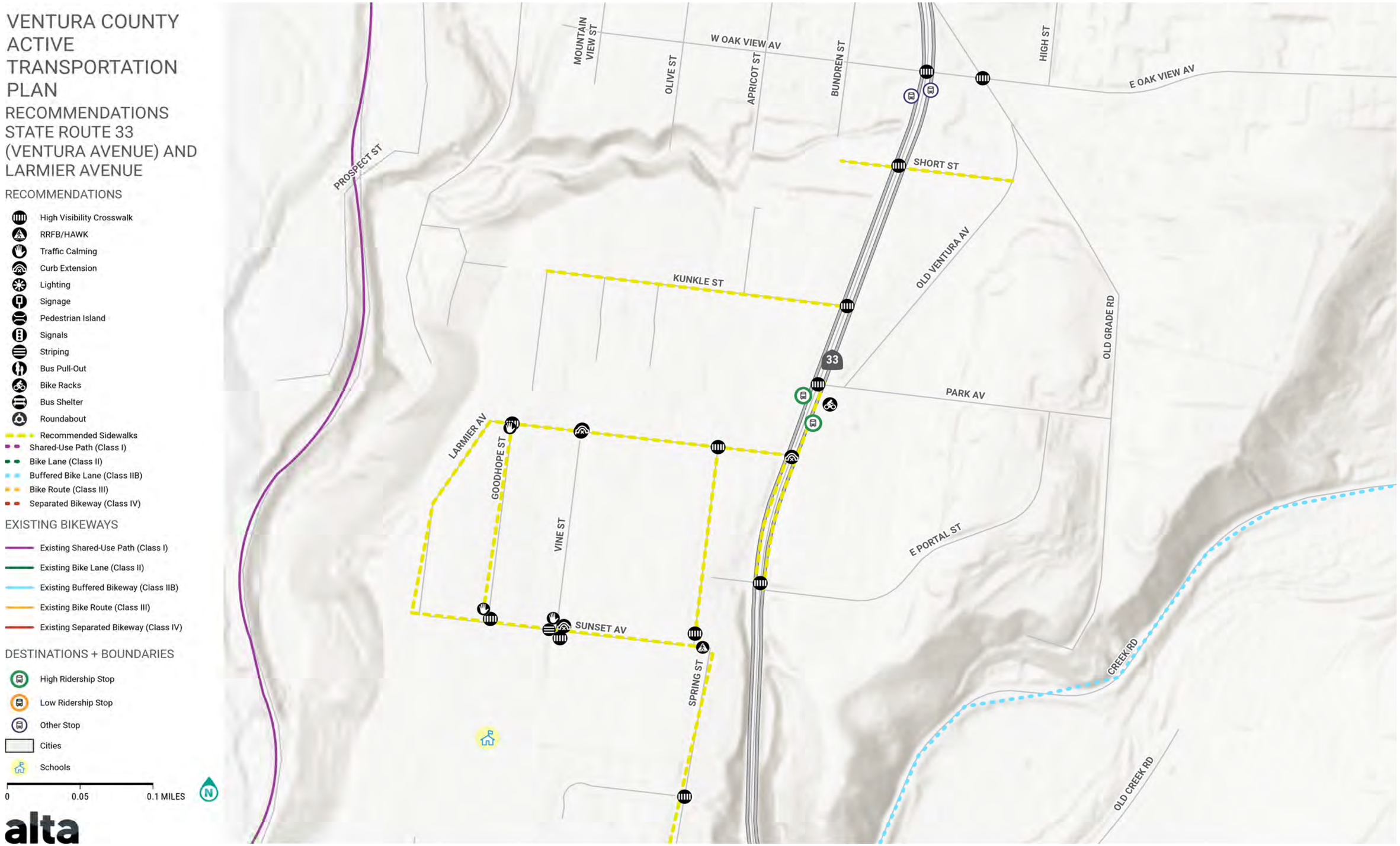
Install marked crosswalks across Kunkle Street, Short Street, and Park Avenue at State Route 33 (Ventura Avenue) to improve safety for pedestrians walking to the stop.

Install bicycle racks at the stops to accommodate riders using a bicycle or other micromobility devices.

COMFORT AND AESTHETICS

Ensure regular maintenance of landscaping at the stop, and trim back landscaping encroaching on the stop or along the adjacent sidewalk.

Figure 144 / State Route 33 (Ventura Avenue) and Larmier Avenue Recommendations



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7. Kanan Road and Golden Eagle Drive

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 24
- Transit Service/Line: Kanan Shuttle

LOCAL DESTINATIONS:

- Montessori of North Ranch
- North Ranch Shopping Center
- Oak Park Plaza Shopping Center
- Saint Maximilian Kolbe Catholic Church

	Kanan Road and Golden Eagle Drive Northbound
Bus Stop Pole/Sign	X
Bus Pull-Out	
Shelter	X
Bench	X
Timetable	X
Waste Bins	X
ADA Accessible	X

NEIGHBORHOOD CONTEXT:
Oak Park is a residential neighborhood with low-density housing and streets ranging from narrow, two-lane roads to wide, multi-lane arterials. The stop is located on Kanan Road, a high-stress, four-lane thoroughfare with a 45 mph posted speed limit, Class III bike routes and a shared-use path, paved sidewalks, and street lighting.

The stop consists of a shelter, bench, timetable information, and trash and recycling cans, and is ADA accessible with a red curb to ensure space for passenger boarding and alighting. It is served by the free-to-ride Kanan Shuttle, which may help explain high ridership levels.

The stop is located close to Class II bike lanes on Lindero Canyon Road, a six-lane arterial with high traffic speeds. The Kanan Shuttle stop following this one is also one mile away, which may be why this stop serves a higher number of riders.

WHAT DID WE LEARN?

ACCESS AND SAFETY

- A high posted speed limit and traffic stress (level 4 of traffic stress) along Kanan Road may discourage bicyclists from using the bike route on the north side of Kanan Road to access the stop.
- A shared-use path exists along the south side of Kanan Road, but bicyclists must dismount and walk their bicycles across Kanan Road at Golden Eagle Drive to access the stop.
- The lack of dedicated pull-out area for passenger boarding and alighting may create conflicts between shuttles and bicyclists using the bike routes on Kanan Road.
- The Kanan Road and Golden Eagle Drive intersection adjacent to the stop lacks a crosswalk on its western leg.
- The stop lacks bicycle parking.
- The stop and immediate area lack wayfinding signage directing riders to local shopping destinations.
- Faded red curb paint may reduce parking enforcement effectiveness.

COMFORT AND AESTHETICS

NA



The stop has a shelter, bench, timetable information, and waste receptacles.

RECOMMENDATIONS

ACCESS AND SAFETY

Consider reducing the speed limit on Kanan Road to make it safer for bicyclists accessing the stop via the Class III bike route along the north side of Kanan Road.

To increase visibility for those walking to the stop, install a high-visibility crosswalk on the western leg of the Kanan Road and Golden Eagle Drive intersection, and upgrade the existing standard crosswalks at this intersection to high-visibility. This will also provide a safe crossing for bicyclists accessing the stop via the shared-use path on the south side of Kanan Road.

Constructing a curbside pull-out area for passenger boarding and alighting will reduce conflict between shuttles and bicyclists on Kanan Road.

Install bicycle racks at the stop to accommodate riders using a bicycle or other micromobility devices.

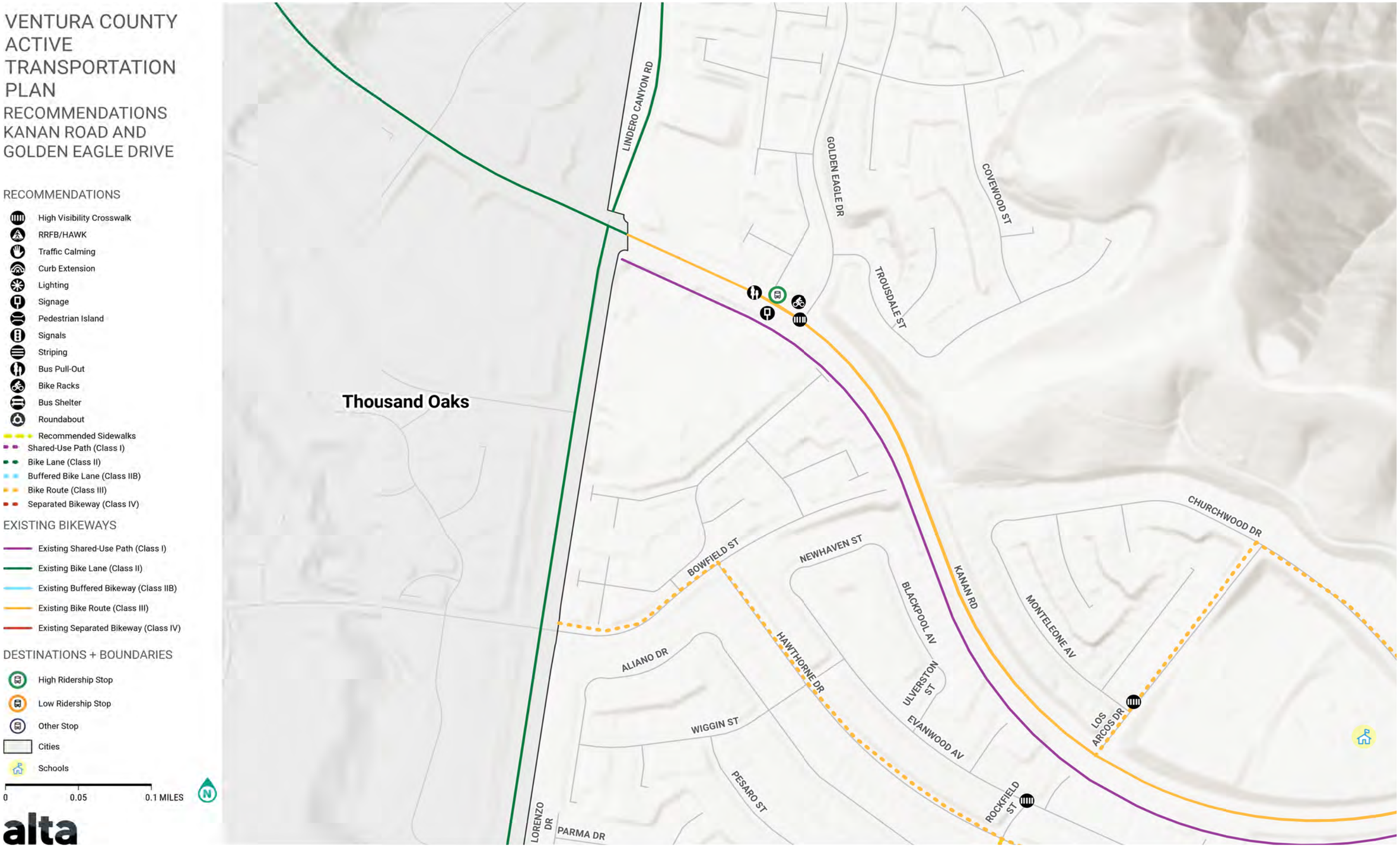
To improve first-last mile accessibility and make it easier for riders to reach their final destination, install wayfinding signage directing to local shopping destinations, such as North Ranch Pavilions Shopping Mall, Oak Park Plaza, and Oak Park Shopping Mall.

Repainting faded red curbs will emphasize designated space for transit passenger boarding and alighting only.

COMFORT AND AESTHETICS

NA

Figure 145 / **Kanan Road and Golden Eagle Drive Recommendations**



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8. El Roblar Drive and ACE Hardware

+ El Roblar Drive and Lomita Avenue

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 22
- Transit Service/Line: Ojai Trolley

LOCAL DESTINATIONS:

- Neighborhood stores, restaurants, and offices

	El Roblar Drive and ACE Hardware Eastbound	El Roblar Drive and Lomita Avenue Westbound
Bus Stop Pole/Sign	X	X
Bus Pull-Out		
Shelter	X	X
Bench	X	X
Timetable	X	X*
Waste Bins	X	X
ADA Accessible	X	X

**The stop at El Roblar Drive and Lomita Avenue also features a next bus monitor, which provides real-time bus arrival information.*

NEIGHBORHOOD CONTEXT:

Meiners Oaks is a small neighborhood consisting of low-density housing and two-lane streets with posted speed limits ranging from 25 to 40 mph. These stops are located on El Roblar Drive, a two-lane street with a 25 mph posted speed limit and low traffic stress (level 1 of traffic stress). Many of the streets near the stops lack sidewalks and curb ramps, and have undefined street edges.

The stops consist of a shelter, bench, timetable information, and trash and recycling cans. The El Roblar and ACE Hardware stop also has a monitor with next bus arrival information. Space for passenger boarding and alighting at these stops is provided by a red curb at the westbound stop and a "NO PARKING" sign at the eastbound stop, and both are ADA accessible.

WHAT DID WE LEARN?

ACCESS AND SAFETY

- From 2014 to 2018, three pedestrian-involved collisions occurred along this stretch of El Roblar Drive, including a collision at El Roblar Drive and Lomita Avenue.
- Many streets in Meiners Oaks, including El Roblar Drive, lack sidewalks on one or both sides of the street and have undefined street edges.
- Some intersections near the stops lack curb ramps.
- The sidewalk near the El Roblar and ACE Hardware stop is showing initial signs of buckling.
- The stops lack bicycle parking.
- The stops and immediate area lack wayfinding signage directing riders to local schools and shopping destinations.

COMFORT AND AESTHETICS

- Some sidewalks and pavement near the stops are covered by a layer of tree leaves and dirt.

RECOMMENDATIONS

ACCESS AND SAFETY

Construct new sidewalks along El Roblar Drive to create safe walkways separate from the street that connect to the stops, and install curbs to clearly delineate street edges. Repair buckling sidewalks, such as those around the El Roblar and ACE Hardware stop, to address uneven walking surfaces.

Install curb ramps at all nearby intersections to improve ADA accessibility for riders using wheelchairs and other mobility devices.

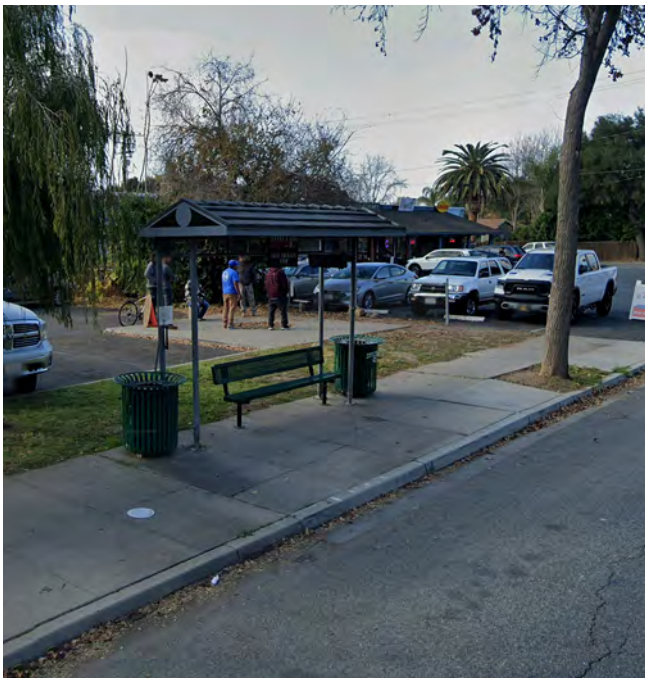
Designate El Roblar Drive as a Class III bike route, including installation of sharrows and signage, connecting to Class II bike lanes on Maricopa Highway.

Install bicycle racks at the stops to accommodate riders using a bicycle or other micromobility devices.

To enhance first-last mile accessibility and make it easier for riders to reach their final destination, install wayfinding signage directing riders to Meiners Oaks Elementary School and Oak Grove School, local shopping destinations like ACE Hardware, and community amenities like Herzog Park.

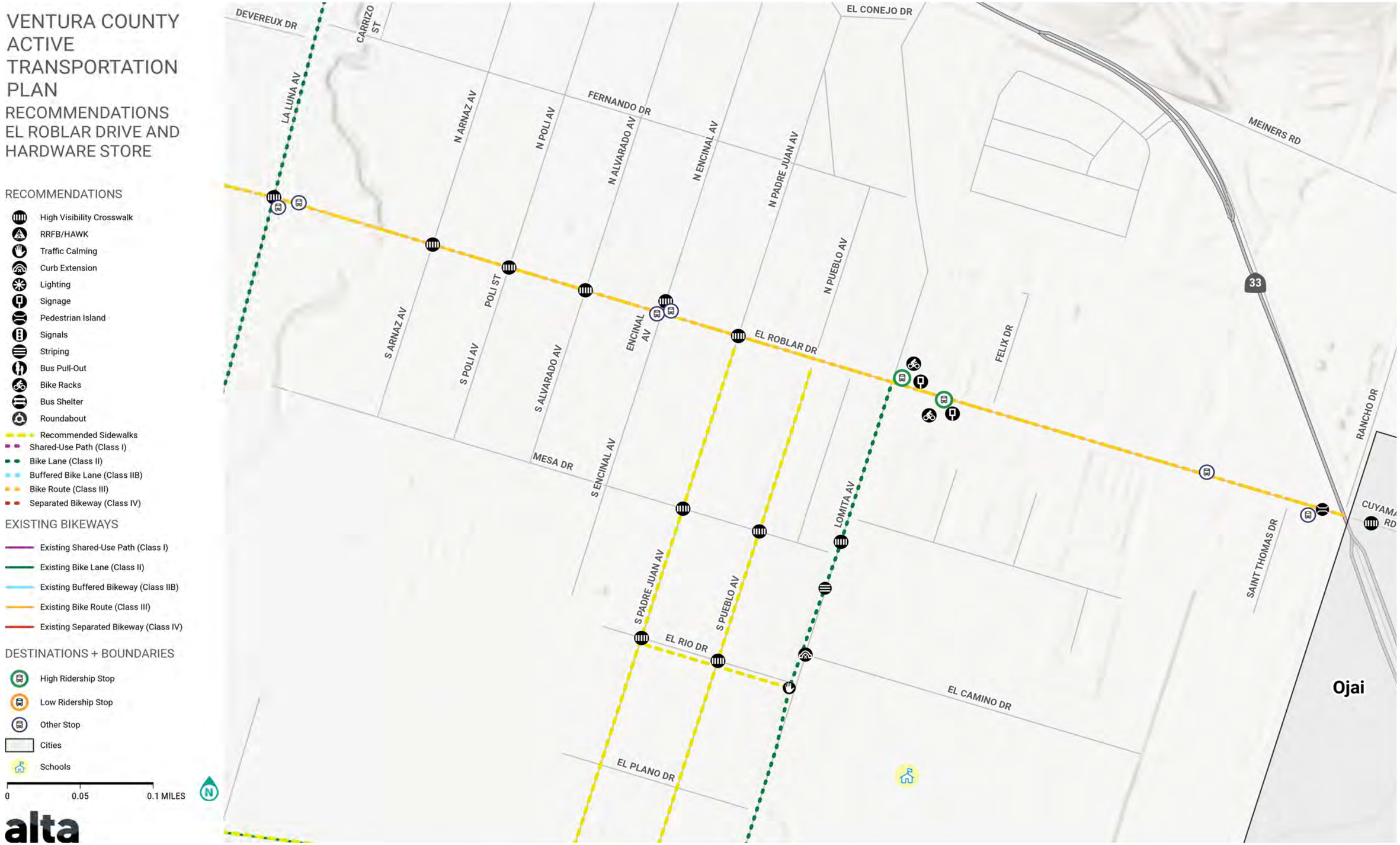
COMFORT AND AESTHETICS

Provide a clean and well-maintained environment by conducting regular sidewalk and street sweeping to pick up leaves, dirt, and other debris.



Both stops include a shelter, bench, timetable information, and waste receptacles.

Figure 146 / El Roblar Drive and ACE Hardware Recommendations



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9. Central Avenue and Rio Mesa High School

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 12
- Transit Service/Line: Gold Coast Transit 18G

LOCAL DESTINATIONS:

- Rio Mesa High School

	Central Avenue and Rio Mesa High School Northbound
Bus Stop Pole/Sign	X
Bus Pull-Out	X
Shelter	X
Bench	X
Timetable	X
Waste Bins	X
ADA Accessible	X

NEIGHBORHOOD CONTEXT:

This stop is located on the periphery of El Rio. The immediate area consists mainly of agricultural land and a small residential neighborhood with low-density housing. The stop is located on Central Avenue, a moderate-stress (level 3 of traffic stress), two-lane road with Class II bike lanes and a posted school zone speed limit of 25 mph, and is used mainly by students of Rio Mesa High School.

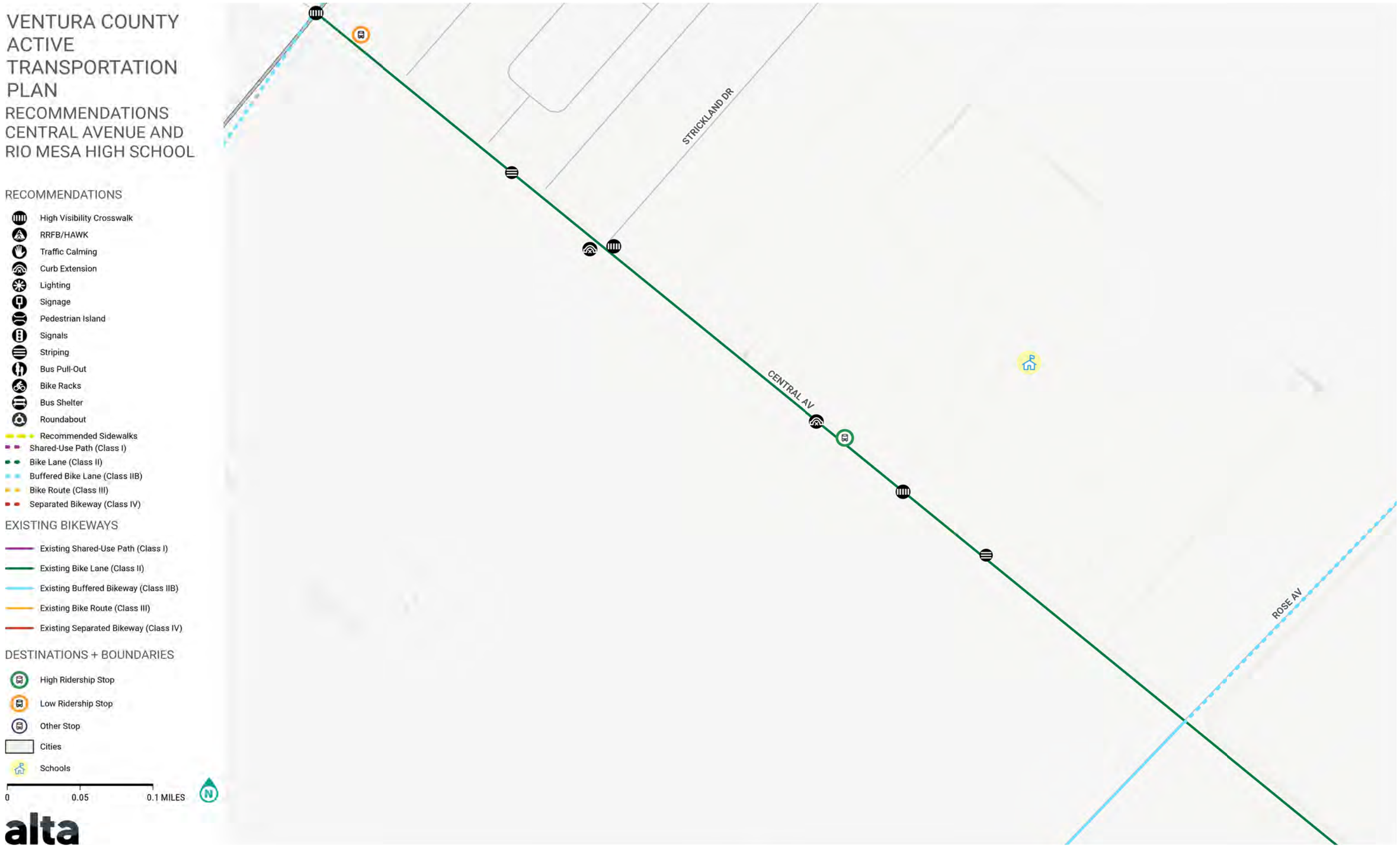
The stop consists of a shelter, bench, timetable information, and trash and recycling cans and is ADA accessible. The stop also features a bus pull-out area with a painted red curb for passenger boarding and alighting.

WHAT DID WE LEARN?

The stop is served solely by Gold Coast Transit's 18G route, a limited-service "School Tripper" bus that operates only on school days, once in the morning and once in the afternoon. While 18G is also open to the public, given its extremely limited service and connections to other stops or destinations, as well as the stop's location in a rural environment, it is likely that most, if not all, users of this stop are students from Rio Mesa High School. Additionally, while future development in the area may warrant regular bus service at this stop, under existing conditions, such service would be impractical and unnecessary.

Accordingly, first-last mile recommendations would likely not affect ridership levels for this stop and are, therefore, not provided. Nevertheless, recommendations for improving bicycle and pedestrian safety in this area, as well as Safe Routes to School recommendations for Rio Mesa High School, have been provided in the previous chapters of this Plan and are shown in the following map.

Figure 147 / Central Avenue and Rio Mesa High School Recommendations



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10. Violeta Street and Los Angeles Avenue

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 10
- Transit Service/Line: Gold Coast Transit 10

LOCAL DESTINATIONS:

- Car-oriented businesses
- Local restaurants
- Saticoy Library
- Saticoy Park
- Warehouses

	Violeta Street and Los Angeles Avenue Westbound
Bus Stop Pole/Sign	X
Bus Pull-Out	
Shelter	X
Bench	X
Timetable	X
Waste Bins	X
ADA Accessible	X

NEIGHBORHOOD CONTEXT:
Saticoy is a small community of low-density housing and light industrial properties. The neighborhood is bordered by the City of Ventura to the north and west, agricultural land to the east, and the Santa Clara River to the south. Streets in the area are wide, usually with two travel lanes, low traffic stress (level 1 of traffic stress), no sidewalks, and a speed limit of 25 mph.

The stop consists of a shelter, bench, timetable information, and trash and recycling cans, and it is ADA accessible. Other bus stops in Saticoy, such as at Violeta Street and Amapola Avenue, consist of only a bus stop post, which may help explain the relatively higher ridership level at this stop.

WHAT DID WE LEARN?

ACCESS AND SAFETY

- From 2014 to 2018, two pedestrian-involved collisions occurred along Violeta Street, including a collision at Violeta Street and Los Angeles Avenue.
- Sidewalks are present along the east side of Violeta Street, but many gaps exist along the west side of the street and elsewhere in Saticoy, causing pedestrians to walk in the street to access the stop.
- Most intersections in Saticoy, including the intersection adjacent to the stop, lack crosswalks.
- Differing pavement material (asphalt, concrete, metal utility plates) at the stop may make it difficult for riders using wheelchairs or other mobility devices to access the stop. Additionally, large cracks are present in the asphalt.
- The stop lacks bicycle parking and facilities.
- The stop and immediate area lack wayfinding signage directing riders to local destinations and community amenities.
- Overgrown landscaping and parked cars at an auto repair shop across from the stop blocks access to the sidewalk.

COMFORT AND AESTHETICS

- The stop is surrounded by asphalt and has no landscaping, contributing to higher ambient temperatures, especially in the summer months.

RECOMMENDATIONS

ACCESS AND SAFETY

Install sidewalks along Violeta Street and elsewhere in Saticoy to improve walking access to the stop, and replace the existing asphalt surrounding the stop with concrete sidewalks connecting to the adjacent intersection (Violeta Street and Los Angeles Avenue).

Install high-visibility crosswalks at the intersection adjacent to the stop (Violeta Street and Los Angeles Avenue), and consider high-visibility crosswalks elsewhere in Saticoy to increase the visibility and safety of those walking to the stop.

Install bike routes along Violeta Street and throughout Saticoy to create a complete bicycle network, and install bicycle racks at the stop to accommodate riders using a bicycle or other micromobility devices.

Install wayfinding signage directing riders to community amenities, such as Saticoy Park and Saticoy Library, to enhance first-last mile accessibility and make it easier for riders to reach their final destination.

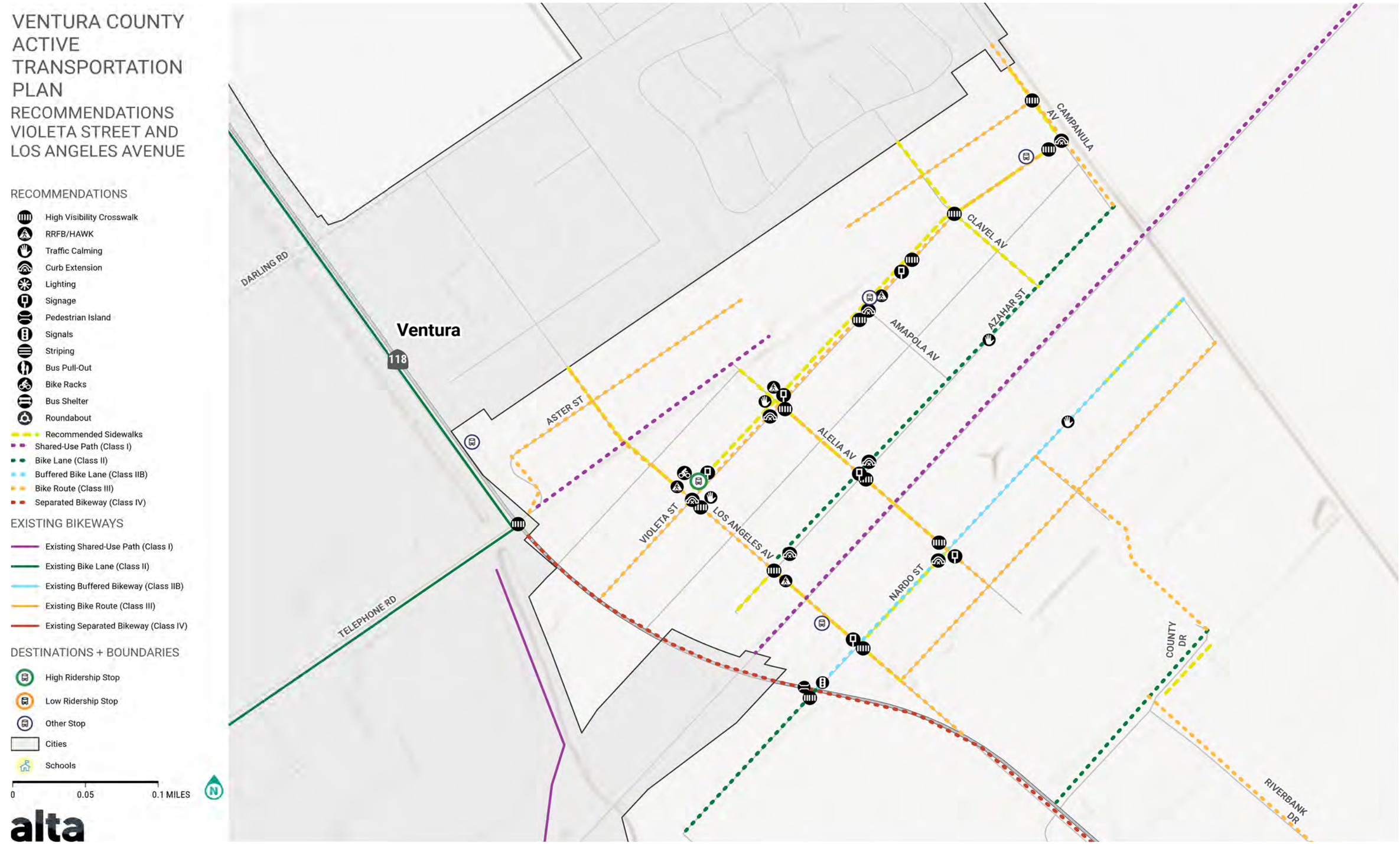
Ensure parking enforcement is adhered to in the area surrounding the stop to provide clear and unobstructed access to the stop via nearby sidewalks. Additionally, ensure landscaping along the sidewalks is regularly maintained to limit overgrown landscaping from blocking sidewalk access.

COMFORT AND AESTHETICS

To provide additional shaded space for waiting passengers and make the stop more inviting, install new tree basins and plant trees and landscaping near the stop. For a quicker and less costly solution, consider using planters with landscaping instead of tree basins.

With ample paved space surrounding the stop, public art or painted walkway surfaces would also make the stop more welcoming and easier to identify.

Figure 148 / Violeta Street and Los Angeles Avenue Recommendations



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Lowest Ridership Transit Stops

The following 10 transit stop locations are those with the lowest ridership levels in unincorporated Ventura County as of 2019. These stops do not include rural transit stops that serve smaller communities. Instead, these stops have the potential for increased ridership and are located near more dense businesses and residences. Like the Plan's approach to the top-performing stops, some locations include more than one transit stop given their close proximity to one another. Additionally, some groupings, such as the stops at State Route 33 and Woodland Avenue, contain a high-performing stop. Such outliers have been noted under their respective analysis, with contextual information provided to account for their comparatively high ridership levels.

In contrast to the top-performing transit stops, many of the lowest ridership stops consist solely of a bus stop pole and sign indicating the location of the stop. Many lack connections to nearby pedestrian and bicycle networks, and many are not ADA-accessible. None of the stops feature bike racks or other secure bicycle parking, and all lack pedestrian-scaled lighting. Most are also located in areas with few local or regional destinations, which may further explain low ridership levels.

The following section includes information about existing ridership levels, pedestrian and bicycle amenities, barriers to access, and recommendations to increase ridership levels for each of the 10 transit stop locations.

LOWEST RIDERSHIP TRANSIT STOPS

1 / **Central Avenue and Vineyard Avenue**

2 / **Somis Road and Rice Street**

3 / **State Route 33 (Ventura Avenue) and Casitas Water District**

4 / **Kanan Road and Sunnycrest Drive**

5 / **State Route 33 (Ventura Avenue) and Loma Drive**

6 / **State Route 33 (Ventura Avenue) and Sycamore Drive**
State Route 33 and Nye Road
State Route 33 and Arroyo Mobile Home Park

7 / **Walnut Drive and Balboa Street**
Walnut Drive and Alvarado Street
Collins Street and Alvarado Street

8 / **State Route 33 (Ventura Avenue) and Barbara Street**
State Route 33 and Country Village Mobile Home Park

9 / **Ventura Avenue and Fraser Lane**
Ventura Avenue and Los Cabos Lane
Ventura Avenue and Norway Drive

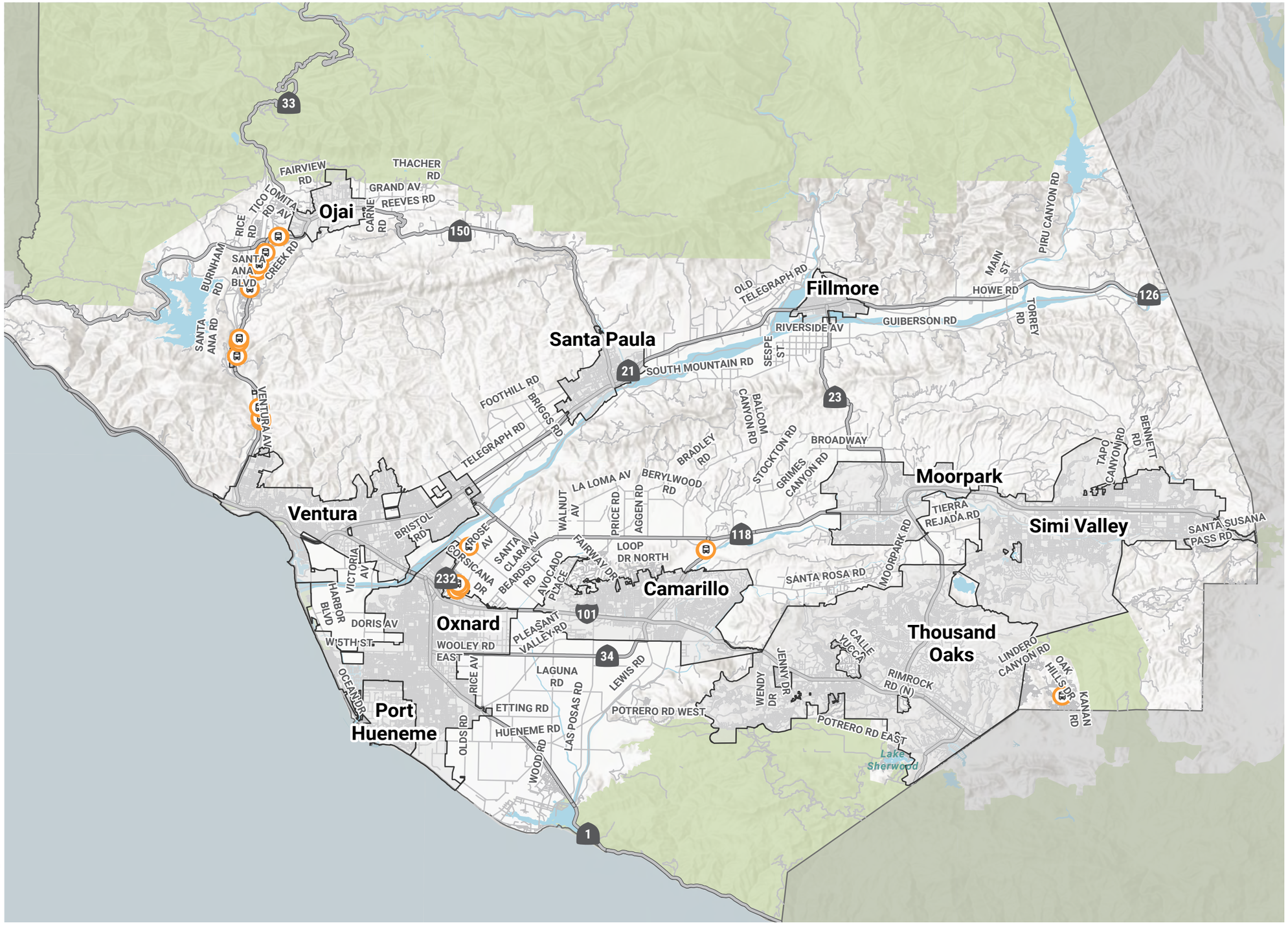
10 / **State Route 33 (Ventura Avenue) and Woodland Avenue**

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

RECOMMENDATIONS
WHOLE COUNTY EXTENT

DESTINATIONS + BOUNDARIES

- Low Ridership Stop
- Other Stop
- Cities



0 3 6 MILES

N

alta

1. Central Avenue and Vineyard Avenue

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 0
- Transit Service/Line: Gold Coast Transit 18G

LOCAL DESTINATIONS:

- Linda Vista Adventist Elementary School

	Central Avenue and Vineyard Avenue Northbound
Bus Stop Pole/Sign	X
Bus Pull-Out	
Shelter	
Bench	
Timetable	
Waste Bins	
ADA Accessible	

NEIGHBORHOOD CONTEXT:

This stop is located on the periphery of El Rio. The immediate area consists mainly of agricultural land and a small residential neighborhood with low-density housing. The stop is located on Central Avenue, a two-lane road with Class II bike lanes and a posted speed limit of 40 mph. The stop consists solely of a bus stop pole and sign.

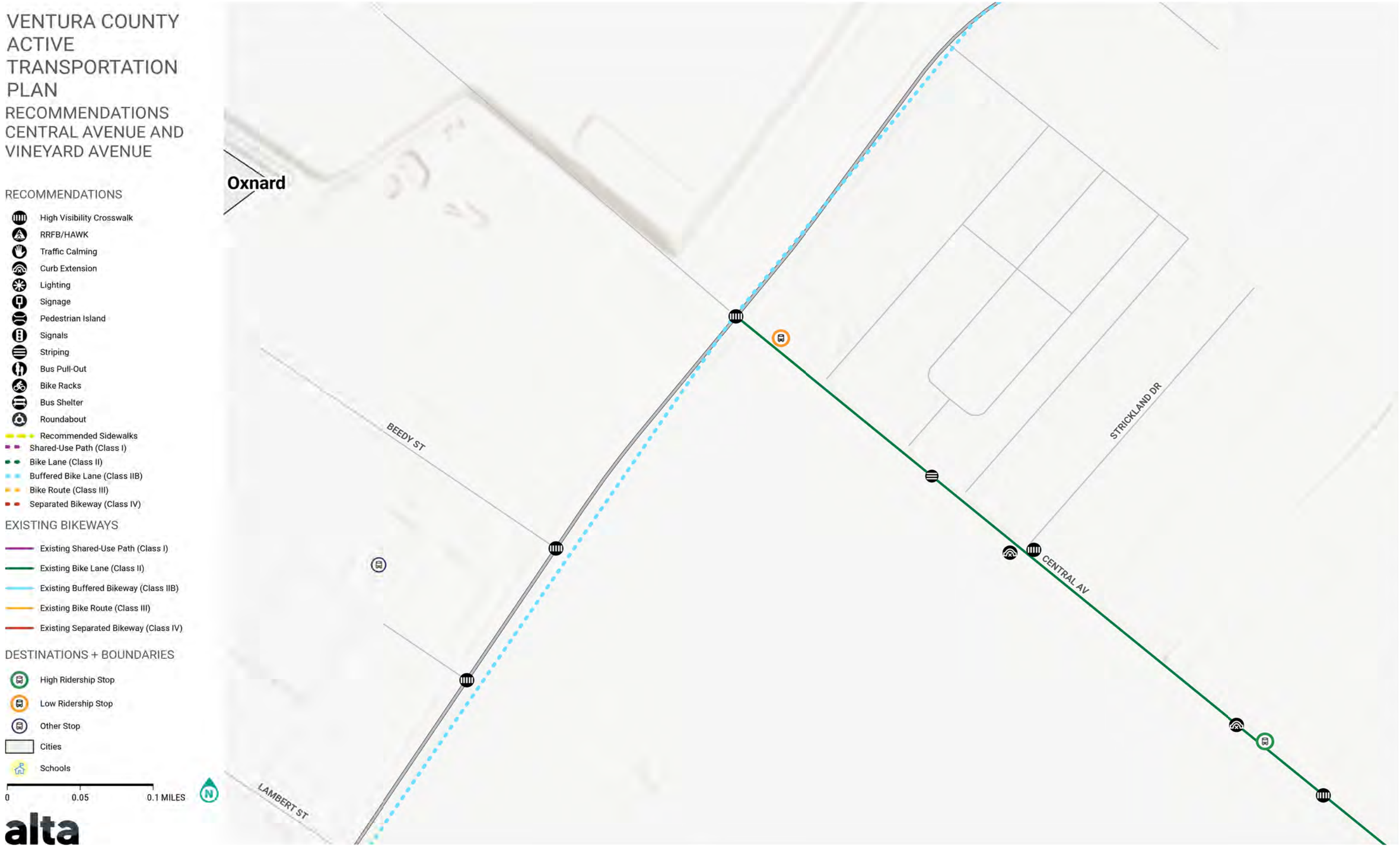
WHAT DID WE LEARN?

The stop is served solely by Gold Coast Transit's 18G route, a limited-service "School Tripper" bus that operates only on school days, once in the morning and once in the afternoon. While 18G is also open to the public, given its extremely limited service and connections to other stops or destinations, as well as the stop's location in a rural environment, it is likely that most, if not all, users of this stop are students from Rio Mesa High School.

Furthermore, most 18G riders board and alight at the preceding stop as it is adjacent to the main destination along this line (Rio Mesa High School). Consequently, other stops along this route experience low ridership levels, including this stop at Central Avenue and Vineyard Avenue. Though future development in the area may warrant regular bus service at this stop to attract additional riders, under existing conditions, such service would be impractical and unnecessary.

Accordingly, first-last mile recommendations would likely not affect ridership levels for this stop and are, therefore, not provided. Nevertheless, recommendations for improving bicycle and pedestrian safety in this area, as well as Safe Routes to School recommendations for Rio Mesa High School, have been provided in the previous chapters of this Plan and are shown in the following map.

Figure 150 / Central Avenue and Vineyard Avenue Recommendations



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2. State Route 34 (Somis Road) and Rice Street

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 0
- Transit Service/Line: VCTC Line 77

LOCAL DESTINATIONS:

- Somis Community Church and Preschool
- Somis Union Elementary School
- Somis Veterinary Hospital
- USPS Somis Branch
- Ventura County Fire Station 57
- Ventura County Resource Conservation District

	State Route 34 (Somis Road) and Rice Street Northbound	State Route 34 (Somis Road) and Rice Street Southbound
Bus Stop Pole/Sign	X	X
Bus Pull-Out		
Shelter		
Bench		
Timetable		
Waste Bins		
ADA Accessible		

NEIGHBORHOOD CONTEXT:

Somis is a small agricultural community with low-density housing and small neighborhood streets with low traffic stress (levels 1 to 2 of traffic stress). These stops are located on State Route 34 (Somis Road), a high stress, two-lane road lined with community stores and businesses with a posted speed limit of 40 mph (25 mph when students are present).

The stops consist solely of a bus stop pole and sign. A red curb spanning the stops provides dedicated space for passenger boarding and alighting.

The stops are served by VCTC Line 77, a commuter bus that operates only during the week (Monday through Friday), with 6 to 8 daily departures from these stops. This may help explain low transit ridership levels at these stops.

WHAT DID WE LEARN?

ACCESS AND SAFETY

- From 2014 to 2018, one pedestrian-involved collision occurred in the vicinity of the stops, at State Route 34 and Bell Street.
- The intersection adjacent to the stops has high-visibility crosswalks at its west and south legs, but lacks crosswalk markings on the east and north legs. Additionally, State Route 34 (Somis Road) features stop sign-controlled intersections, but only for traffic crossing east and west.
- The sidewalk along the northbound stop ends at the bus stop pole, with a steep asphalt ramp leading into adjacent private property. Cars and trailers periodically parked next to the ramp block access to the sidewalk from the north.
- The streets connecting to the stops lack bicycle infrastructure, so bicyclists must share the busy State Route 34 with motor vehicles.
- The stops are served only by a limited service commuter bus line, with few daily trips and no weekend service.

COMFORT AND AESTHETICS

- The stops provide no seating or shade for waiting passengers or timetable information, and may be hard to identify or locate.

RECOMMENDATIONS

ACCESS AND SAFETY

Install curb extensions at intersections along State Route 34 to narrow the roadway and alert drivers of approaching a residential area.

If they meet Caltrans' stop sign warrants, install stop signs at the north and south legs of the intersections of State Route 34 and Rice Street and State Route 34 and North Street to complement the existing high-visibility crosswalks and improve safety for those walking to the stops. Install high-visibility crosswalks at the legs of these intersections where they currently do not exist.

Install Class IIB buffered bike lanes along State Route 34 to connect residents to the bus stops and the City of Camarillo to the south. Bike routes along North Street would provide an expanded connection for bicyclists going to the stops. All recommendations along State Route 34 (Somis Road) will require coordination with Caltrans.

To attract non-commuting transit riders, establish regular bus service at these stops throughout the week and on weekends, connecting to shopping and entertainment destinations in Camarillo and Moorpark.

COMFORT AND AESTHETICS

Installing shelter structures, benches, timetable information, and trash and recycling cans would provide a more comfortable waiting space, make it easier to locate the stops, and improve overall convenience for transit riders.



Both stops consist only of a bus stop post and may be difficult to identify.

Figure 151 / State Route 34 (Somis Road) and Rice Street Recommendations



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3. State Route 33 (Ventura Avenue) and Casitas Water District

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 0
- Transit Service/Line: Gold Coast Transit 16

LOCAL DESTINATIONS:

- Casitas Municipal Water District
- Oak View Community Center

	State Route 33 (Ventura Avenue) and Casitas Water District Southbound
Bus Stop Pole/Sign	X
Bus Pull-Out	
Shelter	
Bench	
Timetable	
Waste Bins	
ADA Accessible	

NEIGHBORHOOD CONTEXT:

Oak View is a small residential neighborhood with low-density housing, situated in a narrow valley. Most streets have two lanes and street lighting but lack sidewalks and marked pedestrian crossings. Speed limits range from 25 to 35 mph.

This stop is located on State Route 33 (Ventura Avenue), a high-stress, north-south corridor that narrows from four lanes with a center turn lane to three lanes south of the stop. The stop consists of a bus stop pole and sign on a narrow curb (< 2 feet), between the Casitas Municipal Water District parking lot and State Route 33. A red curb in front of the stop ensures space for passenger boarding and alighting.

With no crosswalk at State Route 33 and Santa Ana Way, residents living to the east of State Route 33 are likely to cross the street at the intersection of State Route 33 and Santa Ana Boulevard and board the bus near there. This may explain the higher ridership at the State Route 33 (Ventura Avenue) and Santa Ana Boulevard stop.

WHAT DID WE LEARN?

ACCESS AND SAFETY

- The nearest intersection adjacent to the stop (at State Route 33 and Santa Ana Way) lacks crosswalk markings.
- A sidewalk gap disconnects nearby residents from the stop, with no ADA accessibility for riders using wheelchairs and other mobility devices. The lack of sidewalks near the stop forces pedestrians to walk and wait in a driveway and parking lot at the adjacent property.
- The stop lacks bicycle parking.

COMFORT AND AESTHETICS

- The stop provides no seating or shade for waiting passengers or timetable information and may be hard to identify or locate.
- The stop lacks trash cans and recycle cans.

RECOMMENDATIONS

ACCESS AND SAFETY

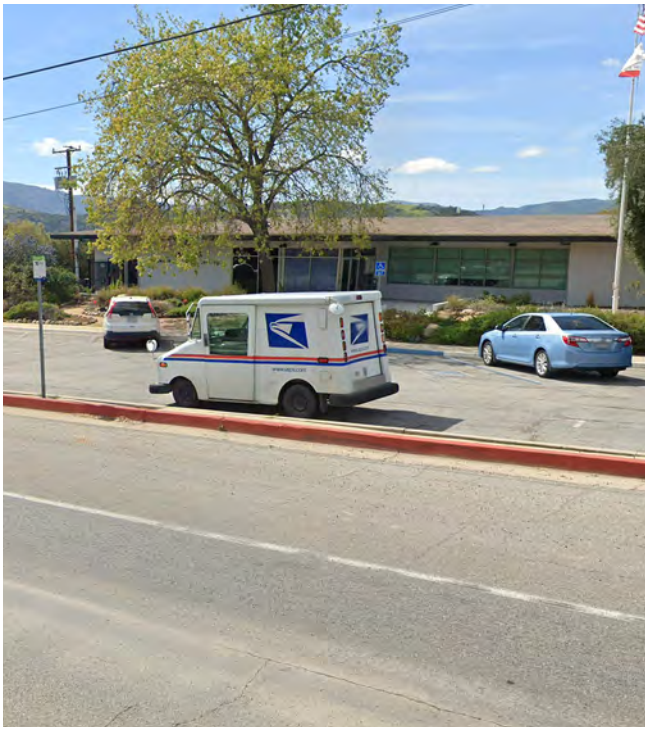
Install ADA-compliant sidewalks along State Route 33 (Ventura Avenue) and elsewhere in Oak View to improve access to the stop by walking or using wheelchairs and other mobility devices.

Install high-visibility crosswalks and yield signs at the intersection of State Route 33 and Santa Ana Way to improve safety and convenience for those who live to the east of State Route 33 walking to the stop.

Install bicycle racks at the stop to accommodate riders using a bicycle or other micromobility devices.

