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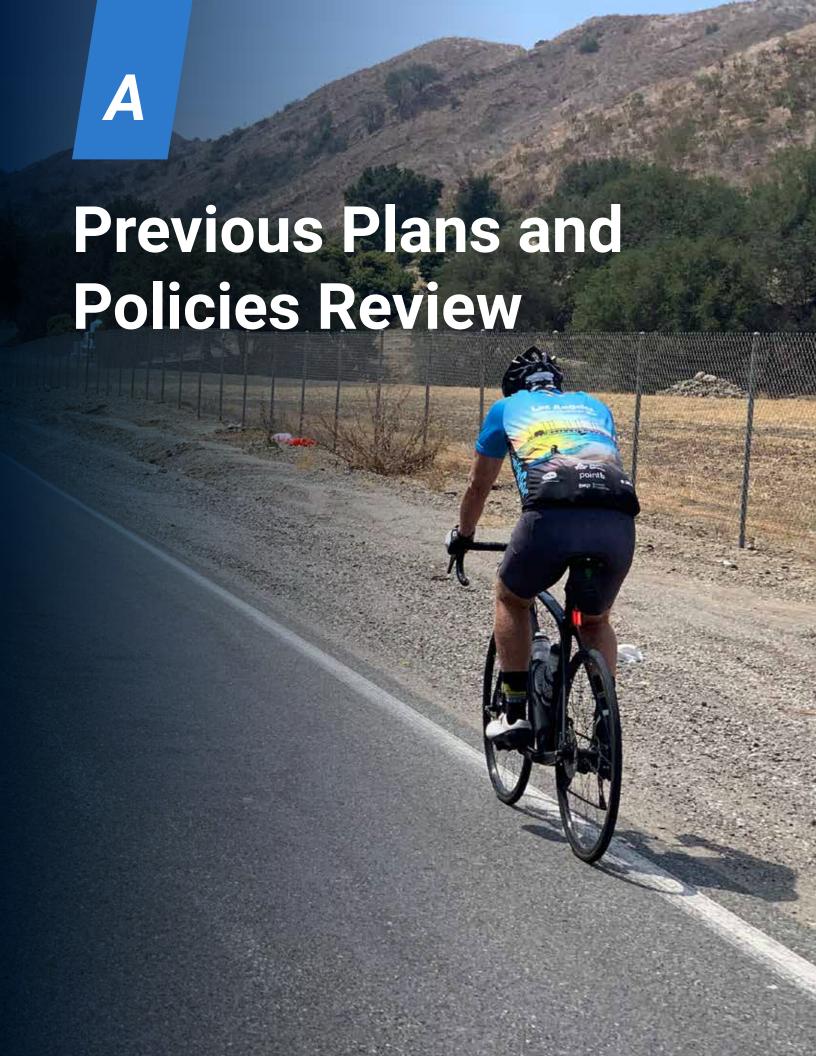
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/ Previous Policy and **Planning Efforts**

The following provides a summary of local and regional planning documents that directly or indirectly address active transportation and public right of way planning and design in the County of Ventura. The purpose of this memo is to provide a summary of relevant goals and recommendations that may influence the Active Transportation Plan

recommendation	s that may influence the active Transportation Plan.
Plan Name	Ventura County Safe Routes to School Plan
Study Area	/ Ventura County
Plan Goals	Recommended Circulation Goals
	/ Coordinate with Caltrans to provide alternate connections to existing or planned bicycle and pedestrian routes that are or would be severed by State freeway and highway projects that intersect pathways or divide communities near schools.

- / Provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation to enable active travel as part of daily activities for all users of the streets, including children, families, older adults, and people with disabilities.
- / Create safe and inviting environments for students, families, and staff to walk, bicycle, and use public transportation en route to school.
- / Improve connectivity in vicinity of new and existing schools to make walking and biking convenient and direct.
- / Work with schools and school districts to ensure that on-site school circulation aligns with circulation on roads and highways in the County's right-of-way.

Recommended Circulation Goals

/ Facilitate a dialogue between schools, school districts, and transit providers on ways to accommodate transportation needs of students and their families.

Countywide Recommendations

/ PWATD can establish a practice of marking updates as a part of general street maintenance around County schools. This would include assessing the need for adding or updating school crosswalks to meet current California Manual Uniform Traffic Control Devices (CA MUTCD). Section 7C.02 of the CAMUTCD has specific guidance on crosswalk markings for school areas.

Plan Name Ventura County Safe Routes to School Plan

Key Policies

Policies and Programs

- / Promote International Walk to School Day countywide. International Walk to School Day is an opportunity for schools to highlight the many benefits of walking and promote pedestrian safety for students. More information is available at www. walkbiketoschool.org
- Promote school crossing guard training at school districts throughout Ventura County. Training is an essential step to help ensure that anyone who is performing the duties of a school crossing guard is doing so properly. Training resources are available at no cost through the California Active Transportation Resource Center, caatpresources.org.
- / 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 Safe routes to school language in a school board policy can be an important first step towards supporting Safe routes to school activities in schools throughout the County.
- / Facilitate a county-wide Safe routes to school Advisory Committee. A Safe routes to school Advisory Committee was formed as a part of the development of this 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.
- / Promote community health by developing opportunities for physical activity such as creating parks space, walking paths, and greening of existing routes to school.
- / Promote community engagement and build capacity for community improvement activities such as those above through the facilitation of Resident Leadership Academy.
- / Promote Safe routes to school by engaging community stakeholders to create walking bus to school programs, which encourage safe and fun walking to school activities.

Plan Name

Ventura County Transportation Commission Regional Bikeway Wayfinding Plan

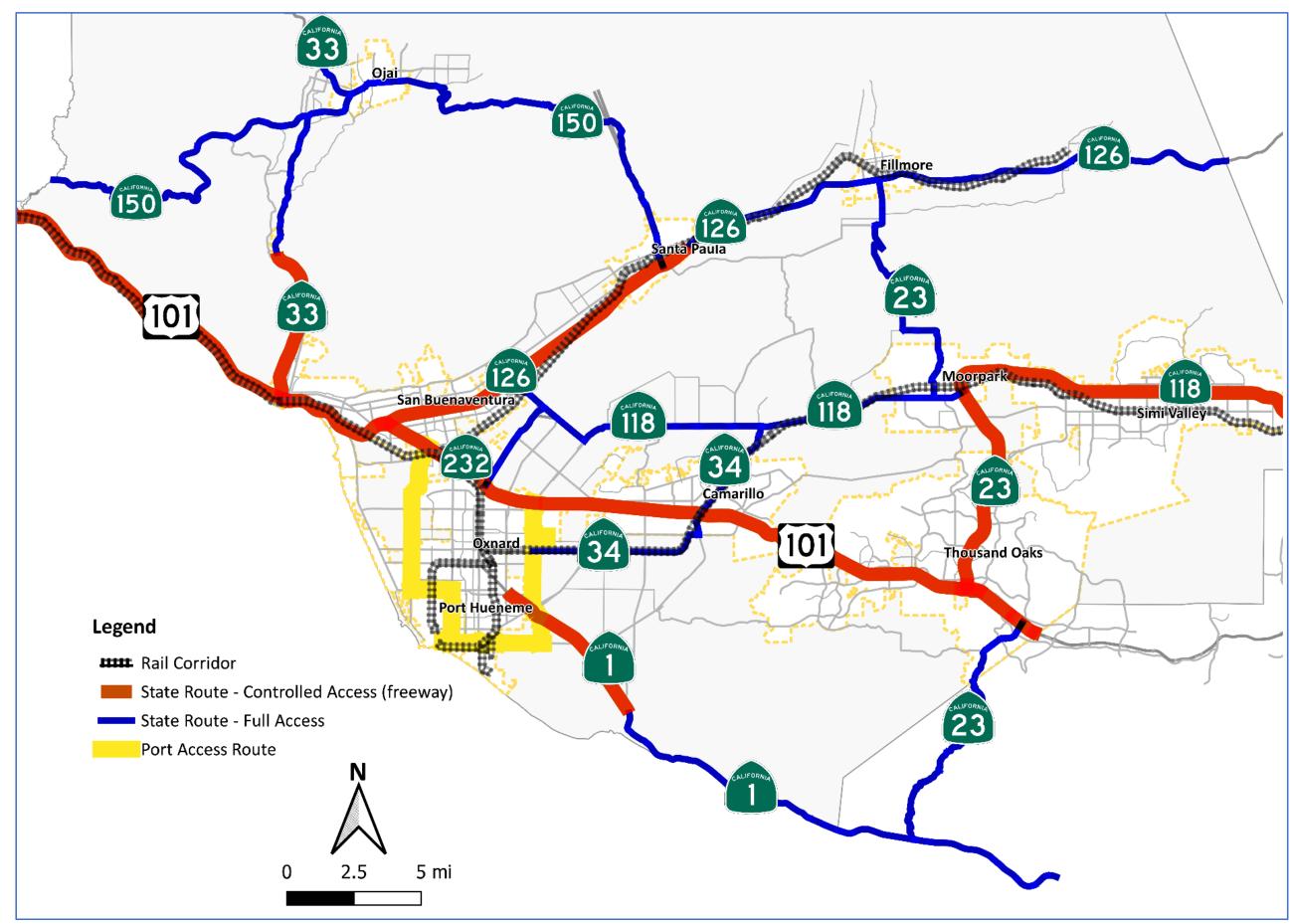
Study Area

/ Ventura County



/ Improve Convenience and Safety: A family of bicycle wayfinding signs and placement plans to facilitate a consistent wayfinding experience for people riding bikes across Ventura County
Improve Connectivity: 17 routes that provide for regional connectivity and are reflective of where people are currently riding and where they want to ride in the future.
Ventura County Transportation Commission Ventura County Freight Corridor Study
/ Ventura County Freight Corridors (Figure 1)
Recommended Areas of Focus
Improve existing freight corridors. Accommodate efficient truck travel while limiting conflicts with other modes of travel and reducing air emissions, noise, and aesthetic impacts on adjacent land uses to strengthen corridors as community assets.

Figure 1 / Freight Corridors in Ventura County





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Plan Name	Ventura County General Plan	
Study Area	/ Ventura County	
Key Policies	Land Use Flement	

11.3 Design. The County shall require new commercial and industrial developments to be designed to be generally compact, grouped and consolidated into functional units providing for sufficient off-street parking and loading facilities, maximize pedestrian and vehicle safety, reduce vehicle miles traveled (VMT), encourage electric vehicle charging, and minimize the land use conflicts and traffic congestion. The County shall require that commercial and industrial discretionary development is designed to provide adequate buffering (e.g., walls, landscaping, setbacks) and operational conditions (e.g., hours of operation, and scheduling of deliveries) to minimize adverse impacts (e.g., noise, glare, and odors) on adjoining and adjacent residential areas. (RDR)

- 7 6.2 Urban Design Standards for Commercial and Industrial Development. The County shall require that discretionary commercial and industrial developments maintain high standards of urban design and environmental quality by incorporating compact form, maximizing pedestrian access and safety, and minimizing land use conflicts and traffic congestion. (RDR)
- / 16.5 Multimodal Access to Commercial Development. The County shall encourage discretionary commercial development to promote ease of pedestrian/bicycle access to encourage walk-in business, while providing sufficient off-street parking. (RDR)

Circulation, Transportation, and Mobility Element

- 7 2.1. Complete Streets The County shall prepare and adopt Complete Streets Design Guidelines to be used when constructing new roadways or improving existing roadways where Complete Streets would be appropriate/feasible. The Complete Streets Design Guidelines shall employ a context-sensitive approach to planning and designing the road and street network to reflect the distinct agricultural, rural, or urban character of a particular location. (MPSP)
- 1 2.2 Functional Classification. The County shall plan a roadway system that has adequate capacity and is designed to provide reasonable and safe use by vehicles, public transportation, bicycles and pedestrians with minimum delay pursuant to LOS standards described in Policy CMT-1.2. The road system should follow Federal Highway Administration (FHWA) classification as identified on Figure 4-4. (MPSP)

- 2.4 Transportation System Safety. The County shall strive to provide safe operating conditions for all appropriate modes and uses of County roadways. (RDR, MPSP, SO)
- 1 2.5 Emergency Services. The County shall coordinate the development and maintenance of all transportation facilities with emergency service providers to ensure continued emergency service operation and service levels. (ICG)
- 1 2.6 Regional Transportation Planning. The County shall work with Caltrans, Southern California Association of Governments (SCAG), Ventura County Transportation Commission (Ventura County Transportation Commission), and cities in the county to plan, develop, and maintain regional transportation facilities and services, and to identify existing and future transportation corridors that should be linked across jurisdictional boundaries so that sufficient right-of-way may be preserved. (IGC)
- 1 2.7 Congestion Management Program. The County shall coordinate with Ventura County Transportation Commission (Ventura County Transportation Commission) to implement and update the Congestion Management Program (CMP). The County shall also encourage consideration of multimodal performance measures as part of future updates to the CMP. (MPSP, IGC)
- / 2.10 Safe Routes to School. The County shall work with public and private schools to identify and expand safe routes to school, where feasible. (IGC)
- 2.11 Efficient Land Use Patterns. The County shall establish land use patterns that promote shorter travel distances between residences, employment centers, and retail and service-oriented uses to support the use of public transportation, walking, bicycling, and other forms of transportation that reduce reliance on single-passenger automobile trips. (RDR, MPSP)
- 1 2.12 Countywide Bicycle Lane and Trail System. The County shall coordinate with cities in the county and Ventura County Transportation Commission (Ventura County Transportation Commission) 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. (MPSP, IGC)



- 1 2.13 Transportation System Connectivity. The County shall strive to eliminate "gaps" in roadways, 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. (MPSP, PSR, FB)
- / 2.14 Bicycle Facility Design. When designing new bicycle facilities, or modifying existing roadways with bicycle facilities, the County shall prioritize and install features to improve the safety and visibility of bicyclists. (MPSP)
- 1 2.15 Bicycle/Pedestrian Design. The County shall 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 the Federal Highway Administration, Caltrans, and the American Association of State Highway and Transportation Officials (AASHTO). (MPSP, PSR, SO)
- / 2.16 Pedestrian Planning. The County shall consider the safety and accessibility of pedestrians when preparing transportation plans, studies, and reports. (MPSP)
- / 2.17 Support Regional Bicycle Infrastructure. The County shall support efforts to improve regional infrastructure that will make biking more attractive to residents and tourists. (IGC, SO, JP)
- 1 2.18 Complete Streets Standards in Existing Communities. The County shall 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. The County shall rely on the guidelines and design standards for Complete Streets design established by the California Manual on Uniform Traffic Control Devices (CAMUTCD), Caltrans in the Highway Design Manual, and Complete Streets Guidelines (pursuant to Deputy Directive-64-R2), Federal Highway Administration, American Association of State Highway and Transportation Officials (AASHTO). (RDR)
- 1 2.19 Safety Metrics. The County shall continue to examine and update safety metrics for California Environmental Quality Act (CEQA) impact analysis as appropriate. Options include but are not limited to: queue spill-back at intersections; mid-block unprotected crossings; and, increased crossing distances. (RDR)

- 1 2.20 Safe Pedestrian Crossings. The County shall improve pedestrian safety at intersections and mid-block locations in Existing Communities through approved features consistent with the California Manual on Uniform Traffic Control Devices (CAMUTCD), Highway Design Manual, Federal Highway Administration, American Association of State Highway and Transportation Officials (AASHTO), and the National Cooperative Highway Research Program Report 498 (Application of Pedestrian Crossing Treatments for Streets and Highways). (RDR, SO)
- / 2.21 Pedestrian/Bicycle Conflicts along Overweight Vehicle Corridor and Surface Transportation Assistance Act (STAA) Truck Routes. Within Existing Communities, the County shall 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 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. (MPSP)
- 2.22 Funding and Maintenance for Sidewalks. The County shall seek funding sources first for construction of new sidewalks in low-income areas and then for sidewalk maintenance particularly in low-income areas. (FB)
- 1 2.23 Intercommunity and Countywide Public Transportation System. The County shall continue to work with Ventura County Transportation Commission (Ventura County Transportation Commission), Naval Base Ventura County, and local public transportation regional bus service providers to promote the expansion of a safe, efficient, convenient, integrated, and cost-effective intercommunity and countywide public transportation and bus service that provides county residents with access to employment, commercial services, health and medical facilities, social services, educational facilities and institutions, and personal business destinations. (IGC)
- 2.24 Non-Drivers Living in Rural Areas. The County shall work with Ventura County Transportation Commission (Ventura County Transportation Commission) and local public transportation providers to address the needs of non-drivers living in rural areas to provide public transportation and paratransit service. (IGC)



- 1 2.25 Amtrak Service Improvements. The County shall support the recommendations of the California State Rail Plan for Amtrak trains, including track and signalization upgrades, increasing service frequencies by adding additional round-trip service to regional destinations north and south of Ventura County, improving passenger information and comfort, and reducing travel time. (IGC)
- / 2.26 Abandoned Railroad Rights-of-Way. When railroad rights-of-way are abandoned, the County shall evaluate the feasibility of acquiring the land for public use as public transportation, bicycle, pedestrian, or equestrian paths. (MPSP)
- 1 2.27 Discretionary Development and Conditions of Approval to Minimize Traffic Impacts. The County shall 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, ridesharing programs, transit improvements (bus turnouts, shelters, benches), and/or transit subsidies for employees or residents of the proposed development. (RDR)
- / 3.1 Bicycle Network Strategy and Prioritization. The County shall identify and prioritize components of a bicycle network to increase public access and ridership on bicycle routes. (MSPR, SO)
- / 3.2 Inclusive Bicycle Network. The County shall develop a bicycle network for all user types and routes across the county. (MPSR, SO, PI)
- 1 3.3 Regional Destination Focus for Bicycle Network. The County shall 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. (IGC)
- / 3.4 Interjurisdictional Bicycle Network Connectivity. The County shall promote bicycle network connectivity between Ventura County communities as well as Santa Barbara and Los Angeles Counties. (IGC)
- / 3.5 Bicycle Routes in Rural Areas. The County shall 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. (JP)
- / 3.6 Coordination with Bicycle Wayfinding Plan. The County shall 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. (SO, JP, IGC)

- / 3.7 Bicycle Trail along Santa Paula Branch Line. The County shall 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. (SO, JP, IGC)
- / 3.8 Bicycle Network Routes and Wayfinding. The County shall use clear and consistent message and placement for on- and off-street regional bikeways and to regional destinations. (PI, SO)
- / 3.9 Funding for Bicycle Network and Wayfınding Planning and Improvements. The County shall actively pursue outside funding opportunities for bicycle network improvements. (FB, JP)
- / 3.10 Bicycle Storage Facilities. The County shall require adequate bicycle storage facilities (e.g., bicycle racks, lockers) for discretionary development as determined by allowable land uses at a given site. (RDR)
- / 4.1 Reduce Vehicle Miles Traveled (VMT). The County shall work with Caltrans and Ventura County Transportation Commission (Ventura County Transportation Commission) to reduce VMT by:
 - » facilitating the efficient use of existing transportation facilities;
 - » striving to provide viable modal choices that make driving alone an option rather than a necessity,
 - » supporting variable work schedules to reduce peak period VMT, and
 - » providing more direct routes for pedestrians and bicyclists. (MPSP, SO)
- 1 4.2 Alternative Transportation. The County shall encourage bicycling, walking, public transportation, and other forms of alternative transportation to reduce Vehicle Miles Traveled (VMT), traffic congestion, and greenhouse gas emissions. (PI)
- / 4.3 Vehicle Occupancy. The County shall work with a broad range of agencies (e.g., Caltrans, Ventura County Transportation Commission (Ventura County Transportation Commission), Amtrak, Ventura County Air Pollution Control District, public transportation providers and shared mobility vendors) to encourage and support programs that increase vehicle occupancy including the provision of traveler information, shuttles, and preferential parking for carpools/vanpools. (IGC, PI)
- / unincorporated areas of Ventura County to facilitate more carpooling, vanpooling, and public transportation use. (IGC)



- 6.1 Routine Use of Alternative Transportation Options. The County shall support the integration of emerging technologies that increase the routine use of alternative transportation options to decrease singlepassenger automobile travel. (MPSP)
- / 6.7 Shared Mobility Operations. The County shall encourage and support car share operators at multimodal facilities including public transportation hubs, passenger rail stations, and park-and-ride lots.
- 6.8 Micro-Mobility Operations. The County shall evaluate the feasibility and work to establish requirements for shared micro-mobility (e.g., bike sharing) vendors within unincorporated areas. (RDR)
- 7 6.10 Mobility-as-a-Service Enterprises Support Public Transportation. The County shall encourage Mobility-as-a-Service (MaaS) providers to coordinate with public transportation providers that serve unincorporated areas to increase the attractiveness of public transportation through the provision of free or subsidized public transportation patron first and last mile connections within unincorporated communities (IGC, JP)
- 7.1 Federal and State Funding. The County shall identify, develop, and prioritize transportation projects to best compete for federal and state funds for roadway safety improvements, public transportation, bicycle and pedestrian improvements. (IGC)

Public Facilities, Services, and Infrastructure Element

- 10.1 Trail Network. The County shall encourage the establishment of a countywide network of trails to meet the needs of equestrians, bicyclists, hikers, and other trail user groups. (SO) [Source: Existing GPP Goal 4.10.1.5, modified]
- 1 10.2 Recreational Use of Public Facilities. The County shall make public facilities, such as flood control channels and easements, available for recreational use, if feasible, safe, and appropriate for the site's primary function. (SO) [Source: Existing GPP Policy 4.10.2.5]

Plan Name Local Road Safety Plan (LRSP) Study Area Unincorporated Ventura County **Key Findings** / The County of Ventura drafted the Local Road Safety Plan (LRSP) to study and plan for transportation safety improvements in the coming years. The LRSP analyzed collisions occurring on unincorporated roadways, totaling 542 centerline miles of county-maintained roads. This data-driven analysis process identified crash types, related primary crash factors, and locations of many crashes. Based on this process, four Emphasis Areas were developed and will subsequently guide corridor improvements, education programs, and capital improvements for the County. The County will actively seek funding opportunities, collaborate with established safety partners, and iteratively evaluate existing and proposed transportation safety programs and capital improvements to design a safer transportation network in unincorporated Ventura County. / The highest occurring crash type in unincorporated Ventura County involved hit objects and rear end crashes. Aggressive driving crashes make up around 30% of all crashes within the county and result in many rear end and hit object crashes. The report also disclosed that during the time period observed from January 2015 to December 2019, 3,231 crashes were recorded. / The four major Emphasis Area that came from the report are: » Reduce Aggressive Driving » Improve Safety of Active Transportation Facilities » Nighttime Visibility » Signage Key Policies/ / Ten case study locations were selected and studied using Benefit-Cost Recommendations Ratio. The resulting recommendations includes, but are not limited to the following countermeasures: » Install Left-Turns » Install Median (Pork Chop) » Adjust All-Yellow and All-Red Times » Install Overhead Flashing Red Beacon » Install Advance Warning Signage » Install Rumble Strips



Key Policies/ Recommendations (cont.)

- / Other countywide countermeasures include but are not limited to:
 - » Advanced Dilemma Zone Detection
 - » Retroreflective Borders on Existing Traffic Signal Backplates
 - » High Friction Surface Treatment
 - » Sign Safety Audit
 - » Engineering and Traffic Survey
 - » Lighting Study
- / The LRSP identifies sources of funding to pursue projects and countermeasures that resulted in this report. The following funding opportunities were identified:
 - » Highway Safety Improvement Program (HSIP)
 - » Caltrans Active Transportation Program
 - » State Transportation Improvement Program
 - » Southern California Association of Governments (SCAG) Sustainability Planning Grant
 - » California Senate Bill 1 (SB 1)
 - » Ventura County Transportation Commission (VCTC)
- / The only bicycle facilities mentioned in the countermeasures section of the LRSP were bicycle boxes, bicycle lanes and separated bicycle lanes.

Plan Name Santa Rosa Valley Trail Master Plan Study Area Santa Rosa Valley

Key Policies Trail Operation and Maintenance Guidelines

- / Implementation of a Safety Program. The trail management partners should implement a safety program that includes systematic risk management assessment, cooperative design review for proposed improvements, and coordinated accident and crime reporting and response. In addition to managers, planners, designers and engineers, Ventura County Sheriff and Fire/Rescue and field maintenance personnel should be consulted in the design and review process.
- / Implementation of an Emergency Response Protocol. The management entities should implement an emergency response protocol working with law enforcement, EMS agencies, and fire and rescue departments that includes mapping of trail and open space access points, design of trails and access roads (to accommodate loads up to 6.5 tons), an "address system" such as mile markers to identify locations and, where appropriate, 911 emergency phones in remote areas.
- Operations and Maintenance (O&M) Plan. Partners responsible for implementation of any specific trail plan should develop an O&M Plan; a schedule of maintenance and management tasks and responsible parties, along with associated costs. Funds and resources for the O & M plan should be specifically committed, and ideally funded through an endowment that guarantees they will be available in the long term.
- Implementation of a User Education Program. The management partners should implement a user education program reaching out to key user groups, such as communities, groups and clubs, to teach safe trail behavior and conflict prevention.
- Conducting Routine Trail Inspections. The management partners should routinely inspect for safety hazards, defective structures, missing safety signs, etc. A key part of this oversight is maintaining contacts with neighboring property owners, residents and businesses, and being responsive to their concerns. A properly trained and coordinated volunteer trail patrol/docent staff is used by many regional and local trail agencies to supplement the work of limited paid staff on inspections and routine contacts.
- Posting and Enforcing Safe Trail Behavior. The management partners should post and enforce safe user behavior and pathway speed limits (in congested and high risk areas). Again, trained and coordinated volunteers can be key to success in providing information and enforcement.



- Regular Trail Patrol and Maintenance. The trail will require maintenance to address deterioration due to weather or general use. Patrol and maintenance will be required to prevent and address potential problems such as damage to signs, litter, and graffiti; travel at unsafe speeds; mismanaged pets; pavement or decomposed granite stabilization; facility upkeep; or unauthorized motor vehicles on the trail. The management partners should trim trees, bushes, tall grasses, etc. to address clearance, fire safety and sight distance issues. Control of litter and maintenance of the trail surface, signs, fences and gates are regularly required. Maintenance and management activities will require staff, equipment, and the associated funding. Each trail segment or project should have a specific operation and maintenance plan that identifies tasks, responsible parties, sources of funding and support. Volunteers can play a big role in trail monitoring and maintenance, provided there is overall on-going oversight and coordination.
- Vegetation. In general, visibility between plantings at trailside should be maintained so as to avoid creating the feeling of an enclosed space. This will also give trail users good, clear views of their surroundings, which enhances the aesthetic experience of trail users. Understory vegetation along the trail corridor shall not be allowed to grow higher than 36 inches. Tree species selection and placement should be made to minimize vegetative litter on the trail and root uplifting of pavement. Tree branching should be pruned up to a minimum of ten feet.
- Surfacing. Natural soil, decomposed granite, gravel or asphalt may be the recommended surface material for much of the Santa Rosa Valley Trail system. Erosion, cracks, ruts and water damage will need to be repaired. The trail surface should be kept free of debris, especially broken glass and other sharp objects, loose gravel, leaves, and stray branches. Asphalt trail surfaces should be swept periodically.
- Pest and Vegetation Management. Some basic measures should be taken to protect the trail investment. This includes a bi-annual shoulder plant trimming along both sides of the trail to prevent invasion of plants into the pavement area. Recommended time of year for shoulder plant trimming is in fall and in spring. All runoff will ultimately lead to the Pacific Ocean. Wherever possible, vegetation control should be accomplished by mechanical means or hand labor. Effort should be made to eradicate invasive species found along Santa Rosa Valley Trail system. Volunteer removal via hand labor is recommended. Vertical clearance along the trail should be periodically checked and any overhanging branches over the trail should be pruned to a minimum vertical clearance of 10 feet.

- Itter and Illegal Dumping. Staff or volunteer efforts should remove litter along the trail. Litter receptacles should be placed at access points such as trailheads. Litter should be picked up once a week and after any special events held on the trail. Alternatively, the trail corridor could be signed "pack it in, pack it out." This technique has been met with mixed results, but if maintenance funds are not available to meet trash removal needs, it is best to remove trash receptacles. Illegal dumping should be controlled by vehicle barriers, regulatory signage, and fines as much as possible. When it does occur, it must be removed as soon as possible in order to prevent further dumping. Neighborhood volunteers, friends groups, alternative community service crews, and inmate labor should be used in addition to maintenance staff.
- / Signage. Signage will be replaced along the trail on an as-needed basis. A monthly check on the status of signage should be performed with follow-up as necessary.
- / Flooding. Portions of trail are proposed along the Santa Rosa Arroyo and thus could be subject to periodic flooding. Debris accumulated on the trail surface should be removed after each recession of water. Debris should be periodically removed from the waterway under any bridge structure.

Public Safety

- / Provide Good Access to the Trail. Access ranges from providing conveniently located trailheads along the trail, to encouraging the construction of pathways and sidewalks to accommodate access from private developments adjacent to the trail. Access points should be inviting and signed so as to welcome the public onto the trail.
- / Good Visibility from Adjacent Neighbors. Neighbors adjacent to the trail can potentially provide 24-hour surveillance of the trail and can become an ally to the County's policing of the trails. Though some screening and setback of the trail may be needed for privacy of adjacent neighbors, complete blocking of the trail from neighborhood view should be discouraged. This eliminates the potential of neighbors' "eyes on the trail," and could result in a "tunnel effect" for trail users.
- / High Level of Maintenance. A well maintained trail sends a message that the community cares about the public space. This message alone will discourage undesirable activity along the trail.



- / Programmed Events. Community events in Santa Rosa Valley Park and along the Santa Rosa Valley Trail network will help increase public awareness and thereby attract more people to use the trail. Various civic organizations can help organize public events which will increase support for the trail. Events might include a day-long trail clean-up or a series of short interpretive walks and/or rides led by long-time residents or a naturalist.
- Community Projects. The support generated by the Santa Rosa Valley Trail could be further capitalized by involving neighbors and friends of the trail in a community project. Ideas for community projects include volunteer planting events, art projects, and interpretive research projects. These community projects are the strongest means of creating a sense of ownership along the trail, and are perhaps the strongest single deterrent to undesirable activity along the trail.
- / Adopt-a-Trail Program. Nearby businesses, community institutions, and residential homeowner's associations often see the benefit of their involvement in the trail development and maintenance. Businesses and developers may view the trail as an integral piece of their site planning and be willing to take on some level of responsibility for the trail. Creation of an adopt-a-trail program should be explored to capitalize on this opportunity and foster civic pride.
- / Trail Watch Program. A trail watch program would provide an opportunity for local residents to become actively involved in crime prevention along the trail. Similar to Neighborhood Watch programs, residents are brought together to get to know their neighbors, and are educated on how to recognize and report suspicious activity.
- Safety Inspections. Regular inspection of the trail and associated amenities is a key factor to trail safety. Periodic visual inspections should be conducted by personnel. These inspections can help identify and correct problems before they become an issue. A fallen tree or limb, for example, can be readily removed from the trail or coned off to divert trail users away from the hazard until such time as maintenance crews can remove the hazard. A written record of inspections is recommended. This will help create a database of information that can assist the responsible entity in several ways. Written records can reveal safety trends and use patterns that can assist in prioritizing maintenance dollars. Written records also can help protect from potential liability, providing documentation of diligent maintenance practices targeted towards protection of the public.

/ Trail Closure. Portions of the Santa Rosa Valley trail system should be closed if any heavy equipment is expected to use the trail during flooding events, or when any maintenance or construction activities are occurring that could be injurious to the general public. The responsible entity should take appropriate measures to notify the public of closure of the trail and arrange detours where appropriate.

Plan Name

Saticoy Active Transportation Plan

Study Area

Saticoy

Plan Goals

- / Goal 1: Safety & Health. This Plan will empower residents to live a more active lifestyle by providing a network of safe and comfortable walking routes and bikeways for everyone to enjoy. This goal was developed from General Plan goals CTM-2, CTM-3, CTM-4 and SAP goals MOB Goal 1. MOB Goal 2 and MOB Goal 3.
- Goal 2: Access & Comfort. This Plan will support increased access to neighborhood destinations such as grocery stores, libraries, recreation centers, and transit stops. Pedestrian and bicycle facilities will be accessible and comfortable for people of all ages and abilities to use. To provide access to these locations for all ages and abilities, improvements to the regional active transportation network will be essential. Additionally, crossings improvements along Highway 118, a California Department of Transportation (Caltrans) controlled highway, will help facilitate safer and more comfortable travel for the community of Saticoy. This goal was developed from General Plan goals CTM-2, CTM-3, CTM-4 and SAP goals MOB Goal 1, MOB Goal 2, MOB Goal 3.
- Goal 3: Affordability. This Plan will work to reduce the burden of transportation costs on households. This goal was developed from General Plan goals CTM-2, CTM-3, CTM-4 and SAP goals MOB Goal 1, MOB Goal 3.
- Goal 4: Maintain & Expand the Network. This Plan will help our community identify, develop, and maintain a complete and convenient bicycle and pedestrian network. An important part of expanding the active transportation network for the community of Saticoy will be creating safe and accessible regional connections. Highway 118, to the west, and the agricultural land, to the east, create barriers that affect regional accessibility to provide active transportation connections. The Plan proposes the implementation of the SPBL and the Santa Clara Loop Trail (SCLT). These active transportation facilities along with crossing improvements along Highway 118 can greatly increase the ability for all residents, visitors and commuters to complete trips by walking and biking. This goal was developed from General Plan goals CTM-2, CTM-3, CTM-4 and SAP goals MOB Goal 1, MOB Goal 2.



Key Policies

Goal 1: Safety & Health*

- Reduce bicycle and pedestrian collisions through safe and comfortable facilities
- 2. Evaluate data on bicyclist and pedestrian stops by local law enforcement. Determine if stops disproportionately impact a specific group of residents (e.g., based on race, gender, age, or other identity).
 - / Promote an active lifestyle that includes biking and walking
- 1. Fund programs that incorporate biking and walking into curriculum at district schools. Seek an Office of Traffic Safety Grant or other funding source to advance educational activities related to pedestrian and bicycle safety.
- 2. Provide more opportunities for outdoor recreation via parks, "recreation-friendly streets," and joint-use agreements with school facilities.
- 4. Establish a bicycle-friendly business program to encourage biking and walking by employees and customers.
 - / Reduce air pollution, asthma rates, and greenhouse gas emissions

Goal 2: Access & Comfort*

- / Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other neighborhood destinations
- 3. Increase bicycle parking at neighborhood destinations like schools, medical centers, grocery stores, and government offices
- 5. Evaluate all streets during pavement resurfacing to determine if pedestrian or bicycle facilities can be provided (e.g. bike lanes, wider curb lanes or shoulders) when the roadway is re-striped
- 7. Ensure street furniture supports people walking and biking. Allocate benches, shade, and hydration amenities in areas with moderate to high volumes of people walking and biking
 - / Remove barriers so that vulnerable populations can take part in the improvements
- 1. Seek funding to provide opportunities for walking/biking supplies giveaways
- 2. Provide free basic bicycle maintenance training and bicycle tool lending at libraries to empower residents to fix bicycle issues for minimal cost

- 3. Provide bike parking, fix-it stations, and hydration stations at community center or library
 - / Support public transit service
- 3. Work with Gold Coast Transit to require and install rear wheel guards on all agency buses.
 - / Prioritize the needs and trip patterns of vulnerable populations
- 1. Increase the overall mileage of the sidewalk and low-stress bicycle network in low-income neighborhoods.
- 2. Prioritize the construction of facilities that connect existing active transportation networks within Old Town Saticoy.
 - / Prioritize universal design standards
- Repair potholes and pavement cracking, including those in crosswalks, during routine maintenance.
- 4. Provide ample crossing time at signalized crossings, particularly those adjacent to destinations heavily used by people who move at slower rates, including children, older adults, and people with physical disabilities.

Goal 3: Affordability*

- / Reduce the overall household transportation costs for all residents, both anticipated and existing
- 1. Build an active transportation network that provides low-stress bicycle and pedestrian facilities for Saticoy residents, particularly those living in low-income neighborhoods, and encourages the use of biking and walking as low-cost transportation options
- 3. Integrate bicycle facilities, pedestrian improvements, and coordinate bus stops with housing projects, particularly affordable housing
- 4. Develop an "Equity Scorecard" to assess new projects within the community to ensure priorities, goals, and desired outcomes related to equity are being met
 - / Reduce long-term transportation costs by reducing the need for vehicle ownership
- 1. Provide enhanced transportation demand management (TDM) options to include bike-share, fix-it stations, and hydration stations



Goal 3: Maintain & Expand the Network*

- Prioritize bicycle and pedestrian network and facility needs as part of the County of Ventura capital improvement planning process
- 1. Review the County's Capital Improvement Program (CIP) list on an annual basis to ensure that recommended projects from this Plan are incorporated at the earliest possible stage of both new capital projects and maintenance of existing facilities
- 4. Conduct regular pedestrian and bicycle counts before and after project implementation following SCAG's methodology. Upload counts to SCAG's ATDB

*Includes only new actions not listed in 2040 General Plan or 2015 Saticoy Area Plan

Plan Name

Saticoy Area Plan

Study Area

Saticoy

Plan Goals

- / Guiding Principle 1: Sustainable Development that supports a Healthy Community
 - » Improve multimodal transportation (walking, bicycling, etc.) and reduce reliance on automobiles;
 - » Improve human health through walking and bicycling and reduced air pollution
- / Guiding Principle 2: Economic Revitalization
 - » Develop a cohesive, pedestrian-oriented town center within the area historically used for commerce along L.A. Avenue.
- / Guiding Principle 4: Improved Infrastructure Systems
 - » Implement key mobility changes to improve pedestrian and vehicular access within the community
- / Land Use Goal 2: A well-designed, economically vital, and pedestrianoriented commercial district that retains the historic character of Old Town Saticoy while meeting daily shopping and service needs.
- / Land Use Goal 5: Parks and community facilities are sized and located to provide adequate services, recreation, and social opportunities for Saticoy residents.
- / Mobility Element Goal 3: A multimodal network that provides alternate modes of transportation for pedestrians, bicyclists and transit users.

Key Policies and **Programs**

Mobility Map Objectives

Basic pedestrian, bicycle and transit facilities throughout Old Town Saticoy and along key road connections within the east and west industrial areas.

Land Use Policies

- / 2.1 East of SR 118, all development within areas designated Commercial shall provide commercial use at the ground floor with direct pedestrian access from L.A. Avenue, Violeta Street or Azahar Street.
- 5.1 New or expanded community facilities should be located within, or in close proximity to, the Commercial area in a manner that provides safe, easy access for pedestrians, bicycles, transit users, and vehicles.

Mobility Element Policies

- / 3.1 Discretionary projects, as well as public improvement projects, shall include accessible crosswalks, sidewalks, street lighting, street trees, or other pedestrian amenities as defined in Chapter 5. Road Classifications and Figure 4-4. Multimodal Mobility Map. In addition to private development, the financing, construction and maintenance of such improvements may occur through an established fee program funded through in-lieu fees, grants, public/private partnerships, infrastructure maintenance districts, or any other funding source.
- 3.2 To encourage walking within the Saticoy community, discretionary development shall locate the primary building entry where it is visible from, and accessible to, the public street, and pedestrian links shall be provided from that entry to the public street. When the scale of the project allows, pedestrian connections and amenities within the project site shall be included.
- 3.3 To increase pedestrian safety within the Town Center (TC) and Residential/Mixed Use (R/MU) zones, the number of curb cuts that cross pedestrian routes shall be minimized by methods such as providing access to on-site parking through alleys, if present, and using shared entry/access routes.
- / 3.4 Improvements within the public right-of-way should support existing and future transit service by including the following:
 - » a. Adequate shoulder for bus stops;
 - » b. Adequate space for, and construction of, benches or shelters at bus stops; and
 - » c. Crosswalks at street corners.



Key Policies and Programs (cont.)

- / 3.5 The design of replacement facilities for the Saticoy Drain shall accommodate the following vehicular and multimodal facilities (see Figures 4-3 and 4-4):
 - » a. Vehicular access from SR 118 to L.A. Avenue (Telephone Lane);
 - » b. Completion of the north/south L.A. Avenue road link over the Saticoy Drain; and
 - » c. Pedestrian walkway over the Saticoy Drain that connects L.A. Avenue to Saticoy Park. (See HAZ-P1.)
- / 3.6 Public or private projects intended to maintain, environmentally restore or enhance the Santa Clara River, Brown Barranca, Franklin Barranca, and Saticoy Drain, should incorporate pedestrian and bicycle paths.
- 1 3.7 New or redesigned public streets shall include the bicycle path, lane, and route improvements outlined on Figure 4-4, Multimodal Mobility Мар.
- / 3.8 Public and private projects shall include provisions for adequate, safe, and convenient long-term and short-term bicycle parking, pursuant to Article 8 of the Ventura County Non-Coastal Zoning Ordinance and the Ventura County Parking and Loading Design Guidelines.

Mobility Element Programs

- / P3 Mobility Improvements: Conduct detailed evaluations of, and propose potential funding sources for, the improvements listed below. Funding sources may include developer fees, grants, public/private partnerships, a town center maintenance district, or community facilities district.
 - » a. New Road Links: New road linkages shown on the Figure 4-3 (Vehicular Mobility Map) and described in MOB-P4, -P5, -P6 and -P7;
 - » b. Pedestrian Amenities: Sidewalks, street lights, benches, and landscaping within public rights-of-way in Old Town Saticoy.
 - » c. Existing Road Upgrades: Improvements to existing roads shown on Figure 4-3 (Vehicular Mobility Map) that will require upgrades to meet road classification standards. Ensure that such upgrades comply with stormwater pollution reduction requirements.
 - » d. Linear Park: The design, construction and maintenance of a linear, landscaped pedestrian walkway over the Saticoy Drain.
 - » e. Bicycle Network: See MOB-P9.

Key Policies and Programs (cont.)

- » f. Transportation Impact Mitigation Fee (TIMF): Update the TIMF Ordinance, if necessary, to fund regional road improvements that address cumulative traffic impacts in Saticoy. Determine whether the TIMF Ordinance revisions require an update to the regional transportation model.
- / P9 Implement the following bicycle network improvements strategies:
 - » a. Meet with Caltrans to encourage striping of SR 118 to safely accommodate bicycles on this Class II Bike Lane.
 - » b. Coordinate with the City of Ventura to design/construct a Class II Bike Lane (Figure 4-4) along Nardo Street as part of road improvements undertaken by the City of Ventura.
 - » c. Design, seek funding for, and construct two Class I Bike Paths as identified in the Multimodal Mobility Map. (See Figure 4-4.) Pending available funding, design and construct the bike path along the Santa Clara River in coordination with the United Water Conservation District, the City of Ventura, and other affected landowners. Pending available funding, design and construct a bike path along the Santa Paula Branch line (i.e., the Santa Paula Branch Line Recreational Trail) in coordination with Ventura County Transportation Commission.
- / P11 Transit: Evaluate the feasibility of expanding transit service by establishing additional bus stops accessible to the West Industrial Section (e.g., along L.A. Avenue)

Plan Name El Rio/Del Norte Area Plan Study Area El Rio/Del Norte Plan Goals Circulation, Transportation, and Mobility / ED-19: To plan for safe pedestrian and bicycle pathways throughout the El Rio/Del Norte area. ED-20: To encourage the expansion of bus service to serve the El Rio/ Del Norte area.

Parks and Recreational Facilities

/ ED-30: To encourage the development of new bicycle and equestrian trails, and an El Rio community gymnasium.



Key Policies and Programs

Parks and Recreational Facilities

/ 31.1 Contribution to the Trail Network. The County shall require discretionary development which may be expected to benefit from or contribute to the need for bicycle paths and trails systems to a) dedicate, improve, or pay a fee for planned bicycle lanes and trails and public trail access points, and b) install appropriate signage to the standards of the County of Ventura.

Programs

- F Bicycle Lanes and Trails. The General Services Agency shall continue to work with the El Rio/Del Norte Municipal Advisory Council, Ventura County Transportation Commission (Ventura County Transportation Commission), and other planning agencies to develop and implement the Regional Trails and Pathways Plan to facilitate the installation of bicycle lanes and trails within the El Rio/Del Norte Area Plan.
- / G Bus Service. The Public Works Agency shall continue to work with the Ventura County Transportation Commission, Gold Coast Transit District, and appropriate private bus companies to fund and provide increased bus services to the residents of the El Rio/Del Norte area.

Plan Name	Lake Sherwood/ Hidden Valley Area Plan
Study Area	Lake Sherwood/Hidden Valley
Plan Goals	Circulation, Transportation, and Mobility / LS-19: To provide safe pedestrian and bicycle pathways throughout the Lake Sherwood Community.

Plan Name North Ventura Avenue Area Plan Study Area North Ventura Avenue Key Policies and Programs Circulation, Transportation, and Mobility NV-1.10 Bikeways. A Class I Bike Path is a special pathway for the

- NV-1.10 Bikeways. A Class I Bike Path is a special pathway for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. A Class II Bike Lane is a lane on a paved area or between the parking lane and the first motor vehicle lane. It is identified by "Bike Lane" guide signing, special lane lines and other pavement markings. Bicycles have exclusive use of a bike lane for longitudinal travel, but must share the facility with motor vehicles and pedestrians crossing it. A Class III Bike Route is a paved right of way identified by "Bike Route" guide signing or permanent lane line markings. Bicycles must share the facility with motor vehicles and pedestrians. The County is in the process of developing a bikeway system, which will extend from the Pacific Ocean to Ojai. The integration of the County's bikeway system with the City's bikeway system is recommended (see Figure NV-3 and the Appendix).
- NV-1.11 Bikeways. A Class II Bikeway along Ventura Avenue, a Class III bikeway along Crooked Palm Road, and the Ojai/Ventura Class I Bike Path as shown on the "Bikeways Map" (Figure NV-3), should be established. (The Bikeway system is also reflected on the City's "Select System of Bikeways" [Appendix G).

Programs

B County/City Coordination. The Plan would require all ministerial projects (those requiring only a zone clearance), to meet the development standards established by the County of Ventura's Zoning Ordinance Code. However, the Plan would require discretionary projects (those requiring a Planned Development Permit, Conditional Use Permit, etc.) in the North Avenue Area, to meet County and City development standards (if there is a difference in the standards between the two jurisdictions, the more stringent of the two standards would apply). "Standards," as used herein, involve permitted uses, parking requirements, signs, building setbacks, lot coverage, landscaping and building height. Facilities such as streets, bikeways, secondary drainage facilities, and water systems should conform to the City of Ventura's standards. In order to implement this, a method of City and County development review coordination should be established. A County procedure requesting review and comments on projects in unincorporated areas and within a City Sphere of Influence currently exists. A policy statement, which would specify the County/City project review system, should be adopted by the County and the City.



Plan Name	Oak Park Area Plan
Study Area	Oak Park
Plan Goals	Circulation, Transportation, and Mobility
	OP-22: To provide safe pedestrian and bicycle pathways throughout the Oak Park Community.
	OP-23: To encourage the provisions of public and private bus service to and from Oak Park.
Key Policies and	Circulation, Transportation, and Mobility
Programs	OP-22.1 Bicycle and Pedestrian Trails Network. The County shall connect all areas of the Oak Park Community together through a network of bicycle and pedestrian trails and to public open spaces in accordance with the adopted Oak Park Development Plans and as shown on the Oak Park Community Circulation Map (Figure OP-5).
	OP-22.2 Pedestrian, Equestrian, and Bicycle Circulation System. The County shall require a pedestrian, equestrian and bicycle circulation system to be constructed in accordance with the adopted Oak Park Development Plans and as shown on the Oak Park Community Circulation Map (Figure OP-5).
	OP-22.3 Secure Bicycle Parking Facilities. The County shall require discretionary commercial development to provide secure bicycle parking facilities.
	OP-22.4 Turnout Facilities. The County shall require pedestrian, equestrian, bicycle and bus turnout facilities to be constructed and maintained in accordance with the requirements of the adopted Oak Park Specific Plans.
	OP-23.1 Incentives to Transit Use. The County shall require discretionary commercial development to provide incentives to transit use (e.g., provide bus passes for their employees, residents or clients; establish a subscription bus service, or participate in car pool/van pool programs).

Plan Name	Ojai Valley Area Plan
Study Area	Ojai Valley
Plan Goals	Transportation, Circulation, and Mobility
	/ OV-23: To encourage alternatives to single occupancy motor vehicle trips by promoting carpools, vanpools and expanded bus service.
	Public Facilities, Services, and Infrastructure
	/ OV-32: To protect existing trails and encourage the development of new bicycle and hiking/equestrian trails.
	/ OV-33: To encourage the expansion of the Ojai Valley Trail.
Key Policies and	Public Facilities, Services, and Infrastructure
Programs	OV-32.1: Adverse Impacts from Discretionary Development. The County shall condition discretionary development near existing trails to mitigate or avoid adverse impacts to the existing trail system.
	Programs
	/ N Highway 150. Without expanding the road beyond two lanes, CALTRANS should provide an acceptable and safe level of service on Highway 150 for motorists, pedestrians, bicyclists, and equestrians

/ P Highway 33 Improvements. CALTRANS should install modifications such as traffic signals, turn lanes, and pedestrian crossing facilities on Highway 33 from Foster Park to the city of Ojai as needed and where feasible, to achieve a safer highway for both motorists and pedestrians. To determine where the installation of such modifications should occur, the County Public Works Agency should conduct a traffic study. The study should include a travel time/intersection analysis and implementation strategies.

through modifications such as lane widening, curve alterations and

bridge improvements where necessary and feasible.

/ Q Highway 33 Improvement in Casitas Springs. Highway 33 needs a modification in the vicinity of Casitas Springs to improve pedestrian and motor vehicle safety and to allow for an improved sense of community in Casitas Springs. Funding and construction of a Casitas Springs by-pass should only be undertaken after a thorough and complete consideration of all alternatives, including but not limited to, cuplets, pedestrian overcrossings and stoplights. Analysis of alternatives should include the following considerations:



Key Policies and Programs (cont.)

- » a. there should be minimal intrusion upon adjoining property owners and residents.
- » b. safety and not traffic flow should be the primary concern, and
- » c. a thorough discussion of all issues related to the proposed project should be presented in a public forum to the citizens of Casitas Springs.
- / W Bicycle and Trails Master Plan. The County Trails Advisory Committee, in cooperation with the General Services Agency, City of Ojai, and National Forest Service shall develop a master plan of proposed bicycle and hiking/equestrian trails.
- DD Ojai Valley Trail Maintenance and Extension. The Ojai Valley Trail will continue to be maintained and should be extended where possible.

Plan Name Piru Area Plan Study Area Piru

Plan Goals

Land Use and Community Character

/ P-11: To recognize existing and future public, homeowner association, and utility-owned properties which are, or will be, developed for schools, parks, pedestrian/bike trails, agricultural buffers, cemeteries, town greens, community centers, fire stations, utility facilities, railroad depot and a 100-foot railroad right-of-way for placement of tracts to accommodate excursion or commuter trains, and appurtenant commercial activities consistent with the Piru Community Enhancement Plan (1996).

Circulation, Transportation, and Mobility

- P-21: To ensure an adequate circulation and transportation system to serve the needs of the existing and future residents of, and visitors to, Piru.
- / P-22: To ensure that new development ties into the existing circulation system by an adequate street network.
- P-23: To provide safe pedestrian and bicycle pathways throughout the Community.
- P-24: To encourage expanded commercial bus and rail service to and from Piru.

Hazards and Safety

P-63: To promote a level of air quality which protects the public health, safety, and welfare and meets or surpasses State and Federal Primary and Secondary Standards. Key Policies and Programs (cont.)