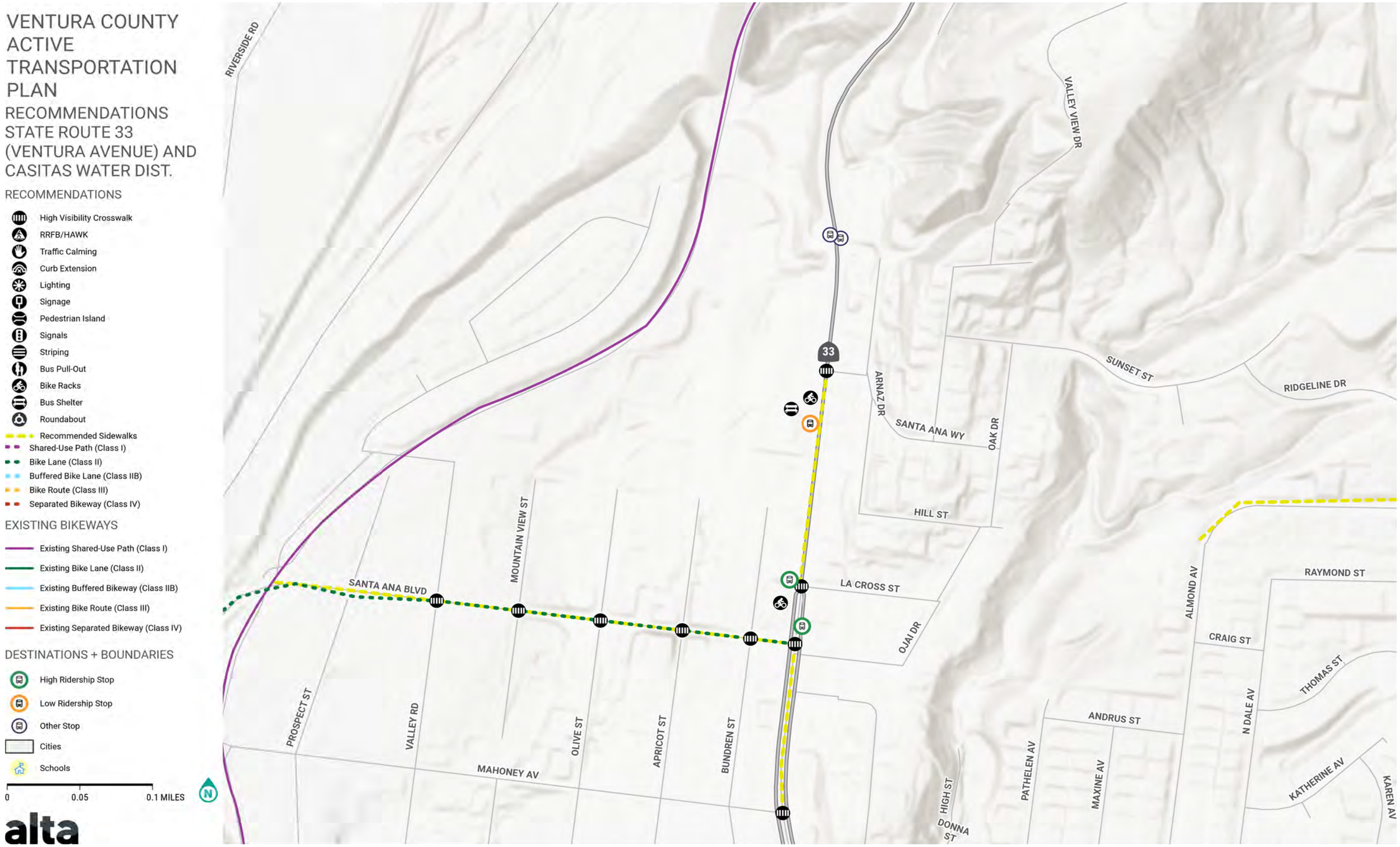
COMFORT AND AESTHETICS

Installing shelter structures, benches, timetable information, and trash and recycling cans would provide a more comfortable waiting space, make it easier to locate the stop, and improve overall convenience for transit riders.



The stop consists of a bus stop post in a parking lot, and lacks pedestrian and bicycle connections to the Oak View neighborhood.

Figure 152 / State Route 33 (Ventura Avenue) and Casitas Water District Recommendations



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4. Kanan Road and Sunnycrest Drive

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 2
- Transit Service/Line: Kanan Shuttle

LOCAL DESTINATIONS:

- Oak Park Community Garden

	Kanan Road and Sunnycrest Drive Southbound
Bus Stop Pole/Sign	X
Bus Pull-Out	
Shelter	
Bench	
Timetable	X
Waste Bins	
ADA Accessible	

NEIGHBORHOOD CONTEXT:

Oak Park is a residential neighborhood with low-density housing and streets ranging from narrow, two-lane roads to wide, multi-lane arterials. This stop is located on Kanan Road, a high-stress (level 4 of traffic stress), four-lane thoroughfare with a 45 mph posted speed limit, Class II bike lanes, paved sidewalks, and street lighting.

The stop has a bus stop pole and sign and timetable information. A red curb in front of the stops ensures designated space for passenger boarding and alighting.

Other Kanan Shuttle stops see much higher ridership levels, such as the northbound stops at Kanan and Sunnycrest, Kanan and Conifer, and Kanan and Deerhill, and the southbound stop at Kanan and Doubletree. In contrast to this low-performing stop, these other transit stops feature high-quality amenities like shelters, benches, and trash and recycling cans, and are also ADA accessible. The lack of amenities at the southbound Kanan and Sunnycrest stop may explain its lower ridership levels compared to those listed under the top 10 transit stops.

WHAT DID WE LEARN?

ACCESS AND SAFETY

- From 2014 to 2018, one pedestrian-involved collision occurred one block south of the stop, at Kanan Road and Smoketree Avenue.
- A high posted speed limit and level of traffic stress (level 4 of traffic stress) along Kanan Road may discourage bicyclists from using the bike lanes to access the stops.
- The shuttle must pull into the bike lanes on Kanan Road for passenger boarding and alighting.
- The intersection at Kanan Road and Sunnycrest Drive is only marked with standard crosswalks.
- The stop lacks bicycle parking.
- The stop pole is located in a grassy sidewalk parkway, making it difficult for passengers using wheelchairs or other mobility devices to access the shuttle from the stop.
- The stop and its immediate area lack wayfinding signage directing riders to local destinations.
- Faded red curb paint may reduce parking enforcement effectiveness.

COMFORT AND AESTHETICS

- While trees next to the stop provide shading to protect waiting passengers from the sun, the stop has no permanent shelter structure to protect waiting passengers from rain and other weather conditions.
- The stop provides no seating for waiting passengers.
- The stop lacks trash cans and recycle cans.

RECOMMENDATIONS

ACCESS AND SAFETY

Reducing the speed limit on Kanan Road or upgrading the existing bike lanes on Kanan Road to buffered bike lanes will make it safer for those bicycling to the stop. A Class III bike route along Sunnycrest Drive connecting to the bike lanes on Kanan Road would expand safe bike access to the stop.

To increase pedestrian visibility and safety, install curb extensions and upgrade existing standard crosswalks to high-visibility crosswalks at the intersection adjacent to the stop (Kanan Road and Sunnycrest Drive).

Install bicycle racks at the stop to accommodate riders using a bicycle or other micromobility devices.

Consider paving a portion of the grassy sidewalk parkway to provide waiting space for riders using wheelchairs or other mobility devices and make it easier to access the shuttle.

Installing wayfinding signage directing riders to local schools and destinations, such as Medea Creek Middle School, Oak Park Library, and the Medea Creek Trail, will enhance first-last mile accessibility and make it easier for riders to reach their final destination.

Repainting the faded red curb will emphasize designated space for transit passenger boarding and alighting only.

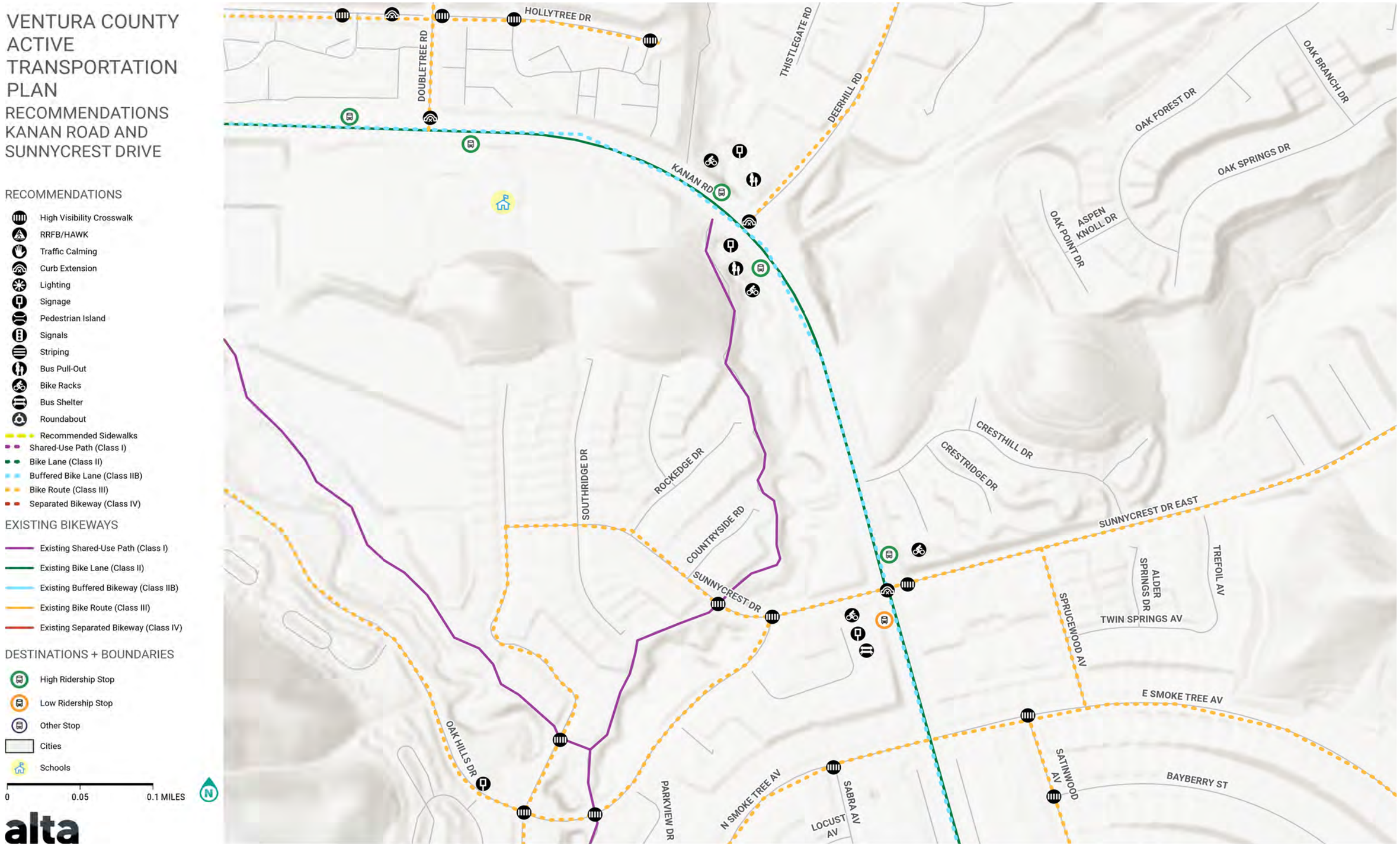
COMFORT AND AESTHETICS

Install shelter structures at the stop to protect waiting passengers from the sun, rain, and other weather conditions.

Install a bench at the stop to provide seating for waiting passengers.

Install trash and recycling cans to reduce littering at the stop and on the street.

Figure 153 / Kanan Road and Sunnycrest Drive Recommendations



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5. State Route 33 (Ventura Avenue) and Loma Drive

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 6
- Transit Service/Line: Gold Coast Transit Line 16

LOCAL DESTINATIONS:

- Blue Iguana Inn
- Mira Monte Elementary School
- Ojai Valley Trail

	State Route 33 (Ventura Avenue) and Loma Drive Northbound	State Route 33 (Ventura Avenue) and Loma Drive Southbound
Bus Stop Pole/Sign	X	X
Bus Pull-Out		X
Shelter		
Bench		X
Timetable		
Waste Bins		
ADA Accessible		

NEIGHBORHOOD CONTEXT:

Mira Monte is a rural community located between Oak View and Meiners Oaks, to the southwest of the City of Ojai. The immediate area consists mainly of low-density housing and small residential streets.

The stops are located on State Route 33 (Ventura Avenue), a high-stress, two-lane road with a posted speed limit of 45 mph (25 mph when students are present).

The northbound station only has a bus stop pole and sign. The southbound station consists of a bus stop pole and sign, bench, and pull-out area. A path connects the southbound stop directly to the Ojai Valley Trail, which further connects to sidewalks on Loma Drive.

WHAT DID WE LEARN?

ACCESS AND SAFETY

- The sidewalk at the northbound stop ends immediately at Loma Drive and the driveway to the Blue Iguana Inn, disconnecting residents living near Loma Drive south of State Route 33 and to the west of the Blue Iguana Inn.
- State Route 33 lacks sidewalks.
- The stops lack bicycle parking.
- Landscaping blocks access to the curb ramp connecting to the northbound stop.

COMFORT AND AESTHETICS

- The northbound stop provides no seating for waiting passengers.
- Both stops provide no shade or timetable information, and lack trash cans and recycling cans.

RECOMMENDATIONS

ACCESS AND SAFETY

Extend the sidewalk near the northbound stop to the south along Loma Drive and west along State Route 33.

Install high-visibility crosswalks along State Route 33 to help pedestrians safely access the stops, including at the adjacent intersection (State Route 33 and Loma Drive).

Install bicycle racks at the stops to accommodate riders using a bicycle or other micromobility devices.

Trim encroaching landscaping near the stops, especially at the curb ramp adjacent to the northbound stop.

COMFORT AND AESTHETICS

Install shelter structures at both stops to protect waiting passengers from the sun, rain, and other weather conditions.

Install a bench at the northbound stop to provide seating for waiting passengers.

Install timetable information to increase transit riding convenience.

Install trash and recycling cans to reduce littering on the street.



The northbound stop consists only of a bus stop post. Landscaping blocks the curb ramp adjacent to the stop, inhibiting access for users of wheelchairs and other mobility devices.

Figure 154 / State Route 33 (Ventura Avenue) and Loma Drive Recommendations



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6. State Route 33 (Ventura Avenue) and Sycamore Drive

+ State Route 33 (Ventura Avenue) and Nye Road, State Route 33 (Ventura Avenue) and Arroyo Mobile Home Park

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 3
- Transit Service/Line: Gold Coast Transit Line 16

LOCAL DESTINATIONS:

- Casitas Springs Community Center
- Ojai Valley Trail

	State Route 33 and Sycamore Drive Northbound	State Route 33 and Sycamore Drive Southbound	State Route 33 and Nye Road Northbound	State Route 33 and Arroyo Mobile Home Park Northbound	State Route 33 and Arroyo Mobile Home Park Southbound
Bus Stop Pole/Sign	X	X	X	X	X
Bus Pull-Out		X			X
Shelter					X
Bench		X			X
Timetable					
Waste Bins					X
ADA Accessible					

NEIGHBORHOOD CONTEXT:

These stops are located in Casitas Springs, a small residential community with low-density housing. The neighborhood is centered around State Route 33 (Ventura Avenue), a high-stress (level 4 of traffic stress), two-lane street with a posted speed limit of 35 mph.

Most of these stops consist only of a bus stop pole and sign, and are located on the shoulder of State Route 33. The southbound stop at State Route 33 and Arroyo Mobile Home Park (Mobil Lane) is a complete bus stop, with a bus pull-out area, shelter, bench, and trash and recycling cans, and the southbound stop at State Route 33 and Sycamore Drive has a bench and bus pull-out area. Speed feedback signs are present near the State Route 33 and Arroyo Mobile Home Park (southbound) and the State Route 33 and Sycamore (northbound) stops.

WHAT DID WE LEARN?

ACCESS AND SAFETY

- From 2014 to 2018, two pedestrian-involved collisions occurred along State Route 33 (Ventura Avenue) near the stops, including a collision at Sycamore Drive.
- The stops are all located along the shoulder of State Route 33, with many in unpaved setbacks, and lack safe pedestrian connections.
- Streets throughout Casita Springs lack sidewalks, forcing pedestrians walking to the stops into the street.
- Only one designated crossing exists along State Route 33 (at Ranch Road), resulting in pedestrians jaywalking or using unmarked crossings at intersections to access the stops.
- Stops consisting of only a bus stop pole and sign are difficult to identify and are sometimes blocked by parked cars and landscaping.

COMFORT AND AESTHETICS

- The stops are located close to passing vehicular traffic, which may make riders feel uncomfortable while waiting for the bus.
- Most of the stops lack shelter structures or other weather-protection elements, and do not have seating for those waiting. Additionally, the waiting area for stops located in unpaved setbacks consist of dirt, mud, and weeds, creating an uninviting and unpleasant environment.
- All stops lack timetable information.

RECOMMENDATIONS

ACCESS AND SAFETY

To provide safe pedestrian access to the stops, install sidewalks along State Route 33, connecting the stops to local neighborhood streets. Construct a paved walkway from the State Route 33 and Arroyo Mobile Home Park stop (southbound) to the Ojai Valley Trail to create a direct pedestrian and bicycle connection to the stop.

Installing sidewalks along local streets, such as Nye Road and Sycamore Drive, will complement sidewalks along State Route 33 and provide residents safe walkways separate from streets.

Installing marked crosswalks and rectangular rapid-flashing beacons at intersections near the stops, such as at State Route 33 and Sycamore Drive, will increase pedestrian visibility, predictability, and overall safety.

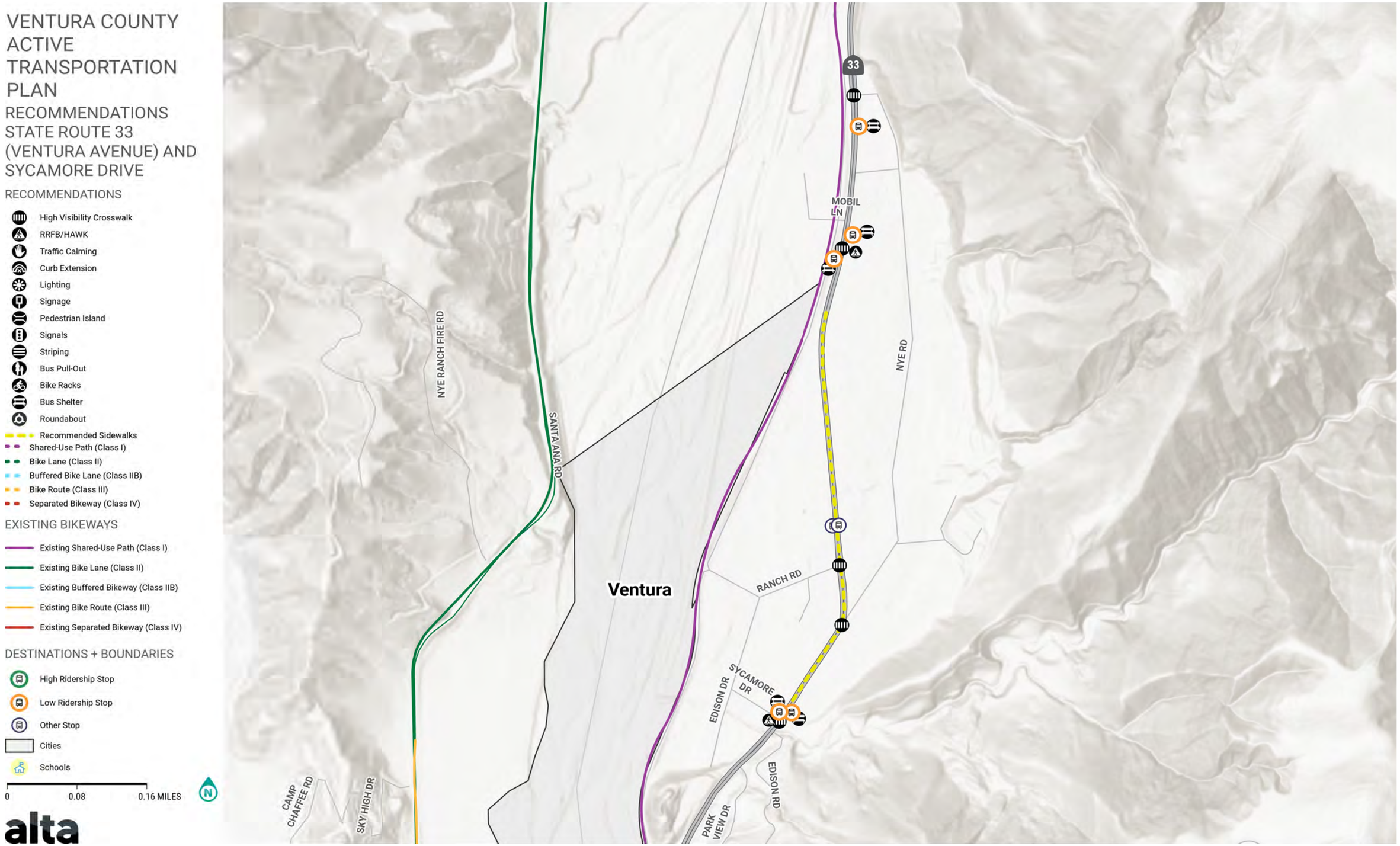
COMFORT AND AESTHETICS

Install paved waiting areas separate from the street at the stops located in unpaved setbacks to make waiting safer and more comfortable.

If space permits, construct shelters and benches to provide a comfortable waiting area shielded from weather elements and make it easier to identify the bus stops. Consider relocating stops with insufficient space for bus stop amenities, such as the northbound stop at State Route 33 and Sycamore Drive.

Install timetable information at all stops to increase rider convenience.

Figure 155 / State Route 33 (Ventura Avenue) and Sycamore Drive Recommendations



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7. Walnut Drive and Balboa Street

+ Walnut Drive and Alvarado Street, Collins Street and Alvarado Street

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 6
- Transit Service/Line: Gold Coast Transit Line 15

	Walnut Drive and Balboa Street Eastbound	Walnut Drive and Balboa Street Westbound	Alvarado Street and Walnut Drive Eastbound	Alvarado Street and Walnut Drive Westbound	Alvarado Street and Collins Street Eastbound	Alvarado Street and Collins Street Westbound
Bus Stop Pole/Sign	X	X	X	X	X	X
Bus Pull-Out						
Shelter						
Bench						
Timetable						
Waste Bins						
ADA Accessible						

LOCAL DESTINATIONS:

- Eternal Life Christian Center
- Holy Trinity Eastern Orthodox Church
- Iglesia Ni Cristo - Locale of Oxnard
- Northside Church of Christ
- Oxnard Korean Church
- Oxnard Seventh-Day Adventist Church
- Revive Community Church
- Rio Del Valle Junior High School
- Rio Plaza Elementary School
- Rio Real Elementary School

NEIGHBORHOOD CONTEXT:

El Rio is a small residential neighborhood with low-density housing and low-stress (level 1 of traffic stress), two-lane streets with a 25 mph posted speed limit. The neighborhood is bordered by agricultural properties to the north and east, a residential neighborhood (Riverpark) to the west, and US Highway 101 to the south. Most streets in the neighborhood lack sidewalks, curbs, marked pedestrian crossings, and lighting. All stops consist solely of a bus stop pole and sign.

WHAT DID WE LEARN?

ACCESS AND SAFETY

- From 2014 to 2018, three pedestrian-involved collisions occurred in the vicinity of the stops, including a collision at Alvarado Street and Orange Drive.
- The streets connecting to the stops lack sidewalks.
- There are no crosswalks at the intersections adjacent to the Alvarado and Walnut stops and the Alvarado and Collins stops. The intersection of Walnut Drive and Balboa Street also lacks a safe crossing.
- Deteriorating curbs and undefined street edges along Walnut Drive and Alvarado Street make it dangerous for those walking and bicycling to the stops.
- The stops lack bicycle parking.
- No wayfinding signage exists at the stops to direct riders to local destinations.
- Cars parked near the stops contribute to an unpleasant and unsafe waiting environment.

COMFORT AND AESTHETICS

- The stops provide no seating or shade for waiting passengers or timetable information.
- The stops lack trash cans and recycling cans.

RECOMMENDATIONS

ACCESS AND SAFETY

Install sidewalks throughout El Rio to provide safe pedestrian connections to the stops.

Install high-visibility crosswalks at all legs of the intersection at Walnut Drive and Balboa Street, Alvarado Street and Walnut Drive, and Alvarado Street and Collins Street to improve safety and convenience for the local residents and students walking to the stops. Installing stop signs, rectangular rapid flashing beacons, curb extensions, and other traffic calming methods can further improve pedestrian safety.

Repair deteriorating curbs to reduce the likelihood of pedestrian and bicyclist injuries.

Install bicycle racks at the stops to accommodate riders using a bicycle or other micromobility devices.

Install wayfinding signage for local destinations and churches to make it more convenient for riders to plan their trip and identify destinations along the route.

Consider parking restrictions near the stops to ensure space is available for waiting passengers.

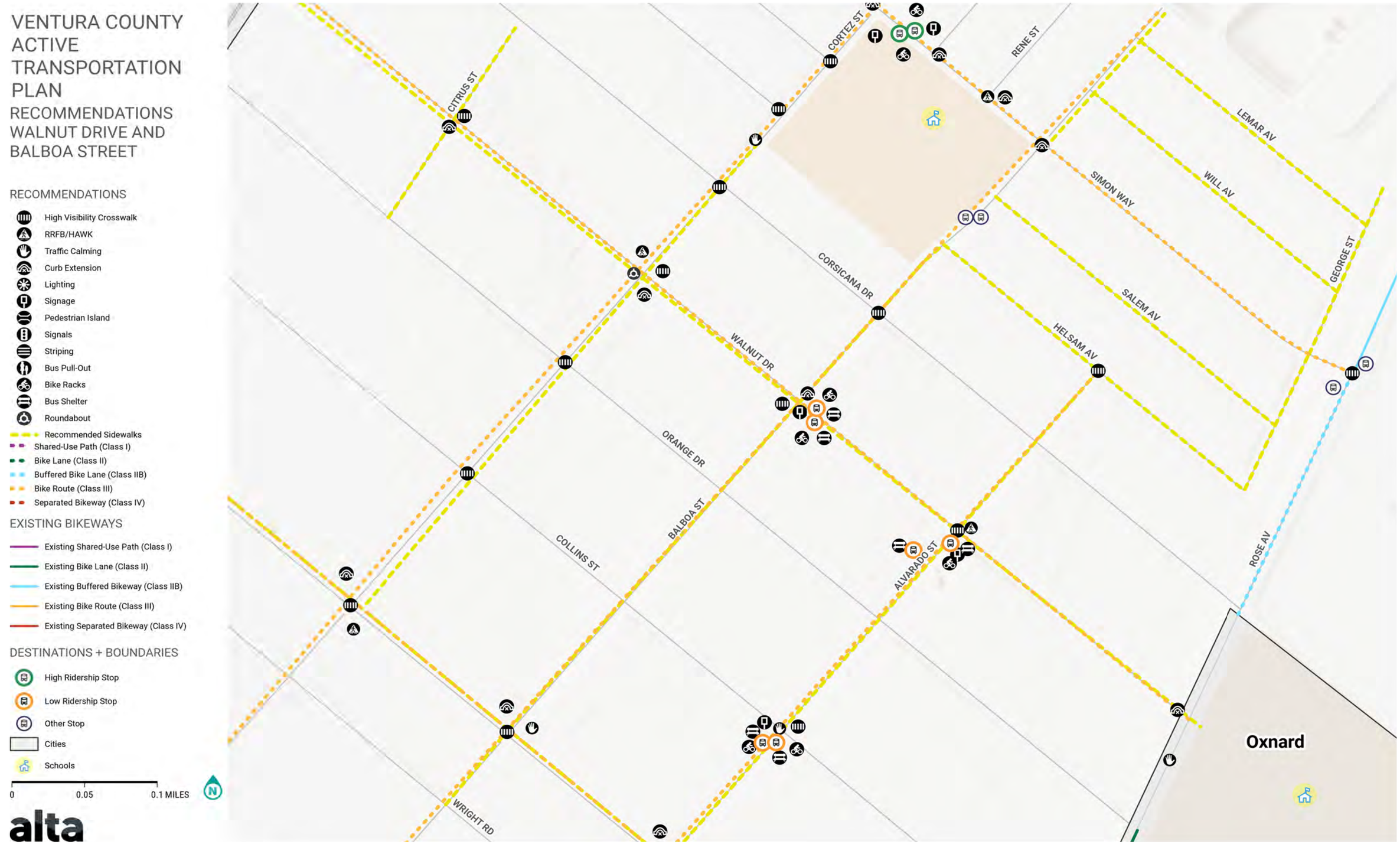
COMFORT AND AESTHETICS

Installing shelter structures, benches, timetable information, and trash and recycling cans would provide a more comfortable waiting space, make it easier to locate the stops, and improve overall convenience for transit riders.



The stops all consist only of a bus stop post, which may be difficult to identify. Unregulated parking near the stops also contributes to an unpleasant waiting environment.

Figure 156 / Walnut Drive and Balboa Street Recommendations



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8. State Route 33 (Ventura Avenue) and Barbara Street

+ State Route 33 (Ventura Avenue) and Country Village Mobile Home Park

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 10*
- Transit Service/Line: Gold Coast Transit Line 16

LOCAL DESTINATIONS:

- Ojai Valley Trail

	State Route 33 (Ventura Avenue) and Barbara Street Northbound	State Route 33 (Ventura Avenue) and Barbara Street Southbound	State Route 33 (Ventura Avenue) and Country Village Mobile Home Park Northbound	State Route 33 (Ventura Avenue) and Country Village Mobile Home Park Southbound
Bus Stop Pole/Sign	X	X	X	X
Bus Pull-Out	X	X	X	X
Shelter	X	X		
Bench	X	X	X	X
Timetable				
Waste Bins	X	X		
ADA Accessible				

NEIGHBORHOOD CONTEXT:

Oak View is a small residential neighborhood with low-density housing, situated in a narrow valley. Most streets in this area of Oak View are low stress (level 1 of traffic stress) with two lanes, street lighting, and low posted speed limits. Sidewalks are present on most streets west of State Route 33 (Ventura Avenue), but intersections throughout the area lack marked pedestrian crossings.

The stops are located on State Route 33 (Ventura Avenue), a high-stress, two-lane corridor with a posted speed limit of 45 mph. The stops all have a bench for waiting passengers and bus pull-out areas, which provide designated space for passenger boarding and alighting, and minimize conflict between buses and passing traffic. The State Route 33 and Barbara Street stops also have shelters for weather protection and waste bins.

**The southbound State Route 33 (Ventura Avenue)/Barbara Street stop experienced comparatively higher ridership in 2019 (7 average weekday riders compared to 1 at each of the other stops). This may be due to its location near the northern terminus of Gold Coast Transit Line 16, its connection to the Ojai Valley Trail, and its bus stop amenities.*

WHAT DID WE LEARN?

ACCESS AND SAFETY

- The northbound stops on the east side of State Route 33 lack pedestrian connections to the sidewalks in Oak View, and little space exists along State Route 33 for pedestrians.
- While the southbound stops on the west side of State Route 33 are located next to the Ojai Valley Trail, a small gap exists between the bus stop and the trail. Pedestrians must cross weeds and dirt or walk along State Route 33 to access these stops.
- No marked pedestrian crossings exist along State Route 33 near these stops, resulting in unsafe pedestrian behavior like jaywalking to access the stops.
- Large vehicles parked along the shoulder occasionally impede on the bus pull-outs and reduce visibility of passengers waiting at the stops.

COMFORT AND AESTHETICS

- The stops at Country Village Mobile Home Park lack shelter structures or other protection from weather elements, and do not have waste bins.
- All stops lack timetable information.
- Dirt and road debris is present at the stops.

RECOMMENDATIONS

ACCESS AND SAFETY

Install high-visibility crosswalks across State Route 33 near the stops to provide a safe crossing for pedestrians walking to the northbound stops.

Install a paved walkway between the southbound stops and the Ojai Valley Trail to provide direct and safe access to the southbound stops, separate from State Route 33.

Consider implementing parking restrictions along State Route 33 near the stops to ensure unobstructed transit access to the pull-out area.

COMFORT AND AESTHETICS

Install shelter structures and waste bins at the stops near Country Village Mobile Home Park to increase rider comfort while waiting.

Provide timetable information at all stops to increase convenience.

Ensure regular sweeping of the bus stops and cut back overgrown weeds surrounding the stops to provide a more welcoming environment.



The stops along the east side of State Route 33 (Ventura Avenue) lack pedestrian and bicycle connections entirely. No safe crossings across State Route 33 exist for passengers walking to these stops.

Figure 157 / State Route 33 (Ventura Avenue) and Barbara Street Recommendations



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9. Ventura Avenue and Fraser Lane

+ Ventura Avenue and Los Cabos Lane, Ventura Avenue and Norway Drive

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 16*
- Transit Service/Line: Gold Coast Transit Line 16

LOCAL DESTINATIONS:

- Pepsi Bottling Group
- Ventura River Trail

	Ventura Avenue and Fraser Lane Southbound	Ventura Avenue and Los Cabos Lane Northbound	Ventura Avenue and Los Cabos Lane Southbound	Ventura Avenue and Norway Drive Northbound	Ventura Avenue and Norway Drive Southbound
Bus Stop Pole/Sign	X	X	X	X	X
Bus Pull-Out					
Shelter				X	X
Bench			X	X	X
Timetable					
Waste Bins			X		
ADA Accessible					

NEIGHBORHOOD CONTEXT:

These stops are located along Ventura Avenue in a small community of low-density housing, just outside the City of Ventura. Ventura Avenue is a high-stress (level 4 of traffic stress), two-lane road with a posted speed limit of 35 mph, and is the main access road for large commercial trucks driving to the Pepsi Bottling Group plant.

The stops at Norway Drive have a shelter and bench, and the stop at Los Cabos Lane (southbound) has a bench and trash and recycling cans. The stops at Fraser Lane and Los Cabos Lane (northbound) have only a bus stop pole and sign. None of the stops are ADA accessible. Wide shoulders along Ventura Avenue provide space for passenger boarding and alighting, but unregulated daytime parking may result in cars parked in front of the stops.

**The southbound Ventura Avenue/Norway Drive stop experienced comparatively higher ridership in 2019 (11 average weekday riders compared to 0 to 2 at each of the other stops). This may be due to riders traveling from an adjacent residential neighborhood to destinations in the City of Ventura to the south.*

WHAT DID WE LEARN?

ACCESS AND SAFETY

- From 2014 to 2018, one pedestrian-involved collision that resulted in severe injuries occurred at Ventura Avenue and Crooked Palm Road, next to the southbound Ventura Avenue and Norway Drive stop.
- Intersections along this segment of Ventura Avenue are all uncontrolled, and lack pedestrian crossings, signals, and signage. Pedestrians crossing Ventura Avenue to access the stops must wait for a break in passing high-speed traffic.
- While bicyclists can use the nearby Ventura River Trail to reach the neighborhood, streets connecting to the stops lack bicycle infrastructure.
- Most stops include a paved waiting area which connects to neighborhood sidewalks. However, an unpaved sidewalk parkway at the Ventura Avenue and Fraser Lane stop (southbound) may make it difficult for riders in wheelchairs and other mobility devices to access the bus.
- Stops consisting of only a bus stop pole and sign are difficult to identify.

COMFORT AND AESTHETICS

- Some of the stops lack shelter or other weather protection, and lack seating for waiting passengers. All stops lack timetable information.
- The southbound Ventura Avenue and Norway Drive stop is located in an underpass, with trash, debris, and graffiti creating an unpleasant waiting environment.

RECOMMENDATIONS

ACCESS AND SAFETY

To create safe and visible crossings for local residents and employees walking to the stops, install crosswalks along Ventura Avenue at the intersections of Fraser Lane, Los Cabos Lane, and Norway Drive.

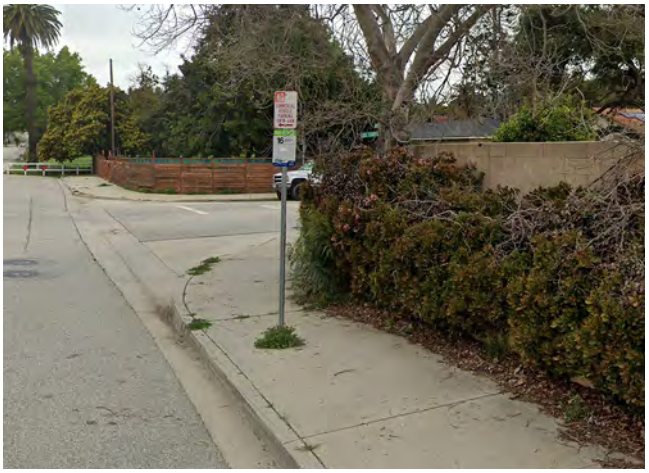
Class IIB buffered bike lanes are recommended along Ventura Avenue to separate bicyclists from motor vehicles and make reaching the transit stops more comfortable.

Pave a portion of the sidewalk parkway at the Ventura Avenue and Fraser Lane stop (southbound) to make it easier for riders in wheelchairs and other mobility devices to board and disembark from the bus.

COMFORT AND AESTHETICS

Install shade shelters and benches at stops where they do not exist to provide a comfortable waiting area for passengers, and install timetable information at all stops to increase rider convenience.

Ensure regular trash and graffiti removal, in particular around the State Route 33 underpass.



Stops along the east side of Ventura Avenue connect to sidewalks leading to nearby residential areas, but no marked crossings exist for those walking to stops on the west side of Ventura Avenue.

Figure 158 / Ventura Avenue and Fraser Lane Recommendations



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10. State Route 33 (Ventura Avenue) and Woodland Avenue

TRANSIT STOP DETAILS

- 2019 Average Weekday Ridership: 19*
- Transit Service/Line: Gold Coast Transit Line 16

LOCAL DESTINATIONS:

- Ojai Valley Trail
- Ojai Valley Baptist Church

	State Route 33 (Ventura Avenue) and Woodland Avenue Northbound	State Route 33 (Ventura Avenue) and Woodland Avenue Southbound
Bus Stop Pole/Sign	X	X
Bus Pull-Out	X	X
Shelter	X	X
Bench	X	X
Timetable		
Waste Bins	X	X
ADA Accessible		

NEIGHBORHOOD CONTEXT:

Mira Monte is a rural community located between Oak View and Meiners Oaks, to the southwest of the City of Ojai. The immediate area consists mainly of low-density housing, mobile home parks, and an apartment building.

These stops are located on State Route 33, a high-stress, two-lane road with a posted speed limit of 45 mph. Both are well-equipped with amenities including shelters, benches, trash cans, and bus pull-outs.

**While the northbound stop had an average of 2 weekday boardings in 2019, the southbound stop had 17. This is likely due to the stops' location near the northern terminus of Gold Coast Transit Line 16.*

WHAT DID WE LEARN?

ACCESS AND SAFETY

- From 2014 to 2018, two pedestrian-involved collisions occurred at State Route 33 (Ventura Avenue) and Woodland Avenue, including one that resulted in a fatality. Just north of the stops along State Route 33, an additional four pedestrian-involved collisions occurred, including one that resulted in a fatality and one in severe injuries.
- A high posted speed limit and lack of bike lanes on State Route 33 may discourage bicyclists from accessing the stops.
- The stops lack bicycle parking.
- A sidewalk gap exists between the northbound station and the intersection of State Route 33 and Woodland Avenue.
- The intersection of State Route 33 and Woodland Avenue is only marked with standard crosswalks.
- Lack of red curb paint may cause cars to park in front of the stop and block the boarding and alighting zone.

COMFORT AND AESTHETICS

- All stops lack timetable information.

RECOMMENDATIONS

ACCESS AND SAFETY

Install a sidewalk to fill in the existing gap between the nearby residential area and the stops.

To increase pedestrian visibility and safety, upgrade existing standard crosswalks at the intersection near the stop to high-visibility crosswalks.

Install bicycle racks at the stops to accommodate riders using a bicycle or other micromobility devices.

Repaint the faded red curb to emphasize designated space for transit passenger boarding and alighting only.

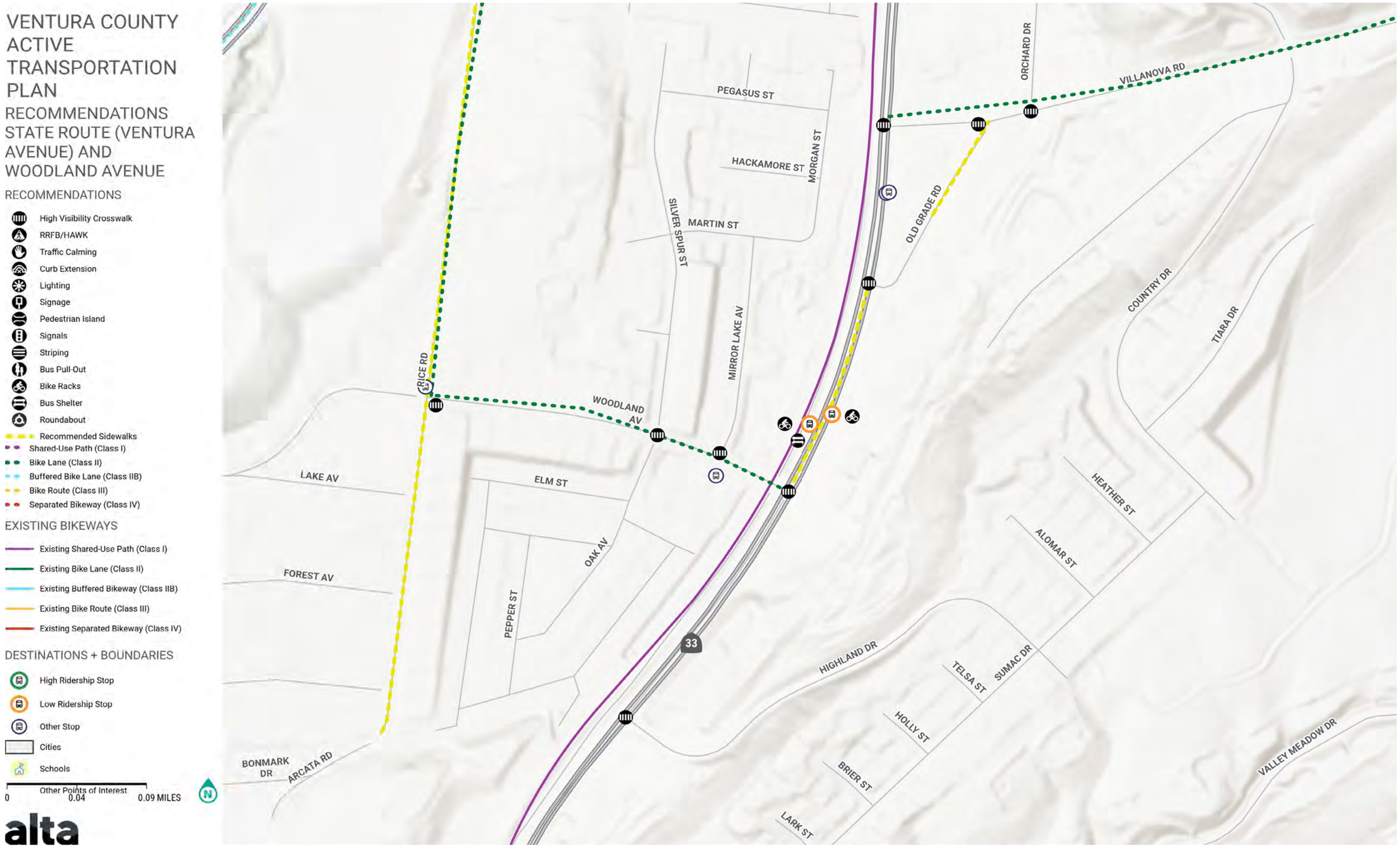
COMFORT AND AESTHETICS

Install timetable information at all stops to increase rider convenience.



Both stops are outfitted with high-quality amenities, but a sidewalk gap adjacent to the northbound stop hinders accessibility, especially for those using mobility devices.

Figure 159 / State Route 33 (Ventura Avenue) and Woodland Avenue Recommendations



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Programs

In addition to infrastructure recommendations, programmatic recommendations are important in creating an active transportation network that bicyclists and pedestrians feel comfortable using. Successful programming can follow a "Es" approach, adapted from the League of American Bicyclists. These "Es" include:

- **Equity**: Programming should reach all unincorporated County residents, particularly residents in disadvantaged communities that may have historically been underserved by County programming.
- **Education**: Educational programming can teach residents how to confidently ride a bicycle and walk to destinations in their communities.
- **Encouragement**: Creating a culture of active transportation through events, groups, and celebrations can encourage more residents to try walking or biking for everyday trips.
- **Evaluation**: The County should evaluate the effectiveness of its infrastructure and programmatic improvements and consider what future changes can be made to the active transportation network.

Each of the following programs is associated with a specific "E." Some of these programs are already in place in Ventura County, and should be continued. Other programs are recommendations that can be implemented with future funding opportunities. Like the infrastructure recommendations in this Plan, these programmatic recommendations were chosen in consideration of the unincorporated County's existing conditions and feedback received from community members. While the County can take the lead on implementing these programs, this may also be an opportunity to engage with stakeholders, like nonprofits, school districts, and neighboring jurisdictions, to help implement a program.

Overall Programs

Existing Programs

VENTURA COUNTY AREA AGENCY ON AGING'S - WALK WITH EASE PROGRAM

ENCOURAGEMENT

Walk with Ease is a six-week exercise program developed by the Arthritis Foundation that helps participants create a customized walking plan to stay motivated, manage pain, and exercise safely to stay strong, boost energy, and control weight. Participants walk together three times a week, starting slow and building up to walking for a total of 30 minutes.

VENTURA COUNTY SHERIFF'S OFFICE - SAFETY TRAINING COURSES

EDUCATION

Ventura County Sheriff's Office and local police departments lead Safety Training Courses at the request of some schools for bicyclists, skateboarders, and pedestrians.

VENTURA COUNTY - CYCLEMANIA

ENCOURAGEMENT

Cyclemania is a month full of events hosted by Ventura County Executive Office's Sustainability Division that encourages County employees to commute by cycling. Cyclemania includes Welcome Stations where the Division welcomes County employees heading into work with coffee, snacks, and information on how to get started on cycling to work. Cyclemania also features information about the commuter benefits available to employees like bike lockers, carpool parking permits, use of electric vehicles for business trips, and the Transportation Benefits Reimbursement Program.

KIDS & FAMILIES TOGETHER - BIKE RODEO & GIVE~AWAY EVENT

ENCOURAGEMENT | EQUITY

Bike Rodeo & Give~Away Event is hosted by Kids & Families Together, with Bike Ventura and Ventura California Highway Patrol. This event is for the foster/resource, kinship, adoptive and birth families Kids & Families Together serves. Children will receive bike and safety instruction, a free helmet, bike check, and rides around a course and around the neighborhood. This event also offers a bike drawing and provides a treat bag.

BIKE VENTURA COUNTY - MEMBERSHIP PROGRAM

ENCOURAGEMENT | EQUITY

Bike Ventura County offers membership programs to both Ventura residents and businesses. Individual members have access to discounts from local businesses and bike shops, special member-community rides and events, and tax deductible dues. Business members receive promotional advertisements from Bike Ventura County. Membership supports Bike Ventura County's advocacy team, the HUB community bike shop and Club Youth Program, and a work-trade program supporting the homeless in the community.

CHANNEL ISLANDS BICYCLE CLUB - COOL BREEZE CENTURY

ENCOURAGEMENT

Cool Breeze Century is a yearly event hosted by Channel Islands Bicycle Club every August. Funds raised through the Cool Breeze allow Channel Islands Bicycle Club to promote bicycling for recreation, health, commuting, and sport through financial support of bike projects, infrastructure, and national organizations that advocate for biking.



A road cyclist on Ojai Road (SR 150)

Existing Nonprofit Organizations

BIKE VENTURA COUNTY (BIKEVC)

ENCOURAGEMENT | EDUCATION

Bike Ventura County is an active, grassroots nonprofit, charitable 501(c)(3) corporation located in Ventura, California. They offer various educational programs, such as Traffic Skill 101, which teaches community members bicycle safety skills and emergency maneuvers. They also do encouraging gatherings and group biking events.

VENTURA COUNTY LEADERSHIP ACADEMY

ENCOURAGEMENT | ENGAGEMENT

Ventura County Leadership Academy is a nonprofit organization that connects and cultivates a diverse network of passionate, capable leaders through immersion in both critical issues shaping Ventura County and opportunities for personal and professional growth. The curriculum includes focus sessions on public safety, education, economic development, water, transportation, health care, nonprofits and volunteerism, the environment, agriculture and land use, regional issues, and governance. The academy helps teach residents how to reach leadership in the county, complete audits of their neighborhoods, and other elements intended to improve residents' ability to build healthy communities.

CHANNEL ISLANDS BICYCLE CLUB (CIBIKE)

ENCOURAGEMENT | EQUITY

Channel Islands Bicycle Club (CIBike) is a 501 (c)(4) nonprofit recreational bike club founded in 1990. CIBike advocates for improved infrastructure for biking, such as providing matching funds for the beautiful bike bridge on the Ventura River bike path. CIBike has over 300 members of all abilities, provides year-round riding events in Ventura County, and hosts public meetings on various cycling topics.

OLD KRANKS BICYCLE CLUB

ENCOURAGEMENT | EQUITY

Old Kranks Bicycle Club, whose membership includes women and men ages 50 and up, is a cycling group in Ventura County. The club hosts group riding events frequently and connects senior cyclists from diverse backgrounds to share camaraderie, safety, detailed accounts of the daily rides, photos and more.

Potential Future Programs

DEMONSTRATION PROJECTS

ENGAGEMENT | ENGINEERING | EVALUATION

Demonstration projects are temporary, short-term, low-cost roadway projects that are used to test, evaluate, and refine potential changes to the street before investing in long-term solutions. They use inexpensive materials such as paint and flexible bollards to try things like curb extensions, median refuge islands, protected bike lanes, and more. People can try out the demonstration and provide feedback to the County, which can be considered before permanent installation. Demonstration projects can also build support for permanent infrastructure and can encourage residents to advocate for safer pedestrian and bicycle infrastructure in their communities. Demonstration projects can be installed for as short as a few hours, or as long as a few weeks.

QUICK- BUILD PROJECTS

ENGAGEMENT | ENGINEERING | EVALUATION

Quick- build projects are installed quickly with low-cost materials. Unlike demonstration projects, quick- build projects are intended to be long-term installations. Quick- build projects provide active transportation improvements to communities on shorter timelines than traditional construction. Because of the low-cost materials, quick- build projects allow for flexibility, and can be modified after installation to better fit the needs of the community. Quick-build projects can last years, allowing Ventura County to collect ample resident feedback before constructing the improvement with more permanent materials.

SAFE ROUTES FOR SENIORS

ENGAGEMENT | EQUITY | ENGINEERING | ENCOURAGEMENT | EDUCATION | EVALUATION

Safe Routes for Seniors programs can provide active opportunities for older adults in Ventura County to foster healthy aging and longer years of independent living. The Safe Routes for Seniors project is based on the Safe Routes to School model, a highly replicable model that pioneered the approach of bringing together stakeholders, finding out their needs, and creating useful maps based on findings. The program develops tools and services to help seniors find ways to meet their transportation needs through trips that primarily include walking and transit, both by bus or light rail. Developing programs that include group walks geared toward seniors will also encourage social bonding. The program can include key awareness topics such as education for drivers to pay particular attention to senior pedestrians and specific improvements such as increasing crossing time in areas that experience a high number of seniors walking. Feedback received from the program can inform future infrastructure improvements that further address needs of older adults.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) - GO HUMAN CAMPAIGN

ENGAGEMENT | ENCOURAGEMENT

Go Human is a community engagement program with the goals of reducing traffic collisions in Southern California and encouraging people to walk and bike more. At the center of Go Human is a regional safety advertisement campaign, which encourages drivers to slow down and watch for people walking and biking and encourages all road users to abide by local laws and to be courteous to other users. Campaign materials can include posters, bus shelter ads, banners, yard signs, spoke cards, and more.

BIKE RACK SPONSORSHIP PROGRAM

ENCOURAGEMENT | ENGINEERING

To help meet the demand for short-term bicycle parking, the County can develop a bike rack sponsorship program where a donor purchases a bike rack for their community, and a dedication plaque is personalized with a message or logo from the donor. The location of the bicycle rack is agreed upon by the donor and the county. In addition to the cost of the bicycle rack and dedication plaque, the donor pays for the associated installation and maintenance costs.

TRANSPORTATION DEMAND MANAGEMENT

ENCOURAGEMENT

Transportation Demand Management strategies can help the unincorporated areas in Ventura County reach their active transportation goals by incentivizing businesses who encourage walking and biking, and by disincentivizing driving by limiting parking, implementing rideshare systems, creating active transportation campaigns, and providing active transportation options.

BICYCLE AND PUBLIC TRANSIT TOURS

ENCOURAGEMENT

Bicycle and public transit tours can promote local and regional tourism to the area. Potential themes include a focus on businesses and festivals, coordination with major events, recreational road cycling, and history.

BICYCLE FRIENDLY BUSINESSES

ENCOURAGEMENT

Awarded by The League of American Bicyclists, bicycle friendly businesses are recognized for their efforts in encouraging employees to bike to work. Employers may offer incentives such as bicycle equipment subsidies, bicycle commuter tax benefits and guaranteed ride home programs. Employers can also encourage bicycling by participating in bike to work days and bicycle events in the community, offering shared bicycles for employees, providing bicycle parking, showers, and repair tools, and inviting instructors to teach employees safe bicycling skills. The County should encourage businesses in unincorporated communities to implement these incentives and apply for the award.

ACTIVE TRANSPORTATION COUNTS

EVALUATION

Pedestrian and bicyclist counts can help identify travel patterns for active transportation users and can track the usage of new active transportation infrastructure. Counts should be conducted at intersections or street corridors prior to the implementation of new infrastructure, and then again after the implementation of the infrastructure. These counts will help the County of Ventura understand how future active transportation infrastructure can best serve the community, and the types of programming that may benefit pedestrians and bicyclists in the community.

BIKE VOUCHER PROGRAMS

EQUITY | ENCOURAGEMENT

Bike voucher programs can be enacted in different ways. For disadvantaged communities in unincorporated Ventura County, the County can offer vouchers to qualifying residents to purchase a new bicycle or to offset the cost of a new bicycle. Ventura County may also choose to offer incentives for residents that forego car ownership in exchange for bicycle vouchers. Residents that do not own a motor vehicle can apply for the incentive, and in exchange, Ventura County can provide the resident with a voucher to purchase a new bicycle or to maintain an existing bicycle. These vouchers can help create a more equitable transportation network by ensuring all residents in Ventura County have access to an efficient mode of transportation, and by reducing the number of motor vehicles on the road.

FOOD SAFETY EDUCATION FOR BICYCLISTS

EDUCATION

Agriculture is a leading industry in Ventura County. With several bike paths to be built through agricultural land in remote areas of Ventura County, local farmers raised their concerns about food safety, such as people littering onto the fields, animals and people relieving themselves on the crops, and farming operations being interrupted. The County and the local bike clubs can incorporate food safety education into their bike training courses and group rides to encourage bicyclists to respect farmlands and wild animals.

Safe Routes to School Programs

INTERNATIONAL WALK TO SCHOOL DAY

ENCOURAGEMENT

International Walk to School Day is an opportunity for schools to highlight the many benefits of walking and promote pedestrian safety for students. The event is observed each year on the first Wednesday in October. The observance creates awareness and inspires local action on creating a safer and environmentally sustainable environment.

SCHOOL CROSSING GUARD TRAINING

EDUCATION | ENGINEERING

School Crossing Guards play an integral role in fostering a safe and comfortable environment for students walking and bicycling to school. Training is an essential step to help ensure that Crossing Guards are performing properly and safely. Crossing Guards can help create gaps in traffic on busy neighborhood collector roads, remind drivers of the presence of people walking, help instill safe walking skills



A resident riding a horse in Nyeland Acres.

in students and their families, and indicate when people driving should yield. The California Active Transportation Resource Center provides trainer courses at no cost to help jurisdictions and law enforcement with guidance on how to train and vet potential new and existing Crossing Guards.

COUNTY-WIDE SRTS ADVISORY COMMITTEE

ENGAGEMENT | EVALUATION

A Safe Routes to School Advisory Committee was formed as a part of the development of the 2018 Ventura County Safe Routes to School Plan. Continuing to convene this group can help guide future Safe Routes to School projects and programs. Ventura County Public Health is especially qualified to lead the Safe Routes to School advisory committee given their extensive experience implementing similar efforts.

BP/AR 5142.2 – SAFE ROUTES TO SCHOOL PROGRAM

ENCOURAGEMENT

Encourage school districts to adopt the California School Board Association's sample board and administrative regulations BP/AR 5142.2 – Safe Routes to School Program. Including SRTS language in a school board policy can be an important first step toward supporting SRTS activities in schools throughout the County.

BIKE/PEDESTRIAN EDUCATION

EDUCATION

School-based skills and traffic safety instruction can be conducted during PE or an after-school program and emphasizes development of pedestrian and bicycle traffic safety skills, bike handling skills, safe riding practices ("street smarts"), helmet fit, and bike prep.

CONTESTS & CHALLENGES

ENCOURAGEMENT

Students track walking and biking trips to school toward some kind of goal or reward. Trips can be tallied for individuals, classrooms, grades, or school-wide. Track trips using punch cards, tally sheets, or an app toward individual or group rewards.

PARK & WALK

ENCOURAGEMENT

School buses and caregivers drop students at an established location a few blocks from school where students are greeted by school staff or other volunteers and supervised on their walk to school. Park & Walk programs can also follow a dispersed model using nearby neighborhood streets for drop-off and pick-up.

SAFE ROUTES TO SCHOOL CAMPAIGN

ENGAGEMENT | ENCOURAGEMENT

Safe Routes to School Campaigns are meant to educate parents, neighbors, and others to drive slowly and attentively, and watch out for students walking and biking near schools. Campaigns may use a range of strategies to share messaging including yard signs, banners, school communications, and more.

SCHOOL COMMUNICATIONS

ENGAGEMENT | ENCOURAGEMENT

Promote safe walking, bicycling, and driving behavior and encourage families to walk and bike to school through school communication channels such as newsletters, social media, websites, and in-person events. Comunications can include customized, high resolution graphics and messaging ready to share through electronic platforms or in print.

STUDENT SAFETY PATROL

ENGAGEMENT | ENCOURAGEMENT

Student volunteers from upper elementary, middle, and junior high school can complete a traffic safety training and learn to direct children to safely cross vehicle traffic on and adjacent to campus. Typically, patrols are appointed by a teacher or principal with parent approval.

SUGGESTED ROUTES TO SCHOOL MAPS

EDUCATION | ENCOURAGEMENT

Customized maps showing suggested walking (and biking for older students) routes to school along with key information including crossing guard locations, signalized or stop-controlled intersections, approximate route times, key landmarks, and more.

WALK/BIKE FIELD TRIPS

ENCOURAGEMENT

Students travel to a field trip destination on foot or by bike, or the field trip could be the walk or bike itself. Possible destinations could be nearby parks or natural areas, city hall, a fire department, museum, library, theater, and more.

WALKING SCHOOL BUS

ENCOURAGEMENT

A walking school bus is a safe and fun way for students to travel to and from school with adult supervision. Each "bus" walks along a set route with one or more adults leading it, picking students up at designated stops along a predetermined route and walking them to school. Walking school buses are great ways to address concerns about stranger danger.

SAFE ROUTES TO SCHOOL WORKSHOPS

ENGAGEMENT | EVALUATION

These 30- to 60-minute workshops can be held for parents, guardians, school staff, city engineers and planners, law enforcement, and other Safe Routes to School stakeholders. Workshop goals and activities can vary, and may include identifying issues, brainstorming opportunities, sharing information and resources, and more.

FACILITIES IMPROVEMENTS

ENGINEERING

Promote community health by developing opportunities for physical activity such as creating parks space, walking paths, and greening of existing routes to school.

RESIDENT LEADERSHIP ACADEMY

ENCOURAGEMENT

Promote community engagement and build capacity for community improvement activities such as those above through the facilitation of Resident Leadership Academy.



Bike Ventura County and Channel Islands Bicycle Club engaged with residents for this Active Transportation Plan.

06

Implementation and Prioritization



/ Implementation and Prioritization

This chapter describes the considerations that the County must make prior to implementing the Plan's recommended bicycle and pedestrian improvements. Each recommendation was prioritized based on a set of criteria and ranked based on the prioritization scores. These scores help organize all the recommendations into a list highlighting projects that should be a priority for funding and implementation.

Cost estimates are provided for each recommendation type, and funding source options are described that can be used for designing and constructing the recommendations. Maintenance and jurisdictional coordination are important factors in implementing infrastructure, and this chapter describes existing and proposed mechanisms for facilitating factors.

Non-infrastructure programming can help residents realize the full potential of the unincorporated County's active transportation network by educating and encouraging residents to walk or bike. This chapter also includes a list of existing and proposed programs to make walking and biking fun and safe.

Cost Estimates

Planning level cost estimates are shown in **Table 4**. These cost estimates are based on 2023 construction costs for similar projects with additional fees added for environmental processes, design, and construction administration. However, due to the varying typology of Ventura County, these estimates may vary significantly from the final implementation costs. Costs can also change due to inflation, or if projects are implemented in conjunction with other road improvements or construction projects. These cost estimates represent the most frequently recommended projects in this Plan. There are some unique recommended projects that will require further study by the County to determine their cost estimates. Future studies will determine the final cost estimate of each project prior to its implementation.

Individual project cost estimates are provided for the top 10 sidewalk and pedestrian projects in each prioritization category. Bicycle cost estimates are provided for projects that had previous estimates completed as a part of the County's 2020 Category C Bikelanes Feasibility Study. Additional information about this study and other cost estimate data can be found in **Appendix E**.

Prioritization

Prioritizing projects helps to identify projects that the County should work to implement and fund first. The prioritization process for this Plan was based on a set of Supervisorial Board-approved criteria that measures factors such as safety, active transportation use, equity, connectivity, and community support.

Table 4 / Cost Estimates

Cost Estimate Item Description	Quantity/ Mileage	Unit Cost	Total Cost
Class I Shared-Use Path	44	$1,912,500	$84,150,000
Class II Bike Lanes	59	$168,300	$9,929,700
Class IIIb Buffered Bike Lanes	69	$493,425	$34,046,325
Class III Bike Route	32	$44,625	$1,428,000
Class IV Separated Bikeway	1	$2,949,075	$2,949,075
Bike Racks	29	$10,200	$295,800
Bus Pull-Outs	3	$95,625	$286,875
Bus Stop Improvements (Shelter, Seating, Trash Can)	33	$38,250	$1,262,250
Curb Extensions	211	$63,750	$13,451,250
HAWK	1	$510,000	$510,000
High-Visibility Crosswalk	558	$6,375	$3,557,250
Leading Pedestrian Interval	12	$127,500	$1,530,000
Pavement Markings (Stop/Yield)	22	$2,550	$56,100
Pedestrian Island	2	$127,500	$255,000
Reflective Edge Markers	30	$128	$3,825
Roundabout	2	$191,250	$382,500
RRFB	22	$76,500	$1,683,000
Sidewalk	39	$637,500	$24,862,500
Signage	21	$1,084	$22,759
Stop Warrant	21	$6,375	$133,875
Traffic Calming Plan	8	$19,125	$153,000
		Total	$180,949,084

The prioritization process was conducted four times to account for each category. The results of these processes ranked projects in three tiers. Tier 1 projects best address safety and comfort issues, connect to destinations, are community supported, and are most feasible for construction. Tier 2 and 3 projects are those that score lower in the metrics. However, if the opportunity to implement lower tier projects arises, the County could take the opportunity.

The prioritization process may be re-run by Ventura County staff as priorities change and data is updated.

Prioritization Criteria

Table 5 and **Table 6** show the criteria used for prioritization. The full description of the criteria can be found in **Appendix E**. This criteria is Supervisorial Board-approved for pedestrian and bicycle infrastructure projects. The highest score for a pedestrian project is 100 points, and the highest score for a bicycle project is 115 points.

Prioritization Categories

Each recommendation falls into one of the following categories. Each recommendation will only be prioritized one time, based on the category in which it best fits. Each category will have three tiers of scores.

Safe Routes to School

These are projects within a half-mile of the 50 study schools in this Plan. This list should be referred to when the County wants to implement improvements with a focus on schools. The results of this process are in **Appendix E**.

First-Last Mile

This category includes projects that are within a half-mile of the top and bottom transit stops as described in the first-last mile recommendations section of the Plan. Some first-last mile projects are also within a half-mile of a school. Because of this overlap, prioritized first-last mile projects will be those directly related to transit, including wayfinding signage, bus pull-outs, bike racks, and bus shelters. This list should be referred to when the County wants to implement improvements with a focus on transit connections. The results of this process are in **Appendix E**.

Bicycle and Pedestrian Network Prioritization

Any remaining projects will be prioritized as network projects. These are projects that help create a complete active transportation network in the unincorporated County. This list should be referred to when the County wants to implement improvement with a focus on regional connections. The results of this process are in **Appendix E**.

Overall Project Prioritization

All the projects were also combined to run a full pedestrian and full bicycle prioritization process. The results of this process are in **Table 7, Table 8 and Table 9.** A combined table of projects, in which the bicycle, pedestrian and sidewalk projects are compared against each other can be found in **Appendix E**.

Table 5 / Pedestrian Infrastructure Prioritization Criteria

	Category	High Points	Medium Points	Low Points
Safety & Comfort	Roadway Speed- *Posted speed limits*	>45 mph (10 points)	30-45 mph (7 points)	<30 mph (5 points)
	Collisions- *Collisions involving a pedestrian within last 10 years*	Mid -block collision (10 points	-	Any other collision (5 points)
	Pedestrian Counts- *Based on collected pedestrian counts in Summer 2022*	Top 1/3 location of counts (10 points)	Middle 1/3 location of counts (7 points)	Lower 1/3 location of counts (5 points)
	Vehicle counts- *Average daily vehicle counts*	>5,000 vehicles (5 points)	2,000-5,000 vehicles (3 points)	<2,000 vehicles (2 points)
Needs Assessment	School zone- *Near school walking route*	<.25 mile of school (10 points)	.25-.5 mile of school (7 points)	.5-1 mile of school (5 points)
	Gap closure- *Near sidewalk gap*	Within 2 blocks of gap (10 points)	Within 3 blocks of gap (7 points)	Within 4-5 blocks of gap (5 points)
	Land use- *Based on land use designation*	Urban/ residential/ mixed use (10 points)	Urban residential (5 points)	Rural residential (2 points)
	Connectivity to destinations- *Connectivity to schools, recreational areas, businesses, and health care*	> 2 destinations (10 points)	2destinations (7 points)	1 destination (5 points)
	Disadvantage community- *Based on CalEnviroScreen scores*	Yes (5 points)	-	No (0 points)
Partnership	Community Support- *Support based on engagement activities*	Supportive comments (5 points)	No comments (3 points)	Negative comments (0 points)
Constructibility	Constructibility- *Ease of construction based on factors like shoulder width, drainage, utilities, and road realignment*	Lower effort constructibility (10 points)	Medium effort constructibility (5 points)	Higher effort constructibility (1 points)
Funding Leverage	Funding- *Project already has allocated funding*	Yes (5 points)	-	No (0 points)
	Total	100 Points		

Table 6 / Bicycle Infrastructure Prioritization Criteria

	Category	High Points	Medium Points	Low Points
Safety & Comfort	Roadway Speed- *Posted speed limits*	>45 mph (10 points)	30-45 mph (7 points)	<30 mph (5 points)
	Lane width- *Width of travel lane*	10 feet or less (10 points)	11 feet (7 points)	12 feet or greater (5 points)
	Collisions- *Collisions involving a bicycle within last 3 years*	>3 collisions (10 points)	2-3 collisions (7 points)	1-2 collisions (5 points)
	Bicycle counts- *Average daily bicycle counts within last year*	Top 1/3 used street (10 points)	Middle 1/3 used street (7 points)	Lowest 1/3 used street (5 points)
	Vehicle counts- *Average daily vehicle counts*	>5,000 vehicles (5 points)	2,000-5,000 vehicles (3 points)	<2,000 vehicles (2 points)
Route Readiness	Constructibility- *Ease of construction based on factors like shoulder width, drainage, utilities, and road realignment*	Lower effort constructibility (15 points)	Medium effort constructibility (10 points)	Higher effort constructibility (5 points)
	Connectivity- *Connectivity to existing bicycle lanes*	<1 mile (5 points)	1-3 miles (3 points)	>3 miles (2 points)
	Identified in Plan- *Road is identified in Bicycle Master Plan (BMP) or VCTC Wayfinding Plan (BWP)*	Both Plans (10 points)	Only in BMP (6 points); Only in BWP (4 points)	None (0 points)
Sustainability & Economic Benefit	Population density- *Based on land use designations*	Urban (5 points)	-	Rural (3 points)
	Connectivity to other modes- *Connectivity to bus stops and rail services*	Yes (5 points)	-	No (0 points)
	Connectivity to destinations- *Connectivity to schools, recreational areas, businesses, and health care*	> 6 destinations (10 points)	3-6 destinations (7 points)	<3 destinations (5 points)
Partnership	Community Support- *Support based on public input map*	5 comments (10 points)	2-4 comments (5 points)	1 comment (3 points)
Funding Leverage	Funding- *Project already has allocated funding*	Yes (10 points)	-	No (0 points)
Total		115 Points		

Table 7 / Overall Bicycle Scores

	Recommendation Street	Start Street	End Street	Bikeway Class	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 1	State Route 118	North Saticoy Limit	South Saticoy Limit	Class IV	Non-County	Network	86	
	Telegraph Rd	County Boundary	County Boundary	Class IIb	County	SRTS	83	$2,053,505***
	Olivas Park Dr	County Boundary	County Boundary	Class IIb	County	Network	81	$387,432***
	Potrero Road West	Old Hueneme Rd	Oxnard St	Class II	County	Network	76	$1,180,000*
	Victoria Ave	Gonzales Rd	County Boundary	Class IIb	Non-County	SRTS	75	$552,636***
	Santa Rosa Rd	Las Posas Rd	Moorpark Rd	Class IIb	County	SRTS	75	$552,000*
	Potrero Rd	Oxnard St	County Boundary	Class I	County	Network	73	
	State Route 150	State Route 33	Los Encinos Rd	Class IIb	Non-County	Network	73	
	Harbor Blvd	County Boundary	County Boundary	Class IIb	County	Network	73	
	Moorpark Rd	Santa Rosa Rd	Tierra Rejada Rd	Class IIb	County	Network	73	
	Rose Ave	Central Ave	State Route 118	Class IIb	County	SRTS	73	$4,180,000**
	Howe Rd	Torrey Rd	Torrey Rd	Class II	County	Network	72	$227,000*
	Hueneme Rd	County Boundary	Lewis Rd	Class IIb	County	Network	72	
	Torrey Rd	Guiberson Rd	Howe Rd	Class II	County	Network	71	$870,000*
	State Route 150	Los Encinos Rd	Ranch Rd	Class IIb	Non-County	Network	71	
	Santa Paula Branch Line	West Community Limit	East Community Limit	Class I	County	SRTS	70	
	Santa Rosa Rd	Yucca Dr	Glenside Ln	Class IIb	County	Network	70	$307,000*
	Olivas Park Dr	Victoria Ave	County Boundary	Class IIb	County	Network	70	
	Kanan Rd	County Boundary	Oak Hills Rd	Class IIb	County	SRTS	70	
	Encino Dr	Creek Rd	State Route 33	Class II	County	Network	69	

**Project estimates are based on County estimates dated 6/1/19 with ENR Construction Cost Index (20 Cities) applied (9/25/23).*
***Project estimates are from Stantec 6/24/20 "Category C Bikelanes Feasibility Study" with R/W costs omitted and ENR Construction Cost Index (20 Cities) applied (9/25/23)*
****Project estimates completed as a part of this Active Transportation Plan (2023)*

	Recommendation Street	Start Street	End Street	Bikeway Class	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 1	State Route 150	Ranch Rd	Santa Ana Rd	Class IIb	Non-County	Network	69	
	Tierra Rejada Rd	County Boundary	County Boundary	Class IIb	County	Network	69	
	Gonzales Rd	Harbor Blvd	Victoria Ave	Class IIb	County	SRTS	69	
	Los Angeles Ave	Nardo St	Highway 118	Class III	County	Network	69	
	Santa Rosa Rd	Yucca Dr	County Boundary	Class IIb	County	Network	68	
	Rose Ave	Corsicana Dr	Simon Way	Class IIb	County	SRTS	68	
	Read Rd	Moorpark Rd	Sunset Valley Rd	Class II	County	Network	67	$625,000*
	Nardo St	Highway 118	Campanula Ave	Class IIb	County	Network	67	
	Laguna Rd	Wood Rd	Lewis Rd	Class II	County	Network	66	$4,460,000*
	Sunnycrest Dr	Aspen Ridge Ct	Park Springs Ct	Class IIb	County	Network	66	
	La Luna Ave	State Route 150	Lomita Ave	Class II	County	SRTS	65	
	Pleasant Valley Rd	State Route 1	Las Posas Rd	Class IIb	County	SRTS	65	
	Las Posas Rd	Pleasant Valley Rd	State Route 1	Class IIb	County	SRTS	65	
	Deerhill Rd	Kanan Rd	Doubletree Rd	Class III	County	SRTS	65	
	El Roblar Dr	State Route 150	Rice Rd	Class III	County	SRTS	65	
	Guiberson Rd	Chambersburg Rd	Torrey Rd	Class II	County	Network	64	
	Victoria Ave	County Boundary (119 Feet West of Olivas Park Dr)	County Boundary (247 Feet South of River Bridge)	Class IIb	County	Network	64	
	Doubletree Rd	Kanan Rd	Deerhill Rd	Class III	County	SRTS	64	
	Oak Hills Dr	Calle Rio Vista	Sunnycrest Dr	Class III	County	SRTS	64	
	Conifer St	Kanan Rd	Smoke Tree Ave	Class III	County	SRTS	64	

**Project estimates are based on County estimates dated 6/1/19 with ENR Construction Cost Index (20 Cities) applied (9/25/23).*

	Recommendation Street	Start Street	End Street	Bikeway Class	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 1	Hollytree Dr	Kanan Rd	End of Street	Class III	County	SRTS	64	
	Santa Paula Street	Cummings Rd	Peck Rd	Class II	County	Network	62	$3,640,000**
	Foothill Rd	Aliso Canyon Rd	Briggs Rd	Class IIb	County	SRTS	62	
	Foothill Rd	Wells Rd	Aliso Cyn Rd	Class IIb	County	Network	62	$3,820,000**
	Ventura Ave	Los Cabos Ln	Ventura City boundary	Class IIb	County	Network	62	
	Alvarado St	Helsam Ave	County Boundary	Class III	County	SRTS	62	
	Rockfield St	Lindero Canyon Rd	Hawthorne Dr	Class III	County	SRTS	62	
	Los Angeles Ave	Violeta St 500 Feet North	Nardo St	Class III	County	Network	62	
	Hawthorne Dr	Bowfield St	Kanan Rd	Class III	County	SRTS	62	
	Conifer St	Sabra Ave	Kanan Rd	Class II	County	SRTS	61	
	Santa Clara Ave	Central Ave	Los Angeles Ave	Class IIb	County	Network	61	
	Santa Clara Ave	Friedrich Rd	Central Ave	Class IIb	County	Network	61	
	Sunnycrest Dr/ Doubletree Rd	Deerhill Rd	Aspen Ridge Ct	Class III	County	SRTS	61	
	State Route 118	SCRT	Santa Clara Ave	Class I	Non-County	Network	60	
	Villanova Rd	Ventura Ave	County Boudnary	Class II	County	SRTS	60	
	State Route 232	County Boundary	State Route 118	Class IIb	Non-County	SRTS	60	
	Santa Rosa Rd	Glenside Ln	Las Posas Rd	Class IIb	County	Network	60	$184,000*
TIER 2	Azahar St	Los Angeles Ave	Campanula Ave	Class II	County	Network	59	
	Santa Ana Blvd	Santa Ana Rd	State Route 33	Class II	County	Network	59	
	Ventura Ave	Norway Dr	Los Cabos Ln	Class IIb	County	Network	59	

**Project estimates are based on County estimates dated 6/1/19 with ENR Construction Cost Index (20 Cities) applied (9/25/23).*
***Project estimates are from Stantec 6/24/20 "Category C Bikelanes Feasibility Study" with R/W costs omitted and ENR Construction Cost Index (20 Cities) applied (9/25/23)*

	Recommendation Street	Start Street	End Street	Bikeway Class	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 2	Churchwood Dr	Los Arcos Dr	Kanan Rd	Class III	County	SRTS	59	
	Smoke Tree Ave	Start of Street	End of Street	Class III	County	SRTS	59	
	Sunnycrest Dr	Park Springs Ct	Kanan Rd	Class III	County	SRTS	59	
	Rosal Ln	Los Angeles Ave	Campanula Ave	Class III	County	Network	59	
	Friedrich Rd	Santa Clara Ave	Friedrich Rd (334 Feet East of Almond Dr)	Class III	County	Network	59	
	Foothill Rd	1166e Petit Ave	Wells Rd	Class II	County	Network	58	$1,850,000**
	State Route 118	Los Angeles Ave	County Boundary	Class I	Non-County	SRTS	57	
	County Dr	Nardo St	State Route 118	Class II	County	Network	57	
	State Route 34	County Boundary	West St	Class IIb	Non-County	SRTS	57	
	Simon Way	Rose Ave	State Route 232	Class III	County	SRTS	57	
	Cortez St	Street Start	Ventura Blvd	Class III	County	SRTS	57	
	Los Angeles Ave	County Boundary	Aster St	Class III	County	Network	57	
	Violeta St	Violeta St	Campanula Ave	Class III	County	Network	57	
	Michael Dr	Virginia Dr	Wendy Dr	Class III	County	SRTS	57	
	Alelia Ave	Violeta St	Rosal Lane	Class III	County	Network	57	
	Campanula Ave	North Community Limit	Azahar St	Class III	County	Network	57	
	Aster St	Saticoy Park	Campanula Ave	Class III	County	Network	57	
	Los Angeles Ave	Aster St	Saticoy Wash	Class III	County	Network	57	
	Aster St	State Route 118	Saticoy Park	Class III	County	SRTS	57	
	Ruth Dr	Wendy Dr	County Boundary	Class III	County	SRTS	57	
	Satinwood Ave	Smoke Tree Ave	Conifer St	Class III	County	SRTS	57	

***Project estimates are from Stantec 6/24/20 "Category C Bikelanes Feasibility Study" with R/W costs omitted and ENR Construction Cost Index (20 Cities) applied (9/25/23)*

	Recommendation Street	Start Street	End Street	Bikeway Class	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 2	Pinewood Ave	Tamarind St	Conifer St	Class III	County	SRTS	57	
	Riverbank Dr	County Dr	End of Street	Class III	County	Network	57	
	Laguna Rd	Pleasant Valley Rd	Wood Rd	Class II	County	Network	56	
	Ventura Ave	Canada Larga Rd	Ventura River Trail	Class IIb	County	Network	56	
	Santa Clara Ave	Friedrich Rd	County Boundary	Class IIb	County	Network	56	
	Oak Hills Dr	Kanan Rd	Calle Rio Vista	Class III	County	SRTS	56	
	Bowfield St	Lindero Canyon Rd	Hawthorne Dr	Class III	County	SRTS	56	
	State Route 34	North St	West St	Class II	Non-County	SRTS	55	
	Lomita Ave	Lomita Ave Class 2	El Roblar Dr	Class II	County	SRTS	55	
	Santa Susana Pass Rd	Katherine Rd	Box Canyon Rd	Class II	County	SRTS	55	
	Camino Dos Rios	Lynn Rd	Calle Arroyo	Class IIb	County	SRTS	55	
	Creek Rd	Ventura Ave	County Boundary	Class IIb	County	SRTS	55	
	W 5th St	County Boundary	County Boundary	Class IIb	County	Network	55	
	Wendy Dr	County Boundary	County Boundary	Class IIb	County	SRTS	55	
	Katherine Rd	County Boundary	County Boundary	Class III	County	SRTS	55	
	Walnut Dr	Rose Ave	State Route 232	Class III	County	SRTS	55	
	Stroube St	Rose Ave	State Route 232	Class III	County	SRTS	55	
	Balboa St	Street start	County Boundary	Class III	County	SRTS	55	
	Torrey Rd	Howe Rd	Telegraph Rd	Class II	County	Network	54	$581,000**
	Ventura Ave	Canada Larga Rd	Norway Dr	Class IIb	County	Network	54	
	Medea Creek In	Sunnycrest Dr	Conifer St	Class III	County	SRTS	54	

***Project estimates are from Stantec 6/24/20 "Category C Bikelanes Feasibility Study" with R/W costs omitted and ENR Construction Cost Index (20 Cities) applied (9/25/23)*

	Recommendation Street	Start Street	End Street	Bikeway Class	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 2	Calle Yucca	Calle Sequoia	Calle Corta	Class III	County	SRTS	54	
	Tamarind St	Medea Creek Trail	Buttonwood Ave	Class III	County	SRTS	54	
	Ocean Dr	End of Street	County Boundary	Class III	County	SRTS	54	
	Island View Ave	Sawtelle Ave	Victoria Ave	Class III	County	Network	54	
	Sprucewood Ave	Sunnycrest Dr East	Smoke Tree Ave	Class III	County	SRTS	54	
TIER 3	Callegas Creek Rd	Laguna Rd	County Boundary	Class I	County	Network	53	
	Potrero Rd East	County Boundary (3605 Feet East of Wendy Dr)	Hidden Vly Rd	Class II	County	Network	53	$7,900,000**
	Arroyo Las Posas	Moorpark Boundary	Camarillo Boundary	Class I	County	SRTS	52	
	Rice Rd	Woodland Ave	State Route 150	Class II	County	Network	52	
	Nardo St	Lirio Ave	State Route 118	Class II	County	Network	52	
	Loma Rd	State Route 150	Tico Rd	Class II	County	SRTS	52	
	North St	State Route 118	State Route 34	Class III	County	SRTS	52	
	Dena Dr	Ruth Dr	Gerald Dr	Class III	County	SRTS	52	
	Gerald Dr	Wendy Dr	End of street	Class III	County	SRTS	52	
	Calle Yucca	Calle Corta	Calle Salto	Class III	County	SRTS	52	
	Calle Manzanas	Calle Yucca	Lynn Rd	Class III	County	SRTS	52	
	Los Arcos Dr	Churchwood Dr	Kanan Rd	Class III	County	SRTS	52	
	County Dr	Nardo St	State Route 118	Class III	County	Network	52	

***Project estimates are from Stantec 6/24/20 "Category C Bikelanes Feasibility Study" with R/W costs omitted and ENR Construction Cost Index (20 Cities) applied (9/25/23)*

	Recommendation Street	Start Street	End Street	Bikeway Class	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 3	Mission Drive/ Loop Dr	Catalina Dr	County Boundary	Class III	County	SRTS	52	
	Sunset Lane	Channel Islands Blvd	Harbor Blvd	Class II	County	SRTS	51	
	Grand Ave	Orange Rd	Carne Rd	Class II	County	SRTS	50	
	Lesser Dr	Dena Dr	Jenny Dr	Class III	County	SRTS	50	
	Theresa Dr	Wendy Dr	Virginia Dr	Class III	County	SRTS	50	
	Virginia Dr	Theresa Dr	Michael Dr	Class III	County	SRTS	50	
	Calle Laredo	Lynn Rd	Calle Arroyo	Class III	County	Network	50	
	Calle Arroyo	Calle Yucca	Camino Dos Rios	Class III	County	Network	50	
	Jenny Dr	Gerald Dr	County Boundary	Class III	County	SRTS	50	
	Felix Ave	Township Ave	Walnut Ave	Class III	County	SRTS	50	
	Flood St	Lemon Dr	Felix Ave	Class III	County	SRTS	50	
	Woodland Ave	Rice Rd	State Route 33	Class II	County	Network	49	
	Burnham Rd	Santa Ana Rd	State Route 150	Class II	County	Network	48	
	Saticoy Drain Pathway	Aster St	Saticoy Park	Class I	County	Network	47	
	Santa Clara River Trail	State Route 118	Pacific Ocean	Class I	County	Network	47	
	Main St	Orchard St	Telegraph Rd	Class II	County	SRTS	47	
	Tico Rd	Lomita Ave	State Route 150	Class II	County	SRTS	47	
	Rice Rd	Lomita Ave	Fairview Rd	Class II	County	Network	47	
	Sunset Valley Rd	Read Rd	Tierra Rejada Rd	Class II	County	Network	47	

	Recommendation Street	Start Street	End Street	Bikeway Class	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 3	Center St	Bridge	End of Street	Class II	County	SRTS	46	
	Sturgis Rd	County Boundary	Pleasant Valley Rd	Class II	County	Network	46	$2,700,000**
	Conifer St	Parkview Dr	Sunny Vista Ave	Class II	County	SRTS	46	
	Donlon Rd/La Cumbre Rd	State Route 118	State Route 118	Class III	County	SRTS	46	
	Cummings Rd	Foothill Rd	Telegraph Rd	Class II	County	Network	45	
	Bristol Rd	County Boundary	County Boundary	Class II	County	Network	45	
	Box Canyon Rd	Santa Susana Pass Rd	County Boundary	Class IIb	County	Network	45	
	Bradley Rd/ Balcom Canyon Rd	State Route 118	Stockton Rd	Class II	County	Network	43	
	Reeves Rd	Ojai Ave	McAndrew Rd	Class II	County	Network	43	
	Thacher Rd	Carne Rd	McAndrew Rd	Class II	County	Network	43	
	Hitch Blvd	State Route 118	End of Street	Class II	County	SRTS	43	
	Hill Canyon Rd	Santa Rosa Rd	County Boundary	Class II	County	Network	40	
	Carne Rd	Grand Ave	Ojai Ave	Class II	County	SRTS	40	
	McNell Rd	Thacher Rd	Reeves Rd	Class II	County	SRTS	40	
	Briggs Rd	Telegraph Rd	Faulkner Rd	Class IIb	County	SRTS	40	
	Balcom Canyon Rd	State Route 118	Stockton Rd	Class II	County	Network	38	
	McAndrew Rd	Reeves Rd	Thacher Rd	Class II	County	Network	37	
	Briggs Rd	Telegraph Rd	Foothill Rd	Class II	County	SRTS	37	

***Project estimates are from Stantec 6/24/20 "Category C Bikelanes Feasibility Study" with R/W costs omitted and ENR Construction Cost Index (20 Cities) applied (9/25/23)*

Table 8 / Overall Pedestrian Scores

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 1	El Roblar Dr	Lomita Ave	Bike racks (N)	County	SRTS; FLM	79	$10,200
	El Roblar Dr	Alvarado St	High-visibility crosswalk (N, S)	County	SRTS	75	$12,750
	El Roblar Dr	Lomita Ave	Wayfinding signage	County	SRTS; FLM	75	$1,084
	El Roblar Dr	Lomita Ave	Bike racks (S)	County	SRTS; FLM	72	$10,200
	El Roblar Dr	Encinal Ave	High-visibility crosswalk (all)	County	SRTS	70	$25,500
	El Roblar Dr	Padre Juan Ave	High-visibility crosswalk (N, S)	County	SRTS	70	$12,750
	El Roblar Dr	Lomita Ave	Wayfinding signage	County	SRTS; FLM	70	$1,084
	Padre Juan Ave	Mesa Dr	High-visibility crosswalk (all)	County	SRTS	69	$25,500
	Simon Way	Balboa St	Curb Extensions all corners	County	SRTS	67	$255,000
	Simon Way	Minna St	High-visibility crosswalk (N, S)	County	SRTS	67	$12,750
	Via Fustero	Pedestrian path connects to the south side of Piru Train Depot	Curb Extensions (E, W)	County	SRTS	65	
	Kanan Rd	Golden Eagle Dr	High-visibility crosswalk (N, E, W)	County	SRTS	65	
	Via Fustero	Pedestrian path connects to the south side of Piru Train Depot	High-visibility midblock crosswalk	County	SRTS	65	
	Via Fustero	Pedestrian path connects to the south side of Piru Train Depot	RRFB	County	SRTS	65	
	Rice St	State Route 34	Stop warrant (N, S)	Non-County	SRTS	65	
	Simon Way	State Route 232	Bike racks (N)	Non-County	SRTS; FLM	65	$10,200
	Simon Way	State Route 232	Bus shelter and trash cans	Non-County	SRTS; FLM	65	$38,250
	Rice St	State Route 34	Bus shelter, bench, timetable information, trash cans	Non-County	SRTS; FLM	65	$38,250
	Simon Way	State Route 232	Wayfinding signage	Non-County	SRTS; FLM	65	$1,084