Circulation, Transportation, and Mobility

- P-21.2: Street Improvements within Urban and Existing Community. For street improvements within Urban and Existing Community designated areas (Figures P-2, P-3 and P-4), the following apply:
 - » C Main Street, South of the Railroad Tracks (Figures P-16, P-17, P-18, and P-19): Between SR 126 and the first intersection north of SR 126, the County shall require Main Street to be developed with an 8-foot wide multi-purpose pathway, an 8-foot wide landscaped parkway and a landscaped median. North of the first intersection north of SR 126, the County shall require Main Street to be developed as above except that the center median would be eliminated. At the intersection nearest the public park, the County shall employ bulb-outs and pedestrianactivated signals to facilitate safe pedestrian movement across Main Street. At the Fillmore-Piru Citrus Association packing house, the County shall provide a left-turn lane to facilitate truck access to the packing house. The County should eliminate on-street parking at the packing plant and carefully design the multi-purpose pathway with signage and pavement markings to minimize potential safety conflicts with packing house truck traffic. South of the intersection with Via Fustero, the County shall provide a landscaped median island (Figure P-20).
- P-22.2: Design Plans Requirement Along Main Street Corridor. Prior to recordation of any tract maps along Main Street, south of the railroad tracts, the County shall require a detailed design plan to be prepared for the Main Street corridor from Highway 126 to the railroad tracts that will include drainage, landscaping, irrigation, street lighting, a community entrance monument, pedestrian/bicycle pathways and street crossing elements. The County shall require such design plan be reviewed by the Piru Neighborhood Council and approved by the Public Works Agency, the Fire Department, and the Planning Division and include a detailed funding program for construction and long-term maintenance.
- P-23.1: Multimodal Access. The County shall plan discretionary development to facilitate pedestrian, bicycle, transit, as well as automobile access, both within and outside the development.
- P-23.2: Street and Sidewalk Improvements. The County shall condition all discretionary development to provide street and sidewalk improvements as indicated in policy P-21.2, and in accordance with the Ventura County Design Criteria and Specifications for Landscape Plans and Recommended Street Tree List established by the Public Works Agency. With regard to those improvements indicated under policy P-21.2 the County shall require a landscape maintenance entity, subject to the approval of the Public Works Agency, to be established prior to Final Map Recordation or Zoning Clearance.



Key Policies and Programs (cont.)

Hazards and Safety

/ P-63.1: Air Pollutant Mitigation. The County shall encourage bike lanes, bicycle parking programs, solar water heating, solar space heating, home delivery service programs, and all other feasible air pollutant mitigation measures in conjunction with discretionary development permits.

Programs

- / F Program Responding to the Property Owners' Request. When property owners representing 60 percent of all property within the Piru Community, or 60 percent of the linear frontage on each block proposed to be included in this program, sign a petition requesting that the County construct, maintain, or repair the sidewalks installed within the developed area of the Piru Community, the County Public Works, in consultation with the Piru Neighborhood Council, shall develop a program responding to the property owners' request. This program shall include funding mechanisms such as assessment and/or maintenance districts. Where feasible, the Public Works Agency shall make the cost of this program affordable to the Piru residents through local volunteer labor and/or extending the payback period.
- / L Secure Bicycle Parking Facilities. The County shall encourage applicants for discretionary development projects to provide secure bicycle parking facilities.
- / M Incentives for Transit Use. The County shall encourage applicants for discretionary development projects to provide incentives to transit use (e.g., provide bus passes for their employees, residents or clients; establish a subscription bus service, or participate in car pool/van pool programs).
- / N Bus Service Extension. The County shall require the Piru Neighborhood Council to work with local residents and the Ventura County Transportation Commission to extend bus service from Piru to Los Angeles County as available funds and service demand warrant.

Plan Name	Thousand Oaks Area Plan
Study Area	Thousand Oaks
Plan Goals	Land Use and Community Character
	/ TO-9: To maintain the lands outside the existing urban and rural neighborhoods in "Open Space" or "Public Open Space" as a means of retaining the rural scenic character and limiting urbanization in areas which are unsuited to more intensive development due to the presence of physical hazards and development constraints, the necessity to protect natural resources, and the lack of public service and facilities required to support more intense land uses.
	/ TO-10: To provide for new development within existing urban neighborhoods while preserving the remainder of the Thousand Oaks unincorporated area as open space pending annexation of land within the Thousand Oaks Sphere of Influence to the City of Thousand Oaks.
	/ TO-11: To strive to maintain the existing semirural residential character of the Thousand Oaks area.
	/ TO-13: To ensure an adequate circulation and transportation system to serve the needs of the existing and future residents of the Thousand Oaks Area of Interest.
	/ TO-16: To provide safe pedestrian and bicycle pathways throughout the unincorporated Thousand Oaks area.
	/ TO-17: To ensure that road improvements are compatible with existing and planned equestrian trails and bicycle pathways.

Public Facilities, Services, and Infrastructure

serve the Thousand Oaks Area of Interest.

/ TO-26: To ensure the completion of the unincorporated portion of the Thousand Oaks regional trail system and protect existing trails.

/ TO-18: To encourage the expansion of public and private bus service to

/ TO-28: To encourage community volunteer efforts to enhance parks, trails, and recreation by organized groups (e.g., Equestrian Trails Incorporated, Mounted Assistance Units, Concerned Off-Road Bicyclists Association, Boy Scouts, Girl Scouts, Santa Monica Mountains Trails Council, California Native Plant Society, etc.).



Key Policies and Programs (cont.)

Land Use and Community Character

- TO-13.5: Road Standards for Moderate or Steeply Sloped Hillside Areas. The following standards shall apply to all roads constructed in moderate or steeply sloped hillside areas:
- » (1) The County shall require grading and disturbance of natural topography to be kept to a minimum.
- » (2) The County should require roads to be designed to adequately accommodate surface water runoff.
- » (3) The County should require streets to be designed to reflect a rural, rather than urban, character.
- » (4) The County should require street alignments to be parallel to contours in valleys or ridges, where possible. Where a location between a valley or ridge is unavoidable, east/west or north/south bound lanes should be at different elevations.
- » (5) The County shall require sidewalks and walkways to be provided in accordance with a carefully conceived pedestrian circulation plan, but to not be rigidly required on every street.
- » (6) The County should require street lighting in moderate or steeply sloped areas to be of low profile design, unobtrusive, and designed to enhance a rural character.
- TO-16.1: Road Network Use Conditions for Discretionary Development. The County shall condition discretionary development projects which may be expected to benefit from the road network, bicycle path system and/or the equestrian trail system to dedicate land and construct improvements or pay a fee for auto, bicycle and equestrian facilities in accordance with the circulation maps. The County shall require bicycle and/or equestrian trails to be integrated, where feasible, into the overall circulation plan for discretionary development projects.
- / TO-18.1: Incentives to Transit Use. The County shall condition industrial discretionary development projects to provide incentives to transit use (e.g., provide bus passes for their employees or clients, establish a subscription bus service, or participate in carpool/van pool programs, etc.).
- 7 TO-18.2: Bus Turnout Facilities. The County shall require discretionary permit proposals to be reviewed by City of Thousand Oaks Transit and shall condition discretionary development to provide bus turnout facilities, and/or other appropriate transit improvements as requested by City of Thousand Oaks Transit.

Key Policies and Programs (cont.)

Public Facilities, Services, and Infrastructure

TO 28.1: Development Near Equestrian Trails. The County shall condition discretionary development near existing or proposed equestrian trails, as depicted on "Hiking/Equestrian Trails", to mitigate or avoid adverse impacts to the existing trail system. The County shall condition discretionary development permits which may be expected to benefit from the regional trail system to dedicate and improve, or pay a fee for, planned trails and public trail access points and install appropriate signs to the standards of the County of Ventura, Conejo Open Space Conservation Agency (COSCA) and the Conejo Recreation and Park District.

Plan Name Coastal Area Plan Study Area Coastal Area Plan Goals **Coastal Trail**

- / Coastal Trail Goal 1 Trail Alignment and Access. To provide a continuous trail route along coastal areas of Ventura County that forms a part of the statewide California Coastal Trail system and provides access to other trails, the shoreline, public recreational opportunities, and coastal points of interest.
- Coastal Trail Goal 2 Trail Design. To ensure the design and construction of a Coastal Trail that provides a safe, pleasant and memorable user experience and that allows recreational travel to occur by various modes of non-motorized transportation.
- Coastal Trail Goal 3 Coastal Trail Implementation and Management. Construct and maintain the Coastal Trail in a manner consistent with all policies and provisions of this LCP while maintaining respect for public rights and the rights of private landowners.

The Central Coast-Public Works

/ Public Works Goal 1 - To maintain current service levels to existing developments.

The Central Coast-Recreation and Access

- / Access Goals-
 - » 1. To maximize public access to coastal recreation areas in the Central Coast sub-area consistent with private property rights, natural resources and processes, and the Coastal Act; to maintain existing access, and seek new access as funds become available.



Plan Goals (cont.)

» 2. To maintain or increase public access to coastal resources through increased parking capacity for vehicles and bicycles within the coastal zone.

The South Coast-Recreation and Access

- Recreation Goal 1- In recognition of the scenic beauty, relatively undisturbed natural resources, popularity of recreation, as well as its greater out-of-area significance, to encourage the state and federal governments in broadening recreational opportunities on the South Coast consistent with public health and safety, and the protection of private property rights.
- / Access Goals-
 - » 1. To maximize public access to coastal recreational areas in the South Coast sub-area consistent with private property rights, natural resources and processes, and the Coastal Act; to maintain existing access, and seek new access as funds become available.
 - » 2. To maintain or increase public access to coastal resources through increased parking capacity for vehicles and bicycles within the coastal zone.

Key Policies

- 1.1 The California Coastal Trail (Coastal Trail) shall be provided through unincorporated Ventura County, and shall be located as close to the ocean as feasible, preferably along the shoreline or within sight or sound of the sea.
- 1.2 The County's Coastal Trail includes both Multi-Modal and Single-Mode Routes, and the Multi-Modal Route (Figure 4.1-1) shall connect to Coastal Trails segments in Santa Barbara County, Los Angeles County, and the cities of Ventura, Oxnard and Port Hueneme. Additional routes may be identified that are parallel to specific segments of the Multi-Modal Route to improve access and connectivity.
- 1.3 The Coastal Trail maps (Figures 4.1-1 4.1-7) shall be used to determine the general alignment of the Coastal Trail through unincorporated Ventura County. However, the provision of additional trail routes shall not be precluded on the basis that the trail route is not shown on the Coastal Trail maps. In addition to the Coastal Trail routes shown on Figures 4.1-1 4.1-7, the Coastal Trail may include, but is not limited to, the following:
- 1.4 Mapped Coastal Trail routes shall be located on public land or within existing or acquired easements authorizing public use.

- 1.5 The Coastal Trail shall provide access to the County's recreational, natural, scenic, and historic resources or sites. Wherever feasible, ensure that trail segments are accessible to all members of the public, including citizens with disabilities.
- / 1.6 Wherever possible, provide connections between the mapped Coastal Trail (Multi-Modal and Single-Mode Routes) and other existing or planned trail systems, vertical shoreline access points, transit stops, and coastal access parking or trail staging areas. (See Figures 4.1-1 -4.1-7).
- 1.7 Sea level rise shall be considered when establishing the alignment of, and design standards for, the Coastal Trail.
- 1.8 Additional routes may be located further from the ocean where such routes provide ocean views, offer recreational opportunities, serve specific user groups, connect to other trail networks or public lands, or allow the trail to be moved landward in response to sea level rise.
- 1.9 Coastal Trail routes shall avoid Environmentally Sensitive Habitats (ESHA) to the maximum extent feasible. However, routes for hikers/ walkers are considered a resource dependent use and may be located in ESHA and ESHA buffer zones where sited and designed to protect ESHA against any significant disruption of habitat values.
- 1.10 Coastal Trail routes should provide specialized trail segments for specific user groups or an alternative trail experience and enhanced access to the County's coastal beaches, coastal upland areas, public parks, or natural and scenic features.
- 1.11 Coastal Trail routes shall remain free from impediments such as gates, guardhouses, and other structures that block access to or along the Coastal Trail.
- / 1.12 Organized group events, such as a bicycle race, on segment C-3 (Naval Air Road) shall not restrict NBVC-Point Mugu gate access or otherwise impede military training and operational missions. Such events require prior authorization from the U.S. Navy.
- / 2.1 The Coastal Trail shall be designed to maximize ocean views and scenic coastal vistas.
- 2.2 The Multi-Modal Route shall be designed, at a minimum, to provide access to both hikers/walkers and bicyclists, unless equivalent replacement segments are established that, at a minimum, provide the following:
 - » A Single-Mode trail segment for hikers/walkers that includes a walkable surface at all times of the day/year as well as a trail alignment that provides a more pleasant trail experience;1 and



- » A Single-Mode trail segment for bicyclists that is a Class 1 Pathway or a Class 2 bike lane.
- / 2.3 Segregated Multi-Modal Routes (Type A-2) shall be provided, whenever feasible, but where there are siting and design constraints, a shared Multi-Modal Route (Type A-1) may be provided.
- / 2.4 Coastal Trail segments located in areas with high user demand (e.g. near public parking lots, staging areas, popular beaches, or nature viewing areas) should be designed for both active and passive use (e.g. casual walkers, beach cruiser bikes, long-distance hikers or bicyclists) and, where feasible, shall be compliant with the requirements of the Americans with Disabilities Act of 1990 (ADA).
- 1 2.5 Coastal Trail routes may be designed to accommodate specific user groups such as hikers, equestrians, and mountain bikers. The design of such routes should be tailored to suit the terrain or natural features of the area in which the trail is located as well as the needs of each targeted user group.
- / 2.6 Trail classifications illustrated in Figures 4.1-1 through 4.1-7 shall be utilized during the preparation of detailed design and construction plans for the Coastal Trail. (See Program 1.)
- / 2.7 All segments of the Coastal Trail shall be designed for user safety, including but not limited to the following standards:
 - » a. Coastal Trail segments planned for Multi-Modal use that currently provide existing, Class 2 bike lanes shall be enhanced to provide a Class 1 Pathway or a separate walking/hiking trail. An exception to this policy may be provided for the trail segment C3 and C4 located on Naval Air Road, where a separate, natural surface trail for walkers/ hikers may not be feasible due to its location on a federal military installation.
 - » b. Trees, landscaping, benches, restrooms, trash cans, lighting and/or other amenities shall be used, where appropriate, as design features to improve the safety and comfort of individuals using the Coastal Trail.
- / 2.8 When the Multi-Modal Route is located within a public road right-ofway, its design features should include the following:
 - » a. Walkers/Hikers: Coastal Trail facilities for hikers/walkers should be Class 1 Pathways, sidewalks, or natural surface trails that are separated from vehicular traffic. In areas with high user demand (e.g. near public parking areas, popular beaches, or nature viewing areas), hiking/walking trails should be physically separated from bicycle traffic where feasible. In areas with limited user demand, trail facilities may be limited to the side of the roadway closest to the ocean.

- » b. Bicyclists: Coastal Trail facilities for bicyclists should be a trail segment located outside the road travel way on one (or both) sides or the roadway (i.e. a Class 1 Pathway) or should be a dedicated bicycle lane (Class 2 bike lane), located on both sides of the roadway with striping and signage. Facilities located on only one side of the roadway shall be located on the side of the roadway closest to the ocean whenever feasible.
- 1 2.9 Provide directional and educational signage along Coastal Trail Routes. At a minimum, directional signs shall be located where the Coastal Trail connects to other trails, public recreation areas, and coastal access points. Educational and access signs should be located at historical sites, within ESHA, and at visual vantage points as needed.
- 2.10 Where the Coastal Trail traverses ESHA, raised trail segments, wildlife permeable fencing, and other design methods to keep walkers/ hikers on the pathway and minimize impacts on ESHA may be required.
- 1 2.12 Coastal Trail alignments and designs shall minimize changes in existing natural landforms and blend into the natural environment.
- 1 2.13 Coastal Trail segments should be designed to accommodate the travel modes allowed on adjoining trails in neighboring jurisdictions.
- 1 2.14 When private land is located next to the Coastal Trail, low-profile trail design features - such as rocks, low fencing, or a low landscape hedge - should be employed to identify the trail boundary and minimize conflicts between private property owners and trail users. However, such features shall not adversely impact coastal resources, public views to and along the shoreline, or other scenic resources, and shall be consistent with the policies and provisions of the LCP
- / 2.15 Single-Mode Routes such as shorter trail loops that traverse public parks or coastal beaches - should be designed to provide a variety of linear distances and elevation changes for trail users with different activity levels, except where the Single-Mode Route serves as a replacement segment for the hiking/walking portion of a Multi-Modal Route (see Policy 2.2).
- 2.16 Coastal Trail routes located outside urbanized areas shall either exclude artificial lighting or use the minimum amount necessary for wayfinding or to ensure public safety at coastal access parking locations. When such lighting is required, artificial light shall be directed away from ESHA and neighboring development.



- / 2.17 Coastal Trail improvements shall be designed to minimize adverse impacts on views of scenic resources (e.g. coastline, mountains) from public viewing areas.
- / 2.18 The Coastal Trail shall be located, designed, and maintained in a manner that will avoid or minimize impacts to Native American cultural resources.
- / 3.1 Segments of the Coastal Trail shall be acquired and developed as follows:
 - » a. Whenever feasible, the Coastal Trail will be located on public land or land with a public access easement acquired through voluntary transactions with willing landowners.
 - » b. Where existing public roads or public easements must be widened to accommodate improvements associated with the Coastal Trail, the lead agency should utilize methods at its disposal (e.g. purchase easements, discretionary permit approvals, etc.) to expand an existing public corridor.
 - » c. When necessary, Coastal Trail easements may be established through the discretionary development process when the easement dedication is voluntary or when a legal basis exists to require the easement dedication as a condition of approval. Dedicated easements may be used to implement a mapped segment of the Coastal Trail (see Figures 4.1-1 through 4.1-7), an alternate trail segment, or a link between the mapped Coastal Trail and a public beach, park or recreation area. If no responsible agency is available to accept the grant of easement at the time of recordation, then an offer to dedicate an easement shall be recorded. (See Coastal Zoning Ordinance Sec. 8181-12.)
- 7 3.2 When an existing (i.e. express or adjudicated) implied dedication or prescriptive easement provides public access that may provide new segments that support or connect to the Coastal Trail network, such as vertical access between the Coastal Trail and the shoreline, the discretionary permitting process shall be used to provide, maintain or protect public access. For any area that may provide new segments that support or connect to the Coastal Trail network, new development shall be sited and designed to not interfere with the public's right of access to and along the shoreline where there is substantial evidence provided that implied dedication or prescriptive rights may exist, unless it is not feasible and adequate mitigation is provided.

- / 3.3 Individual trails segments may be developed, constructed, and opened without concurrently amending the Coastal Trail Map.
- 1 3.4 In order to minimize costs associated with the Coastal Trail, utilize private and non-profit organizations and volunteers, whenever possible, to assist with trail acquisition, construction, maintenance and operation.
- / 3.5 The Coastal Trail is a permitted use in all zones, and land mapped as a Coastal Trail Route shall be protected from conflicting development or uses that would adversely impact or preclude its future development and use as an operational segment of the Coastal Trail. An exception to this policy may be permitted when a replacement Coastal Trail alignment is established that is deemed equivalent to the originally planned trail alignment and that meets all other policies and provisions of the LCP.
- 3.6 The County shall evaluate and, where appropriate, pursue the following opportunities to extend Coastal Trail routes or provide new access points to the Coastal Trail: (a) abandoned roadways and (b) unaccepted offers to dedicate an easement. In addition, the County should not permanently close, abandon, or render unusable by the public any existing public road which would improve Coastal Trail access or provide an alternate Coastal Trail alignment. When pursued, such opportunities shall be carried out in compliance with Policy 3.1. All new trail segments shall be subsequently added to the Coastal Trail map.
- 1 3.7 The County shall not approve a coastal development permit to close, abandon, or render unusable by the public any existing coastal accessway that serves as or supports connections to the Coastal Trail network, except where there is no feasible alternative to protect public safety. Where feasible, the closure shall be temporary, alternate access provided in the interim period, and the accessway reopened once the public safety issue is resolved. Should the closure become permanent, the impact to coastal access shall be mitigated.

The Central Coast-Public Works

- / 3. In working toward solutions to circulation problems in the unincorporated beach communities of Hollywood Beach, Hollywood-bythe-Sea and Silver Strand Beach, the County of Ventura should initiate a renewed effort to coordinate with citizens and responsible agencies. Pedestrian walkways and bicycle paths should be considered as part of the solution.
- 4. Public transportation into Hollywood Beach, Silver Strand, and Hollywood-by-the-Sea will be provided according to needs identified in the data collected by South Coast Area Transit (SCAT).



Key Policies (cont.) The Central Coast-Recreation and Access

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- / Hollywood Beach/Silver Strand Beach
 - » 9. Coordinate with the Harbor Department and the City of Oxnard to provide pedestrian walkways and bikeways around Channel Islands Harbor to link Hollywood and Silver Strand Beaches.
- 18. Where feasible, new commercial, multi-family residential, or mixeduse development shall minimize the demand for public parking by providing on-site bus stops, bicycle storage, sidewalks, or other facilities or programs that support alternative modes of transportation.

The South Coast-Recreation

- 6. The County supports the "Major Feeder Trail" connecting the Backbone Trail to the Pacific Coast between Yerba Buena and Deer Creek Roads as shown in the Santa Monica Mountains Comprehensive Plan.
- 7. The County shall incorporate the policies and accompanying maps, including the Trail Systems map found in the Santa Monica Mountains Comprehensive Plan (1979) as part of the Coastal Area Plan.
- 8. Development shall neither preclude continued use of, or preempt the option of establishing inland recreational trails along identified routes, as indicated in the Santa Monica Mountains Comprehensive Plan (1979) and the Coastal Slope Trail as proposed in the U.S. Department of the Interiors Santa Monica Mountains Draft Environmental Impact Statement and General Management Plan (September 1980), or along routes established by custom to destinations of public recreation significance. An offer-of-dedication, a property dedication, or a grant of easement of a trail right-of-way shall be required as a condition of approval on property crossed by such trail routes. Where feasible, direct grants shall be required except when the accepting agency is not identified at the time of final Zoning Clearance or map recordation.
- 9. With the exception of the Coastal Trail (Section 1), all new trail corridors shall be designed for a minimum of twenty-five (25) feet in width with a larger corridor width for major feeder trails. Exceptions to this standard may be granted where the minimum trail corridor width is not feasible due to topographic or private property constraints. The routing of trails shall be flexible in order to maintain an adequate buffer from adjacent development. Where feasible, development shall be sited sufficiently distanced from the trail so as not to interfere with the trail route.

- / 10. Among other methods of acquiring trail easements as established by the Santa Monica Mountains Comprehensive Plan (1979), Coastal Trail (Section 1), and other future proposals, the following shall be considered:
 - » a. Integrate trail easements with future capital improvement projects.
 - » b. Provide incentives through contracts for lower taxes in exchange for allowing public trail rights or credits for required Quimby Act parkland dedication.
 - » c. Allow for donations through gifts and acquisition of tax delinquent properties.
 - » d. Acquire the trail routes through fee or less than fee acquisition.
- 11. To implement present and future trail routes, the County shall continue to coordinate with the California Department of Parks and Recreation, the Department of Interior National Recreation Area Staff, Los Angeles County, and trail activists from Los Angeles and Ventura County.

The South Coast- Access

- Leo Carrillo State Beach:
 - » 6. To augment public access and recreation, provide new parking and extend bus service to the area.
- / Santa Monica Mountains National Recreation Area:
 - » 10. South Coast Area Transit, in conjunction with the National Park Service, should fully explore through long-range planning the possibilities of extending service to the area, including (but not limited to) the following: federal funds for extended service, particularly from lower income areas; park-and-ride from central points in Ventura County using smaller, more cost-effective buses; and, service agreements with the Los Angeles County Rapid Transit District, and charter buses.
- 22. Where feasible, new commercial, multi-family residential, or mixeduse development shall minimize the demand for public parking by providing on-site bus stops, bicycle storage, sidewalks, or other facilities or programs that support alternative modes of transportation.





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/ El Rio/Del Norte/Nyeland Acres

Supervisorial District 5

Context and Background

The El Rio/Del Norte/Nyeland Acres area is located northeast of Oxnard, northwest of Camarillo, and south of the Santa Clara River. It is within the sphere of influence of the City of Oxnard. This unincorporated area spans 7,000 acres and is home to approximately 8,000 residents. The General Plan land use designations for El Rio/Del Norte/Nyeland are mostly agricultural, with very low density to low density residences and small pockets of high density residences. The planning area is primarily open space in the northern region of the community and urban residential in the southern region of the community.

The El Rio/Del Norte/Nyeland Acres area is served by the Oxnard Union High School District and the Rio School District. There is one park within the El Rio community: Rodger Jones Community Park. There are many other parks immediately surrounding El Rio/Del Norte like Vineyard Park, Central Park, and East Park. There are no parks in Nyeland Acres.

COMMUTE TRENDS

Using data obtained from the 2019 American Community Survey, an analysis was conducted for El Rio/Del Norte/Nyeland Acres. Of El Rio/Del Norte/Nyeland Acres residents 16 or older, approximately 2% walk and 0.4% bike to work. It is important to note that the American Community Survey does not factor recreational trips. Approximately 4% of residents do not have access to a vehicle.

HEALTH + EQUITY

The California Office of Environmental Health Hazard Assessment developed the CalEnviroScreen tool to identify communities that are disproportionately burdened by pollution. Per the tool, El Rio/ Del Norte/ Nyeland Acres experiences more pollution burden than the other communities in this area. Still, the state only considers El Rio/Del Norte to be disadvantaged, as Nyeland Acres is not within the highest 25% of overall scores. Please see the countywide chapter for more information about the CalEnviroScreen Tool.

The California Healthy Places Index tool determines how healthy a census tract is compared to others in the state. Overall, El Rio/Del Norte/Nyeland Acres is considered to have less healthy conditions than the rest of Ventura County. Particularly Nyeland Acres, which has healthier conditions than only 3% of other California Census Tracts. Please see the countywide chapter for more information about Healthy Places Index.

Figure 1, shows the existing bicycle and pedestrian facilities.

BICYCLE NETWORK

El Rio/Del Norte's existing bicycle network is made up of 0.41 miles of shared-use paths going across the Santa Clara River, 6 miles of bicycle lanes, located along Central Avenue and Santa Clara Avenue, and 1.5 miles of buffered bike lane along Rose Avenue.

PEDESTRIAN FACILITIES

There are a few sidewalk gaps in the urban areas of El Rio/Del Norte/Nyeland Acres. Sidewalk gaps can be found on streets including Balboa Street, Alvarado Street, Nyeland Drive and Orange Drive. The pedestrian network in El Rio/Del Norte/Nyeland Acres consists of dirt pathways where there are parked vehicles and pedestrian traffic.

There are sidewalks and marked crosswalks, mostly high-visibility crosswalks near schools like Rio Del Valle Junior High School, Rio Plaza Elementary School, and Rio Real Elementary School. Students who walk or bike from different parts of the community could benefit from additional crossing improvements like those directly in front of their schools.

At a Glance

SIZE

7,000 Acres

POPULATION

8,000 Residents

COMMUNITY TYPE

Urban-Family Residential

LOCAL SCHOOLS

Rio Real Elementary

Rio Plaza Elementary

Rio Del Valle Jr. High

Rio Mesa High

Rio Vista Middle

Rio Del Mar Elementary

EXISTING CONDITIONS

EL RIO/DEL NORTE/ **NYELAND ACRES** STUDY AREA

DESTINATIONS + BOUNDARIES

Schools

Planning Area

Cities

BICYCLE FACILITIES

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)

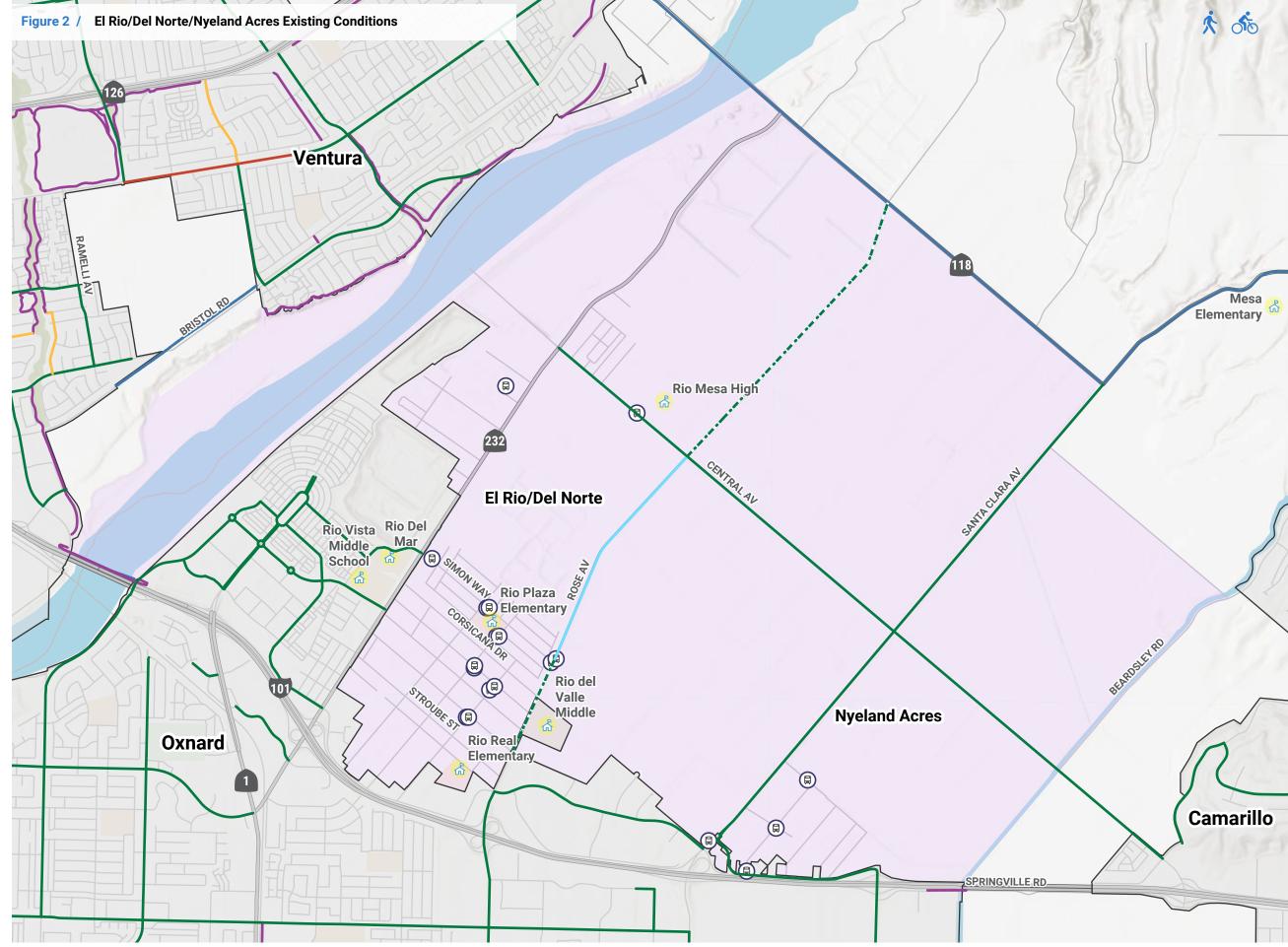
VCTC Regional Wayfinding Routes

--- Planned Bike Lanes (Class II)

Planned VCTC Regional Wayfinding Routes

PUBLIC TRANSPORTATION

Ventura County Bus Stops





/ Lake Sherwood/Hidden Valley

Supervisorial District 2

Context and Background

The Lake Sherwood/Hidden Valley area is located southwest of Thousand Oaks, and north of Los Angeles County. This unincorporated community spans over 8,000 acres and is home to approximately 2,800 residents. According to the General Plan, land the planning area is primarily open space and agricultural in the northern and southern region of the community and urban residential and rural residential in the eastern region of the community, surrounding Lake Sherwood.

The Lake Sherwood/Hidden Valley area is served by the Conejo Valley Unified School District. The area has many open space parcels that have designated hiking trails and parks. Lake Sherwood is a 154-acre man made lake that consists of parks like Maid Marian Park and Hidden Valley Park.

COMMUTE TRENDS

Using data obtained from the 2019 American Community Survey, an analysis was conducted for Lake Sherwood/Hidden Valley. Of Lake Sherwood/Hidden Valley residents 16 or older, approximately 0.6% walk and 0.3% bike to work. It is important to note that the American Community Survey does not factor recreational trips. The rural conditions and lack of key destinations nearby could be a factor as to why people do not walk or bike often and rely on a vehicle to get to their destinations. Approximately 1% of residents do not have access to a vehicle.

HEALTH + EQUITY

The California Office of Environmental

Health Hazard Assessment developed the CalEnviroScreen tool to identify communities that are disproportionately burdened by pollution. Per the tool, the north eastern portion of Lake Sherwood/ Hidden Valley experiences slightly more pollution burden than the rest of the area, but has a lower pollution burden than most communities in California. This is due to the urban residential areas around Lake Sherwood. Please see the countywide chapter for more information about the CalEnviroScreen Tool.

The California Healthy Places Index tool determines how healthy a census tract is compared to others in the state. Overall, Lake Sherwood/Hidden Valley is considered to have healthier conditions than the rest of Ventura County. Please see the countywide chapter for more information about Healthy Places Index.



Figure 2, shows the existing bicycle and pedestrian facilities.

BICYCLE NETWORK

Lake Sherwood/Hidden Valley's existing bicycle network is made up of 4.4 miles of bicycle lanes going around the northern portion of Lake Sherwood on Potrero Road.

PEDESTRIAN FACILITIES

There are a few sidewalk gaps between existing sidewalks along the northern portion of Lake Sherwood. Sidewalk gaps also occur at two locations on Lake Sherwood Drive. However, overall there are very few sidewalks in this area.

There are very marked crosswalks throughout Lake Sherwood. Schools like Westlake Elementary have sidewalks avoiding major roadways like Potrero Road and have marked crosswalks crossing Westlake Boulevard. Students who walk or bike from different parts of the community could benefit from additional crossing improvements and sidewalks/ side paths like those directly in front of their schools.

At a Glance

SIZE

8,000 Acres

POPULATION

2,800 Residents

COMMUNITY TYPE

Urban-Family Residential

Rural-Family Residential

Open Space

Agricultural

LOCAL SCHOOLS

Westlake Elementary*

Carden Conejo School*

*These schools are not included in this Plan's Safe Routes to School section, and are not shown on the тар.

DESTINATIONS + **BOUNDARIES**

Schools

Planning Area

Cities

BICYCLE FACILITIES

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)

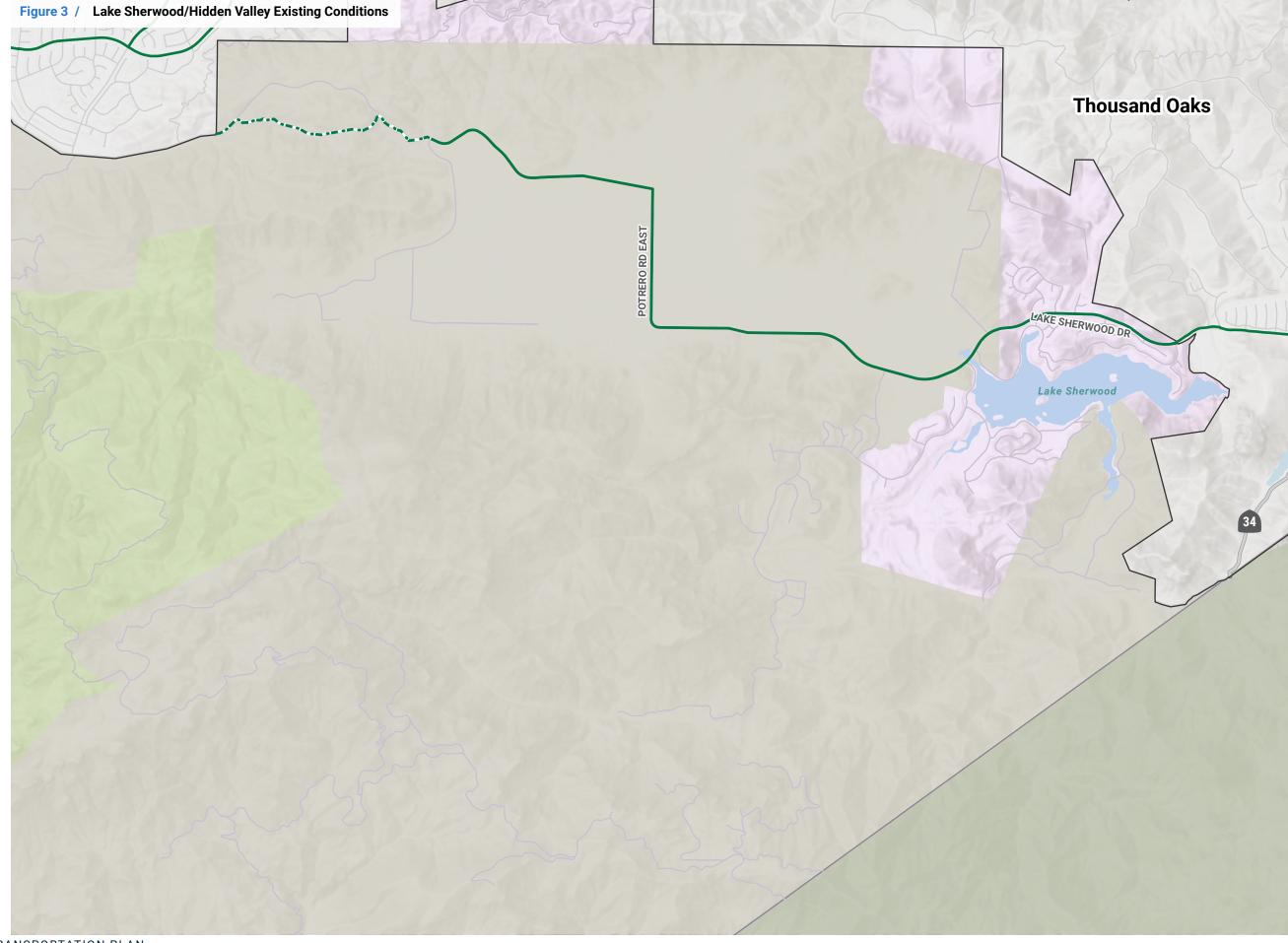
VCTC Regional Wayfinding Routes

--- Planned Bike Lanes (Class II)

Planned VCTC Regional Wayfinding Routes

PUBLIC TRANSPORTATION

Ventura County Bus Stops





North Ventura Avenue

Supervisorial District 1

Context and Background

The North Ventura Avenue area lies in the Ventura River Valley, and is located south of Ojai and north of the City of Ventura. The General Plan land use designations for North Ventura Avenue are mostly industrial with areas of very low to low density residences. The majority of this area's urban development is the existing oilfield plant with single-family residential units surrounding the area.

North Ventura Avenue is served by the Ventura Unified School District. There are no schools in the immediate North Ventura Avenue area. North Ventura Avenue has one park, Foster Park, North Ventura Avenue is also connected by the Ventura River Trail.

COMMUTE TRENDS

Using data obtained from the 2019 American Community Survey, an analysis was conducted for North Ventura Avenue. Of the North Ventura Avenue residents 16 or older, approximately 1% walk and 0.2% bike to work. It is important to note that the American Community Survey does not factor recreational trips. The rural conditions and lack of key destinations nearby could be a factor as to why people do not walk or bike often and rely on a vehicle to get to their destinations. Approximately 2% of residents do not have access to a vehicle.

HEALTH + EQUITY

The California Office of Environmental Health Hazard Assessment developed the CalEnviroScreen tool to identify communities that are disproportionately burdened by pollution. Per the tool, most of North Ventura Avenue experience a middling pollution burden, with the southern portion being the most affected. This could possibly be due to the existing oilfield plant. Please see the countywide chapter for more information about the CalEnviroScreen Tool.

The California Healthy Places Index tool determines how healthy a census tract is compared to others in the state. Overall, North Ventura Avenue has marginally poorer health conditions than most of the rest of Ventura County, with conditions slightly worse in the southern area. Still, North Ventura has better health outcomes than over half of the rest of California. North Ventura has vastly different demographics, with some residents living in mobile homes and others on expansive farm land. This Healthy Places Index scores may not reflect the actual experiences of the residents living in higher populous communities in the area. Please see the countywide chapter for more information about Healthy Places Index.

Figure 3 shows the existing bicycle and pedestrian facilities.

BICYCLE NETWORK

North Ventura Avenue's existing bicycle network is made up of 3.8 miles of the Ventura River Trail (shared-use bike path).

PEDESTRIAN FACILITIES

There are a few sidewalk gaps in the urban areas of North Ventura Avenue. Some are along North Ventura Avenue, and others are in the residential streets to the east. However, overall there are very few sidewalks in this area.

Perhaps due to North Ventura Avenue's rural nature, there are limited crossing facilities. The Ventura River Trail connects residents to the surrounding cities and creates a comfortable walking barrier.

At a Glance

POPULATION

2,800 Residents

COMMUNITY TYPE

Single-Family Residential

Industrial

EXISTING CONDITIONS

NORTH VENTURA STUDY AREA

DESTINATIONS + **BOUNDARIES**

Schools

Planning Area

Cities

BICYCLE FACILITIES

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)

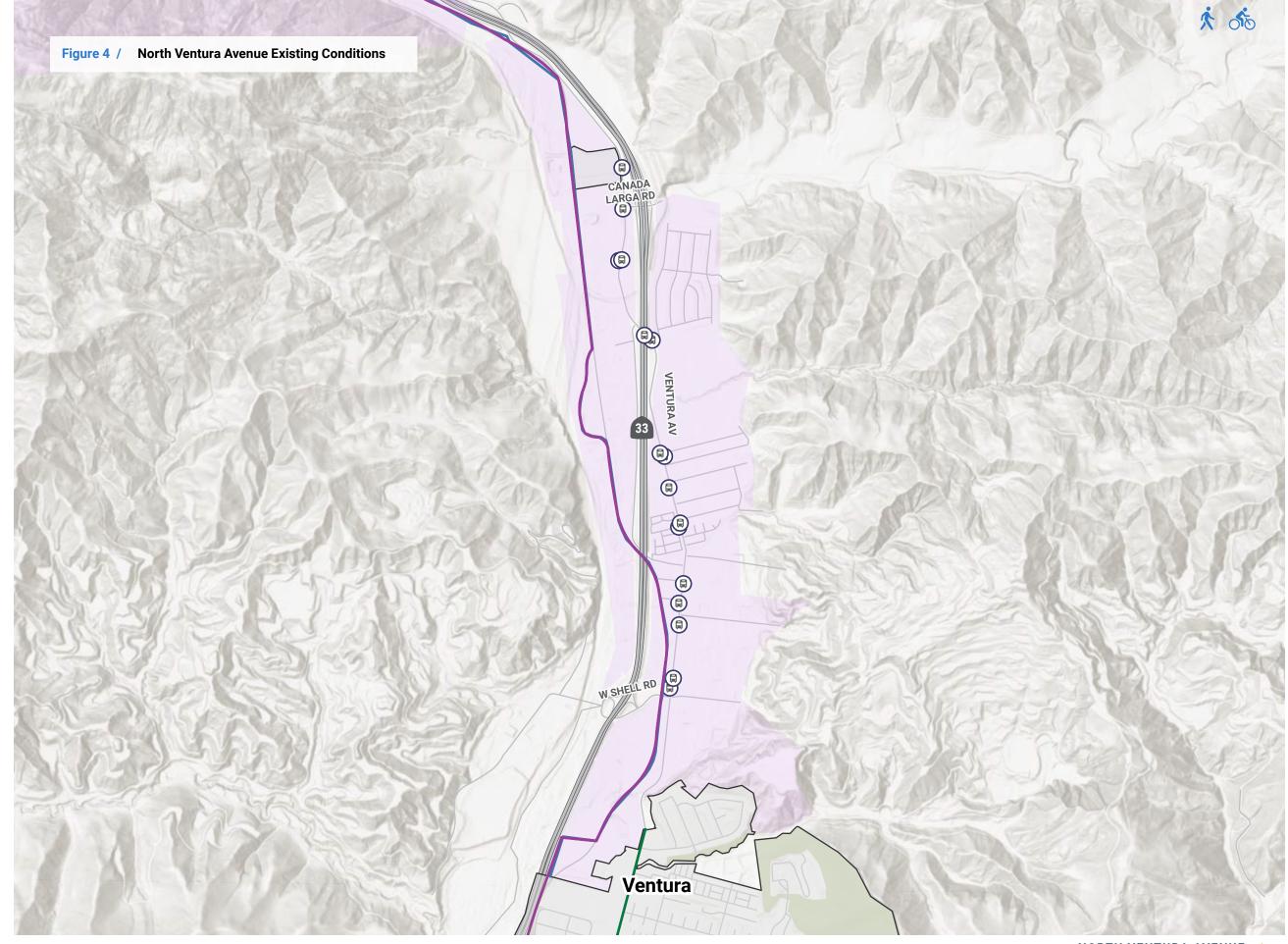
VCTC Regional Wayfinding Routes

--- Planned Bike Lanes (Class II)

Planned VCTC Regional Wayfinding Routes

PUBLIC TRANSPORTATION

Ventura County Bus Stops





Oak Park

Supervisorial District 2

Context and Background

Oak Park lies in the southeastern region of Ventura County and is located east of Thousand Oaks and North of Los Angeles County. Oak Park consists of approximately 870 acres of land and is home to approximately 14,000 residents. The General Plan land use designations for Oak Park are residential with some lower density residences in the south. Open space encompasses the residential areas.

Oak Park is served by the Oak Park Unified School District, which has three elementary schools (Brookside Elementary, Oak Hills Elementary and Red Oak Elementary), Medea Creek Middle School, Oak Park High School, Oak Park Independent School, and Oak View High School. Oak Park has public open spaces like Road Ridge Open Space, parks like Deerhill Park and Oak Canyon Community Park, and numerous hiking trails like Canyon Cove Trail and Medea Creek Trail.

COMMUTE TRENDS

Using data obtained from the 2019 American Community Survey, an analysis was conducted for Oak Park. Of the North Ventura Avenue residents 16 or older, approximately 0.1% walk and no residents bike to work. It is important to note that the American Community Survey does not factor recreational trips. Approximately 3.7% of residents do not have access to a vehicle.

HEALTH + EQUITY

The California Office of Environmental Health Hazard Assessment developed the CalEnviroScreen tool to identify communities that are disproportionately burdened by pollution. Per the tool, Oak Park experiences a very low pollution burden. Please see the countywide chapter for more information about the CalEnviroScreen Tool.

The California Healthy Places Index tool determines how healthy a census tract is compared to others in the state. Overall, Oak Park has healthier conditions than most of the rest of Ventura County. Please see the countywide chapter for more information about Healthy Places Index.



Figure 4 shows the existing bicycle and pedestrian facilities.

BICYCLE NETWORK

Oak Park's existing bicycle network is made up of 2.6 miles of shared-use path including the Medea Creek trail, 2.6 miles of bike lanes, including on Kanan Road and Lindero Canyon Road, and 1.17 miles of bike route on Kanan Road.

PEDESTRIAN FACILITIES

There are no sidewalk gaps in Oak Park.

There are sidewalks and marked crosswalks, mostly high-visibility crosswalks near schools like Oak Park High School and Medea Creek Middle School. Sidewalks, trails and shareduse paths are also located throughout the residential areas of Oak Park which can create a positive experience for pedestrians walking around their community.

At a Glance

SIZE

870 Acres

POPULATION

14,000 Residents

COMMUNITY TYPE

Urban-Family Residential

LOCAL SCHOOLS

Brookside Elementary

Medea Creek Middle

Oak View High

Red Oak Elementary

Oak Hills Elementary

Oak Park Independent

EXISTING CONDITIONS

OAK PARK STUDY AREA

DESTINATIONS + BOUNDARIES

S C

Schools

Planning Area

Cities

BICYCLE FACILITIES

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)

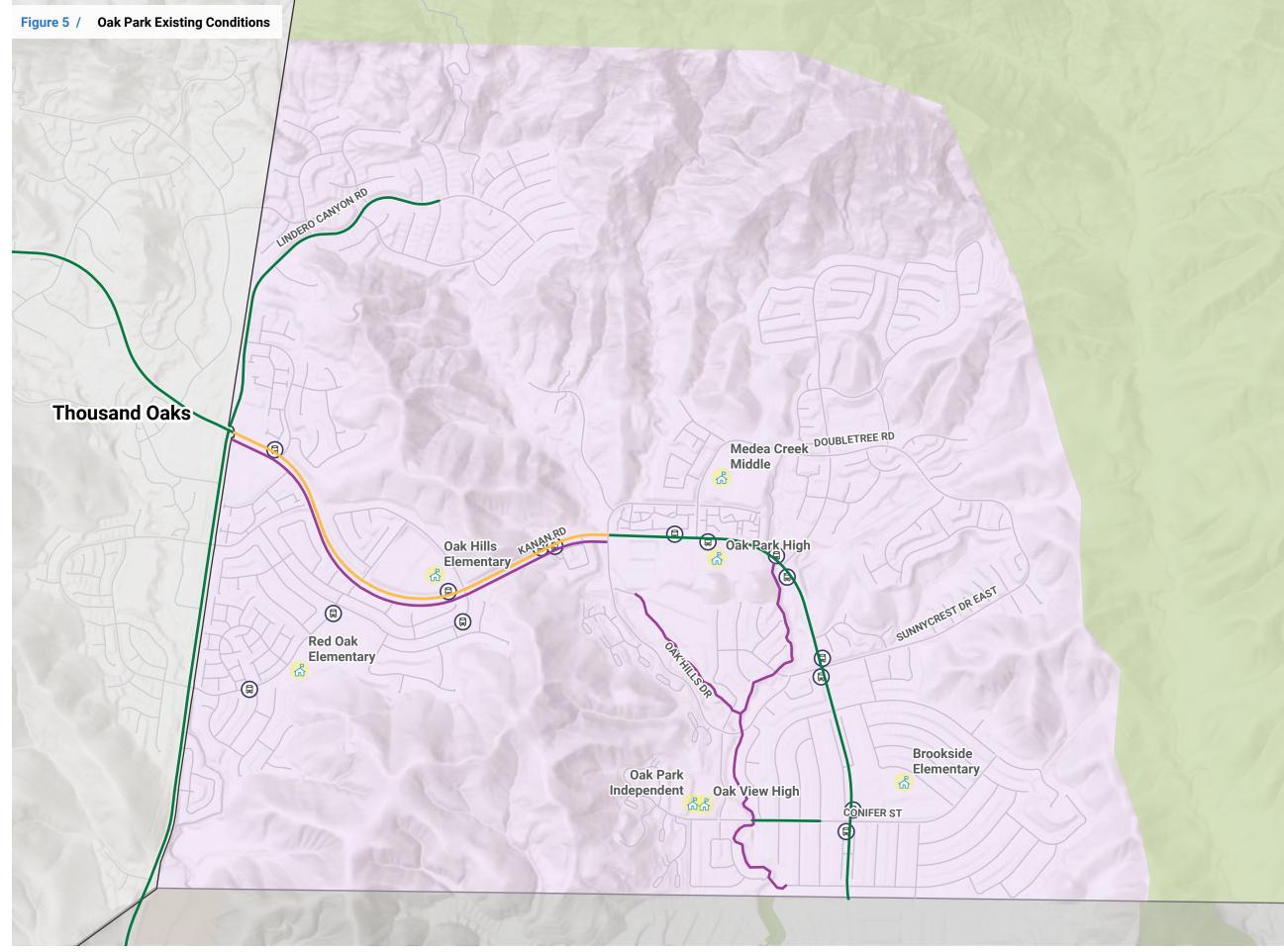
VCTC Regional Wayfinding Routes

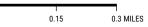
--- Planned Bike Lanes (Class II)

Planned VCTC Regional Wayfinding Routes

PUBLIC TRANSPORTATION

Ventura County Bus Stops









Ojai Valley

Supervisorial District 1

Context and Background

Ojai Valley lies in the northern region of Ventura County and is located east of the mountain ridge between Bear Canyon and Santa Paula Canyon. Ojai Valley is also located west of Lake Casitas/Ventura River watershed boundary. Ojai Valley consists of approximately 74,000 acres of land and is home to nearly 30,000 residents. The General Plan land use designations for Ojai Valley are low density residences surrounded by open space.

Ojai Valley is served by the Ojai Unified School District. Ojai Valley has significant open spaces and parks like Libbey Park and includes the Ojai Valley Trail.

COMMUTE TRENDS

Using data obtained from the 2019 American Community Survey, an analysis was conducted for Ojai Valley. Of the Ojai Valley residents 16 or older, approximately 3% walk and 1% bike to work. It is important to note that the American Community Survey does not factor recreational trips. Approximately 3% of residents do not have access to a vehicle.

Health Hazard Assessment developed the CalEnviroScreen tool to identify communities that are disproportionately burdened by pollution. Per the tool, most of Ojai Valley experiences a low pollution burden due to its open spaces and parks. The pollution burden is higher in the urban areas in the center of the Valley. Please see the countywide chapter for more information about the CalEnviroScreen Tool

The California Healthy Places Index tool determines how healthy a census tract is compared to others in the state. Overall, Ojai Valley has middling health conditions, experiencing healthier conditions than 49-61% of the rest of Ventura County. Please see the countywide chapter for more information about Healthy Places Index.

HEALTH + EQUITY

The California Office of Environmental

Figure 5 shows the existing bicycle and pedestrian facilities.

BICYCLE NETWORK

Ojai Valley's existing bicycle network is made up of 9.8 miles of shared-use paths (Ojai Valley Trail), 14.6 miles of bicycle lanes including along Santa Ana Road, and 0.04 miles of bicycle routes located on Santa Ana Road.

PEDESTRIAN FACILITIES

There are several sidewalk gaps in Ojai Valley. There are gaps on Ventura Avenue, and Rice Road, both of which have multiple Ventura County bus stops. There are also gaps near Sunset Elementary and Valley Oak Charter School.

There are sidewalks and marked crosswalks, mostly high-visibility crosswalks near schools like Nordhoff High School and Mira Monte Elementary School. Sidewalks are also located throughout the residential areas of Ojai Valley along with the Ojai Valley Trail which may create a positive experience for pedestrians walking around their neighborhood.

At a Glance

SIZE

74,000 Acres

POPULATION

30,000 Residents

COMMUNITY TYPE

Urban-Family Residential

LOCAL SCHOOLS

Mira Monte Elementary

Sunset Elementary

Meiners Oaks Elementary

San Antonio Elementary

Valley Oak Charter School

Nordhoff High*

^{*}This school is not included in this Plan's Safe Routes to School section, and is not shown on the map.

EXISTING CONDITIONS

OJAI VALLEY STUDY AREA

DESTINATIONS + BOUNDARIES



Schools

Planning Area

Cities

BICYCLE FACILITIES

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)

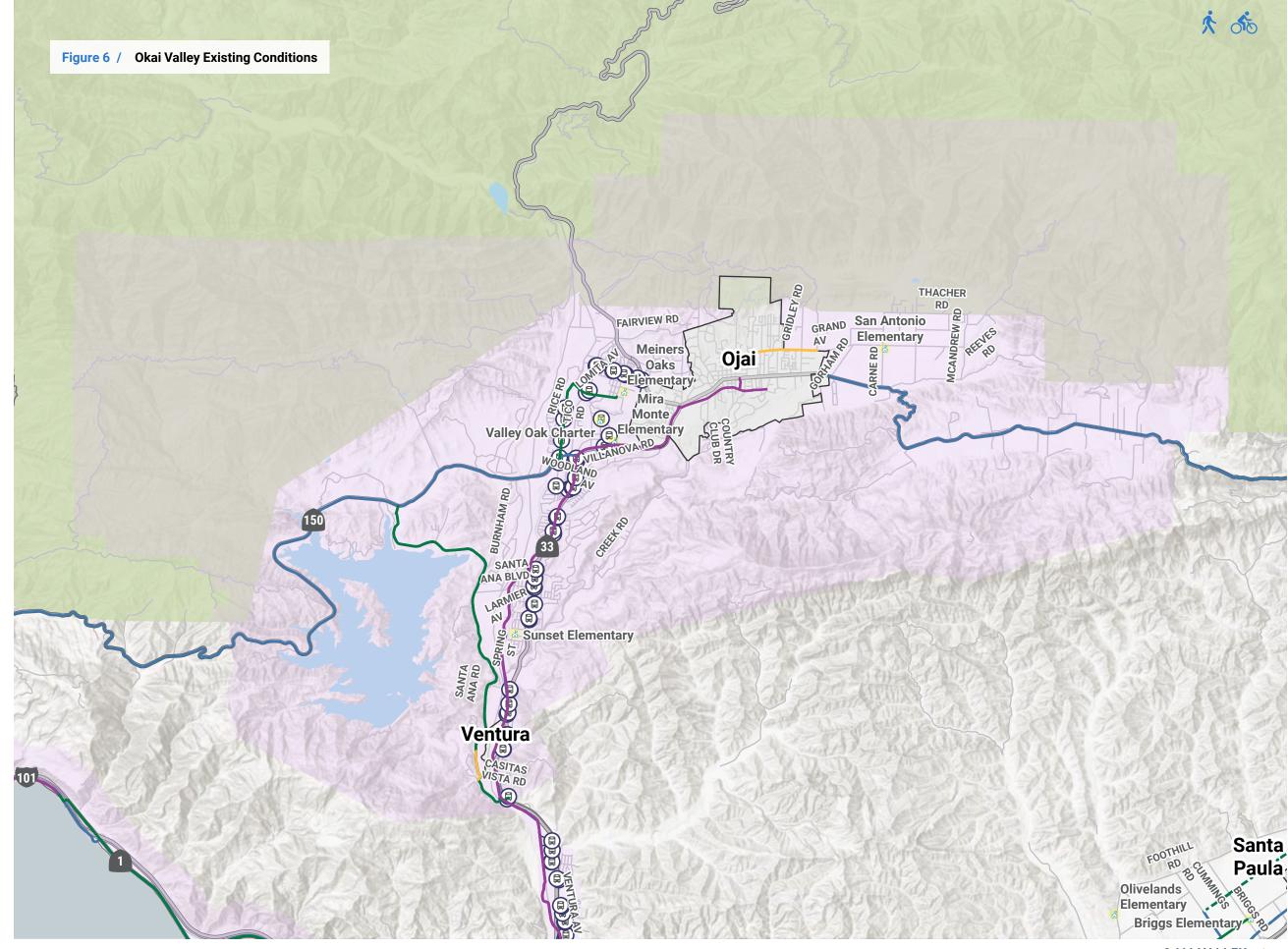
VCTC Regional Wayfinding Routes

--- Planned Bike Lanes (Class II)

Planned VCTC Regional Wayfinding Routes

PUBLIC TRANSPORTATION

Ventura County Bus Stops







/ Piru

Supervisorial District 3

Context and Background

Piru lies within the eastern region of Ventura County and is located along Highway 126 between Fillmore and Los Angeles County. Piru consists of approximately 43,500 acres of land, mostly open space and agricultural, and is home to about 6,000 residents. The General Plan land use designations for Piru are low density residences with planned higher density residential development in the south.

Piru is served by the Fillmore Unified School District which includes schools like Piru Elementary School. Piru has significant open space and agricultural land. Piru's parks include Warring Park and Lake Piru Recreation Area.

COMMUTE TRENDS

Using data obtained from the 2019 American Community Survey, an analysis was conducted for Piru. Of the Piru residents 16 or older, approximately 4% walk and 0.1% bike to work. It is important to note that the American Community Survey does not factor recreational trips. Lack of bicycle facilities in Piru may be a reason why so few residents bike in their community. Approximately 4% of residents do not have access to a vehicle.

CalEnviroScreen tool to identify communities that are disproportionately burdened by pollution. Per the tool, Piru has a higher pollution burden than 60% of the rest of Ventura County. Please see the countywide chapter for more information about the CalEnviroScreen Tool.

The California Healthy Places Index tool determines how healthy a census tract is compared to others in the state. 66% of areas in Ventura County have healthier conditions than Piru. Please see the countywide chapter for more information about Healthy Places Index.

HEALTH + EQUITY

The California Office of Environmental Health Hazard Assessment developed the



Figure 6 shows the existing bicycle and pedestrian facilities.

BICYCLE NETWORK

Piru's existing bicycle network consists of .82 mile of a shared-use pathway along the railroad tracks parallel to Via Fustero and along Center Street. Additional bicycle facilities around Piru may allow residents to feel more comfortable biking around their neighborhood.

PEDESTRIAN FACILITIES

There are a few sidewalk gaps in Piru near Main Street and Center Road. These sidewalk gaps are near several Ventura County bus stops, and are also near Piru Elementary.

There are sidewalks and marked crosswalks. mostly high-visibility crosswalks near schools like Piru Elementary School. Sidewalks are also located on major roadways like Center Street and Main Street but still have significant gaps. Additional sidewalks or pathways leading to key destinations may allow residents to walk more around their community.

At a Glance

SIZE

43,500 Acres

POPULATION

6,000 Residents

COMMUNITY TYPE

Small Town, Rural-Residential

LOCAL SCHOOLS

Piru Elementary

EXISTING CONDITIONS

PIRU STUDY AREA

DESTINATIONS + BOUNDARIES

S C

Schools

Planning Area

Cities

BICYCLE FACILITIES

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)

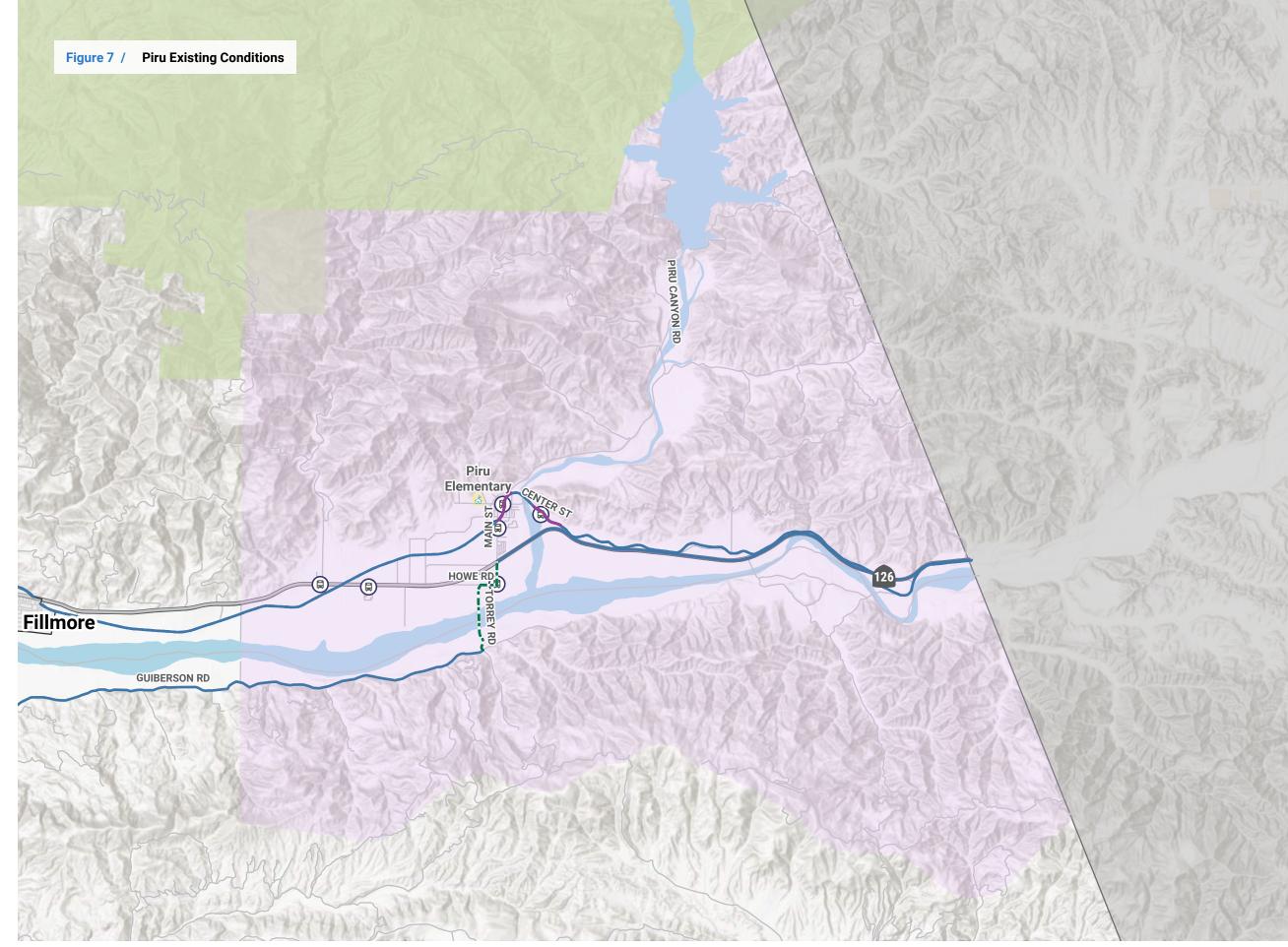
VCTC Regional Wayfinding Routes

--- Planned Bike Lanes (Class II)

Planned VCTC Regional Wayfinding Routes

PUBLIC TRANSPORTATION

Ventura County Bus Stops





/ Thousand Oaks

Supervisorial District 2

Context and Background

The Thousand Oaks Area Plan lies adjacent to the city of Thousand Oaks and is within the Thousand Oaks Area of Interest. Thousand Oaks covers approximately 3,767 acres of unincorporated land. The General Plan land use designations for Thousand Oaks are low density residences to the west in Casa Conejo and very low density residences to the east in Lynn Ranch.

Thousand Oaks is served by the Conejo Valley Unified School District which includes schools like Walnut Elementary School and Madrona Elementary School. Thousand Oaks' unincorporated areas consist of rural and urban residential areas. There are no parks in the unincorporated regions of Thousand Oaks, but there are a significant number of parks in the City of Thousand Oaks.

COMMUTE TRENDS

Using data obtained from the 2019 American Community Survey, an analysis was conducted for Thousand Oaks. Of the Thousand Oaks residents 16 or older, approximately 1% walk and 0.6% bike to work. It is important to note that the American Community Survey does not factor recreational trips. This report is looking only at Thousand Oaks' unincorporated areas which make up a small percentage of the City of Thousand Oaks, making the percentages seem small.. Approximately 3% of residents do not have access to a vehicle.

HEALTH + EQUITY

The California Office of Environmental Health Hazard Assessment developed the CalEnviroScreen tool to identify communities that are disproportionately burdened by pollution. Per the tool, much of Thousand Oaks has a low pollution burden. Casa Conejo has a higher pollution burden compared to Lynn Ranch, but overall both communities have low scores compared to other communities in the state. Please see the countywide chapter for more information about the CalEnviroScreen Tool.

The California Healthy Places Index tool determines how healthy a census tract is compared to others in the state. All of the unincorporated communties in this area have healthier condtions compared to other communities in Ventura County. Please see the countywide chapter for more information about Healthy Places Index.

Figure 7 shows the existing bicycle and pedestrian facilities.

BICYCLE NETWORK

Thousand Oaks' existing bicycle network consists of 1.3 miles of bike lanes along Wendy Drive and Camino Dos Rios. Additional bikeways are located in the City of Thousand Oaks connecting the city to its unincorporated areas.

PEDESTRIAN FACILITIES

Sidewalk gaps exist in the northeast area of Thousand Oaks, along Calle Pecos, Calle Yucca, Camino Magenta and other residential streets off of Camino Dos Rios.

There are sidewalks and marked crosswalks, mostly high-visibility crosswalks near schools like Walnut Elementary Schools. Sidewalks are also located on residential streets that connect residents to schools and major destinations.

At a Glance

SIZE

3,767 Acres

POPULATION

5,000 Residents

COMMUNITY TYPE

Urban-Residential

LOCAL SCHOOLS

Walnut Elementary

Madrona Elementary

Newbury Park High

Sequoia Elementary

EaRTHS Academy

Redwood Middle

EXISTING CONDITIONS

THOUSAND OAKS STUDY AREA

DESTINATIONS + **BOUNDARIES**



Schools



Planning Area

Cities

BICYCLE FACILITIES

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)

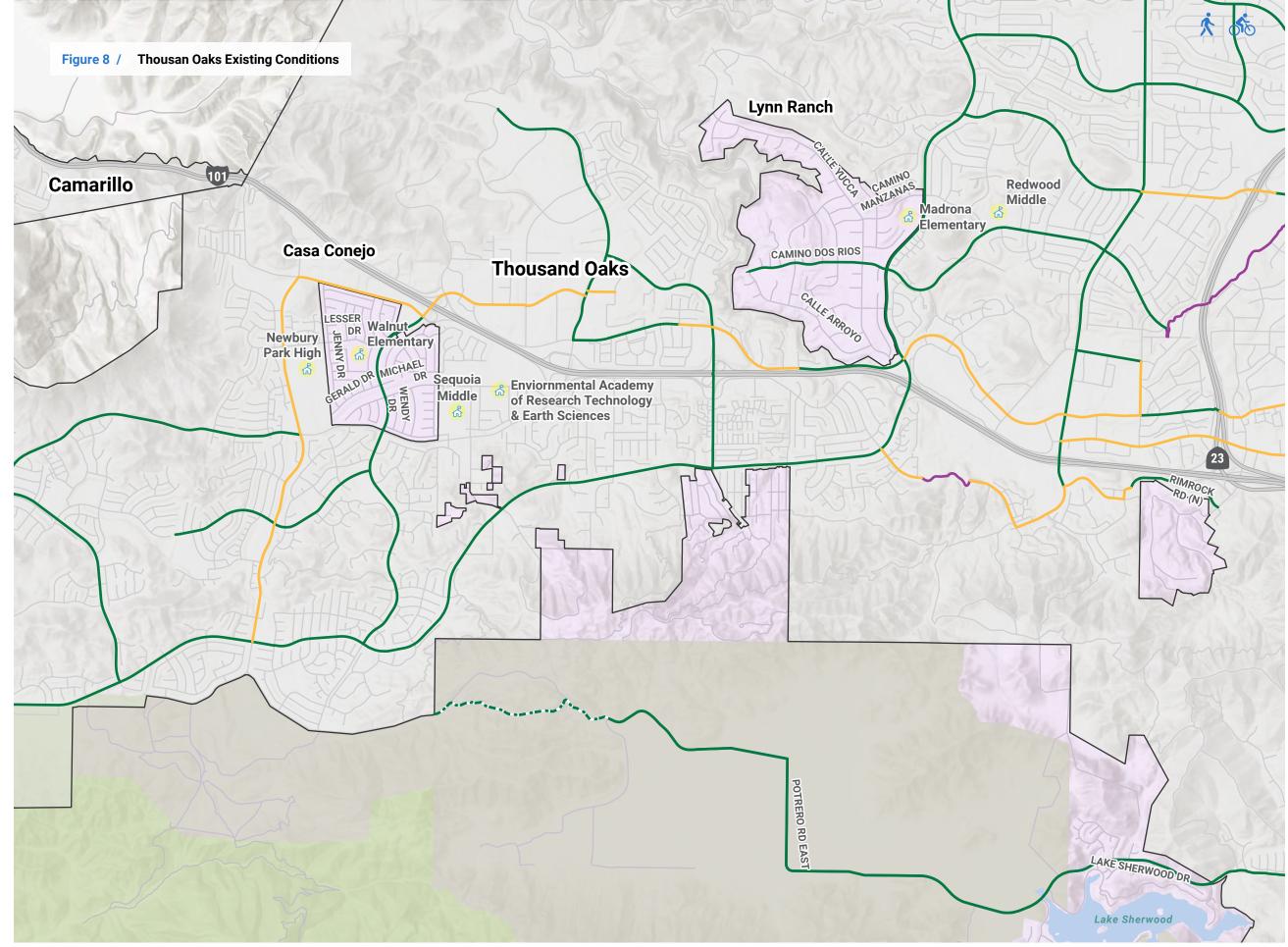
VCTC Regional Wayfinding

--- Planned Bike Lanes (Class II)

Planned VCTC Regional Wayfinding Routes

PUBLIC TRANSPORTATION

(a) Ventura County Bus Stops





/ Coastal Area Plan

Supervisorial District 1, 2 & 5

Context and Background

Ventura County's coastal zone is approximately 43 miles long and is bounded on the north by Santa Barbra and to the south by Los Angeles County. Overall the Coastal Area comprises approximately 24,745 acres and is home to about 6,000 residents. The General Plan land use designations for the Coastal Area are mostly pockets of residences surrounded by open space.

The Coastal Area is served by Hueneme Elementary Unified School District which includes schools like Hollywood Beach Elementary School. The Coastal Area of Ventura County consists of public beaches like Oxnard State Beach Park, Port Hueneme Beach Park, and Harbor Cove Beach.

COMMUTE TRENDS

Using data obtained from the 2019 American Community Survey, an analysis was conducted for the Coastal Area. Of the Coastal Area residents 16 or older, approximately 3% walk and 1% bike to work. It is important to note that the American Community Survey does not factor recreational trips. More residents may walk more in the Coastal Area due to its beach culture. Approximately 4.5% of residents do not have access to a vehicle.

The California Office of Environmental Health Hazard Assessment developed the CalEnviroScreen tool to identify communities that are disproportionately burdened by pollution. Per the tool, pollution burdens vary along the coastal areas. In the southern area where there is significant open space, the pollution burden is low. It is higher in pockets near Port Hueneme, and even higher near Highway 1, Highway 101, and near McGrath State Beach. Please see the countywide chapter for more information about the CalEnviroScreen Tool.

The California Healthy Places Index tool determines how healthy a census tract is compared to others in the state. Conditions are very healthy near the open space in the southern part of the coastal area. Healthy conditions are generally good near Port Hueneme and McGrath State Beach. Conditions are the least healthy on the west side of Highway 1-89% of Ventura County has healthier conditions than this section of the coast. Please see the countywide chapter for more information about Healthy Places Index.

HEALTH + EQUITY



Figure 8 shows the existing bicycle and pedestrian facilities.

BICYCLE NETWORK

The Coastal Area's existing bicycle network consists of 5 miles of shared-use paths along the Coastal Trail and 10 miles of bicycle lanes along Harbor Boulevard, Spinnaker Drive, Ocean Drive, Surfside Drive and other smaller streets.

PEDESTRIAN FACILITIES

There are small sidewalk gaps along the coast near Port Hueneme.

There are sidewalks and marked crosswalks. mostly high-visibility crosswalks near schools like Hollywood Beach Elementary School. Sidewalks and shared-use paths are also located on residential streets, major roadways like Harbor Boulevard, and along the Coastal Trail that connect residents to schools and major destinations like the beach and commercial areas.

At a Glance

SIZE

24,745 Acres

POPULATION

6,000 Residents

COMMUNITY TYPE

Urban-Residential, Coastal

LOCAL SCHOOLS

Hollywood Beach Elementary

DESTINATIONS + **BOUNDARIES**

Schools

Planning Area

Cities

BICYCLE FACILITIES

Existing Shared-Use Path (Class I)

Existing Bike Lane (Class II)

Existing Buffered Bikeway (Class IIB)

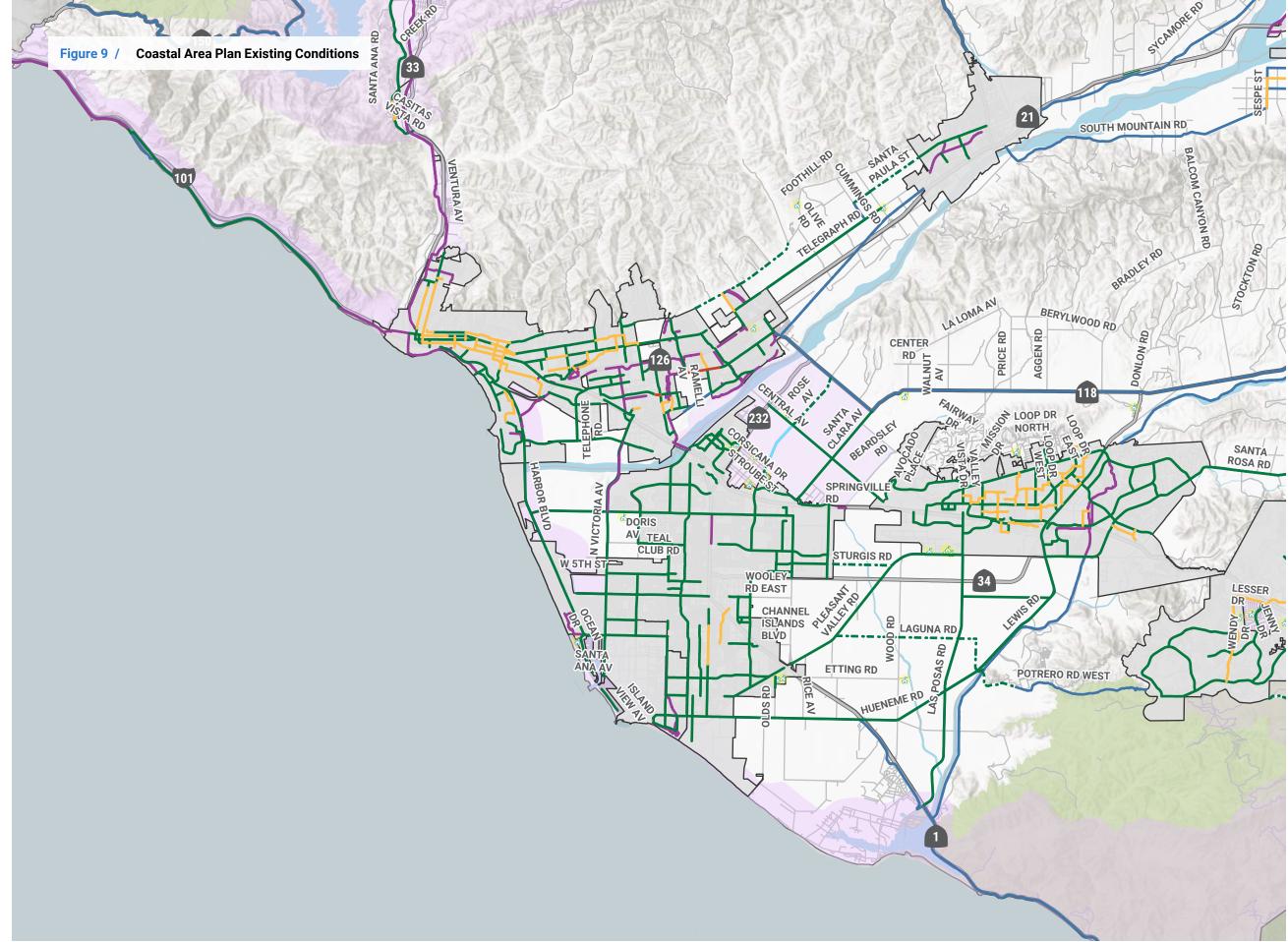
Existing Bike Route (Class III)

Existing Separated Bikeway (Class IV)

VCTC Regional Wayfinding

--- Planned Bike Lanes (Class II)

Planned VCTC Regional Wayfinding Routes





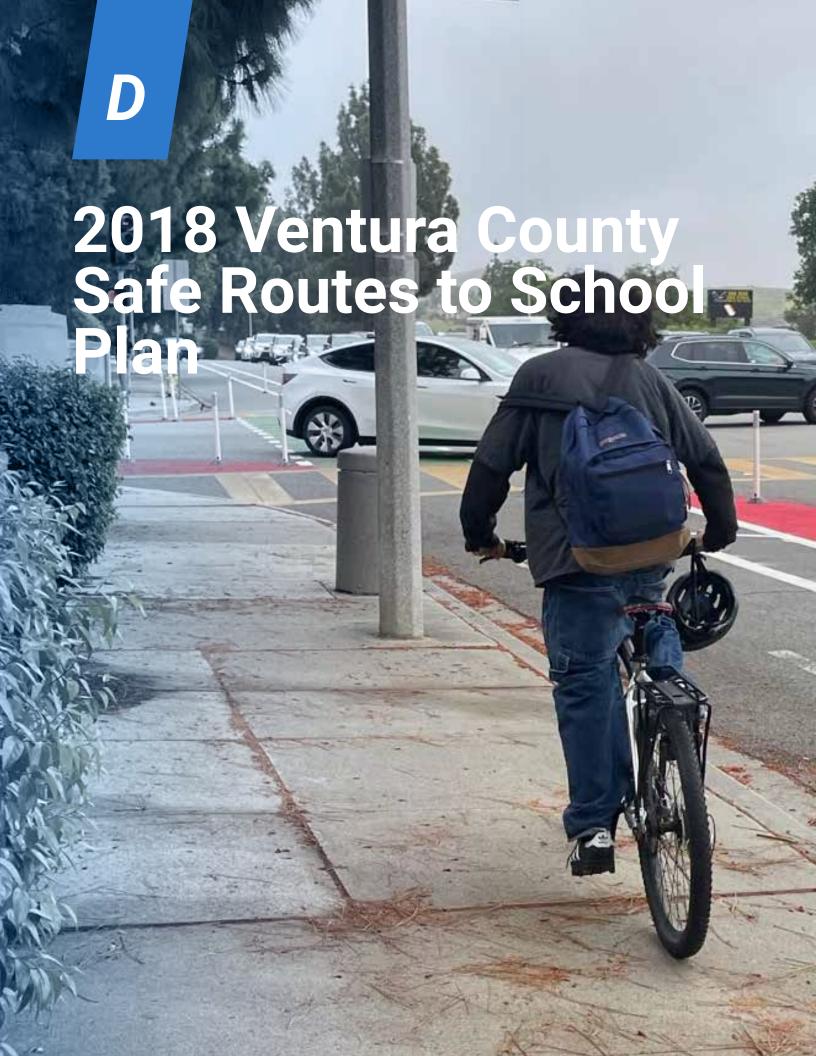


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OVERVIEW

EXECUTIVE SUMMARY

The purpose of the County of Ventura (County) Safe Routes to School Plan (SRTS Plan) is to evaluate and prioritize walking improvements near twelve selected project schools in unincorporated Ventura County.

The SRTS Plan provides a background on SRTS, details on the SRTS Plan development, relevant background information, and SRTS recommendations for each project school, which are located in their individual SRTS Site Assessment reports.

The twelve SRTS Site Assessments contain school information, school walk audit findings, and pedestrian/bicycle collision data. This, along with guidance from the Ventura County SRTS Advisory Committee, were used to inform and prioritize the listed recommendations, all of which are meant to improve safety and walkability to and from school.

This SRTS Plan prioritized projects and recommendations by each of the 12 project schools and did not compare them to each other. Moving forward it may be important for the County to rank schools for project implementation by priority.

Finally, the County can use this SRTS Plan to identify projects and seek future funding for implementation of the recommendations outlined in this report.





CHAPTER 1 | INTRODUCTION

PROJECT PURPOSE

The purpose of the County of Ventura (County) Safe Routes to School Plan (SRTS Plan) is to evaluate and prioritize walking and bicycling improvements near schools in unincorporated Ventura County.

The SRTS Plan is the result of a partnership between Southern California Association of Governments (SCAG) and the County of Ventura Public Works Agency Transportation Department (PWATD) with funding provided by SCAG's Sustainability Planning Grant (SPG) Program, a key SCAG initiative for implementing bicycle and pedestrian planning efforts, including SRTS.

WHAT IS A SRTS?

SRTS is an international movement to both increase the number of students using active modes of transportation to get to and from school and improve safety around schools. The potential benefits of SRTS efforts include:

- Improved safety for pedestrians and bicyclists.
- Reduced traffic congestion.
- Improved air quality.
- Improved health.
- Improved academic achievement.
- Fundamental and lifelong pedestrian skills learned.
- Benefit to the local economy.
- Better sense of community.
- More transportation options for everyone.
- Strengthened family bonds.



"The 6 Es of SRTS" – Each 'E' is meant to remove barriers that prevent students from walking and bicycling to school.

SRTS best practice strategies are commonly referred to as the "6 Es" – Education, Encouragement, Enforcement, Engineering, Evaluation, and Equity. Each "E" is meant to remove barriers that prevent students from walking and bicycling to school in comprehensive way.

A SRTS Plan is a stakeholder led tool that documents existing active transportation





infrastructure near schools and recommends projects, programs, and policies to make it safer, more comfortable, and more convenient for students and their families to use active modes of transportation to get to and from school.

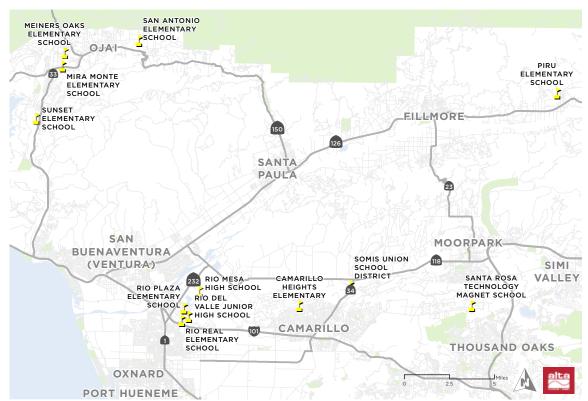
HOW TO USE THIS SRTS PLAN?

This SRTS Plan is laid-out in such a way as to allow various types of stakeholders to easily identify the content that is important and relevant to them. The following are some examples:

Parents/Guardians can use this SRTS Plan to understand the conditions at their student's school and to become familiar with the ways SRTS can work to make walking and biking safer and easier.

School District and School staff can use this SRTS Plan to develop programs that educate and encourage students and parents/ guardians to seek alternatives to single family automobile commutes to school. In many cases, education and encouragement programs require dedicated parent volunteers to carry them out.

Ventura County staff can use this SRTS Plan to identify issues and opportunities related to walking and bicycling and to prioritize potential short-term and long-term infrastructure improvements. Staff can also use this SRTS Plan to leverage SRTS funding opportunities.



Twelve unincorporated county schools were identified to participate in this SRTS planning process.

CHAPTER 1 INTRODUCTION 11

OVERVIEW OF STUDY AREA + PROJECT SCHOOLS

Twelve schools located in unincorporated Ventura County were identified for inclusion in this SRTS Plan. The schools were chosen based on their lack of sidewalks and their proximity to commercial centers.

While projects schools are located in the unincorporated areas of Ventura County, they are located in the following communities:

- El Rio (Rio Del Valle Middle School, Rio Mesa High School, Rio Plaza Elementary School, and Rio Real Elementary School Safety Assessment)
- Meiners Oaks (Meiners Oaks Elementary School)
- Mira Monte (Mira Monte Elementary School)
- Oakview (Sunset Elementary School)
- Piru (Piru Elementary School)
- Somis (Somis Elementary School)
- Unincorporated Camarillo (Camarillo Heights Elementary School and Santa Rosa Technology Magnet School)
- Unincorporated Ojai (San Antonio Elementary School)

Please note, that while there were only 12 schools included in this SRTS Plan, recommendations related to design elements, programs, and policies can be applied to other schools in the region.

STAKEHOLDER ENGAGEMENT

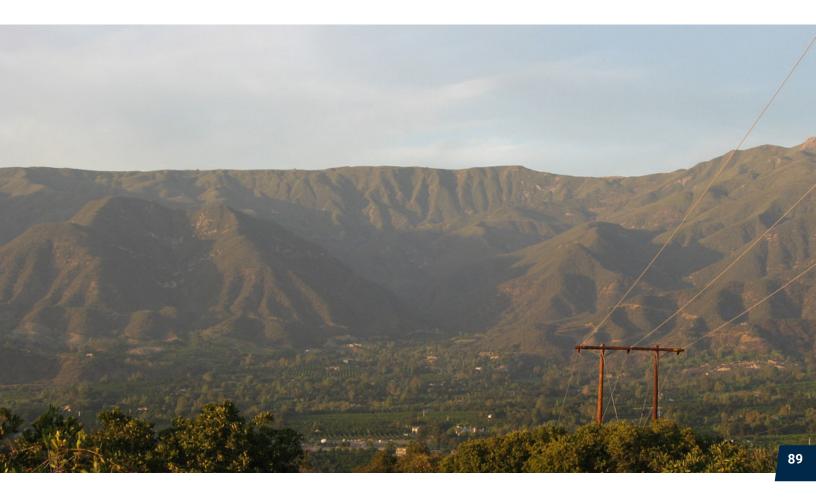
Stakeholders were engaged early on in the SRTS Plan development process resulting in the creation of a SRTS Advisory Committee. The SRTS Advisory Committee is made up of representatives from school districts and plan schools, the Ventura County Public Health Department, residents, non-profits, local city government, and others.

The SRTS Advisory Committee met frequently to identify challenges and opportunities to improve safety and increase the number of children and their families who actively commute to and from school. The SRTS Advisory Committee's feedback and recommendations were folded in throughout this SRTS Plan.

Additionally, PWATD staff hosted walk audits at plan schools. School staff, parents, and residents participated in these walk audits where information about the school campus, pedestrian and bicycle infrastructure, circulation, traffic behaviors, and anecdotal data was collected. A detailed report of walk audit findings is included in each school's School Safety Assessment located in Chapter 3.

Finally, PWATD staff conducted student tallies and parent surveys at plan schools using standardized tools from the National Center for Safe Routes to School. Available summary data can be found in each school's individual SRTS Site Assessment located in Chapter 3.





CHAPTER 2 | EXISTING CONDITIONS



PLAN PRIORITIES

Unincorporated Ventura County, even in the more urban areas, is mostly without sidewalks. Many of the existing communities are rural in nature and were constructed before the 1960s when pedestrian facilities were not incorporated into master plans or urban tracts. The County does not have a pedestrian master plan for the unincorporated areas; however, staff have been working on and completing projects from a sidewalk improvement list developed in the early 2000s.

The unincorporated areas of the County have their own unique challenges, such as limited or no sidewalks, high distances between points of interest, and as this year's SCAG Unincorporated Ventura County Profile

showed, the population is getting older, which presents additional challenges in terms of limited mobility for older citizens.

SCAG is Ventura County's Metropolitan Planning Organization. SCAG undertakes a variety of planning and policy initiatives to encourage more sustainable communities in Southern California. The 2016 SCAG Regional Transportation Plan Active Transportation Safety Appendix outlines a series of regional goals related to SRTS including:

- Reduce Fatalities and Injuries
- Develop Safe Routes to School Policies

This SRTS Plan provides information, data, and recommendations that have the potential to achieve these goals.





TRAFFIC VOLUMES

Manual two-hour AM and PM peak period multimodal counts were conducted during the week of 5/21/18 along the primary streets adjacent to the 12 school locations. A combined total of the vehicle, pedestrian, and bicycle peak period counts are provided in Table 1.

TABLE 1. DAILY PEAK PERIODS (DAILY PEAK HOUR TOTALS)

School	Location	Vehicle	Bicycle	Pedestrian
Rio Real Elementary	Alvarado St/Stroube St	449	3	41
Rio Real Elementary	Kenney St/Alvarado St	291	0	234
	Simon Way/Rose Ave	916	3	26
Rio Plaza Elementary	Rose Ave/Collin St	4450	4	37
	Walnut Dr/Rose Ave	493	5	45
	Balboa St/Corsicana Dr	396	6	86
Rio Plaza Elementary	Simon Way/Vineyard	1235	8	113
	Cortez St/Walnut Dr	377	5	49
	Central Ave/Rose Ave	3503	1	65
Rio Mesa High School	Rose Ave/Central Ave	3428	2	36
	Vineyard Ave/Central Ave	6102	2	4
Di Fl	Center St/Warring	453	2	115
Piru Elementary	Main St/Center St	172	0	14
Santa Basa Taskaslasa	Santa Rosa/Vista	5382	3	0
Santa Rosa Technology	Moorpark/Santa Rosa	5019	4	0
Magnet	Santa Rosa/Marvella	5303	3	0
	Daphne St/Mission	312	13	49
Camarillo Heights	Catalina Dr/Anacapa Dr	632	3	60
Elementary	Mission Dr/Las Posas	1400	8	15
	West St/Rice St	340	1	77
Somis Elementary	North St/Dodson St	509	2	52
	North St/Somis Rd	477	0	14
	Larmier Ave/N Ventura			
Samuel Flammatan	Ave	807	0	11
Sunset Elementary	Sunset Ave/Vine St	283	1	53
	Spring St/Ashby Ct	223	0	23
	Loma Dr/Ventura Ave	127	5	16
Mira Monte Elementary	Loma Dr/Ventura Ave	712	11	85
	Cruzero St/Loma Dr	234	2	72
	El Roblar Dr/Lomita Ave	1474	28	87
Meiner Oaks Elementary	Lomita Ave/Besant Rd	1038	5	15
	El Roblar W/O SR-33	2518	23	51
Can Antonia Elementer:	Grand Ave E/O Carne Rd	563	6	6
San Antonio Elementary	Carne Rd S/O Grand Ave	251	1	7
	TOTAL	49,869	160	1,558

EXISTING CONDITIONS 15

As part of the AM and PM counts, a key focus of the counts was pedestrian activity. Of the 12 schools that were surveyed, Rio Real, Rio Plaza, and Mira Monte Elementary Schools experienced the highest number of pedestrians in both the AM and PM peak periods. Both Rio Real and Rio Plaza Elementary Schools experienced significantly higher levels of pedestrians when compared to the other schools; 43% greater than the third highest, Mira Monte Elementary School. Table 2 shows the schools ranked by highest pedestrian counts to lowest.

TABLE 2. COMBINED TOTAL PEDESTRIAN COUNTS RANKING (AM + PM PEAK PERIODS)

Rank	Location	Count
1	Rio Real Elementary	275
2	Rio Plaza Elementary	248
3	Mira Monte Elementary	173
4	Meiner Oaks Elementary	153
5	Somis Elementary	143
6	Piru Elementary	129
7	Camarillo Heights Elementary	124
8	Rio Del Valley Elementary	108
9	Rio Mesa High School	105
10	Sunset Elementary	87
11	San Antonio Elementary	13
12	Santa Rosa Technology Magnet	0

As part of the AM and PM counts, bicycle activity was also counted. Of the 12 schools that were surveyed, relatively low bicycles volumes were observed. Meiners Oaks Elementary experienced the highest number with 56 bicycles during the peak hours. This is 133% greater than the 2nd highest school, Camarillo Heights, with 24 bicycles during the peak hours. Table 3 shows the schools ranked by highest bike counts to lowest.

TABLE 3. COMBINED TOTAL BICYCLE COUNTS RANKING (AM + PM PEAK PERIODS)

Rank	Location	Count
1	Meiner Oaks Elementary	56
2	Camarillo Heights Elementary	24
3	Rio Plaza Elementary	19
4	Mira Monte Elementary	18
5	Rio Del Valley Elementary	12
6	Santa Rosa Technology Magnet	10
7	San Antonio Elementary	7
8	Rio Mesa High School	5
9	Somis Elementary	3
10	Rio Real Elementary	3
11	Piru Elementary	2
12	Sunset Elementary	1



STUDENT TRAVEL TALLIES AND PARENT SURVEYS

Student travel data and information about parent attitudes toward walking and bicycling were collected from project schools using standardized survey tools available through the National Center for Safe Routes to School (NCSRTS).

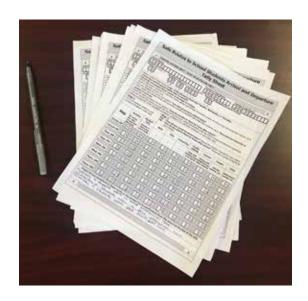
PWATD staff distributed student tally sheets and instructions to all 12 project schools' staff, who in-turn distributed these tally packets to classroom teachers. Over a two-day period (Tues./Wed. or Wed./Thurs.) during the months of April and May 2018, teachers were instructed to ask students "How did you arrive at school today?" and "How do you plan to leave for home after school?" and mark it on the student tally sheet for their class. Afterwards, schools collected the student tally sheets back from the teachers and emailed or mailed them back for data entry.

Concurrently, PWATD staff distributed parent surveys to each of the 12 schools' staff.
Schools were asked to distribute these surveys to parents/guardians, collect the surveys, and submit them back for data entry. Parents/guardians were also given the opportunity to complete the survey online using a web link created for each school.

Student travel modes were analyzed from data collected from project schools using the student tally sheets. School specific results can be found in each school's School SRTS Assessment in Chapter 3, but in general data collected for student travel modes show that the vast majority of students at all schools arrived and departed school via a family vehicle. The second most common student travel mode was school bus and third was walking.

It is worth noting that there was little difference in student travel modes between AM and PM, except at Sunset Elementary when travel by family vehicle went down in the PM and travel by school bus went up as compared with the AM.

Parents/guardians' knowledge and attitudes about their students travel habits, including walking/biking to school were analyzed from the parent surveys collected from project schools. Table 4 presents aggregated responses from parents/guardians on how their students travelled to school by the distance their students live from school.



CHAPTER 2 EXISTING CONDITIONS 17

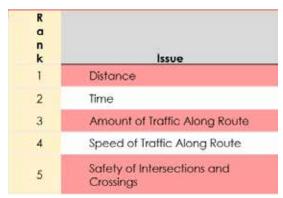
TABLE 4. AGGREGATED RESPONSES FROM PARENTS/GUARDIANS ON HOW STUDENTS TRAVELLED TO SCHOOL BY THE DISTANCE THEIR STUDENTS LIVE FROM SCHOOL

		Bil. 444		Travel Mode Family Vehicle			
Travel Distance from School	Walk AM Walk PM	Bike AM Bike PM	School Bus AM School Bus PM	AM Family Vehicle PM	Carpool AM Carpool PM	Transit AM Transit PM	Other AM Other PM
Less than ¼	12%	0%	7%	78%	0%	0%	2%
mile	18%	0%	15%	59%	5%	0%	3%
¼ mile up to	3%	0%	13%	72%	9%	0%	3%
½ mile	6%	0%	9%	66%	16%	0%	3%
½ mile up to 1	5%	3%	9%	82%	1%	0%	0%
mile	9%	3%	23%	60%	5%	0%	0%
1 mile up to 2	1%	0%	17%	73%	7%	1%	1%
miles	2%	0%	27%	65%	4%	1%	2%
More than 2	0%	0%	24%	71%	4%	0%	1%
miles	0%	0%	28%	65%	5%	1%	1%

Data collected from parent surveys show that the vast majority of students arrived and departed school via a family vehicle regardless of how close they live to the school. Walking rates were higher among students living less than a ¼ mile from school than those living more than ¼ mile from school.

Table 5 presents the top five issues reported by parents/guardians of students who do not walk or bike to school that affect their decision to allow their student to walk or bike to/from school.

TABLE 5. TOP 5 ISSUES REPORTED TO AFFECT THE DECISION TO ALLOW A STUDENT TO WALK/BIKE TO/FROM SCHOOL BY PARENTS/GUARDIANS OF STUDENTS WHO DO NOT WALK/BIKE TO/OR FROM SCHOOL.



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Conversely, Table 6 presents the top five issues reported by parents/guardians of students who already walk or bike to school that affect their decision to allow their students to walk or bike to/from school.

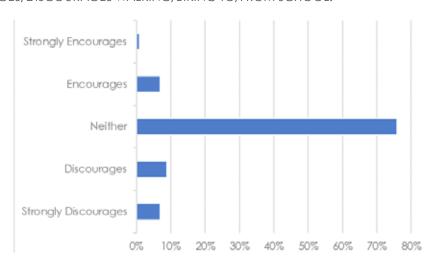
TABLE 6. TOP 5 ISSUES REPORTED TO AFFECT THE DECISION TO ALLOW A STUDENT TO WALK/BIKE TO/FROM SCHOOL BY PARENTS/GUARDIANS OF STUDENTS WHO ALREADY WALK/BIKE TO/OR FROM SCHOOL.

R a n k	Issue
1	Distance
2	Weather or Climate
3	Amount of Traffic Along Route
4	Speed of Traffic Along Route
5	Safety of Intersections and Crossings

The data show that regardless of whether a parent/guardian reported that they do or do not allow their students walk or bike to or from school, **distance** is the number one issue affecting their decision to allow their students to walk or bike to or from school.

Figure 1 shows parents/guardians opinions about how much their student's school encourages or discourages walking and biking to/from school.

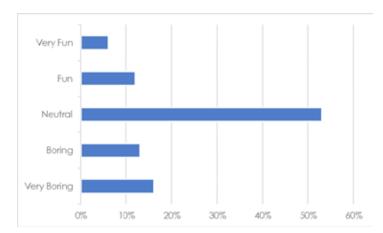
FIGURE 1. PARENTS/GUARDIANS OPINIONS ABOUT HOW MUCH THEIR STUDENT'S SCHOOL ENCOURAGES/DISCOURAGES WALKING/BIKING TO/FROM SCHOOL.



The vast majority of parents/guardians reported that their student's school neither encourages or discourages walking or biking to/from school.

CHAPTER 2 EXISTING CONDITIONS

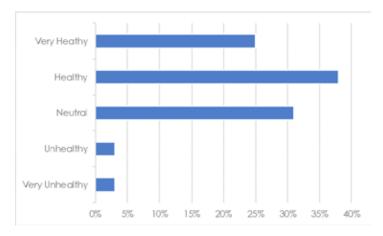
FIGURE 2 SHOWS PARENTS/GUARDIANS' OPINIONS ABOUT HOW MUCH FUN WALKING AND BIKING TO/FROM SCHOOL IS FOR THEIR STUDENT.



The vast majority of parents/guardians reported **neutral** on whether they thought walking and biking to school was fun for their student.

Figure 3 shows parents/guardians opinions about how healthy walking and biking to/from school is for their student. The vast majority of parents/guardians reported that walking and biking to school was **healthy** or **very healthy** for their student.

FIGURE 3. PARENTS/GUARDIANS OPINIONS ABOUT HOW HEALTHY WALKING/BIKING TO/FROM SCHOOL IS FOR THEIR STUDENT.



Parents/guardians were asked general comments about their thoughts on walking and biking to and from school. Their responses were categorized and the following were the most common themes:

- A lack of sidewalks keeps parents/guardians from allowing their students to walk/bike to/from school.
- High vehicle traffic volumes keep parents/guardians from allowing their students to walk/bike to/from school.
- The distance from home to school is too far for students to walk to school.



CHAPTER 3 | SRTS SITE ASSESSMENTS

METHODOLOGY

A survey was distributed to the SRTS Advisory Committee. The purpose of this survey was to gather their input as to what criteria should be used to identify and prioritize infrastructure improvements around Ventura County SRTS Plan project schools.

The SRTS Advisory Committee was asked to rank 15 elements according to what they thought were the most important to least significant when prioritizing infrastructure improvement projects (1 being the most important and 15 being the least important). The elements list was created based on best practices established by similar planning efforts, input from the SRTS Advisory Committee, and professional judgement.

The 15 elements considered in the survey are listed below:

- The number of pedestrian or bicycle collisions.
- \bullet The number of students who live within a $1\!\!/_{\!2}$ mile of the school.
- Community input
- Making it faster to cross the street
- Slowing drivers down
- Creating more ADA access
- Closing a sidewalk gap.
- Filling a bicycle facility gap.
- Creating a more controlled crossing point.
- Creating a place or community space.
- Innovative nature of the solution.
- Cost of the improvement.
- Decreasing the crossing distance.
- Ease of Implementation.
- Other (write-in category).

Table 7 shows the SRTS Advisory Committee's responses to the prioritization element. The table shows each element in the order of highest ranked priority (1) to lowest ranked priority (15) and the number of responses received for each element.

TABLE 7. SUMMARY OF ELEMENT RANKING BY VENTURA COUNTY SRTS PLAN ADVISORY COMMITTEE

RAN K	ELEMENT	# OF RESPONSES
1	Slowing drivers down	13
2	Creating a more controlled crossing point	11
3	The number of students who live within ½ mile of the school	11
4	The number of pedestrian or bicycle collisions	10
5	Creating more ADA access	10
6	Closing a sidewalk gap	9
7	Community input	9
8	Making it faster to cross the street	8
9	Decreasing the crossing distance	7
10	Creating a place or community space	6
11	Innovative nature of the solution	6
12	Filling a bicycle facility gap	6
13	Cost of the improvement	6
14	Ease of implementation	5
15	Other (write-in)	2



Even though "Other (write-in)" was ranked lowest, it is worth noting that the Advisory Committee stakeholders gave the following write-in responses:

- "Correcting obvious problems that significantly impact traffic, creating severe gridlock during drop off and pick up times."
- 2. "Supporting school systems that aim to support, safe, efficient dismissal and drop-off systems... such as valet drop off/pick up system."
- "Vehicle merging lanes that result in blocked vision for cars and blocked walking paths for pedestrians."
- 4. "Safety (crossing lights)"
- 5. "Serving the area with more infrastructure needs."

Originally, the assumption was that the top five ranked elements would be used to form the projects lists prioritization criteria. However, after more careful consideration, it was decided that "the number of students

who live within ½ mile of the school" was a more appropriate metric for determining projects BETWEEN schools and not projects AT an individual school. After eliminating that criteria, "closing a sidewalk gap" and "community input" had the same survey score and were both included into the overall criteria for project prioritization.