**Bicycle racks were scored using pedestrian criteria*

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 1	Lomita Ave	Mesa Dr	Advanced yield markings	County	SRTS	64	
	Center St	Orchard St	High-visibility crosswalk (all)	County	SRTS	64	
	Simon Way	Citrus St	High-visibility crosswalk (N, S, E)	County	SRTS	64	
	Lomita Ave	Mesa Dr	High-visibility crosswalk (S)	County	SRTS	64	
	State Route 33	Woodland Ave	Bike racks	Non-County	FLM	63	$10,200
	Main St	981 N Main St	High-visibility midblock crosswalk	County	Network	63	$6,375
	State Route 118	Nardo St	Pedestrian island	Non-County	Network	63	$127,500
	Main St	981 N Main St	RRFB	County	Network	63	$76,500
	Rice St	State Route 34	Curb Extensions all corners	Non-County	SRTS	63	
	State Route 34	Rice St	High-visibility crosswalk (N, W)	Non-County	SRTS	63	
	Kanan Rd	Entire Length	Traffic calming (The IIB will provide some calming, but other strategies like roundabouts can also help)	County	SRTS	63	
	Loma Dr	State Route 33	Bike racks	Non-County	SRTS; FLM	63	$10,200
	Roosevelt Blvd	Melrose Dr	High-visibility crosswalk (all)	County	Network	62	$25,500
	State Route 118	Nardo St	Leading Pedestrian Interval (all)	Non-County	Network	62	$127,500
	Larmier Ave	State Route 33	Curb Extensions all corners	Non-County	SRTS	62	
	Walnut Dr	Cortez St	Curb Extensions all corners	County	SRTS	62	
	Center St	Main St	High-visibility crosswalk (all)	County	SRTS	62	
	Camulos St	Church St	High-visibility crosswalk (E)	County	SRTS	62	
	State Route 33	Park Ave	High-visibility crosswalk (E)	Non-County	SRTS	62	
	State Route 33	Tico Rd	High-visibility crosswalk (N)	Non-County	SRTS	62	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 1	Stroube St	Jourdan St	High-visibility crosswalk (N)	County	SRTS	62	
	Rose Ave	Simon Way	High-visibility crosswalk (S, W)	County	SRTS	62	
	State Route 33	Kunkle St	High-visibility crosswalk (W)	Non-County	SRTS	62	
	Walnut Dr	Cortez St	RRFB	County	SRTS	62	
	State Route 33	Larmier Ave	Bike racks (E)	Non-County	SRTS; FLM	62	
	Rice St	State Route 34	Bus shelter, bench, timetable information, trash cans	Non-County	SRTS; FLM	62	
	Casitas Water District	State Route 33	Bike racks	Non-County	FLM	60	
	State Route 33	Santa Ana Blvd	Bike racks (W)	Non-County	FLM	60	
	El Roblar Dr	La Luna Ave	High-visibility crosswalk (E)	County	Network	60	$6,375
	State Route 33	La Cross St	High-visibility crosswalk (E)	Non-County	Network	60	$6,375
	State Route 33	Santa Ana Way	High-visibility crosswalk (E)	Non-County	Network	60	
	State Route 33	Santa Ana Blvd	High-visibility crosswalk (N, E, W)	Non-County	Network	60	$19,125
	Santa Ana Blvd	Apricot St	High-visibility crosswalk (N, S)	County	Network	60	$12,750
	Ventura Ave	McKee St	RRFB	County	Network	60	$76,500
	Orchard St	Class I bike path	Curb Extensions (E,W)	County	SRTS	60	
	Camulos St	Main St	High-visibility crosswalk (N, S, W)	County	SRTS	60	
	Main St	Orchard St	High-visibility crosswalk (S, W)	County	SRTS	60	
	State Route 33	Loma Dr	High-visibility crosswalk (S, W)	Non-County	SRTS	60	
	Orchard St	Class I bike path	High-visibility midblock crosswalk	County	SRTS	60	
	Rose Ave	Stroube St	Curb Extensions (NW, SW)	County/City	SRTS	60	
	Loma Dr	State Route 33	Bike racks	Non-County	SRTS; FLM	60	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 1	Loma Dr	State Route 33	Bus shelter, timetable information, trash cans	Non-County	SRTS; FLM	60	
	Cortez St	Stroube St	Curb Extensions all corners	County	SRTS	59	
	Cortez St	Collins St	High-visibility crosswalk (all)	County	SRTS	59	
	Cortez St	Orange Dr	High-visibility crosswalk (all)	County	SRTS	59	
	Center St	Via Fustero	High-visibility crosswalk (S)	County	SRTS	59	
	Cortez St	Stroube St	RRFB	County	SRTS	59	
	Stroube St	Alvarado St	RRFB	County	SRTS	59	
	State Route 33	Woodland Ave	Bike racks	Non-County	FLM	58	
	State Route 33	Woodland Ave	Timetable information	Non-County	FLM	58	
	Main St	Savannah Ln	High-visibility crosswalk (E)	County	Network	58	
	Center St	Orchard St	Curb Extensions all corners	County	SRTS	58	
	Rockfield St	Hawthorne Dr	Bike racks (E)	County	SRTS; FLM	58	
	Kanan Rd	Conifer St	Bike racks (N)	County	SRTS; FLM	58	
	Loma Dr	State Route 33	Bus shelter, bench, timetable information, trash cans	Non-County	SRTS; FLM	58	
	Kanan Road	Churchwood Dr	Signage directing bicyclists to Class I	County	SRTS; FLM	58	
	Alelia Ave	Nardo St	Advance yield sign	County	Network	57	
	Alelia Ave	Azahar St	Advance yield sign	County	Network	57	
	Los Angeles Ave	Nardo St	Advance yield sign	County	Network	57	
	State Route 33	Oak View Ave	High-visibility crosswalk (all)	Non-County	Network	57	
	Alelia Ave	Azahar St	High-visibility crosswalk (S, W)	County	Network	57	
	Center St	Waring Canyon Rd	Advance yield markings (E,W)	County	SRTS	57	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 1	Simon Way	Rene St	Curb Extensions (NW, NE)	County	SRTS	57	
	Simon Way	Elaine St	Curb Extensions (NW, NE)	County	SRTS	57	
	North St	State Route 34	Curb Extensions all corners	Non-County	SRTS	57	
	Simon Way	Cortez Street	Curb Extensions all corners	County	SRTS	57	
	Stroube St	Alvarado St	Curb Extensions all corners	County	SRTS	57	
	Walnut Dr	Balboa St	Curb Extensions all corners	County	SRTS	57	
	Balboa St	Corsicana Dr	High-visibility crosswalk (all)	County	SRTS	57	
	Walnut Dr	Balboa St	High-visibility crosswalk (all)	County	SRTS	57	
	Walnut Dr	Cortez St	High-visibility crosswalk (all)	County	SRTS	57	
	Center St	Warring Canyon Rd	High-visibility crosswalk (E)	County	SRTS	57	
	Cortez St	Salem Ave	High-visibility crosswalk (E)	County	SRTS	57	
	Cortez St	Helsam Ave	High-visibility crosswalk (E)	County	SRTS	57	
	North St	State Route 34	High-visibility crosswalk (E)	Non-County	SRTS	57	
	Pueblo Ave	Mesa Dr	High-visibility crosswalk (N, W, E)	County	SRTS	57	
	Alvarado St	Helsam Ave	High-visibility crosswalk (S)	County	SRTS	57	
	Corsicana Dr	Cortez St	High-visibility crosswalk (S, E, W)	County	SRTS	57	
	State Route 33	Portal St	High-visibility crosswalk (W)	Non-County	SRTS	57	
	Stroube St	Alvarado St	High-visibility crosswalk (W)	County	SRTS	57	
	El Roblar Dr	State Route 33	Pedestrian Island (S)	Non-County	SRTS	57	
	Orchard St	Class I bike path	RRFB	County	SRTS	57	
	Simon Way	Rene St	RRFB	County	SRTS	57	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 1	Cortez St	Walnut Dr	Traffic Circle	County	SRTS	57	
	Simon Way	Cortez St	Bike racks (N)	County	SRTS; FLM	57	
	Simon Way	Cortez St	Bike racks (S)	County	SRTS; FLM	57	
	Alvarado St	Collins St	Bus shelter, bench, timetable information, trash cans	County	SRTS; FLM	57	
	Alvarado St	Collins St	Bus shelter, bench, timetable information, trash cans	County	SRTS; FLM	57	
	Balboa St	Walnut Dr	Bus shelter, bench, timetable information, trash cans	County	SRTS; FLM	57	
	Balboa St	Walnut Dr	Bus shelter, bench, timetable information, trash cans	County	SRTS; FLM	57	
	Balboa St	Walnut Dr	Wayfinding signage	County	SRTS; FLM	57	
	Simon Way	Cortez St	Wayfinding signage (N)	County	SRTS; FLM	57	
	Simon Way	Cortez St	Wayfinding signage (S)	County	SRTS; FLM	57	
	Oak Hills Dr	Calle Rio Vista	Curb Extensions (NE)	County	SRTS	56	
	Calle Yucca	Camino Dos Rios	Curb Extensions all corners	County	SRTS	56	
	Camino Dos Rios	Calle Yucca	High-visibility crosswalk (all)	County	SRTS	56	
	Calle Yucca	Camino Verde	High-visibility crosswalk (E)	County	SRTS	56	
	Oak Hills Dr	Calle Rio Vista	High-visibility crosswalk (E)	County	SRTS	56	
	Hollytree Dr	Foxwood Dr	High-visibility crosswalk (S)	County	SRTS	56	
	Camulos St	Main St	RRFB	County	SRTS	56	
	Medea Creek Trail	Library Gate	Consider opening a gate at the library during school hours to allow access to the Medea Creek Trail	Non-County	SRTS; FLM	56	
	Barbara St	State Route 33	Timetable information	Non-County	FLM	55	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 1	Violeta St	Clavel Ave	High-visibility crosswalk (all)	County	Network	55	
	State Route 150	Cruzero St	High-visibility crosswalk (N)	Non-County	Network	55	
	Los Angeles Ave	Violeta St	High-visibility crosswalk (N, S, W)	County	Network	55	
	Los Angeles Ave	Nardo St	High-visibility crosswalk (N, W)	County	Network	55	
	Los Angeles Ave	Azahar St	High-visibility crosswalk (N, W)	County	Network	55	
	State Route 33	Villanova Rd	High-visibility crosswalk (S, E)	Non-County	Network	55	
	Violeta St	Campanula Ave	High-visibility crosswalk (W)	County	Network	55	
	Roosevelt Blvd	Melrose Dr	Roundabout	County	Network	55	
	Los Angeles Ave	Violeta St	Stop warrant (N, S)	County	Network	55	
	Center St	Class I bike path near Piru Square	Curb Extensions (N,S)	County	SRTS	55	
	Larmier Ave	Vine St	Curb Extensions (NE, SE)	County	SRTS	55	
	Kanan Rd	Sunnycrest Dr	Curb Extensions all corners	County	SRTS	55	
	Camino Manzanas	Marian Ave	High-visibility crosswalk (N)	County	SRTS	55	
	El Roblar Dr	Arnaz St	High-visibility crosswalk (N, S)	County	SRTS	55	
	El Roblar Dr	Poli St	High-visibility crosswalk (N, S, E)	County	SRTS	55	
	Camino Manzanas	Equestrian Trail	High-visibility crosswalk (S)	County	SRTS	55	
	Larmier Ave	Vine St	High-visibility crosswalk (S)	County	SRTS	55	
	Larmier Ave	Goodhope St	High-visibility crosswalk (S)	County	SRTS	55	
	Tico Rd	Loma Dr	High-visibility crosswalk (S, both E) (across Tico and Loma on east side)	County	SRTS	55	
	Center St	Church St	Remove crosswalk at west leg (goes straight into driveway); Move crosswalk to east leg	County	SRTS	55	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 1	Rose Ave	Walnut Dr	Curb Extensions (NW, SW)	County/City	SRTS	55	
	Kanan Rd	Deerhill Rd	Bus Pull-Out	County	SRTS; FLM	55	
	Central Ave	School driveway	Advance yield markings (E,W)	County	SRTS	54	
	Stroube Street	Balboa St	Stop warrant (all)	County	SRTS	54	
	Alvarado St	Collins St	Conduct neighborhood traffic calming, evaluation needed	County	SRTS	54	
	Lomita Ave	El Rio Dr	Curb Extension (SW, SE midblock)	County	SRTS	54	
	Walnut Dr	Citrus St	Curb Extensions all corners	County	SRTS	54	
	State Route 118	State Route 34	High-visibility crosswalk (all)	Non-County	SRTS	54	
	Walnut Dr	Citrus St	High-visibility crosswalk (all)	County	SRTS	54	
	Stroube St	Balboa St	High-visibility crosswalk (E, W)	County	SRTS	54	
	Camino Magneta	Camino Verde	High-visibility crosswalk (N)	County	SRTS	54	
	Walnut Dr	Alvardo St	High-visibility crosswalk (N, S)	County	SRTS	54	
	Alvarado St	Collins St	High-visibility crosswalk (N, W)	County	SRTS	54	
	Cortez St	Stroube St	High-visibility crosswalk (N, W, E)	County	SRTS	54	
	Central Ave	School driveway	High-visibility crosswalk (W)	County	SRTS	54	
	State Route 34	Bell St	High-visibility crosswalk (W)	Non-County	SRTS	54	
	Walnut Dr	Alvardo St	RRFB	County	SRTS	54	
	Cortez St	Near Helsam Ave	Speed bumps or chicanes	County	SRTS	54	
	Goodhope St	Larmier Ave	Stop warrant (S)	County	SRTS	54	
	Alvarado St	Walnut Dr	Bus shelter, bench, timetable information, trash cans	County	SRTS; FLM	54	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 1	Alvarado St	Walnut Dr	Bus shelter, bench, timetable information, trash cans	County	SRTS; FLM	54	
	Kanan Rd	Golden Eagle	Bus Pull-Out	County	FLM	53	
	Ventura Ave	Norway Dr	Timetable information, trash cans	Non-County	FLM	53	
	Kanan Rd	Golden Eagle Dr	Wayfinding signage	County	FLM	53	
	State Route 33	Old Grade Rd	High-visibility crosswalk (E)	Non-County	Network	53	
	Villanova Rd	Orchard Dr	High-visibility crosswalk (N)	County	Network	53	
	State Route 33	Woodland Ave	High-visibility crosswalk (N, W)	Non-County	Network	53	
	State Route 118	Nardo St	High-visibility crosswalk (S, W)	Non-County	Network	53	
	El Roblar Dr	State Route 33	High-visibility crosswalk (all)	Non-County	SRTS	53	
	Mission Dr	Catalina Rd	High-visibility crosswalk (S)	County	SRTS	53	
	Kanan Rd	Deerhill Rd	Bike racks (N)	County	SRTS; FLM	53	
	Kanan Rd	Deerhill Rd	Bike racks (S)	County	SRTS; FLM	53	
	Kanan Rd	Deerhill Dr	Bus Pull-Out (S)	County	SRTS; FLM	53	
	Rockfield St	Hawthorne Dr	Bus shelter	County	SRTS; FLM	53	
	Kanan Rd	Oak Creek Trail	Improve signage and wayfinding at trail entrance	County	SRTS; FLM	53	
	Rockfield St	Hawthorne Dr	Wayfinding signage	County	SRTS; FLM	53	
TIER 2	Casitas Water District	State Route 33	Bus shelter, bench, timetable information, trash cans	Non-County	FLM	52	
	Los Angeles Ave	Violeta St	Bike racks (N)	County	FLM	52	
	Los Angeles Ave	Violeta St	Wayfinding signage	County	FLM	52	
	Ventura Ave	Fraser Ln	Bus shelter, bench, timetable information, trash cans	County	FLM	52	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 2	Alelia Ave	Violeta St	Advance yield sign	County	Network	52	
	Aster St	Campanula Ave	High-visibility crosswalk (W)	County	Network	52	
	Rice Rd	State Route 150	High-visibility crosswalk (N, S, W)	Non-County	Network	52	
	State Route 150	La Luna Ave	High-visibility crosswalk (N, S)	Non-County	Network	52	
	State Route 33	State Route 150	High-visibility crosswalk (S, W)	Non-County	Network	52	
	Ventura Ave	Shell Rd	High-visibility crosswalk (N)	County	Network	52	
	Ventura Ave	Crooked Palm Rd	High-visibility crosswalk (W)	County	Network	52	
	Violeta St	Mid block near Saticoy Park	Advance yield sign	County	Network	52	
	Anacapa Dr	Jody Ln	High-visibility crosswalk (W)	County	SRTS	52	
	Camino Manzanas	Camino Magneta	Curb Extensions all corners	County	SRTS	52	
	Camino Manzanas	Camino Magneta	High-visibility crosswalk (all)	County	SRTS	52	
	Center St	Class I bike path near Piru Square	RRFB	County	SRTS	52	
	Conifer St	Pinion St	High-visibility crosswalk (E)	County	SRTS	52	
	Conifer St	Parkview Dr	High-visibility crosswalk (N)	County	SRTS	52	
	Conifer St	Smoke Tree Ave	High-visibility crosswalk (N, S)	County	SRTS	52	
	Conifer St	Birchwood Ave	High-visibility crosswalk (S)	County	SRTS	52	
	Conifer St	Oakleaf Ave	High-visibility crosswalk (S)	County	SRTS	52	
	Conifer St	Pinewood Ave	High-visibility crosswalk (S)	County	SRTS	52	
	Conifer St	Smoke Tree Ave	High-visibility crosswalk (S)	County	SRTS	52	
	Conifer St	Sunnyvista Ave	High-visibility crosswalk (S)	County	SRTS	52	
	Conifer St	Bayberry St	High-visibility crosswalk (S, E, W)	County	SRTS	52	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 2	Conifer St	Medea Creek Trail	High-visibility crosswalk midblock	County	SRTS	52	
	Cruzero St	El Centro St	High-visibility crosswalk (N, E)	County	SRTS	52	
	Cruzero St	Loma Dr	Stop warrant (N, S)	County	SRTS	52	
	Doubletree Rd	Thistlegate Rd	High-visibility crosswalk (S)	County	SRTS	52	
	Doubletree Rd	Indian Oak Ln	High-visibility crosswalk (W)	County	SRTS	52	
	Gonzales Rd	Victoria Ave	High-visibility crosswalk (all)	County/City	SRTS	52	
	Goodhope St	Sunset Ave	Stop warrant (N)	County	SRTS	52	
	Grande Vista St	Spring St	High-visibility crosswalk (W)	County	SRTS	52	
	Hawthorne Dr	Nobletree Ct	High-visibility crosswalk (N)	County	SRTS	52	
	Hawthorne Dr	Cremona Wy	High-visibility crosswalk (S)	County	SRTS	52	
	Hollytree Dr	Hickory Dr	High-visibility crosswalk across Hollytree Dr	County	SRTS	52	
	Kanan Rd	Sunnycrest Dr	High-visibility crosswalk (all)	County	SRTS	52	
	La Luna Ave	Lomita Ave	High-visibility crosswalk (all)	County	SRTS	52	
	Larmier Ave	Spring St	High-visibility crosswalk (S)	County	SRTS	52	
	Loma Dr	El Centro St	High-visibility crosswalk (W)	County	SRTS	52	
	Loma Dr	El Centro St	RRFB	County	SRTS	52	
	Loma Dr	El Centro St	Stop warrant (all)	County	SRTS	52	
	Loop Dr	La Suen	Advance yield markings (N,S)	County	SRTS	52	
	Loop Dr	La Suen Dr	High-visibility crosswalk (E)	County	SRTS	52	
	Loop Dr	Natalie Wy	High-visibility crosswalk (E)	County	SRTS	52	
	Loop Dr	Mesa Dr	High-visibility crosswalk (E)	County	SRTS	52	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 2	Los Altos St	Ocean Dr	Curb Extensions all corners	County	SRTS	52	
	Medea Creek Ln	Conifer St	High-visibility crosswalk (all)	County	SRTS	52	
	Mission Dr	Camarillo Dr	High-visibility crosswalk (W)	County	SRTS	52	
	Oak Hills Dr	Medea Creek Ln	High-visibility crosswalk (all)	County	SRTS	52	
	Oak Hills Dr	Medea Creek Ln	High-visibility midblock crosswalk at trail	County	SRTS	52	
	Padre Juan Ave	El Rio Dr	High-visibility crosswalk (all)	County	SRTS	52	
	Rockfield St	Pesaro St	High-visibility crosswalk (E)	County	SRTS	52	
	Rockfield St	Ocho Rios Way	High-visibility crosswalk (S)	County	SRTS	52	
	Satinwood Ave	Conifer St	High-visibility crosswalk (N, W); North crosswalk will be askew because of driveway	County	SRTS	52	
	Spring St	Ashby Ct	High-visibility crosswalk (W)	County	SRTS	52	
	Sunset Ave	Vine St	High-visibility crosswalk (N)	County	SRTS	52	
	Sunset Ave	Goodhope St	High-visibility crosswalk (N)	County	SRTS	52	
	Tico Rd	Pala Dr	High-visibility crosswalk (S, W)	County	SRTS	52	
	Vine St	Sunset Ave	Advance yield markings (E,W)	County	SRTS	52	
	Vine St	Sunset Ave	Stop warrant (N)	County	SRTS	52	
	West St	Rice St	Curb Extensions (NE, NW, SE)	County	SRTS	52	
	West St	Bell St	Curb Extensions (NE, NW, SE)	County	SRTS	52	
	West St	Entire Length	Speed bumps	County	SRTS	52	
	Alvarado St	Collins St	Bike racks	County	SRTS; FLM	52	
	Alvarado St	Collins St	Bike racks	County	SRTS; FLM	52	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 2	Balboa St	Walnut Dr	Bike racks	County	SRTS; FLM	52	
	Balboa St	Walnut Dr	Bike racks	County	SRTS; FLM	52	
	Conifer St	Medea Creek Ln	Signage indicating to bicyclists that they can use the Medea Creek TI rather than the Class III	County	SRTS; FLM	52	
	Rockfield St	Ocho Rios Way	Bus shelter	County	SRTS; FLM	52	
	Rockfield St	Ocho Rios Way	Wayfinding signage	County	SRTS; FLM	52	
	Calle Yucca	Calle Mandarinas	Curb Extensions all corners	County	SRTS	51	
	Calle Yucca	Camino Manzanas	Curb Extensions all corners	County	SRTS	51	
	Simon Way	State Route 232	Curb Extensions all corners	Non-County	SRTS	51	
	Calle Yucca	Calle Mandarinas	High-visibility crosswalk (NE, SW)	County	SRTS	51	
	Cruzero St	Tico Rd	High-visibility crosswalk (S, W)	County	SRTS	51	
	State Route 232	State Route 232	Leading Pedestrian Interval (all)	Non-County	SRTS	51	
	Rose Ave	Walnut Dr	Right-in, Right-out (RIRO) Pork Chop	County/City	SRTS	51	
	Alvarado St	Collins St	Wayfinding signage	County	SRTS; FLM	51	
	Alvarado St	Walnut Dr	Wayfinding signage	County	SRTS; FLM	51	
	Ventura Ave	Los Cabos Ln	Bus shelter, timetable information, trash cans	County	FLM	50	
	Nyeland Ave	Ventura Blvd	Bike racks	County/City	FLM	50	
	Violeta St	Amapola Ave	Curb Extensions (NW, NE)	County	Network	50	
	Los Angeles Ave	Violeta St	Curb Extensions all corners	County	Network	50	
	Los Angeles Ave	Azahar St	Curb Extensions all corners	County	Network	50	
	Nardo St	Alelia Ave	Curb Extensions all corners	County	Network	50	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 2	Violeta St	Amapola Ave	High-visibility crosswalk (N, E)	County	Network	50	
	Santa Ana Blvd	Valley Rd	High-visibility crosswalk (N, S)	County	Network	50	
	Santa Ana Blvd	Mountain View St	High-visibility crosswalk (N, S)	County	Network	50	
	Santa Ana Blvd	Olive St	High-visibility crosswalk (N, S)	County	Network	50	
	Santa Ana Blvd	Bundren St	High-visibility crosswalk (N, S)	County	Network	50	
	State Route 232	Juvenile Center	High-visibility crosswalk (N, S, W)	Non-County	Network	50	
	Ventura Ave	Canada Larga Rd	High-visibility crosswalk (S)	County	Network	50	
	Villanova Rd	Old Grade Rd	High-visibility crosswalk (S)	County	Network	50	
	Violeta St	Mid Block near Saticoy Park	High-visibility crosswalk (S)	County	Network	50	
	Alelia Ave	Nardo St	High-visibility crosswalk (S, W)	County	Network	50	
	Alelia Ave	Violeta St	High-visibility crosswalk (S, W)	County	Network	50	
	State Route 33	Mahoney Ave	High-visibility crosswalk (W)	Non-County	Network	50	
	Los Angeles Ave	Azahar St	RRFB	County	Network	50	
	Los Angeles Ave	Violeta St	RRFB	County	Network	50	
	Nardo St	Amapola Ave	Traffic calming; like speed bumps or chicanes along this stretch of Nardo St	County	Network	50	
	Satinwood Ave	In front of school	Curb Extensions (N,S)	County	SRTS	50	
	Camino Manzanas	Marin Ave	Curb Extensions (NE, NW, SW)	County	SRTS	50	
	Main St	Citrus View Dr	High-visibility crosswalk (E)	County	SRTS	50	
	Pinewood Ave	Joshua St	High-visibility crosswalk (E)	County	SRTS	50	
	Satinwood Ave	Bayberry St	High-visibility crosswalk (E)	County	SRTS	50	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 2	Satinwood Ave	Pinion St	High-visibility crosswalk (E)	County	SRTS	50	
	Kanan Rd	Tamarind St	High-visibility crosswalk (E, W)	County	SRTS	50	
	Lomita Ave	Padre Juan Ave	High-visibility crosswalk (N)	County	SRTS	50	
	Rockfield St	Tuscany Dr	High-visibility crosswalk (N)	County	SRTS	50	
	Smoke Tree Ave	Woodcrest Pl	High-visibility crosswalk (N)	County	SRTS	50	
	Rockfield St	Tuscany Dr	High-visibility crosswalk (N, E)	County	SRTS	50	
	Hawthorne Dr	Mareto Wy	High-visibility crosswalk (S)	County	SRTS	50	
	Rockfield St	Bayport Way	High-visibility crosswalk (S)	County	SRTS	50	
	Rockfield St	Evanwood Ave	High-visibility crosswalk (S)	County	SRTS	50	
	Smoke Tree Ave	Satinwood Ave	High-visibility crosswalk (S)	County	SRTS	50	
	Satinwood Ave	In front of school	High-visibility crosswalk to update the existing mid-block crosswalk	County	SRTS	50	
	Kanan Rd	Sunnycrest Dr	Bike racks	County	SRTS; FLM	50	
	Kanan Rd	Sunnycrest Dr	Bike racks (N)	County	SRTS; FLM	50	
	Kanan Rd	Golden Eagle Dr	Bike racks (N)	County	SRTS; FLM	50	
	Rockfield St	Ocho Rios Way	Bike racks (S)	County	SRTS; FLM	50	
	Kanan Rd	Sunnycrest Dr	Bus shelter, bench, timetable information, trash cans	County	SRTS; FLM	50	
	Kanan Rd	Sunnycrest Dr	Wayfinding signage	County	SRTS; FLM	50	
	Rice Rd	Fierro Dr	High-visibility crosswalk (N, W)	County	Network	49	
	Santa Clara Ave	Friedrich Rd	High-visibility crosswalk (S, E)	County	Network	49	
	Ventura Ave	Fraser Ln	High-visibility crosswalk (S, E)	County	Network	49	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 2	Rice Rd	Camille Dr	High-visibility crosswalk (W)	County	Network	49	
	Rice Rd	Jose Dr	High-visibility crosswalk (W)	County	Network	49	
	Rice Rd	Alviria Dr	High-visibility crosswalk (W)	County	Network	49	
	Wendy Dr	Michael Dr	Advance yield markings (N,S)	County	SRTS	49	
	Central Ave	School driveway	Curb Extensions (SW)	County	SRTS	49	
	Kanan Rd	Churchwood Dr	Curb Extensions all corners	County	SRTS	49	
	Simon Way	Citrus St	Curb Extensions all corners	County	SRTS	49	
	Pueblo Ave	El Rio Dr	High-visibility crosswalk (all)	County	SRTS	49	
	Camino Flores	Camino Manzanas	High-visibility crosswalk (E)	County	SRTS	49	
	Camino Flores	Calle Mandarinas	High-visibility crosswalk (E)	County	SRTS	49	
	State Route 33	Short St	High-visibility crosswalk (E, W)	Non-County	SRTS	49	
	Calle Pecos	Camino Flores	High-visibility crosswalk (S)	County	SRTS	49	
	North St	Dodson St	High-visibility crosswalk (S)	County	SRTS	49	
	Callee Yucca	Calle Pecos	High-visibility crosswalk (W)	County	SRTS	49	
	Central Ave	Strickland Dr	High-visibility crosswalk (W)	County	SRTS	49	
	Doubletree Rd	Medea Creek Trail	Midblock crosswalk	County	SRTS	49	
	Wendy Dr	Michael Dr	RRFB across Wendy Dr	County	SRTS	49	
	State Route 34	North St	Stop warrant (N,S)	Non-County	SRTS	49	
	Los Altos St	Sunset Ln	Curb Extensions (N, W)	County/City	SRTS	49	
	Alvarado St	Walnut Dr	Bike racks	County	SRTS; FLM	49	
	Main St	Sacramento St	High-visibility crosswalk (E)	County	Network	48	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 2	Lynn Rd	Camino Dos Rios	Reduce corner radii (all)	County/City	SRTS	48	
	Country Village Mobile Home Park	State Route 33	Bus shelter, timetable information, trash cans	Non-County	FLM	47	
	Country Village Mobile Home Park	State Route 33	Bus shelter, timetable information, trash cans	Non-County	FLM	47	
	Calle Pecos	Calle Las Trancas	High-visibility crosswalk (S, E, W)	County	Network	47	
	Santa Clara Ave	Central Ave	High-visibility crosswalk (all)	County	Network	47	
	Santa Clara Ave	Eucalyptus Dr	High-visibility crosswalk (S)	County	Network	47	
	State Route 33	Old Grade Rd	High-visibility crosswalk (E)	Non-County	Network	47	
	Ventura Ave	Norway Dr	High-visibility crosswalk (N)	County	Network	47	
	Ventura Ave	Crooked Palm Rd	High-visibility crosswalk (S)	County	Network	47	
	Camino Magneta	Camino Rojo	High-visibility crosswalk (E)	County	SRTS	47	
	Catalina Dr	Anacapa Dr	Curb Extensions (S,E)	County	SRTS	47	
	Central Ave	Between Vineyard and Rose	Curb Extensions (S midblock)	County	SRTS	47	
	Channel Islands Blvd	Ocean Dr	High-visibility crosswalk (all)	County	SRTS	47	
	Conifer St	Sabra Ave	High-visibility crosswalk (N, S)	County	SRTS	47	
	Conifer St	Locust Ave	High-visibility crosswalk (N, S)	County	SRTS	47	
	Conifer St	Length of Street	Traffic calming along Conifer St (example: traffic circles, speed bumps,	County	SRTS	47	
	Doubletree Rd	Hollytree Dr	Curb Extensions all corners	County	SRTS	47	
	Hollytree Dr	School driveway	High-visibility crosswalk across Hollytree Dr	County	SRTS	47	
	La Brea St	Ocean Dr	High-visibility crosswalk (N, E)	County	SRTS	47	
	Lomita Ave	Pueblo Ave	High-visibility crosswalk (N)	County	SRTS	47	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 2	Lomita Ave	Tico Rd	High-visibility crosswalk (S)	County	SRTS	47	
	Lomita Ave	El Rio Dr	Stop warrant (N, S)	County	SRTS	47	
	Los Altos St	Ocean Dr	High-visibility crosswalk (all)	County	SRTS	47	
	Los Arcos Dr	Monteleone Ave	High-visibility crosswalk (W)	County	SRTS	47	
	Medea Creek Ln	Medea Creek Trail	High-visibility midblock crosswalk	County	SRTS	47	
	North St	West St	Curb Extensions all corners	County	SRTS	47	
	Olds Rd	Walden St	High-visibility crosswalk (W)	County/City	SRTS	47	
	Pleasant Valley Rd	State Route 1	High-visibility crosswalk (S)	Non-County	SRTS	47	
	Rockfield St	Entire Length	Traffic calming (chicanes, medians)	County	SRTS	47	
	Santa Rosa Rd	Vista Grande	Curb Extensions (NW)	County	SRTS	47	
	Santa Rosa Rd	Vista Arroyo Dr	High-visibility crosswalk (all)	County	SRTS	47	
	Sunset Ave	Vine St	Curb Extensions (NE, SE)	County	SRTS	47	
	Sunset Ave	Spring St	High-visibility crosswalk (S, W)	County	SRTS	47	
	Telegraph Rd	Toland Rd	RRFB	County	SRTS	47	
	Oak Hills Dr	Medea Creek Ln	Direct bicyclists and pedestrians to Medea Creek Trail (rather than the Class III bike route)	County	SRTS; FLM	47	
	Friedrich Rd	Nyeland Ave	High-visibility crosswalk (S, W)	County	Network	46	
	Walnut Dr	State Route 232	Curb Extensions (NW, NE, SE)	Non-County	SRTS	46	
	Stroube Street	Balboa St	Curb Extensions all corners	County	SRTS	46	
	Calle Yucca	Camino Manzanas	High-visibility crosswalk (all)	County	SRTS	46	
	Sunnycrest Dr	Oak Hills Dr	High-visibility crosswalk (S)	County	SRTS	46	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 3	Alelia Ave	Violeta St	Curb Extensions all corners	County	Network	45	
	Oak View Ave	Old Grade Rd	High-visibility crosswalk (all)	County	Network	45	
	Woodland Ave	Mirror Lake Ave	High-visibility crosswalk (N)	County	Network	45	
	Santa Rosa Rd	Moorpark Rd	High-visibility crosswalk (N,E,W)	County	Network	45	
	State Route 33	Nye Rd	High-visibility crosswalk (S)	Non-County	Network	45	
	Ventura Ave	Los Cabos Ln	High-visibility crosswalk (S, E)	County	Network	45	
	State Route 33	Oakcrest Ave	High-visibility crosswalk (W)	Non-County	Network	45	
	Alelia Ave	Violeta St	Mini traffic circle or Chicanes	County	Network	45	
	Channel Islands Blvd	Rice Ave	Reflective Edge Markers	County	Network	45	
	Foothill Rd	Wills Rd	Reflective Edge Markers	County	Network	45	
	Alelia Ave	Violeta St	RRFB	County	Network	45	
	Violeta St	Amapola Ave	RRFB	County	Network	45	
	Hueneme Rd	Rice Ave	Speed feedback signage	County	Network	45	
	Doubletree Rd	Deerhill Rd	Advance stop bars (N,S,W)	County	SRTS	45	
	Pleasant Valley Rd	Airport Way	High-visibility crosswalk (all)	County	SRTS	45	
	Pinewood Ave	Maplegrove St	High-visibility crosswalk (E)	County	SRTS	45	
	Dorena Dr	Alice Dr	High-visibility crosswalk (N)	County	SRTS	45	
	Friedrich Rd	Nyeland Ave	Bike racks (S)	County	FLM	44	
	Friedrich Rd	Nyeland Ave	Wayfinding sign and time table info	County	FLM	44	
	Azahar St	Entire Length	Chicanes	County	Network	44	
	Nyeland Ave	Eucalyptus Dr	High-visibility crosswalk (N, W, S)	County	Network	44	
	Friedrich Rd	Orange Dr	High-visibility crosswalk (S)	County	Network	44	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 3	Telephone Rd	State Roue 118	High-visibility crosswalk (S, E, W)	Non-County	Network	44	
	State Route 33	Ranch Rd	High-visibility crosswalk (W)	Non-County	Network	44	
	Nyeland Ave	Ventura Blvd	High-visibility crosswalk (N)	County/City	Network	44	
	Central Ave	Between Vineyard and Rose	Advance yield markings (E,W)	County	SRTS	44	
	Wendy Dr	Michael Dr	Curb Extensions (E,W)	County	SRTS	44	
	Missino Dr	Daphne St	Curb Extensions (SE)	Non-County	SRTS	44	
	Wendy Dr	Michael Dr	High-visibility crosswalk (all)	County	SRTS	44	
	Lois Ave	Verna Ave	High-visibility crosswalk (E)	County	SRTS	44	
	Wendy Dr	Theresa Dr	High-visibility crosswalk (E)	County	SRTS	44	
	Theresa Dr	Virginia Dr	High-visibility crosswalk (N)	County	SRTS	44	
	Ocean Dr	La Crescenta St	High-visibility crosswalk (N, E)	County	SRTS	44	
	Ocean Dr	Los Feliz St	High-visibility crosswalk (N, E)	County	SRTS	44	
	Katherine Rd	Oak Knolls Rd	High-visibility crosswalk (S, W)	County	SRTS	44	
	Oak Knolls Rd	Cypress St	High-visibility crosswalk (S, W)	County	SRTS	44	
	Dena Dr	Ruth Dr	High-visibility crosswalk (SE, SW)	County	SRTS	44	
	Mission Dr	Daphne St	High-visibility crosswalk (W)	Non-County	SRTS	44	
	Vista Grande	Rosedale Ct	High-visibility crosswalk (W)	County	SRTS	44	
	Sunnycrest Dr	Medea Creek Trail	High-visibility crosswalk between trail	County	SRTS	44	
	Telegraph Rd	Briggs Rd	Pedestrian signal and push buttons	County	SRTS	44	
	Lesser Dr	Dena Dr	Stop bar (W)	County	SRTS	44	
	Sunset Ln	Los Feliz St	High-visibility crosswalk (N, W)	County/City	SRTS	44	
	Alelia Ave	Azahar St	Curb Extensions all corners	County	Network	43	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 3	State Route 33	Highland Dr	High-visibility crosswalk (E)	Non-County	Network	43	
	Hitch Blvd	Dalaway Dr	High-visibility crosswalk (N, E)	County	Network	43	
	Ventura Ave	Casitas Vista Rd	High-visibility crosswalk (N, W, S)	County	Network	43	
	Friedrich Rd	Almond Dr	High-visibility crosswalk (S)	County	Network	43	
	Lynn Rd	Camino Dos Rios	High-visibility crosswalk (all)	County/City	SRTS	43	
	Kanan Rd	Deerhill Rd	Curb Extensions (NW, NE)	County	SRTS	43	
	Lesser Dr	Dena Dr	Curb Extensions (NW, SW, SE)	County	SRTS	43	
	Hollytree Dr	Kanan Rd	Curb Extensions all corners	County	SRTS	43	
	Deerhill Rd	Caledonia Ct	High-visibility crosswalk (E)	County	SRTS	43	
	Deerhill Rd	Deerbrook Rd	High-visibility crosswalk (E,W)	County	SRTS	43	
	Los Altos St	Sunset Ln	High-visibility crosswalk (W)	County/City	SRTS	43	
	Sunset Ave	Spring St	RRFB (S)	County	SRTS	43	
	Rockfield St	Lindero Canyon Rd	Curb Extensions all corners	County/City	SRTS	43	
	Rockfield St	Lindero Canyon Rd	Leading Pedestrian Interval (all)	County/City	SRTS	43	
	Nyeland Ave	Eucalyptus Ave	Bike racks	County	FLM	42	
	Barbara St	State Route 33	Timetable information	Non-County	FLM	42	
	Eucalyptus Ave	Nyeland Ave	Wayfinding sign and time table info	County	FLM	42	
	Violeta St	Campanula Ave	Curb Extensions all corners	County	Network	42	
	Woodland Ave	Rice Rd	High-visibility crosswalk (all)	County	Network	42	
	Central Ave	State Route 232	High-visibility crosswalk (N, E)	Non-County	Network	42	
	Channel Islands Blvd	Sunset Ln	Curb Extensions all corners	County/City	SRTS	42	
	Lesser Dr	Rudman Dr	Curb Extensions (N,S)	County	SRTS	42	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 3	Grand Ave	Carne Rd	Curb Extensions (SE)	County	SRTS	42	
	Channel Islands Blvd	Ocean Dr	Curb Extensions all corners	County	SRTS	42	
	Lesser Dr	Jenny Dr	Curb Extensions all corners	County	SRTS	42	
	Doubletree Rd	Hollytree Dr	High-visibility crosswalk (all); crossing guard; encourage park and walk program	County	SRTS	42	
	Jenny Dr	Henry Dr	High-visibility crosswalk (E)	County	SRTS	42	
	Jenny Dr	Carl Ct	High-visibility crosswalk (E)	County	SRTS	42	
	Jenny Dr	Louis Dr	High-visibility crosswalk (E)	County	SRTS	42	
	Pinewood Ave	Tamarind St	High-visibility crosswalk (E)	County	SRTS	42	
	Vista Grande	Sunny Ln	High-visibility crosswalk (E)	County	SRTS	42	
	Kitty St	Alice Dr	High-visibility crosswalk (N)	County	SRTS	42	
	Grand Ave	Carne Rd	High-visibility crosswalk (N, W)	County	SRTS	42	
	Michael Dr	Virginia Dr	High-visibility crosswalk (S)	County	SRTS	42	
	Smoke Tree Ave	Sabra Ave	High-visibility crosswalk (S)	County	SRTS	42	
	Carmel Dr	Cut-through	Install lighting at path entrance leading to school	County	SRTS	42	
	Lesser Dr	Jenny Dr	Stop bar (all)	County	SRTS	42	
	Olds Rd	Walden St	Curb Extensions (NW, SW)	County/City	SRTS	42	
	Las Posas Rd	Mission Dr	High-visibility crosswalk (all)	Non-County	Network	41	
	Gonzales Rd	Merion Way	High-visibility crosswalk (N, S, W)	County/City	SRTS	41	
	Lois Ave	Verna Ave	High-visibility crosswalk (E)	County	SRTS	41	
	Debbie St	Lisa Ct	High-visibility crosswalk (N)	County	SRTS	41	
	Lynn Rd	Camino Manzanas	High-visibility crosswalk (W)	County/City	SRTS	41	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 3	Gloria Dr	Rudman Dr	High-visibility crosswalk (S)	County	SRTS	41	
	Las Posas Rd	Loop Dr	High-visibility crosswalk (all)	Non-County	Network	40	
	Woodland Ave	Silver Spur St	High-visibility crosswalk (all)	County	Network	40	
	Santa Rosa Rd	Las Posas Rd	High-visibility crosswalk (N, W)	County	Network	40	
	State Route 232	Lambert St	High-visibility crosswalk (W)	Non-County	Network	40	
	State Route 232	Beedy St	High-visibility crosswalk (W)	Non-County	Network	40	
	Deerhill Rd	Bryndale Ave	High-visibility crosswalk (E)	County	SRTS	40	
	Telegraph Rd	Briggs Rd	High-visibility crosswalk (S, W)	County	SRTS	40	
	Rockfield St	Lindero Canyon Rd	High-visibility crosswalk (all)	County/City	SRTS	40	
	Eucalyptus Dr	Nyeland Ave	Curb Extensions (NW,SW)	County	Network	39	
	State Route 33	Nye Rd	High-visibility crosswalk (E)	Non-County	Network	39	
	Arroyo Mobile Home Park	State Route 33	High-visibility crosswalk (W)	Non-County	Network	39	
	State Route 33	Sycamore Dr	High-visibility crosswalk (W)	Non-County	Network	39	
	Kitty St	Bella Dr	High-visibility crosswalk (all)	County	SRTS	39	
	Vista Grande	Ridge Dr	High-visibility crosswalk (all)	County	SRTS	39	
	Vista Grande	Rancho Vista Ct	High-visibility crosswalk (E)	County	SRTS	39	
	Debbie St	Alice Dr	High-visibility crosswalk (N)	County	SRTS	39	
	Randy Dr	Alice Dr	High-visibility crosswalk (N)	County	SRTS	39	
	Theresa Dr	Devia Dr	High-visibility crosswalk (N)	County	SRTS	39	
	Theresa Dr	Cathy Dr	High-visibility crosswalk (N)	County	SRTS	39	
	Theresa Dr	Dorena Dr	High-visibility crosswalk (N)	County	SRTS	39	
	Doubletree Rd	Bishopswood Ln	High-visibility crosswalk (N, S)	County	SRTS	39	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 3	Grand Ave	McNell Rd	High-visibility crosswalk (N, S, E)	County	SRTS	39	
	Pleasant Valley Rd	Eubanks St	High-visibility crosswalk (N, W)	County	SRTS	39	
	Kitty St	Alice Dr	High-visibility crosswalk (N,E,W)	County	SRTS	39	
	Gloria Dr	Malat Dr	High-visibility crosswalk (S)	County	SRTS	39	
	Gloria Dr	Gerst Dr	High-visibility crosswalk (S)	County	SRTS	39	
	Kitty St	Martha Dr	High-visibility crosswalk (S)	County	SRTS	39	
	Michael Dr	Cay Ct	High-visibility crosswalk (S)	County	SRTS	39	
	Michael Dr	Henry Dr	High-visibility crosswalk (S)	County	SRTS	39	
	Michael Dr	Dena Dr	High-visibility crosswalk (S)	County	SRTS	39	
	Michael Dr	Dorena Dr	High-visibility crosswalk (S)	County	SRTS	39	
	Michael Dr	Cathy Dr	High-visibility crosswalk (S)	County	SRTS	39	
	Michael Dr	Devia Dr	High-visibility crosswalk (S)	County	SRTS	39	
	Ridge Dr	Summit Cl	High-visibility crosswalk (S)	County	SRTS	39	
	Vista Arroyo Dr	Ridge Dr	High-visibility crosswalk (S)	County	SRTS	39	
	Doubletree Rd	Falconview Ln	High-visibility crosswalk (W)	County	SRTS	39	
	Doubletree Rd	Pala Mesa Dr	High-visibility crosswalk (W)	County	SRTS	39	
	Felix Ave	Flood St	High-visibility crosswalk (W)	County	SRTS	39	
	Frankie Dr	Ruth Dr	High-visibility crosswalk (W)	County	SRTS	39	
	Gloria Dr	Ruth Dr	High-visibility crosswalk (W)	County	SRTS	39	
	Vista Arroyo Dr	Alison Dr	High-visibility crosswalk (W)	County	SRTS	39	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 3	Nye Rd	State Route 33	Bus shelter, bench, timetable information, trash cans	Non-County	FLM	38	
	Hitch Blvd	Citrus Dr	High-visibility crosswalk (N, W)	County	Network	38	
	Gonzales Rd	Merion Way	Curb Extensions all corners	County/City	SRTS	38	
	Gonzales Rd	Campus Way	High-visibility crosswalk (E, S)	County/City	SRTS	38	
	La Brea St	Sunset Ln	High-visibility crosswalk (N, W)	County/City	SRTS	38	
	Lynn Rd	Camino Manzanas	Reduce corner radii (all)	County/City	SRTS	38	
	Deerhill Rd	Poppyview Dr	High-visibility crosswalk (E,W)	County	SRTS	38	
	Sycamore Dr	State Route 33	Bus shelter, bench, timetable information, trash cans	Non-County	FLM	37	
	Sycamore Dr	State Route 33	Bus shelter, timetable information, trash cans	Non-County	FLM	37	
	Arroyo Mobile Home Park	State Route 33	HAWK	Non-County	Network	37	
	Doubletree Rd	Eaglehaven Ln	High-visibility crosswalk (W)	County	Network	37	
	State Route 33	Willey St	High-visibility crosswalk (W)	Non-County	Network	37	
	Carmel Dr	Capri Dr	High-visibility crosswalk (all)	County	SRTS	37	
	Jenny Dr	William Dr	High-visibility crosswalk (E)	County	SRTS	37	
	Gerald Dr	Henry Dr	High-visibility crosswalk (N)	County	SRTS	37	
	William Dr	Louis Dr	High-visibility crosswalk (N)	County	SRTS	37	
	Dorena Dr	Bella Dr	High-visibility crosswalk (W)	County	SRTS	37	
	Ventura Ave	Los Cabos Ln	Bus shelter, bench, timetable information, trash cans	County	FLM	36	
	Ventura Ave	Norway Dr	Timetable information, trash cans	County	FLM	36	
	Doubletree Rd	Kanan Rd	Curb Extensions all corners	County	SRTS	36	
	Royal Ave	Sinaloa Rd	High-visibility crosswalk (all)	Non-County	SRTS	36	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 3	Debbie St	Shirley Dr	High-visibility crosswalk (E)	County	SRTS	36	
	Jenny Dr	Frankie Dr	High-visibility crosswalk (E)	County	SRTS	36	
	Ridge Dr	Calvert Ct	High-visibility crosswalk (N)	County	SRTS	36	
	Vista Arroyo Dr	Saddleridge Ct	High-visibility crosswalk (W)	County	SRTS	36	
	Arroyo Mobile Home Park	State Route 33	Timetable information	Non-County	FLM	35	
	State Route 33	Valley Meadow Dr	High-visibility crosswalk (E)	Non-County	Network	35	
	Sycamore Dr	State Route 33	RRFB	Non-County	Network	35	
	Capri Dr	Sinaloa Rd	High-visibility crosswalk, and upgraded ADA sidewalks (move poles in center of sidewalk)	County/City	SRTS	35	
	Gonzales Rd	Thurgood Marshall Dr	High-visibility crosswalk (N)	County/City	SRTS	35	
	Oak Hills Dr	Near Avenida de Los Lobos	Construct traffic calming along Oak Hills Dr from Kanan Rd Medea Creek Ln (Possible chicanes, speed bumps, paint etc).	County	SRTS	35	
	Sunset Lane	Mid-Block in front of school	RRFB	County	SRTS	35	
	Sunset Ln	La Crescenta St	High-visibility crosswalk (N, W)	County/City	SRTS	35	
	Capri Dr	Sinaloa Rd	Curb Extensions (NW, NS)	County/City	SRTS	34	
	Cadiz Dr	Capri Dr	High-visibility crosswalk (all)	County	SRTS	34	
	Carmel Dr	Capri Dr	High-visibility crosswalk (all)	County	SRTS	34	
	Hacienda Dr	Capri Dr	High-visibility crosswalk (all)	County	SRTS	34	
	Jenny Dr	Gloria Dr	High-visibility crosswalk (E)	County	SRTS	34	
	Carmel Dr	Capri Dr	Signage directing people to the pedestrian path on Carmel Drive which leads to the school	County	SRTS; FLM	34	
	Borchard Rd	Theresa Dr	Curb Extensions all corners	County/City	SRTS	33	

	Cross Street	Cross Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 3	Laguna Rd	Las Posas Rd	Overhead flashing red beacon	County	Network	32	
	Laguna Rd	Laguna Rd	Reflective Edge Markers	County	Network	32	
	Gerald Dr	Jeanne Ct	High-visibility crosswalk (N)	County	SRTS	32	
	Capri Dr	Sinaloa Rd	RRFB	County/City	SRTS	31	
	Felix Ave	Township Ave	High-visibility crosswalk (N)	County/City	SRTS	30	
	Olds Rd	Sanford St	Curb Extensions (NW, SW)	County/City	SRTS	30	
	Gerald Dr	Ben Ct	High-visibility crosswalk (N)	County	SRTS	29	
	Gerald Dr	Jenny Dr	High-visibility crosswalk (W)	County	SRTS	29	
	Arroyo Mobile Home Park	State Route 33	Bus shelter, bench, timetable information, trash cans	Non-County	FLM	28	
	Olds Rd	Sanford St	High-visibility crosswalk (W)	County/City	SRTS	25	

Table 9 / Overall Sidewalk Scores

	Sidewalk Street	Start Street	End Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 1	Alvarado St	Collins St	Helsam Ave	Sidewalk on both sides	County	SRTS	78	$214,972
	Cortez St	Corsicana Dr	South boundary of Rio Plaza Elementary	Sidewalk on E side	County	SRTS	72	$24,852
	Helsam Ave/ George St	Alvarado St	Simon Way	Sidewalk on (priority S, E side)	County	SRTS	70	$152,661
	Padre Juan Ave	Lomita Ave	El Roblar	Sidewalk on both sides	County	SRTS	69	$249,256
	Camino Flores	Paseo Del Robledo	Camino Dos Rios	Sidewalk on both sides	County	SRTS	67	$47,041
	Camulos St	Church St	Main St	Sidewalk on both sides	County	SRTS	67	$51,246
	Center St	Via Fustero	Orchard St	Sidewalk on both sides	County	SRTS	67	$36,075
	Will Ave	Balboa St	George St	Sidewalk on both sides	County	SRTS	67	$140,160
	Via Fustero	Main St	Center St	Sidewalk on E side	County	SRTS	67	$169,455
	El Roblar Dr	La Luna Ave	Lomita Ave	Sidewalk on N side	County	SRTS	65	$283,594
	Stroube St	State Route 232	Rose Ave	Sidewalk on both sides	County	SRTS	64	
	Larmier Ave	State Route 33	Sunset Ave	Sidewalk on S side	County	SRTS	63	
	George St	Simon Way	End of street	Sidewalk on both sides	County	SRTS	62	
	Balboa St	Simon Way	End of Street	Sidewalk on E side	County	SRTS	62	
	Pueblo Ave	Lomita Ave	El Roblar Dr	Sidewalk on both sides	County	SRTS	61	
	El Roblar Dr	Lomita Ave	State Route 33	Sidewalk in missing portions on north and south side of street to connect with transit stops	County	SRTS	60	
	Helsam Ave	Balboa St	Alvaarado St	Sidewalk on both sides	County	SRTS	60	
	Lemar Ave	Balboa St	George St	Sidewalk on both sides	County	SRTS	60	
	Salem Ave	Balboa St	George St	Sidewalk on both sides	County	SRTS	60	

	Sidewalk Street	Start Street	End Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 1	Main St	Market St	Center St	Sidewalk on E side	County	SRTS	60	
	Alvarado St	County boundary	Collins St	Sidewalk on W side	County	SRTS	60	
	State Route 33	State Route 150	Loma Dr	Sidewalk on S, E side	Non-County	SRTS	59	
	Short St	End of Street	Old Ventura Ave	Sidewalk on at least one side	County	SRTS	59	
	State Route 33	La Cross St	Santa Ana Way	Sidewalk on at least one side	Non-County	Network	58	$97,367
	Alelia Ave	Violeta St	End of Street	Sidewalk on both sides	County	Network	58	$24,140
	State Route 33	Barbara St / State Route 33 bus stop (northbound)	Barbara St	Sidewalk on E side	Non-County	Network	58	$32,184
	State Route 33	Mahoney Ave	Santa Ana Blvd	Sidewalk on W side	Non-County	Network	58	$77,055
	Santa Ana Blvd	Monte Via	State Route 33	Both sides missing sidewalk; priority installing sidewalk on S side due to Boys and Girls Club connection	County	Network	58	$229,805
	Main St	State Route 126	Via Fustero	Sidewalk on both sides of street where missing	County	SRTS	58	
	State Route 33	Portal St	Larmier Ave	Sidewalk on W side	Non-County	SRTS	58	
	Camino Verde	Calle Yucca	Camino Magenta	Sidewalk on both sides	County	SRTS	57	
	Walnut Dr	State Route 232	Rose Ave	Sidewalk on both sides	County	SRTS	57	
	Jourdan St	Stroube St	Collins St	Sidewalk on W side	County	SRTS	57	
	Lake Sherwood Dr	99 Lake Sherwood Dr	189 Lake Sherwood Dr	Sidewalk on both sides	County	Network	56	$118,700
	Balboa St	Corsicana Dr	Helsam Ave	Sidewalk on both sides	County	SRTS	56	
	Catalina Dr	Anacapa Dr	Mission Dr	Sidewalk on both sides	County	SRTS	56	
	Cortez St	Stroube St	Corsicana Dr	Sidewalk on both sides	County	SRTS	56	

	Sidewalk Street	Start Street	End Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 1	Orchard St	Market St	Main St	Sidewalk on both sides	County	SRTS	56	
	El Roblar Dr	Rice Rd	La Luna Ave	Sidewalk on both sides	County	Network	55	$124,694
	Main St	Orchard St	970' n/o Orchard St	Sidewalk on both sides	County	SRTS	54	
TIER 2	Clavel Ave	County Boundary	Azahar Rd	Sidewalk on both sides	County	Network	53	$90,658
	Mesa Dr	County Boundary	Loop Dr	Sidewalk on both sides of street where missing	County	Network	53	$239,214
	Citrus St	Orange Dr	Corsicana Dr	Sidewalk on both sides	County	SRTS	53	
	State Route 33	Portal St	Park Ave	Widen sidewalk or remove obstructions on E side	Non-County	SRTS	53	
	Violeta St	Clavel Ave	Campanula Ave	Sidewalk on N side	County	Network	52	$62,326
	El Rio Dr	Padre Juan Ave	Lomita Ave	Sidewalk on at least one side	County	SRTS	52	
	Balboa St	Wright Rd	Stroube St	Sidewalk on both sides	County	SRTS	52	
	Church St	Camulos St	Center St	Sidewalk on both sides	County	SRTS	52	
	Cortez St	Simon Way	End of Street	Sidewalk on E side	County	SRTS	52	
	El Centro St	Cruzero St	Loma Dr	Both sides missing Sidewalk; priority installing sidewalk on W side	County	SRTS	52	
	Friedrich Rd	Santa Clara Ave	Almond Dr	Sidewalk on S side; widen existing sidewalk or remove obstructions	County	Network	51	
	Loop Dr East	Loma Dr	613 E Loop Dr	Sidewalk on W side	County	Network	51	
	Anacapa Dr	Mission Dr	Catalina Dr	Sidewalk on both sides	County	SRTS	51	
	Camino Flores	Camino Dos Rios	Camino Manzanas	Sidewalk on both sides	County	SRTS	51	
	Loma Dr	Tico Rd	Cruzero St	Sidewalk on both sides	County	SRTS	51	

	Sidewalk Street	Start Street	End Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 2	Mission Dr	Las Posas Rd	Catalina Dr	Sidewalk on both sides	County/City	SRTS	51	
	Temescal St	Camulos St	Market St	Sidewalk on both sides	County	SRTS	51	
	Puesta Del Sol	Calle El Prado	Barbara St	Sidewalk on both sides	County	Network	50	
	Ventura Ave	Shell Rd	Shared use path	Sidewalk on both sides of street where missing	County	Network	50	
	Camino Magneta	Camino Manzanas	End of Street	Sidewalk on both sides	County	SRTS	50	
	Cruzero St	Tico Rd	Loma Dr	Sidewalk on N side	County	SRTS	50	
	West St	Bell St	Rice St	Sidewalk on W side	County	SRTS	50	
	McKee St	Ventura Ave	End of street	Sidewalk on both sides of street where missing	County	Network	49	
	Kunkle St	Richford Ln	State Route 33	Sidewalk on at least one side	County	SRTS	49	
	Market St	Via Fustero	End of street	Sidewalk on both sides	County	SRTS	49	
	Market St	Church St	Main St	Sidewalk on both sides	County	SRTS	49	
	Orange Dr	Ventura Blvd	Friedrich Rd	Sidewalk on both sides	County	Network	48	
	Balboa St	Stroube St	Corsicana Dr	Sidewalk on both sides	County	SRTS	48	
	State Route 33	.06' south of State Route 150	State Route 150	Sidewalk (missing both sides, priority to E becaues of Ojai Valley Trail on W side)	Non-County	Network	47	
	Calle Pecos	Calle Arroyo	Calle Las Trancas	Sidewalk on both sides	County	Network	47	
	Campanula Ave	Violeta St	County Boundary	Sidewalk on both sides	County	Network	47	
	Foothill Rd	County Boundary	Saticoy Ave	Sidewalk on both sides	County	Network	47	
	Country Dr	Riverbank Dr	End of Street	Sidewalk on E side	County	Network	47	
	Old Grade Rd	Old Grd	Villanova Rd	Sidewalk on W side	County	Network	47	

	Sidewalk Street	Start Street	End Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 2	Goodhope St	Sunset Ave	Larmier Ave	Sidewalk on both sides	County	SRTS	47	
	Spring St	End of Street	Grande Vista St	Sidewalk on both sides	County	SRTS	47	
	Center St	West end of Piru Elementary	Warring Canyon Rd	Sidewalk on N side	County	SRTS	47	
	Camulos St	Camulos Pl	Church St	Sidewalk on S side	County	SRTS	47	
	Eucalyptus Dr	Santa Clara Ave	Nyeland Ave	Sidewalk on both sides	County	Network	46	
	Lake Sherwood Dr	David Ln	716 Lake Sherwood Dr	Sidewalk on both sides	County	Network	46	
	Loma Dr	County Boundary	Loop Dr	Sidewalk on both sides	County	Network	46	
	Los Angeles Ave	County Boundary	Aster St	Sidewalk on both sides	County	Network	46	
	Loma Dr	Villanova Rd	State Route 33	Sidewalk on at least one side	County	SRTS	46	
	Calle Mandarinas	Calle Yucca	Camino Magneta	Sidewalk on both sides	County	SRTS	46	
	Center St	Railroad tracks	Via Fustero	Sidewalk on N side	County	SRTS	46	
	Rockfield St	Lindero Canyon Rd	Hawthorne Dr	Widen sidewalk on S side of street	County	SRTS	46	
TIER 3	State Route 33	Sycamore Dr	8909 State Route 33	Sidewalk on W side	Non-County	Network	45	
	Calle Yucca	Camino Dos Rio	End of Street	Sidewalk on both sides of street where missing	County	SRTS	45	
	Center Sr	Orchard St	State Route 126	Sidewalk on both sides of street where missing	County	SRTS	45	
	Loop Dr East	County boundary	Mesa Dr	Sidewalk on both sides	County	Network	44	
	Los Angeles Ave	Violeta St	End of Street	Sidewalk on both sides	County	Network	44	
	Oakcrest Ave	Barbara St	Barbara St / State Route 33 bus stop (southbound)	Sidewalk on both sides to connect bus stop to Ojai Valley Trail and Sidewalks in neighborhood	County	Network	44	
	Katherine Rd	Sylvan Dr	Railroad tracks	DG path along park	County	SRTS	44	

	Sidewalk Street	Start Street	End Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 3	Lomita Ave	La Luna Ave	Besant Rd	Sidewalk on (north side priority, both sides missing)	County	SRTS	44	
	Rice Rd	Arcata Rd	Camille Dr	Sidewalk on both sides	County	Network	43	
	Ocean Dr	Sawtelle Ave	San Nicolas Ave	Sidewalk on W side	County	Network	43	
	Loop Dr W	County Boundary	Catalina Dr	Sidewalk on both sides	County	SRTS	43	
	Sunset Ave	Larmier Ave	Spring St	Sidewalk on both sides of street where missing	County	SRTS	43	
	North St	State Route 118	State Route 34	Sidewalk on both sides. 10 foot Sidewalk on one side would allow children to bike and walk on Sidewalk.	County	SRTS	43	
	Spring St	Sunset Ave	Larmier Ave	Sidewalk on W side	County	SRTS	43	
	Nardo St	11384 Nardo St	Campanula Ave	Sidewalk on both sides	County	Network	42	
	Capri Dr	30' w/o Sinaloa Rd	End of Street	Sidewalk on at least one side	County	SRTS	42	
	Catalina Dr	Ojal Valley Class I Bike Path	Barbara St	Sidewalk on both sides	County	Network	41	
	Almond Ave	10601 Almond Ave	Ridgeline Dr	Sidewalk on N side	County	Network	41	
	Violeta St	Los Angeles Ave	Clavel Ave	Sidewalk on W side	County	Network	41	
	Tico Road	State Route 150	Lomita Avenue	Sidewalk on both sides	County	SRTS	41	
	Fraser Ln	Ventura Ave	End of street	Sidewalk on both sides	County	Network	39	
	Azahar St	End of Street	Los Angeles Ave	Sidewalk on both sides	County	Network	38	
	Calle Las Trancas	Camino Dos Rios	Cale Pecos	Sidewalk on both sides	County	Network	38	
	Los Angeles Ave	Azahar St	Rosal Ln	Sidewalk on both sides	County	Network	38	
	Nardo St	Los Angeles Ave	Alelia Ave	Sidewalk on both sides	County	Network	38	

	Sidewalk Street	Start Street	End Street	Recommendation	Jurisdiction	Other Prioritization Processes	Score	Cost Estimate
TIER 3	Nyeland Ave	Ventura Blvd	Friedrich Rd	Sidewalk on both sides (E side priority); Improves FLM access	County	Network	38	
	Spring St	Grande Vista St	Sunset Ave	Sidewalk on E side	County	SRTS	38	
	Catalina Dr	Mission Dr	Anacapa Dr	Sidewalk on S side	County	SRTS	38	
	Carne Rd	State Route 150	Ojai Ave	Sidewalk on both sides	County	SRTS	37	
	State Route 150	Rice Rd	State Route 33	Sidewalk on both sides	Non-County	Network	36	
	Los Angeles Ave	End of Street	Aster St	Sidewalk on N side	County	Network	35	
	Cadiz Dr	Entire length		Sidewalk on at least one side	County	SRTS	34	
	Alelia Ave	Violeta St	Nardo St	Sidewalk on both sides	County	Network	33	
	Carmel Dr	Entire length		Sidewalk on at least one side, connects to school entrance path in northwest	County	SRTS	33	
	Grand Ave	Gorham Rd	McNell Rd	Sidewalk on both sides	County	SRTS	33	
	State Route 33	Woodland Ave	Old Grade Rd	Sidewalk on E side	Non-County	Network	31	
	Santa Rosa Rd	Vista Arroyo Dr	Vista Grande	Sidewalk on S side with guardrail	County	SRTS	31	
	Hacienda Dr	Entire length		Sidewalk on at least one side	County	SRTS	30	
	Crooked Palm Rd	Just north after State Route 33	Ventura Ave	Sidewalk on both sides	County	Network	28	