The final six performance criteria are listed in Table 8.

The performance criteria was used to analyze a comprehensive list of possible infrastructure improvement projects for each school. This included pulling pedestrian and bicycle collision data from SafeTREC's Transportation Injury Mapping System (TIMS). TIMS is a public facing web portal that provides the Statewide Integrated Traffic Records System (SWITRS) information in easy-to-read maps. Data maps for each school can be found in their individual SRTS Site Assessments.

TABLE 8. PERFORMANCE CRITERIA FOR VENTURA SRTS PLAN PROJECT PRIORITIZATION

Performance Criteria	Details
1. Slowing drivers down	Projects that influence drivers to drive more slowly in school zones.
Creating a more controlled crossing point	Projects that improve visibility and predictability at crosswalks or midblock crossings.
3. The number of pedestrian or bicycle collisions	Projects that address areas around a school that have a higher number of pedestrian/bicycle collisions.
4. Creating more ADA access	Projects that create more ADA access.
5. Closing a sidewalk gap	Projects that connect sidewalks and close gaps.
6. Community input	Projects that stakeholders identified in walk audits or key informant interviews as significant.

CHAPTER 3 SRTS SITE ASSESSMENT 23

It is important to note that Rectangular Rapid Flashing Beacons (RRFB) and pedestrian detectable pads were considered, but given the rural context of some of the school communities and the ranking of the performance criteria, these did not make it to each school's recommended project list priority. However, they should be considered in future efforts as they are outlined in the California Manual on Uniform Traffic Control Devices (CA MUTCD).

Individual school SRTS Site Assessments can be found in the following section.

- Camarillo Heights Elementary School
- Meiners Oaks Elementary School
- Mira Monte Elementary School
- Piru Elementary School
- Rio Del Valle Middle School
- Rio Mesa High School
- Rio Plaza Elementary School
- Rio Real Elementary School Safety Assessment
- San Antonio Elementary School
- Santa Rosa Technology Magnet School
- Somis Elementary School
- Sunset Elementary School





The Camarillo Heights Elementary School Safe Routes to School (SRTS) Site Assessment contains school information, school walk audit findings, student travel data, and pedestrian/bicycle collision data. This, along with guidance from the Ventura County SRTS Advisory Committee, were used to inform and prioritize the listed recommendations, all of which are meant to improve safety and walkability to and from school.

SCHOOL WALK AUDIT FINDINGS:

Ventura Public Works Agency staff and the School principal conducted a school walk audit at Camarillo Heights during the morning arrival on March 15, 2018.

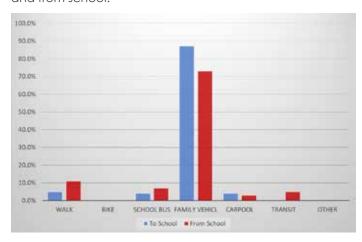
- The school is located on Catalina Drive, a two-lane road with on-street parking on both sides in a residential neighborhood.
- The area consists of largely single-family residential homes and some multi-family homes.
- Students have a total of three entrances onto campus, with each entrance catering to different grades. The main dropoff location is on Catalina Drive directly adjacent to the main entrance.
- The school has one bus that drops off only four students.
- Most of the observed traffic at the schools comes from Anacapa Drive, as the schools entrance is located near the intersection of Anacapa Drive and Catalina Drive.
- The schools 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.
- During observations, most parents/guardians followed the schools parking lot policy, but some attempted to jump ahead in the traffic queue.
- 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.

SCHOOL DETAILS

School District	Pleasant Valley
Address	35 Catalina Drive
	Camarillo, CA 93010
Grades	Transitional Kindergarten -
	Fifth
2018 Total Enrollment	370
Level of Parental	Moderate - (Reported by
Involvement	school staff)

STUDENT TRAVEL MODE SHARE

During Spring 2018, students at Camarillo Heights were asked how they got to school and how they planned to leave from school. Their answers were collected over three days. The following chart shows the percentage of students who walked, biked, or took the school bus, family vehicle, carpool, transit, or other mode of transportation to get to and from school.



PEDESTRIAN/BICYCLE COLLISIONS

Pedestrian and bicycle collision data near the school was pulled from SafeTREC's Transportation Injury Mapping System (TIMS). The data map below shows a summary of collisions within a 1/4 mile and 1/2 mile from the school site between 2013 and 2015.



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	0	0	0	0	0
¼ - ½ mi.	0	1	2	2	1	4	5
Total	0	1	2	2	1	4	5

Legend for Collision Analysis Types of Collisions Level of Injury Fatal Bicycle Related Collision Severe Injury Pedestrian Related Collision Other Visible Injury Complaint of Pain

RECOMMENDATIONS

Policies + Programs

Policies and programs that support walking and bicycling to Camarillo Heights can be low-cost and near-term. Furthermore, they complement any built environment improvements, by bringing the full suite of SRTS best practices making improved safety and mode shift more likely.

- Promote the Camarillo Heights Suggested Walking Routes Map by posting it to the school website and sharing it with families. The Suggested Walking Routes Map is a great way to get families and students thinking about walking or bicycling to school as a viable option one or more days a week.
- Encourage carpooling. Carpooling gets cars off the street, which can improve traffic congestion around school and improve safety.
- Participate in International Walk to School Day, International Walk to School Day is an opportunity for schools to highlight the many benefits of walking and promote pedestrian safety for students. More information is available at www.walkbiketoschool.org
- Train staff to be school crossing guards. Training is an essential step to help ensure that anyone who is performing the duties of a school crossing guard is doing so properly. Training resources are available at no cost through the California Active Transportation Resource Center, caatpresources.org.
- For Pleasant Valley School District (PVSD), adopt the California School Board Association's sample board and administrative regulations BP/AR 5142.2 – Safe Routes to School Program. PVSD currently has not adopted this policy. Including SRTS language in a school board policy can be an important first step towards supporting SRTS activities in schools throughout the district, including Camarillo Heights.



Striping + Near Term Improvement Recommendations

Striping and signage updates are low-cost, near-term improvements that PWATD can consider incorporating when doing general street maintenance around Camarillo Heights. The recommended improvements are listed in the table below.

CORRIDOR / INTERSECTION	START	END	FACILITY TYPE
Catalina Drive	Anacapa Drive	-	Stripe yellow continental crosswalk (east leg)
Catalina Drive	Mission Drive	-	Stripe yellow continental crosswalk (south leg)
Mission Drive	Camarillo Drive	-	Stripe yellow continental crosswalk (west leg)
Mission Drive	Camarillo Drive	-	Advance yield markings (north-south direction)
Mission Drive	Las Posas Road	-	Restripe as yellow continental crosswalk (all legs)
Anacapa Drive	Jody Lane	-	Stripe yellow continental crosswalk (west leg)
W Loop Drive	Mesa Drive	-	Stripe yellow continental crosswalk (east leg)
W Loop Drive	Natalie Way	-	Stripe yellow continental crosswalk (east leg)
W Loop Drive	La Suen Drive	-	Stripe yellow continental crosswalk (east leg)
W Loop Drive	La Suen Drive	-	Advance yield markings (north-south direction)
W Loop Drive	Las Posas Road	-	Restripe as continental crosswalk (all legs)
Mission Drive	Daphne Street	-	Stripe yellow continental crosswalk (west leg)
Mission Drive	Daphne Street	-	Advance yield markings (north-south direction)

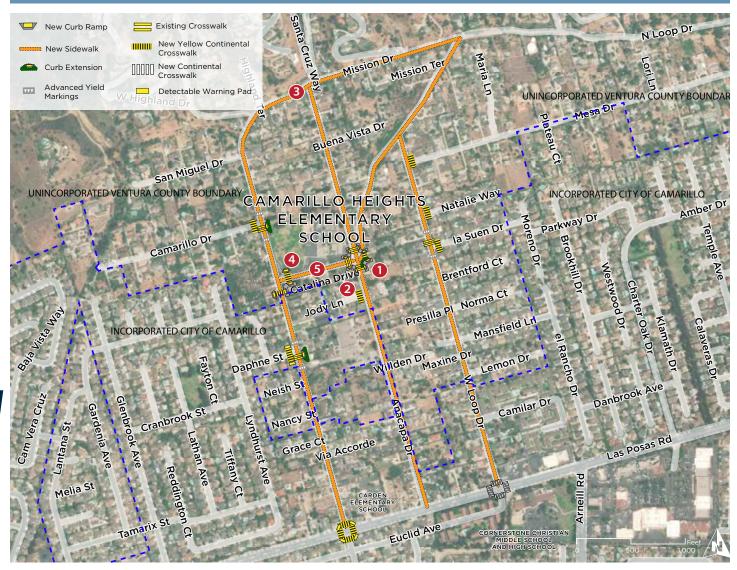
Long-Term Improvement Recommendations

Infrastructure updates are higher-cost, long-term improvements that PWATD can consider adding to upcoming street projects or when applying for infrastructure funding. The list below shows the top priority engineering recommendations for this school site. These can also be found on the improvement map on the following page.

#	CORRIDOR / INTERSECTION	START	END	FACILITY TYPE	COST
1	Catalina Drive	Anacapa Drive	-	Install curb extension (southeast corner)	\$35,000.00
2	Catalina Drive	Anacapa Drive	-	Install ADA compliant curb ramp (northeast, southeast and southwest corners)	\$30,000.00
3	Anacapa Drive	Mission Drive	Las Posas Road	Install sidewalks / fill in gaps (west side of street)	\$855,360.00
4	Catalina Drive	Mission Drive	-	Install ADA compliant curb ramp (northeast, southeast corners and southwest mid-block)	\$30,000.00
5	Catalina Drive	Mission Drive	Anacapa Drive	Install sidewalks (both sides of street)	\$1,710,720.00

CAMARILLO HEIGHTS ELEMENTARY SCHOOL

RECOMMENDED IMPROVEMENTS MAP



Priority Long-Term Engineering Recommendations

- Catalina Drive/Anacapa Drive Install curb extension (southeast corner)
- Catalina Drive/Anacapa Drive Install ADA compliant curb ramp (northeast, southeast and southwest corners)
- Anacapa Drive from **Mission Drive to Las Posas Road** Install sidewalks/fill-in gaps (west side of
- Catalina Drive/Mission Drive Install ADA compliant curb ramp southeast corners (northeast, and southwest mid-block)
- Catalina Drive from Mission Drive to Anacapa Drive Install sidewalks (both sides of street)



EXAMPLE OF POTENTIAL IMPROVEMENTS: VIEW LOOKING NORTH AT INTERSECTION OF ANACAPA DRIVE AND CATALINA DRIVE



Before: Uncontrolled crosswalk creates conflict point between vehicles and pedestrians.



CONCEPTUAL DESIGN ONLY: Installing a stop sign and advance yield line indicates vehicles need to stop and look for pedestrians or other vehicles.





The Meiners Oaks Elementary School (Meiners Oaks) Safe Routes to School (SRTS) Site Assessment contains school information, school walk audit findings, and pedestrian/bicycle collision data. This, along with guidance from the Ventura County SRTS Advisory Committee, were used to inform and prioritize the listed recommendations, all of which are meant to improve safety and walkability to and from school. Please note: Student travel tally data is not available for Meiners Oaks.

SCHOOL WALK AUDIT FINDINGS:

Ventura Public Works Agency staff and the School principal conducted a school walk audit at Meiners Oaks on March 28, 2018.

- Meiners Oaks is located on South Lomita Ave, a two-lane road with on-street parking on both sides in a residential neighborhood.
- The area consists of largely single-family residential homes and some multi-family homes.
- Students have a total of three entrances onto campus. The main drop-off location is on South Lomita Ave.
- The school has a separate parking lot for its bus drop off and parent/guardian drop off areas.
- Two buses serve the school which primarily drop off special needs students.
- Most traffic to the school arrives from south bound 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 schools parking lot.
- During observations, most drivers follow the schools 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 Ave, but most of the neighboring streets do not have sidewalks.
- The school has four crosswalks which are all located on South Lomita Ave.
- There is one school crossing guard that is stationed at South Lomita Ave and El Rio Drive. The school pays their salary.
 They have not received formal training. They do use proper personal protective equipment (PPE including vest and stop paddle).

SCHOOL DETAILS

School District	Ojai Unified	
Address	400 South Lomita Ave	
	Ojai, CA 93023	
Grades	Kindergarten - Sixth	
2018 Total Enrollment	270	
Level of Parental	Moderate	
Involvement as reported		
by school staff		

PEDESTRIAN/BICYCLE COLLISIONS

Pedestrian and bicycle collision data near the school was pulled from SafeTREC's Transportation Injury Mapping System (TIMS). The data map below shows a summary of collisions within a 1/4 mile and 1/2 mile from the school site between 2013 and 2015.



Summary Statistics Radius Fatal Severe Injury Visible Injury Complaint of Pain Pedestrian Bicycle <¼ mi 0 1 ¼ - ½ mi. n Ω 0 2 3 Total Ω 1 3 **Legend for Collision Analysis** Types of Collisions Level of Injury **F**atal

Bicycle Related Collision	Falai	
Pedestrian Related Collision	Severe Injury	
Fedesilian kelalea Collision	Other Visible Injury	
	Complaint of Pain	

RECOMMENDATIONS

Policies + Programs

Policies and programs that support walking and bicycling to Meiners Oaks can be low-cost and near-term. Furthermore, they complement any built environment improvements, by bringing the full suite of SRTS best practices making improved safety and mode shift more likely.

- Promote the Meiners Oaks Suggested Walking Routes Map by posting it to the school website and sharing it with families. The Suggested Walking Routes Map is a great way to get families and students thinking about walking or bicycling to school as a viable option one or more days a week.
- Encourage carpooling. Carpooling gets cars off the street, which can improve traffic congestion around school and improve safety.
- · Participate in International Walk to School Day. International Walk to School Day is an opportunity for schools to highlight the many benefits of walking and promote pedestrian safety for students. More information is available at www.walkbiketoschool.org
- Train school crossing guards. Training is an essential step to help ensure that anyone who is performing the duties of a school crossing guard is doing so properly. Training resources are available at no cost through the California Active Transportation Resource Center, caatpresources.org.
- For Ojai Unified School District (OUSD), adopt the California School Board Association's sample board and administrative regulations BP/AR 5142.2 – Safe Routes to School Program. OUSD currently has not adopted this policy. Including SRTS language in a school board policy can be an important first step towards supporting SRTS activities in schools throughout the district, including Meiners Oaks.



Striping and signage updates are low-cost, near-term improvements that PWATD can consider incorporating when doing general street maintenance around Meiners Oaks. The recommended improvements are listed in the table below.

CORRIDOR / INTERSECTION	START	END	FACILITY TYPE
Lomita Avenue	Mid-block between El Rio and El Plano	-	Stripe yellow continental crosswalk
Lomita Avenue	Mid-block between El Rio and El Plano	-	Advance yield markings (north-south directions)
Lomita Avenue	Mesa Drive	-	Yellow continental crosswalk (south leg)
Lomita Avenue	Mesa Drive	-	Advance yield markings (north-south directions)
Lomita Avenue	El Roblar Drive	-	Restripe crosswalks as continental (all legs)
W Lomita Avenue	Pueblo Avenue	-	Stripe yellow continental crosswalk across Pueblo (north leg)
W Lomita Avenue	Padre Juan Avenue	-	Stripe yellow continental crosswalk across Pueblo (north leg)
W Lomita Avenue	Tico Road	-	Stripe continental crosswalk (west leg)
Pueblo Avenue	El Roblar Drive	-	Restripe crosswalks as continental (south, north, east legs)
Pueblo Avenue	El Roblar Drive	-	Stripe continental crosswalk (west leg)
Pueblo Avenue	Mesa Drive	-	Restripe crosswalks as continental (west, north, east legs)
Pueblo Avenue	El Rio Drive	-	Stripe yellow continental crosswalk (all legs)
Padre Juan Avenue	El Rio Drive	-	Stripe yellow continental crosswalk (all legs)
Padre Juan Avenue	Mesa Drive	-	Stripe yellow continental crosswalk (all legs)
El Roblar Drive	Maricopa Highway / Highway 33 / Rancho Drive	-	Stripe continental crosswalk (west, north, east legs)
El Roblar Drive	Maricopa Highway / Highway 33 / Rancho Drive	-	Restripe as continental crosswalk (south legs)
El Roblar Drive	Maricopa Highway / Highway 33 / Rancho Drive	-	Relocate stop bars farther back from crosswalks

Long-Term Improvement Recommendations

#	CORRIDOR / INTERSECTION	START	END	FACILITY TYPE	COST
1	Lomita Avenue	El Rio Drive	-	Install curb extension (southwest corner and southeast mid-block)	\$70,000.00
2	Lomita Avenue	Mid-block between El Rio and El Plano	-	Curb extension (Southwest and southeast corners)	\$70,000.00
3	Lomita Avenue	El Roblar Drive	-	Install ADA compliant curb ramps (northwest and southeast corners)	\$40,000.00
4	Lomita Avenue	El Plano Drive	Besant Road	Widen sidewalk	\$5,702.40
5	El Rio Drive	Padre Juan Avenue	Lomita Avenue	Install sidewalks on both sides of the street	\$250,905.60

MEINERS OAKS ELEMENTARY SCHOOL



Priority Long-Term Engineering Recommendations

- Lomita Avenue/El Rio Drive
 - Install curb extension (southwest corner and southeast mid-block)
- Lomita Avenue Mid-Block between El Rio Drive and El Plano

Install curb extensions (southwest and southeast corners)

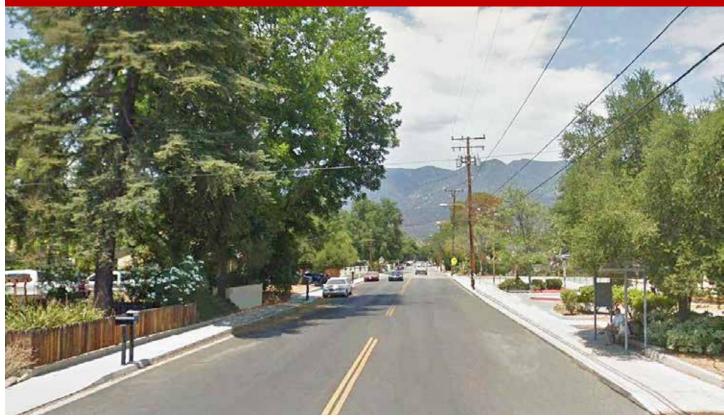
Lomita Avenue/El Robar Drive

Install ADA compliant curb ramps (northwest and southeast corners)

- 4 Lomita Avenue from El Plano Drive to Besant Road Widen sidewalks.
- El Rio Drive from Padre Juan Avenue to Lomita Avenue Install sidewalks on both sides of the street



EXAMPLE OF POTENTIAL IMPROVEMENTS: VIEW LOOKING NORTH ON SOUTH LOMITA AVENUE



Before: Wide streets make it easy for vehicles to travel at higher speeds.



CONCEPTUAL DESIGN ONLY: Installing curb extensions along with a high visibility crosswalks slows down vehicles and has the added benefit of indicating where pedestrians should cross and shortening the distance they have to cross.



MIRA MONTE ELEMENTRY SCHOOL SRTS SITE ASSESSMENT



The Mira Monte Elementary School (Mira Monte) Safe Routes to School (SRTS) Site Assessment contains school information, school walk audit findings, student travel data, and pedestrian/bicycle collision data. This, along with guidance from the Ventura County SRTS Advisory Committee, were used to inform and prioritize the listed recommendations, all of which are meant to improve safety and walkability to and from school.

SCHOOL WALK AUDIT FINDINGS:

On February 21, 2018, PWATD staff, as well as the school principal, conducted a school walk audit at Mira Monte during the afternoon dismissal.

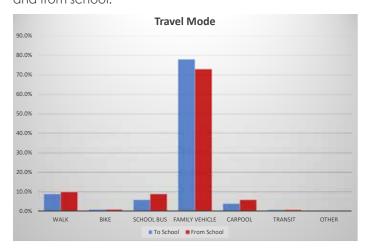
- Mira Monte is located on Loma Drive, a two-lane road with limited on-street parking on both sides in a residential neighborhood.
- Parking is limited because much of the curb at the school's entrance has been red curbed.
- The area consists of largely single-family residential homes and some multi-family homes.
- Students have a total of two entrances onto campus. The main drop-off location is the school's parking lot, which has a student drop off zone. The loading zone is well organized with a designated walk way.
- School bus loading zone is located at a separate parking lot from the student drop off zone.
- 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 road way 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 of them 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 (PPE including vest and stop paddles).

SCHOOL DETAILS

School District	Ojai Unified
Address	400 South Lomita Ave
	Ojai, CA 93023
Grades	Kindergarten - Sixth
2018 Total Enrollment	270
Level of Parental	Moderate
Involvement as reported	
by school staff	

STUDENT TRAVEL MODE SHARE

In Spring 2018, students at Mira Monte were asked how they got to school and how they planned to leave from school. Their answers were collected over three days. The following chart shows the percentage of students who walked, biked, or took the school bus, family vehicle, carpool, transit, or other mode of transportation to get to and from school.



Pedestrian and bicycle collision data near Mira Monte was pulled from SafeTREC's Transportation Injury Mapping System (TIMS). The data map below shows a summary of collisions within a 1/4 mile and 1/2 mile from the school site between 2013 and 2015.



Summary	statistics	•					
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	0	1	1	0	1
¼ - ½ mi.	0	1	2	0	1	2	3
Total	0	1	2	1	2	2	4
Lege	end fo	or Collision A	Analysis				
Types of Collisions			Level of Inju	ry			

Types of Collisions	Level of Injury
Bicycle Related Collision	Fatal
* Pedestrian Related Collision	Severe Injury
Tedesilidit keldied Collision	Other Visible Injury
	Complaint of Pain

RECOMMENDATIONS

Policies + Programs

Policies and programs that support walking and bicycling to Mira Monte can be low-cost and near-term. Furthermore, they complement any built environment improvements, by bringing the full suite of SRTS best practices making improved safety and mode shift more likely.

- Promote the Mira Monte Suggested Walking Routes Map by posting it to the school website and sharing it with families. The Suggested Walking Routes Map is a great way to get families and students thinking about walking or bicycling to school as a viable option one or more days a week.
- Encourage carpooling. Carpooling gets cars off the street, which can improve traffic congestion around school and improve safety.
- Encourage Walking School Busses. A Walking School Bus is a group of students walking to school with one or more adults. Students are picked up along "bus stops" along the chosen route by an adult volunteer. Groups of people walking together are more visible and more likely to cause drivers to slow.
- Participate in International Walk to School Day. International Walk to School Day is an opportunity for schools to highlight the many benefits of walking and promote pedestrian safety for students. More information is available at www.walkbiketoschool.org
- Train school crossing guards. Training is an essential step to help ensure that anyone who is performing the duties of a school crossing guard is doing so properly. Training resources are available at no cost through the California Active Transportation Resource Center, caatpresources.org.
- For Ojai Unified School District (OUSD), adopt the California School Board Association's sample board and administrative regulations BP/AR 5142.2 – Safe Routes to School Program. OUSD currently has not adopted this policy. Including SRTS language in a school board policy can be an important first step towards supporting SRTS activities in schools throughout the district, including Mira Monte.



Striping and signage updates are low-cost, near-term improvements that PWATD can consider incorporating when doing general street maintenance around Mira Monte. The recommended improvements are listed in the table below.

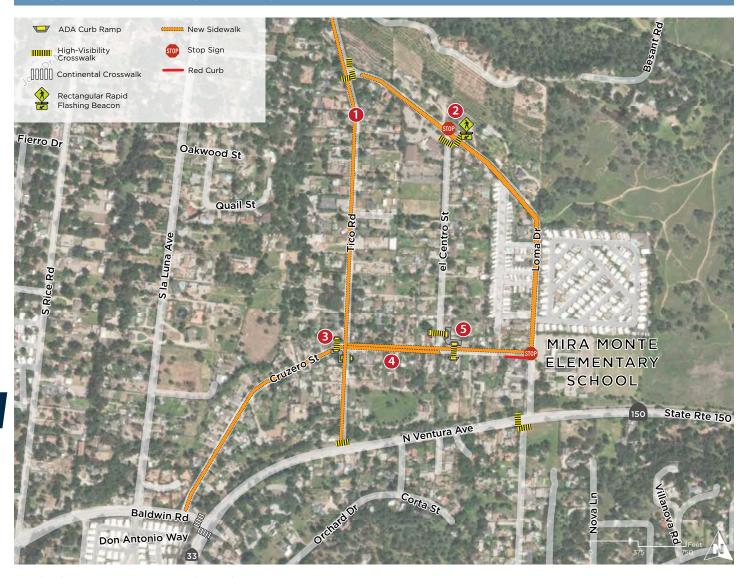
CORRIDOR / INTERSECTION	START	END	FACILITY TYPE
Loma Drive	Cruzero Drive	-	Red curb at southwest corner
Loma Drive	Tico Road	-	Stripe continental crosswalk (south and both east legs)
Cruzero Drive	El Centro Street	-	Stripe yellow continental crosswalk (north and east legs)
Cruzero Drive	Tico Road - Restripe as contin		Restripe as continental crosswalks (west and south legs)
Loma Drive	El Centro Street	-	Stripe continental crosswalk (south and east legs)
Ventura Avenue	Loma Drive	-	Restripe as continental crosswalks (west and south legs)
Ventura Avenue	Tico Road	-	Stripe continental crosswalk (north leg)
Ventura Avenue	Baldwin Road	-	Restripe as continental crosswalks (west and south legs)

Long-Term Improvement Recommendations

#	CORRIDOR / INTERSECTION	START	END	FACILITY TYPE	COST
1	Tico Road	Lomita Avenue	Ventura Road	Install sidewalks (both sides of street)	\$2,166,912.00
2	Loma Drive	El Centro Street	-	Install RRFB (east leg)	\$30,000.00
3	Cruzero Drive	Tico Road	-	Install ADA compliant curb ramps (northwest, southwest, and northeast corners)	\$75,000.00
4	Cruzero Drive	Loma Drive	Tico Road	Install sidewalks on north side of street	\$153,964.80
5	Cruzero Drive	El Centro Street	-	Install ADA compliant curb ramps (northwest, southeast, and northeast corners)	\$75,000.00

MIRA MONTE ELEMENTARY SCHOOL

RECOMMENDED IMPROVEMENTS MAP



Priority Long-Term Engineering Recommendations

- 1 Tico Road from Lomita Avenue to Ventura Road
 - Install sidewalks (both sides of street)
- Cruzero Drive and El Centro Street Install ADA compliant curb ramps (northwest, southeast, and northeast

corners)

- Loma Drive and El Centro Street Install RRFB (east leg)
- Cruzero Drive and Tico Road Install ADA compliant curb ramps (northwest, southwest, and northeast corners)
- Cruzero Drive from Loma Drive to Tico Road

Install sidewalks on north side of street



EXAMPLE OF POTENTIAL IMPROVEMENTS: VIEW LOOKING SOUTH AT THE INTERSECTION OF LOMA DRIVE AND CRUZERO STREET



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



CONCEPTUAL DESIGN ONLY: Installing of a stop sign and advance yield line indicates vehicles need to stop and look for pedestrians or other vehicles. Installing a second high visibility crosswalk allows pedestrians to cross away from a conflict point.



PIRU ELEMENTARY SCHOOL SRTS SITE ASSESSMENT



The Piru Elementary School (Piru) Safe Routes to School (SRTS) Site Assessment contains school information, school walk audit findings, student travel data, and pedestrian/bicycle collision data. This, along with guidance from the Ventura County SRTS Advisory Committee, were used to inform and prioritize the listed recommendations, all of which are meant to improve safety and walkability to and from school.

SCHOOL WALK AUDIT FINDINGS:

On April 3, 2018, PWATD staff, as well as the school principal, conducted a school walk audit at Piru during the morning arrival.

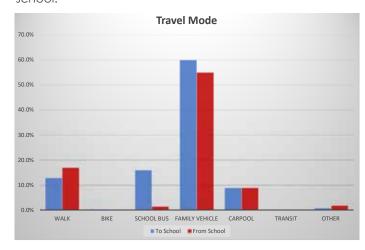
- Piru is located on Center Street, a two-lane road with no parking on the south side and very limited parking on the north side of the road.
- The area consists of mostly agricultural land, with three to four homes near the school.
- Students have a total of two entrances onto campus. The
 main entrance is located at the schools designated drop off
 area which is off Center St. Their second entrance is located
 next to the school's main office, which is located near the
 schools parking lot.
- School bus loading zone is located off street, in the schools 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/turn around 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.
- There are no official crossing guards.

SCHOOL DETAILS

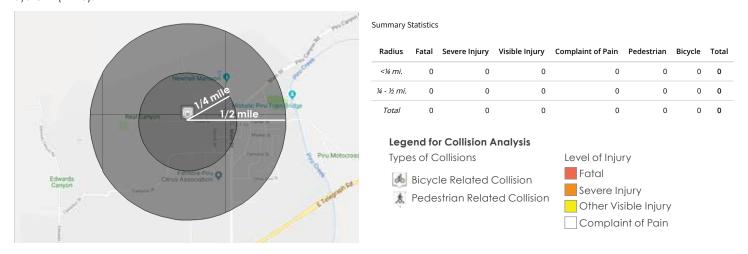
School District	Fillmore Unified
Address	3811 Center Street
	Piru, CA 93040
Grades	Kindergarten - Fifth
2018 Total Enrollment	300
Level of Parental	Low
Involvement as reported	
by school staff	

STUDENT TRAVEL MODE SHARE

In Spring 2018, students at Piru were asked how they got to school and how they planned to leave from school. Their answers were collected over three days. The following chart shows the percentage of students who walked, biked, or took the school bus, family vehicle, carpool, transit, or other mode of transportation to get to and from school.



The data map below shows there were no collisions within a 1/4 mile and 1/2 mile from the school site between 2013 and 2015. Pedestrian and bicycle collision data near the school was pulled from SafeTREC's Transportation Injury Mapping System (TIMS).



RECOMMENDATIONS

Policies + Programs

Policies and programs that support walking and bicycling to Piru can be low-cost and near-term. Furthermore, they complement any built environment improvements, by bringing the full suite of SRTS best practices making improved safety and mode shift more likely.

- Encourage carpooling. Carpooling gets cars off the street, which can improve traffic congestion around school and improve safety.
- Promote the Piru Suggested Walking Routes Map by posting it to the school website and sharing it with families. The Suggested Walking Routes Map is a great way to get families and students thinking about walking or bicycling to school as a viable option one or more days a week.
- Participate in International Walk to School Day, International Walk to School Day is an opportunity for schools to highlight the many benefits of walking and promote pedestrian safety for students. More information is available at www.walkbiketoschool.org



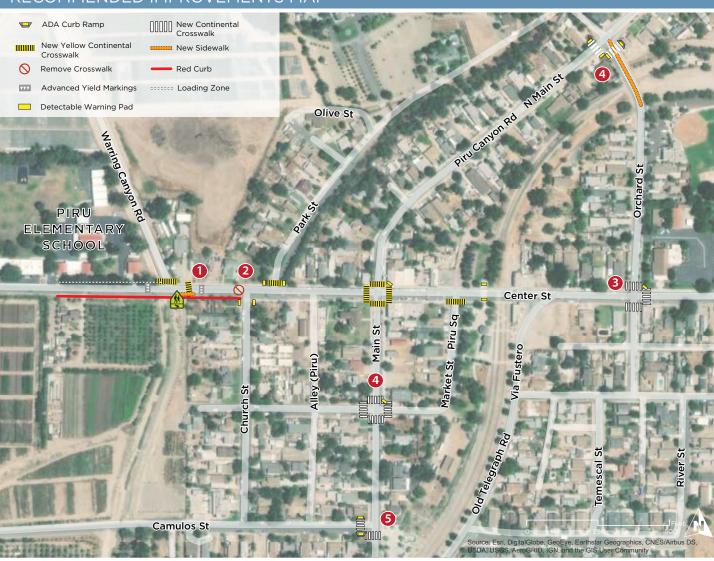
Striping and signage updates are low-cost, near-term improvements that PWATD can consider incorporating when doing general street maintenance around Piru. The recommended improvements are listed in the table below.

CORRIDOR / INTERSECTION	START	END	FACILITY TYPE
Center Street	Waring Canyon Road	-	Stripe yellow continental crosswalk (north and east legs)
Center Street	Waring Canyon Road	-	Install "School crossing" sign (east leg)
Center Street	Church Street	-	Install detectable warning pads (southwest and southeast corners)
Center Street	Park Street	-	Stripe yellow continental crosswalk (north leg)
Center Street	Main Street	-	Restripe as continental crosswalk
Center Street	West school driveway	Waring Canyon Road	Install "No Parking" signs for loading hours
Center Street	West school driveway	Church Street	Install "No Parking" signs
Main Street	Market Street	-	Stripe yellow continental crosswalk (all legs)
Main Street	Market Street	-	Install detectable warning pads (all corners)
Center Street	Piru Square	-	Stripe continental crosswalk (south leg)
Main Street	Orchard Street	-	Stripe continental crosswalk (west and south legs)
Center Street	Orchard Street	-	Restripe as continental crosswalk (east leg)
Center Street	Orchard Street	-	Stripe continental crosswalk (north and south legs)
Main Street	Camulos Street	-	Stripe continental crosswalk (west and south legs)

Long-Term Improvement Recommendations

#	CORRIDOR / INTERSECTION	START	END	FACILITY TYPE	COST
1	Center Street	Waring Canyon Road	-	Advance yield markings (east-west directions)	\$2,000.00
2	Center Street	Church Street	-	Relocate crosswalk, install ADA ramp(s), install RRFB (RRFB subject to warrant study)	TBD
3	Main Street	Orchard Street	-	Install ADA compliant curb ramp (southeast corner)	\$7,000.00
4	Orchard Street	Main Street	Warring Park	Install sidewalk (east side of street)	\$4,500.00
5	Main Street	Camulos Street	-	Install ADA compliant curb ramp (southwest corner)	\$7,000.00

PIRU ELEMENTARY SCHOOL RECOMMENDED IMPROVEMENTS MAP



Priority Long-Term Engineering Recommendations

Center Street and **Waring Canyon Road**

> Advance yield markings (east-west directions)

Orchard Street between Main Street and Warring Park

Install sidewalk (east side of street)

Center Street and Church Street

Remove crosswalk at west leg (goes straight into driveway)

Main Street and Camulos Street

Install ADA compliant curb ramp (southwest corner)

Main Street and Orchard Street

Install ADA compliant curb ramp (southeast corner)



EXAMPLE OF POTENTIAL IMPROVEMENTS: VIEW LOOKING WEST AT THE INTERSECTION OF CENTER STREET AND WARRING CANYON ROAD



Before: Sidewalk gap prevents pedestrians from comfortably accessing the school.



CONCEPTUAL DESIGN ONLY: Filling a sidewalk gap and adding a high visibility crosswalk complete the connection to school.



RIO DEL VALLE MIDDLE SCHOOL SRTS SITE ASSESSMENT



SCHOOL WALK AUDIT FINDINGS:

On April 3, 2018, PWATD staff, as well as the school principal, conducted a school walk audit at Rio Del Valle during the morning arrival.

- Rio Del Valle is located on Rose Avenue, a four-lane road with no on-street parking on either side.
- The area consists of largely single-family residential homes and some multi-family homes.
- Students have only one main entrance for all students and staff to enter. The entrance is located near the student dropoff 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. Once a bus arrives, it is given priority and no vehicles are allowed to enter the drop-off area behind it. Instead parents/guardians are funneled into a secondary parking lot. Once the bus leaves the drop-off area parents/guardians are allowed to re-enter the primary parking lot to drop-off children.
- A traffic light is located on the corner of Rose Avenue and Walnut Drive, which is also located at the parking lots exit. Parents/guardians have to wait for a green signal before they can make a left turn onto Rose Avenue. This causes significant congestion in the schools parking. Once the parking lot is full parents/guardians begin parking along the south side of Rose Avenue, waiting for an opportunity to enter the school's parking lot. Students were observed walking across the busy parking lot.
- Most traffic to/from the school comes from Rose Avenue.
- During observations, parents/guardians were observed failing to follow the school's parking lot guidelines. Many parents/guardians double parked at the drop-off area.
- 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.
- There has recently been a sidewalk installed on the south end of Collins Street that leads to the school's crosswalks. In general, the El Rio area as limited sidewalks.
- North-west 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. The school pays their salary.
 The crossing guard has not received any formal training.
 They do use proper PPE (vest and stop paddle)

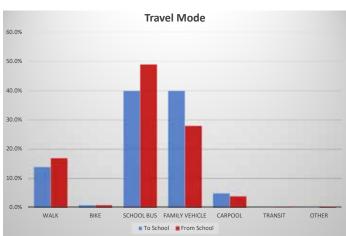
The Rio Del Valle Middle School (Rio Del Valle) Safe Routes to School (SRTS) Site Assessment contains school information, school walk audit findings, student travel data, and pedestrian/bicycle collision data. This, along with guidance from the Ventura County SRTS Advisory Committee, were used to inform and prioritize the listed recommendations, all of which are meant to improve safety and walkability to and from school.

SCHOOL DETAILS

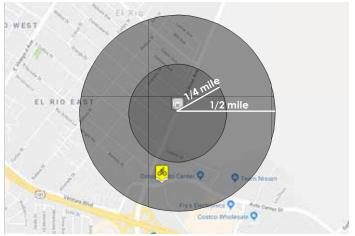
School District	Rio
Address	3100 N Rose Avenue
	Oxnard, CA 93036
Grades	Sixth - Eighth
2018 Total Enrollment	790
Level of Parental	Low
Involvement as reported	
by school staff	

STUDENT TRAVEL MODE SHARE

In Spring 2018, students at Rio Del Valle were asked how they got to school and how they planned to leave from school. Their answers were collected over three days. The following chart shows the percentage of students who walked, biked, or took the school bus, family vehicle, carpool, transit, or other mode of transportation to get to and from school.



Pedestrian and bicycle collision data near the school was pulled from SafeTREC's Transportation Injury Mapping System (TIMS). The data map below shows a summary of collisions within a 1/4 mile and 1/2 mile from the school site between 2013 and 2015.



Summary Statistics

	Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
	<¼ mi.	0	0	0	0	0	0	0
	¼ - ½ mi.	0	0	1	1	0	2	2
	Total	0	0	1	1	0	2	2

Legend for Collision Analysis Types of Collisions Level of Injury Fatal Bicycle Related Collision Severe Injury 🗼 Pedestrian Related Collision Other Visible Injury Complaint of Pain

RECOMMENDATIONS

Policies + Programs

Policies and programs that support walking and bicycling to Rio Del Valle can be low-cost and near-term. Furthermore, they complement any built environment improvements, by bringing the full suite of SRTS best practices making improved safety and mode shift more likely.

- Promote the Rio Del Valle Suggested Walking Routes Map by posting it to the school website and sharing it with families. The Suggested Walking Routes Map is a great way to get families and students thinking about walking or bicycling to school as a viable option one or more days a week.
- Encourage carpooling. Carpooling gets cars off the street, which can improve traffic congestion around school and improve safety.
- Train school crossing guards. Training is an essential step to help ensure that anyone who is performing the duties of a school crossing guard is doing so properly. Training resources are available at no cost through the California Active Transportation Resource Center, caatpresources.org.

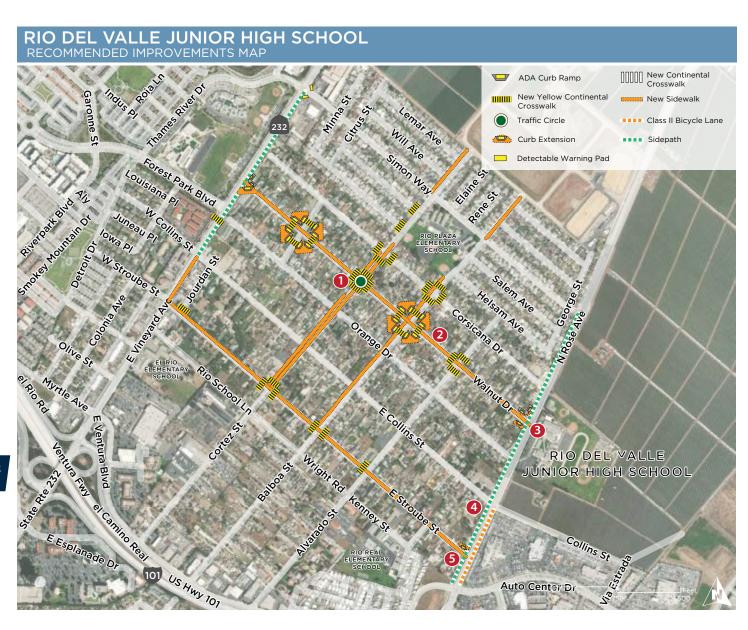


Striping and signage updates are low-cost, near-term improvements that PWATD can consider incorporating when doing general street maintenance around Rio Del Valle. The recommended improvements are listed in the table below.

CORRIDOR / INTERSECTION	START	END	FACILITY TYPE
Rose Avenue	Auto Center Drive	-	Restripe as continental crosswalks
Rose Avenue	Collins Street	-	Yellow continental crosswalk (south leg)
Rose Avenue	Walnut Drive		Yellow continental crosswalk (south leg)
Walnut Drive	Alvarado Street	-	Yellow continental crosswalks (north, south, and west legs)

Long-Term Improvement Recommendations

#	CORRIDOR / INTERSECTION	START	END	FACILITY TYPE	COST
1	Walnut Drive	Alvarado Street	-	Mini roundabout	\$300,000
2	Walnut Drive	Vineyard Boulevard	Rose Avenue	Sidewalks (both sides of street)	\$912,384
3	Rose Avenue	Walnut Drive	-	Curb extensions (NW and SW corners)	\$60,000
4	Rose Avenue	Collins Street	-	Curb extensions	\$140,000
5	Rose Avenue	Stroube Street	-	Curb extensions (NW and SW corners)	\$60,000



Priority Long-Term Engineering Recommendations

- Walnut Drive and Alvarado Street Mini roundabout
- A Rose Avenue and Collins Street Curb extensions
- Walnut Drive from Vineyard Boulevard to Rose Avenue Sidewalks (both sides of street)
- **6** Rose Avenue and Stroube Street Curb extensions (NW and SW corners)
- Rose Avenue and Walnut Drive Curb extensions (NW and SW corners)





Before: The existing sidepaths (gravel, unfinished sidewalks) are in keeping with the rural character of this neighborhood, but better traffic flow and improved safety are still needed.



CONCEPTUAL DESIGN ONLY: Installing a mini roundabout slows vehicles down in this minor intersection. The center "island" can now be used for public art or other community identifier.



RIO MESA HIGH SCHOOL SRTS SITE ASSESSMENT



SCHOOL WALK AUDIT FINDINGS:

On February 21, 2018, PWATD staff, as well as the school principal, conducted a school walk audit at Rio Mesa during the morning arrival.

- Rio Mesa High School is located on Central Avenue, a twolane road with on-street parking on the east end (school side) of Central Avenue.
- The area consists of mostly agricultural land, but there is a small community located north of the school.
- Students have a total of four entrances onto campus.
- 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. The school is served by 12 buses.
- Most traffic to/from the school comes from Vineyard Avenue and Rose Avenue.
- Even though the loading zone is off street, the school experiences heavy congestion.
- The school does have a secondary lot, which is larger than their primary one, but the huge influx of vehicles causes major congestion in all directions leading to the school.
- 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 does have a sheriff officer guiding traffic.
- Students walk near the road on Central Avenue, which has vehicles traveling close to 50 mph.
- There is a huge influx of vehicles coming from Rose Avenue and Vineyard Avenue. Complete gridlock occurs for at least 20 minutes each morning and afternoon
- PWATD will soon begin the Central Avenue Pedestrian Improvement Project, which will close a sidewalk gap and connect to existing sidewalk in front of Rio Mesa High School.
- 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
- The school has access to one sheriff officer who directs traffic alongside the school's vice principal. The officer has been on duty for several decades and is well trained on traffic control.
 The vice principal on the other hand, does not wear any PPE.
- Gold Coast Transit's Bus Route #22 currently serves the high school, but currently a large number of students use the school's bus service to arrive to campus.

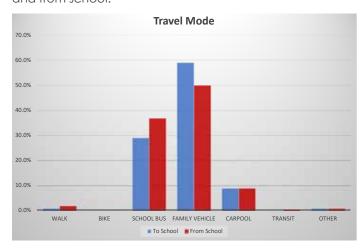
The Rio Mesa High School (Rio Mesa) Safe Routes to School (SRTS) Site Assessment contains school information, school walk audit findings, student travel data, and pedestrian/bicycle collision data. This, along with guidance from the Ventura County SRTS Advisory Committee, were used to inform and prioritize the listed recommendations, all of which are meant to improve safety and walkability to and from school..

SCHOOL DETAILS

School District	Oxnard
Address	545 Central Avenue
	Oxnard, CA 93036
Grades	Ninth – Twelfth
2018 Total Enrollment	2,200
Level of Parental	Low
Involvement as reported	
by school staff	

STUDENT TRAVEL MODE SHARE

In Spring 2018, students at Rio Mesa were asked how they got to school and how they planned to leave from school. Their answers were collected over three days. The following chart shows the percentage of students who walked, biked, or took the school bus, family vehicle, carpool, transit, or other mode of transportation to get to and from school.



Pedestrian and bicycle collision data near the school was pulled from SafeTREC's Transportation Injury Mapping System (TIMS). The data map below shows a summary of collisions within a 1/4 mile and 1/2 mile from the school site between 2013 and 2015.

Total

1 2

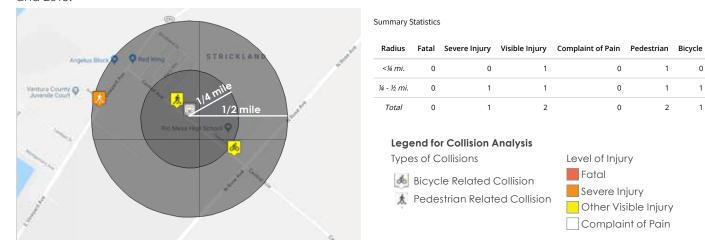
0

Level of Injury Fatal

Severe Injury

Other Visible Injury Complaint of Pain

1



RECOMMENDATIONS

Policies + Programs

Policies and programs that support walking and bicycling to Rio Mesa can be low-cost and near-term. Furthermore, they complement any built environment improvements, by bringing the full suite of SRTS best practices making improved safety and mode shift more likely.

- Encourage students to use the Gold Coast Transit Bus. Route 22 has bus stop right in front of Rio Mesa. Both the Northbound and Southbound schedules can accommodate the 7:50 am start time. Gold Coast Transit offers discounted fares for students.
- Promote the Rio Mesa Suggested Walking Routes Map by posting it to the school website and sharing it with families. The Suggested Walking Routes Map is a great way to get families and students thinking about walking or bicycling to school as a viable option one or more days a week.
- Encourage carpooling. Carpooling gets cars off the street, which can improve traffic congestion around school and improve safety.
- Train staff to be school crossing guards. Training is an essential step to help ensure that anyone who is performing the duties of a school crossing guard is doing so properly. Training resources are available at no cost through the California Active Transportation Resource Center, caatpresources.org.
- For Oxnard Union High School District (OUHSD), adopt the California School Board Association's sample board and administrative regulations BP/AR 5142.2 – Safe Routes to School Program. OUHSD currently has not adopted this policy. Including SRTS language in a school board policy can be an important first step towards supporting SRTS activities in schools throughout the district, including Rio Mesa.



Striping and signage updates are low-cost, near-term improvements that PWATD can consider incorporating when doing general street maintenance around Rio Mesa. The recommended improvements are listed in the table below.

CORRIDOR / INTERSECTION	START	END	FACILITY TYPE
Central Avenue	Strickland Drive	-	Stripe yellow continental crosswalk (north and west legs)
Central Avenue	Burson Way	-	Stripe yellow continental crosswalk (north leg)
Central Avenue	Joan Way	-	Stripe yellow continental crosswalk (north leg)
Central Avenue	Vineyard Avenue	-	Restipe as continental crosswalk (north and east leg)
Central Avenue	Vineyard Avenue	-	Stripe continental crosswalk (west and south legs)
Vineyard Avenue	Beedy Street	-	Restipe as continental crosswalk (west leg)
Vineyard Avenue	Juvenile Center	-	Restipe as continental crosswalk (west leg)
Vineyard Avenue	Juvenile Center	-	Stripe continental crosswalk (north and south legs)
Main Street	Market Street	-	Install detectable warning pads (all corners)
Center Street	Piru Square	-	Stripe continental crosswalk (south leg)
Main Street	Orchard Street	-	Stripe continental crosswalk (west and south legs)
Center Street	Orchard Street	-	Restripe as continental crosswalk (east leg)
Center Street	Orchard Street	-	Stripe continental crosswalk (north and south legs)
Main Street	Camulos Street	-	Stripe continental crosswalk (west and south legs)

Long-Term Improvement Recommendations

#	CORRIDOR / INTERSECTION	START	END	FACILITY TYPE	COST
1	Central Avenue	Vineyard Avenue	Rose Avenue	Upgrade Class II bike lane to Class IV separated bikeway	\$71,280.00
2	Central Avenue	Mid-block (between Vineyard and Rose)	-	Stripe yellow continental crosswalk (west leg at parking lot exit)	\$3,000.00
3	Central Avenue	Mid-block (between Vineyard and Rose)	-	Install curb extension (south mid-block)	\$35,000.00
4	Central Avenue	Mid-block (between Vineyard and Rose)	-	Advance yield markings (east-west direction)	\$2,000.00

RIO MESA HIGH SCHOOL RECOMMENDED IMPROVEMENTS MAP



Priority Long-Term Engineering Recommendations

Central Avenue from Vineyard Avenue to Rose Ave

Upgrade Class II bike lane to Class IV separated bikeway

Central Avenue at the Mid-block (between Vineyard and Rose)

Advance yield markings (east-west direction)

Central Avenue at the Mid-block (between Vineyard and Rose)

Install curb extension (south mid-block)

Central Avenue at the Mid-block (between Vineyard and Rose)

Install curb extension (south mid-block)



EXAMPLE OF POTENTIAL IMPROVEMENTS: VIEW LOOKING EAST FACING ON CENTRAL AVENUE



Before: Wide streets make it easy for vehicles to travel at higher speeds. Also, a high school with a large student population needs multiple transportation



CONCEPTUAL DESIGN ONLY: Installing bike lanes slows down vehicles and has the added benefit of providing another transportation mode option for students.



RIO PLAZA ELEMENTARY SCHOOL SRTS SITE ASSESSMENT



The Rio Plaza Elementary School (Rio Plaza) Safe Routes to School (SRTS) Site Assessment contains school information, school walk audit findings, and pedestrian/bicycle collision data. This, along with guidance from the Ventura County SRTS Advisory Committee, were used to inform and prioritize the listed recommendations, all of which are meant to improve safety and walkability to and from school. Please note: Student travel tally data is not available for Rio Plaza.

SCHOOL WALK AUDIT FINDINGS:

On February 21, 2018, PWATD staff, as well as the school principal, conducted a school walk audit at Rio Plaza during the morning arrival.

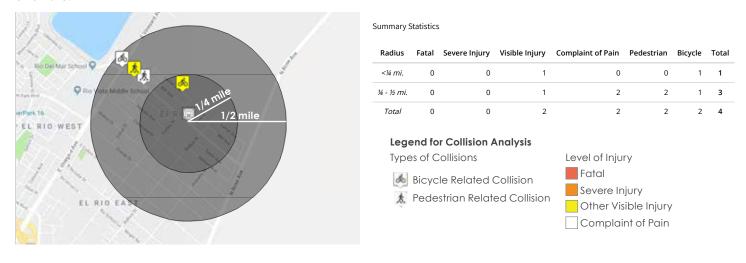
- Rio Plaza is located on Simon Way, a two-lane road with onstreet parking on both sides in a residential neighborhood.
- The area consists of largely single-family residential homes and some multi-family homes.
- Students have a total of two entrances onto campus with each entrance catering to a different grade. The main dropoff location is on Simon Way directly adjacent to the main entrance.
- School bus loading zone is located on Simon Way. On average, three school buses serve the school.
- Most traffic to/from the school comes from Vineyard Avenue and Rose Avenue
- During observations, drivers did follow 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 of 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 twolane 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 on 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.
- There are two official crossing guards that service Rio Plaza.
 The school pays their salary. None of them have received formal training.

SCHOOL DETAILS

School District	Rio
Address	600 Simon Way
	Oxnard, CA 93036
Grades	Kindergarten - Sixth
2018 Total Enrollment	585
Level of Parental	High
Involvement as reported	
by school staff	

Pedestrian and bicycle collision data near the school was pulled from SafeTREC's Transportation Injury Mapping System (TIMS). The data map below shows a summary of collisions within a 1/4 mile and 1/2 mile from the school site between 2013 and 2015.



RECOMMENDATIONS

Policies + Programs

Policies and programs that support walking and bicycling to Rio Plaza can be low-cost and near-term. Furthermore, they complement any built environment improvements, by bringing the full suite of SRTS best practices making improved safety and mode shift more likely.

- Promote the Rio Plaza Suggested Walking Routes Map by posting it to the school website and sharing it with families. The Suggested Walking Routes Map is a great way to get families and students thinking about walking or bicycling to school as a viable option one or more days a week.
- Encourage carpooling. Carpooling gets cars off the street, which can improve traffic congestion around school and improve safety.
- · Encourage Walking School Busses. A Walking School Bus is a group of students walking to school with one or more adults. Students are picked up along "bus stops" along the chosen route by an adult volunteer. Groups of people walking together are more visible and more likely to cause drivers to slow.
- Participate in International Walk to School Day, International Walk to School Day is an opportunity for schools to highlight the many benefits of walking and promote pedestrian safety for students. More information is available at www.walkbiketoschool.org
- Train staff to be school crossing guards. Training is an essential step to help ensure that anyone who is performing the duties of a school crossing guard is doing so properly. Training resources are available at no cost through the California Active Transportation Resource Center, caatpresources.org.



Striping and signage updates are low-cost, near-term improvements that PWATD can consider incorporating when doing general street maintenance around Rio Plaza. The recommended improvements are listed in the table below.

CORRIDOR / INTERSECTION	START	END	FACILITY TYPE
Vineyard Avenue	Forest Park Boulevard	-	Yellow continental crosswalk (south leg)
Walnut Drive	Cortez Street	-	Yellow continental crosswalks (all legs)
Walnut Drive	Balboa Street	-	Yellow continental crosswalks (all legs)
Balboa Street	Corsicana Drive	-	Yellow continental crosswalk (all legs)
Cortez Street	Salem Avenue	-	Yellow continental crosswalk (west leg)
Cortez Street	Helsam Avenue	-	Yellow continental crosswalk (north and west legs)
Cortez Street	Corsicana Drive	-	Yellow continental crosswalk (east, south, and west legs)
Cortez Street	Orange Drive	-	Curb extensions (all corners)
Walnut Drive	Citrus Street	-	Yellow continental crosswalks (all legs)
Center Street	Piru Square	-	Stripe continental crosswalk (south leg)
Main Street	Orchard Street	-	Stripe continental crosswalk (west and south legs)
Center Street	Orchard Street	-	Restripe as continental crosswalk (east leg)
Center Street	Orchard Street	-	Stripe continental crosswalk (north and south legs)
Main Street	Camulos Street	-	Stripe continental crosswalk (west and south legs)

Long-Term Improvement Recommendations

#	CORRIDOR / INTERSECTION	START	END	FACILITY TYPE	COST
1	Simon Way	Citrus Street	-	Curb extensions (all corners)	\$160,000
2	Simon Way	Cortez Street	-	Curb extensions (all corners)	\$160,000
3	Simon Way	Elaine Street	-	Curb extensions (NW and NE corners)	\$80,000
4	Simon Way	Rene Street	-	Curb extensions (NW and NE corners)	\$80,000
5	Simon Way	Balboa Street	-	Curb extensions (all corners)	\$160,000

RIO PLAZA ELEMENTARY SCHOOL

RECOMMENDED IMPROVEMENTS MAP



Priority Long-Term Engineering Recommendations

- 1 Simon Way and Citrus Street Curb extensions (all corners)
- 4 Simon Way and Rene Street Curb extensions (NW and NE corners)
- 2 Simon Way and Cortez Street Curb extensions (all corners)
- **5** Simon Way and Balboa Street

Curb extensions (all corners)

Simon Way and Elaine Street Curb extensions (NW and NE corners)





Before: Uncontrolled crosswalk creates conflict point between vehicles and pedestrians. Wide streets make it easy for vehicles to travel at higher speeds.



CONCEPTUAL DESIGN ONLY: Installing a stop sign indicates vehicles need to stop and look for pedestrians or other vehicles. Installing a curb extension slows down vehicles and has the added benefit of indicating where pedestrians should cross.



RIO REAL ELEMENTARY SCHOOL SRTS SITE ASSESSMENT



The Rio Real Elementary School (Rio Real) Safe Routes to School (SRTS) Site Assessment contains school information, school walk audit findings, and pedestrian/bicycle collision data. This, along with guidance from the Ventura County SRTS Advisory Committee, were used to inform and prioritize the listed recommendations, all of which are meant to improve safety and walkability to and from school. Please note: Student travel tally data is not available for Rio Real.

SCHOOL WALK AUDIT FINDINGS:

On March 14, 2018, PWATD staff, as well as the school principal, conducted a school walk audit at Rio Real during the morning arrival.

- Rio Real is located on Kenney, a two-lane road with on-street parking on both sides in a residential neighborhood.
- The area consists of largely single-family residential homes and some multi-family homes.
- Students have a total of three entrances onto campus. The main drop-off location is in the schools parking lot. Many parents/guardians did drop off their kids on Kenney Street near another school entrance.
- The school's parking lot is tiny and the student drop-off zone and bus loading zone use a shared location.
- 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 off parking for staff.
- The loading zone is extremely small and can only accommodate five-six vehicles at a time. This causes traffic to build up on Kenney Street.
- The school has partnered with Bethany Chapel, a local church which 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).
- PWATD recently completed a project that repaved portions of Kenney Street and also installed sidewalks in the area.
- There are no official crossing guards at the school. The schools vice principal does direct traffic once congestion builds up.

SCHOOL DETAILS

School District	Rio
Address	1140 Kenney St
	Oxnard, CA 93036
Grades	Kindergarten - Eighth
2018 Total Enrollment	750
Level of Parental	High
Involvement as reported	
by school staff	

Pedestrian and bicycle collision data near the school was pulled from SafeTREC's Transportation Injury Mapping System (TIMS). The data map below shows a summary of collisions within a 1/4 mile and 1/2 mile from the school site between 2013 and 2015.



Summary Statistics

	Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
	<¼ mi.	0	0	1	1	0	2	2
	¼ - ½ mi.	1	0	1	0	0	2	2
	Total	1	0	2	1	0	4	4

Legend for Collision Analysis Types of Collisions Level of Injury Fatal Bicycle Related Collision Severe Injury Pedestrian Related Collision Other Visible Injury Complaint of Pain

RECOMMENDATIONS

Policies + Programs

Policies and programs that support walking and bicycling to Rio Real can be low-cost and near-term. Furthermore, they complement any built environment improvements, by bringing the full suite of SRTS best practices making improved safety and mode shift more likely.

- Promote the Rio Real Suggested Walking Routes Map by posting it to the school website and sharing it with families. The Suggested Walking Routes Map is a great way to get families and students thinking about walking or bicycling to school as a viable option one or more days a week.
- Encourage carpooling. Carpooling gets cars off the street, which can improve traffic congestion around school and improve safety.
- Encourage Walking School Busses. A Walking School Bus is a group of students walking to school with one or more adults. Students are picked up along "bus stops" along the chosen route by an adult volunteer. Groups of people walking together are more visible and more likely to cause drivers to slow.
- Participate in International Walk to School Day. International Walk to School Day is an opportunity for schools to highlight the many benefits of walking and promote pedestrian safety for students. More information is available at www.walkbiketoschool.org
- Train staff to be school crossing guards. Training is an essential step to help ensure that anyone who is performing the duties of a school crossing guard is doing so properly. Training resources are available at no cost through the California Active Transportation Resource Center, caatpresources.org.



Striping + Near Term Improvement Recommendations

Striping and signage updates are low-cost, near-term improvements that PWATD can consider incorporating when doing general street maintenance around Rio Real. The recommended improvements are listed in the table below.

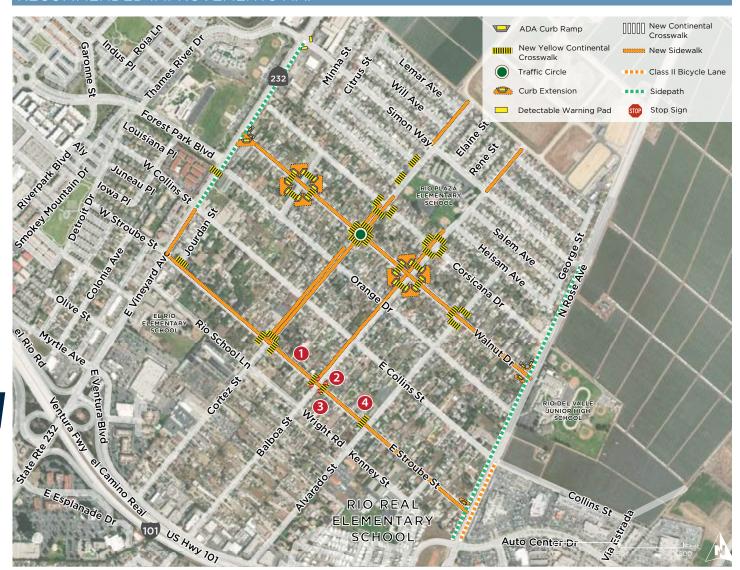
CORRIDOR / INTERSECTION	START	END	FACILITY TYPE
Cortez Street	Collins Street	-	Curb extensions (all corners)
Stroube Street	Alvarado Street	-	Yellow continental crosswalks (west, north, and south legs)
Stroube Street	Balboa Street	-	Yellow continental crosswalks (west and east legs)
Stroube Street	Cortez Street	-	Yellow continental crosswalks (west, east, and north legs)
Stroube Street	Jourdan Street	-	Yellow continental crosswalk (north leg)

Long-Term Improvement Recommendations

Infrastructure updates are higher-cost, long-term improvements that PWATD can consider adding to upcoming street projects or when applying for infrastructure funding. The list below shows the top priority engineering recommendations for this school site. These can also be found on the improvement map on the following page.

#	CORRIDOR / INTERSECTION	START	END	FACILITY TYPE	COST	
1	Stroube Street	Vineyard Boulevard	Rose Avenue	Sidewalks (both sides of street)	\$912,384	
2	All way stop at Balboa and Stroube as recommended by Rio Plaza stakeholder					
3	Stroube Street	Balboa Street	-	Curb extensions (all corners)	\$140,000	
4	Stroube Street	Alvarado Street	-	Curb extensions (all corners)	\$140,000	

RIO REAL ELEMENTARY SCHOOL RECOMMENDED IMPROVEMENTS MAP



Priority Long-Term Engineering Recommendations

 Stroube Street from Vineyard Blvd to Rose Avenue

Sidewalks (both sides of street)

Stroube Street and Balboa Street

All way stop at Balboa and Stroube as recommended by Rio Plaza stakeholder

Stroube Street and Balboa Street

Curb extensions (all corners)

4 Stroube Street and Alvarado Street

Curb extensions (all corners)



EXAMPLE OF POTENTIAL IMPROVEMENTS: VIEW LOOKING WEST AT INTERSECTION OF NORTH ROSE AVENUE AND EAST STROUBE STREET



Before: Lack of sidewalk prevents pedestrians from comfortably accessing the school.



CONCEPTUAL DESIGN ONLY: Installing a sidewalk completes the connection to school.



SAN ANTONIO ELEMENTARY SCHOOL SRTS SITE ASSESSMENT



The San Antonio Elementary School (San Antonio) Safe Routes to School (SRTS) Site Assessment contains school information, school walk audit findings, and pedestrian/bicycle collision data. This, along with guidance from the Ventura County SRTS Advisory Committee, were used to inform and prioritize the listed recommendations, all of which are meant to improve safety and walkability to and from school. Please note: Student travel tally data is not available for San Antonio.

SCHOOL WALK AUDIT FINDINGS:

On March 7, 2018, PWATD staff, as well as the school principal, conducted a school walk audit at San Antonio during the morning arrival.

- San Antonio Elementary School is located at the corner of Carne Road and Grand Avenue, a two-lane road with limited parking on both sides of an agricultural neighborhood.
- The area consists of largely farmland with very few homes in the area.
- Students have a total of two entrances onto campus. The school's main drop off is accessed from Grand Avenue.
 Parents/guardians cross an unpaved section as they enter the schools parking.
- 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 twolane 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 where observed following the schools parking lot guidelines.
- As parents/guardians enter the schools parking lot they drive over an unpayed section of road.
- Many vehicles roll through the intersection of Carne Road and Grand Avenue.
- Nearly all of the 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 at Grand Avenue. All crosswalks where in good visible condition
- The school does not have a crossing guard.

SCHOOL DETAILS

School District	Ojai Unified
Address	650 Carne Road
	Ojai, CA 93023
Grades	Transitional Kindergarten -
	Sixth
2018 Total Enrollment	155
Level of Parental	High
Involvement as reported	
by school staff	

PEDESTRIAN/BICYCLE COLLISIONS

The data map below shows there were no collisions within a 1/4 mile and 1/2 mile from the school site between 2013 and 2015. Pedestrian and bicycle collision data near the school was pulled from SafeTREC's Transportation Injury Mapping System (TIMS).

Summary Statistics



Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	0	0	0	0	0
¼ - ½ mi.	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

Legend for Collision Analysis	
Types of Collisions	Level of Injury
Bicycle Related Collision Related Collision	Fatal Severe Injury Other Visible Injury Complaint of Pain

RECOMMENDATIONS

Policies + Programs

Policies and programs that support walking and bicycling to San Antonio can be low-cost and near-term. Furthermore, they complement any built environment improvements, by bringing the full suite of SRTS best practices making improved safety and mode shift more likely.

- Promote the San Antonio Suggested Walking Routes Map by posting it to the school website and sharing it with families. The Suggested Walking Routes Map is a great way to get families and students thinking about walking or bicycling to school as a viable option one or more days a week.
- Encourage carpooling. Carpooling gets cars off the street, which can improve traffic congestion around school and improve safety.
- Encourage Walking School Buses. A Walking School Bus is a group of students walking to school with one or more adults. Students are picked up along "bus stops" along the chosen route by an adult volunteer. Groups of people walking together are more visible and more likely to cause drivers to slow.
- Train staff to be school crossing guards. Training is an essential step to help ensure that anyone who is performing the duties of a school crossing guard is doing so properly. Training resources are available at no cost through the California Active Transportation Resource Center, caatpresources.org.
- For Ojai Unified School District (OUSD), adopt the California School Board Association's sample board and administrative regulations BP/AR 5142.2 – Safe Routes to School Program, OUSD currently has not adopted this policy, Including SRTS language in a school board policy can be an important first step towards supporting SRTS activities in schools throughout the district, including Mira Monte.



Striping + Near Term Improvement Recommendations

Striping and signage updates are low-cost, near-term improvements that PWATD can consider incorporating when doing general street maintenance around San Antonio. The recommended improvements are listed in the table below.

CORRIDOR / INTERSECTION	START	END	FACILITY TYPE	
Grand Avenue	Carne Road	-	Stripe yellow continental crosswalk (west and north legs)	
Grand Avenue	Carne Road	-	Move stop bars back behind crosswalk (all legs)	
Carne Road	Mid-block (at school entrance)	-	Advance yield markings (north-south directions)	
Grand Avenue	McNell Road	-	Stripe yellow continental crosswalk (north, east, and south legs)	

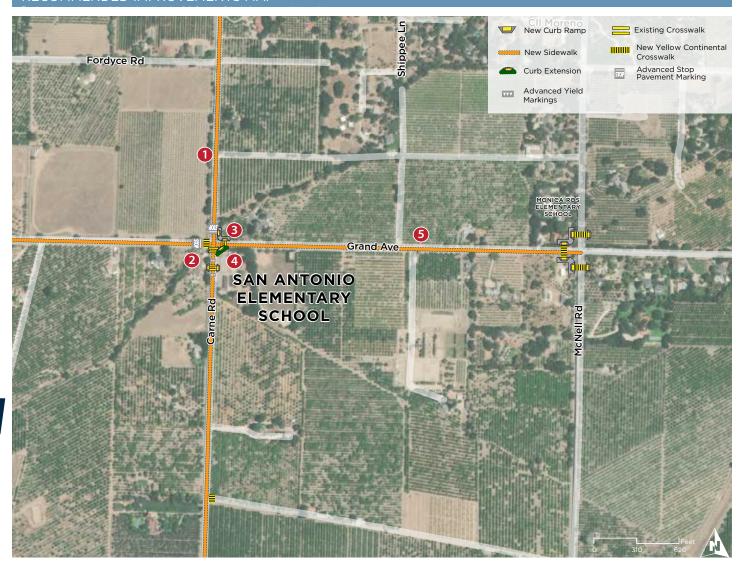
Long-Term Improvement Recommendations

Infrastructure updates are higher-cost, long-term improvements that PWATD can consider adding to upcoming street projects or when applying for infrastructure funding. The list below shows the top priority engineering recommendations for this school site. These can also be found on the improvement map on the following page.

#	CORRIDOR / INTERSECTION	START	END	FACILITY TYPE	COST
1	Carne Road	Thacher Road	Ojai Avenue	Sidewalks adjacent to school property	\$1,283,040.00
2	Carne Road	Mid-block (at school entrance)	(at school - Install ADA compliant curb ramps		\$11,000.00
3	Grand Avenue	Carne Road	-	Curb extension / reduce turn radius (southeast corner)	\$35,000.00
4	Grand Avenue	Carne Road	-	Install ADA compliant curb ramp (all corners)	\$28,000.00
5	Grand Avenue	Gorham Road	McNell Road	Sidewalks adjacent to school property	\$1,083,456.00

SAN ANTONIO ELEMENTARY SCHOOL

RECOMMENDED IMPROVEMENTS MAP



Priority Long-Term Engineering Recommendations

Carne Road from Thatcher Road to Ojai Avenue

Install sidewalks on both sides of street

2 Carne Road at the Mid-block (at school entrance)

Install ADA compliant curb ramps

Grand Avenue and Carne Road

Curb extension / reduce curn radius (southeast corner)

Grand Avenue and Carne Road Install ADA compliant curb ramp (all corners) Grand Avenue from Gorham Road to McNell Road

Install sidewalks on both sides of street



EXAMPLE OF POTENTIAL IMPROVEMENTS: VIEW LOOKING NORTH AT INTERSECTION OF CARNE ROAD AND GRAND AVENUE STOP

Before: Lack of a sidewalk and crosswalk prevents pedestrians from comfortably accessing the school.



CONCEPTUAL DESIGN ONLY: Installing a painted curb extension along with high visibility crosswalks completes the connection to school.



SANTA ROSA TECHNOLOGY MAGNET SCHOOL SRTS SITE ASSESSMENT



The Santa Rosa Technology Magnet School (Santa Rosa) Safe Routes to School (SRTS) Site Assessment contains school information, school walk audit findings, and pedestrian/bicycle collision data. This, along with guidance from the Ventura County SRTS Advisory Committee, were used to inform and prioritize the listed recommendations, all of which are meant to improve safety and walkability to and from school. Please note: Student travel tally data is not available for Santa Rosa.

SCHOOL WALK AUDIT FINDINGS:

On April 5, 2018, PWATD staff, as well as the school principal, conducted a school walk audit at Santa Rosa during the morning arrival.

- Santa Rosa Elementary School is located on Santa Clara Road, a major arterial road with no parking on any side.
- The area is mostly rural with low density housing in the surrounding hills.
- Students have a total of two entrances onto campus. The main drop-off location right off of Santa Rosa Road and Vista Grande
- The parents/guardians drop-off and school bus loading zone are in a shared location.
- Most traffic arrives from vehicles traveling east on Santa Rosa Road and turning right into the school's parking lot. While there is a left turn pocket at the intersection of Santa Rosa Road and Vista Grande for parents/guardians traveling west on Santa Rosa Road, parents/guardians never use it because congestion makes it impossible for parents/guardians to make the turn.
- The school has converted its surface parking lot into a twolane loading zone with marked walkways.
- Major congestion occurs along the west end of the school.

SCHOOL DETAILS

School District	Pleasant Valley
Address	13282 Santa Rosa Road
	Camarillo, CA 93012
Grades	Kindergarten - Eighth
2018 Total Enrollment	500
Level of Parental	High
Involvement as reported	
by school staff	

- Once the parking lot is full, parents/guardians traveling east on Santa Rosa Road will begin line up along the shoulder of the road until they can make a right turn into the school's parking lot.
- During observations, drivers did follow the 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 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 schools 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.
- PWATD is pursuing funds to install a Class 2 Bike Lane to allow for a wider paved Bike Lane.
- The school does not have a crossing guard because of the lack of funding.

PEDESTRIAN/BICYCLE COLLISIONS

The data map below shows there were no collisions within a 1/4 mile and 1/2 mile from the school site between 2013 and 2015. Pedestrian and bicycle collision data near the school was pulled from SafeTREC's Transportation Injury Mapping System (TIMS).

Summary Statistics



Samuel, Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	0	0	0	0	0
¼ - ½ mi.	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Lege	Legend for Collision Analysis						

Legena for Comston Analysis	
Types of Collisions	Level of Injury
Bicycle Related Collision Pedestrian Related Collision	Fatal Severe Injury Other Visible Injury Complaint of Pain

RECOMMENDATIONS

Policies + Programs

Policies and programs that support walking and bicycling to Santa Rosa can be low-cost and near-term. Furthermore, they complement any built environment improvements, by bringing the full suite of SRTS best practices making improved safety and mode shift more likely.

- Promote the Santa Rosa Suggested Walking Routes Map by posting it to the school website and sharing it with families. The Suggested Walking Routes Map is a great way to get families and students thinking about walking or bicycling to school as a viable option one or more days a week.
- Encourage carpooling. Carpooling gets cars off the street, which can improve traffic congestion around school and improve safety.
- Encourage Walking School Busses. A Walking School Bus is a group of students walking to school with one or more adults. Students are picked up along "bus stops" along the chosen route by an adult volunteer. Groups of people walking together are more visible and more likely to cause drivers to slow.
- Train staff to be school crossing guards. Training is an essential step to help ensure that anyone who is performing the duties of a school crossing guard is doing so properly. Training resources are available at no cost through the California Active Transportation Resource Center, caatpresources.org.
- For Pleasant Valley School District (PVSD), adopt the California School Board Association's sample board and administrative regulations BP/AR 5142.2 - Safe Routes to School Program. PVSD currently has not adopted this policy. Including SRTS language in a school board policy can be an important first step towards supporting SRTS activities in schools throughout the district, including Santa Rosa.



Striping + Near Term Improvement Recommendations

Striping and signage updates are low-cost, near-term improvements that PWATD can consider incorporating when doing general street maintenance around Santa Rosa. The recommended improvements are listed in the table below.

CORRIDOR / INTERSECTION	START	END	FACILITY TYPE
Santa Rosa Road	Andalusia Drive	-	Stripe continental crosswalk (south leg)
Vista Grande	Rosedale Court	-	Stripe yellow continental crosswalk (west leg)
Vista Grande	Sunny Lane	-	Stripe yellow continental crosswalk (east leg)
Vista Grande	Rancho Vista Court	-	Stripe yellow continental crosswalk (east leg)
Vista Grande	Ridge Drive	-	Stripe continental crosswalk (all legs)
Santa Rosa Road	Vista Arroyo Drive	-	Restripe as continental crosswalk (north and west legs)
Santa Rosa Road	Vista Arroyo Drive	-	Stripe continental crosswalk (east and south legs)
Ridge Drive	Vista Arroyo Drive	-	Stripe continental crosswalk (south leg)

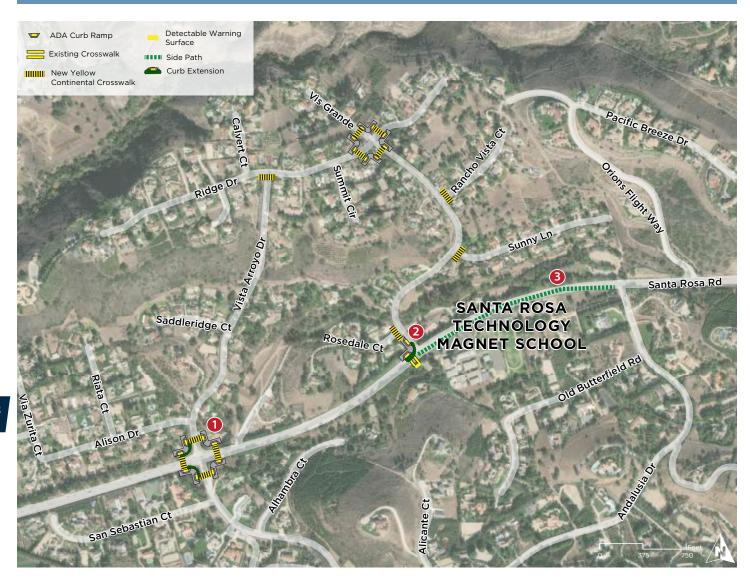
Long-Term Improvement Recommendations

Infrastructure updates are higher-cost, long-term improvements that PWATD can consider adding to upcoming street projects or when applying for infrastructure funding. The list below shows the top priority engineering recommendations for this school site. These can also be found on the improvement map on the following page.

#	CORRIDOR / INTERSECTION	START	END	FACILITY TYPE	COST
1	Santa Rosa Road	Vista Arroyo Drive	-	Install curb extension (northwest and southwest corners)	\$80,000.00
2	Santa Rosa Road	Vista Grande	-	Install curb extension (northwest corner)	\$40,000.00
3	Santa Rosa Road	Vista Grande	Adalusia Drive	Install sidepath with guard rail (south side of street)	\$193,881.60

SANTA ROSA TECHNOLOGY MAGNET SCHOOL

RECOMMENDED IMPROVEMENTS MAP



Priority Long-Term Engineering Recommendations

Santa Rose Road and Vista Arroyo Drive

Install curb extension (northwest and southwest corners)

Santa Rosa Road and Vista Grande Install curb extension (northwest corner)

Santa Rosa Road from Vista Grand to Adalusia Drive

Install sidepath with guard rail (south side of street)



EXAMPLE OF POTENTIAL IMPROVEMENTS: VIEW LOOKING WEST ON SANTA ROSA ROAD

Before: Wide streets make it easy for vehicles to travel at higher speeds.



CONCEPTUAL DESIGN ONLY: Narrowing the street by adding a sidewalk slows down vehicles and has the added benefit of providing another transportation mode option for students.







The Somis Elementary School (Somis) Safe Routes to School (SRTS) Site Assessment contains school information, school walk audit findings, student travel data, and pedestrian/bicycle collision data. This, along with guidance from the Ventura County SRTS Advisory Committee, were used to inform and prioritize the listed recommendations, all of which are meant to improve safety and walkability to and from school.

SCHOOL WALK AUDIT FINDINGS:

On March 21, 2018, PWATD staff, as well as the school principal, conducted a school walk audit at Camarillo Heights during the morning arrival.

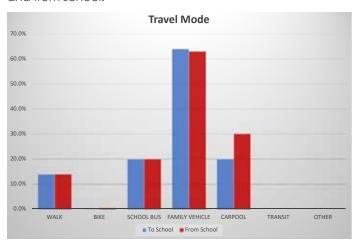
- Somis Elementary School is located the corner of North Street and West Street, a two-lane road with on- street parking on both sides in a residential neighborhood.
- The area consists of largely single-family residential homes, and some multi-family homes.
- Students have a total of four entrances onto campus. There
 is one entrance at the front of the school (North Street) and
 three entrances located on the side of the school (West
 Street).
- The school bus loading zone is located on North Street. On average, one school bus serves the entire school.
- The school's main loading area is located on West Street. The school has a designated loading area that has temporary no parking signs during morning and afternoon hours.
- Most traffic appeared to come from both sides of North Street
- The school's parking lot is a single row of parking stalls that are used primarily by visitors and staff.
- Because there is parking on both North and West Street, traffic congestion is minimal.
- During observations, most drivers did follow 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 to sidewalk 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.
- The school does not have any crossing guards.

SCHOOL DETAILS

School District	Somis Union	
Address	5268 North Street	
	Somis, CA 93066	
Grades	Transitional Kindergarten -	
	Eighth	
2018 Total Enrollment	260	
Level of Parental	High	
Involvement as reported		
by school staff		

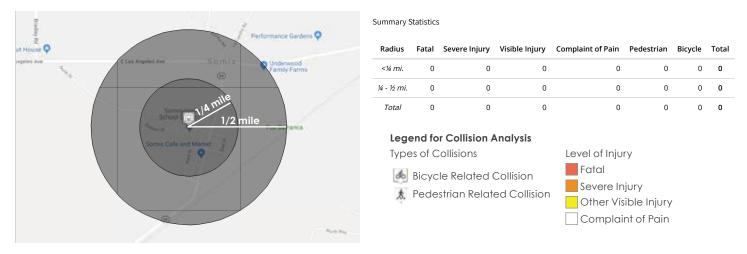
STUDENT TRAVEL MODE SHARE

In Spring 2018, students at Somis were asked how they got to school and how they planned to leave from school. Their answers were collected over three days. The following chart shows the percentage of students who walked, biked, or took the school bus, family vehicle, carpool, transit, or other mode of transportation to get to and from school.



PEDESTRIAN/BICYCLE COLLISIONS

The data map below shows there were no collisions within a 1/4 mile and 1/2 mile from the school site between 2013 and 2015. Pedestrian and bicycle collision data near the school was pulled from SafeTREC's Transportation Injury Mapping System (TIMS).



RECOMMENDATIONS

Policies + Programs

Policies and programs that support walking and bicycling to Somis can be low-cost and near-term. Furthermore, they complement any built environment improvements, by bringing the full suite of SRTS best practices making improved safety and mode shift more likely.

- · Promote the Somis Suggested Walking Routes Map by posting it to the school website and sharing it with families. The Suggested Walking Routes Map is a great way to get families and students thinking about walking or bicycling to school as a viable option one or more days a week.
- Encourage carpooling. Carpooling gets cars off the street, which can improve traffic congestion around school and improve safety.
- Encourage Walking School Busses. A Walking School Bus is a group of students walking to school with one or more adults. Students are picked up along "bus stops" along the chosen route by an adult volunteer. Groups of people walking together are more visible and more likely to cause drivers to slow.
- Participate in International Walk to School Day. International Walk to School Day is an opportunity for schools to highlight the many benefits of walking and promote pedestrian safety for students. More information is available at www.walkbiketoschool.org
- Train staff to be school crossing guards. Training is an essential step to help ensure that anyone who is performing the duties of a school crossing guard is doing so properly. Training resources are available at no cost through the California Active Transportation Resource Center, caatpresources.org.
- For Somis Union School District (SUSD), adopt the California School Board Association's sample board and administrative regulations BP/AR 5142.2 – Safe Routes to School Program. PVSD currently has not adopted this policy. Including SRTS language in a school board policy can be an important first step towards supporting SRTS activities.



Striping + Near Term Improvement Recommendations

Striping and signage updates are low-cost, near-term improvements that PWATD can consider incorporating when doing general street maintenance around Somis. The recommended improvements are listed in the table below.

CORRIDOR / INTERSECTION	START	END	FACILITY TYPE
North Street	Dodson Street (east)	-	Restripe as yellow continental crosswalk (south and east legs)
North Street	Dodson Street (east)	-	Advance yield markings (east-west direction)
North Street	Dodson Street (west)	-	Stripe continental crosswalk (south leg)
North Street	West Street	-	Restripe as yellow continental crosswalk (all legs)
North Street	Somis Road	-	Restripe as yellow continental crosswalks (west and south legs)
North Street	Somis Road	-	Stripe yellow continental crosswalk (north and east legs)
Somis Road	Rice Street	-	Restripe as continental crosswalk (east and south legs)
Somis Road	Rice Street	-	Stripe yellow continental crosswalk (north and west legs)
West Street	Rice Street	-	Restripe as yellow continental crosswalk (east and north legs)
West Street	Rice Street	-	Advance yield markings (north-south direction)
West Street	Bell Street	-	Restripe as yellow continental crosswalk (north and east legs)
West Street	Bell Street	-	Advance yield markings (north-south direction)

Long-Term Improvement Recommendations

Infrastructure updates are higher-cost, long-term improvements that PWATD can consider adding to upcoming street projects or when applying for infrastructure funding. The list below shows the top priority engineering recommendations for this school site. These can also be found on the improvement map on the following page.

#	CORRIDOR / INTERSECTION	START	END	FACILITY TYPE	COST
1	North Street	E Los Angeles Avenue	West Street	Install sidewalks (both on south sides of street)	\$1,824,768.00
2	North Street	West Street	-	Install curb extension (all corners)	\$140,000.00
3	North Street	West Street	-	Install curb ramps (northwest and southwest corners)	\$20,000.00
4	West Street	North Street	S West Street	Install speed bumps	\$10,000.00
5	Rice Street	Somis Road*	-	Install curb extension on Rice Street	\$140,000.00

^{*} Somis Road is on State Highway 34 and therefore recommendations are subject to approval by Caltrans.

SOMIS ELEMENTARY AND MIDDLE SCHOOL RECOMMENDED IMPROVEMENTS MAP



Priority Long-Term Engineering Recommendations

- North Street from E Los Angeles Ave to West Street Install sidewalks on south side of street
- North Street and West Street Install curb extension (all corners)
- North Street and West Street Install curb ramps (northwest and southwest corners)

West Street from North Street to S. West Street

Install speed bumps

Rice Street Install curb extensions on Rice Street

^{*} Somis Road is on State Highway 34 and therefore recommendations are subject to approval by Caltrans.



EXAMPLE OF POTENTIAL IMPROVEMENTS: VIEW LOOKING SOUTH AT INTERSECTION OF WEST STREET AND RICE STREET

Before: Uncontrolled crosswalk creates conflict point between vehicles and pedestrians. Wide streets make it easy for vehicles to travel at higher speeds.



CONCEPTUAL DESIGN ONLY: Installing advance yield teeth indicates vehicles need to yield and look for pedestrians or other vehicles. Installing a curb extension along with a high visibility crosswalks slows down vehicles.



SUNSET ELEMENTARY SCHOOL SRTS SITE ASSESSMENT



The Sunset Elementary School (Sunset) Safe Routes to School (SRTS) Site Assessment contains school information, school walk audit findings, student travel data, and pedestrian/bicycle collision data. This, along with guidance from the Ventura County SRTS Advisory Committee, were used to inform and prioritize the listed recommendations, all of which are meant to improve safety and walkability to and from school.

SCHOOL WALK AUDIT FINDINGS:

On March 20, 2018, PWATD staff, as well as the school principal, conducted a school walk audit at Sunset during the morning arrival.

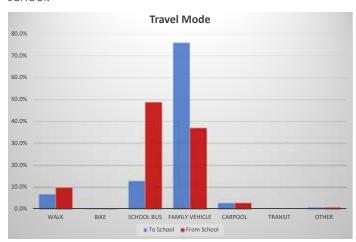
- Sunset is located on Sunset Avenue, a two-lane road with onstreet parking on both sides in a residential neighborhood.
- The area consists of largely single-family residential homes, and some multi-family homes.
- Students have a total of two entrances onto campus, with each entrance catering to a different grades. The main drop-off location is on Sunset Avenue directly adjacent to the main entrance.
- The school bus loading zone is located on Sunset Avenue. On average, two school buses serve the school.
- Most traffic to the school comes from Highway 33 onto Larmier Avenue which loops around to Sunset Avenue.
- The schools 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 did follow 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 unto Spring street from Sunset.
- The majority of traffic builds-up on the corner of Larmier Ave and Sunset Ave.
- The neighborhood in general lacks sidewalks. PWATD completed a project to add a sidewalk on Vine Street that leads from Larmier Avenue to 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 front entrance school.
- The school only has one crosswalk that is located on Sunset Avenue.
- Most parents/guardians follow the schools parking lot guidelines.
- There are no official crossing guards at the school.
 Occasionally staff will direct traffic.

SCHOOL DETAILS

School District	Ventura Unified	
Address	400 Sunset Avenue	
	Oak View, CA 93022	
Grades	Kindergarten - Eighth	
2018 Total Enrollment	375	
Level of Parental	Moderate	
Involvement as reported		
by school staff		

STUDENT TRAVEL MODE SHARE

In Spring 2018, students at Sunset were asked how they got to school and how they planned to leave from school. Their answers were collected over three days. The following chart shows the percentage of students who walked, biked, or took the school bus, family vehicle, carpool, transit, or other mode of transportation to get to and from school.

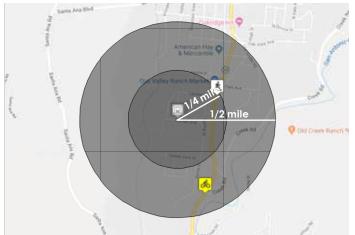


PEDESTRIAN/BICYCLE COLLISIONS

Pedestrian and bicycle collision data near the school was pulled from SafeTREC's Transportation Injury Mapping System (TIMS). The data map below shows a summary of collisions within a 1/4 mile and 1/2 mile from the school site between 2013 and 2015.

Summary Statistics

Total



Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	0	1	1	0	1
¼ - ½ mi.	0	0	1	0	0	1	1

Legend for Collision Analysis	
Types of Collisions	Level of Injury
Bicycle Related Collision Related Collision	Fatal Severe Injury Other Visible Injury Complaint of Pain

RECOMMENDATIONS

Policies + Programs

Policies and programs that support walking and bicycling to Sunset can be low-cost and near-term. Furthermore, they complement any built environment improvements, by bringing the full suite of SRTS best practices making improved safety and mode shift more likely.

- Promote the Sunset Suggested Walking Routes Map by posting it to the school website and sharing it with families. The Suggested Walking Routes Map is a great way to get families and students thinking about walking or bicycling to school as a viable option one or more days a week.
- Encourage carpooling, Carpooling gets cars off the street, which can improve traffic congestion around school and improve safety.
- Encourage Walking School Busses. A Walking School Bus is a group of students walking to school with one or more adults. Students are picked up along "bus stops" along the chosen route by an adult volunteer. Groups of people walking together are more visible and more likely to cause drivers to slow.
- Participate in International Walk to School Day. International Walk to School Day is an opportunity for schools to highlight the many benefits of walking and promote pedestrian safety for students. More information is available at www.walkbiketoschool.org
- Train staff to be school crossing guards. Training is an essential step to help ensure that anyone who is performing the duties of a school crossing guard is doing so properly. Training resources are available at no cost through the California Active Transportation Resource Center, caatpresources.org.
- For Ventura Unified School District (VUSD), adopt the California School Board Association's sample board and administrative regulations BP/AR 5142.2 - Safe Routes to School Program. PVSD currently has not adopted this policy. Including SRTS language in a school board policy can be an important first step towards supporting SRTS activities in schools throughout the district, including Sunset.



Striping + Near Term Improvement Recommendations

Striping and signage updates are low-cost, near-term improvements that PWATD can consider incorporating when doing general street maintenance around Sunset. The recommended improvements are listed in the table below.

CORRIDOR / INTERSECTION	START	END	FACILITY TYPE
Sunset Avenue	Vine Street	-	Advance yield markings (east-west directions)
Sunset Avenue	Vine Street	-	Stripe yellow continental crosswalk (north leg across Vine)
Vine Street	Larmier Avenue	-	Stripe yellow continental crosswalk (south leg)
Sunset Avenue	Goodhope Street	-	Stripe yellow continental crosswalk (north leg across Goodhope)
Sunset Avenue	Spring Street	-	Stripe yellow continental crosswalk (east and south legs)
Larmier Avenue	Goodhope Street	-	Stripe yellow continental crosswalk (south leg)
Larmier Avenue	Spring Street	-	Stripe yellow continental crosswalk (south leg)
Ventura Avenue	Larmier Avenue	-	Restripe as continental crosswalk (all legs)
Spring Street	Ashby Court	-	Stripe yellow continental crosswalk (west leg across Ashby)
Ventura Avenue	Park Avenue	-	Stripe continental crosswalk (east leg)
Ventura Avenue	Kunkle Street	-	Stripe continental crosswalk (west leg)
Ventura Avenue	Portal Street	-	Stripe continental crosswalk (west leg)

Long-Term Improvement Recommendations

Infrastructure updates are higher-cost, long-term improvements that PWATD can consider adding to upcoming street projects or when applying for infrastructure funding. The list below shows the top priority engineering recommendations for this school site. These can also be found on the improvement map on the following page.

#	CORRIDOR / INTERSECTION	START	END	FACILITY TYPE	COST
1	Vine Street	Larmier Avenue	-	Install ADA compliant curb ramp (southeast corner)	\$5,000.00
2	Larmier Avenue	Ventura Avenue	Vine Street	Install sidewalks on both sides of street	\$456,192.00
3	Spring Street	Larmier Avenue	Sunset Avenue	Install sidewalks on west side of street	\$79,833.60
4	Spring Street	Sunset Avenue	-	Install RRFB (south leg on Spring)	\$30,000.00

SUNSET ELEMENTARY SCHOOL

RECOMMENDED IMPROVEMENTS MAP



Priority Long-Term Engineering Recommendations

Vine Street and Larmier Avenue

Install ADA compliant curb ramp (southeast corner)

Larmier Avenue from Vine Street to Ventura Ave

Install sidewalks on south side of street

Spring Street from Larmier Avenue to Sunset Avenue

Install sidewalks on west side of street

4 Spring Street and Sunset Avenue

Install RRFB (south leg on Spring)





Before: The area lacks school crosswalks.



CONCEPTUAL DESIGN ONLY: Installing a high visibility crosswalk along with Rectangular Rapid Flashing Beacons indicates where pedestrians should cross along with alerting vehicles to yield to pedestrians.

CHAPTER 4 | SUPPLEMENTAL RECOMMENDATIONS

The SRTS Plan development process identified additional SRTS relevant issues that were not initially a part of the project. The following sections provide recommendations to address these issues.

CIRCULATION RECOMMENDATIONS

The Transportation/Circulation section of the Ventura County General Plan (General Plan) identifies goals, policies, and programs relevant to SRTS; However, the General Plan lacks specific SRTS supportive language or specific references to schools other than one reference to schools in reference to transit.

The following are goals that could be added to the General Plan Update:

Recommended Goal A: Coordinate with Caltrans to provide alternate connections to existing or planned bicycle and pedestrian routes that are or would be severed by State freeway and highway projects that intersect pathways or divide communities near schools.

Recommended Goal B: Provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation to enable active travel as part of daily activities for all users of the streets, including children, families, older adults, and people with disabilities.

Recommended Goal C: Create safe and inviting environments for students, families, and staff to walk, bicycle, and use public transportation en route to school.

Recommended Goal D: Improve connectivity in vicinity of new and existing schools to make walking and biking convenient and direct.

Recommended Goal E: Work with schools and school districts to ensure that on-site school circulation aligns with circulation on roads and highways in the County's right-of-way.

TRANSIT NETWORK RECOMMENDATIONS

Gold Coast Transit District provides fixed-route and paratransit services throughout Ventura County, including in the unincorporated County areas. The General Plan includes the following goal that is supportive of transit as a mode option for students:

"Encourage transit providers and the Ventura County Transportation Commission to increase ridership and meet the needs of the commuting public and the special transportation needs of the elderly, school children, low income, physically handicapped, other low mobility groups, and bicyclists."

The County can further advance this goal by facilitating a dialogue between schools, school districts, and transit providers on ways to accommodate transportation needs of students and their families.





COUNTYWIDE RECOMMENDATIONS

The County has made great strides in advancing SRTS through the completion of this SRTS Plan. PWATD staff in particular have grown their understanding of SRTS strategies and practices and have become an asset to the entire County. PWATD should designate staff who can serve as the SRTS liaison so that there is an established point of contact for schools to address their active transportation needs.

The recommendations as outlined in this SRTS Plan were tailored to the unique challenges and opportunities of each of the 12 project schools; However, there are practice, policy, and program recommendations that can be implemented countywide as listed below.

MARKINGS

PWATD can establish a practice of marking updates as a part of general street maintenance around County schools. This would include assessing the need for adding or updating school crosswalks to meet current California Manual Uniform Traffic Control Devices (CA MUTCD). Section 7C.02 of the CAMUTCD has specific guidance on crosswalk markings for school areas.

POLICIES + PROGRAMS

Policies and programs that support walking and bicycling to school complement any built environment improvements and bring the full suite of SRTS best practices making improved safety and mode shift more likely. PWATD can enlist support from Ventura County Public Health to help with these efforts:

 Promote International Walk to School Day countywide. International Walk to School Day is an opportunity for schools to highlight the many benefits of walking and promote pedestrian safety for students. More information is available at www. walkbiketoschool.org



- Promote school crossing guard training at school districts throughout Ventura County.
 Training is an essential step to help ensure that anyone who is performing the duties of a school crossing guard is doing so properly.
 Training resources are available at no cost through the California Active Transportation Resource Center, caatpresources.org.
- 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 towards supporting SRTS activities in schools throughout the County.
- Facilitate a county-wide SRTS Advisory
 Committee. A SRTS Advisory Committee was
 formed as a part of the development of this
 SRTS Plan. Continuing to convene this group
 can help guide future SRTS projects and
 programs. Ventura County Public Health is
 especially qualified to lead the SRTS Advisory
 Committee given their extensive experience
 implementing similar efforts.
- Promote community health by developing opportunities for physical activity such as creating parks space, walking paths, and greening of existing routes to school.
- Promote community engagement and build capacity for community improvement activities such as those above through the facilitation of Resident Leadership Academy.
- Promote SRTS by engaging community stakeholders to create walking bus to school programs, which encourage safe and fun walking to school activities.



CHAPTER 5 | IMPLEMENTATION

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This SRTS Plan prioritized projects and recommendations by each of the 12 project schools. In other words, schools were looked at individually and not compared to each other. Moving forward it may be important for the County to rank schools for project implementation by priority. The following section includes items to consider when ranking which schools receive highest priority.

PRIORITIZATION BY SCHOOL

As discussed in Chapter 3, a performance criteria list was created and used to analyze a comprehensive list of possible infrastructure improvement projects for each school. Although it was not used at the individual school level, "the number of students who live within ½ mile of the school" was ranked highly and is an appropriate metric for determining projects BETWEEN schools.

Another item to consider when choosing which schools to consider receive higher priority is the number of pedestrian or bicycle collisions near each school.

Finally, existing Ventura County Board of Supervisors approved prioritization criteria (2017) for pedestrian and bicycle improvements should serve as the final method of ranking and prioritizing improvement projects.

FUNDING OPPORTUNITIES

Funding for SRTS projects may come from a variety of sources including matching grants, sales tax or other taxes, bond measures, or public/private partnerships. This section identifies sources of funding for planning, design, implementation, and maintenance of SRTS projects. The descriptions are intended to provide an overview of available options and do not represent a comprehensive list. It should be noted that this section reflects the funding available at the time of writing. The funding amounts, fund cycles, and even the programs themselves are susceptible to change without notice.

Federal Funding

Federal transportation funding is typically directed through state agencies to local governments either in the form of grants or direct appropriations, independent from state budgets. Federal funding typically requires a local match of 20%, although there are sometimes exceptions.

Caltrans and Ventura County Transportation Commission (VCTC) administer most federal monies. Federal funding is intended for capital improvements, and projects must relate to the surface transportation system. Most, but not all, of these programs are oriented toward transportation, (as opposed to recreation), with an emphasis on reducing vehicle trips and providing inter-modal connections.



State Sources

ACTIVE TRANSPORTATION PROGRAM

The California Transportation Commission (CATC) writes guidelines and allocates funds for the Active Transportation Program (ATP), with Caltrans administrates the program locally. The goals of ATP align well with SRTS and the projects identified in this SRTS Plan should be considered for future applications.

There have been four cycles of ATP since its inception in 2013. The cycle of funding is scheduled for Spring 2020. More information: www.dot.ca.gov/hq/LocalPrograms/atp/index.html

Local Sources

TRANSPORTATION DEVELOPMENT ACT (TDA)

As allowed under the TDA, VCTC takes two percent of Local Transportation Funds (LTF) and sets them aside for local pedestrian and bicycle projects. The funds are distributed through a competitive process but are often easier to navigate than federal and state processes.

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APPENDIX A



MEMORANDUM 6

233 A Street, Suite 703San Diego, CA 92101(619) 269-5982

www.altaplanning.com

To: Norman Baculinao, County of Ventura, Public Works Agency

From: Kristin Haukom, Project Manager, Alta Planning + Design

Date: August 10, 2018

Re: Ventura County SRTS Master Plan: Student Travel Tallies + Parent Surveys

INTRODUCTION

The County of Ventura Public Works Department (Ventura PWD) began work on a Safe Routes to School Master Plan (SRTSMP) in 2017. The SRTSMP will address, evaluate, and prioritize walking routes and infrastructure improvements around 12 schools in the urban areas of unincorporated Ventura County.

Elementary Schools

Middle School

High School

Camarillo Heights

• Rio Del Valle

Rio Mesa

- Piru
- Rio Plaza
- Rio Real
- Meiner Oaks
- Mira Monte
- San Antonio
- Santa Rosa Technology Magnet
- Somis
- Sunset

As a part of this plan, student travel data and information about parent attitudes were collected from project schools using standardize survey tools available through the National Center for Safe Routes to School (NCSRTS). This memorandum summarizes the methodology and results of this data collection.

MFTHODOLOGY

Ventura PWD staff distributed student tally sheets and instructions to all 12 projects schools' staff, who in-turn distributed these tally packets to classroom teachers. Over a two-day period (Tues/Wed or Wed/Thurs) during the months of April and May 2018, teachers were instructed to ask students "How did you arrive at school today?" and "How do you plan to leave for home

after school?" and mark it on the student tally sheet for their class. Afterwards, schools collected the student tally sheets back from the teachers and emailed or mailed them back for data entry.

Concurrently, Ventura PWD staff distributed parent surveys to each of the 12 schools' staff. Schools were asked to distribute these surveys to parents/guardians, collect the surveys, and submit them back for data entry. Parents/guardians were also given the opportunity to complete the survey online using a web link created for each school.

RESULTS

In July 2018, student travel modes were analyzed from data collected for the Ventura County SRTSMP project schools using the student tally sheets. Table 1 shows these results. Please note: Only six out of the twelve project schools participated in student travel mode data collection.

Table 1. Summary of travel mode by Ventura County SRTS Master Plan project school

	Travel Mode							
Name of Participating School	Walk AM Walk PM	Bike AM Bike PM	School Bus AM School Bus PM	Family Vehicle AM Family Vehicle PM	Carpool AM Carpool PM	Transit AM Transit PM	Other AM Other PM	
Camarillo	5%	O.4%	4%	87%	4%	0.1%	0%	
Heights ES	11%	O.1%	7%	73%	3%	5.0%	0%	
Piru ES	13% 17%	0.4%	16% 16%	60% 55%	9% 9%	0% 0%	1% 2%	
Rio Del	14%	1%	40%	40%	5%	0.0%	O.1%	
Valle MS	17%	1%	49%	28%	4%	0.2%	O.4%	
Rio Mesa HS	1%	0.2%	29%	59%	9%	0.2%	1%	
	2%	0.2%	37%	50%	9%	0.5%	1%	
Mira Monte	9%	1%	6%	78%	4%	0.8%	0%	
ES	10%	1%	9%	73%	6%	0.8%	0%	
Sunset ES	7%	0.4%	13%	76%	3%	0%	1%	
	10%	0.4%	49%	37%	3%	0%	1%	

ES = Elementary School, MS = Middle School, HS = High School



Data collected for student travel modes show that the vast **majority** of students at all schools arrived and departed school via a **family vehicle**. The **second** most common student travel mode was **school bus** and **third** was **walking**.

It is worth noting that there was little difference in student travel modes between AM and PM, except for at Sunset Elementary when travel by family vehicle went down in the PM and travel by school bus went up as compared with the AM.

In July 2018, parents'/guardians' knowledge and attitudes about their students travel habits, including walking/biking to school were analyzed from the parent surveys collected for the Ventura County SRTSMP project schools. Please note: Only seven out of the twelve project schools participated in parent survey data collection. Table 2 shows aggregated responses from parents/guardians on how their students travelled to school by the distance their students live from school.