Figure 160 / Countywide Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION WHOLE COUNTY EXTENT

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 2.5 5 MILES

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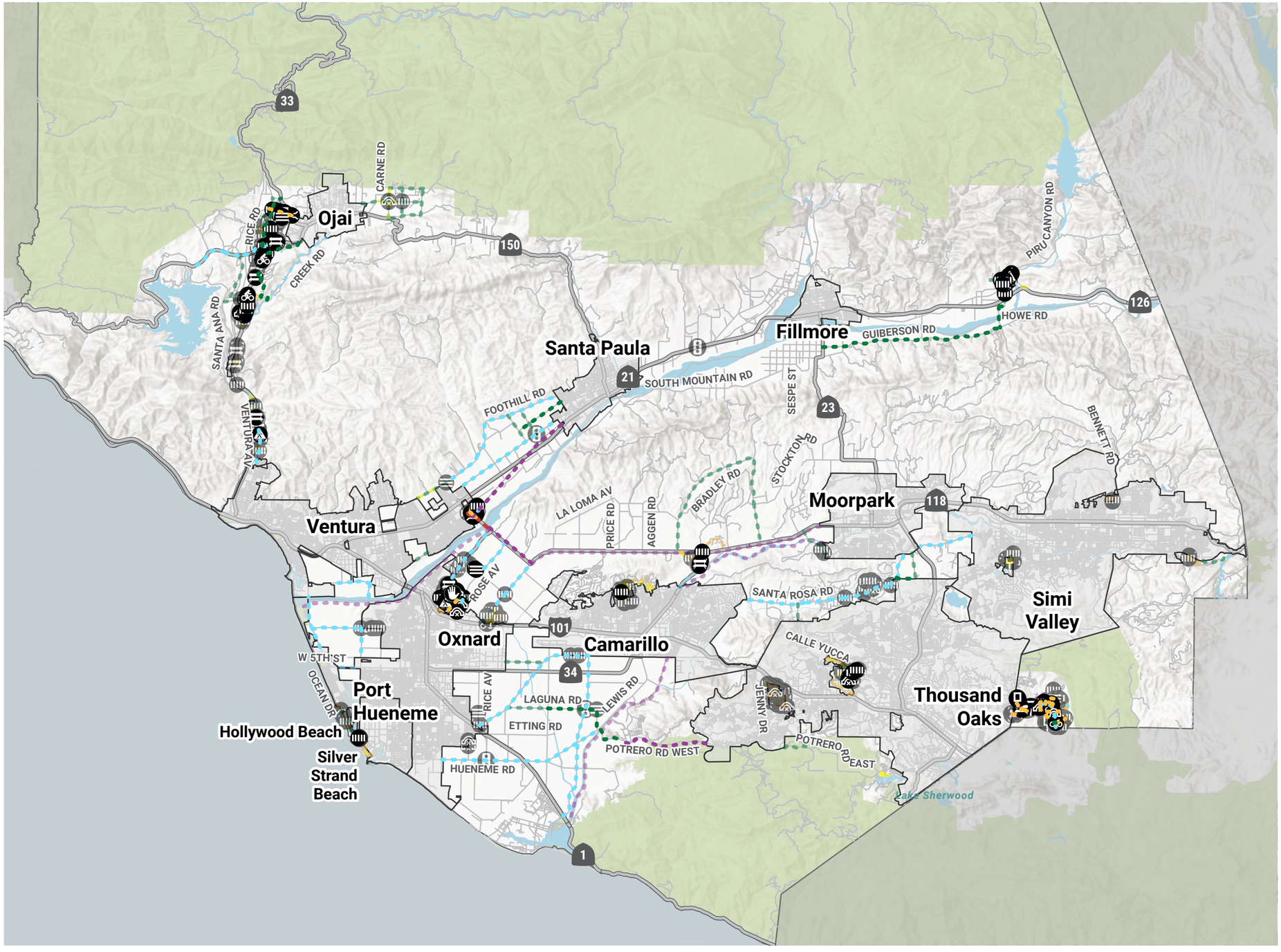


Figure 161 / La Cumbre Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION LA CUMBRE

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.1 0.2 MILES

alta

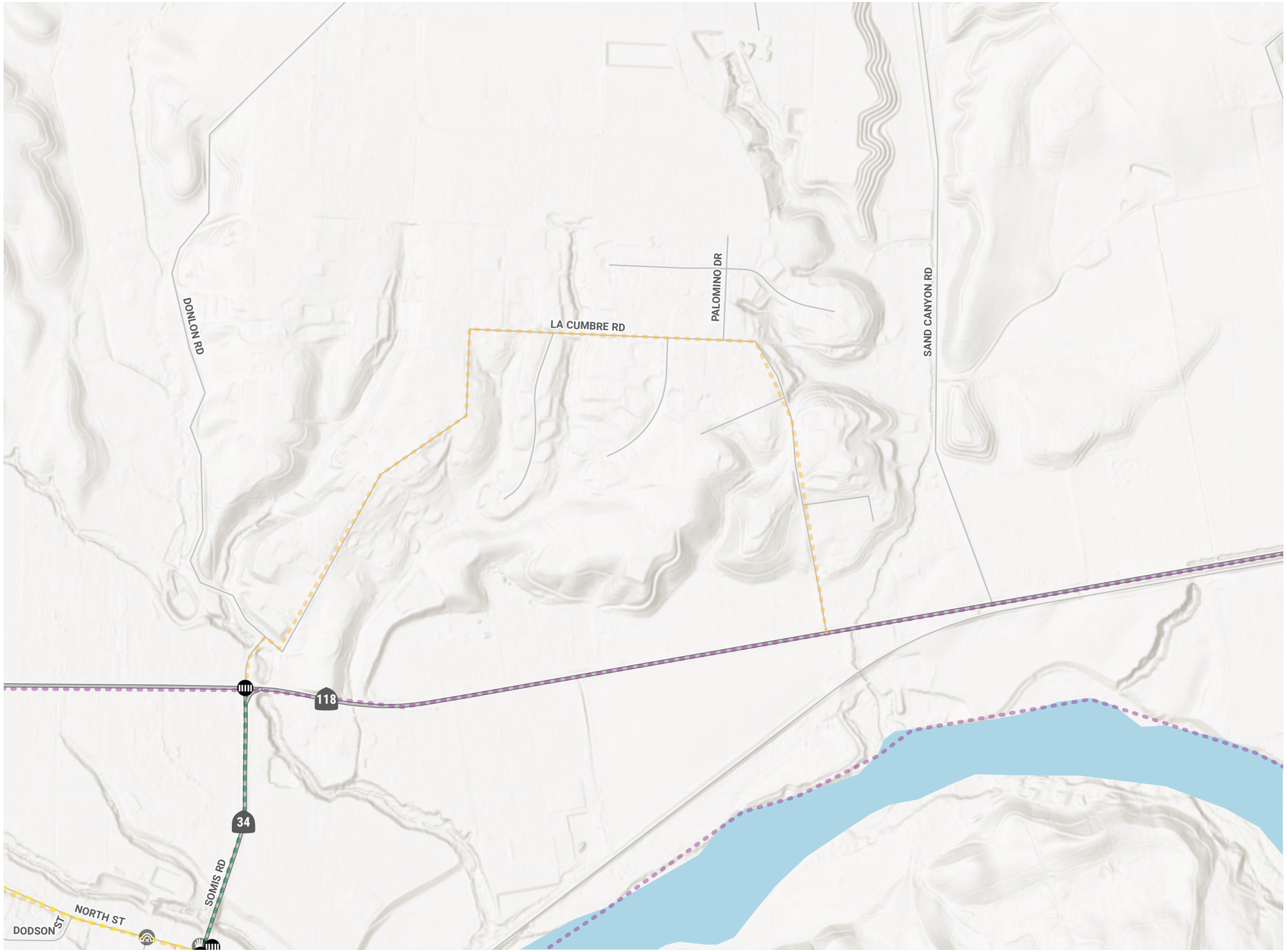


Figure 162 / Lake Sherwood/Hidden Valley Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION LAKE SHERWOOD/ HIDDEN VALLEY

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

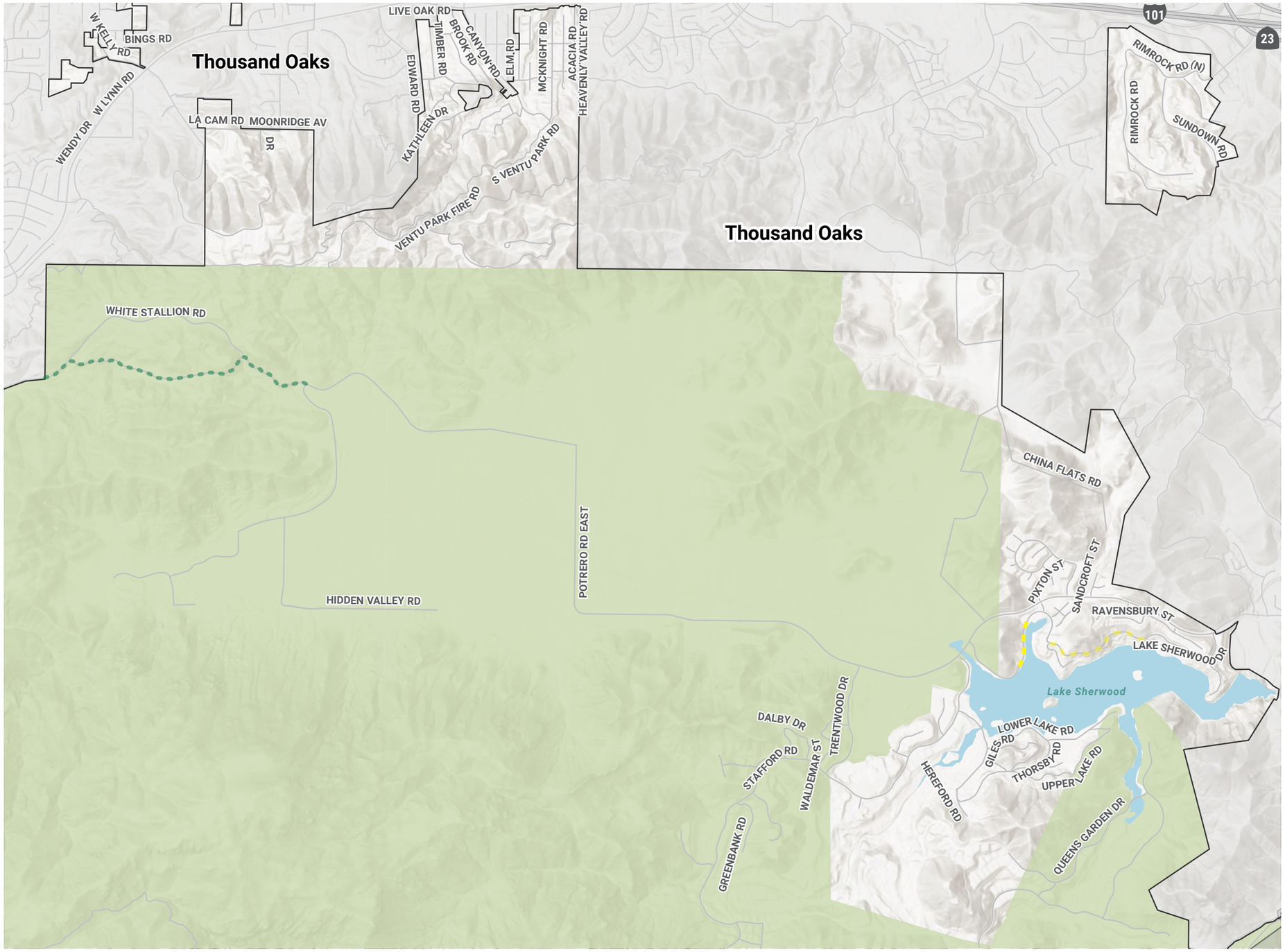
DESTINATIONS + BOUNDARIES

Cities

0 0.25 0.5 MILES

N

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VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION EL RIO/DEL NORTE/ NYELAND ACRES

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1 Tier 2 & 3

- High Visibility Crosswalk
- RRFB
- Traffic Calming
- Curb Extension
- Lighting
- Signage
- Pedestrian Island
- Signals
- Striping
- Bus Pull-Out
- Bike Racks
- Bus Shelter
- Roundabout
- Recommended Sidewalks

Bike Recommendations

Tier 1 Tier 2 & 3

- Shared-Use Path (Class I)
- Bike Lane (Class II)
- Buffered Bike Lane (Class IIB)
- Bike Route (Class III)
- Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

- Cities

0 0.3 0.6 MILES

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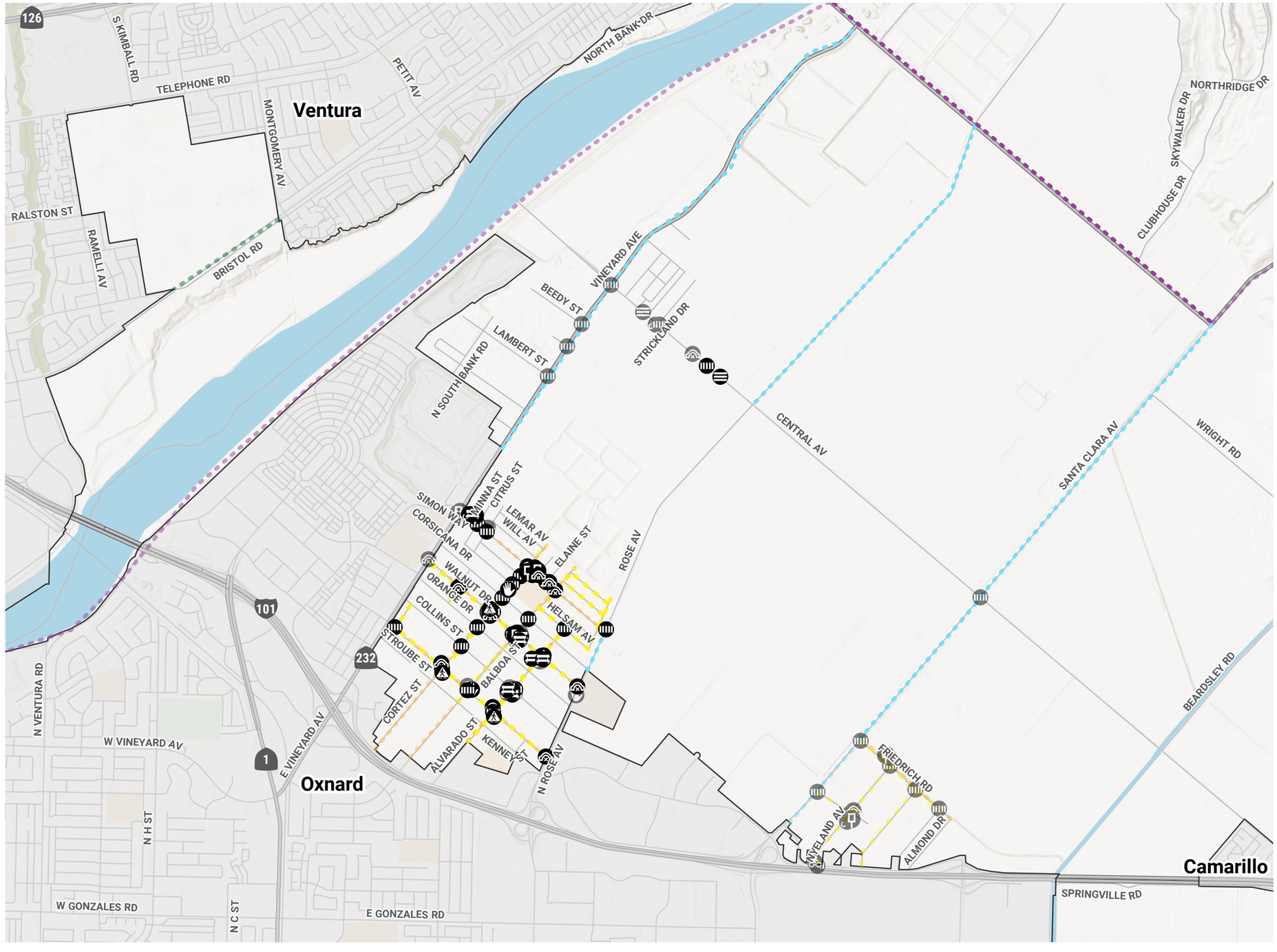


Figure 164 / Somis and Lewis Rd Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION SOMIS AND LEWIS RD

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

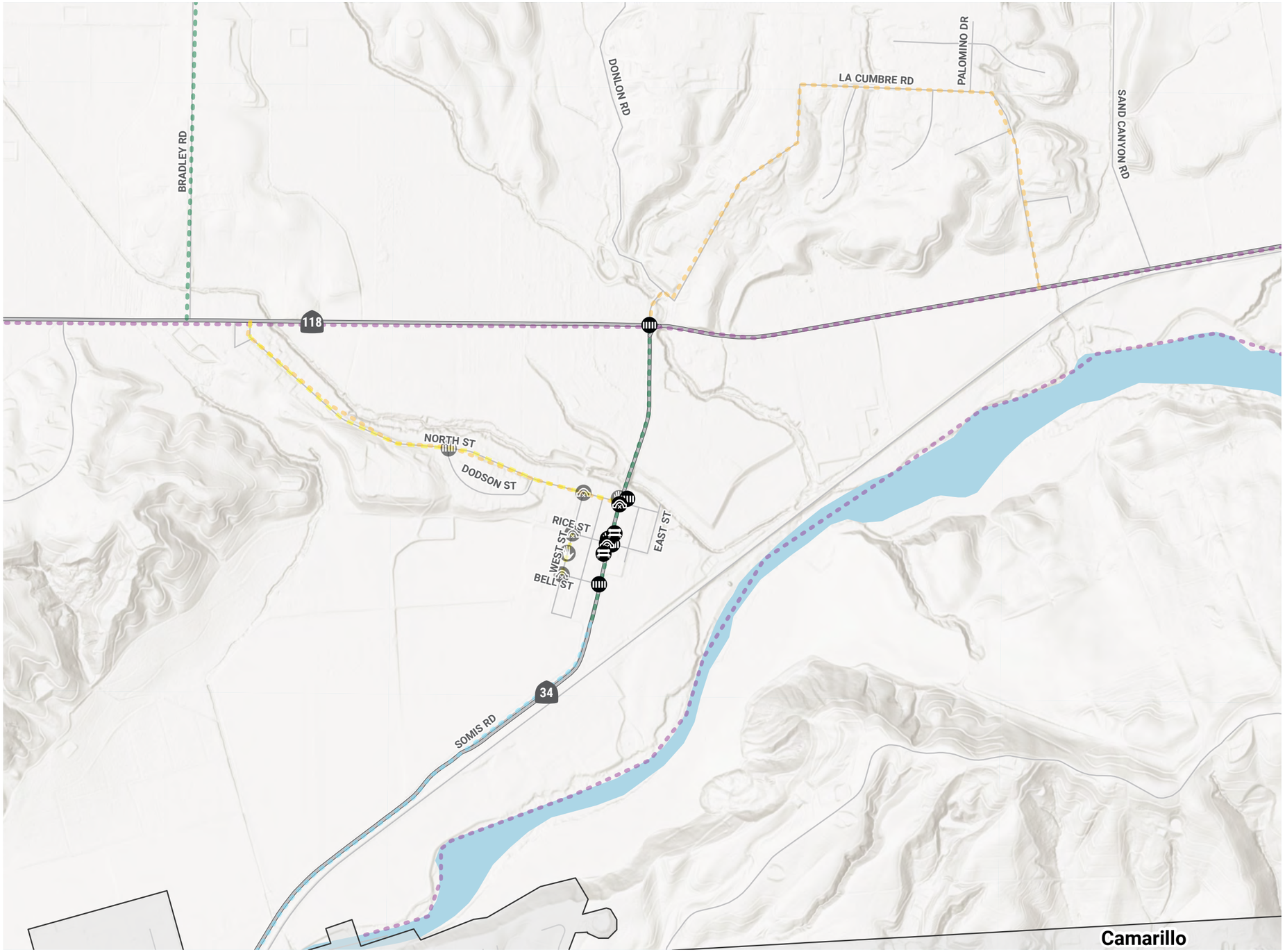
DESTINATIONS + BOUNDARIES

Cities

0 0.15 0.3 MILES

N

alta



VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION OAK PARK

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.15 0.3 MILES

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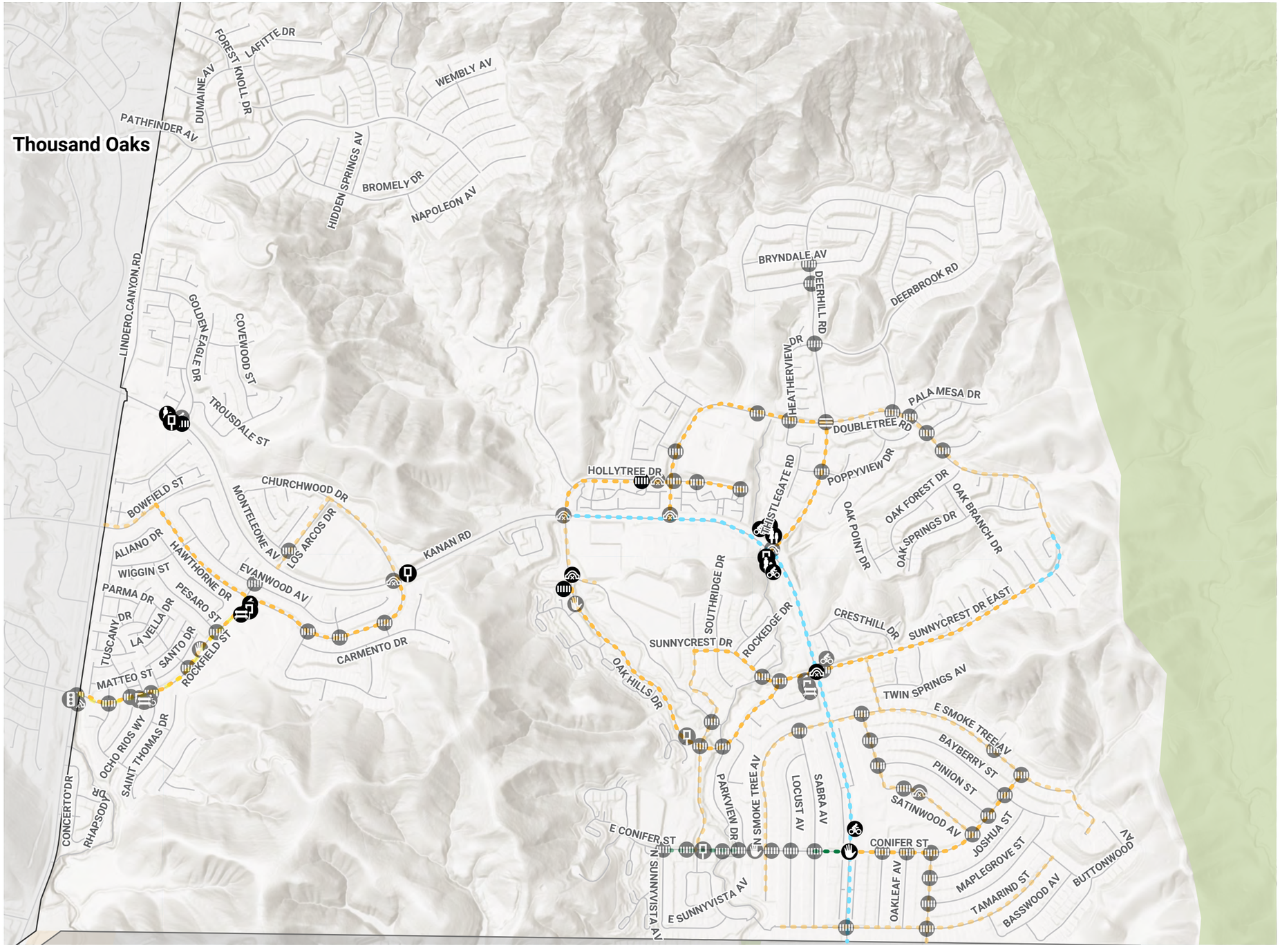


Figure 166 / Ojai Valley West Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION OJAI VALLEY WEST

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
●	●	High Visibility Crosswalk
●	●	RRFB
●	●	Traffic Calming
●	●	Curb Extension
●	●	Lighting
●	●	Signage
●	●	Pedestrian Island
●	●	Signals
●	●	Striping
●	●	Bus Pull-Out
●	●	Bike Racks
●	●	Bus Shelter
●	●	Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

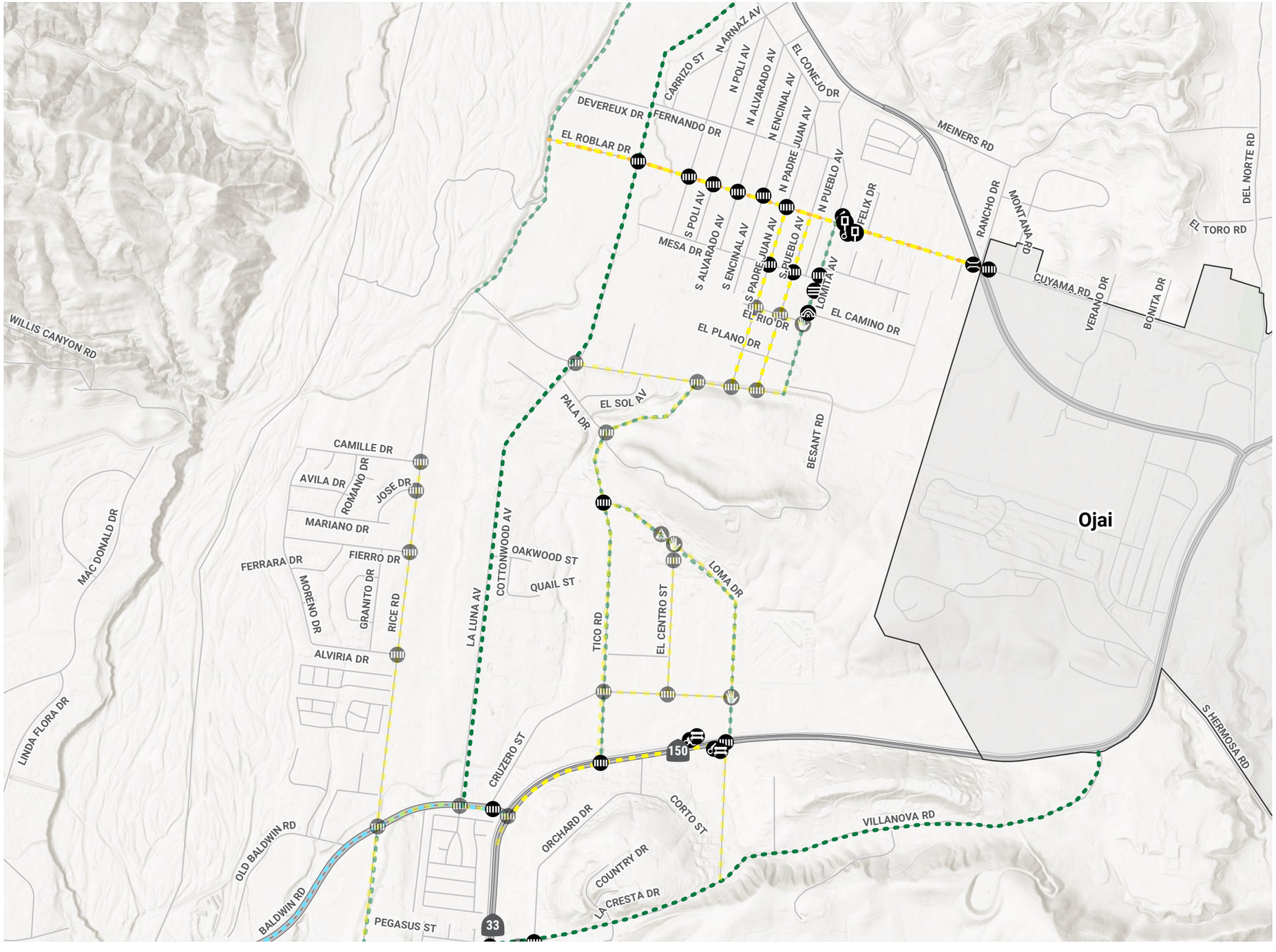
DESTINATIONS + BOUNDARIES

Cities

0 0.15 0.3 MILES

N

alta



VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION PIRU

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.25 0.5 MILES

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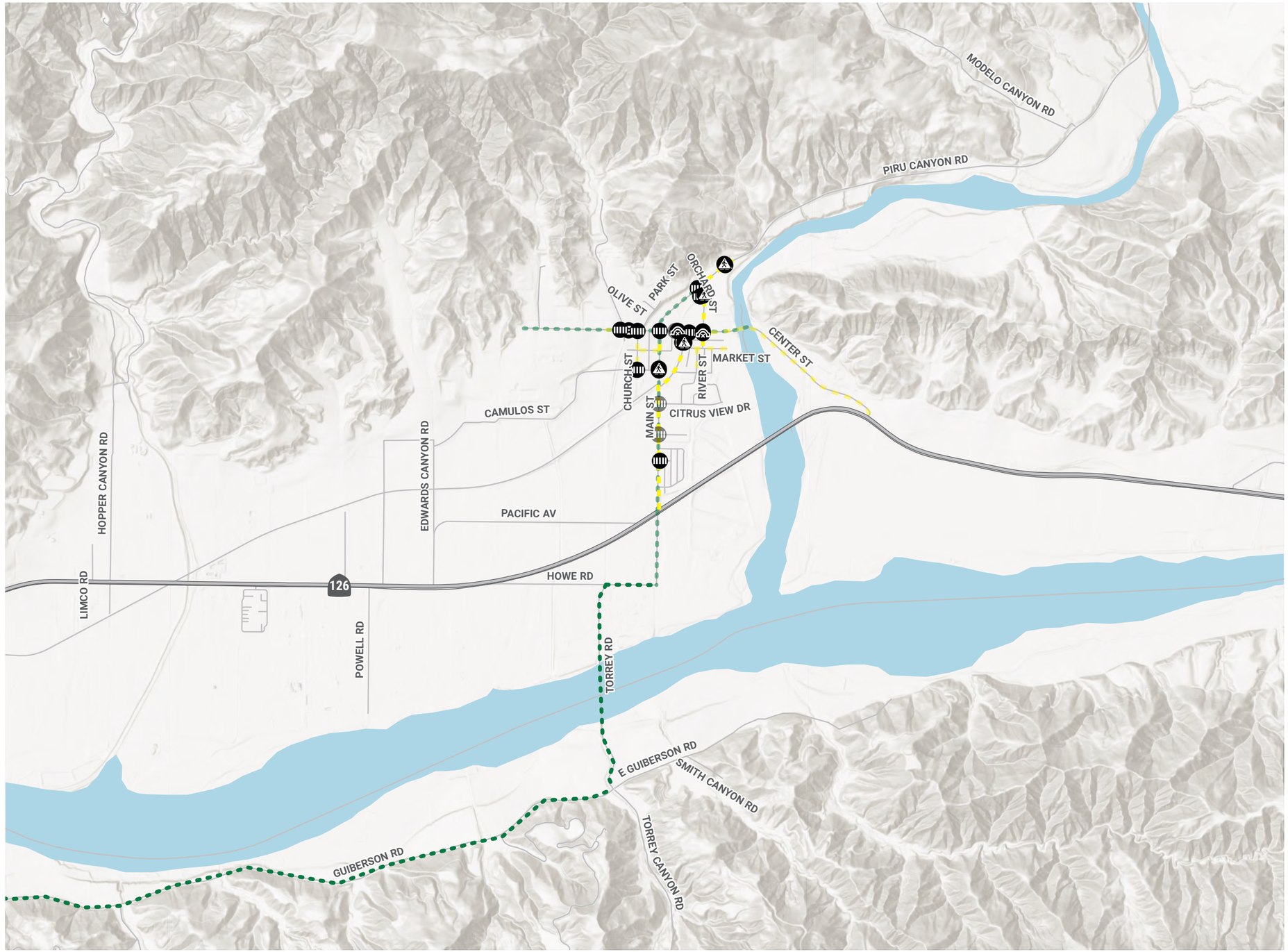


Figure 168 / Saticoy Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION SATICOY

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
●	●	High Visibility Crosswalk
●	●	RRFB
●	●	Traffic Calming
●	●	Curb Extension
●	●	Lighting
●	●	Signage
●	●	Pedestrian Island
●	●	Signals
●	●	Striping
●	●	Bus Pull-Out
●	●	Bike Racks
●	●	Bus Shelter
●	●	Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.07 0.14 MILES

N

alta



Figure 169 / Casa Conjeo and Lynn Ranch Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION CASA CONEJO AND LYNN RANCH

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.2 0.4 MILES

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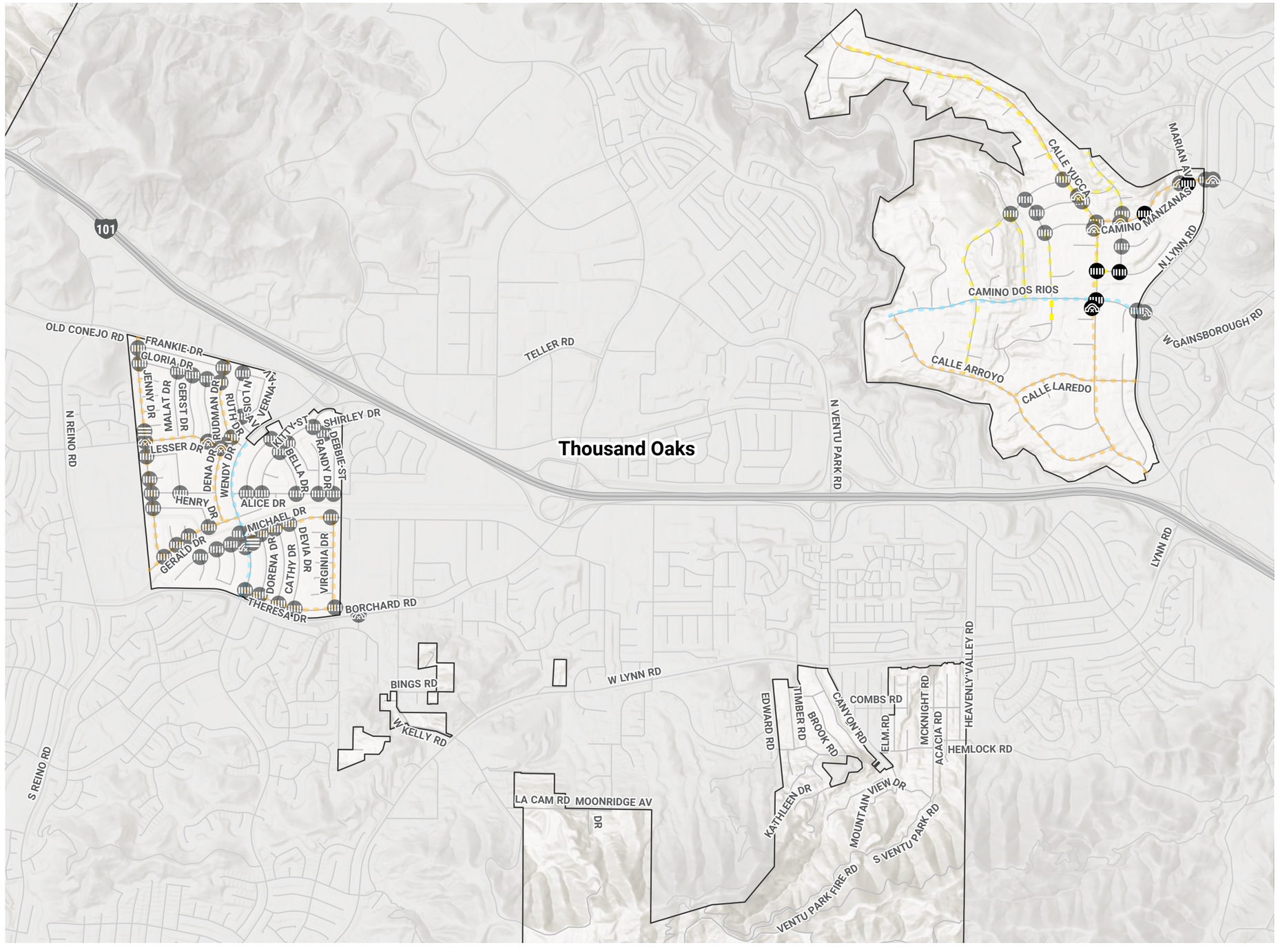


Figure 170 / Box Canyon Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION BOX CANYON

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.1 0.2 MILES

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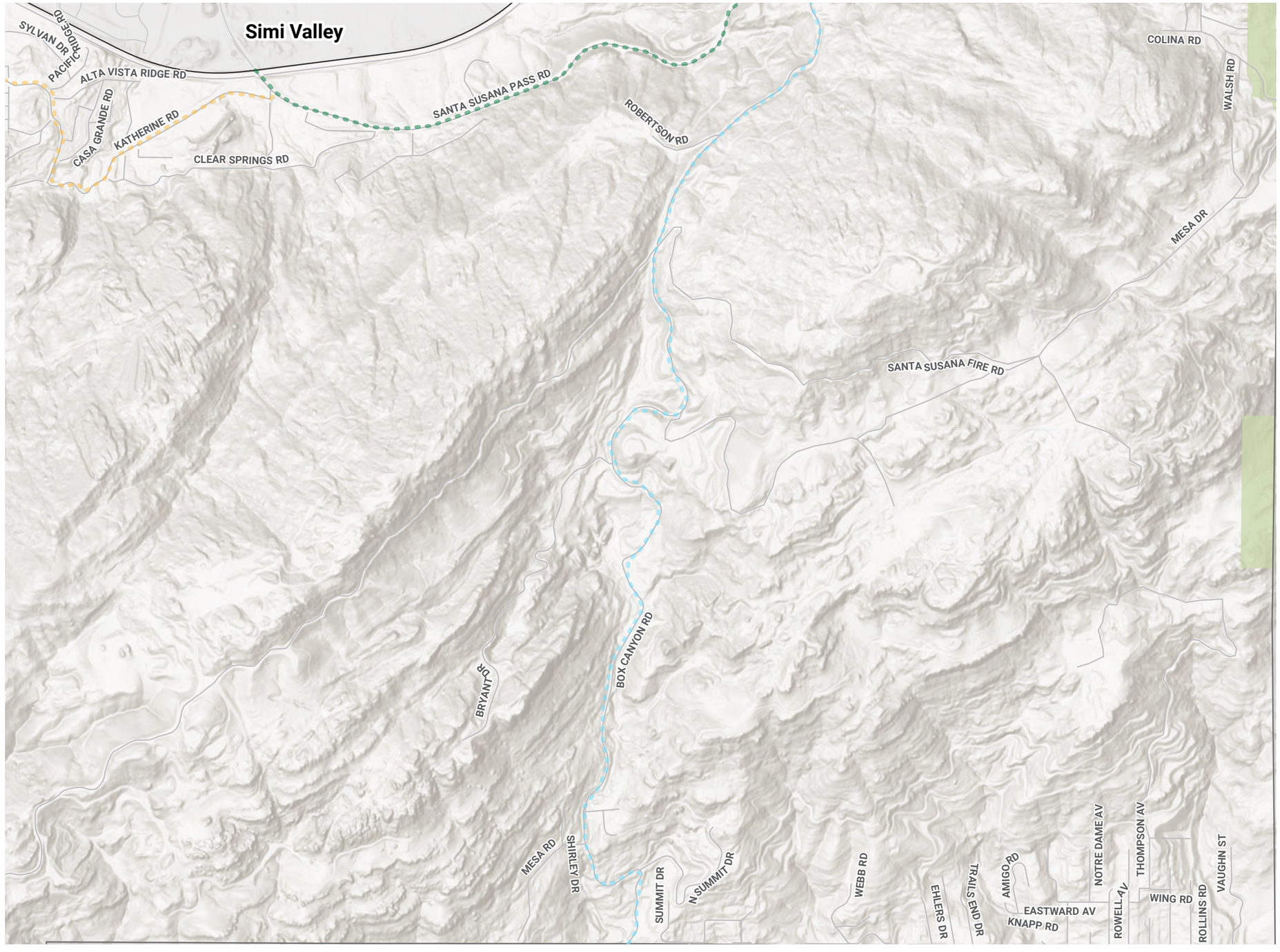


Figure 171 / Santa Paula East Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION SANTA PAULA EAST

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.5 1 MILES

N

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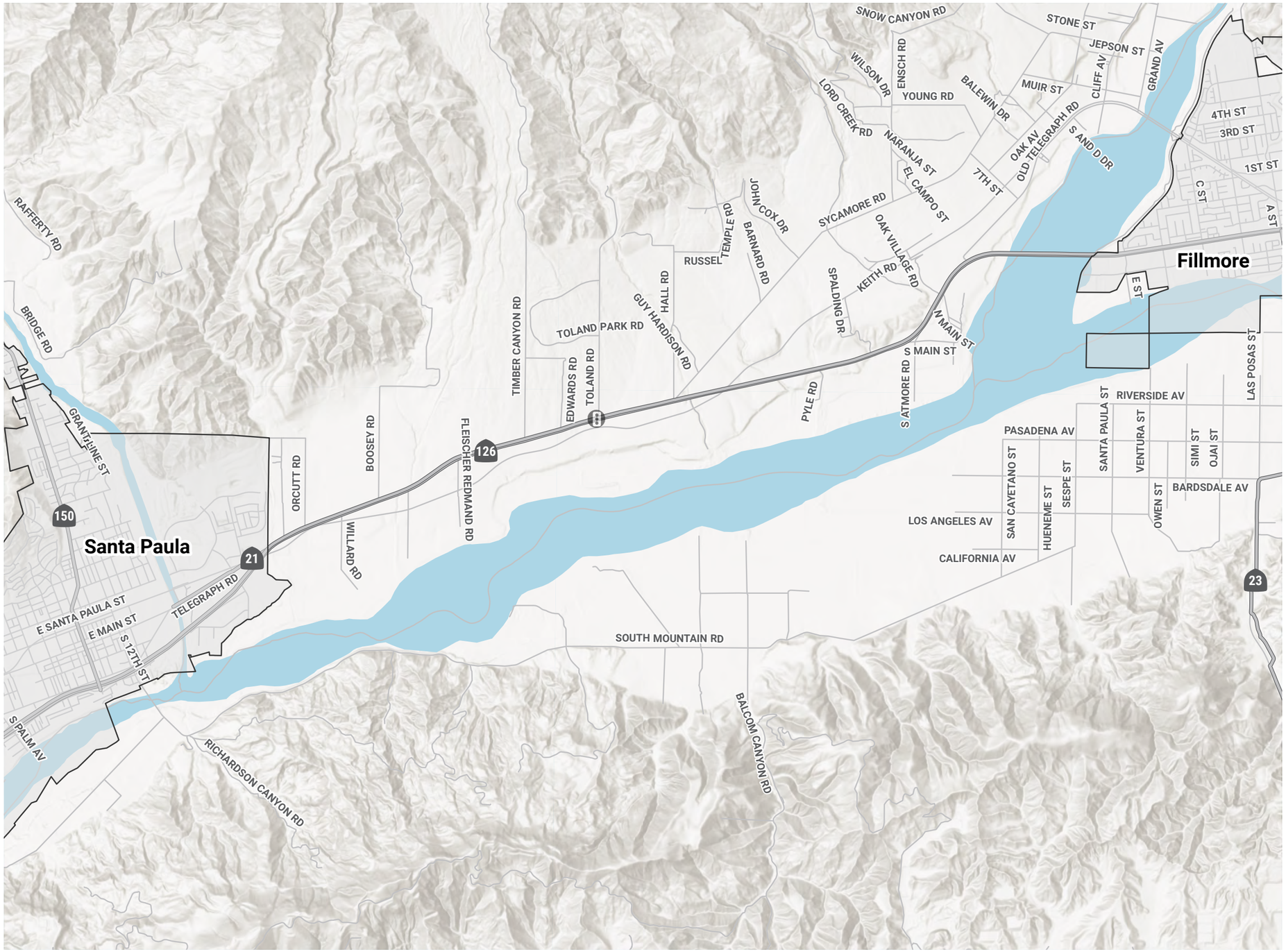


Figure 172 / Home Acres Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION HOME ACRES

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.1 0.2 MILES

alta

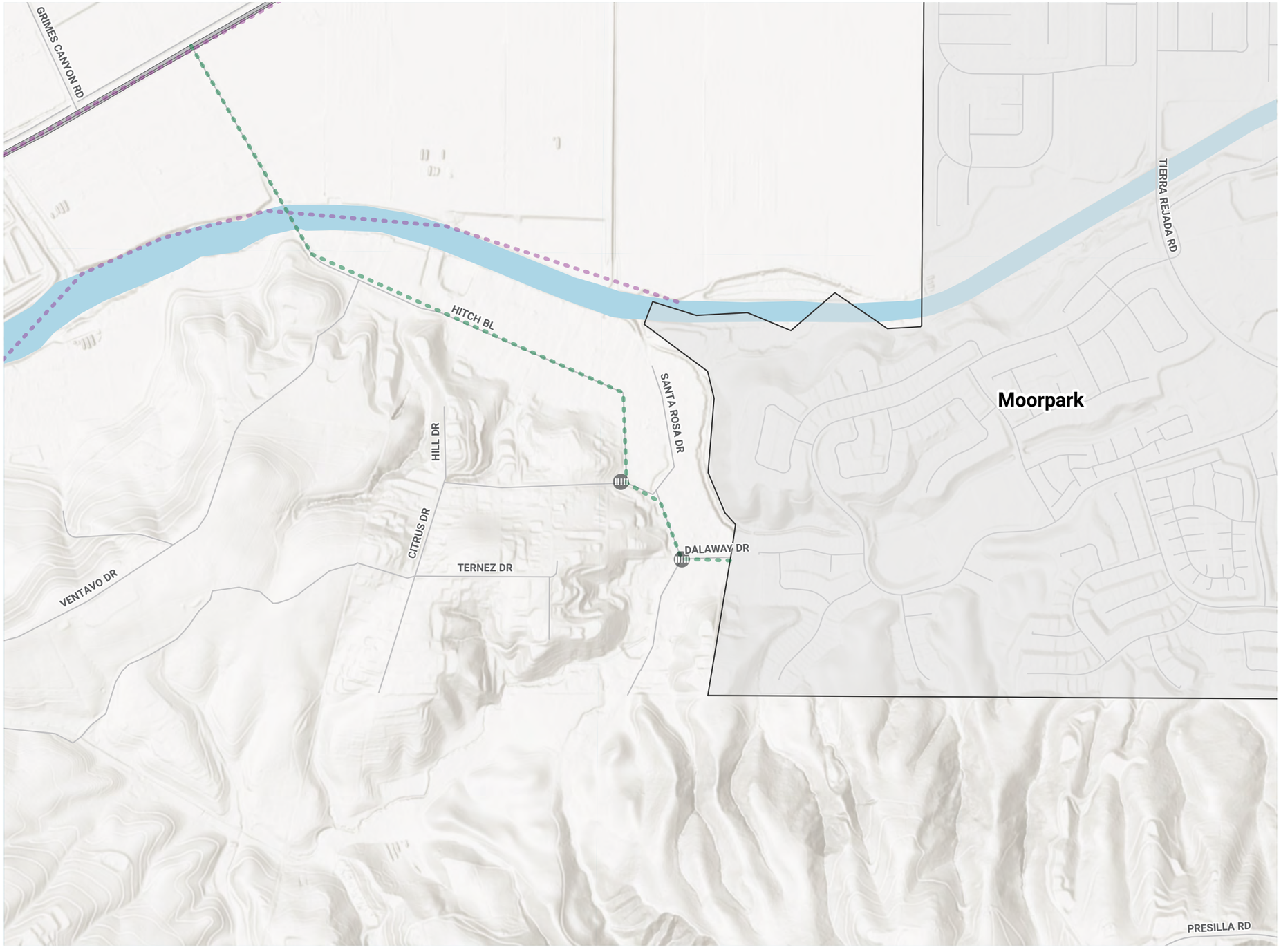


Figure 173 / Santa Paula West Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION SANTA PAULA WEST

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.5 1 MILES

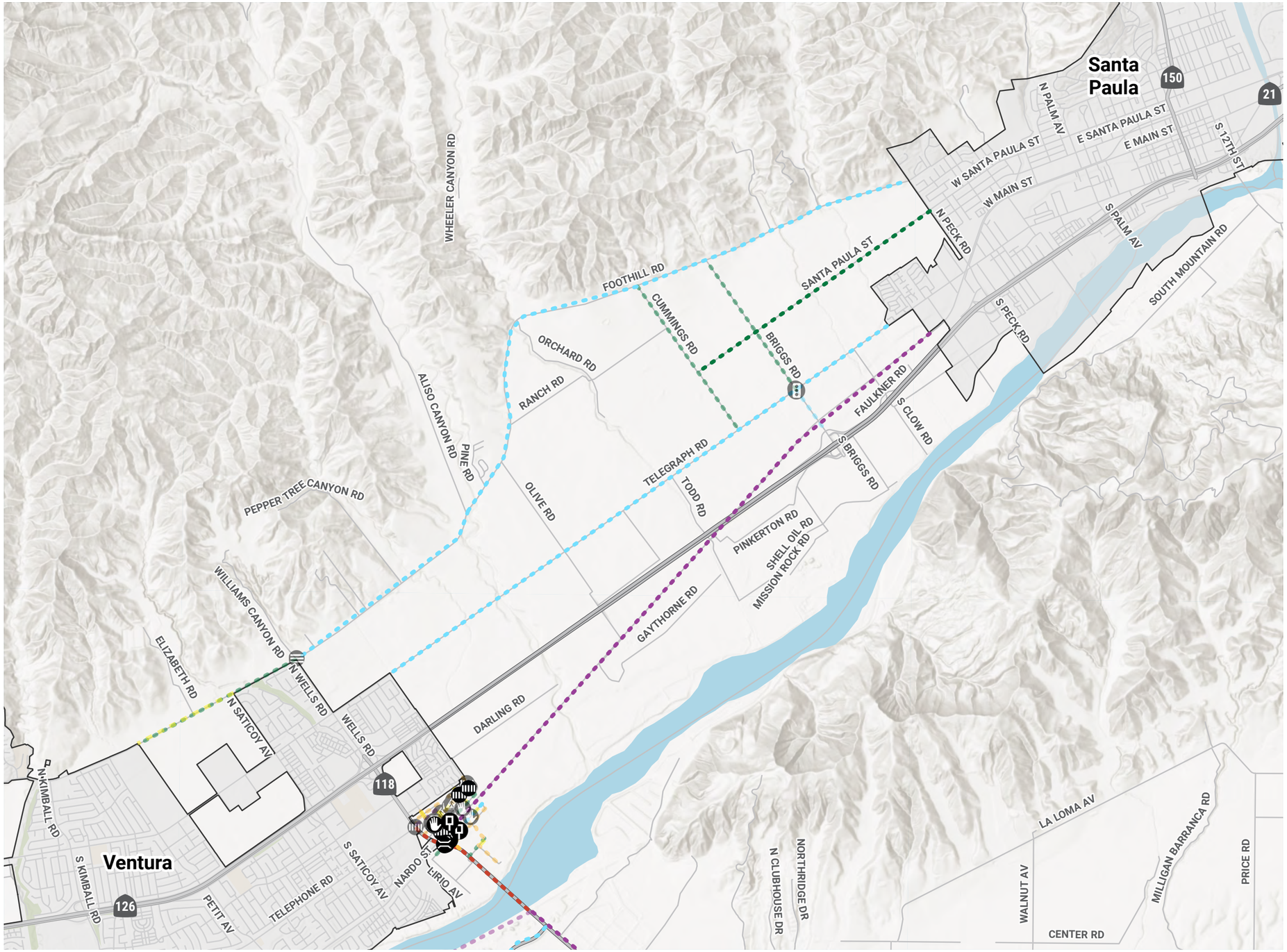


Figure 174 / North Simi Valley Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION NORTH SIMI VALLEY



VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION SANTA ROSA

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.5 1 MILES

alta

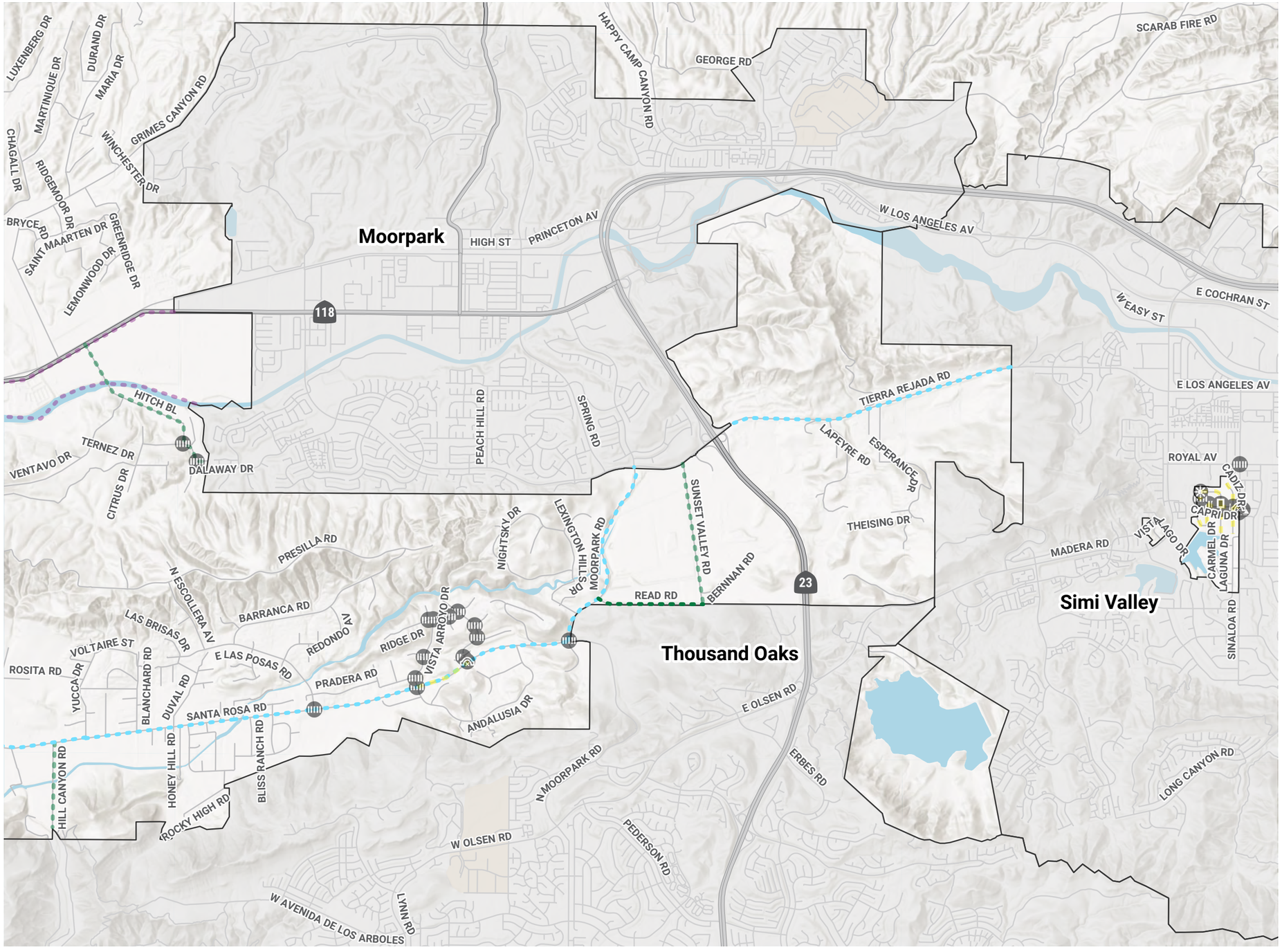


Figure 176 / Santa Susana Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION SANTA SUSANA

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
●	●	High Visibility Crosswalk
●	●	RRFB
●	●	Traffic Calming
●	●	Curb Extension
●	●	Lighting
●	●	Signage
●	●	Pedestrian Island
●	●	Signals
●	●	Striping
●	●	Bus Pull-Out
●	●	Bike Racks
●	●	Bus Shelter
●	●	Roundabout
		Recommended Sidewalks

Bike Recommendations

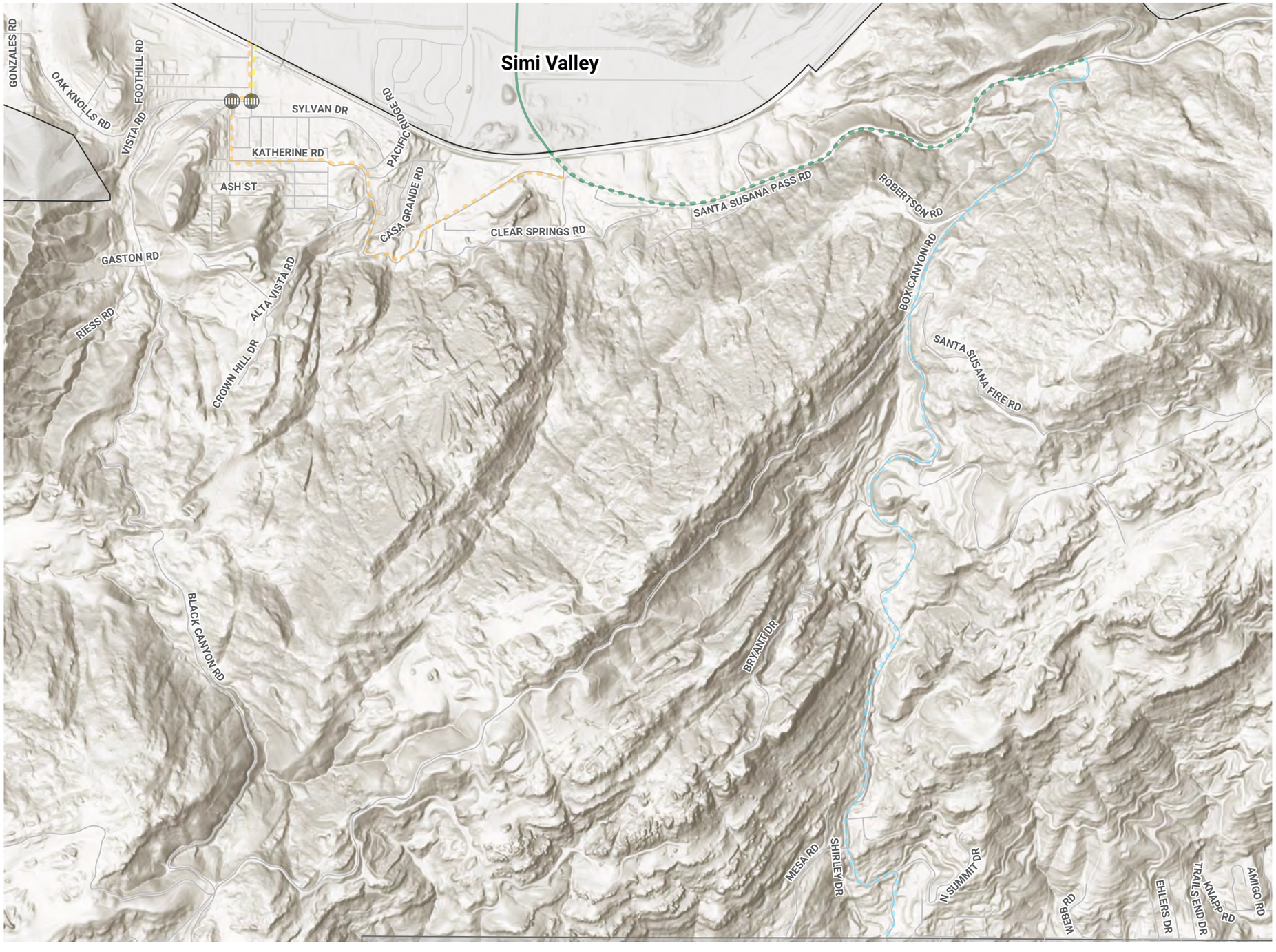
Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.1 0.2 MILES

alta



VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION WEST SIMI

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.1 0.2 MILES

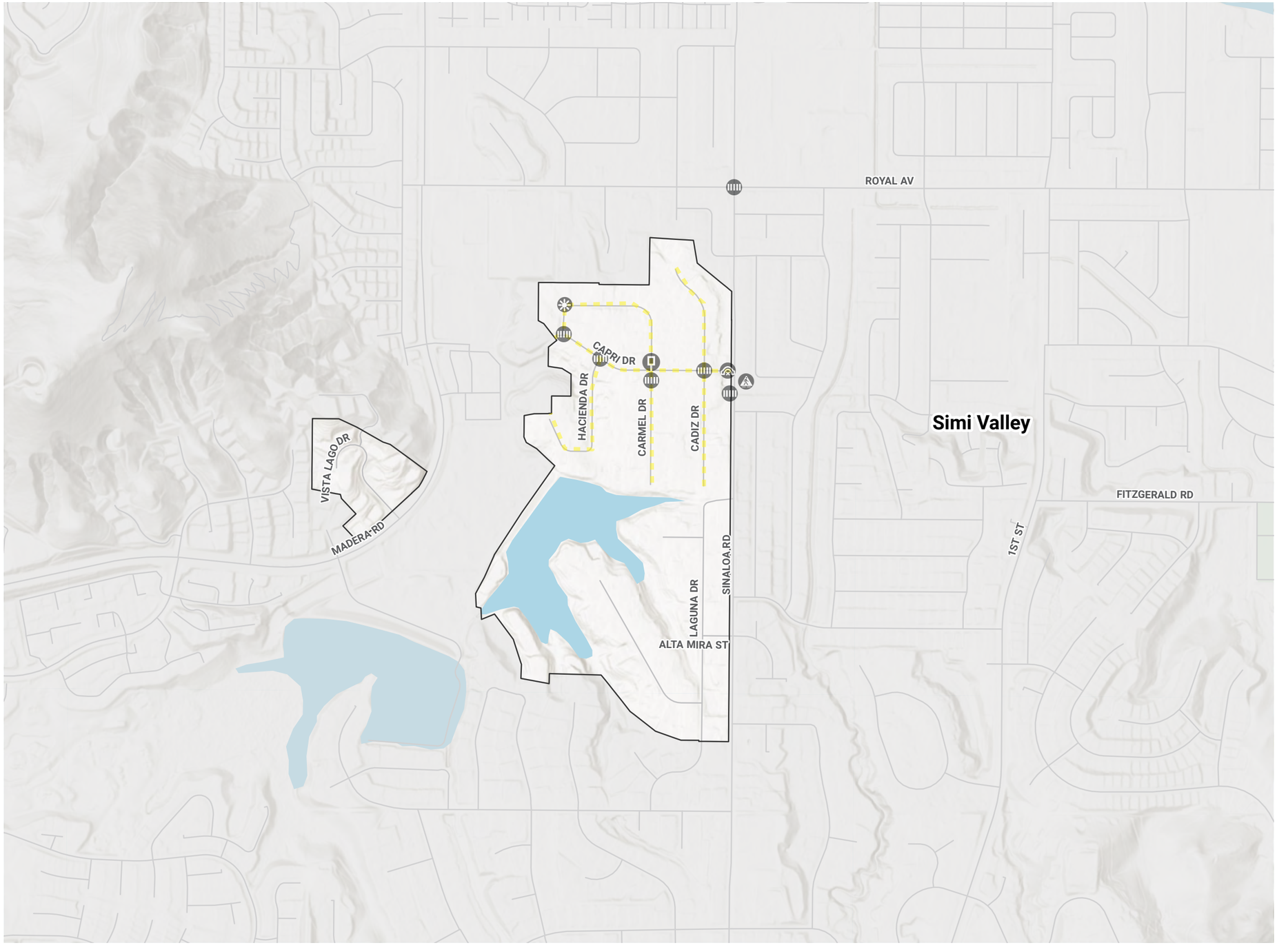


Figure 178 / Santa Clara River Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION SANTA CLARA RIVER

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

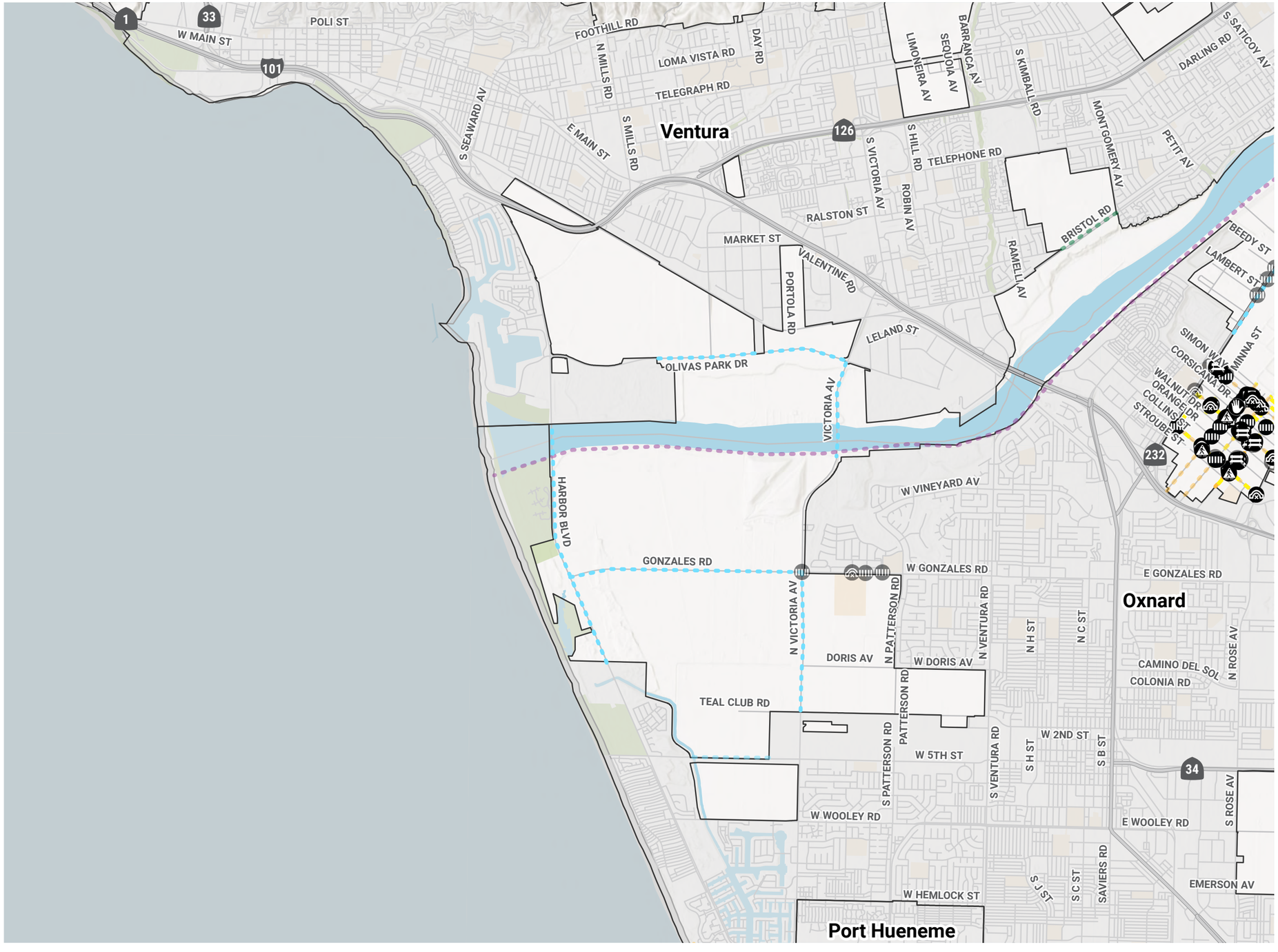
Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.6 1.2 MILES

alta



VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION BALCOM CANYON RD

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.3 0.6 MILES

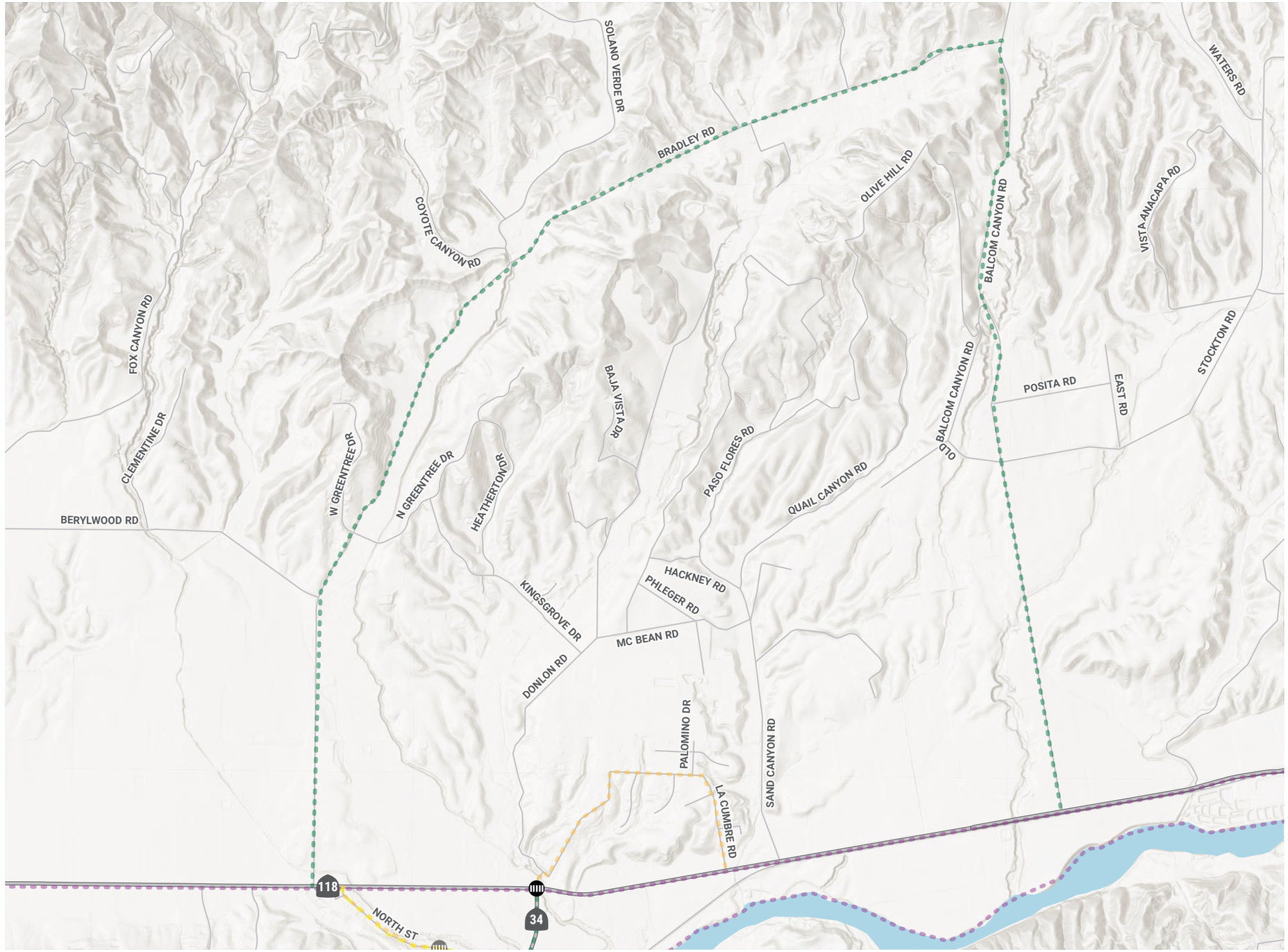


Figure 180 / Tierra Rejada Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION TIERRA REJADA

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.25 0.5 MILES

alta

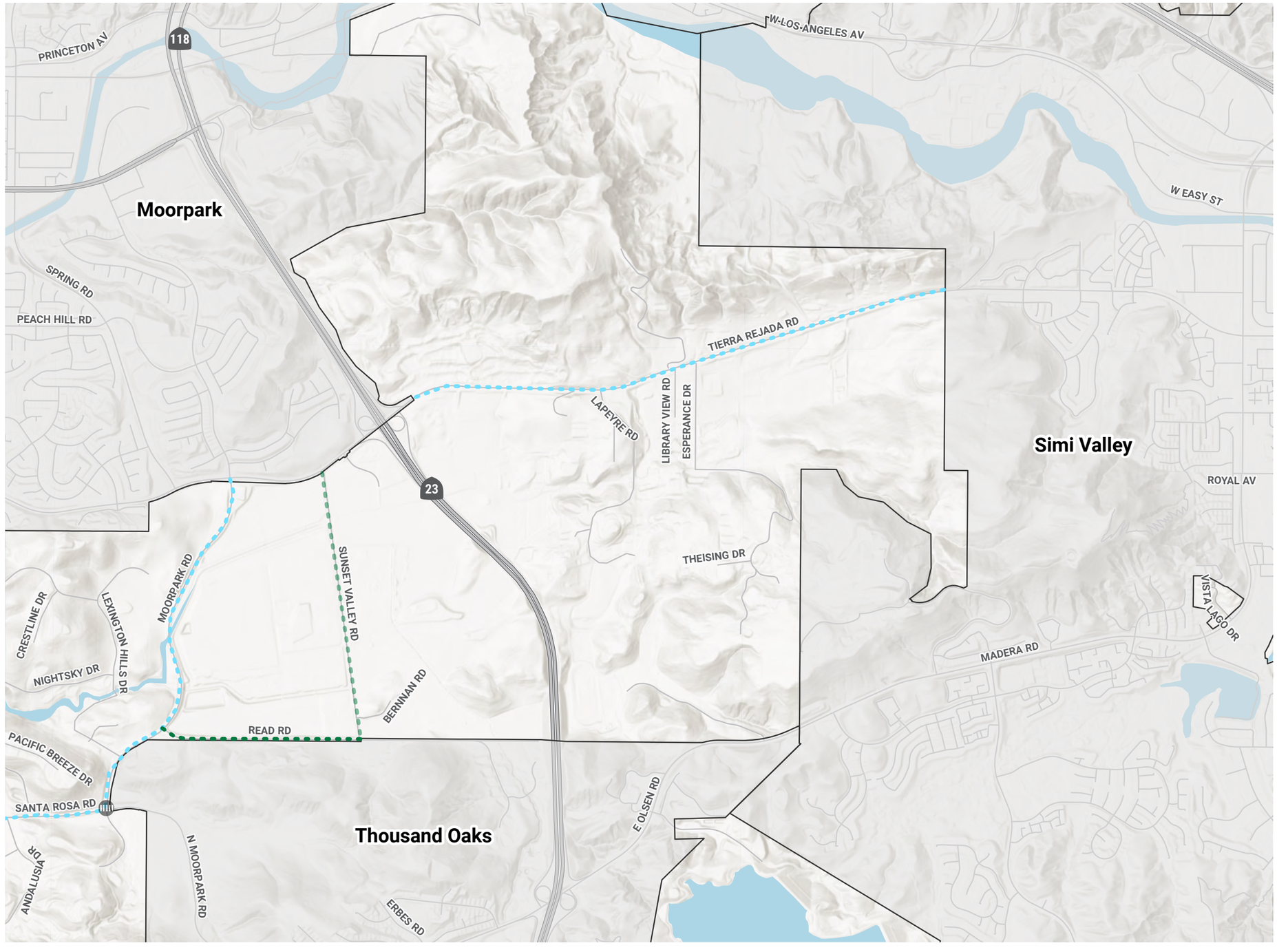


Figure 181 / Oxnard Plains Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION OXNARD PLAINS

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
●	●	High Visibility Crosswalk
●	●	RRFB
●	●	Traffic Calming
●	●	Curb Extension
●	●	Lighting
●	●	Signage
●	●	Pedestrian Island
●	●	Signals
●	●	Striping
●	●	Bus Pull-Out
●	●	Bike Racks
●	●	Bus Shelter
●	●	Roundabout
▬	▬	Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
▬	▬	Shared-Use Path (Class I)
▬	▬	Bike Lane (Class II)
▬	▬	Buffered Bike Lane (Class IIB)
▬	▬	Bike Route (Class III)
▬	▬	Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.9 1.8 MILES

alta

Figure 182 / East of Ojai Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION EAST OF OJAI

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

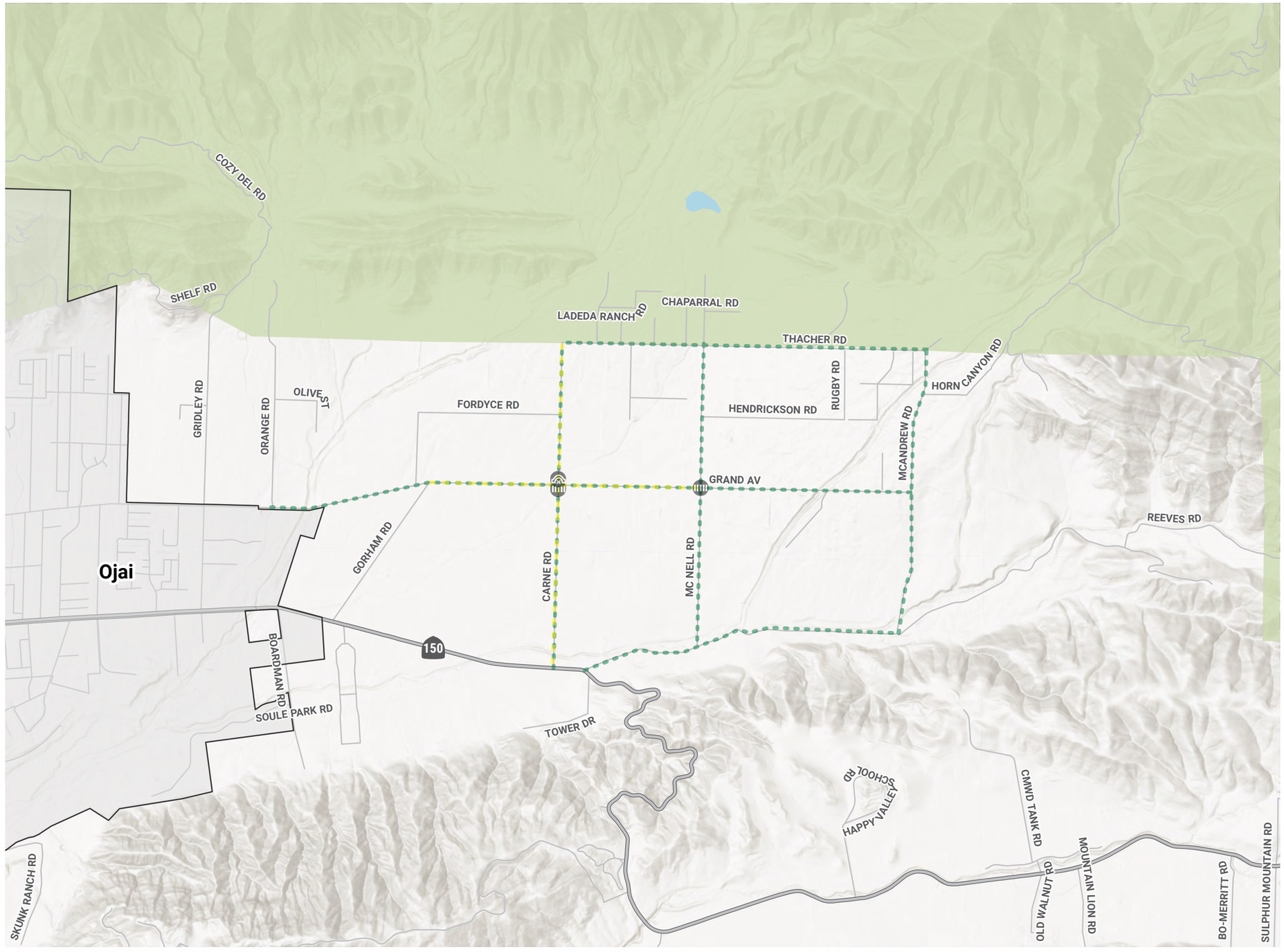
Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.25 0.5 MILES

alta



VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION OJAI VALLEY SOUTH



PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
●	●	High Visibility Crosswalk
●	●	RRFB
●	●	Traffic Calming
●	●	Curb Extension
●	●	Lighting
●	●	Signage
●	●	Pedestrian Island
●	●	Signals
●	●	Striping
●	●	Bus Pull-Out
●	●	Bike Racks
●	●	Bus Shelter
●	●	Roundabout
▬	▬	Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
▬	▬	Shared-Use Path (Class I)
▬	▬	Bike Lane (Class II)
▬	▬	Buffered Bike Lane (Class IIB)
▬	▬	Bike Route (Class III)
▬	▬	Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.4 0.8 MILES

N

alta

Figure 184 / Ventura Avenue Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION VENTURA AVENUE

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.25 0.5 MILES

N

alta



VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION SILVER STRAND BEACH

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.1 0.2 MILES

alta

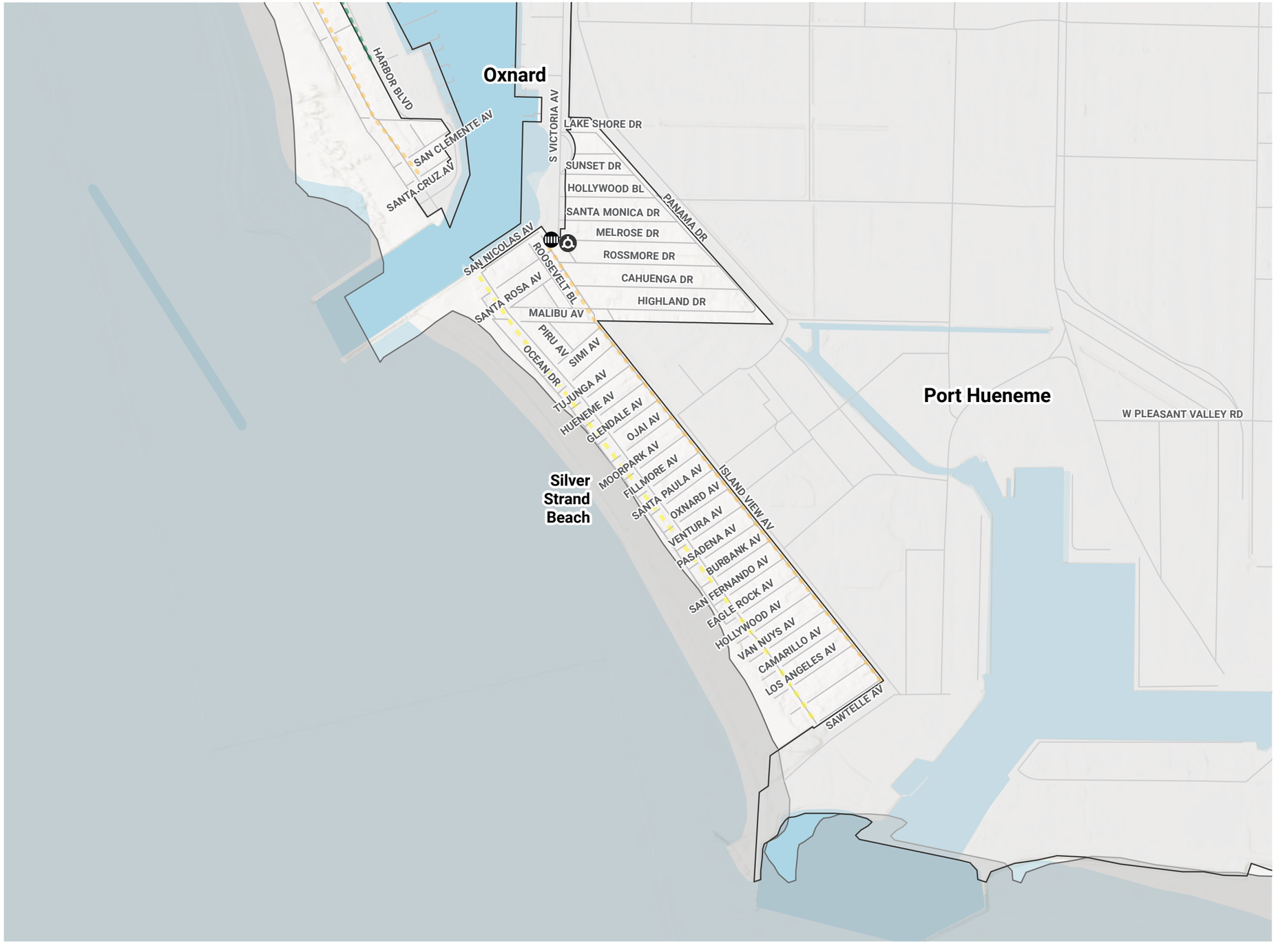


Figure 186 / Hollywood Beach Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION HOLLYWOOD BEACH

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
		High Visibility Crosswalk
		RRFB
		Traffic Calming
		Curb Extension
		Lighting
		Signage
		Pedestrian Island
		Signals
		Striping
		Bus Pull-Out
		Bike Racks
		Bus Shelter
		Roundabout
		Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
		Shared-Use Path (Class I)
		Bike Lane (Class II)
		Buffered Bike Lane (Class IIB)
		Bike Route (Class III)
		Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.1 0.2 MILES

alta



Figure 187 / North Camarillo Overall Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION NORTH CAMARILLO



PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1	Tier 2 & 3	
●	●	High Visibility Crosswalk
●	●	RRFB
●	●	Traffic Calming
●	●	Curb Extension
●	●	Lighting
●	●	Signage
●	●	Pedestrian Island
●	●	Signals
●	●	Striping
●	●	Bus Pull-Out
●	●	Bike Racks
●	●	Bus Shelter
●	●	Roundabout
▬	▬	Recommended Sidewalks

Bike Recommendations

Tier 1	Tier 2 & 3	
▬	▬	Shared-Use Path (Class I)
▬	▬	Bike Lane (Class II)
▬	▬	Buffered Bike Lane (Class IIB)
▬	▬	Bike Route (Class III)
▬	▬	Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities

0 0.1 0.2 MILES

alta

Project Cut Sheets

The following project cut sheets illustrate how some of the prioritized projects can fit into the existing County-maintained roadways. These cut sheets do not necessarily represent the highest scoring projects in this Plan, instead they provide examples of a variety of project types in different communities in unincorporated Ventura County. These cut sheet projects are bicycle projects, however many of them intersect with pedestrian projects.

Each of the ten cut sheets includes photos of the existing roadway conditions. Photo simulations were created to show how the project can transform the existing roadway. Cross sections for each of the projects show different options for how the project can be designed, taking into account future opportunities to enhance this Plan's recommendations. An additional five photo simulations were created for other projects which do not have full cut sheets.

These cut sheets are not a replacement for additional design and engineering studies and are not intended to be a project's final design. Instead, they provides examples on how these roads can better accommodate bicycle and pedestrian travel.

The cut sheets and photo simulations show the following fifteen projects:

1 / Class IIb buffered bike lanes on Harbor Boulevard

2 / Class IIb buffered bike lanes on Telegraph Road

3 / Class IIb buffered bike lanes on Olivas Park Drive

4 / Class IIb buffered bike lanes on Gonzales Road

5 / Class II bike lanes on Torrey Road

6 / Class I shared-use path on Potrero Road

7 / Class IIb buffered bike lanes on Santa Clara Avenue

8 / Class IIb buffered bike lanes on Moorpark Road

9 / Class II bike lanes on Encino Drive

10 / Class I shared-use path on the Santa Paula Branch Line

11 / Class IIb buffered bike lanes on Hueneme Road

12 / Class III bike route on Island View Avenue/ Roosevelt Boulevard

13 / Class IIb buffered bike lanes on Kanan Road

14 / Class III bike route on Alvarado Street

15 / Class II bike lanes on La Luna Avenue

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IIB Harbor Boulevard

Recommendations

This recommendation is for Class IIb buffered bike lanes on Harbor Boulevard within the County boundaries between the Cities of Ventura and Oxnard. The bike lanes will begin just south of the Santa Clara River Bridge. These bike lanes will connect with the recommended Class IIb buffered bike lanes on Gonzales Road and will travel over the recommended Class I shared-use path Santa Clara River Trail. This recommendation scored in Tier 1 in the overall and network prioritization processes.

Existing Conditions

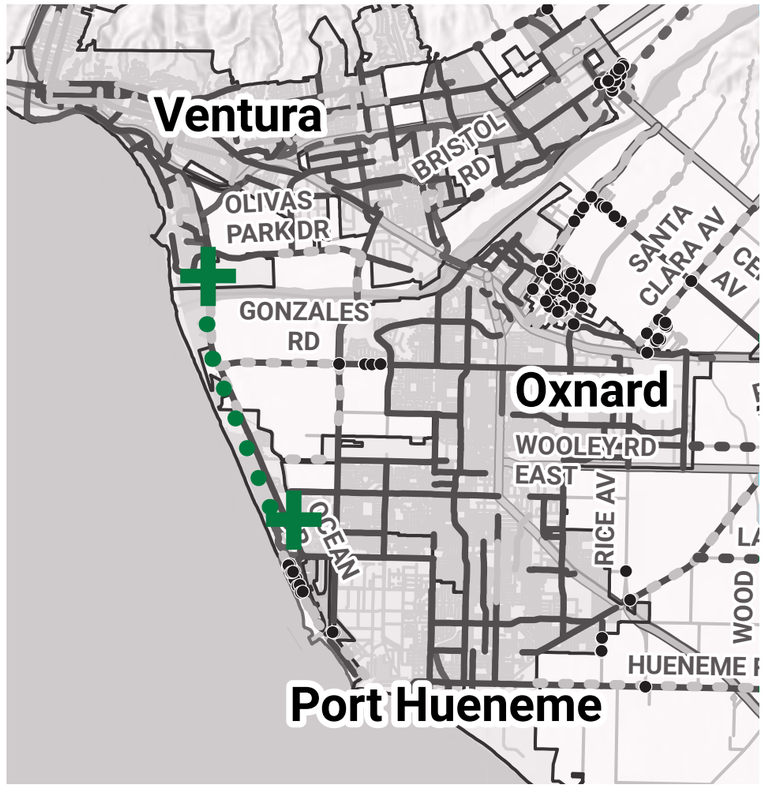
Harbor Boulevard is a two-lane 55 mph road with shoulders on either side. The road has existing Class II bike lanes, however the lanes are minimally signed and striped. Parking is not allowed on the road shoulders in these bike lanes. At some intersections, like Gonzales Road, there are left-turn pockets. The road travels through mostly rural land in the County and connects to existing Class II bike lanes in the City of Oxnard which lead to residences and businesses. Community members requested buffers on the existing bike lanes on Harbor Boulevard because those lanes are already well-used by bicyclists. Harbor Boulevard has a level 4 of traffic stress and is on the high injury network.

Opportunities and Constraints

Installing a buffer to the existing bike lane can be done by restriping the shoulder. In some segments, like north of Harbor Boulevard, the gravel area next to the shoulder may need to be paved to accommodate the buffer. Adding the painted buffer to these bike lanes will better delineate the bicyclist space on the road and signal to drivers that bicyclists may be in the area. The bike lanes on the Santa Clara River Bridge are already physically separated with a barrier, therefore an additional buffer is not needed. However, signage could be improved along the bridge to indicate to drivers that bicyclists may be in the area and may be entering or exiting the on-road facilities.



Typical condition of roadway



Location within county



Typical condition of roadway

IIB Harbor Boulevard continued (2 of 3)

Bike Lane Concept Plan



Connection to the proposed Class I Santa Clara River Trail

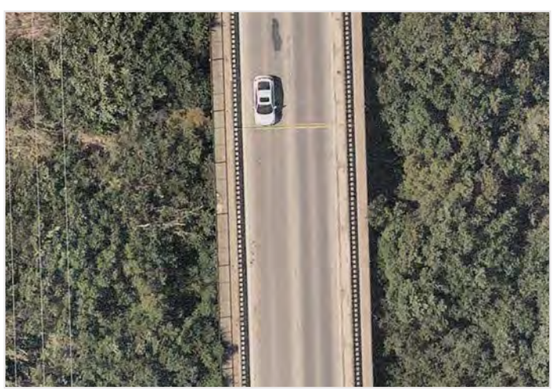
Connection to the recommended Tier 1 IIb buffered bicycle lanes on Gonzales Road

700 0 350 700 1400
SCALE PLAN SCALE FEET

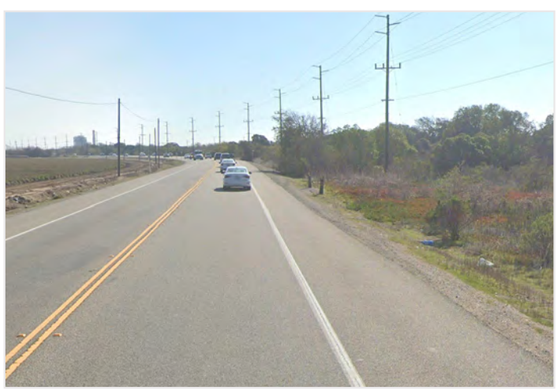
LEGEND

Class IIB bike lane

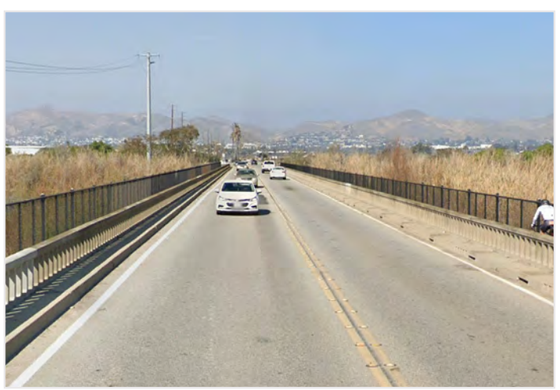
EXISTING ROADWAY CONDITIONS



The recommended Santa Clara River Trail would intersect with the Santa Clara River Bridge on Harbor Boulevard



There are sparse lane markings on the existing bike lanes on Harbor Boulevard

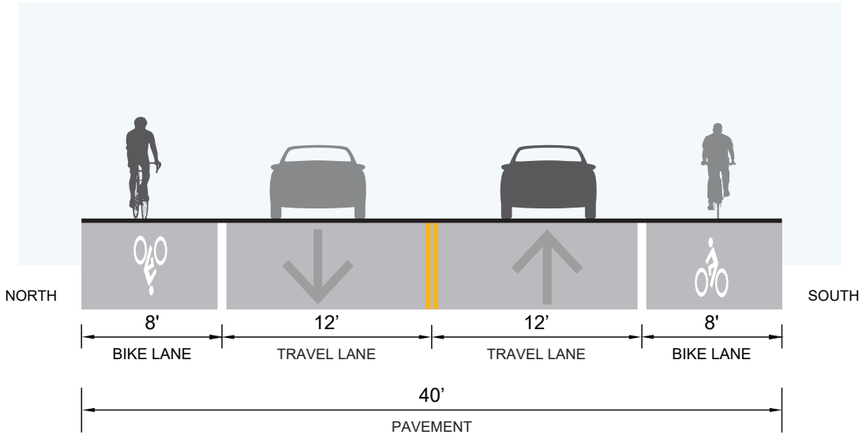


The Santa Clara River Bridge has existing bicyclist separation from motor vehicles



Parking is not allowed on the existing Class II bike lanes on Harbor Boulevard

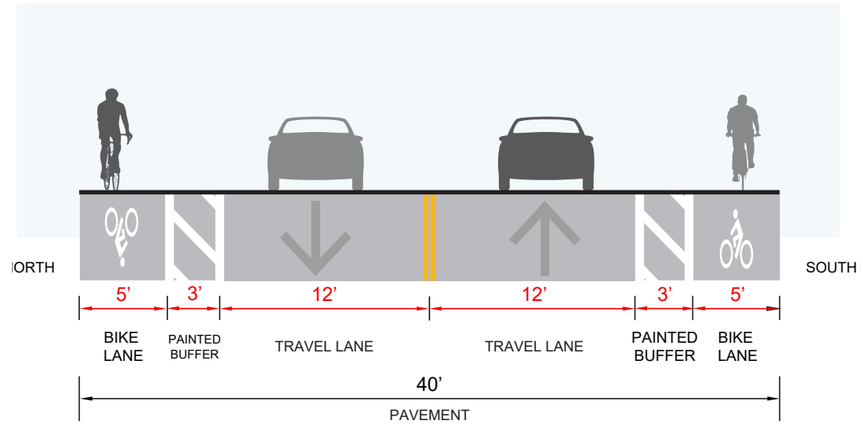
IIB Harbor Boulevard continued (3 of 3)
Potential Street Configuration



Cross Section - Existing Condition

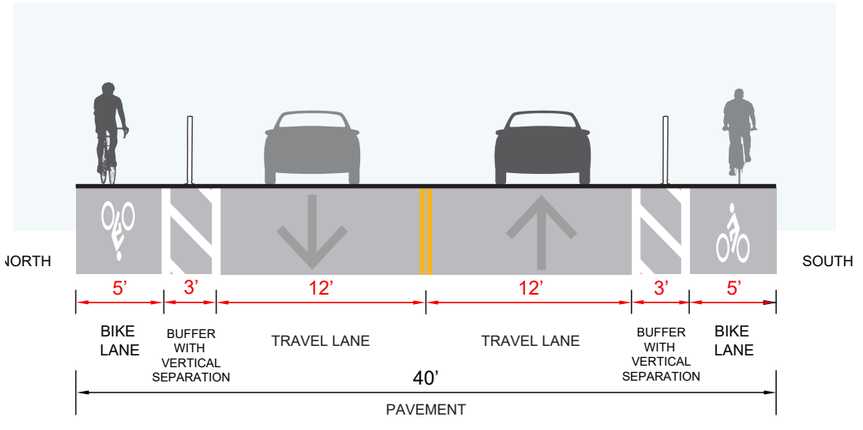


Photo simulation of proposed Class IIB bike lanes



Cross Section - Proposed Class IIB

The existing bike lane can be restriped to include a buffer space



Cross Section - Potential future Class IV

In the future, bollards or other physical separation can be added to the buffer area to create a Class IV separated bikeway

IIB Telegraph Road

Recommendations

This recommendation is for IIb buffered bike lanes on Telegraph

Road within the County boundaries between the Cities of Ventura and Santa Paula. These bike lanes will connect with the recommended Class II bike lanes on Cummings Road and Briggs Road. This recommendation scored in Tier 1 in the overall and Safe Routes to School prioritization processes.

Existing Conditions

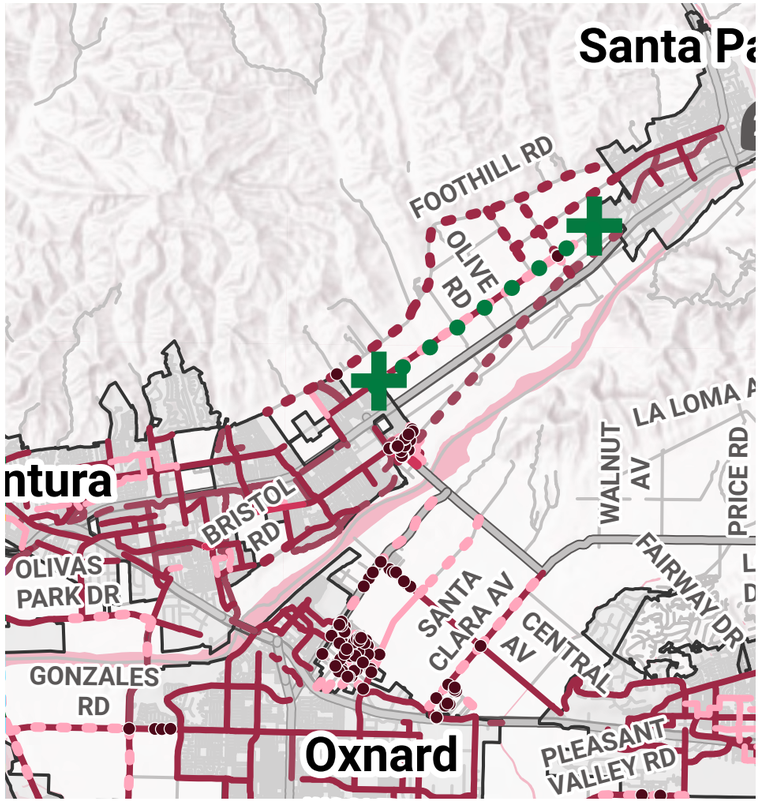
Telegraph Road is a two-lane 50 mph road with a shoulder on either side. The road travels through a mostly rural, agricultural area, but Briggs Schools is located at the intersection of Telegraph Road and Briggs Road. An existing bike lane is striped within the shoulder, though there is minimal signage and striping, and the bike lanes end east of Briggs Road. Bicyclists on Telegraph Road can connect to existing bike lanes in the City of Ventura, and to the Santa Paula Bike Trail in the City of Santa Paula. There is no "No Parking" signage along Telegraph Road, which is likely due to parking needed by the agricultural businesses. Telegraph Road has a level 4 of traffic stress and is on the high injury network. This recommendation has been identified in the previous 2007 County Bicycle Master Plan and the County Wayfinding Plan, and it is also in the top 1/3 of recommendations that have existing STRAVA bicycle riders compared to other recommendations in this Plan.

Opportunities and Constraints

Installing a buffered bike lane will require restriping the existing bike lane on Telegraph Road. This buffer will make the bike lane more visible and can help drivers better anticipate seeing bicyclists on the road. High-visibility crosswalks are also recommended at the Telegraph Road and Briggs Street intersection, as are improved pedestrian signals and push buttons. These improvements can help students reach Briggs School. Due to this road's high speeds, adding a buffer will still not make the facility appropriate for school-aged students to use. The parallel recommended Class I Santa Paula Branch Line Trail will provide a better opportunity for students to bike to school.



Typical condition of roadway



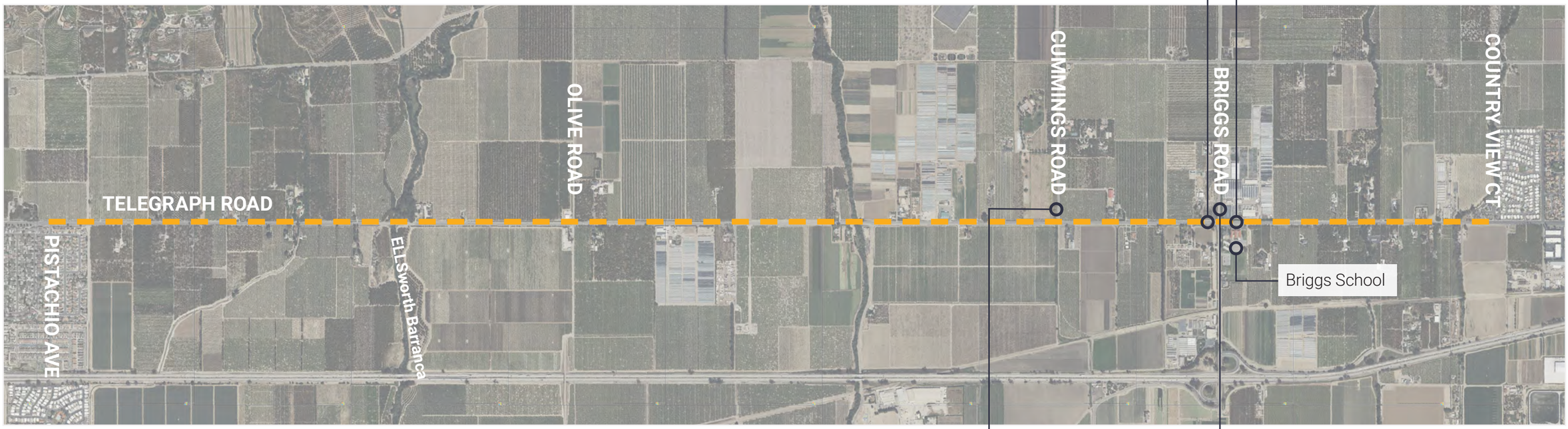
Location within county



Typical condition of roadway

IIB Telegraph Road continued (2 of 3)

Bike Lane Concept Plan



EXISTING ROADWAY CONDITIONS



Much of Telegraph Road travels through rural, agricultural areas.