Table 2. Aggregated responses from parents/guardians on how students travelled to school by the distance their students live from school

		Travel Mode								
	Travel Distance	Walk AM Walk PM	Bike AM Bike PM	School Bus AM School Bus	Family Vehicle AM Family	Carpool AM Carpool PM	Transit AM Transit PM	Other AM Other PM		
	from School			PM	Vehicle PM					
	Less than ¼ mile	12% 18%	0% 0%	7% 15%	78% 59%	0% 5%	0% 0%	2% 3%		
	¼ mile up to ½ mile	3% 6%	0% 0%	13% 9%	72% 66%	9% 16%	0% 0%	3% 3%		
	½ mile up to 1 mile	5% 9%	3% 3%	9% 23%	82% 60%	1% 5%	0% 0%	0% 0%		
	1 mile up to 2 miles	1% 2%	0% 0%	17% 27%	73% 65%	7% 4%	1% 1%	1% 2%		
	More than 2 miles	0% 0%	0% 0%	24% 28%	71% 65%	4% 5%	0% 1%	1% 1%		

Data collected from parent surveys show that the vast **majority** of students arrived and departed school via a **family vehicle** regardless of how close they live to the school. **Walking** rates were **higher** among students living less than a ¼ mile from school than those living more than ¼ mile from school.

Table 3 shows the top five issues reported by parents/guardians of students who do not walk or bike to school that affect their decision to **allow** their student to walk or bike to/from school.

Table 3. Top 5 Issues reported to affect the decision to allow a student to walk/bike to/from school by parents/guardians of students who do not walk/bike to/or from school.

Rank	Issue
1	Distance
2	Time
3	Amount of Traffic Along Route
4	Speed of Traffic Along Route
5	Safety of Intersections and Crossings

Conversely, Table 4 shows the top five issues reported by parents/guardians of students who already walk or bike to school that affect their decision to allow their student to walk or bike to/from school.

Table 4. Top 5 Issues reported to affect the decision to allow a student to walk/bike to/from school by parents/guardians of students who already walk/bike to/or from school.

Rank	Issue
1	Distance
2	Weather or Climate
3	Amount of Traffic Along Route
4	Speed of Traffic Along Route
5	Safety of Intersections and Crossings

The data show that regardless of whether a parent/guardian reported that they do or do not allow their students walk or bike to or from school, **distance** is the number one issue affecting their decision to allow their students to walk or bike to or from school.



Figure 1 shows parents/guardians opinions about how much their student's school encourages or discourages walking and biking to/from school.

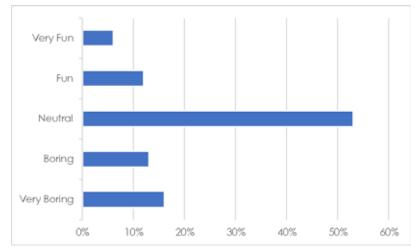


Figure 1. Parents/Guardians opinions about how much their student's school encourages/discourages walking/biking to/from school.

The vast majority of parents/guardians reported that their student's school **neither** encourages or discourages walking or biking to/from school.

Figure 2 shows parents/guardians opinions about how much fun walking and biking to/from school is for their student.

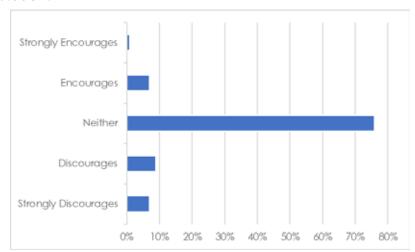


Figure 2. Parents/Guardians opinions about how much fun walking/biking to/from school is for their student.

The vast majority of parents/guardians reported **neutral** on whether they thought walking and biking to school was fun for their student.

Figure 3 shows parents/guardians opinions about how much healthy walking and biking to/from school is for their student.

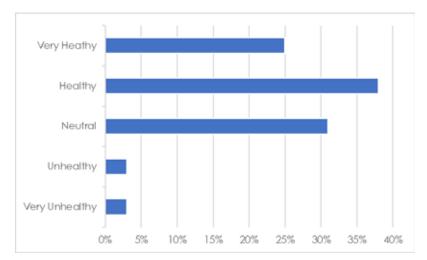


Figure 3. Parents/Guardians opinions about how healthy walking/biking to/from school is for their student.

The vast majority of parents/guardians reported that walking and biking to school was **healthy** or **very healthy** for their student.

Parents/guardians were asked general comments about their thoughts on walking and biking to and from school. Their responses were categorized and the following were the most common themes:

- A lack of sidewalks keeps parents/guardians from allowing their students to walk/bike to/from school.
- High vehicle traffic volumes keep parents/guardians from allowing their students to walk/bike to/from school.
- The distance from home to school is too far students to walk to school.

CONCLUSIONS/DISCUSSION

This section will be completed after review and discussion with Ventura PWA.

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APPENDIX B

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233 A Street, Suite 703San Diego, CA 92101(619) 269-5982

www.altaplanning.com

To: Norman Baculinao, County of Ventura, Public Works Agency

From: Kristin Haukom, Project Manager, Alta Planning + Design

Date: August 10, 2018

Re: Ventura County SRTS Master Plan: Traffic Counts Summary

.Manual two-hour AM and PM peak period multimodal counts were conducted in field during the week of 5/21/18 along the frontage corridors at the 12 school locations. The summation of the vehicle, pedestrian, and bicycle AM and PM peak period counts are provided in Table 1.

Table 1. Daily Peak Periods (AM + PM)

Location	Vehicle	Bicycle					
Rio Real Elementary							
Alvarado St S/O Stroube St	449	3	41				
Kenney St E/O Alvarado St	291	0	234				
Rio Del Valley E	lementary	1					
Simon Way W/O Rose Ave	916	3	26				
Rose Ave N/O Collin St	4450	4	37				
Walnut Dr W/O Rose Ave	493	5	45				
Rio Plaza Elei	mentary						
Balboa St N/O Corsicana Dr	396	6	86				
Simon Way E/O Vineyard	1235	8	113				
Cortez St S/O Walnut Dr	377	5	49				
Rio Mesa Hig	h School						
Central Ave W/O Rose Ave	3503	1	65				
Rose Ave S/O Central	3428	2	36				
Vineyard Ave S/O Central	6102	2	4				
Piru Eleme	ntary						
Center St W/O Warring	453	2	115				
Main St N/O Center St	172	0	14				
Santa Rosa Techno	ology Mag	net					
Santa Rosa W/O Vista	5382	3	0				
Moorpark and Santa Rosa	5019	4	0				
Santa Rosa W/O Marvella	5303	3	0				
Camarillo Heights Elementary							
Daphne St W/O Mission	312	13	49				
Catalina Dr and Anacapa Dr	632	3	60				
Mission Dr N/O Las Posas	1400	8	15				

Location	Vehicle	Bicycle	Pedestrian			
Somis Elementary						
West St N/O Rice St	340	1	77			
North St E/O Dodson St	509	2	52			
North St W/O Somis Rd	477	0	14			
Sunset Elem	entary					
Larmier Ave W/O N Ventura Ave	807	0	11			
Sunset Ave E/O Vine St	283	1	53			
Spring St N/O Ashby Ct	223	0	23			
Mira Monte El	ementary					
Loma Dr S/O Ventura Ave	127	5	16			
Loma Dr N/O Ventura Ave	712	11	85			
Cruzero St W/O Loma Dr	234	2	72			
Meiner Oaks El	ementary					
El Roblar Dr W/O Lomita Ave	1474	28	87			
Lomita Ave N/O Besant Rd	1038	5	15			
El Roblar W/O SR-33	2518	23	51			
San Antonio Elementary						
Grand Ave E/O Carne Rd	563	6	6			
Carne Rd S/O Grand Ave	251	1	7			
Total	49869	160	1558			

Of the 12 schools that were surveyed, Rio Real, Rio Plaza, and Mira Monte Elementary Schools experienced the highest number of pedestrians. Both Rio Real and Rio Plaza Elementary Schools experienced significantly higher levels of pedestrians when compared to the other schools; 43% greater than the third highest, Mira Monte Elementary School. Table 2 shows the schools ranked by highest pedestrian counts to lowest.



Tak	Table 2. Peak Pedestrian Counts Ranking					
Ran		Coun				
k	Location	t				
1	Rio Real Elementary	275				
2	Rio Plaza Elementary	248				
3	Mira Monte Elementary	173				
4	Meiner Oaks Elementary	153				
5	Somis Elementary	143				
6	Piru Elementary	129				
7	Camarillo Heights Elementary	124				
8	Rio Del Valley Elementary	108				
9	Rio Mesa High School	105				
10	Sunset Elementary	87				
11	San Antonio Elementary	13				
12	Santa Rosa Technology Magnet	0				

Of the 12 schools that were surveyed, relatively low bicycles volumes were observed. Meiner Oaks Elementary experienced the highest number with 56 bicycles during the peak hours. This is 133% greater than the 2nd highest school, Camarillo Heights, with 24 bicycles during the peak hours. Table 3 shows the schools ranked by highest bike counts to lowest.

Table 3. Peak Bicycle Counts Ranking						
Ran		Coun				
k	Location	t				
1	Meiner Oaks Elementary	56				
2	Camarillo Heights Elementary	24				
3	Rio Plaza Elementary	19				
4	Mira Monte Elementary	18				
5	Rio Del Valley Elementary	12				
6	Santa Rosa Technology Magnet	10				
7	San Antonio Elementary	7				
8	Rio Mesa High School	5				
9	Somis Elementary	3				
10	Rio Real Elementary	3				
11	Piru Elementary	2				

12	Sunset Elementary	1

APPENDIX C

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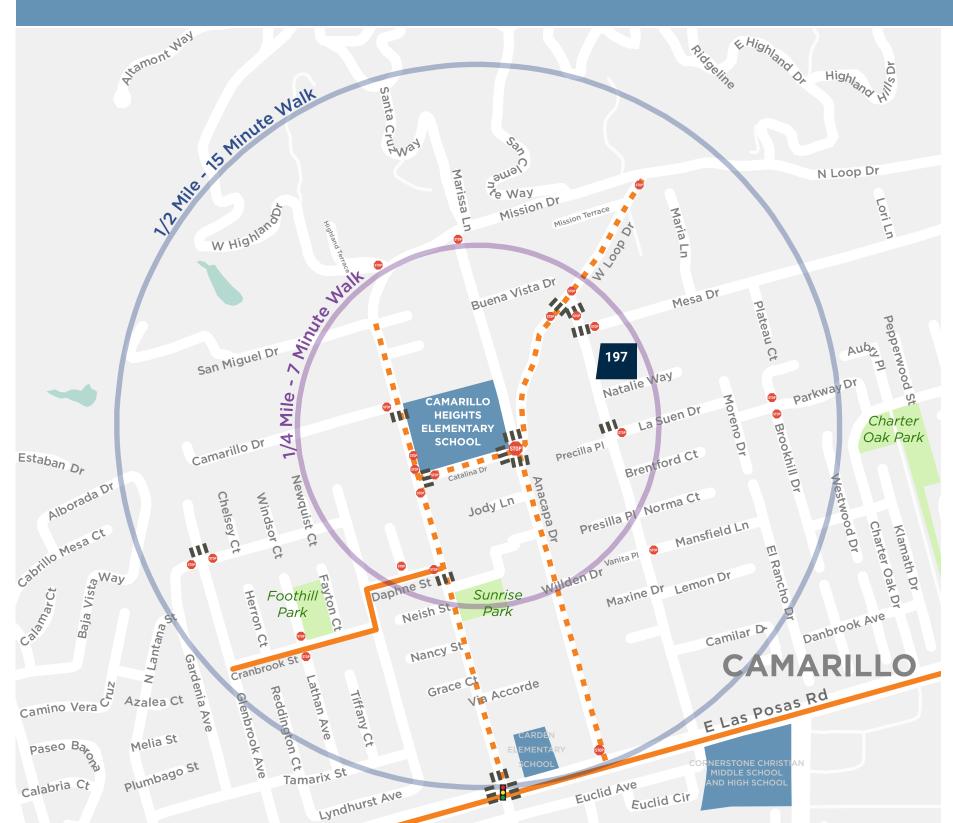






CAMARILLO HEIGHTS ELEMENTARY SCHOOL

Suggested Routes to School Map



How to Use This Map

This map is intended to encourage adults and students to walk to school. Adults are responsible for choosing the best route based on their knowledge of the area and skill level of their student.

Why Walk to School?

- To get exercise!
- To see friends & neighbors!
- To improve air quality!
- To create safer streets!

Suggested Routes

Existing Sidewalk

Missing or Partial Sidewalk*

School Ground

Park

Crosswalk

Stop Sign

Signalized Intersection

Crossing Guard

*Please exercise caution. May be the site of future improvements.

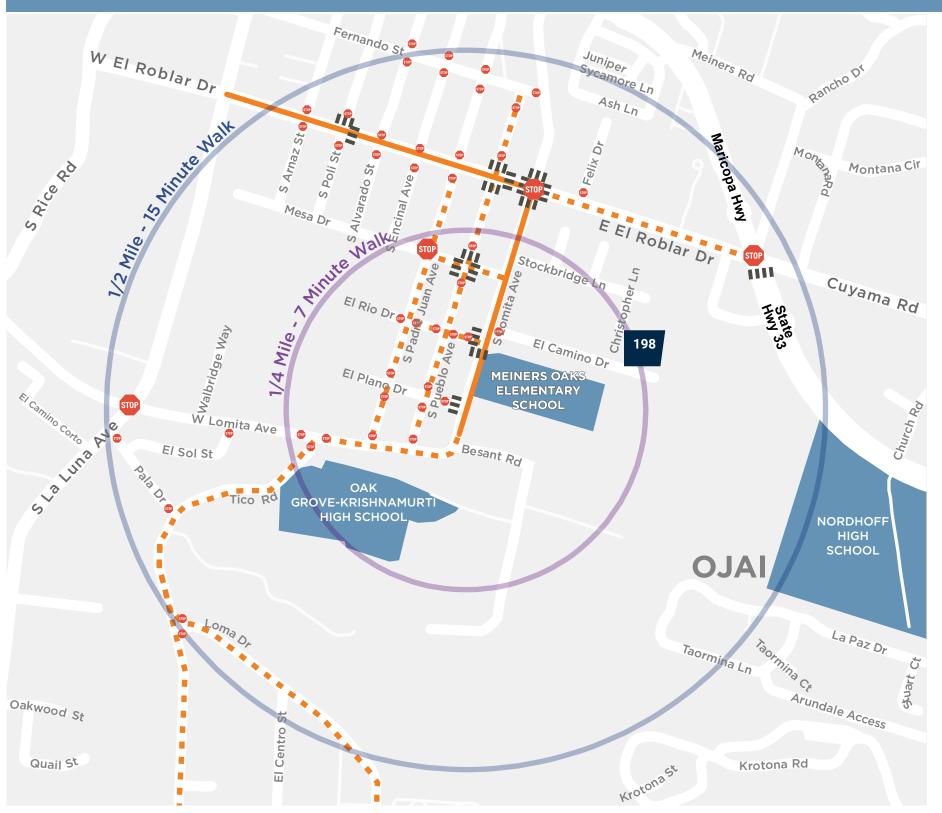






MEINERS OAKS ELEMENTARY SCHOOL

Suggested Routes to School Map



How to Use This Map

This map is intended to encourage adults and students to walk to school. Adults are responsible for choosing the best route based on their knowledge of the area and skill level of their student.

Why Walk to School?

- To get exercise!
- To see friends & neighbors!
- To improve air quality!
- To create safer streets!

Suggested Routes

Existing Sidewalk

Missing or Partial Sidewalk*

School Ground

Park

Crosswalk

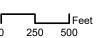
Stop Sign

Signalized Intersection

Crossing Guard

*Please exercise caution. May be the site of future improvements.







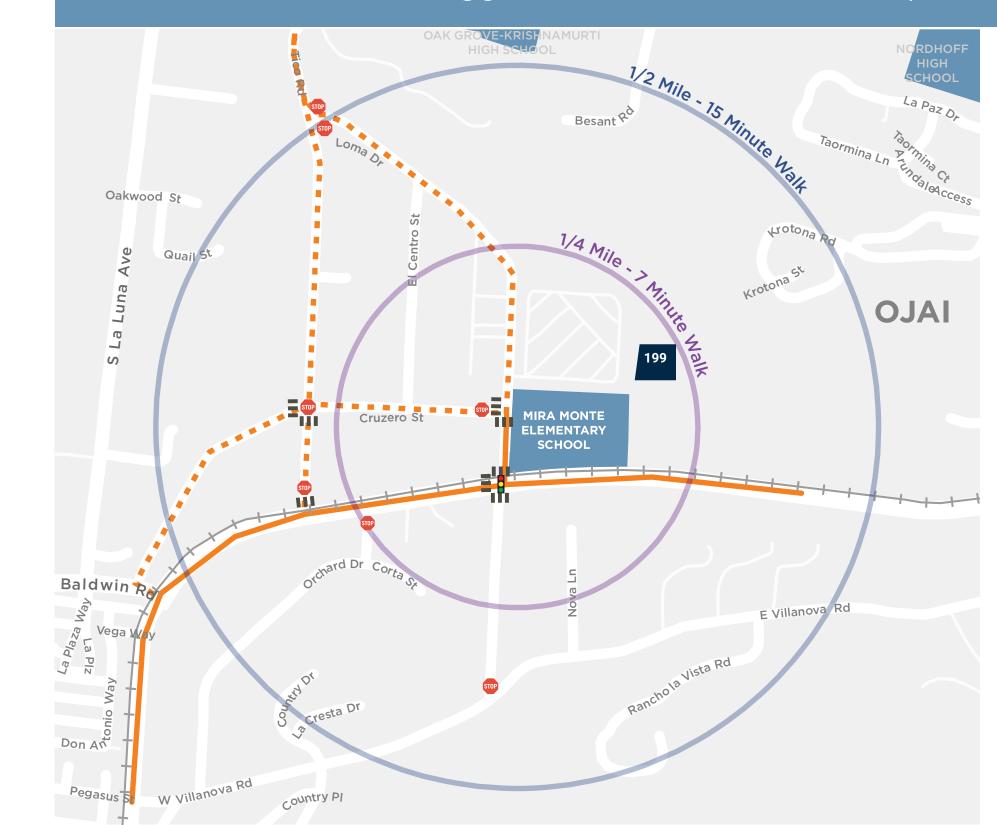






MIRA MONTE ELEMENTARY SCHOOL

Suggested Routes to School Map



How to Use This Map

This map is intended to encourage adults and students to walk to school. Adults are responsible for choosing the best route based on their knowledge of the area and skill level of their student.

Why Walk to School?

- To get exercise!
- To see friends & neighbors!
- To improve air quality!
- To create safer streets!

Suggested Routes

Existing Sidewalk

Missing or Partial Sidewalk*

School Ground

Park

Crosswalk

Stop Sign

Signalized Intersection

Crossing Guard

*Please exercise caution. May be the site of future improvements.

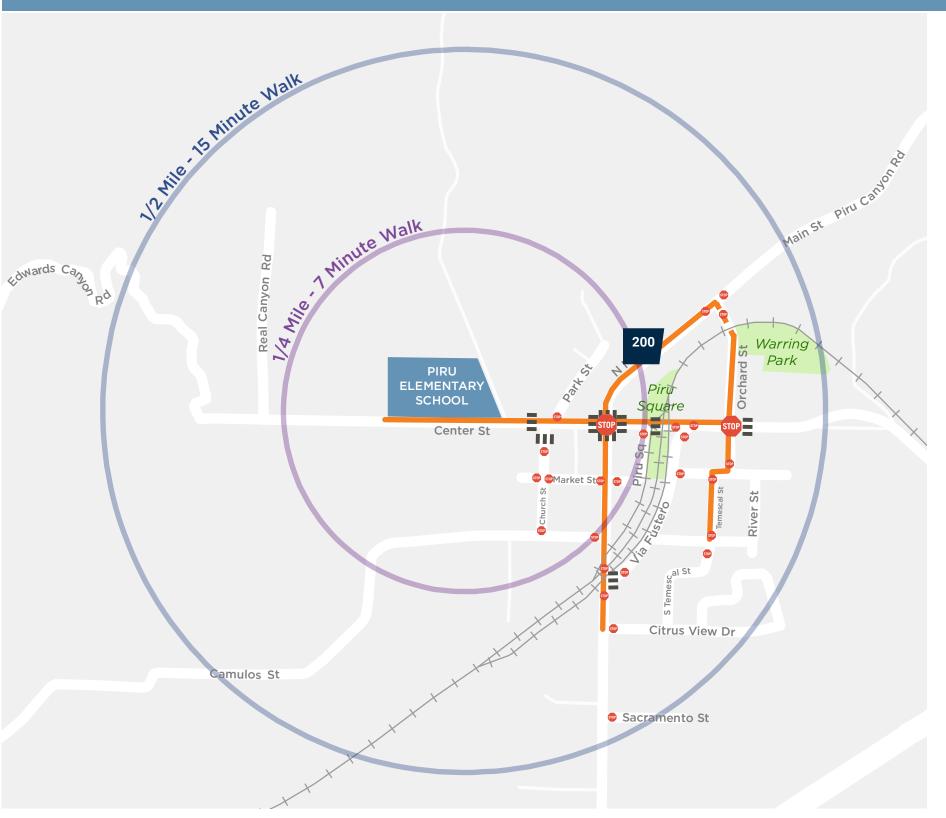






PIRU ELEMENTARY SCHOOL

Suggested Routes to School Map



How to Use This Map

This map is intended to encourage adults and students to walk to school. Adults are responsible for choosing the best route based on their knowledge of the area and skill level of their student.

Why Walk to School?

- To get exercise!
- To see friends & neighbors!
- To improve air quality!
- To create safer streets!

Suggested Routes

Existing Sidewalk

Missing or Partial Sidewalk*

School Ground

Park

Crosswalk

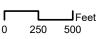
Stop Sign

Signalized Intersection

Crossing Guard

*Please exercise caution. May be the site of future improvements.







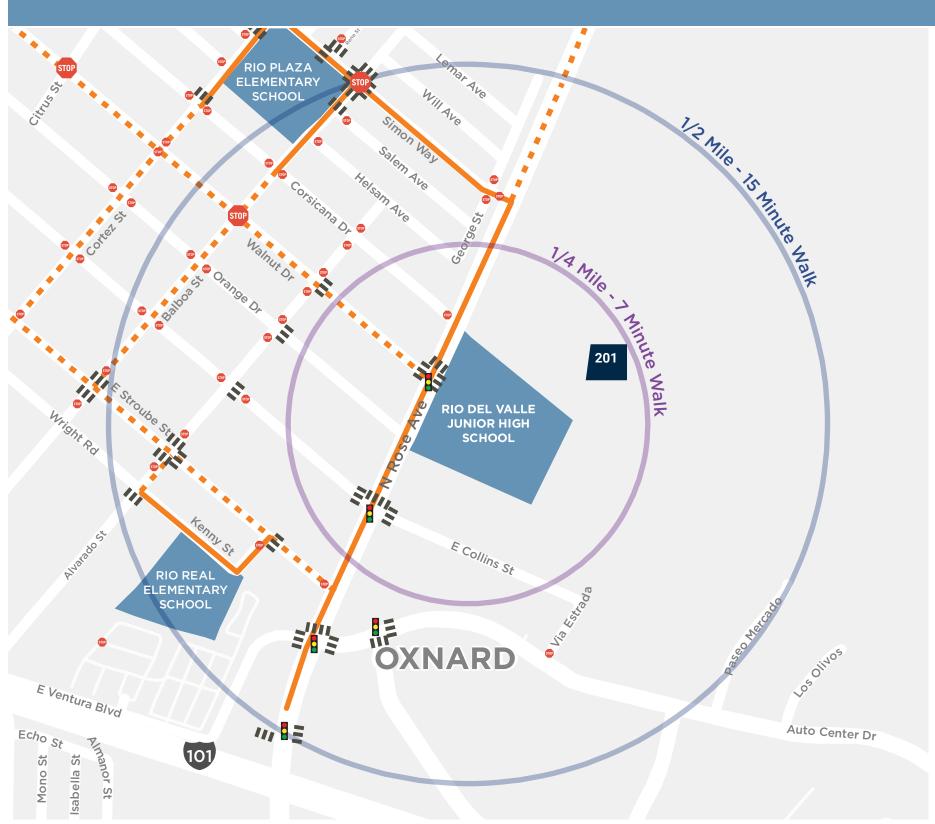






RIO DEL VALLE JUNIOR HIGH SCHOOL

Suggested Routes to School Map



How to Use This Map

This map is intended to encourage adults and students to walk to school. Adults are responsible for choosing the best route based on their knowledge of the area and skill level of their student.

Why Walk to School?

- To get exercise!
- To see friends & neighbors!
- To improve air quality!
- To create safer streets!

Suggested Routes

Existing Sidewalk

Missing or Partial Sidewalk*

School Ground

Park

Crosswalk

Stop Sign

Signalized Intersection

Crossing Guard

*Please exercise caution. May be the site of future improvements.

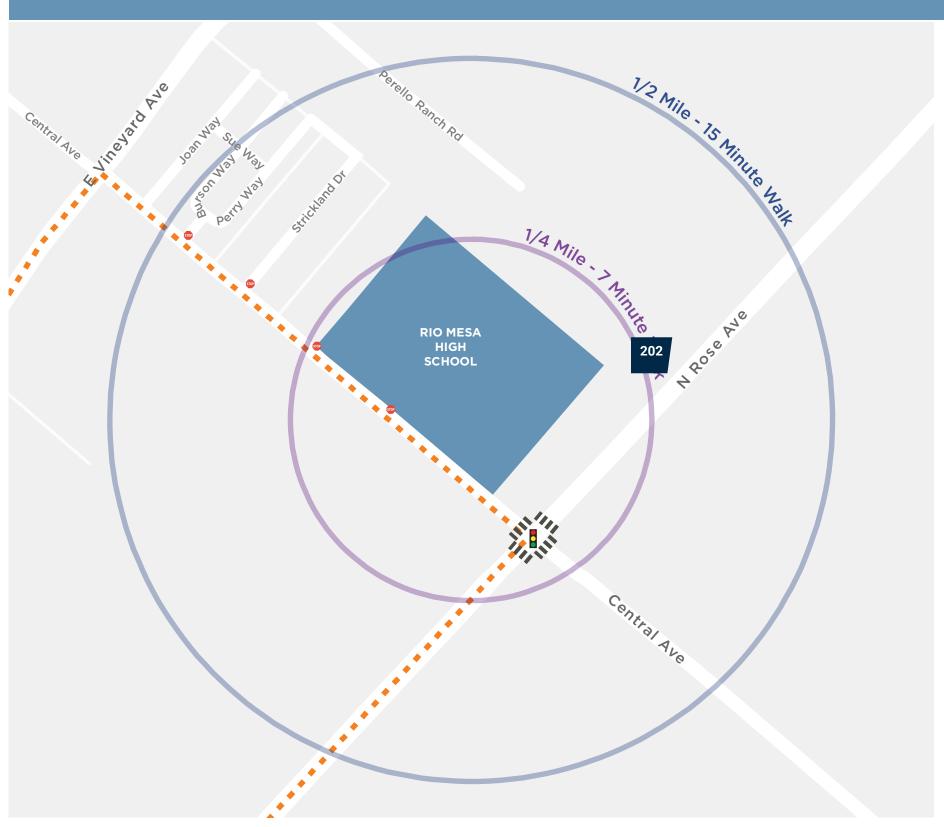






RIO MESA HIGH SCHOOL

Suggested Routes to School Map



How to Use This Map

This map is intended to encourage adults and students to walk to school. Adults are responsible for choosing the best route based on their knowledge of the area and skill level of their student.

Why Walk to School?

- To get exercise!
- To see friends & neighbors!
- To improve air quality!
- To create safer streets!

Suggested Routes

Existing Sidewalk

Missing or Partial Sidewalk*

School Ground

Park

Crosswalk

Stop Sign



Signalized Intersection



Crossing Guard







^{*}Please exercise caution. May be the site of future improvements.







RIO PLAZA ELEMENTARY SCHOOL

Suggested Routes to School Map



How to Use This Map

This map is intended to encourage adults and students to walk to school. Adults are responsible for choosing the best route based on their knowledge of the area and skill level of their student.

Why Walk to School?

- To get exercise!
- To see friends & neighbors!
- To improve air quality!
- To create safer streets!

Suggested Routes

Existing Sidewalk

Missing or Partial Sidewalk*

School Ground

Park

Crosswalk

Stop Sign

Signalized Intersection

Crossing Guard

*Please exercise caution. May be the site of future improvements.

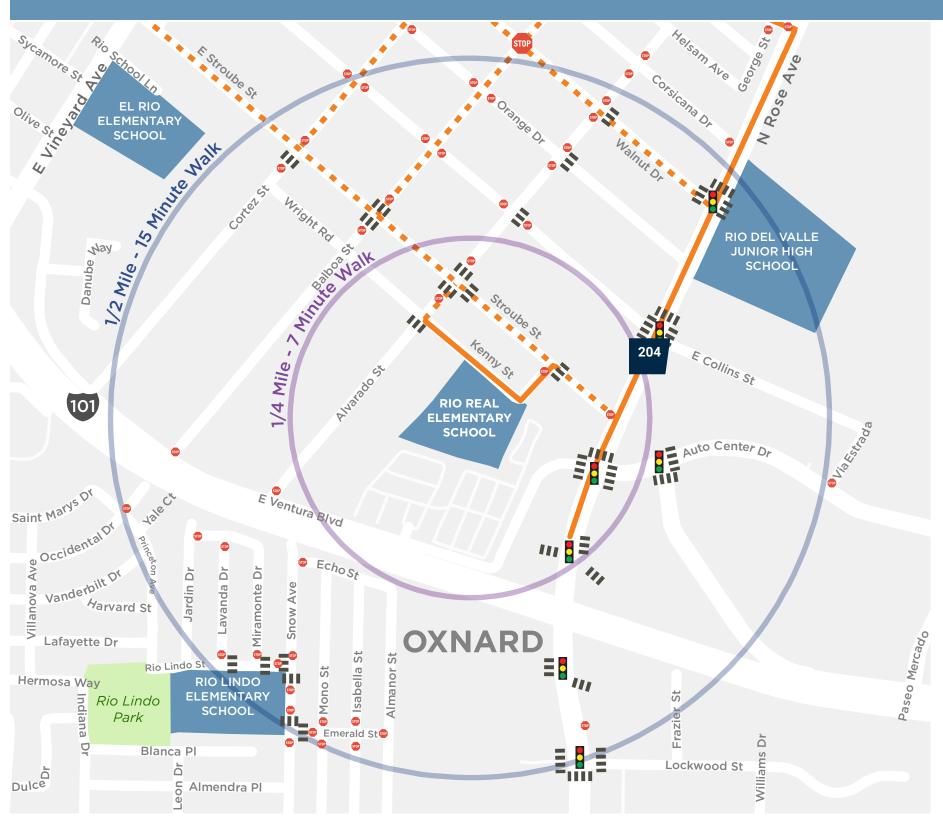






RIO REAL ELEMENTARY SCHOOL

Suggested Routes to School Map



How to Use This Map

This map is intended to encourage adults and students to walk to school. Adults are responsible for choosing the best route based on their knowledge of the area and skill level of their student.

Why Walk to School?

- To get exercise!
- To see friends & neighbors!
- To improve air quality!
- To create safer streets!

Suggested Routes

Existing Sidewalk

Missing or Partial Sidewalk*

School Ground

Park

Crosswalk

Stop Sign

Signalized Intersection

Crossing Guard

*Please exercise caution. May be the site of future improvements.













SAN ANTONIO ELEMENTARY SCHOOL

Suggested Routes to School Map



How to Use This Map

This map is intended to encourage adults and students to walk to school. Adults are responsible for choosing the best route based on their knowledge of the area and skill level of their student.

Why Walk to School?

- To get exercise!
- To see friends & neighbors!
- To improve air quality!
- To create safer streets!

Suggested Routes

Existing Sidewalk

Missing or Partial Sidewalk*

School Ground

Park

Crosswalk

Stop Sign

Signalized Intersection

Crossing Guard

*Please exercise caution. May be the site of future improvements.

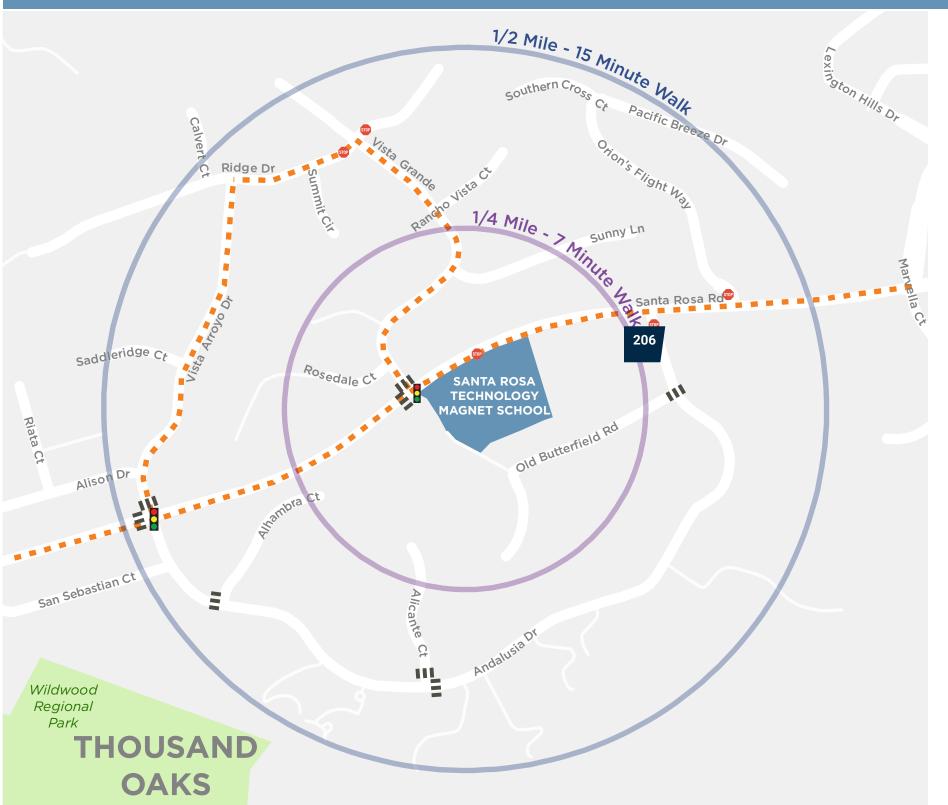






SANTA ROSA TECHNOLOGY MAGNET SCHOOL

Suggested Routes to School Map



How to Use This Map

This map is intended to encourage adults and students to walk to school. Adults are responsible for choosing the best route based on their knowledge of the area and skill level of their student.

Why Walk to School?

- To get exercise!
- To see friends & neighbors!
- To improve air quality!
- To create safer streets!

Suggested Routes

Existing Sidewalk

Missing or Partial Sidewalk*

School Ground

Park

Crosswalk

Stop Sign

Signalized Intersection

Crossing Guard

*Please exercise caution. May be the site of future improvements.













SOMIS ELEMENTARY AND MIDDLE SCHOOL

Suggested Routes to School Map



How to Use This Map

This map is intended to encourage adults and students to walk to school. Adults are responsible for choosing the best route based on their knowledge of the area and skill level of their student.

Why Walk to School?

- To get exercise!
- To see friends & neighbors!
- To improve air quality!
- To create safer streets!

Suggested Routes

Existing Sidewalk

Missing or Partial Sidewalk*

School Ground

Park

Crosswalk

Stop Sign

Signalized Intersection

Crossing Guard

*Please exercise caution. May be the site of future improvements.

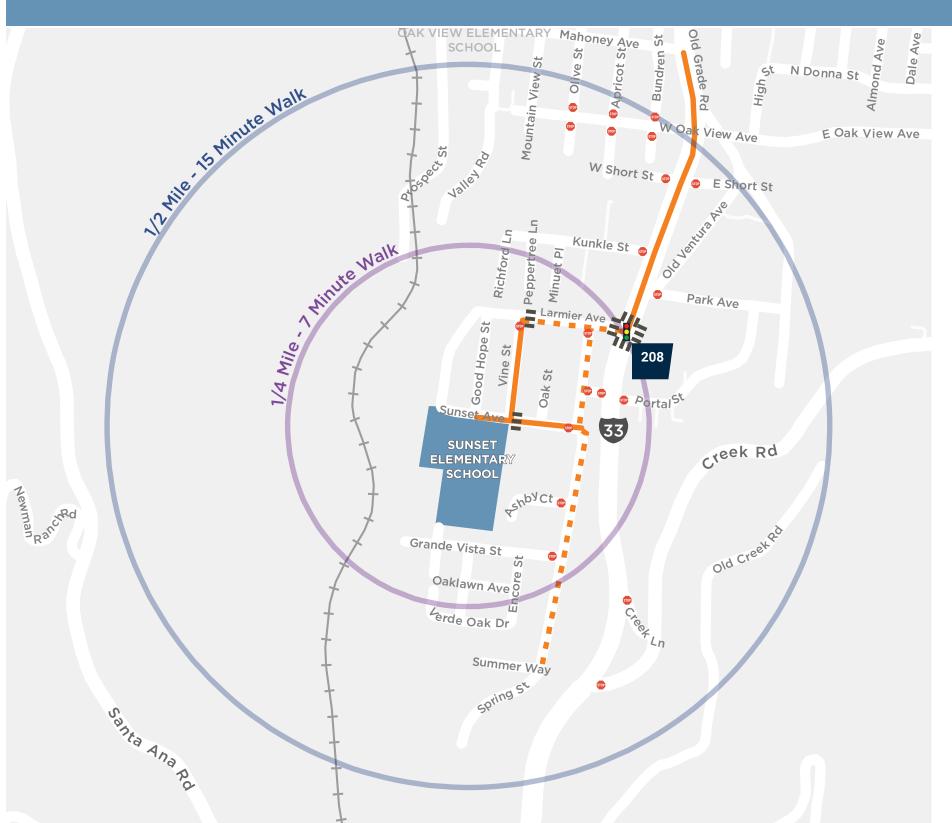






SUNSET ELEMENTARY SCHOOL

Suggested Routes to School Map



How to Use This Map

This map is intended to encourage adults and students to walk to school. Adults are responsible for choosing the best route based on their knowledge of the area and skill level of their student.

Why Walk to School?

- To get exercise!
- To see friends & neighbors!
- To improve air quality!
- To create safer streets!

Suggested Routes

Existing Sidewalk

Missing or Partial Sidewalk*

School Ground

Park

Crosswalk

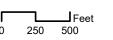
Stop Sign

Signalized Intersection

Crossing Guard

*Please exercise caution. May be the site of future improvements.







APPENDIX D

209



MEMORANDUM 5

233 A Street, Suite 703San Diego, CA 92101(619) 269-5982

www.altaplanning.com

To: Norman Baculinao, County of Ventura, Public Works Agency

From: Kristin Haukom, Project Manager, Alta Planning + Design

Date: September 18, 2018

Re: Ventura County SRTS Master Plan: Performance Criteria for Project Prioritization

BACKGROUND

Alta Planning + Design (Alta) was tasked to develop a set of performance criteria to identify five significant priority projects for each of the 12 project schools as part of the County of Ventura Safe Routes to School Master Plan (SRTS MP).

METHODOLOGY

Alta created a survey that was distributed to Ventura SRTS MP Project Development Team (PDT). The PDT is the SRTS stakeholder group for this project. The purpose of this survey was to gather their input as to what criteria should be used to identify and prioritize infrastructure improvements around Ventura County SRTS MP project schools.

The PDT was asked to rank 15 elements according to what they thought were the most important to least significant when prioritizing infrastructure improvement projects (1 being the most important and 15 being the least important). The 15 elements considered in the survey are listed below:

- The number of pedestrian or bicycle collisions
- The number of students who live within a ½ mile of the school
- Community input
- Making it faster to cross the street
- Slowing drivers down
- Creating more ADA access
- Closing a sidewalk gap
- Filling a bicycle facility gap
- Creating a more controlled crossing point
- Creating a place or community space
- Innovative nature of the solution
- Cost of the improvement
- Decreasing the crossing distance
- Ease of Implementation
- Other (write-in category)

The elements list was created based on best practices established by similar planning efforts, input from the PDT, and professional judgement.

RESULTS

Table 1 shows the PDT's responses to the prioritization element. The table shows each element in the order of highest ranked priority (1) to lowest ranked priority (15) and the number of responses received for each element.

Table 1. Summary of element ranking by Ventura County SRTS MP PDT

RANK	ELEMENT	# OF RESPONSES
1	Slowing drivers down	13
2	Creating a more controlled crossing point	11
3	The number of students who live within ½ mile of the school	11
4	The number of pedestrian or bicycle collisions	10
5	Creating more ADA access	10
6	Closing a sidewalk gap	9
7	Community input	9
8	Making it faster to cross the street	8
9	Decreasing the crossing distance	7
10	Creating a place or community space	6
11	Innovative nature of the solution	6
12	Filling a bicycle facility gap	6
13	Cost of the improvement	6
14	Ease of implementation	5
15	Other (write-in)	2



Even though "Other (write-in)" was ranked lowest, it is worth noting that PDT stakeholders gave the following write-in responses:

- 1. "Correcting obvious problems that significantly impact traffic, creating severe gridlock during drop off and pick up times."
- 2. "Supporting school systems that aim to support, safe, efficient dismissal and drop-off systems... such as valet drop off/pick up system."
- 3. "Vehicle merging lanes that result in blocked vision for cars and blocked walking paths for pedestrians."
- 4. "Safety (crossing lights)"
- 5. "Serving the area with more infrastructure needs."

CONCLUSIONS/DISCUSSION

Originally, the assumption was that the top five ranked elements would be used to form the projects lists prioritization criteria; however, after more careful consideration, it was decided that "the number of students who live within ½ mile of the school" was a more appropriate metric for determining projects BETWEEN schools and not projects AT an individual school. After eliminating that criteria, "closing a sidewalk gap" and "community input" had the same survey score and were both included into the overall criteria for project prioritization.

The final six performance criteria listed below will be used for project prioritization. Additional details are listed in Table 2.

. Table 2. Performance Criteria for Ventura SRTS MP Project Prioritization

Performance Criteria	Details
1. Slowing drivers down	Projects that influence drivers to drive more slowly in school zones.
Creating a more controlled crossing point	Projects that improve visibility and predictability at crosswalks or midblock crossings.
3. The number of pedestrian or bicycle collisions	Projects that address areas around a school that have a higher number of pedestrian/bicycle collisions.
4. Creating more ADA access	Projects that create more ADA access.
5. Closing a sidewalk gap	Projects that connect sidewalks and close gaps.
6. Community input	Projects that stakeholders identified in walk audits or key informant interviews as significant.

APPENDIX E

Safe Routes to School Collision Map Viewer

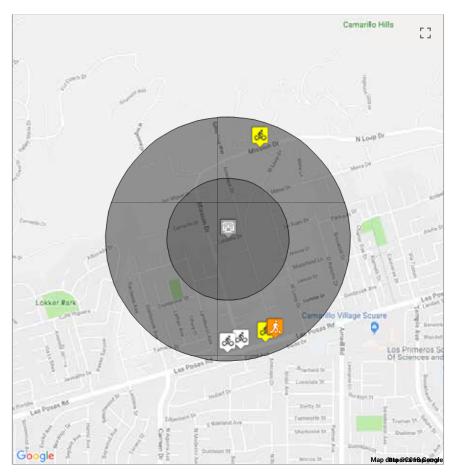
Help

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.



Camarillo Heights Elementary

35 Catalina Drive | Camarillo | Ventura County | CDS: 56725536055396



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	0	0	0	0	0
¼ - ½ mi.	0	1	2	2	1	4	5
Total	0	1	2	2	1	4	5

Collision List



Safe Routes to School Collision Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Types of Collisions:

Collision
Severity:

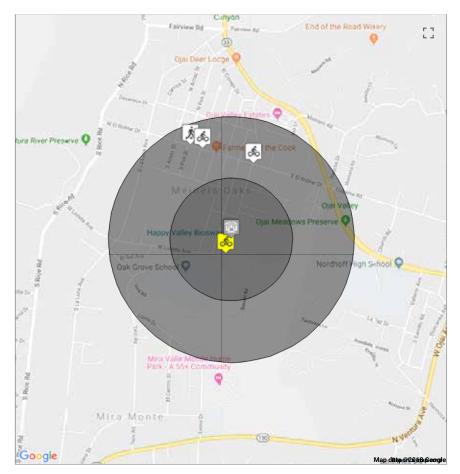
Years: 2013 - 2015

Bicycle Pedestrian

Other Visible Injury Complaint of Pain

Meiners Oaks Elementary

400 South Lomita Avenue | Ojai | Ventura County | CDS: 56725206055198



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total	
<¼ mi.	0	0	1	0	0	1	1	
¼ - ½ mi.	0	0	0	3	1	2	3	
Total	0	0	1	3	1	3	4	

Help

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Types of Collisions:

Collision
Severity:

Years:

Collision
Severity:

Years:

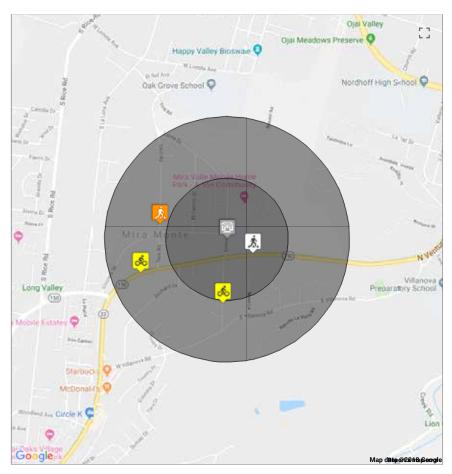
Collision
Severity:

Complaint of Pain

Complaint of Pain

Mira Monte Elementary

1216 Loma Drive | Ojai | Ventura County | CDS: 56725206055206



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total	
<¼ mi.	0	0	0	1	1	0	1	
¼ - ½ mi.	0	1	2	0	1	2	3	
Total	0	1	2	1	2	2	4	



Safe Routes to School Collision Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

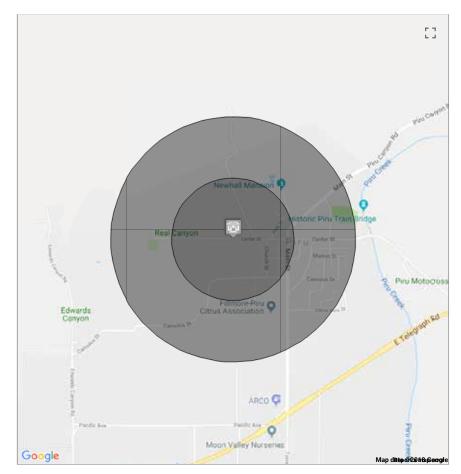
Types of Collisions:

Collision
Severity:

Years: 2013 - 2015

Piru Elementary

3811 East Center Street | Piru | Ventura County | CDS: 56724546054985



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total	
<¼ mi.	0	0	0	0	0	0	0	
¼ - ½ mi.	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	

Help

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Types of Collisions:

Collision
Severity:

Years:

A Bicycle Pedestrian

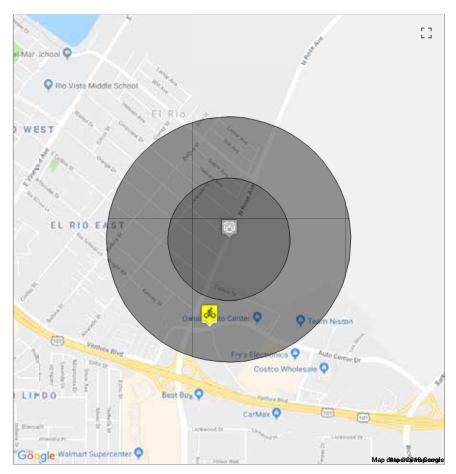
Pedestrian

Other Visible Injury Complaint of Pain

Complaint of Pain

Rio del Valle Middle

3100 Rose Avenue | Oxnard | Ventura County | CDS: 56725616055495



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total	
<¼ mi.	0	0	0	0	0	0	0	
¼ - ½ mi.	0	0	1	1	0	2	2	
Total	0	0	1	1	0	2	2	



Safe Routes to School Collision Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

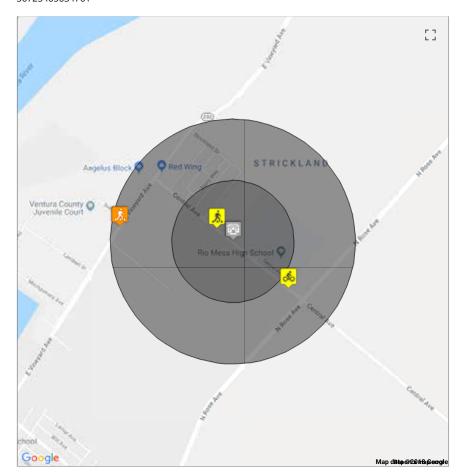
Types of Collisions:

Collision
Severity:

Years: 2013 - 2015

Rio Mesa High

545 Central Avenue | Oxnard | Ventura County | CDS: 56725465634761



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	1	0	1	0	1
¼ - ½ mi.	0	1	1	0	1	1	2
Total	0	1	2	0	2	1	3

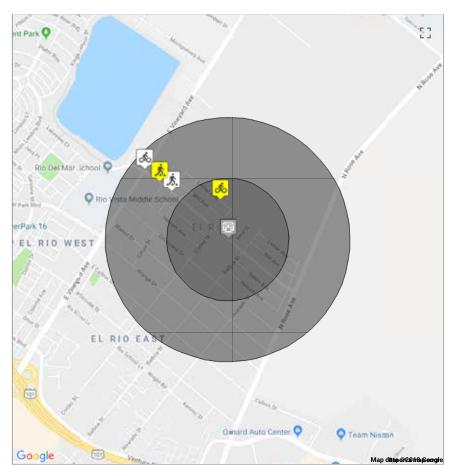
Help

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.



Rio Plaza Elementary

600 Simon Way | Oxnard | Ventura County | CDS: 56725616055511



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total	
<¼ mi.	0	0	1	0	0	1	1	
¼ - ½ mi.	0	0	1	2	2	1	3	
Total	0	0	2	2	2	2	4	



Safe Routes to School Collision Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Types of Collisions:

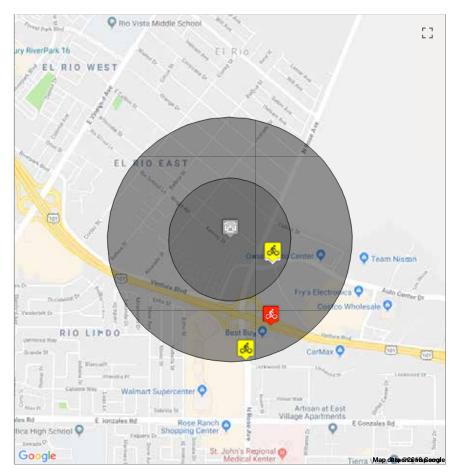
Collision
Severity:

Years: 2013 - 2015

Pedestrian
Other Visible Injury Complaint of Pain

Rio Real Elementary

1140 Kenney Street | Oxnard | Ventura County | CDS: 56725616055529



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total	
<¼ mi.	0	0	1	1	0	2	2	
¼ - ½ mi.	1	0	1	0	0	2	2	
Total	1	0	2	1	0	4	4	

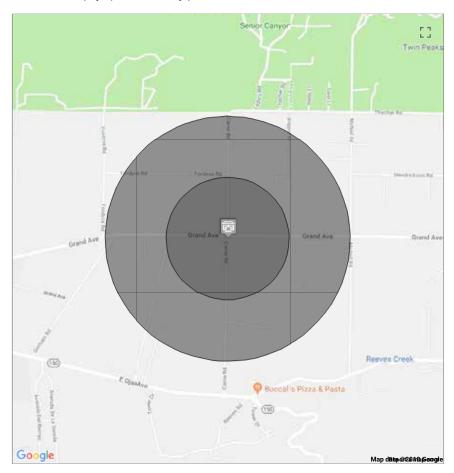
Help

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.



San Antonio Elementary

650 Carne Road | Ojai | Ventura County | CDS: 56725206055222



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total	
<¼ mi.	0	0	0	0	0	0	0	
¼ - ½ mi.	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	



Safe Routes to School Collision Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

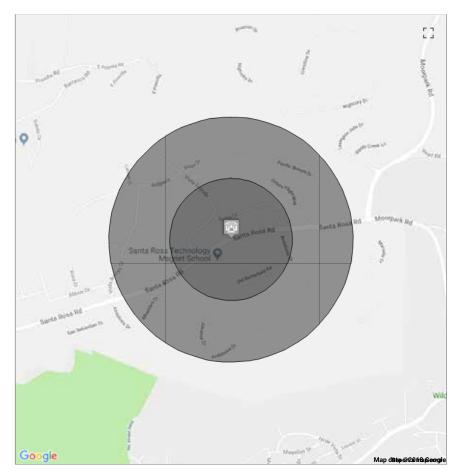
Types of Collisions:

Collision
Severity:

Years: 2013 - 2015

Santa Rosa Technology Magnet

13282 Santa Rosa Road | Camarillo | Ventura County | CDS: 56725536055990



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total	
<¼ mi.	0	0	0	0	0	0	0	
¼ - ½ mi.	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	

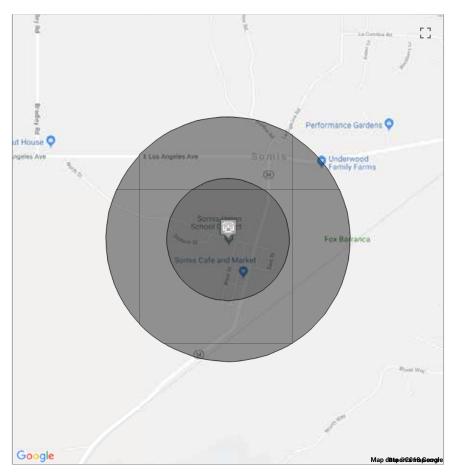
Help

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.



Somis Elementary

5268 North Street | Somis | Ventura County | CDS: 56726116055834



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total	
<¼ mi.	0	0	0	0	0	0	0	
¼ - ½ mi.	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	



Safe Routes to School Collision Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Types of Collisions:

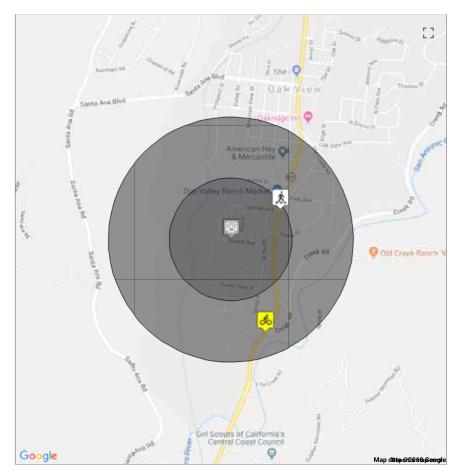
Collision
Severity:

Years: 2013 - 2015

Pedestrian
Other Visible Injury Complaint of Pain

Sunset Elementary

400 Sunset Avenue | Oak View | Ventura County | CDS: 56726526056030



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	0	1	1	0	1
¼ - ½ mi.	0	0	1	0	0	1	1
Total	0	0	1	1	1	1	2





Table 1 / Overall Prioritzation Scores

	Recommendation			Recommendation		Other		
	Street	Start Street	End Street	Туре	Jurisdiction	Lists	Score	Cost Estimate
	State Route 118	North Saticoy Limit	South Saticoy Limit	Class IV Separated Bikeway	Non- County	Network	86	
	Telegraph Rd	County Boundary	County Boundary	Class IIb Buffered Bike Lanes	County	SRTS	83	\$2,053,505***
	Olivas Park Dr	County Boundary	County Boundary	Class IIb Buffered Bike Lanes	County	Network	81	\$387,432***
	El Roblar Dr	Lomita Ave		Bike racks (N)	County	SRTS; FLM	79	\$10,200
	Alvarado St	Collins St	Helsam Ave	Sidewalk on both sides	County	SRTS	78	\$214,972
	Potrero Road West	Old Hueneme Rd	Oxnard St	Class II Bike Lanes	County	Network	76	\$1,180,000*
	Santa Rosa Rd	Las Posas Rd	Moorpark Rd	Class IIb Buffered Bike Lanes	County	SRTS	75	\$552,000*
	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
TER 1	Victoria Ave	Gonzales Rd	County Boundary	Class IIb Buffered Bike Lanes	Non- County	SRTS	75	\$552,636***
F	Rose Ave	Central Ave	State Route 118	Class IIb Buffered Bike Lanes	County	SRTS	73	\$4,180,000**
	Potrero Rd	Oxnard St	County Boundary	Class I Shared- Use Path	County	Network	73	
	State Route 150	State Route 33	Los Encinos Rd	Class IIb Buffered Bike Lanes	Non- County	Network	73	
	Harbor Blvd	County Boundary	County Boundary	Class IIb Buffered Bike Lanes	County	Network	73	
	Moorpark Rd	Santa Rosa Rd	Tierra Rejada Rd	Class IIb Buffered Bike Lanes	County	Network	73	
	Howe Rd	Torrey Rd	Torrey Rd	Class II Bike Lanes	County	Network	72	\$227,000*
	Cortez St	Corsicana Dr	South boundary of Rio Plaza Elementary	Sidewalk on E side	County	SRTS	72	\$24,852
	El Roblar Dr	Lomita Ave		Bike racks (S)	County	SRTS; FLM	72	\$10,200
	Hueneme Rd	County Boundary	Lewis Rd	Class IIb Buffered Bike Lanes	County	Network	72	

^{*}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	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Torrey Rd	Guiberson Rd	Howe Rd	Class II Bike Lanes	County	Network	71	\$870,000*
	State Route 150	Los Encinos Rd	Ranch Rd	Class IIb Buffered Bike Lanes	Non- County	Network	71	
	Santa Rosa Rd	Yucca Dr	Glenside Ln	Class IIb Buffered Bike Lanes	County	Network	70	\$307,000*
	Helsam Ave/ George St	Alvarado St	Simon Way	Sidewalk on (priority S, E side)	County	SRTS	70	\$152,661
	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
	Santa Paula Branch Line	West Community Limit	East Community Limit	Class I Shared- Use Path	County	SRTS	70	
	Olivas Park Dr	Victoria Ave	County Boundary	Class IIb Buffered Bike Lanes	County	Network	70	
_	Kanan Rd	County Boundary	Oak Hills Rd	Class IIb Buffered Bike Lanes	County	SRTS	70	
TIER	Padre Juan Ave	Lomita Ave	El Roblar	Sidewalk on both sides	County	SRTS	69	\$249,256
	Padre Juan Ave	Mesa Dr		High-visibility crosswalk (all)	County	SRTS	69	\$25,500
	Encino Dr	Creek Rd	State Route 33	Class II Bike Lanes	County	Network	69	
	State Route 150	Ranch Rd	Santa Ana Rd	Class IIb Buffered Bike Lanes	Non- County	Network	69	
	Tierra Rejada Rd	County Boundary	County Boundary	Class IIb Buffered Bike Lanes	County	Network	69	
	Gonzales Rd	Harbor Blvd	Victoria Ave	Class IIb Buffered Bike Lanes	County	SRTS	69	
	Los Angeles Ave	Nardo St	Highway 118	Class III Bike Route	County	Network	69	
	Santa Rosa Rd	Yucca Dr	County Boundary	Class IIb Buffered Bike Lanes	County	Network	68	
	Rose Ave	Corsicana Dr	Simon Way	Class IIb Buffered Bike Lanes	County	SRTS	68	
	Read Rd	Moorpark Rd	Sunset Valley Rd	Class II Bike Lanes	County	Network	67	\$625,000*
	Simon Way	Balboa St		Curb Extensions all corners	County	SRTS	67	\$255,000

^{*}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)





								/\ 0.0
	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Via Fustero	Main St	Church St	Sidewalk on E side	County	SRTS	67	\$169,455
	Will Ave	Balboa St	George St	Sidewalk on both sides	County	SRTS	67	\$140,160
	Camulos St	Church St	Main St	Sidewalk on both sides	County	SRTS	67	\$51,246
	Camino Flores	Paseo Del Robledo	Camino Dos Rios	Sidewalk on both sides	County	SRTS	67	\$47,041
	Center St	Via Fustero	Orchard St	Sidewalk on both sides	County	SRTS	67	\$36,075
	Simon Way	Minna St		High-visibility crosswalk (N, S)	County	SRTS	67	\$12,750
	Nardo St	Highway 118	Campanula Ave	Class IIb Buffered Bike Lanes	County	Network	67	
	Laguna Rd	Wood Rd	Lewis Rd	Class II Bike Lanes	County	Network	66	\$4,460,000**
	Sunnycrest Dr	Aspen Ridge Ct	Park Springs Ct	Class IIb Buffered Bike Lanes	County	Network	66	
TIER 1	El Roblar Dr	La Luna Ave	Lomita Ave	Sidewalk on N side	County	SRTS	65	\$283,594
Ħ	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		Bike racks (N)	Non- County	SRTS; FLM	65	\$10,200
	Simon Way	State Route 232		Wayfinding signage	Non- County	SRTS; FLM	65	\$1,084
	La Luna Ave	State Route 150	Lomita Ave	Class II Bike Lanes	County	SRTS	65	
	Pleasant Valley Rd	State Route 1	Las Posas Rd	Class IIb Buffered Bike Lanes	County	SRTS	65	
	Las Posas Rd	Pleasant Valley Rd	State Route 1	Class IIb Buffered Bike Lanes	County	SRTS	65	
	Deerhill Rd	Kanan Rd	Doubletree Rd	Class III Bike Route	County	SRTS	65	
	El Roblar Dr	State Route 150	Rice Rd	Class III Bike Route	County	SRTS	65	

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	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	Guiberson Rd	Chambersburg Rd	Torrey Rd	Class II Bike Lanes	County	Network	64	
1	Victoria Ave	County Boundary (119 Feet West of Olivas Park Dr)	County Boundary (247 Feet South of River Bridge)	Class IIb Buffered Bike Lanes	County	Network	64	
TIER	Doubletree Rd	Kanan Rd	Deerhill Rd	Class III Bike Route	County	SRTS	64	
	Oak Hills Dr	Calle Rio Vista	Sunnycrest Dr	Class III Bike Route	County	SRTS	64	
	Conifer St	Kanan Rd	Smoke Tree Ave	Class III Bike Route	County	SRTS	64	
	Hollytree Dr	Kanan Rd	End of Street	Class III Bike Route	County	SRTS	64	
	Stroube St	State Route 232	Rose Ave	Sidewalk on both sides	County	SRTS	64	
	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 118	Nardo St		Pedestrian island	Non- County	Network	63	\$127,500
	Main St	981 N Main St		RRFB	County	Network	63	\$76,500



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	State Route 33	Woodland Ave		Bike racks	Non- County	FLM	63	\$10,200
	Loma Dr	State Route 33		Bike racks	Non- County	SRTS; FLM	63	\$10,200
	Main St	981 N Main St		High-visibility midblock crosswalk	County	Network	63	\$6,375
	Larmier Ave	State Route 33	Sunset Ave	Sidewalk on S side	County	SRTS	63	
	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	
R 1	Foothill Rd	Wells Rd	Aliso Cyn Rd	Class IIb Buffered Bike Lanes	County	Network	62	\$3,820,000**
TIER	Santa Paula Street	Cummings Rd	Peck Rd	Class II Bike Lanes	County	Network	62	\$3,640,000**
	State Route 118	Nardo St		Leading Pedestrian Interval (all)	Non- County	Network	62	\$127,500
	Roosevelt Blvd	Melrose Dr		High-visibility crosswalk (all)	County	Network	62	\$25,500
	Foothill Rd	Aliso Canyon Rd	Briggs Rd	Class IIb Buffered Bike Lanes	County	SRTS	62	
	Ventura Ave	Los Cabos Ln	Ventura City boundary	Class IIb Buffered Bike Lanes	County	Network	62	
	Alvarado St	Helsam Ave	County Boundary	Class III Bike Route	County	SRTS	62	
	Rockfield St	Lindero Canyon Rd	Hawthorne Dr	Class III Bike Route	County	SRTS	62	
	Los Angeles Ave	Violeta St 500 Feet North	Nardo St	Class III Bike Route	County	Network	62	
	Hawthorne Dr	Bowfield St	Kanan Rd	Class III Bike Route	County	SRTS	62	
	George St	Simon Way	End of street	Sidewalk on both sides	County	SRTS	62	

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	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Balboa St	Simon Way	End of Street	Sidewalk on E side	County	SRTS	62	
	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	
	Stroube St	Jourdan St		High-visibility crosswalk (N)	County	SRTS	62	
	Rose Ave	Simon Way		High-visibility crosswalk (S, W)	County	SRTS	62	
1	State Route 33	Kunkle St		High-visibility crosswalk (W)	Non- County	SRTS	62	
TIER	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	
	Conifer St	Sabra Ave	Kanan Rd	Class II Bike Lanes	County	SRTS	61	
	Santa Clara Ave	Central Ave	Los Angeles Ave	Class IIb Buffered Bike Lanes	County	Network	61	
	Santa Clara Ave	Friedrich Rd	Central Ave	Class IIb Buffered Bike Lanes	County	Network	61	
	Sunnycrest Dr/ Doubletree Rd	Deerhill Rd	Aspen Ridge Ct	Class III Bike Route	County	SRTS	61	
	Pueblo Ave	Lomita Ave	El Roblar Dr	Sidewalk on both sides	County	SRTS	61	
	Santa Rosa Rd	Glenside Ln	Las Posas Rd	Class IIb Buffered Bike Lanes	County	Network	60	\$184,000*
	Ventura Ave	McKee St		RRFB	County	Network	60	\$76,500

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Construction Cost Index (20 Cities) applied (9/25/23)





	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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
	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 118	SCRT	Santa Clara Ave	Class I Shared- Use Path	Non- County	Network	60	
	Villanova Rd	Ventura Ave	County Boudnary	Class II Bike Lanes	County	SRTS	60	
	State Route 232	County Boundary	State Route 118	Class IIb Buffered Bike Lanes	Non- County	SRTS	60	
	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	
5	Helsam Ave	Balboa St	Alvaarado St	Sidewalk on both sides	County	SRTS	60	
HER	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	
	Main St	Market St	Center St	Sidewalk on E side	County	SRTS	60	
Ĭ	Alvarado St	County boundary	Collins St	Sidewalk on W side	County	SRTS	60	
	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	
	State Route 33	Santa Ana Way		High-visibility crosswalk (E)	Non- County	Network	60	
	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	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	Loma Dr	State Route 33		Bus shelter, timetable information, trash cans	Non- County	SRTS; FLM	60	
	Azahar St	Los Angeles Ave	Campanula Ave	Class II Bike Lanes	County	Network	59	
	Santa Ana Blvd	Santa Ana Rd	State Route 33	Class II Bike Lanes	County	Network	59	
	Ventura Ave	Norway Dr	Los Cabos Ln	Class IIb Buffered Bike Lanes	County	Network	59	
	Churchwood Dr	Los Arcos Dr	Kanan Rd	Class III Bike Route	County	SRTS	59	
	Smoke Tree Ave	Start of Street	End of Street	Class III Bike Route	County	SRTS	59	
TIER 1	Sunnycrest Dr	Park Springs Ct	Kanan Rd	Class III Bike Route	County	SRTS	59	
-	Rosal Ln	Los Angeles Ave	Campanula Ave	Class III Bike Route	County	Network	59	
	Friedrich Rd	Santa Clara Ave	Friedrich Rd (334 Feet East of Almond Dr)	Class III Bike Route	County	Network	59	
	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	
	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	





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	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Foothill Rd	1166e Petit Ave	Wells Rd	Class II Bike Lanes	County	Network	58	\$1,850,000**
	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
	State Route 33	La Cross St	Santa Ana Way	Sidewalk on at least one side	Non- County	Network	58	\$97,367
	State Route 33	Mahoney Ave	Santa Ana Blvd	Sidewalk on W side	Non- County	Network	58	\$77,055
	State Route 33	Barbara St / State Route 33 bus stop (northbound)	Barbara St	Sidewalk on E side	Non- County	Network	58	\$32,184
	Alelia Ave	Violeta St	End of Street	Sidewalk on both sides	County	Network	58	\$24,140
_	Main St	State Route 126	Via Fustero	Sidewalk on both sides of street where missing	County	SRTS	58	
TIER 1	State Route 33	Portal St	Larmier Ave	Sidewalk on W side	Non- County	SRTS	58	
	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	County	SRTS; FLM	58	
	State Route 118	Los Angeles Ave	County Boundary	Class I Shared- Use Path	Non- County	SRTS	57	

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	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	County Dr	Nardo St	State Route 118	Class II Bike Lanes	County	Network	57	
	State Route 34	County Boundary	West St	Class IIb Buffered Bike Lanes	Non- County	SRTS	57	
	Simon Way	Rose Ave	State Route 232	Class III Bike Route	County	SRTS	57	
	Cortez St	Street Start	Ventura Blvd	Class III Bike Route	County	SRTS	57	
	Los Angeles Ave	County Boundary	Aster St	Class III Bike Route	County	Network	57	
	Violeta St	Violeta St	Campanula Ave	Class III Bike Route	County	Network	57	
	Michael Dr	Virginia Dr	Wendy Dr	Class III Bike Route	County	SRTS	57	
	Alelia Ave	Violeta St	Rosal Lane	Class III Bike Route	County	Network	57	
	Campanula Ave	North Community Limit	Azahar St	Class III Bike Route	County	Network	57	
	Aster St	Saticoy Park	Campanula Ave	Class III Bike Route	County	Network	57	
TIER 1	Los Angeles Ave	Aster St	Saticoy Wash	Class III Bike Route	County	Network	57	
F	Aster St	State Route 118	Saticoy Park	Class III Bike Route	County	SRTS	57	
	Ruth Dr	Wendy Dr	County Boundary	Class III Bike Route	County	SRTS	57	
	Satinwood Ave	Smoke Tree Ave	Conifer St	Class III Bike Route	County	SRTS	57	
	Pinewood Ave	Tamarind St	Conifer St	Class III Bike Route	County	SRTS	57	
	Riverbank Dr	County Dr	End of Street	Class III Bike Route	County	Network	57	
	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	
	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	





	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	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	
EK	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	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	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	
TIER 1	Balboa St	Walnut Dr		Bus shelter, bench, timetable information, trash cans	County	SRTS; FLM	57	
F	Balboa St	Walnut Dr		Bus shelter, bench, timetable information, trash cans	County	SRTS; FLM	57	
	Balboa St	Walnut Dr		Wayfınding 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	
	Lake Sherwood Dr	99 Lake Sherwood Dr	189 Lake Sherwood Dr	Sidewalk on both sides	County	Network	56	\$118,700
	Laguna Rd	Pleasant Valley Rd	Wood Rd	Class II Bike Lanes	County	Network	56	
	Ventura Ave	Canada Larga Rd	Ventura River Trail	Class IIb Buffered Bike Lanes	County	Network	56	
	Santa Clara Ave	Friedrich Rd	County Boundary	Class IIb Buffered Bike Lanes	County	Network	56	
	Oak Hills Dr	Kanan Rd	Calle Rio Vista	Class III Bike Route	County	SRTS	56	
	Bowfield St	Lindero Canyon Rd	Hawthorne Dr	Class III Bike Route	County	SRTS	56	



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	Orchard St	Market St	Main St	Sidewalk on both sides	County	SRTS	56	
	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	
- Y	Camulos St	Main St		RRFB	County	SRTS	56	
HEK	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	
	El Roblar Dr	Rice Rd	La Luna Ave	Sidewalk on both sides	County	Network	55	\$124,694
	State Route 34	North St	West St	Class II Bike Lanes	Non- County	SRTS	55	
	Lomita Ave	Lomita Ave Class 2	El Roblar Dr	Class II Bike Lanes	County	SRTS	55	
	Santa Susana Pass Rd	Katherine Rd	Box Canyon Rd	Class II Bike Lanes	County	SRTS	55	
	Camino Dos Rios	Lynn Rd	Calle Arroyo	Class IIb Buffered Bike Lanes	County	SRTS	55	
	Creek Rd	Ventura Ave	County Boundary	Class IIb Buffered Bike Lanes	County	SRTS	55	
	W 5th St	County Boundary	County Boundary	Class IIb Buffered Bike Lanes	County	Network	55	
	Wendy Dr	County Boundary	County Boundary	Class IIb Buffered Bike Lanes	County	SRTS	55	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Katherine Rd	County Boundary	County Boundary	Class III Bike Route	County	SRTS	55	
	Walnut Dr	Rose Ave	State Route 232	Class III Bike Route	County	SRTS	55	
	Stroube St	Rose Ave	State Route 232	Class III Bike Route	County	SRTS	55	
	Balboa St	Street start	County Boundary	Class III Bike Route	County	SRTS	55	
	Barbara St	State Route 33		Timetable information	Non- County	FLM	55	
	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	
TER.	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	



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Larmier Ave	Vine St		High-visibility crosswalk (S)	County	SRTS	55	
	Larmier Ave	Goodhope St		High-visibility crosswalk (S)	County	SRTS	55	
2.1	Tico Rd	Loma Dr		High-visibility crosswalk (S, both E) (across Tico and Loma on east side)	County	SRTS	55	
TIER	Center St	Church St		Remove crosswalk at west leg (goes straight into driveway); Move crosswalk to east leg	County	SRTS	55	
	Rose Ave	Walnut Dr		Curb Extensions (NW, SW)	County/City	SRTS	55	
	Kanan Rd	Deerhill Rd		Bus Pull-Out	County	SRTS; FLM	55	
	Torrey Rd	Howe Rd	Telegraph Rd	Class II Bike Lanes	County	Network	54	\$581,000**
	Ventura Ave	Canada Larga Rd	Norway Dr	Class IIb Buffered Bike Lanes	County	Network	54	
	Medea Creek In	Sunnycrest Dr	Conifer St	Class III Bike Route	County	SRTS	54	
	Calle Yucca	Calle Sequoia	Calle Corta	Class III Bike Route	County	SRTS	54	
7	Tamarind St	Medea Creek Trail	Buttonwood Ave	Class III Bike Route	County	SRTS	54	
TIER!	Ocean Dr	End of Street	County Boundary	Class III Bike Route	County	SRTS	54	
_	Island View Ave	Sawtelle Ave	Victoria Ave	Class III Bike Route	County	Network	54	
	Sprucewood Ave	Sunnycrest Dr East	Smoke Tree Ave	Class III Bike Route	County	SRTS	54	
	Main St	Orchard St	970' n/o Orchard St	Sidewalk on both sides	County	SRTS	54	
	Central Ave	School driveway		Advance yield markings (E,W)	County	SRTS	54	
	Stroube Street	Balboa St		Stop warrant (all)	County	SRTS	54	

^{*}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	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
R 2	Alvarado St	Collins St		High-visibility crosswalk (N, W)	County	SRTS	54	
TIER	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	
	Alvarado St	Walnut Dr		Bus shelter, bench, timetable information, trash cans	County	SRTS; FLM	54	

^{*}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	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Potrero Rd East	County Boundary (3605 Feet East of Wendy Dr)	Hidden Vly Rd	Class II Bike Lanes	County	Network	53	\$7,900,000**
	Mesa Dr	County Boundary	Loop Dr	Sidewalk on both sides of street where missing	County	Network	53	\$239,214
	Clavel Ave	County Boundary	Azahar Rd	Sidewalk on both sides	County	Network	53	\$90,658
	Callegas Creek Rd	Laguna Rd	County Boundary	Class I Shared- Use Path	County	Network	53	
	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	
	Kanan Rd	Golden Eagle		Bus Pull-Out	County	FLM	53	
	Ventura Ave	Norway Dr		Timetable information, trash cans	Non- County	FLM	53	
R 2	Kanan Rd	Golden Eagle Dr		Wayfinding signage	County	FLM	53	
HER	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	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Rockfield St	Hawthorne Dr		Wayfınding signage	County	SRTS; FLM	53	
	Violeta St	Clavel Ave	Campanula Ave	Sidewalk on N side	County	Network	52	\$62,326
	Arroyo Las Posas	Moorpark Boundary	Camarillo Boundary	Class I Shared- Use Path	County	SRTS	52	
	Rice Rd	Woodland Ave	State Route 150	Class II Bike Lanes	County	Network	52	
	Nardo St	Lirio Ave	State Route 118	Class II Bike Lanes	County	Network	52	
	Loma Rd	State Route 150	Tico Rd	Class II Bike Lanes	County	SRTS	52	
	North St	State Route 118	State Route 34	Class III Bike Route	County	SRTS	52	
	Dena Dr	Ruth Dr	Gerald Dr	Class III Bike Route	County	SRTS	52	
	Gerald Dr	Wendy Dr	End of street	Class III Bike Route	County	SRTS	52	
	Calle Yucca	Calle Corta	Calle Salto	Class III Bike Route	County	SRTS	52	
TIER 2	Calle Manzanas	Calle Yucca	Lynn Rd	Class III Bike Route	County	SRTS	52	
Ħ	Los Arcos Dr	Churchwood Dr	Kanan Rd	Class III Bike Route	County	SRTS	52	
	County Dr	Nardo St	State Route 118	Class III Bike Route	County	Network	52	
	Mission Drive/ Loop Dr	Catalina Dr	County Boundary	Class III Bike Route	County	SRTS	52	
	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	
	Casitas Water District	State Route 33		Bus shelter, bench, timetable information, trash cans	Non- County	FLM	52	



Recommendatio Street	on Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
Los Angeles Av	e Violeta St		Bike racks (N)	County	FLM	52	
Los Angeles Av	re Violeta St		Wayfınding signage	County	FLM	52	
Ventura Ave	Fraser Ln		Bus shelter, bench, timetable information, trash cans	County	FLM	52	
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	0 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	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	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	
2	Gonzales Rd	Victoria Ave		High-visibility crosswalk (all)	County/City	SRTS	52	
TIER	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	



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	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	
IER A	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	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	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	
2	Rockfield St	Ocho Rios Way		Wayfinding signage	County	SRTS; FLM	52	
TIER 2	Sunset Lane	Channel Islands Blvd	Harbor Blvd	Class II Bike Lanes	County	SRTS	51	
	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	
	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	
	Calle Yucca	Calle Mandarinas		Curb Extensions all corners	County	SRTS	51	
	Calle Yucca	Camino Manzanas		Curb Extensions all corners	County	SRTS	51	



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	Grand Ave	Orange Rd	Carne Rd	Class II Bike Lanes	County	SRTS	50	
	Lesser Dr	Dena Dr	Jenny Dr	Class III Bike Route	County	SRTS	50	
7	Theresa Dr	Wendy Dr	Virginia Dr	Class III Bike Route	County	SRTS	50	
<u> </u>	Virginia Dr	Theresa Dr	Michael Dr	Class III Bike Route	County	SRTS	50	
	Calle Laredo	Lynn Rd	Calle Arroyo	Class III Bike Route	County	Network	50	
	Calle Arroyo	Calle Yucca	Camino Dos Rios	Class III Bike Route	County	Network	50	
	Jenny Dr	Gerald Dr	County Boundary	Class III Bike Route	County	SRTS	50	
	Felix Ave	Township Ave	Walnut Ave	Class III Bike Route	County	SRTS	50	
	Flood St	Lemon Dr	Felix Ave	Class III Bike Route	County	SRTS	50	
	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	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	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	
TIER 2	Santa Ana Blvd	Olive St		High-visibility crosswalk (N, S)	County	Network	50	
F	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	

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	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	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	
R 2	Rockfield St	Tuscany Dr		High-visibility crosswalk (N)	County	SRTS	50	
TIER	Smoke Tree Ave	Woodcrest PI		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	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	Woodland Ave	Rice Rd	State Route 33	Class II Bike Lanes	County	Network	49	
	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	
	Rice Rd	Fierro Dr		High-visibility crosswalk (N, W)	County	Network	49	
R 2	Santa Clara Ave	Friedrich Rd		High-visibility crosswalk (S, E)	County	Network	49	
TIER	Ventura Ave	Fraser Ln		High-visibility crosswalk (S, E)	County	Network	49	
	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	



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
TIER 2	Burnham Rd	Santa Ana Rd	State Route 150	Class II Bike Lanes	County	Network	48	
	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	
	Main St	Sacramento St		High-visibility crosswalk (E)	County	Network	48	
	Lynn Rd	Camino Dos Rios		Reduce corner radii (all)	County/City	SRTS	48	
	Saticoy Drain Pathway	Aster St	Saticoy Park	Class I Shared- Use Path	County	Network	47	
	Santa Clara River Trail	State Route 118	Pacific Ocean	Class I Shared- Use Path	County	Network	47	
	Main St	Orchard St	Telegraph Rd	Class II Bike Lanes	County	SRTS	47	
	Tico Rd	Lomita Ave	State Route 150	Class II Bike Lanes	County	SRTS	47	
	Rice Rd	Lomita Ave	Fairview Rd	Class II Bike Lanes	County	Network	47	
	Sunset Valley Rd	Read Rd	Tierra Rejada Rd	Class II Bike Lanes	County	Network	47	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	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	
IER 2	Camulos St	Camulos Pl	Church St	Sidewalk on S side	County	SRTS	47	
Ĕ	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	



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
2	La Brea St	Ocean Dr		High-visibility crosswalk (N, E)	County	SRTS	47	
TIER 2	Lomita Ave	Pueblo Ave		High-visibility crosswalk (N)	County	SRTS	47	
	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	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Santa Rosa Rd	Vista Arroyo Dr		High-visibility crosswalk (all)	County	SRTS	47	
	Sunset Ave	Vine St		Curb Extensions (NE, SE)	County	SRTS	47	
2	Sunset Ave	Spring St		High-visibility crosswalk (S, W)	County	SRTS	47	
TIER	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	
	Sturgis Rd	County Boundary	Pleasant Valley Rd	Class II Bike Lanes	County	Network	46	\$2,700,000**
	Center St	Bridge	End of Street	Class II Bike Lanes	County	SRTS	46	
	Conifer St	Parkview Dr	Sunny Vista Ave	Class II Bike Lanes	County	SRTS	46	
	Donlon Rd/La Cumbre Rd	State Route 118	State Route 118	Class III Bike Route	County	SRTS	46	
	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	
ER 3	Loma Dr	County Boundary	Loop Dr	Sidewalk on both sides	County	Network	46	
Ħ	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	
	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	

^{*}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	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
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	
Cummings Rd	Foothill Rd	Telegraph Rd	Class II Bike Lanes	County	Network	45	
Bristol Rd	County Boundary	County Boundary	Class II Bike Lanes	County	Network	45	
Box Canyon Rd	Santa Susana Pass Rd	County Boundary	Class IIb Buffered Bike Lanes	County	Network	45	
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	
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	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	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	
TIER 3	Lomita Ave	La Luna Ave	Besant Rd	Sidewalk on (north side priority, both sides missing)	County	SRTS	44	
	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	
	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	



Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
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	
Bradley Rd/ Balcom Canyon Rd	State Route 118	Stockton Rd	Class II Bike Lanes	County	Network	43	
Reeves Rd	Ojai Ave	McAndrew Rd	Class II Bike Lanes	County	Network	43	
Thacher Rd	Carne Rd	McAndrew Rd	Class II Bike Lanes	County	Network	43	
Hitch Blvd	State Route 118	End of Street	Class II Bike Lanes	County	SRTS	43	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	Alelia Ave	Azahar St		Curb Extensions all corners	County	Network	43	
က	State Route 33	Highland Dr		High-visibility crosswalk (E)	Non- County	Network	43	
TIER	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	



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	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	
	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	
က	Central Ave	State Route 232		High-visibility crosswalk (N, E)	Non- County	Network	42	
TIER 3	Channel Islands Blvd	Sunset Ln		Curb Extensions all corners	County/City	SRTS	42	
	Lesser Dr	Rudman Dr		Curb Extensions (N,S)	County	SRTS	42	
	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	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
	Catalina Dr	Ojal Valley Class I Bike Path	Barbara St	Sidewalk on both sides	County	Network	41	
က	Almond Ave	10601 Almond Ave	Ridgeline Dr	Sidewalk on N side	County	Network	41	
TIER	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	
	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	
	Gloria Dr	Rudman Dr		High-visibility crosswalk (S)	County	SRTS	41	
	Hill Canyon Rd	Santa Rosa Rd	County Boundary	Class II Bike Lanes	County	Network	40	
	Carne Rd	Grand Ave	Ojai Ave	Class II Bike Lanes	County	SRTS	40	
	McNell Rd	Thacher Rd	Reeves Rd	Class II Bike Lanes	County	SRTS	40	



Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
Briggs Rd	Telegraph Rd	Faulkner Rd	Class IIb Buffered Bike Lanes	County	SRTS	40	
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	
Fraser Ln	Ventura Ave	End of street	Sidewalk on both sides	County	Network	39	
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	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Doubletree Rd	Bishopswood Ln		High-visibility crosswalk (N, S)	County	SRTS	39	
	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	
က	Michael Dr	Dena Dr		High-visibility crosswalk (S)	County	SRTS	39	
TIER (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	





	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Balcom Canyon Rd	State Route 118	Stockton Rd	Class II Bike Lanes	County	Network	38	
	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	
	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	
	Nye Rd	State Route 33		Bus shelter, bench, timetable information, trash cans	Non- County	FLM	38	
TIER	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	
	McAndrew Rd	Reeves Rd	Thacher Rd	Class II Bike Lanes	County	Network	37	
	Briggs Rd	Telegraph Rd	Foothill Rd	Class II Bike Lanes	County	SRTS	37	
	Carne Rd	State Route 150	Ojai Ave	Sidewalk on both sides	County	SRTS	37	
	Sycamore Dr	State Route 33		Bus shelter, bench, timetable information, trash cans	Non- County	FLM	37	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
33	State Route 150	Rice Rd	State Route 33	Sidewalk on both sides	Non- County	Network	36	
TIER	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	
	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	
	Los Angeles Ave	End of Street	Aster St	Sidewalk on N side	County	Network	35	
	Arroyo Mobile Home Park	State Route 33		Timetable information	Non- County	FLM	35	



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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	
TIER 3	Cadiz Dr	Entire length		Sidewalk on at least one side	County	SRTS	34	
	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	
	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	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Grand Ave	Gorham Rd	McNell Rd	Sidewalk on both sides	County	SRTS	33	
	Borchard Rd	Theresa Dr		Curb Extensions all corners	County/City	SRTS	33	
	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	
	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	
က	Capri Dr	Sinaloa Rd		RRFB	County/City	SRTS	31	
TIER	Hacienda Dr	Entire length		Sidewalk on at least one side	County	SRTS	30	
	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	
	Crooked Palm Rd	Just north after State Route 33	Ventura Ave	Sidewalk on both sides	County	Network	28	
	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	

	Recommendation Street	Start Street	End Street	Bikeway Class	Jurisdiction	Score	Cost Estimate
	Telegraph Rd	County Boundary	County Boundary	Class IIb	County	83	\$2,053,505***
	Victoria Ave	Gonzales Rd	County Boundary	Class IIb	Non-County	75	\$387,432***
	Santa Rosa Rd	Las Posas Rd	Moorpark Rd	Class IIb	County	75	\$552,000*
	Rose Avenue	Central Ave	State Route 118	Class IIb	County	73	\$4,180,000**
	Santa Paula Branch Line	West Community Limit	East Community Limit	Class I	County	70	
	Kanan Rd	County Boundary	Oak Hills Rd	Class IIb	County	70	
	Gonzales Rd	Harbor Blvd	Victoria Ave	Class IIb	County	69	
	Rose Ave	Corsicana Dr	Simon Way	Class IIb	County	68	
	La Luna Ave	State Route 150	Lomita Ave	Class II	County	65	
R 1	Las Posas Rd	Pleasant Valley Rd	State Route 1	Class IIb	County	65	
TIER	Pleasant Valley Rd	State Route 1	Las Posas Rd	Class IIb	County	65	
	Deerhill Rd	Kanan Rd	Doubletree Rd	Class III	County	65	
	El Roblar Dr	State Route 150	Rice Rd	Class III	County	65	
	Conifer St	Kanan Rd	Smoke Tree Ave	Class III	County	64	
	Doubletree Rd	Kanan Rd	Deerhill Rd	Class III	County	64	
	Oak Hills Dr	Calle Rio Vista	Sunnycrest Dr	Class III	County	64	
	Hollytree Dr	Kanan Rd	End of Street	Class III	County	64	
	Foothill Rd	Aliso Canyon Rd	Briggs Rd	Class IIb	County	62	
	Alvarado St	Helsam Ave	County Boundary	Class III	County	62	
	Rockfield St	Lindero Canyon Rd	Hawthorne Dr	Class III	County	62	

^{*}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	Score	Cost Estimate
	Hawthorne Dr	Bowfield St	Kanan Rd	Class III	County	62	
	Conifer St	Sabra Ave	Kanan Rd	Class II	County	61	
	Sunnycrest Dr/ Doubletree Rd	Deerhill Rd	Aspen Ridge Ct	Class III	County	61	
R 1	Villanova Rd	Ventura Ave	County Boudnary	Class II	County	60	
TIER	State Route 232	County Boundary	State Route 118	Class IIb	Non-County	60	
	Churchwood Dr	Los Arcos Dr	Kanan Rd	Class III	County	59	
	Smoke Tree Ave	Start of Street	End of Street	Class III	County	59	
	Sunnycrest Dr	Park Springs Ct	Kanan Rd	Class III	County	59	
	State Route 118	Los Angeles Ave	County Boundary	Class I	Non-County	57	
	State Route 34	County Boundary	West St	Class IIb	Non-County	57	
	Simon Way	Rose Ave	State Route 232	Class III	County	57	
	Cortez St	Street Start	Ventura Blvd	Class III	County	57	
	Michael Dr	Virginia Dr	Wendy Dr	Class III	County	57	
~	Aster St	State Route 118	Saticoy Park	Class III	County	57	
IER 2	Ruth Dr	Wendy Dr	County Boundary	Class III	County	57	
	Satinwood Ave	Smoke Tree Ave	Conifer St	Class III	County	57	
	Pinewood Ave	Tamarind St	Conifer St	Class III	County	57	
	Oak Hills Dr	Kanan Rd	Calle Rio Vista	Class III	County	56	
	Bowfield St	Lindero Canyon Rd	Hawthorne Dr	Class III	County	56	
	State Route 34	North St	West St	Class II	Non-County	55	
	Santa Susana Pass Rd	Katherine Rd	Box Canyon Rd	Class II	County	55	



	Recommendation Street	Start Street	End Street	Bikeway Class	Jurisdiction	Score	Cost Estimate
	Lomita Ave	Lomita Ave Class 2	El Roblar Dr	Class II	County	55	
	Camino Dos Rios	Lynn Rd	Calle Arroyo	Class IIb	County	55	
	Creek Rd	Ventura Ave	County Boundary	Class IIb	County	55	
	Wendy Dr	County Boundary	County Boundary	Class IIb	County	55	
	Katherine Rd	County Boundary	County Boundary	Class III	County	55	
	Walnut Dr	Rose Ave	State Route 232	Class III	County	55	
TIER 2	Stroube St	Rose Ave	State Route 232	Class III	County	55	
	Balboa St	Street start	County Boundary	Class III	County	55	
	Medea Creek In	Sunnycrest Dr	Conifer St	Class III	County	54	
	Calle Yucca	Calle Sequoia	Calle Corta	Class III	County	54	
	Tamarind St	Medea Creek Trail	Buttonwood Ave	Class III	County	54	
	Ocean Dr	End of Street	County Boundary	Class III	County	54	
	Sprucewood Ave	Sunnycrest Dr East	Smoke Tree Ave	Class III	County	54	
	Arroyo Las Posas	Moorpark Boundary	Camarillo Boundary	Class I	County	52	
	Loma Rd	State Route 150	Tico Rd	Class II	County	52	
	North St	State Route 118	State Route 34	Class III	County	52	
3	Dena Dr	Ruth Dr	Gerald Dr	Class III	County	52	
TIER 3	Gerald Dr	Wendy Dr	End of street	Class III	County	52	
	Calle Yucca	Calle Corta	Calle Salto	Class III	County	52	
	Calle Manzanas	Calle Yucca	Lynn Rd	Class III	County	52	
	Los Arcos Dr	Churchwood Dr	Kanan Rd	Class III	County	52	

	Recommendation Street	Start Street	End Street	Bikeway Class	Jurisdiction	Score	Cost Estimate
	Mission Drive/ Loop Dr	Catalina Dr	County Boundary	Class III	County	52	
	Sunset Lane	Channel Islands Blvd	Harbor Blvd	Class II	County	51	
	Grand Ave	Orange Rd	Carne Rd	Class II	County	50	
	Lesser Dr	Dena Dr	Jenny Dr	Class III	County	50	
	Theresa Dr	Wendy Dr	Virginia Dr	Class III	County	50	
	Virginia Dr	Theresa Dr	Michael Dr	Class III	County	50	
	Jenny Dr	Gerald Dr	County Boundary	Class III	County	50	
	Felix Ave	Township Ave	Walnut Ave	Class III	County	50	
~	Flood St	Lemon Dr	Felix Ave	Class III	County	50	
TIER 3	Main St	Orchard St	Telegraph Rd	Class II	County	47	
	Tico Rd	Lomita Ave	State Route 150	Class II	County	47	
	Center St	Bridge	End of Street	Class II	County	46	
	Conifer St	Parkview Dr	Sunny Vista Ave	Class II	County	46	
	Donlon Rd/La Cumbre Rd	State Route 118	State Route 118	Class III	County	46	
	Hitch Blvd	State Route 118	End of Street	Class II	County	43	
	Carne Rd	Grand Ave	Ojai Ave	Class II	County	40	
	McNell Rd	Thacher Rd	Reeves Rd	Class II	County	40	
	Briggs Rd	Telegraph Rd	Faulkner Rd	Class IIb	County	40	
	Briggs Rd	Telegraph Rd	Foothill Rd	Class II	County	37	



Table 3 / Safe Routes to School Pedestrian Scores

	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	El Roblar Dr	Lomita Ave	Bike racks (N)	County	79	\$10,200
	El Roblar Dr	Alvarado St	High-visibility crosswalk (N, S)	County	75	\$12,750
	El Roblar Dr	Lomita Ave	Wayfinding signage	County	75	\$1,084
	El Roblar Dr	Lomita Ave	Bike racks (S)	County	72	\$10,200
	El Roblar Dr	Encinal Ave	High-visibility crosswalk (all)	County	70	\$25,500
	El Roblar Dr	Padre Juan Ave	High-visibility crosswalk (N, S)	County	70	\$12,750
	El Roblar Dr	Lomita Ave	Wayfinding signage	County	70	\$1,084
	Padre Juan Ave	Mesa Dr	High-visibility crosswalk (all)	County	69	\$25,500
	Simon Way	Balboa St	Curb Extensions all corners	County	67	\$255,000
	Simon Way	Minna St	High-visibility crosswalk (N, S)	County	67	\$12,750
IER 1	Kanan Rd	Golden Eagle Dr	High-visibility crosswalk (N, E, W)	County	65	
-	Rice St	State Route 34	Stop warrant (N, S)	Non-County	65	
	Rice St	State Route 34	Bus shelter, bench, timetable information, trash cans	Non-County	65	
	Simon Way	State Route 232	Bike racks (N)	Non-County	65	
	Simon Way	State Route 232	Wayfinding signage	Non-County	65	
	Simon Way	State Route 232	Bus shelter and trash cans	Non-County	65	
	Via Fustero	Pedestrian path connects to the south side of Piru Train Depot	Curb Extensions (E,W)	County	65	
	Via Fustero	Pedestrian path connects to the south side of Piru Train Depot	High-visibility midblock crosswalk	County	65	
	Via Fustero	Pedestrian path connects to the south side of Piru Train Depot	RRFB	County	65	
	Center St	Orchard St	High-visibility crosswalk (all)	County	64	

	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Lomita Ave	Mesa Dr	High-visibility crosswalk (S)	County	64	
	Lomita Ave	Mesa Dr	Advanced yield markings	County	64	
	Simon Way	Citrus St	High-visibility crosswalk (N, S, E)	County	64	
	Kanan Rd	Entire Length	Traffic calming (The IIB will provide some calming, but other strategies like roundabouts can also help)	County	63	
	Loma Dr	State Route 33	Bike racks	Non-County	63	
	Rice St	State Route 34	Curb Extensions all corners	Non-County	63	
	State Route 34	Rice St	High-visibility crosswalk (N, W)	Non-County	63	
	Camulos St	Church St	High-visibility crosswalk (E)	County	62	
	Center St	Main St	High-visibility crosswalk (all)	County	62	
IEK 1	Larmier Ave	State Route 33	Curb Extensions all corners	Non-County	62	
	Rice St	State Route 34	Bus shelter, bench, timetable information, trash cans	Non-County	62	
	Rose Ave	Simon Way	High-visibility crosswalk (S, W)	County	62	
	State Route 33	Larmier Ave	Bike racks (E)	Non-County	62	
	State Route 33	Tico Rd	High-visibility crosswalk (N)	Non-County	62	
	State Route 33	Park Ave	High-visibility crosswalk (E)	Non-County	62	
	State Route 33	Kunkle St	High-visibility crosswalk (W)	Non-County	62	
	Stroube St	Jourdan St	High-visibility crosswalk (N)	County	62	
	Walnut Dr	Cortez St	Curb Extensions all corners	County	62	
	Walnut Dr	Cortez St	RRFB	County	62	
	Camulos St	Main St	High-visibility crosswalk (N, S, W)	County	60	



	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Loma Dr	State Route 33	Bike racks	Non-County	60	
	Loma Dr	State Route 33	Bus shelter, timetable information, trash cans	Non-County	60	
	Main St	Orchard St	High-visibility crosswalk (S, W)	County	60	
	Orchard St	Class I bike path	Curb Extensions (E,W)	County	60	
	Orchard St	Class I bike path	High-visibility midblock crosswalk	County	60	
	Rose Ave	Stroube St	Curb Extensions (NW, SW)	County/City	60	
	State Route 33	Loma Dr	High-visibility crosswalk (S, W)	Non-County	60	
	Center St	Via Fustero	High-visibility crosswalk (S)	County	59	
	Cortez St	Stroube St	Curb Extensions all corners	County	59	
	Cortez St	Collins St	High-visibility crosswalk (all)	County	59	
TIER 1	Cortez St	Orange Dr	High-visibility crosswalk (all)	County	59	
	Cortez St	Stroube St	RRFB	County	59	
	Stroube St	Alvarado St	RRFB	County	59	
	Center St	Orchard St	Curb Extensions all corners	County	58	
	Kanan Rd	Conifer St	Bike racks (N)	County	58	
	Kanan Road	Churchwood Dr	Signage directing bicyclists to Class I	County	58	
	Loma Dr	State Route 33	Bus shelter, bench, timetable information, trash cans	Non-County	58	
	Rockfield St	Hawthorne Dr	Bike racks (E)	County	58	
	Alvarado St	Helsam Ave	High-visibility crosswalk (S)	County	57	
	Alvarado St	Collins St	Bus shelter, bench, timetable information, trash cans	County	57	
	Alvarado St	Collins St	Bus shelter, bench, timetable information, trash cans	County	57	

	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Balboa St	Corsicana Dr	High-visibility crosswalk (all)	County	57	
	Balboa St	Walnut Dr	Wayfinding signage	County	57	
	Balboa St	Walnut Dr	Bus shelter, bench, timetable information, trash cans	County	57	
	Balboa St	Walnut Dr	Bus shelter, bench, timetable information, trash cans	County	57	
	Center St	Waring Canyon Rd	Advance yield markings (E,W)	County	57	
	Center St	Warring Canyon Rd	High-visibility crosswalk (E)	County	57	
	Corsicana Dr	Cortez St	High-visibility crosswalk (S, E, W)	County	57	
	Cortez St	Salem Ave	High-visibility crosswalk (E)	County	57	
	Cortez St	Walnut Dr	Traffic Circle	County	57	
	Cortez St	Helsam Ave	High-visibility crosswalk (E)	County	57	
TIER 1	El Roblar Dr	State Route 33	Pedestrian Island (S)	Non-County	57	
	North St	State Route 34	High-visibility crosswalk (E)	Non-County	57	
	North St	State Route 34	Curb Extensions all corners	Non-County	57	
	Orchard St	Class I bike path	RRFB	County	57	
	Pueblo Ave	Mesa Dr	High-visibility crosswalk (N, W, E)	County	57	
	Simon Way	Rene St	RRFB	County	57	
	Simon Way	Rene St	Curb Extensions (NW, NE)	County	57	
	Simon Way	Cortez St	Bike racks (N)	County	57	
	Simon Way	Cortez St	Bike racks (S)	County	57	
	Simon Way	Cortez St	Wayfinding signage (N)	County	57	
	Simon Way	Cortez St	Wayfinding signage (S)	County	57	



						Cost
	Street	Cross Street	Recommendation	Jurisdiction	Score	Estimate
	Simon Way	Elaine St	Curb Extensions (NW, NE)	County	57	
	Simon Way	Cortez Street	Curb Extensions all corners	County	57	
	State Route 33	Portal St	High-visibility crosswalk (W)	Non-County	57	
	Stroube St	Alvarado St	Curb Extensions all corners	County	57	
	Stroube St	Alvarado St	High-visibility crosswalk (W)	County	57	
	Walnut Dr	Balboa St	High-visibility crosswalk (all)	County	57	
	Walnut Dr	Balboa St	Curb Extensions all corners	County	57	
	Walnut Dr	Cortez St	High-visibility croswalk (all)	County	57	
	Calle Yucca	Camino Dos Rios	Curb Extensions all corners	County	56	
	Calle Yucca	Camino Verde	High-visibility crosswalk (E)	County	56	
TIER 1	Camino Dos Rios	Calle Yucca	High-visibility crosswalk (all)	County	56	
	Camulos St	Main St	RRFB	County	56	
	Hollytree Dr	Foxwood Dr	High-visibility crosswalk (S)	County	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	56	
	Oak Hills Dr	Calle Rio Vista	High-visibility crosswalk (E)	County	56	
	Oak Hills Dr	Calle Rio Vista	Curb Extensions (NE)	County	56	
	Camino Manzanas	Equestrian Trail	High-visibility crosswalk (S)	County	55	
	Camino Manzanas	Marian Ave	High-visibility crosswalk (N)	County	55	
	Center St	Class I bike path near Piru Square	Curb Extensions (N,S)	County	55	
	Center St	Church St	Remove crosswalk at west leg (goes straight into driveway); Move crosswalk to east leg	County	55	

	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	El Roblar Dr	Arnaz St	High-visibility crosswalk (N, S)	County	55	
	El Roblar Dr	Poli St	High-visibility crosswalk (N, S, E)	County	55	
	Kanan Rd	Deerhill Rd	Bus Pull-Out	County	55	
	Kanan Rd	Sunnycrest Dr	Curb Extensions all corners	County	55	
	Larmier Ave	Vine St	High-visibility crosswalk (S)	County	55	
	Larmier Ave	Goodhope St	High-visibility crosswalk (S)	County	55	
	Larmier Ave	Vine St	Curb Extensions (NE, SE)	County	55	
	Rose Ave	Walnut Dr	Curb Extensions (NW, SW)	County/City	55	
	Tico Rd	Loma Dr	High-visibility crosswalk (S, both E) (across Tico and Loma on east side)	County	55	
_	Alvarado St	Collins St	High-visibility crosswalk (N, W)	County	54	
TIER	Alvarado St	Collins St	Conduct neighborhood traffic calming, evaluation needed	County	54	
	Alvarado St	Walnut Dr	Bus shelter, bench, timetable information, trash cans	County	54	
	Alvarado St	Walnut Dr	Bus shelter, bench, timetable information, trash cans	County	54	
	Camino Magneta	Camino Verde	High-visibility crosswalk (N)	County	54	
	Central Ave	School driveway	High-visibility crosswalk (W)	County	54	
	Central Ave	School driveway	Advance yield markings (E,W)	County	54	
	Cortez St	Stroube St	High-visibility crosswalk (N, W, E)	County	54	
	Cortez St	Near Helsam Ave	Speed bumps or chicanes	County	54	
	Goodhope St	Larmier Ave	Stop warrant (S)	County	54	
	Lomita Ave	El Rio Dr	Curb Extension (SW, SE midblock)	County	54	
	State Route 118	State Route 34	High-visibility crosswalk (all)	Non-County	54	