Pedestrian push buttons are recommended at the intersection of Telegraph Road and Briggs Road.



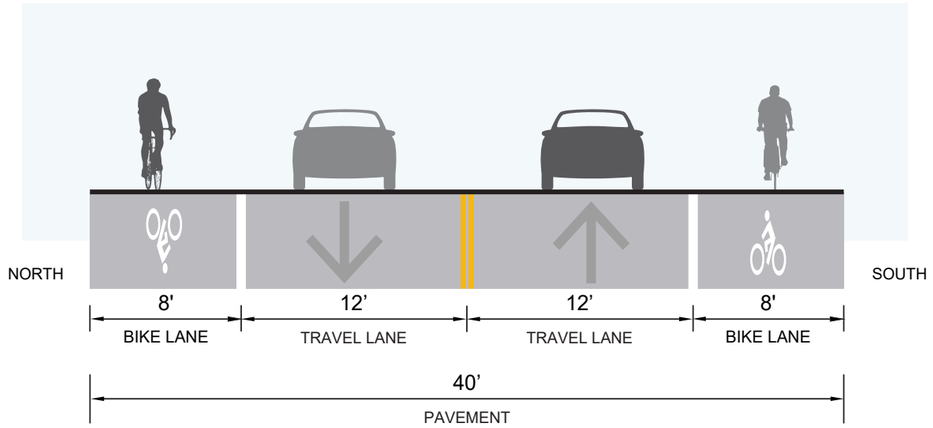
Telegraph Road has a 50 mph speed limit, but there is a 25 mph school zone near Briggs School.



Briggs School is located at the intersection of Telegraph Road and Briggs Road.

IIB Telegraph Road continued (3 of 3)

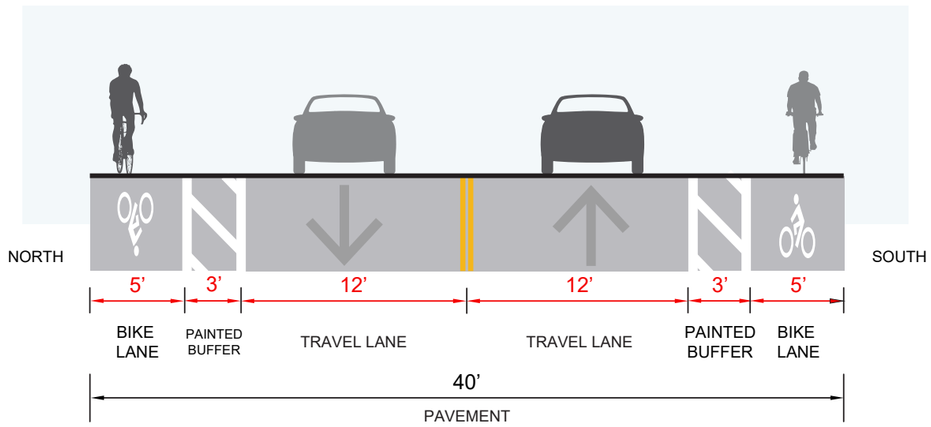
Potential Street Configuration



Cross Section - Existing Condition

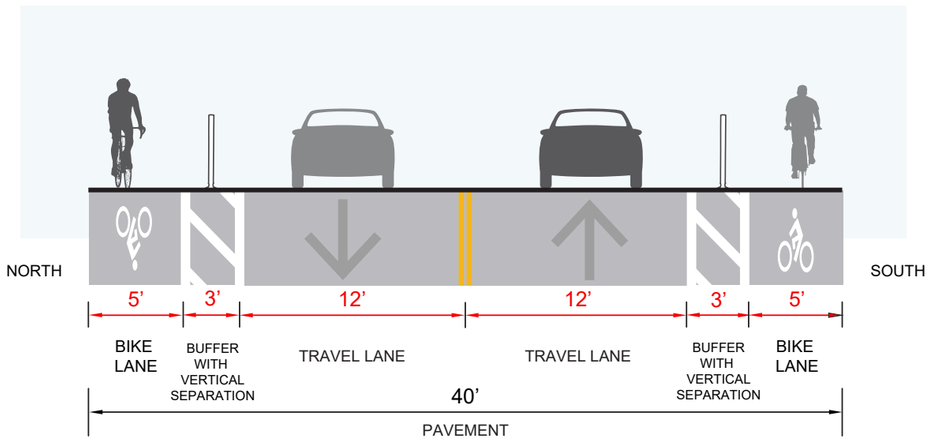


Photo simulation of proposed Class IIB bike lanes



Cross Section - Proposed Class IIB

The existing bike lane can be restriped to include a buffer space



Cross Section - Potential future Class IV

In the future, bollards or other physical separation can be added to the buffer area to create a Class IV separated bikeway

IIB Olivas Park Drive

Recommendations

This recommendation is for Class IIb buffered bike lanes on Olivas Park Drive in the County boundaries between two areas of the City of Ventura. These lanes connect with the existing Class II bike lanes on Telephone Road. This recommendation scored in Tier 1 in the overall and network prioritization processes.

Existing Conditions

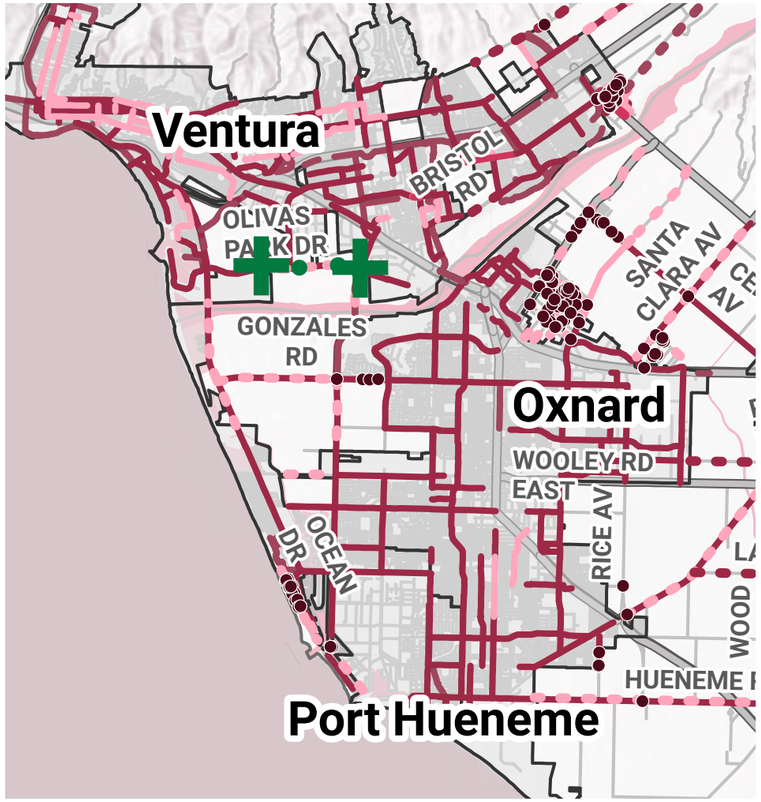
Olivas Park Drive is a two-lane road with a 55 mph speed limit and shoulders on each side. The road travels through a rural, agricultural area. There are existing Class II bike lanes on Olivas Park Drive, and parking is not allowed in these lanes or on the road shoulders. This recommendation was also included in the County Bicycle Wayfinding Plan. Olivas Park Drive has a level 4 of traffic stress, and it is on the high injury network. This eastern segment of Olivas Park Drive connects to businesses, hotels, and retail near Harbor Cove Beach. A different recommended segment in this Plan connects to the existing Class IV separated bikeway on Victoria Avenue. The two Olivas Park Drive segments are separated by approximately 400ft of City of Ventura boundary. The County can work with the City to extend the buffered bike lane along this small section.

Opportunities and Constraints

There is an opportunity to restripe the existing Class II bike lane to include a painted buffer. This buffer will make it clearer to drivers that bicyclists may be in the area. There are some areas on the south side of the road where the road shoulder width becomes constrained by curbs and fences. The County may need to claim the right-of-way of the adjacent agricultural businesses along this road to move these curbs to create a wider shoulder space to fit the buffer.



Typical condition of roadway



Location within county



Typical condition of roadway

IIB Olivas Park Drive continued (2 of 3)

Bike Lane Concept Plan

Connection to the Tier 1 Victoria Avenue recommendation.

There is an existing Class IV separated bikeway on Victoria Avenue, but it can be improved with additional signage and striping.



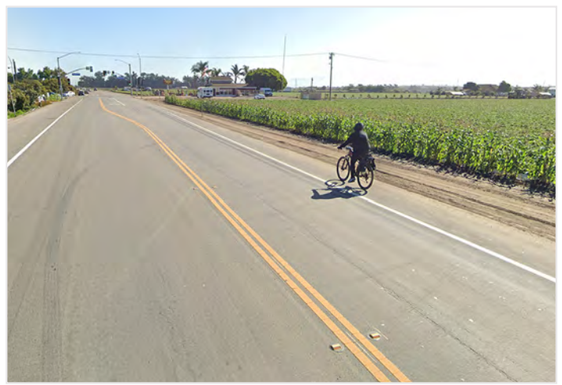
Connection to the eastern Olivas Park Drive Class II bicycle recommendation

600 0 300 600 1200
SCALE PLAN SCALE FEET

LEGEND

Class IIB bike lane

EXISTING ROADWAY CONDITIONS



There are existing Class II bike lanes on Olivas Park Drive.



Parking is not allowed in the existing Class II bike lanes on Olivas Park Drive.



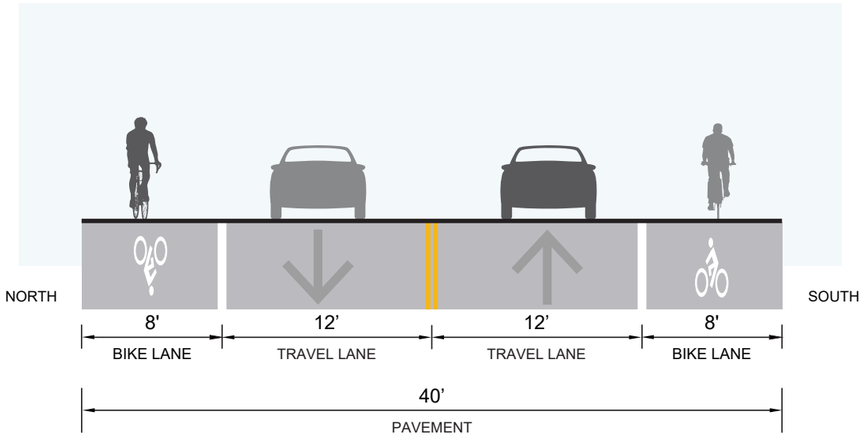
There is an existing curb along some areas of Olivas Park Drive which constrains the right-of-way width for the bike lane buffer.



Olivas Park Drive travels through mostly rural, agricultural land.

IIB Olivas Park Drive continued (3 of 3)

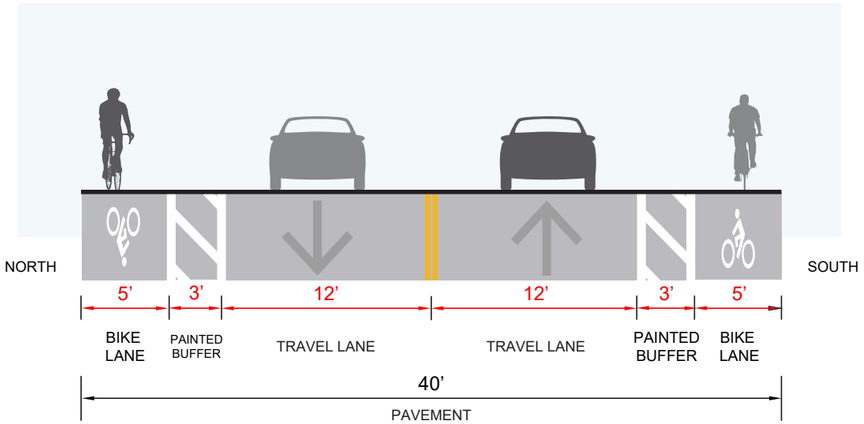
Potential Street Configuration



Cross Section - Existing Condition



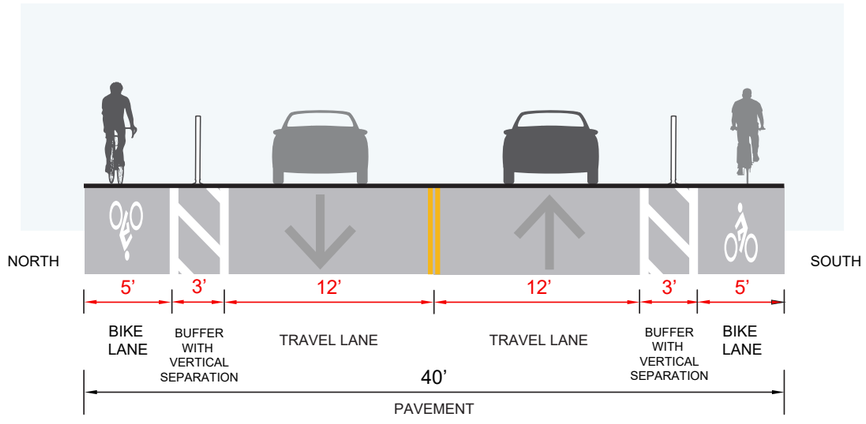
Photo simulation of proposed Class IIB bike lanes



Cross Section - Proposed Class IIB

The existing bike lane can be restriped to include a buffer space

In some areas the curb will need to be pushed back to provide more width on the shoulder. Alternatively, the buffer can be dropped and the Class II can remain in place in these constrained areas.



Cross Section - Potential future Class IV

In the future, bollards or other physical separation can be added to the buffer area to create a Class IV separated bikeway

IIB Gonzales Road

Recommendations

This recommendation is for IIb buffered bike lanes on Gonzales Road from Harbor Boulevard to Victoria Avenue. This recommendation connects with recommended Class IIb buffered bike lanes on Harbor Boulevard and Victoria Avenue. This recommendation scored in Tier 1 in the overall and Safe Routes to School prioritization processes.

Existing Conditions

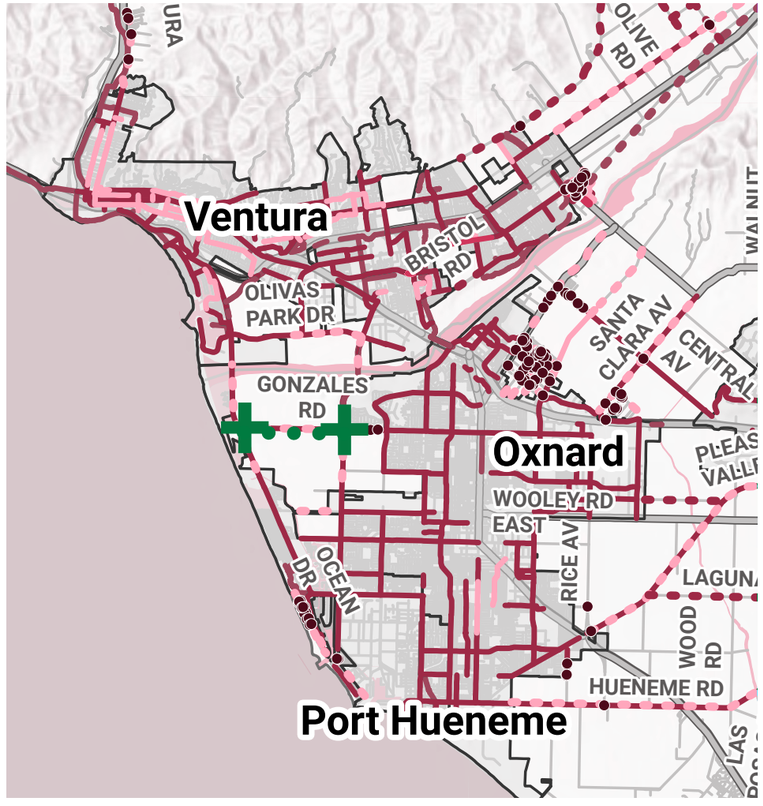
Gonzales Road is a two lane road with a 55 mph speed limit and shoulders on either side. There are existing Class II bike lanes along this road, but there are no "No Parking" signs, which may be required to meet the needs of the agricultural businesses as the road travels through mostly agricultural, rural land. The road leads to Oxnard High School and Thurgood Marshall Elementary School and is in the top 1/3 most popular bike routes based on STRAVA data compared to the other recommended facilities in this Plan. There is a center turn lane from approximately .37 miles east of Victoria Avenue to the Victoria Avenue intersection. There are slip lanes entering and exiting the street at Harbor Boulevard. Gonzales Road has a level 4 of traffic stress, and it is on the high injury network.

Opportunities and Constraints

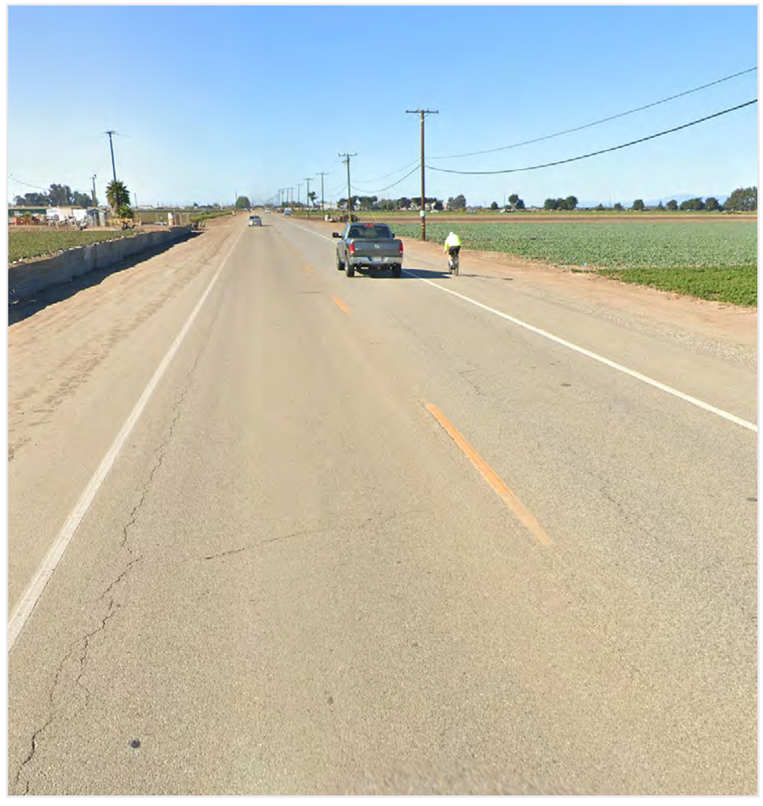
There is an opportunity to restripe the existing bike lanes to add a painted buffer. The existing paved shoulders are wide enough to include the buffer, although these lanes will need to be maintained to prevent debris from blocking the lanes. At the Harbor Boulevard intersection, there is an opportunity to direct bicyclists to use the intersection signal rather than the slip lanes to keep bicyclists separated as much as possible from motorists. High-visibility crosswalks are also recommended at Gonzales Road and Victoria Avenue. Although the buffer will provide clearer delineation for bicyclists from motor vehicles, these bike lanes will still not be appropriate to use for most of the students at Oxnard High School. Parking is allowed on Gonzales Road and precautions will need to be taken to protect the bicyclists riding in the lanes. Additional signage in popular parking areas should make it clear that bicyclists may be in the area and may need to take the full traffic lane to avoid the parked motor vehicles. Alternatively, specific parking areas could be designated, and additional pavement could be placed on the inside of the parked vehicles to allow for the bicyclists to ride outside of the traffic lane for the length of the road.



Typical condition of roadway



Location within county



Typical condition of roadway

IIB Gonzales Road continued (2 of 3)

Bike Lane Concept Plan

Connection to the Tier 1 Victoria Avenue recommendation.

There is an existing Class IV separated bikeway on Victoria Avenue, but it can be improved with additional signage and striping.



Connection to the Tier 1 Harbor Boulevard IIb buffered bike lanes recommendation

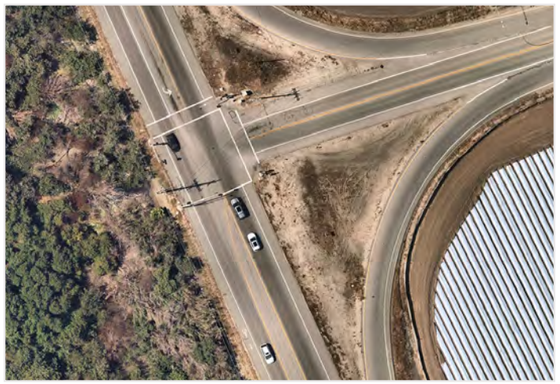
Recommended high-visibility crosswalks on all legs of the Gonzales Road and Victoria Avenue intersection

700 0 350 700 1400
SCALE PLAN SCALE FEET

LEGEND

Class IIB bike lane

EXISTING ROADWAY CONDITIONS



There are slip lanes at the intersection of Gonzales Road and Harbor Boulevard which keeps motor vehicles moving fast entering and exiting Gonzales Road.



High-visibility crosswalks are recommended at the intersection of Gonzales Road and Victoria Avenue.



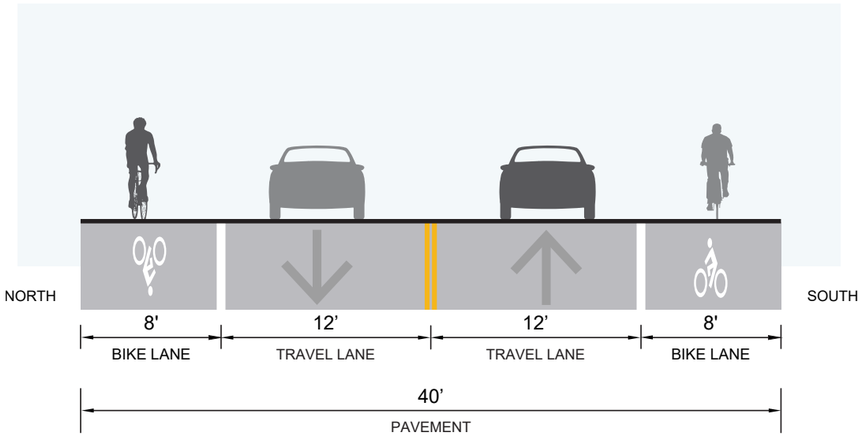
Parking is allowed along the road shoulder next to the existing Class II bike lanes on Gonzales Road.



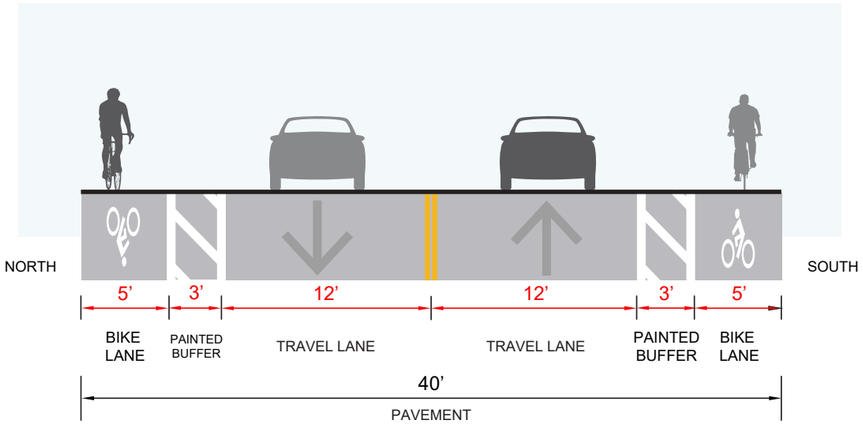
Gonzales Road connects to Oxnard High School.

IIB Gonzales Road continued (3 of 3)

Potential Street Configuration



Cross Section - Existing Condition

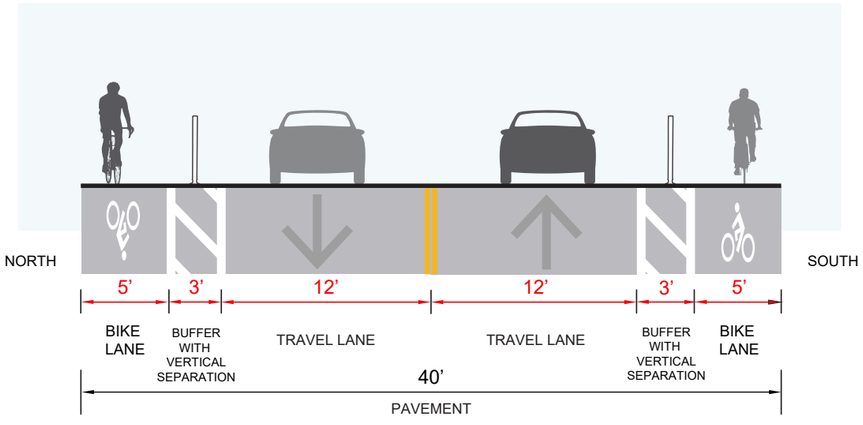


Cross Section - Proposed Class IIB

The existing bike lane can be restriped to include a buffer space In some areas that usually have parked motor vehicles, additional signage will be needed to inform drivers that bicyclists may need to take the full traffic lane. Alternatively, designated parking areas can feature pavement and striping directing bicyclists to ride around the parked vehicles without needing to take the traffic lane.



Photo simulation of proposed Class IIB bike lanes



Cross Section - Potential future Class IV

In the future, bollards or other physical separation such as parked motor vehicles can be added to the buffer area to create a Class IV separated bikeway

II Torrey Road

Recommendations

This recommendation is for Class II bike lanes on Torrey Road from Guiberson Road to Howe Road. This recommendation will connect the recommended Class II bike lanes on Guiberson Road and Howe Road. This recommendation scored in Tier 1 in the overall and network prioritization processes.

Existing Conditions

Torrey Road is a two-lane road through rural agricultural land. The road has a small bridge which is used to cross the Santa Clara River. There are no existing bicycle facilities on this road, but it is considered a VCTC Wayfinding Route and is included in the 2007 Bicycle Master Plan. These bike lanes will connect to agricultural businesses, destinations in Piru, as well as to a transit stop at the intersection of Torrey Road and Main Street. Torrey Road scored in the top 2/3 most popular bike routes based on STRAVA data compared to the other bicycle recommendations in this Plan and it has a level 3 of traffic stress. After the completion of a feasibility study, construction funds are already set-aside for this project through the Ventura County Public Works General Fund.

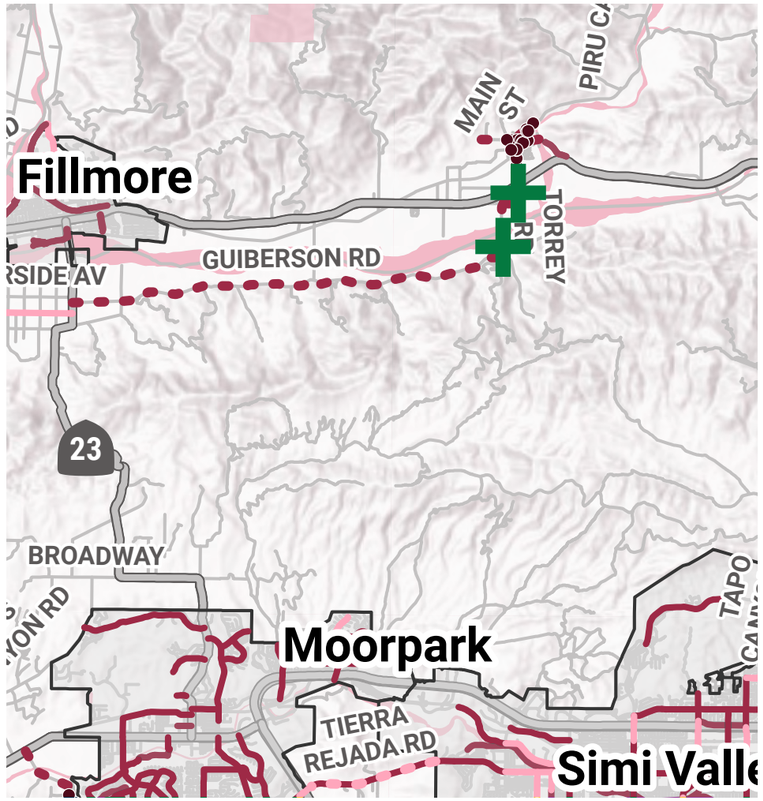
Opportunities and Constraints

There is an opportunity to install a Class II bike lane on the existing shoulder along Torrey Road. There are some locations in which the shoulder is unpaved, and where topographic constraints may limit the width of the bike lane. The bridge over the Santa Clara River will also be an area where the width will be constrained. Since some of the road shoulders will need to be paved anyway for the Class II, there is an opportunity to create enough shoulder width to include a bicycle lane buffer to provide additional separation from motor vehicles. This may be especially beneficial along the winding section of the road near the intersection of Guiberson Road.

Cost estimate: $870,000
Project estimates are based on County estimates dated 6/1/19 with ENR Construction Cost Index (20 Cities) applied (9/25/23)



Typical condition of roadway



Location within county



Typical condition of roadway

II Torrey Road continued (2 of 3)

Bike Lane Concept Plan



EXISTING ROADWAY CONDITIONS



Torrey Road becomes winding near the intersection of Guiberson Road.



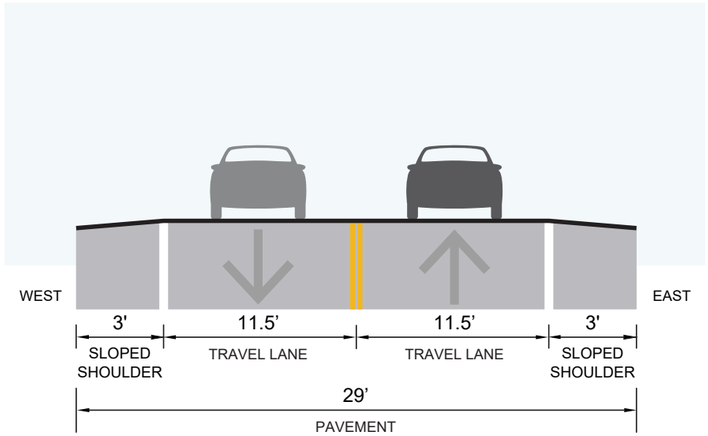
There are some constrained areas along Torrey Road due to topography which may make implementing the bike lanes more difficult.



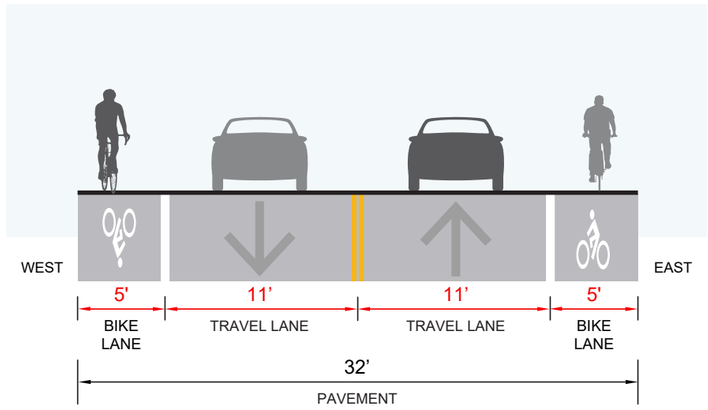
Due to bridge width constraints, the buffer will likely need to be dropped on the bridge.

II Torrey Road continued (3 of 3)

Potential Street Configuration



Cross Section - Existing Condition



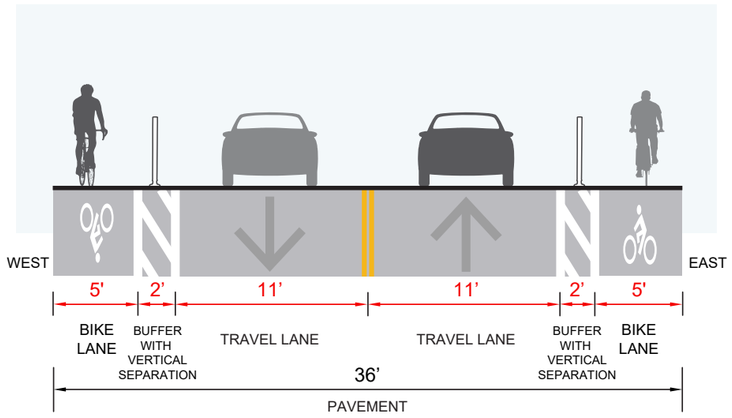
Cross Section - Proposed Class II

The existing road can be widened and striped to include bike lane striping

The County could also include a painted buffer to the bike lanes to provide additional visual separation from motor vehicles



Photo simulation of proposed Class II bike lanes



Cross Section - Potential future Class IV

In the future, the road can be further widened to accommodate bollards or other physical separation in the buffer area to create a Class IV separated bikeway

I Potrero Road

Recommendations

This recommendation is for a Class I shared-use path on Potrero Road from Oxnard Street to the County boundary. This recommendation will connect with the Class II bike lane recommendation on Potrero Road West. This recommendation scored in Tier 1 in the overall and network prioritization processes.

Existing Conditions

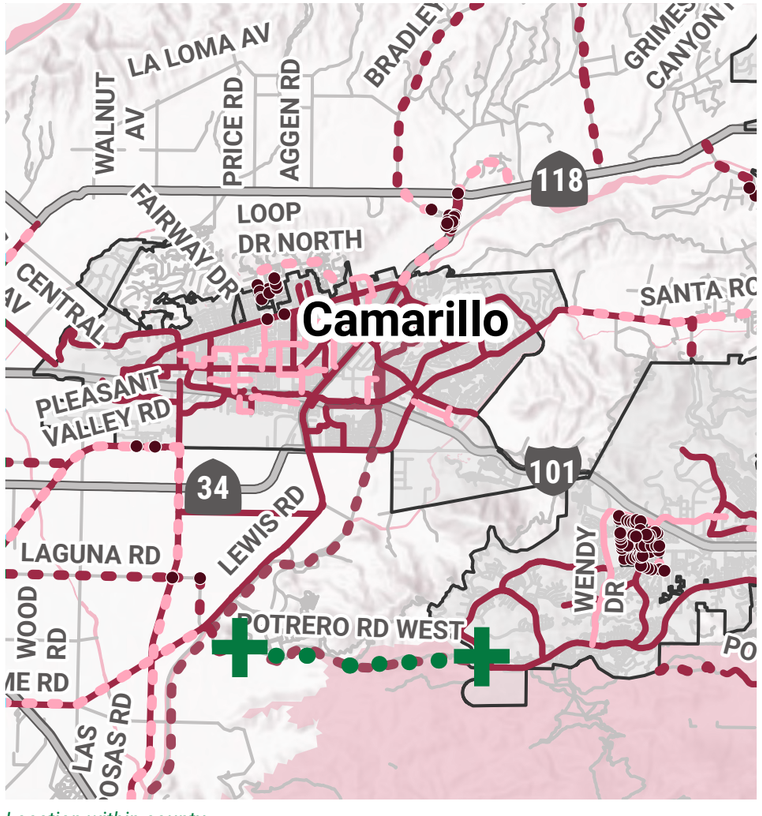
Potrero Road is a two-lane road with a 55 mph speed limit. Much of the road is winding and topographically constrained between mountainous areas. This segment of Potrero Road connects California State University Channel Islands to other recommended and existing bicycle facilities in unincorporated Ventura County as well as to existing Class II bike lanes in the City of Thousand Oaks. This segment is in the top 1/3 most popular bike routes based on STRAVA data compared to the other recommended facilities in this Plan and community members have requested a safe bicycle route through this area. This segment has a level 4 of traffic stress.

Opportunities and Constraints

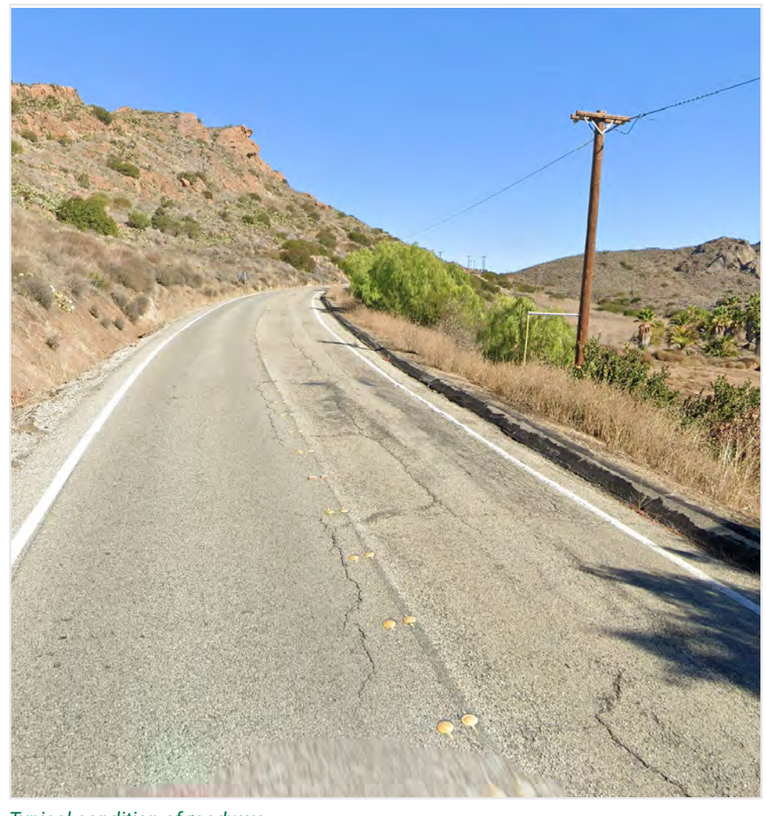
Future studies will determine the feasibility of this recommendation. Due to the topographical constraints along the length of this corridor there is not space to widen the road without needing to build retaining walls. The County may choose to select a different alignment for this recommendation due to these constraints. This segment of Potrero Road connects with the recommended Callegus Creek Class I shared-use path. The completion of both of these paths would create 11.5 miles of comfortable, low-stress off-street paths that connect to destinations in the County and in the Cities of Camarillo and Thousand Oaks.



Typical condition of roadway



Location within county



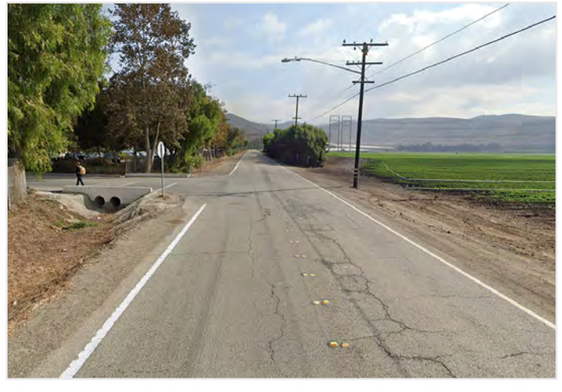
Typical condition of roadway

I Potrero Road continued (2 of 3)

Bike Path Concept Plan



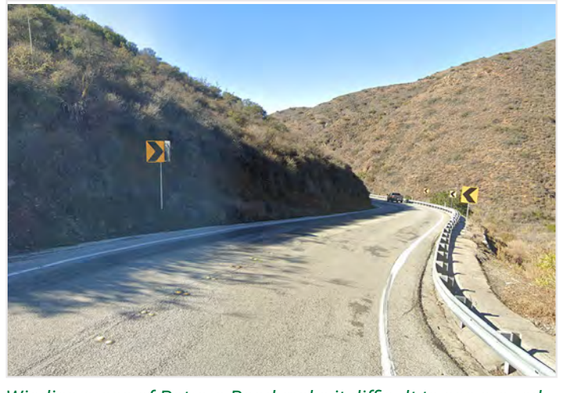
EXISTING ROADWAY CONDITIONS



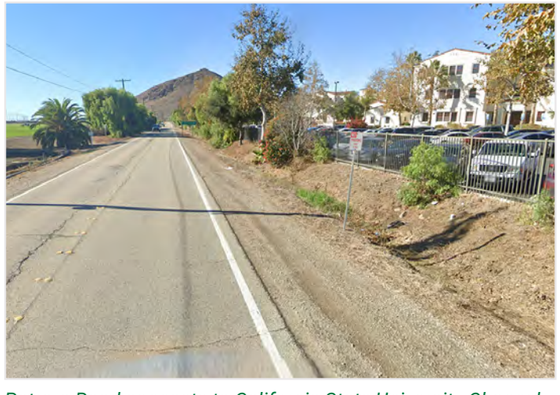
The recommended Class I shared-use path could be used by both bicyclists and pedestrians.



Areas of Potrero Road are constrained on both sides by mountains.



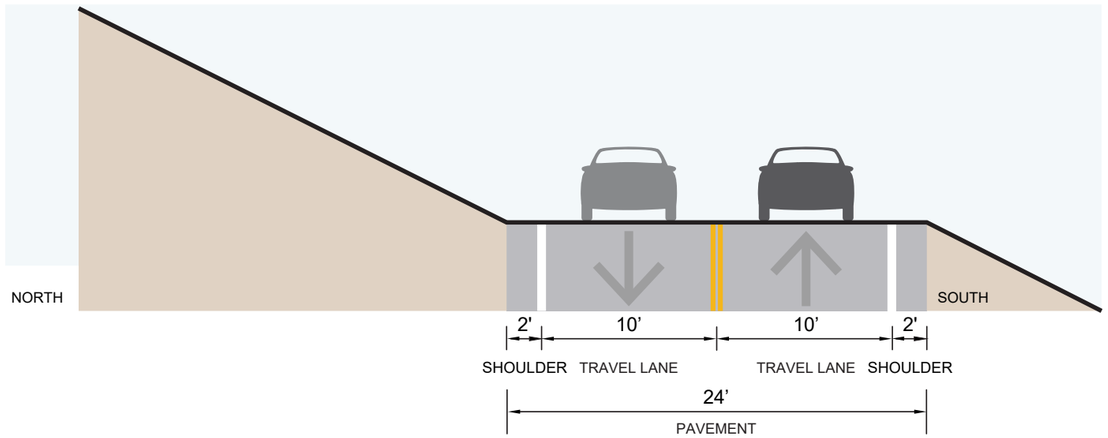
Winding areas of Potrero Road make it difficult to see around the curve as either a bicyclist or driver.



Potrero Road connects to California State University Channel Islands.

I Potrero Road continued (3 of 3)

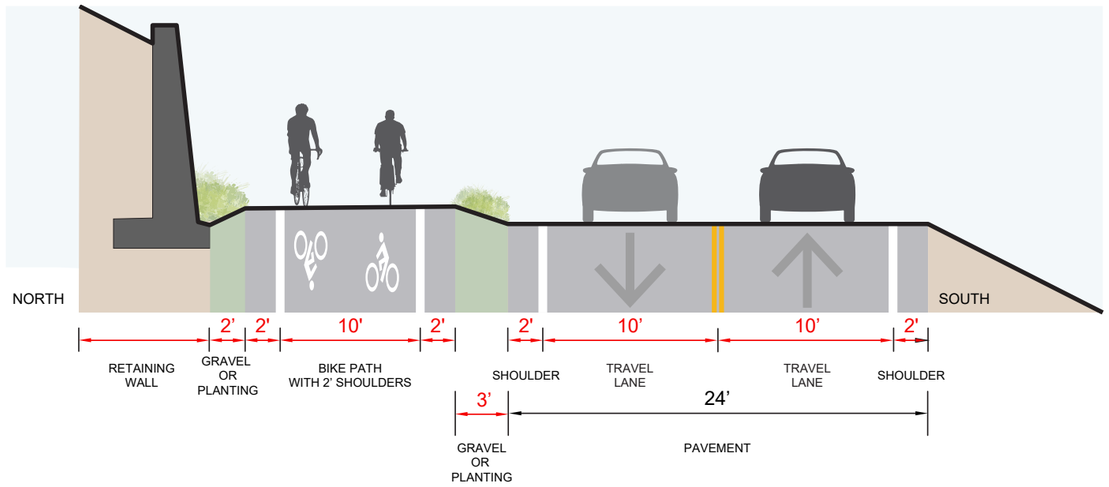
Potential Street Configuration



Cross Section - Existing Condition



Photo simulation of proposed Class I bike path



Cross Section - Proposed Class I

The shared-use path will be completely separated from motor vehicles

Future feasibility studies will determine the final alignment of the path

IIB Santa Clara Avenue

Recommendations

This recommendation is for Class IIb buffered bike lanes on Santa Clara Avenue from Friedrich Road to the County Boundary. The Class IIb recommendation extends to two other segments of Santa Clara Avenue from Friedrich Road to Central Avenue and from Central Avenue to Los Angeles Avenue. These segments have differing road characteristics which is the reason the segments are not combined into one recommendation. This recommendation scored in Tier 1 in the overall and Tier 2 in the network prioritization processes.

Existing Conditions

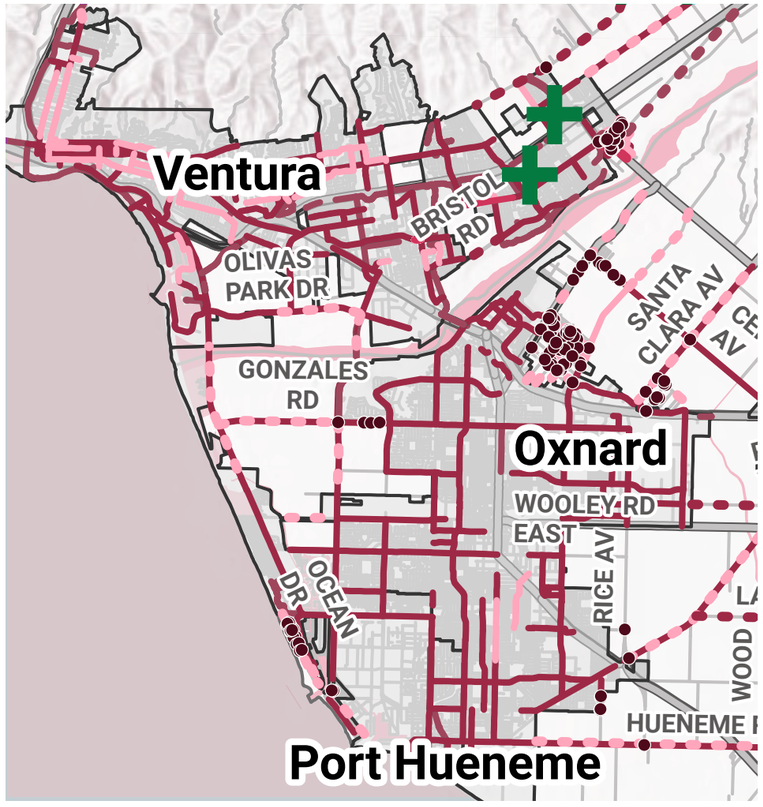
Santa Clara Avenue is a street with a 45 mph speed limit and two traffic lanes and one center turning lane. Approaching the Ventura Boulevard intersection, the road expands to four traffic lanes, a turn lane, and a merge lane. There are existing Class II bike lanes on Santa Clara Avenue, and on-street parking is frequently used by residents on the south side of the street in this segment. Motor vehicles park next to the curb and the bike lane is next to the traffic lanes. This segment of Santa Clara Avenue connects to residences, transit stops, and community destinations in Nyeland Acres and to destinations in the City of Oxnard. The entire length of Santa Clara Avenue from the County boundary near the US-101 to Los Angeles Avenue is included as a recommedation in the 2007 Bicycle Master Plan. Santa Clara Avenue is on the high injury network and has a level 3 of traffic stress.

Opportunities and Constraints

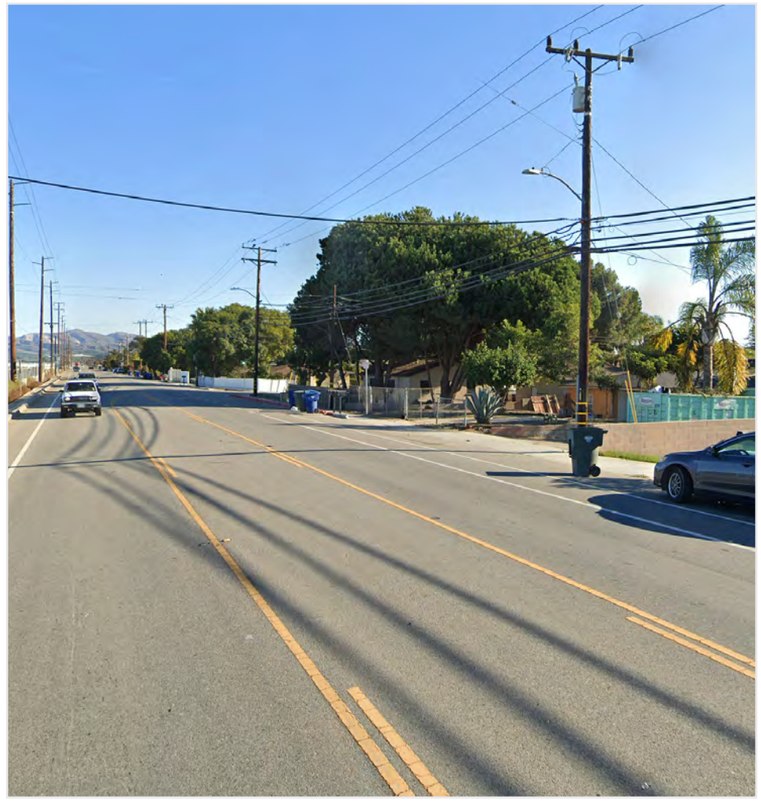
Unlike the other segments of Santa Clara Avenue which have wider shoulders with additional space to park, this segment of the street is more constrained. The south side of the street is used for residential parking and garbage collection and the portions of the north side of the street are constrained by curbs and limited right-of-way. There is an opportunity to restripe the existing bike lane on the south side to create a buffer. Flipping the bike lane to the curb and requiring motor vehicles to park between the bike lane and the traffic lane will create separation for bicyclists from traffic. When motor vehicles are parked, they will act as a physical barrier between bicyclists and traffic. On the northern side of the street additional shoulder width may need to be paved to create space for a barrier. A buffer may not be feasible on the north side of Santa Clara Avenue approaching Ventura Boulevard without taking additional right-of-way and removing the existing curb. Alternatively, the County could study the feasibility of removing the center turn lane to provide more right-of-way for a bicycle facility.



Typical condition of roadway



Location within county



Typical condition of roadway

IIB Santa Clara Avenue continued (2 of 3)

Bike Plan Concept Plan



Connection to the Tier 1 Santa Clara Avenue II bike lanes recommendation

Recommended high-visibility crosswalk on the south and east legs of the Friedrich Road and Santa Clara Avenue intersection

Recommended high-visibility crosswalk across Eucalyptus Drive at Santa Clara Avenue

200 0 100 200 400
SCALE PLAN SCALE FEET

LEGEND

Class IIB bike lane

EXISTING ROADWAY CONDITIONS



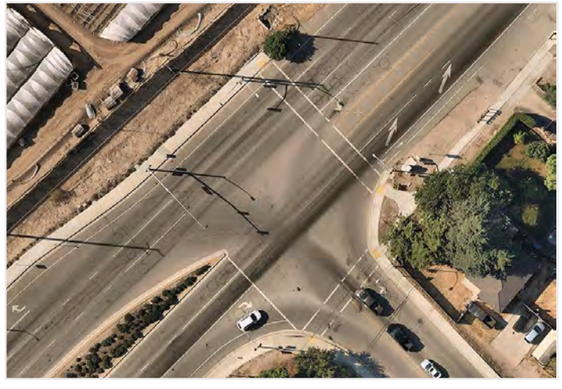
Speed limits on this segment of Santa Clara Avenue are 45 mph.



A high-visibility crosswalk is recommended for this existing non-high visibility crosswalk across Eucalyptus Drive.



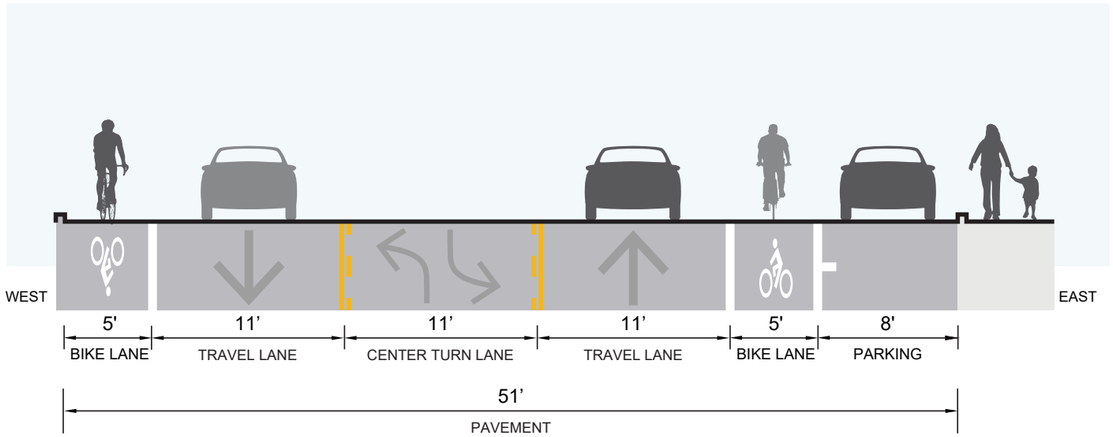
Curbs on the north side of Santa Clara Avenue may restrict the width of the recommended buffered bike lanes.



At the intersection of Ventura Boulevard, Santa Clara Avenue expands into seven total lanes.

IIB Santa Clara Avenue continued (3 of 3)

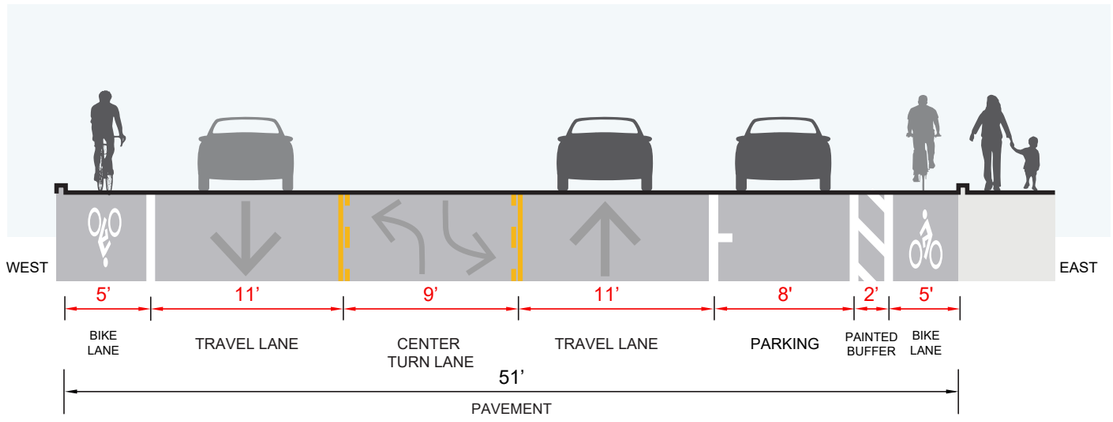
Potential Street Configuration



Cross Section - Existing Condition

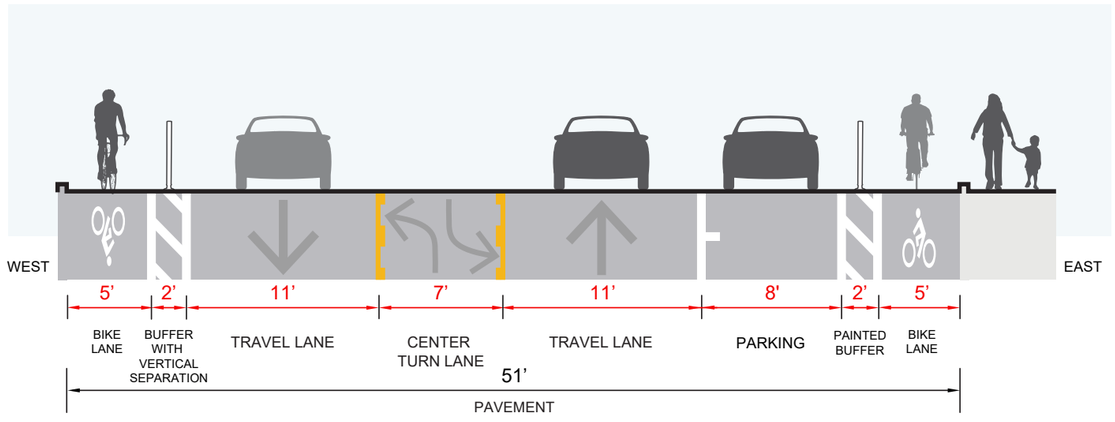


Photo simulation of proposed Class IIB bike lanes



Cross Section - Proposed Class IIB

Flipping the bike lane and parking lane on the south side of the street can create a physical buffer for bicyclists from traffic.



Cross Section - Potential future Class IV

In the future, if parking can be removed, bollards or other physical separation can be installed next to the bike lane

If feasible, the center turn lane could be removed to provide additional right-of-way space for a buffered bicycle lane

IIB Moorpark Road

Recommendations

This recommendation is for a Class IIb buffered bike lane on Moorpark Road between Santa Rosa Road and Tierra Rejada Road. This recommendation connects with Tier 1 recommended Class IIb buffered bike lanes on Santa Rosa Road and to recommended Tier 1 Class II bike lanes on Read Road. This recommendation scored in Tier 1 in the overall and network prioritization processes.

Existing Conditions

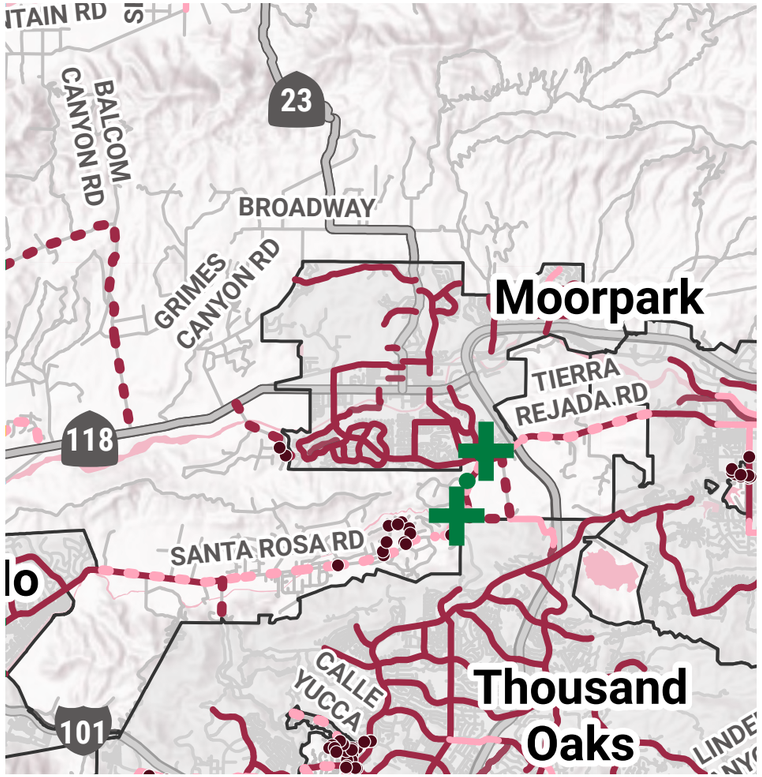
Much of this segment of Moorpark Road is a two-lane road with an existing shoulder. South of Read Road the road widens to accommodate a center turn lane, and south of Lexington Hills Road the road widens to three traffic lanes and a center turn lane/ center median approaching Santa Rosa Road. Similarly, the road widens to accommodate a center lane approaching Tierra Rejada Road. There is an existing Class II bike lane on Moorpark Road, but there are few signs designating the lane. Still, this segment is in the top 1/3 most popular bike routes based on STRAVA data compared to the other recommended facilities in this Plan. This recommendation will connect to the bike lane network and destinations in the Cities of Moorpark and Thousand Oaks as well as to the Santa Rosa Technology Magnet School. Traffic volumes on this road are high, and the road is on the high injury network with a level 4 of traffic stress.

Opportunities and Constraints

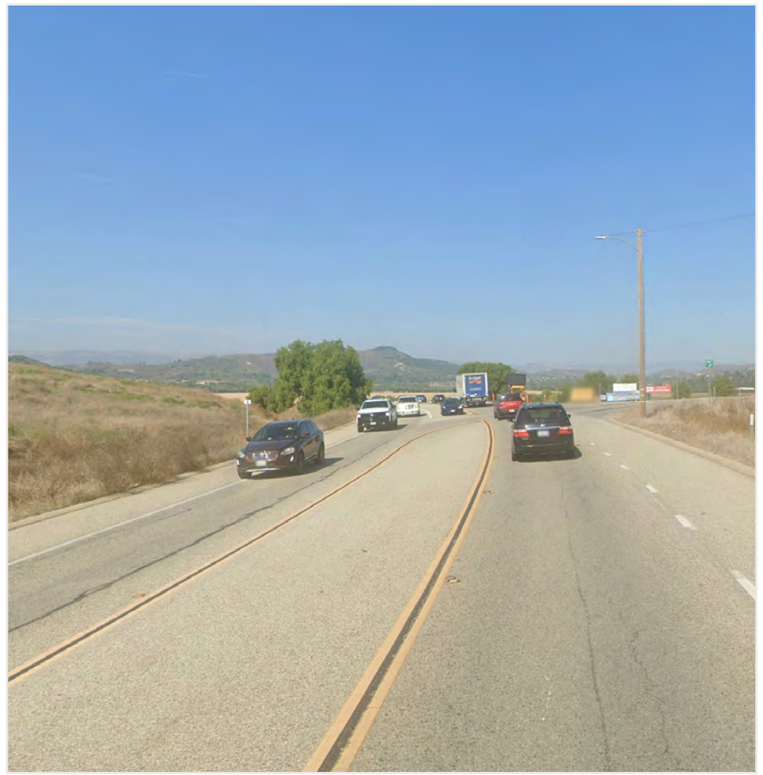
There is an opportunity to add a buffer to the existing bike lanes on Moorpark Road. This will not only provide visual separation from traffic, but it will also better delineate the bicycle lanes and make it clearer to drivers that bicyclists may be in the area. Nearly the entire segment features wide shoulders that can accomodate a buffered bike lane. Green bike lane paint or other similar treatments can be implemented at intersections with right-turns onto other streets, such as at the intersection of Read Road. Conflict striping is currently in place in these areas, but additional treatments can help both bicyclists and drivers prepare for the intersection. While the buffer may help some bicyclists feel more comfortable riding on Moorpark Road, this facility will not be appropriate for school aged children to use to get to school.



Typical condition of roadway



Location within county



Typical condition of roadway

IIB Moorpark Road continued (3 of 3)

Bike Lane Concept Plan

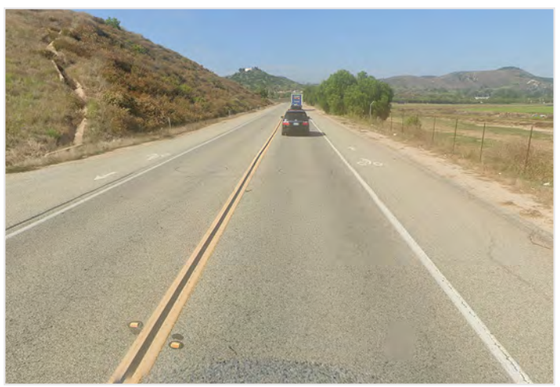


Connection to the Tier 1 Santa Rosa Road Class IIb buffered bike lanes recommendation

Recommended high-visibility crosswalk on the north, east, and west legs of the Moorpark Road and Santa Rosa Road intersection

Connection to Tier 1 Read Road Class II bike lanes recommendation

EXISTING ROADWAY CONDITIONS



Moorpark Road has existing Class II bike lanes on the wide shoulders on both sides of the road.



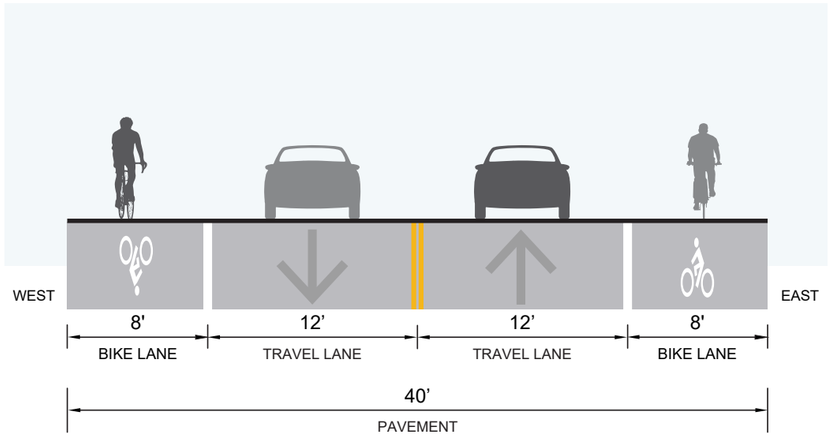
Moorpark Road widens south of Lexington Hills Road.



Moorpark Road connects to Santa Rosa Road, which also has recommended buffered bike lanes.

IIB Moorpark Road continued (3 of 3)

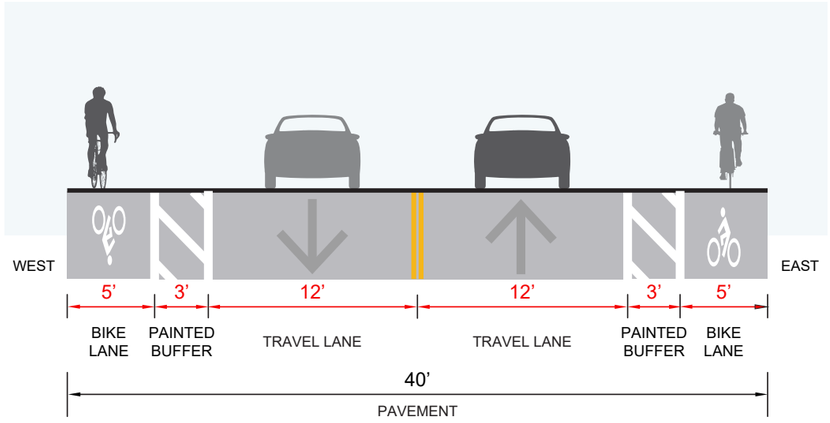
Potential Street Configuration



Cross Section - Existing Condition

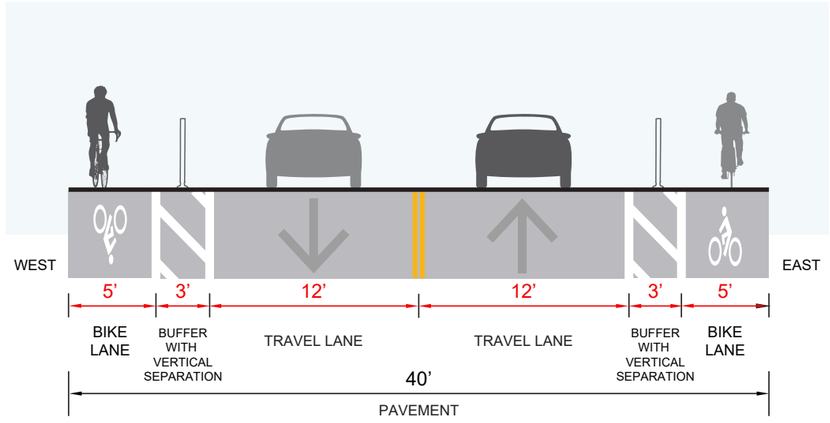


Photo simulation of proposed Class IIB bike lanes



Cross Section - Proposed Class IIB

The existing bike lane can be restriped to include a buffer space



Cross Section - Potential future Class IV

In the future, bollards or other physical separation can be installed next to the bike lane

II Encino Drive

Recommendations

This recommendation is for Class II bike lanes on Encino Drive from Creek Road to State Route 33 (Ventura Avenue). This recommendation connects with the Tier 1 Class IIb buffered bike lane recommendation on Creek Road.

Existing Conditions

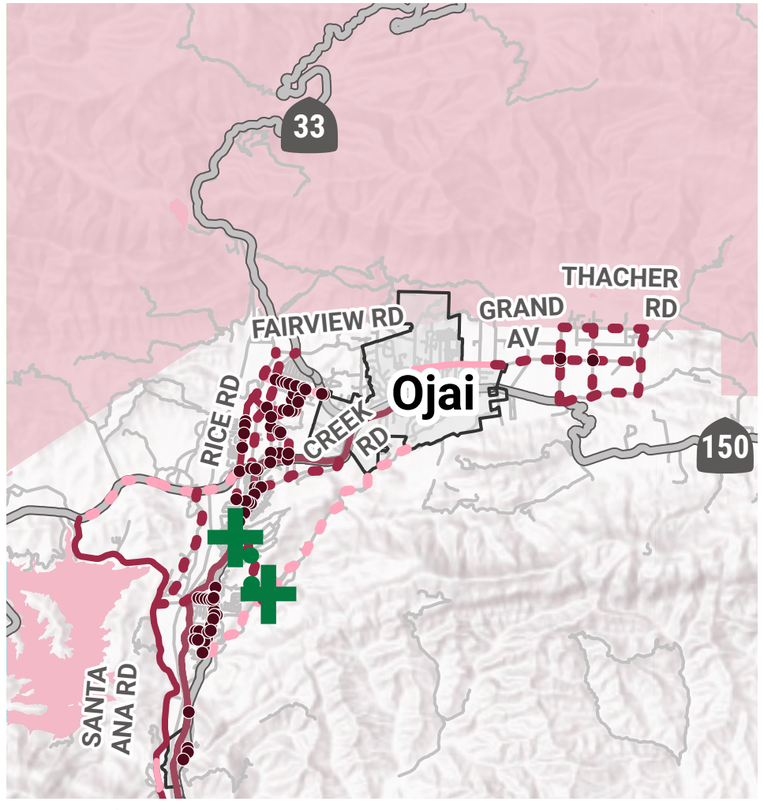
Encino Drive is a two-lane winding road with a 30 mph speed limit through a residential community. There are no shoulders on Encino Drive, however the traffic lanes are wide enough to accommodate a bike lane. Topography varies along the road, with steep grades approaching State Route 33 (Ventura Avenue). The road's right-of-way is constrained on each side by curbs. There are no existing bicycle facilities on Encino Drive or on any streets in the neighborhood near Encino Drive, making it difficult for residents to connect to the existing Ojai Valley Trail or to the transit stops at the State Route 33 (Ventura Avenue) intersection. Encino Drive has a level 3 of traffic stress.

Opportunities and Constraints

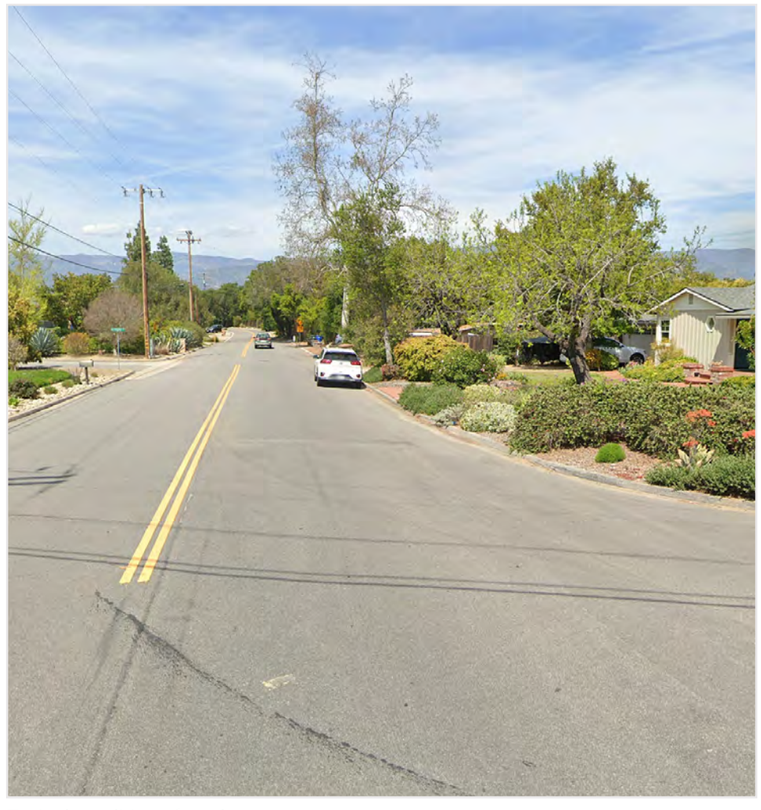
For much of Encino Drive, the width of the traffic lanes can be narrowed to accommodate bike lanes. As Encino Drive approaches Ventura Avenue the road width narrows. A Class II will not fit on both sides of the street without significant road widening. However, a Class II bike lane may be implemented going uphill, with Class III sharrows on the downhill towards Ventura Avenue. Implementing Encino Drive's bike lanes along with Creek Road's Class IIb buffered bike lane recommendations will create a network of bicycle facilities in an area where none exist. Additionally, the bicycle lanes and narrower traffic lanes will act as traffic calming on this residential street.



Typical condition of roadway



Location within county



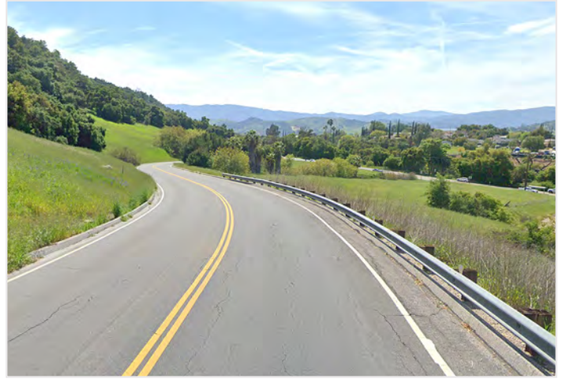
Typical condition of roadway

II Encino Drive Continued (2 of 3)

Bike Lane Concept Plan



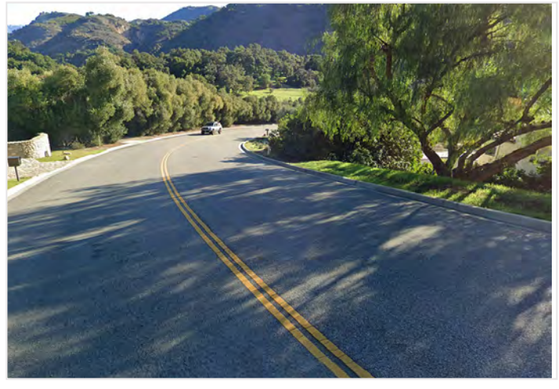
EXISTING ROADWAY CONDITIONS



Encino Drive's grade gets steeper approaching State Route 33 (Ventura Avenue).



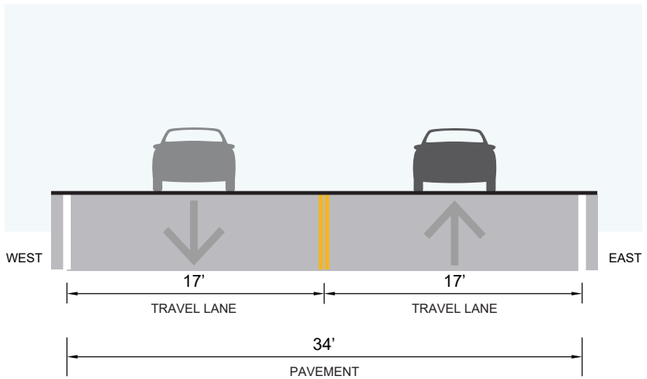
Encino Drive travels through a mostly residential area.



Encino Drive does not have shoulders, but the travel lanes are wide.

II Encino Drive continued (3 of 3)

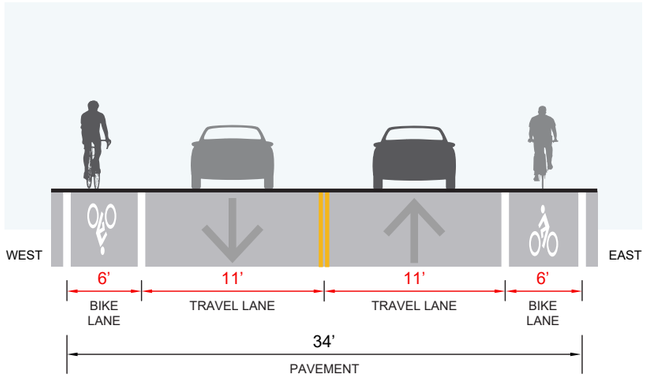
Potential Street Configuration



Cross Section - Existing Condition

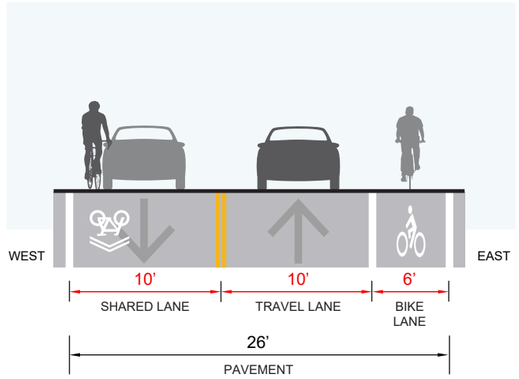


Photo simulation of proposed Class II bike lanes



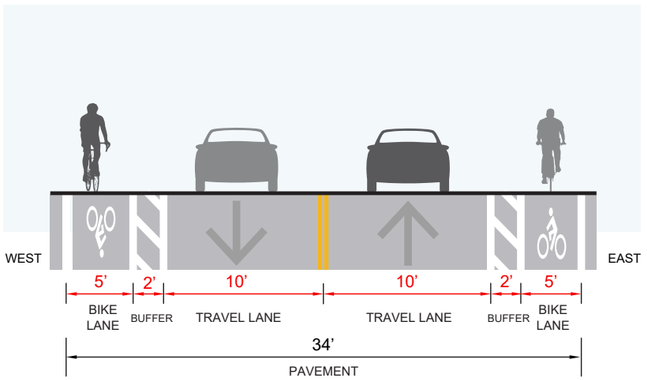
Cross Section - Proposed Class II

The traffic lanes can be narrowed to accommodate a Class II bike lane.



Cross Section - Proposed Class III/II

As Encino Drive approaches Ventura Avenue the road width narrows. A Class II will not fit on both sides of the street without significant road widening. However, a Class II bike lane may be implemented going uphill, with Class III sharrows on the downhill towards Ventura Avenue.



Cross Section - Potential future Class IIB

Traffic lanes can be further narrowed to accommodate a painted or physical buffer from motor vehicle traffic.

Narrower traffic lanes will act as traffic calming on this residential street.

I Santa Paula Branch Line

Recommendations

This recommendation is for a Class I shared-use path along a railroad corridor between Saticoy and the City of Santa Paula. This recommendation will connect with many bicycle and pedestrian recommendations in the Saticoy community as well as to recommended bike lanes on Briggs Road.

Existing Conditions

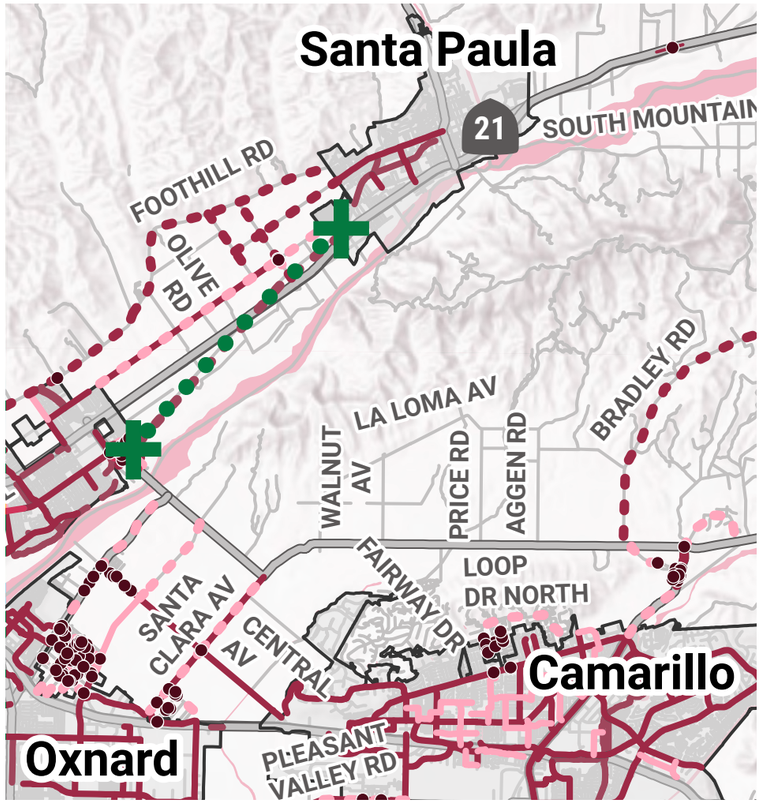
Identified in the 2007 Bicycle Master Plan and the VCTC Wayfinding Plan as well included in numerous City bicycle and trail plans, this recommended off-street path will connect Saticoy to the City of Santa Paula. Within Saticoy the path will cross two community intersections, and further east the path will cross under State Route 126 (Santa Paula Freeway). This trail will connect residences, businesses, restaurants, transit stops, and parks in Saticoy and the City of Santa Paula, and to Briggs School in unincorporated Ventura County. The trail will connect with the existing constructed part of the trail in the City of Santa Paula. The current alternative to navigating this area is to bike on Telegraph Road which is a level 4 of traffic stress street in its current state. Community members have requested a safer alternative to Telegraph Road that would be more appropriate for bicyclists of all ages and abilities.

Opportunities and Constraints

Completing this segment of the Santa Paula Branch Line Trail would provide a comfortable regional bicycle connection in the County. In Saticoy, residents would easily be able to walk or bike to the trail from their homes. At each trail crossing in Saticoy there is an opportunity to enhance the crossing with pedestrian infrastructure like, crosswalks, gates, and lighting both for trail users and for active transportation users crossing the trail on the road. The Santa Paula Branch Line is an active rail corridor and future studies will be needed to determine the exact alignment and design of the path to keep trail users safe.



Typical condition of roadway



Location within county



Typical condition of roadway

I Santa Paula Branch Line Continued (2 of 3)

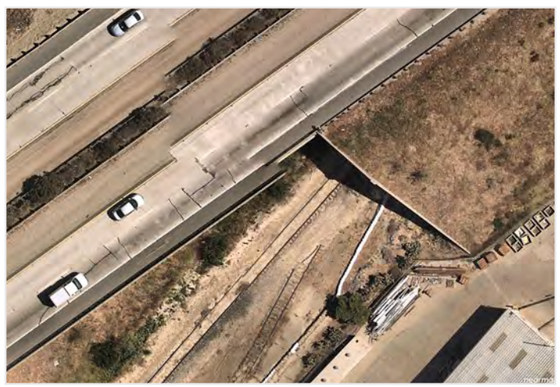
Bike Trail Concept Plan



EXISTING ROADWAY CONDITIONS



The Santa Paula Branch Trail will travel through Saticoy.



The trail will need to travel under State Route 126 (Santa Paula Freeway).



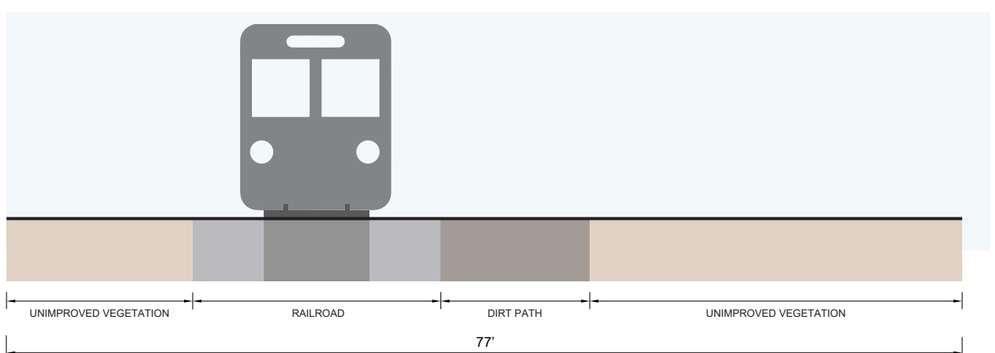
The trail will travel parallel to the active railroad.



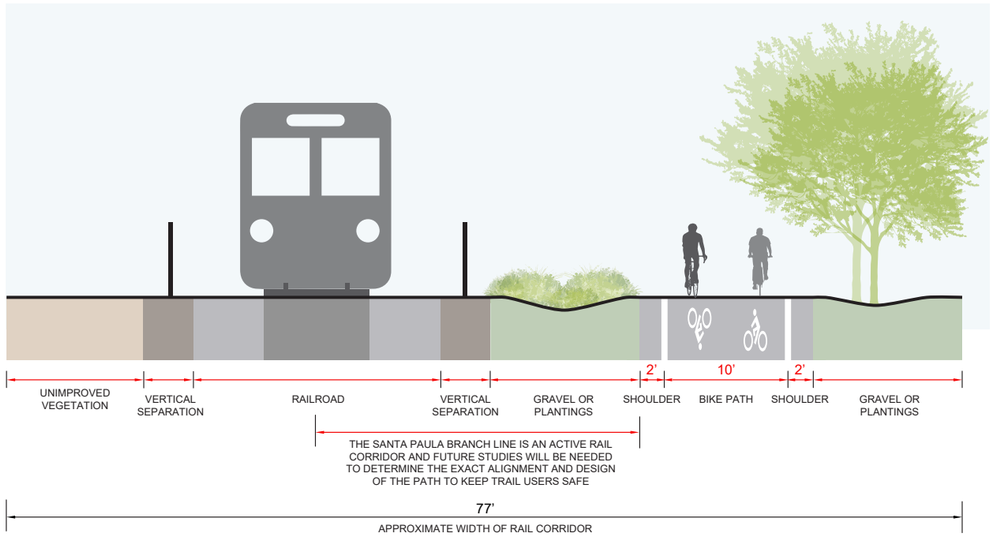
Future trail designs will need to consider trail crossings at road intersections.

I Santa Paula Branch Line continued (3 of 3)

Potential Street Configuration



Cross Section - Existing Condition



Cross Section - Proposed Class I

The path will be aligned on the existing active rail corridor



Photo simulation of proposed Class I bike path

Additional Photosims

The following additional photosims show examples of other types of recommended bicycle facilities in other communities in unincorporated Ventura County. These photosims can help in understanding how the bicycle and pedestrian recommendations work together to create a complete active transportation network.

11



Class III Island View Avenue/Roosevelt Boulevard from Sawtelle Avenue to Victoria Avenue
District 5

12



Class IIb Hueneme Road from Lewis Road to County Boundary
District 5

13



Kanan Road from County Boundary to Oak Hills Road

District 2

14



Alvarado Street from County Boundary to Helsam Avenue

District 3

15



La Luna Avenue from State Route 150 (Ojai Freeway) to Lomita Avenue, District 1

Maintenance

Maintaining the pedestrian and bicycle improvements in the County is crucial in having a safe and effective active transportation network. Debris, potholes, vegetation and trash on paths are common concerns among residents as unmaintained bikeways and sidewalks can be dangerous to use. The following list describes existing County practices for maintaining active transportation infrastructure, and recommended programs the County can implement to potentially increase walking and biking for transportation in unincorporated Ventura County.

Pavement Plan

The Ventura County Pavement Plan is updated annually. County-maintained roads are scheduled for resurfacing based on the pavement management program and StreetSaver software. California's Highway User Tax Account, and the state's Senate Bill 1 and Affordable Care Act 5 bills fund the pavement plan. Each roadway receives a pavement condition index score, and the roadways are prioritized for paving based on their scores. The County should ensure that repaved roadways also receive proper maintenance for their bicycle facilities. Road repaving is also an excellent opportunity to include new bike lane striping on a roadway.

Ventura County Public Works Agency Connect

Through an online portal available on the Ventura County Public Works website, residents can submit issues including road maintenance, County transit systems and downed traffic signs, and can also ask questions about road planning, design, and construction. Using an interactive map, respondents can drop a pin in the area that has a maintenance issue and provide a description. Respondents will receive email updates as the request is completed.

Sidewalk Repair and Maintenance

Sidewalk maintenance is required by the property owner in unincorporated Ventura County. This includes trimming vegetation and repairing sidewalks. The County notifies property owners if their sidewalk or landscaping in the sidewalk parkway needs to be maintained. Maintenance is needed when sidewalks pose a danger to pedestrians or fail to meet ADA guidelines, including if the sidewalk is warped, displaced, or has large cracks. Failure of the property owner to maintain their sidewalk will result in the County billing the property owners for maintenance services. The County reviews sidewalks for maintenance during paving projects.

Street Sweeping

In most areas of unincorporated Ventura County, the County does not offer street sweeping. The exception to this are roads swept to comply with the National Pollution Discharge Elimination System Permit including the Victoria Avenue and Harbor Boulevard bridges and portions of Ventura Avenue, Norway Drive, and Crooked Palm Road. Street sweeping is also available in certain benefit assessment districts including Lynn Ranch, Casa Conejo, and Oak Park. Similarly, beach sand is only removed from Hollywood Beach and Silver Strand Beach when it impedes the public right-of-way. For maintenance on state rights-of-way, the County will need to coordinate with and receive approval from Caltrans. The County may need to review popular active transportation facilities, like Class I shared-use paths, for additional street sweeping maintenance.

Lighting

Lighting is only on streets within benefit assessment districts. These lights are maintained by Southern California Edison, not by County Public Works.

Unhoused Community Members

Implementing active transportation recommendations requires consideration for all users, including unhoused people. A more comprehensive strategy will be needed for the County to provide services for unhoused people and to ensure all residents have comfortable access to pedestrian and bicycle facilities. Protocols may need to be developed to address encampments on facilities like Class I paths to ensure the facility remains safe and accessible.

The County of Ventura Human Services Agency helps unhoused people connect with agencies that help with housing and assistance. The County's Pathways to Employment program also helps people experiencing homelessness to find employment. The cities in Ventura County also offer their own resources for unhoused residents. The County and cities can work together to share these resources and coordinate services.

Jurisdiction Coordination

The County should work with the incorporated cities to create a connected active transportation network that spans the entire County. Many of the infrastructure recommendations in this Plan were recommended to connect to existing or previously planned facilities in incorporated cities. These connections can encourage residents in unincorporated areas to use walking or biking to reach their destinations in incorporated areas, rather than choosing to drive. These networks can help students living in unincorporated areas reach their school in a City, and can help all residents in the unincorporated County reach transit stops on City maintained streets.

The County should also coordinate with Caltrans to construct active transportation facilities on State Routes. Each Caltrans district has recently completed an active transportation plan. In the future, Ventura County can coordinate with Caltrans to address identified needs in each of the district plans. Throughout the public engagement process, community members often had concerns about bicycling on State Routes and crossing at State Route intersections. The County can relay this information to Caltrans to further encourage them to begin constructing active transportation improvements on their roadways.



Ventura County will need to work with Caltrans in the future to improve active transportation conditions on State Routes, like State Route 150 (Ojai Avenue).

Funding

Existing Funding Sources

Federal and State

RAISE GRANTS

Previously known as the BUILD and TIGER grant, the RAISE grant funds the building and repair of transportation networks. Available through the U.S. Department of Transportation, the RAISE grant allows sponsors at the State and local levels to obtain funding for multimodal, multi-jurisdictional projects that are more difficult to support through traditional funding initiatives.

HOUSE TRANSPORTATION & INFRASTRUCTURE COMMITTEE APPROPRIATIONS

The House Transportation and Infrastructure Committee invites Members of Congress to request funding for projects in their communities. Project funds can be used for planning, final design, and construction projects. Eligible projects include bicycle & pedestrian infrastructure projects that increase access, strengthen multimodal connections, reduce greenhouse gas emissions, and enhance environmental justice.

SAFE STREETS AND ROADS FOR ALL (SS4A)

Established by the Bipartisan Infrastructure Law (BIL), this program funds initiatives that prevent roadway deaths and serious injuries and can be used to carry out items in support of creating safety Action Plans like Vision Zero, and in implementing infrastructure including installing pedestrian and bicycle networks, transforming roadway corridors into Complete Streets, and improving the safety of intersections. Up to $1 billion is available each year of the program.

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) IMPROVEMENT PROGRAM

The annual CMAQ program provides funding to State DOTs, MPOs, and transit agencies to invest in projects that reduce emissions from transportation-related sources and improve air quality.

NEIGHBORHOOD ACCESS AND EQUITY GRANTS

Authorized by the Inflation Reduction Act in August 2022, these grants aim to make roads safer for all modes of transportation. The purpose of the grant is to reconnect communities that have highways running through them. Funds can be used to redesign highways for all modes, build trails and bike lanes, provide transit connections, install green infrastructure, reduce urban heat islands, and build safety features.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Administered by Caltrans, the HSIP is offered every one to two years. The program's purpose is to reduce traffic fatalities and serious injuries on public roads. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. HSIP focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness.

CARBON REDUCTION PROGRAM

Authorized with the BIL in 2022, the Carbon Reduction Program is a DOT program that funds projects that support a reduction in transportation emissions. Eligible projects include bicycle and pedestrian infrastructure and public transit facilities. Caltrans distributes funding based on population sizes using the 2020 Census.

OFFICE OF TRAFFIC SAFETY GRANTS

The California Office of Traffic Safety has grant programs that fund projects that protect bicyclist and pedestrian safety, raise awareness about traffic rules, and provide training and programs for high-risk communities like children and older adults.



A school crossing guard in Oak Park directs actions of students and traffic at an intersection to ensure safe crossing.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

The goals of the Affordable Housing and Sustainable Communities Program are to support compact development in order to preserve land, reduce greenhouse gas emissions, and increase the supply of affordable housing near jobs, stores, transit, and other key destinations. Eligible projects include sustainable transportation infrastructure, such as new transit vehicles, sidewalks, and bike lanes; transportation-related amenities, such as bus shelters, benches, or shade trees; and other programs that encourage residents to walk, bike, and use public transit.

SURFACE TRANSPORTATION BLOCK GRANTS

Extended by the BIL, these grants are used to fund projects that maintain and improve the transportation performance of federal-aid highways, bridges, and tunnels; install pedestrian and bicycle infrastructure; and implement transit capital projects. Additional Transportation Alternatives set aside funds are available for active transportation, and active transportation access to transit improvements.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The STIP is a multiyear capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. Funding consists of two components: Caltrans'

Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). Pedestrian and bicycle projects may be programmed under ITIP and RTIP. STIP programming occurs every two years. In 2022, STIP added additional funding for active transportation improvements.

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

The SHOPP program is designed to maintain the state highway system; however, it includes opportunities to address Complete Streets elements and improve pedestrian and bicycle facilities. Program funds can be used for projects with Complete Streets components like signage, bike parking, bike lanes, pedestrian crossing infrastructure, transit stop improvements, and pedestrian lighting. Funds can also be used for projects that have climate action efforts and provide low emission transportation choices. SHOPP projects are administered by Caltrans and the California Transportation Commission.

TRANSPORTATION DEVELOPMENT ACT FUNDS

The Transportation Development Act provides funding from State Transit Assistance and Local Transportation Fund. This program funds a variety of transportation programs including for pedestrians, bicyclists, and transit facilities. The amount of funding is based on sales tax collected in each county. This fund is administered by Caltrans.

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP was created to encourage the use of active transportation through encouragement and safety measures. Eligible projects include infrastructure projects, education, encouragement, and enforcement of non-infrastructure projects which further the goals of the ATP, a combination of infrastructure and non-infrastructure activities, and the development of active transportation plans in disadvantaged communities. Senate Bill 1 stipulates that $100 million of revenues from the Road Maintenance and Rehabilitation Account will be available annually to the ATP. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School, into a single program with a focus to make California a national leader in active transportation. Applications are typically submitted in July.

Typical projects funded by the ATP include:

- Safe Routes to School programming
- Safe Routes to Transit programming
- New or improved bicycle infrastructure, including bike lanes and bike parking
- New or improved pedestrian facilities including sidewalks, and crosswalks
- Network links to trails and parks
- Educational and encourage programming

The goals of the ATP are defined as the following:

- Increase the proportion of walking and biking trips
- Increase safety and mobility for non-motorized users
- Reduce greenhouse gas emissions
- Enhance public health
- Ensure disadvantaged communities share the benefits of the program

CALIFORNIA TRANSPORTATION COMMISSION LOCAL PARTNERSHIP PROGRAM

This program provides $200 million in funding for local and regional transportation agencies with voter-approved taxes, tolls, or fees, which are dedicated solely to transportation improvements. The program provides funding for aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits. The funds are distributed through a 40% statewide competitive component and a 60% formulaic component.

TRANSFORMATIVE CLIMATE COMMUNITIES

The California Strategic Growth Council funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. In addition to reducing greenhouse gas emissions, the goals of the program are to fund projects that maximize community health and environmental benefits, avoid displacement, have comprehensive community involvement, and offer technical assistance. Previous rounds have had $115 million available to use for implementation and planning projects.

RUBBERIZED PAVEMENT GRANT PROGRAM

The California Department of Resources Recycling and Recovery (Cal Recycle) provides the Rubberized Pavement Grant Program formerly called the Rubberized Asphalt Concrete Grant Program, to promote markets for recycled-content surfacing products derived from waste tires generated in California, and decrease the adverse environmental impacts created by unlawful disposal and stockpiling of waste tires. In past rounds, $4 million has been available for funding; $250,000 is the maximum for individual applications.

CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANTS

The Sustainable Transportation Planning Grant Program supports transportation planning processes that address local and regional transportation needs and issues. The program offers two types of grants: Strategic Partnerships and Sustainable Communities. The Sustainable Communities Grants has $29.5 million in funding to encourage local and regional planning that furthers state greenhouse gas emission reduction goals. The Strategic Partnership Grant has $4.5 million to identify and address statewide or regional deficiencies on the State highway system in partnership with Caltrans. The overarching objectives to guide grant applications are sustainability, preservation, accessibility, safety, innovation, economy, health, and social equity. Past awarded project types include active transportation, complete streets, transit, safe routes, Vision Zero, and emission reduction.

METROPOLITAN, STATEWIDE & NON-METROPOLITAN PLANNING

This federal source provides funding for multimodal transportation planning in metropolitan areas. Funds can be used for planning activities that support the economic vitality of a metropolitan area, increase the safety and security of transportation systems, increase mobility, protect the environment, or connect transportation systems.

PILOT PROGRAM FOR TRANSIT-ORIENTED DEVELOPMENT PLANNING

This program's goal is to improve America's public transportation system by providing funds to integrate land use and transportation planning. Funding is available for projects that improve multimodal transportation, accessibility, and pedestrian and bicycle access to transit and enable mixed-use development near transit.

Local and Regional

SCAG SUSTAINABLE COMMUNITIES PROGRAM

SCAG's Sustainable Communities Program has provided resources and assistance to jurisdictions to complete local planning efforts. The program provides resources to support active transportation and multimodal efforts and sustainability, equity in transportation planning, smart cities, mobility innovations, reductions in motorized vehicle miles traveled, and reductions in greenhouse gas emissions. The program also supports quick-build projects, and network visioning to help jurisdictions install active transportation networks. Awards of up to $500,000 are available for active transportation-focused plans.

SCAG LOCAL COMMUNITY ENGAGEMENT AND SAFETY MINI-GRANT

This mini-grant program is intended to increase the safety of those most harmed by traffic injuries and fatalities. Grants are awarded to community organizations, nonprofits, and social enterprises with a focus on organizations that include members of disadvantaged or underinvested communities. Mini-grants fund projects that educate mobility users on safe practices, increase access to safe routes for users, and envision safety improvements to transportation infrastructure that prioritize vulnerable users. Example projects include safety demonstration projects, community events, and safety campaigns.

MULTI-YEAR PAVEMENT PROGRAM

This program, administered by the Ventura County Public Works Agency, evaluates and prioritizes the maintenance of road pavement in the county. The program is funded through Senate Bill 1 and Affordable Care Act 5. Some active transportation improvements can be installed during regular pavement maintenance like bike lanes and crosswalk striping.

BENEFIT ASSESSMENT DISTRICTS

Benefit assessment districts are areas in California in which property owners are charged a certain amount to pay for a public improvement or service in their neighborhood. Property owners vote to finance these improvements and services, which typically can only directly benefit the property owners in the district. In order to form a benefit assessment district, there must be a public hearing and a majority vote from the affected property owners. Property owners with larger parcels must pay more to the district, and therefore receive a higher weighted vote. These districts can fund the maintenance of community services like bike lanes, sidewalks, trails, lighting, tree maintenance, street sweeping, business facade improvements, or parks, depending on the type of district created. There is currently a Watershed Protection District in Ventura County in which residents pay an assessment to finance the maintenance of water facilities and the Countywide Stormwater Quality Management Program. Communities in Ventura County can form these districts to fund active transportation improvements in their neighborhoods.

VEHICLE MILES TRAVELED (VMT) ADAPTIVE CEQA MITIGATION PROGRAM

While still in draft form in 2023, Ventura County is working on creating a VMT Mitigation Program to reduce VMT impacts for new developments in the county. Participating in the mitigation program would help developers mitigate VMT impacts, which are required to be considered for CEQA review. Strategies to reduce VMT include providing transit-oriented and mixed-use development, locating developments near bicycle infrastructure or building bicycle infrastructure, providing end-of-trip facilities like showers, and limiting parking supply. Encouraging developers to follow these strategies can help the County expand its active transportation network near new homes and businesses.

VENTURA COUNTY PUBLIC WORKS AGENCY ROAD FUND

Ventura County Public Works Agency's Road Fund is responsible for providing safe and efficient operation of the County's road network in the unincorporated area and for coordinating other County transportation needs, including public transit, project planning, design, construction, maintenance, traffic operations, and public transportation planning and coordination. Revenue is derived from State gas tax subventions, Transportation Development Act, vehicle code fines, road permits, Federal and State construction aid, and contributions from developers.



A pedestrian crosses a street using the active transportation improvement demonstration facility in Nyeland Acres.