	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	State Route 34	Bell St	High-visibility crosswalk (W)	Non-County	54	
	Stroube St	Balboa St	High-visibility crosswalk (E, W)	County	54	
	Stroube Street	Balboa St	All way stop	County	54	
TIER 1	Walnut Dr	Citrus St	High-visibility croswalk (all)	County	54	
	Walnut Dr	Alvardo St	High-visibility crosswalk (N, S)	County	54	
	Walnut Dr	Citrus St	Curb Extensions all corners	County	54	
	Walnut Dr	Alvardo St	RRFB	County	54	
	El Roblar Dr	State Route 33	High-visibility crosswalk (all)	Non-County	53	
	Kanan Rd	Oak Creek Trail	Improve signage and wayfinding at trail entrance	County	53	
	Kanan Rd	Deerhill Dr	Bus Pull-Out (S)	County	53	
R 2	Kanan Rd	Deerhill Rd	Bike racks (N)	County	53	
TIER	Kanan Rd	Deerhill Rd	Bike racks (S)	County	53	
	Mission Dr	Catalina Rd	High-visibility crosswalk (S)	County	53	
	Rockfield St	Hawthorne Dr	Wayfinding signage	County	53	
	Rockfield St	Hawthorne Dr	Bus shelter	County	53	
	Alvarado St	Collins St	Bike racks	County	52	
	Alvarado St	Collins St	Bike racks	County	52	
	Anacapa Dr	Jody Ln	High-visibility crosswalk (W)	County	52	
	Balboa St	Walnut Dr	Bike racks	County	52	
	Balboa St	Walnut Dr	Bike racks	County	52	
	Camino Manzanas	Camino Magneta	High-visibility crosswalk (all)	County	52	

	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Camino Manzanas	Camino Magneta	Curb Extensions all corners	County	52	
	Center St	Class I bike path near Piru Square	RRFB	County	52	
	Conifer St	Medea Creek Ln	Signage indicating to bicyclists that they can use the Medea Creek TI rather than the Class III	County	52	
	Conifer St	Smoke Tree Ave	High-visibility crosswalk (N, S)	County	52	
	Conifer St	Parkview Dr	High-visibility crosswalk (N)	County	52	
	Conifer St	Birchwood Ave	High-visibility crosswalk (S)	County	52	
	Conifer St	Oakleaf Ave	High-visibility crosswalk (S)	County	52	
	Conifer St	Pinewood Ave	High-visibility crosswalk (S)	County	52	
	Conifer St	Pinion St	High-visibility crosswalk (E)	County	52	
IIER 2	Conifer St	Bayberry St	High-visibility crosswalk (S, E, W)	County	52	
	Conifer St	Smoke Tree Ave	High-visibility crosswalk (S)	County	52	
	Conifer St	Medea Creek Trail	High-visibility crosswalk midblock	County	52	
	Conifer St	Sunnyvista Ave	High-visibility crosswalk (S)	County	52	
	Cruzero St	Loma Dr	Stop warrant (N, S)	County	52	
	Cruzero St	El Centro St	High-visibility crosswalk (N, E)	County	52	
	Doubletree Rd	Indian Oak Ln	High-visibility crosswalk (W)	County	52	
	Doubletree Rd	Thistlegate Rd	High-visibility crosswalk (S)	County	52	
	Gonzales Rd	Victoria Ave	High-visibility crosswalk (all)	County/City	52	
	Goodhope St	Sunset Ave	Stop warrant (N)	County	52	
	Grande Vista St	Spring St	High-visibility crosswalk (W)	County	52	



	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Hawthorne Dr	Cremona Wy	High-visibility crosswalk (S)	County	52	
	Hawthorne Dr	Nobletree Ct	High-visibility crosswalk (N)	County	52	
	Hollytree Dr	Hickory Dr	High-visibility crosswalk across Hollytree Dr	County	52	
	Kanan Rd	Sunnycrest Dr	High-visibility crosswalk (all)	County	52	
	La Luna Ave	Lomita Ave	High-visibility crosswalk (all)	County	52	
	Larmier Ave	Spring St	High-visibility crosswalk (S)	County	52	
	Loma Dr	El Centro St	High-visibility crosswalk (W)	County	52	
	Loma Dr	El Centro St	RRFB	County	52	
	Loma Dr	El Centro St	Stop warrant (all)	County	52	
2	Loop Dr	La Suen Dr	High-visibility crosswalk (E)	County	52	
IER;	Loop Dr	La Suen	Advance yield markings (N,S)	County	52	
	Loop Dr	Natalie Wy	High-visibility crosswalk (E)	County	52	
	Loop Dr	Mesa Dr	High-visibility crosswalk (E)	County	52	
	Los Altos St	Ocean Dr	Curb Extensions all corners	County	52	
	Lynn Rd	Camino Dos Rios	High-visibility crosswalk (all)	County/City	52	
	Medea Creek Ln	Conifer St	High-visibility crosswalk (all)	County	52	
	Mission Dr	Camarillo Dr	High-visibility crosswalk (W)	County	52	
	Oak Hills Dr	Medea Creek Ln	High-visibility crosswalk (all)	County	52	
	Oak Hills Dr	Medea Creek Ln	High-visibility midblock crosswalk at trail	County	52	
	Padre Juan Ave	El Rio Dr	High-visibility crosswalk (all)	County	52	
	Rockfield St	Ocho Rios Way	High-visibility crosswalk (S)	County	52	

	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Rockfield St	Pesaro St	High-visibility crosswalk (E)	County	52	
	Rockfield St	Ocho Rios Way	Wayfınding signage	County	52	
	Rockfield St	Ocho Rios Way	Bus shelter	County	52	
	Satinwood Ave	Conifer St	High-visibility crosswalk (N, W); North crosswalk will be askew because of driveway	County	52	
	Spring St	Ashby Ct	High-visibility crosswalk (W)	County	52	
	Sunset Ave	Vine St	High-visibility crosswalk (N)	County	52	
	Sunset Ave	Goodhope St	High-visibility crosswalk (N)	County	52	
	Tico Rd	Pala Dr	High-visibility crosswalk (S, W)	County	52	
	Vine St	Sunset Ave	Advance yield markings (E,W)	County	52	
2	Vine St	Sunset Ave	Stop warrant (N)	County	52	
TIER	West St	Rice St	Curb Extensions (NE, NW, SE)	County	52	
	West St	Bell St	Curb Extensions (NE, NW, SE)	County	52	
	West St	Entire Length	Speed bumps	County	52	
	Alvarado St	Collins St	Wayfınding signage	County	51	
	Alvarado St	Walnut Dr	Wayfınding signage	County	51	
	Calle Yucca	Calle Mandarinas	High-visibility crosswalk (NE, SW)	County	51	
	Calle Yucca	Calle Mandarinas	Curb Extensions all corners	County	51	
	Calle Yucca	Camino Manzanas	Curb Extensions all corners	County	51	
	Cruzero St	Tico Rd	High-visibility crosswalk (S, W)	County	51	
	Rose Ave	Walnut Dr	Right-in, Right-out (RIRO) Pork Chop	County/City	51	
	Simon Way	State Route 232	Curb Extensions all corners	Non-County	51	



	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	State Route 232	State Route 232	Leading Pedestrian Interval (all)	Non-County	51	
	Camino Manzanas	Marin Ave	Curb Extensions (NE, NW, SW)	County	50	
	Hawthorne Dr	Mareto Wy	High-visibility crosswalk (S)	County	50	
	Kanan Rd	Tamarind St	High-visibility crosswalk (E, W)	County	50	
	Kanan Rd	Sunnycrest Dr	Bike racks (N)	County	50	
	Kanan Rd	Golden Eagle Dr	Bike racks (N)	County	50	
	Kanan Rd	Sunnycrest Dr	Bike racks	County	50	
	Kanan Rd	Sunnycrest Dr	Wayfinding signage	County	50	
	Kanan Rd	Sunnycrest Dr	Bus shelter, bench, timetable information, trash cans	County	50	
	Lomita Ave	Padre Juan Ave	High-visibility crosswalk (N)	County	50	
TIER 2	Main St	Citrus View Dr	High-visibility crosswalk (E)	County	50	
F	Pinewood Ave	Joshua St	High-visibility crosswalk (E)	County	50	
	Rockfield St	Bayport Way	High-visibility crosswalk (S)	County	50	
	Rockfield St	Tuscany Dr	High-visibility crosswalk (N)	County	50	
	Rockfield St	Evanwood Ave	High-visibility crosswalk (S)	County	50	
	Rockfield St	Tuscany Dr	High-visibility crosswalk (N, E)	County	50	
	Rockfield St	Ocho Rios Way	Bike racks (S)	County	50	
	Satinwood Ave	In front of school	High-visibility crosswalk to update the existing mid-block crosswalk	County	50	
	Satinwood Ave	In front of school	Curb Extensions (N,S)	County	50	
	Satinwood Ave	Bayberry St	High-visibility crosswalk (E)	County	50	
	Satinwood Ave	Pinion St	High-visibility crosswalk (E)	County	50	

	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Smoke Tree Ave	Woodcrest Pl	High-visibility crosswalk (N)	County	50	
	Smoke Tree Ave	Satinwood Ave	High-visibility crosswalk (S)	County	50	
	Alvarado St	Walnut Dr	Bike racks	County	49	
	Calle Pecos	Camino Flores	High-visibility crosswalk (S)	County	49	
	Callee Yucca	Calle Pecos	High-visibility crosswalk (W)	County	49	
	Camino Flores	Camino Manzanas	High-visibility crosswalk (E)	County	49	
	Camino Flores	Calle Mandarinas	High-visibility crosswalk (E)	County	49	
	Central Ave	Strickland Dr	High-visibility crosswalk (W)	County	49	
	Central Ave	School driveway	Curb Extensions (SW)	County	49	
	Doubletree Rd	Medea Creek Trail	Midblock crosswalk	County	49	
TIER 2	Kanan Rd	Churchwood Dr	Curb Extensions all corners	County	49	
	Los Altos St	Sunset Ln	Curb Extensions (N, W)	County/City	49	
·	North St	Dodson St	High-visibility crosswalk (S)	County	49	
	Pueblo Ave	El Rio Dr	High-visibility crosswalk (all)	County	49	
	Simon Way	Citrus St	Curb Extensions all corners	County	49	
	State Route 33	Short St	High-visibility crosswalk (E, W)	Non-County	49	
	State Route 34	North St	Stop warrant (N,S)	Non-County	49	
	Wendy Dr	Michael Dr	RRFB across Wendy Dr	County	49	
	Wendy Dr	Michael Dr	Advance yield markings (N,S)	County	49	
	Lynn Rd	Camino Dos Rios	Reduce corner radii (all)	County/City	48	
	Camino Magneta	Camino Rojo	High-visibility crosswalk (E)	County	47	



	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Catalina Dr	Anacapa Dr	Curb Extensions (S,E)	County	47	
	Central Ave	Between Vineyard and Rose	Curb extensions (S midblock)	County	47	
	Channel Islands Blvd	Ocean Dr	High-visibility crosswalk (all)	County	47	
	Conifer St	Sabra Ave	High-visibility crosswalk (N, S)	County	47	
	Conifer St	Locust Ave	High-visibility crosswalk (N, S)	County	47	
	Conifer St	Length of Street	Traffic calming along Conifer St (example: traffic circles, speed bumps,	County	47	
	Doubletree Rd	Hollytree Dr	Curb Extensions all corners	County	47	
	Hollytree Dr	School driveway	High-visibility crosswalk across Hollytree Dr	County	47	
	La Brea St	Ocean Dr	High-visibility crosswalk (N, E)	County	47	
TIER 2	Lomita Ave	Pueblo Ave	High-visibility crosswalk (N)	County	47	
	Lomita Ave	Tico Rd	High-visibility crosswalk (S)	County	47	
	Lomita Ave	El Rio Dr	Stop warrant (N, S)	County	47	
	Los Altos St	Ocean Dr	High-visibility crosswalk (all)	County	47	
	Los Arcos Dr	Monteleone Ave	High-visibility crosswalk (W)	County	47	
	Medea Creek Ln	Medea Creek Trail	High-visibility midblock crosswalk	County	47	
	North St	West St	Curb Extensions all corners	County	47	
	Oak Hills Dr	Medea Creek Ln	Direct bicyclists and pedestrians to Medea Creek Trail (rather than the Class III bike route)	County	47	
	Olds Rd	Walden St	High-visibility crosswalk (W)	County/City	47	
	Pleasant Valley Rd	State Route 1	High-visibility crosswalk (S)	Non-County	47	
	Rockfield St	Entire Length	Traffic calming (chicanes, medians)	County	47	

	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
TIER 3 TIER 2	Santa Rosa Rd	Vista Grande	Curb Extensions (NW)	County	47	
	Sunset Ave	Spring St	High-visibility crosswalk (S, W)	County	47	
	Sunset Ave	Vine St	Curb Extensions (NE, SE)	County	47	
	Telegraph Rd	Toland Rd	RRFB	County	47	
	Santa Rosa Rd	Vista Arroyo Dr	High-visibility crosswalk (all)	County	47	
	Calle Yucca	Camino Manzanas	High-visibility crosswalk (all)	County	46	
	Stroube Street	Balboa St	Curb Extensions all corners	County	46	
	Sunnycrest Dr	Oak Hills Dr	High-visibility crosswalk (S)	County	46	
	Walnut Dr	State Route 232	Curb Extensions (NW, NE, SE)	Non-County	46	
	Dorena Dr	Alice Dr	High-visibility crosswalk (N)	County	45	
	Doubletree Rd	Deerhill Rd	Advance stop bars (N,S,W)	County	45	
	Pinewood Ave	Maplegrove St	High-visibility crosswalk (E)	County	45	
	Pleasant Valley Rd	Airport Way	High-visibility crosswalk (all)	County	45	
	Central Ave	Between Vineyard and Rose	Advance yield markings (E,W)	County	44	
	Dena Dr	Ruth Dr	High-visibility crosswalk (SE, SW)	County	44	
	Katherine Rd	Oak Knolls Rd	High-visibility crosswalk (S, W)	County	44	
	Lesser Dr	Dena Dr	Stop bar (W)	County	44	
	Lois Ave	Verna Ave	High-visibility crosswalk (E)	County	44	
	Missino Dr	Daphne St	Curb Extensions (SE)	Non-County	44	
	Mission Dr	Daphne St	High-visibility crosswalk (W)	Non-County	44	
	Oak Knolls Rd	Cypress St	High-visibility crosswalk (S, W)	County	44	



	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Ocean Dr	La Crescenta St	High-visibility crosswalk (N, E)	County	44	
	Ocean Dr	Los Feliz St	High-visibility crosswalk (N, E)	County	44	
	Sunnycrest Dr	Medea Creek Trail	High-visibility crosswalk between trail	County	44	
	Sunset Ln	Los Feliz St	High-visibility crosswalk (N, W)	County/City	44	
	Telegraph Rd	Briggs Rd	Pedestrian signal and push buttons	County	44	
	Theresa Dr	Virginia Dr	High-visibility crosswalk (N)	County	44	
	Vista Grande	Rosedale Ct	High-visibility crosswalk (W)	County	44	
	Wendy Dr	Michael Dr	High-visibility crosswalk (all)	County	44	
	Wendy Dr	Theresa Dr	High-visibility crosswalk (E)	County	44	
~	Wendy Dr	Michael Dr	Curb Extensions (E,W)	County	44	
TIER 3	Deerhill Rd	Deerbrook Rd	High-visibility crosswalk (E,W)	County	43	
	Deerhill Rd	Caledonia Ct	High-visibility crosswalk (E)	County	43	
	Hollytree Dr	Kanan Rd	Curb Extensions all corners	County	43	
	Kanan Rd	Deerhill Rd	Curb Extensions (NW, NE)	County	43	
	Lesser Dr	Dena Dr	Curb Extensions (NW, SW, SE)	County	43	
	Los Altos St	Sunset Ln	High-visibility crosswalk (W)	County/City	43	
	Rockfield St	Lindero Canyon Rd	Curb Extensions all corners	County/City	43	
	Rockfield St	Lindero Canyon Rd	Leading Pedestrian Interval (all)	County/City	43	
	Sunset Ave	Spring St	RRFB (S)	County	43	
	Carmel Dr	Cut-through	Install lighting at path entrance leading to school	County	42	
	Channel Islands Blvd	Sunset Ln	Curb Extensions all corners	County/City	42	

	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Channel Islands Blvd	Ocean Dr	Curb Extensions all corners	County	42	
	Doubletree Rd Hollytree Dr		High-visibility crosswalk (all); crossing guard; encourage park and walk program	County	42	
	Grand Ave	Carne Rd	High-visibility crosswalk (N, W)	County	42	
	Grand Ave	Carne Rd	Curb Extensions (SE)	County	42	
	Jenny Dr	Henry Dr	High-visibility crosswalk (E)	County	42	
	Jenny Dr	Carl Ct	High-visibility crosswalk (E)	County	42	
	Jenny Dr	Louis Dr	High-visibility crosswalk (E)	County	42	
	Kitty St	Alice Dr	High-visibility crosswalk (N)	County	42	
	Lesser Dr Jenny Dr		Curb Extensions all corners	County	42	
က	Lesser Dr Jenny Dr		Stop bar (all)	County	42	
TIER	Lesser Dr	Rudman Dr	Curb Extensions (N,S)	County	42	
	Michael Dr	Virginia Dr	High-visibility crosswalk (S)	County	42	
	Olds Rd	Walden St	Curb Extensions (NW, SW)	County/City	42	
	Pinewood Ave	Tamarind St	High-visibility crosswalk (E)	County	42	
	Smoke Tree Ave	Sabra Ave	High-visibility crosswalk (S)	County	42	
	Vista Grande	Sunny Ln	High-visibility crosswalk (E)	County	42	
	Debbie St	Lisa Ct	High-visibility crosswalk (N)	County	41	
	Gloria Dr	Rudman Dr	High-visibility crosswalk (S)	County	41	
	Gonzales Rd	Merion Way	High-visibility crosswalk (N, S, W)	County/City	41	
	Lois Ave	Verna Ave	High-visibility crosswalk (E)	County	41	
	Lynn Rd	Camino Manzanas	High-visibility crosswalk (W)	County/City	41	



	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Deerhill Rd	Bryndale Ave	High-visibility crosswalk (E)	County	40	
	Rockfield St	Lindero Canyon Rd	High-visibility crosswalk (all)	County/City	40	
	Telegraph Rd	Briggs Rd	High-visibility crosswalk (S, W)	County	40	
	Debbie St	Alice Dr	High-visibility crosswalk (N)	County	39	
	Doubletree Rd	Falconview Ln	High-visibility crosswalk (W)	County	39	
	Doubletree Rd	Pala Mesa Dr	High-visibility crosswalk (W)	County	39	
	Doubletree Rd	Bishopswood Ln	High-visibility crosswalk (N, S)	County	39	
	Felix Ave	Flood St	High-visibility crosswalk (W)	County	39	
	Frankie Dr	Ruth Dr	High-visibility crosswalk (W)	County	39	
R 3	Gloria Dr	Malat Dr	High-visibility crosswalk (S)	County	39	
TIER	Gloria Dr	Gerst Dr	High-visibility crosswalk (S)	County	39	
	Gloria Dr	Ruth Dr	High-visibility crosswalk (W)	County	39	
	Grand Ave	McNell Rd	High-visibility crosswalk (N, S, E)	County	39	
	Kitty St	Alice Dr	High-visibility crosswalk (N,E,W)	County	39	
	Kitty St	Martha Dr	High-visibility crosswalk (S)	County	39	
	Kitty St	Bella Dr	High-visibility crosswalk (all)	County	39	
	Michael Dr	Cay Ct	High-visibility crosswalk (S)	County	39	
	Michael Dr	Henry Dr	High-visibility crosswalk (S)	County	39	
	Michael Dr	Dena Dr	High-visibility crosswalk (S)	County	39	
	Michael Dr	Dorena Dr	High-visibility crosswalk (S)	County	39	

	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Michael Dr	Cathy Dr	High-visibility crosswalk (S)	County	39	
	Michael Dr	Devia Dr	High-visibility crosswalk (S)	County	39	
	Pleasant Valley Rd	Eubanks St	High-visibility crosswalk (N, W)	County	39	
	Randy Dr	Alice Dr	High-visibility crosswalk (N)	County	39	
	Ridge Dr	Summit Cl	High-visibility crosswalk (S)	County	39	
	Theresa Dr	Devia Dr	High-visibility crosswalk (N)	County	39	
	Theresa Dr	Cathy Dr	High-visibility crosswalk (N)	County	39	
	Theresa Dr	Dorena Dr	High-visibility crosswalk (N)	County	39	
	Vista Arroyo Dr	Ridge Dr	High-visibility crosswalk (S)	County	39	
~	Vista Arroyo Dr	Alison Dr	High-visibility crosswalk (W)	County	39	
TIER 3	Vista Grande	Ridge Dr	High-visibility crosswalk (all)	County	39	
	Vista Grande	Rancho Vista Ct	High-visibility crosswalk (E)	County	39	
	Deerhill Rd	Poppyview Dr	High-visibility crosswalk (E,W)	County	38	
	Gonzales Rd	Merion Way	Curb Extensions all corners	County/City	38	
	Gonzales Rd	Campus Way	High-visibility crosswalk (E, S)	County/City	38	
	La Brea St	Sunset Ln	High-visibility crosswalk (N, W)	County/City	38	
	Lynn Rd	Camino Manzanas	Reduce corner radii (all)	County/City	38	
	Carmel Dr	Capri Dr	High-visibility crosswalk (all)	County	37	
	Dorena Dr	Bella Dr	High-visibility crosswalk (W)	County	37	
	Gerald Dr	Henry Dr	High-visibility crosswalk (N)	County	37	
	Jenny Dr	William Dr	High-visibility crosswalk (E)	County	37	



						Cost
	Street	Cross Street	Recommendation	Jurisdiction	Score	Estimate
	William Dr	Louis Dr	High-visibility crosswalk (N)	County	37	
	Debbie St	Shirley Dr	High-visibility crosswalk (E)	County	36	
	Doubletree Rd	Kanan Rd	Curb Extensions all corners	County	36	
	Jenny Dr	Frankie Dr	High-visibility crosswalk (E)	County	36	
	Ridge Dr	Calvert Ct	High-visibility crosswalk (N)	County	36	
	Royal Ave	Sinaloa Rd	High-visibility crosswalk (all)	Non-County	36	
	Vista Arroyo Dr	Saddleridge Ct	High-visibility crosswalk (W)	County	36	
	Capri Dr	Sinaloa Rd	High-visibility crosswalk, and upgraded ADA sidewalks (move poles in center of sidewalk)	County/City	35	
	Gonzales Rd	Thurgood Marshall Dr	High-visibility crosswalk (N)	County/City	35	
TIER 3	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	35	
	Sunset Lane	Mid-Block in front of school	RRFB	County	35	
	Sunset Ln	La Crescenta St	High-visibility crosswalk (N, W)	County/City	35	
	Cadiz Dr	Capri Dr	High-visibility crosswalk (all)	County	34	
	Capri Dr	Sinaloa Rd	Curb Extensions (NW, NS)	County/City	34	
	Carmel Dr	Capri Dr	High-visibility crosswalk (all)	County	34	
	Carmel Dr	Capri Dr	Signage directing people to the pedestrian path on Carmel Drive which leads to the school	County	34	
	Hacienda Dr	Capri Dr	High-visibility crosswalk (all)	County	34	
	Jenny Dr	Gloria Dr	High-visibility crosswalk (E)	County	34	
	Borchard Rd	Theresa Dr	Curb Extensions all corners	County/City	33	

	Street	Cross Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Gerald Dr	Jeanne Ct	High-visibility crosswalk (N)	County	32	
	Capri Dr	Sinaloa Rd	RRFB	County/City	31	
	Felix Ave	Township Ave	High-visibility crosswalk (N)	County/City	30	
۳ 3	Olds Rd	Sanford St	Curb Extensions (NW, SW)	County/City	30	
TIER	Gerald Dr	Ben Ct	High-visibility crosswalk (N)	County	29	
	Gerald Dr	Jenny Dr	High-visibility crosswalk (W)	County	29	
	Olds Rd	Sanford St	High-visibility crosswalk (W)	County/City	25	



Table 4 / Safe Routes to School Sidewalk Scores

	Sidewalk Street	Start Street	End Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Alvarado St	Collins St	Helsam Ave	Install sidewalk on both sides	County	78	\$214,972
	Cortez St	Corsicana Dr	South boundary of Rio Plaza Elementary	Install sidewalk on E side	County	72	\$24,852
	Helsam Ave/ George St	Alvarado St	Simon Way	Install sidewalk (priority S, E side)	County	70	\$152,661
	Padre Juan Ave	Lomita Ave	El Roblar	Install sidewalk on both sides	County	69	\$249,256
	Center St	Via Fustero	Orchard St	Install sidewalk on both sides	County	67	\$36,075
	Via Fustero	Main St	Church St	Install sidewalk on E side	County	67	\$169,455
	Camulos St	Church St	Main St	Install sidewalk on both sides	County	67	\$51,246
	Will Ave	Balboa St	George St	Install sidewalk on both sides	County	67	\$140,160
	Camino Flores	Paseo Del Robledo	Camino Dos Rios	Install sidewalk on both sides	County	67	\$47,041
_	El Roblar Dr	La Luna Ave	Lomita Ave	Install sidewalk on N side	County	65	\$283,594
TIER	Stroube St	State Route 232	Rose Ave	Install sidewalk on both sides	County	64	
	Larmier Ave	Sunset Ave	State Route 33	Install sidewalk on S side	County	63	
	Balboa St	Simon Way	End of Street	Install sidewalk on E side	County	62	
	George St	Simon Way	End of street	Install sidewalk on both sides	County	62	
	Pueblo Ave	Lomita Ave	El Roblar Dr	Install sidewalk on both sides	County	61	
	El Roblar Dr	Lomita Ave	State Route 33	Install sidewalk in missing portions on north and south side of street to connect with transit stops	County	60	
	Alvarado St	County boundary	Collins St	Install sidewalk on W side	County	60	
	Helsam Ave	Balboa St	Alvarado St	Install sidewalk on both sides	County	60	
	Salem Ave	Balboa St	George St	Install sidewalk on both sides	County	60	
	Lemar Ave	Balboa St	George St	Install sidewalk on both sides	County	60	

	Sidewalk Street	Start Street	End Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Main St	Market St	Center St	Install sidewalk on E side	County	60	
TIER 1	Short St	End of Street	Old Ventura Ave	Install sidewalk on at least one side	County	59	
	State Route 33	State Route 150	Loma Dr	Install sidewalk on S, E side	Non-County	59	
	Main St	Via Fustero	State Route 126	Install sidewalk on both sides where missing	County	58	
	State Route 33	Portal St	Larmier Ave	Install sidewalk on W side	Non-County	58	
	Walnut Dr	State Route 232	Rose Ave	Install sidewalk on both sides	County	57	
	Jourdan St	Stroube St	Collins St	Install sidewalk on W side	County	57	
	Camino Verde	Calle Yucca	Camino Magenta	Install sidewalk on both sides	County	57	
	Orchard St	Market St	Main St	Install sidewalk on both sides	County	56	
	Catalina Dr	Anacapa Dr	Mission Dr	Install sidewalk on both sides	County	56	
	Balboa St	Corsicana Dr	Helsam Ave	Install sidewalk on both sides	County	56	
ER 2	Cortez St	Stroube St	Corsicana Dr	Install sidewalk on both sides	County	56	
F	Main St	Orchard St	970' n/o Orchard St	Install sidewalk on both sides	County	54	
	State Route 33	Portal St	Park Ave	Widen sidewalk or remove obstructions on E side	Non-County	53	
	Citrus St	Orange Dr	Corsicana Dr	Install sidewalk on both sides	County	53	
	El Centro St	Cruzero St	Loma Dr	Both sides missing sidewalk; priority installing sidewalk on W side	County	52	
	Cortez St	Simon Way	End of Street	Install sidewalk on E side	County	52	
	Balboa St	Wright Rd	Stroube St	Install sidewalk on both sides	County	52	
	El Rio Dr	Padre Juan Ave	Lomita Ave	Install sidewalk on at least one side	County	52	
	Church St	Camulos St	Center St	Install sidewalk on both sides	County	52	



	Sidewalk Street	Start Street	End Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Loma Dr	Cruzero St	Tico Rd	Install sidewalk on both sides	County	51	
	Anacapa Dr	Catalina Dr	Mission Dr	Install sidewalk on both sides	County	51	
	Camino Flores	Camino Dos Rios	Camino Manzanas	Install sidewalk on both sides	County	51	
	Mission Dr	Las Posas Rd	Catalina Dr	Install sidewalk on both sides	County	51	
	Temescal St	Camulos St	Market St	Install sidewalk on both sides	County	51	
	Cruzero St	Tico Rd	Loma Dr	Install sidewalk on side	County	50	
	Camino Magneta	Camino Manzanas	End of Street	Install sidewalk on both sides	County	50	
	West St	Bell St	Rice St	Install sidewalk on W side	County	50	
	Market St	Via Fustero	End of street	Install sidewalk on both sides	County	49	
R 2	Market St	Church St	Main St	Install sidewalk on both sides	County	49	
TIER	Kunkle St	Richford Ln	State Route 33	Install sidewalk on at least one side	County	49	
	Balboa St	Stroube St	Corsicana Dr	Install sidewalk on both sides	County	48	
	Goodhope St	Sunset Ave	Larmier Ave	Install sidewalk on both sides	County	47	
	Spring St	End of Street	Grande Vista St	Install sidewalk on both sides	County	47	
	Center St	West end of Piru Elementary	Warring Canyon Rd	Install sidewalk on N side	County	47	
	Camulos St	Camulos Pl	Church St	Install sidewalk on N side	County	47	
	Calle Mandarinas	Calle Yucca	Camino Magneta	Install sidewalk on both sides	County	46	
	Center St	Railroad tracks	Via Fustero	Install sidewalk on N side	County	46	
	Rockfield St	Lindero Canyon Rd	Hawthorne Dr	Widen sidewalk on S side	County	46	
	Loma Dr	Villanova Rd	State Route 33	Install sidewalk on at least one side	County	46	

	Sidewalk Street	Start Street	End Street	Recommendation	Jurisdiction	Score	Cost Estimate
	Calle Yucca	Camino Dos Rio	End of Street	Install sidewalk on both sides where missing	County	45	
	Center Sr	Orchard St	State Route 126	Install sidewalk on both sides where missing	County	45	
	Lomita Ave	La Luna Ave	Besant Rd	Install sidewalk on (north side priority, both sides missing)	County	44	
	Katherine Rd	Sylvan Dr	Railroad tracks	Install DG path along park	County	44	
	North St	State Route 118	West St	Install sidewalk on both sides. 10 foot sidewalk on one side would allow children to bike and walk on sidewalk.	County	43	
	Spring St	Sunset Ave	Larmier Ave	Install sidewalk on W side	County	43	
	Loop Dr W	County Boundary	Catalina Dr	Install sidewalk on both sides	County	43	
3	Sunset Ave	Larmier Ave	Spring St	Install sidewalk on both sides where missing	County	43	
TIER 3	Capri Dr	30' w/o Sinaloa Rd	End of Street	Install sidewalk on at least one side	County	42	
	Tico Road	State Route 150	Lomita Ave	Install sidewalk on both sides	County	41	
	Spring St	Grande Vista St	Sunset Ave	Install sidewalk on E side	County	38	
	Catalina Dr	Mission Dr	Anacapa Dr	Install sidewalk on south side of street	County	38	
	Carne Rd	State Route 150	Thatcher Rd	Install sidewalk on both sides	County	37	
	Cadiz Dr	Entire length		Install sidewalk on at least one side	County	34	
	Grand Ave	Gorham Rd	McNell Rd	Install sidewalk on both sides	County	33	
	Carmel Dr	Entire length		Install sidewalk on at least one side, connects to school entrance path in northwest	County	33	
	Santa Rosa Rd	Vista Arroyo Dr	Vista Grande	Install sidewalk on S side with guardrail	County	31	
	Hacienda Dr	Entire length		Install sidewalk on at least one side	County	30	





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SCHOOL







SAFE ROUTES TO SCHOOL **PRIORITIZATION** ARCHITECTURE, **CONSTRUCTION & ENGINEERING CHARTER** HIGH (ACE)

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

Recommended Sidewalks

Roundabout

Bike Recommendations

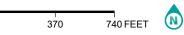
Buffered Bike Lane (Class IIB) Bike Route (Class III)

DESTINATIONS + BOUNDARIES

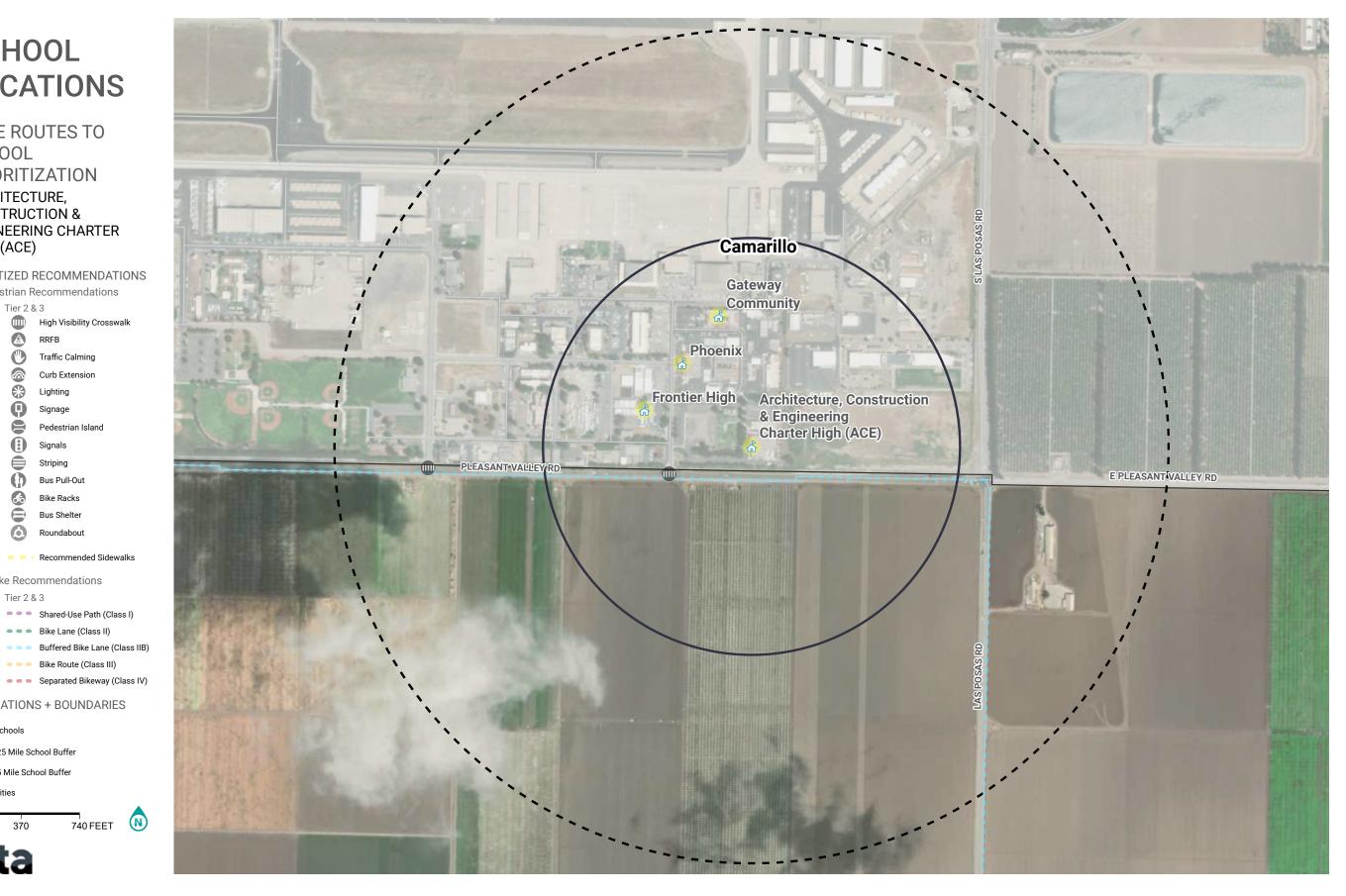


.25 Mile School Buffer .5 Mile School Buffer

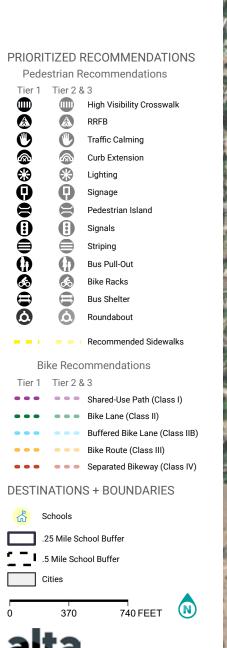


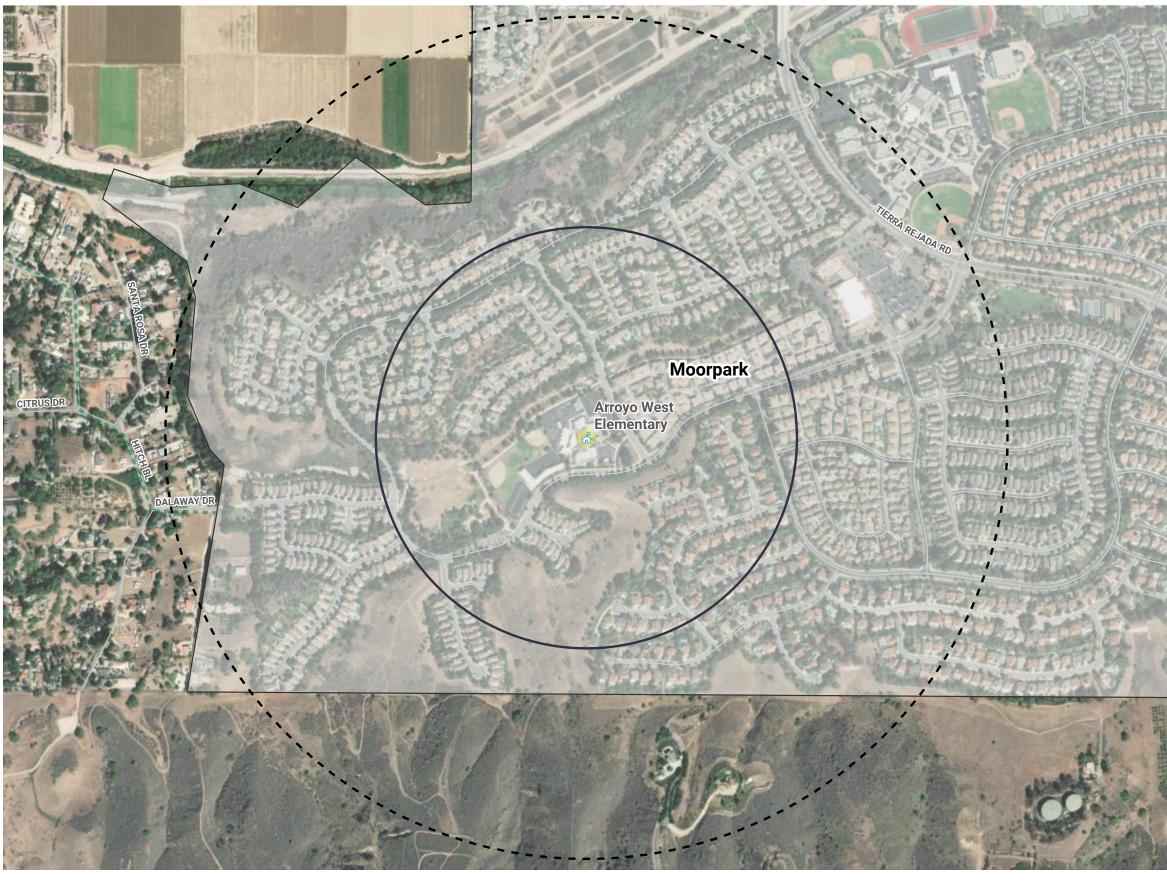






SAFE ROUTES TO SCHOOL PRIORITIZATION ARROYO WEST ELEMENTARY





303



Santa Paula



SCHOOL LOCATIONS

SCHOOL **PRIORITIZATION**







SAFE ROUTES TO SCHOOL **PRIORITIZATION CAMARILLO HEIGHTS ELEMENTARY**

PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3

High Visibility Crosswalk 0 Traffic Calming Curb Extension

Signage Pedestrian Island Signals

Bus Pull-Out

Bus Shelter

Bike Racks

Recommended Sidewalks

Bike Recommendations

Shared-Use Path (Class I) Bike Lane (Class II)

Bike Route (Class III)

DESTINATIONS + BOUNDARIES

.25 Mile School Buffer .5 Mile School Buffer

740 FEET N

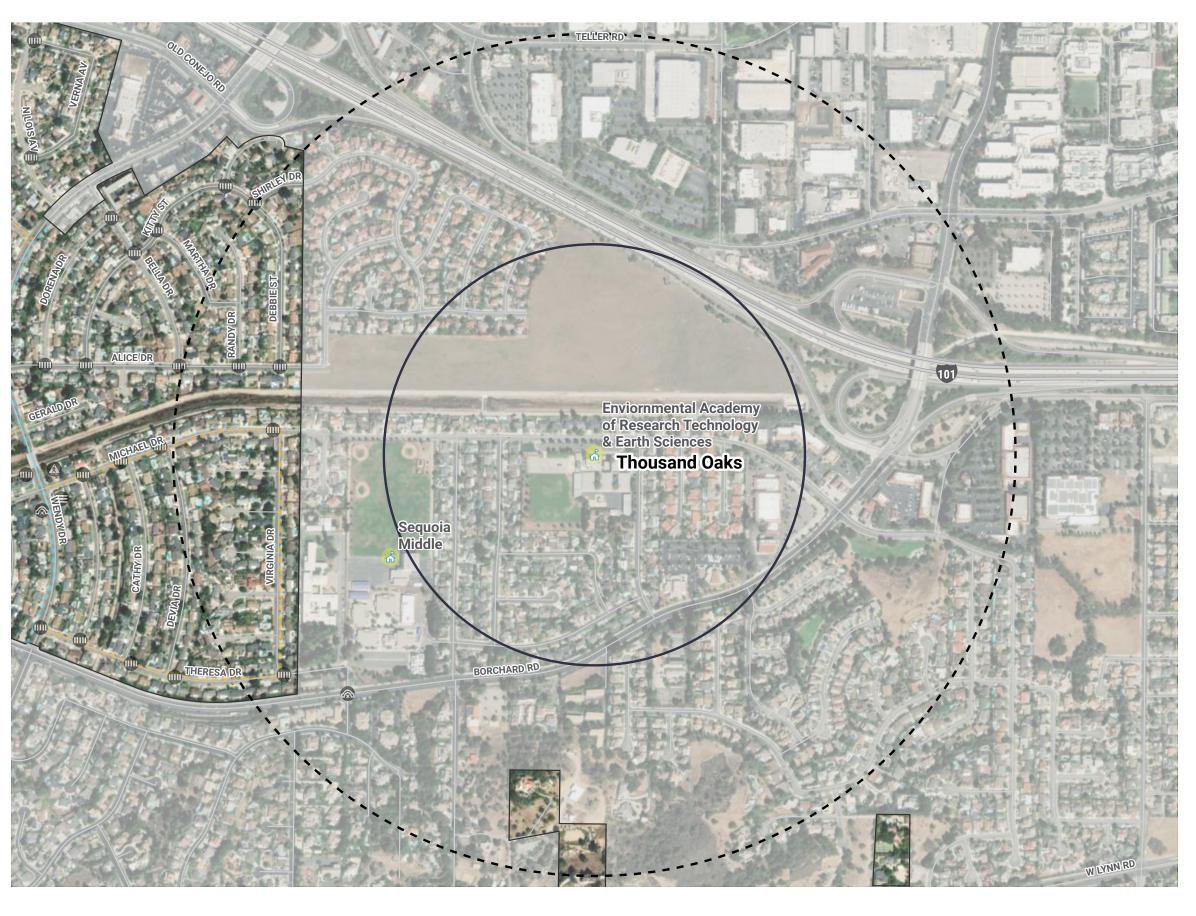




SAFE ROUTES TO SCHOOL PRIORITIZATION

ENVIORNMENTAL ACADEMY
OF RESEARCH TECHNOLOGY
& FARTH SCIENCES

& EARTH SCIENCES PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk 0 Traffic Calming **@ * D * D * D * D * D * D** Curb Extension Signage Pedestrian Island Signals Bus Pull-Out Bike Racks Bus Shelter Recommended Sidewalks Bike Recommendations Shared-Use Path (Class I) Bike Lane (Class II) Bike Route (Class III) Separated Bikeway (Class IV) **DESTINATIONS + BOUNDARIES** .25 Mile School Buffer .5 Mile School Buffer 740 FEET **N**

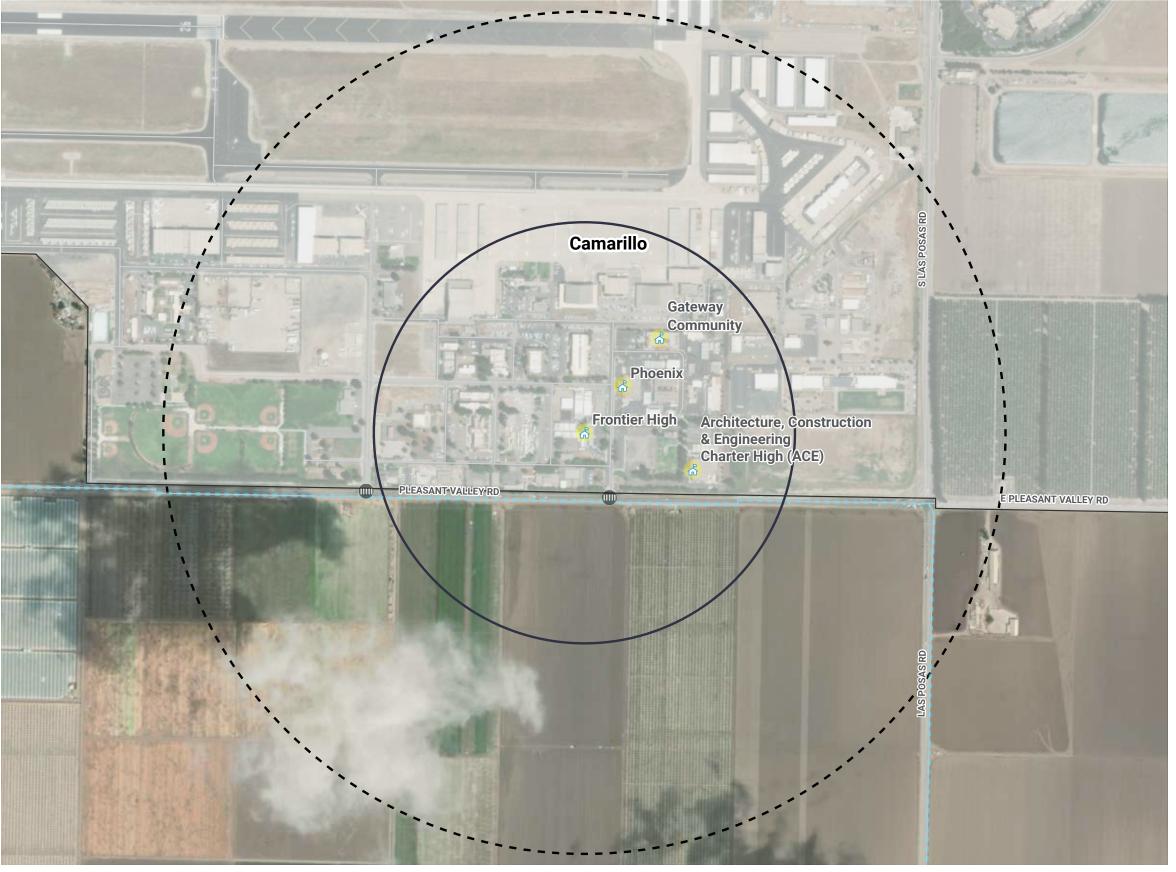


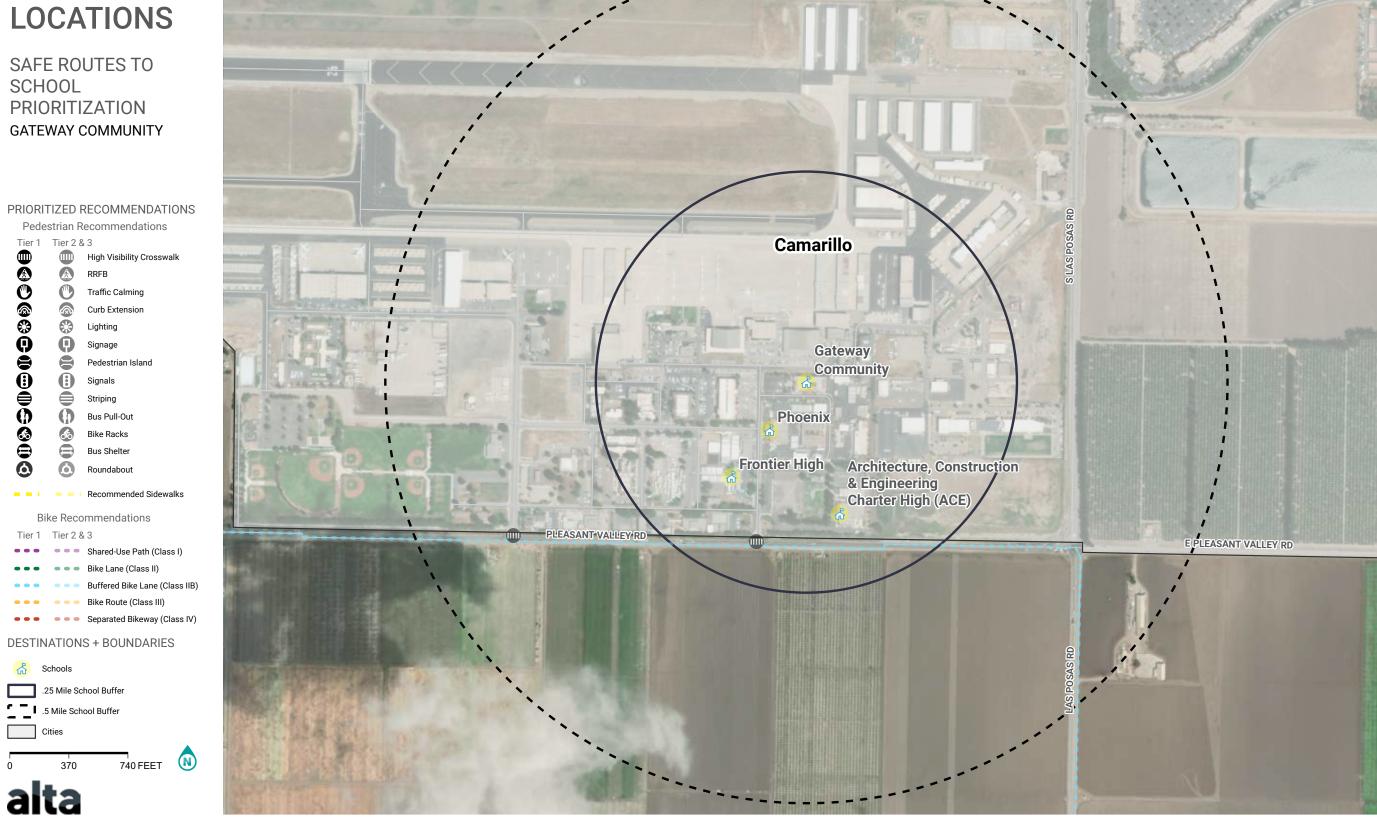


SAFE ROUTES TO SCHOOL **PRIORITIZATION** FRONTIER HIGH

PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk RRFB Traffic Calming Curb Extension Lighting Signage Pedestrian Island Signals Bus Pull-Out Bike Racks Bus Shelter Roundabout Recommended Sidewalks Bike Recommendations Bike Lane (Class II) Bike Route (Class III) Separated Bikeway (Class IV) **DESTINATIONS + BOUNDARIES** Schools .25 Mile School Buffer .5 Mile School Buffer

740 FEET **N**







SAFE ROUTES TO SCHOOL **PRIORITIZATION** HOLLYWOOD BEACH **ELEMENTARY**

PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk RRFB Traffic Calming

○◎※日⊕⊕⊕⊕ Curb Extension Signage Pedestrian Island Signals Bus Pull-Out Bike Racks

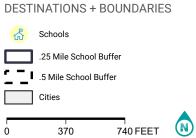
Recommended Sidewalks

Bus Shelter

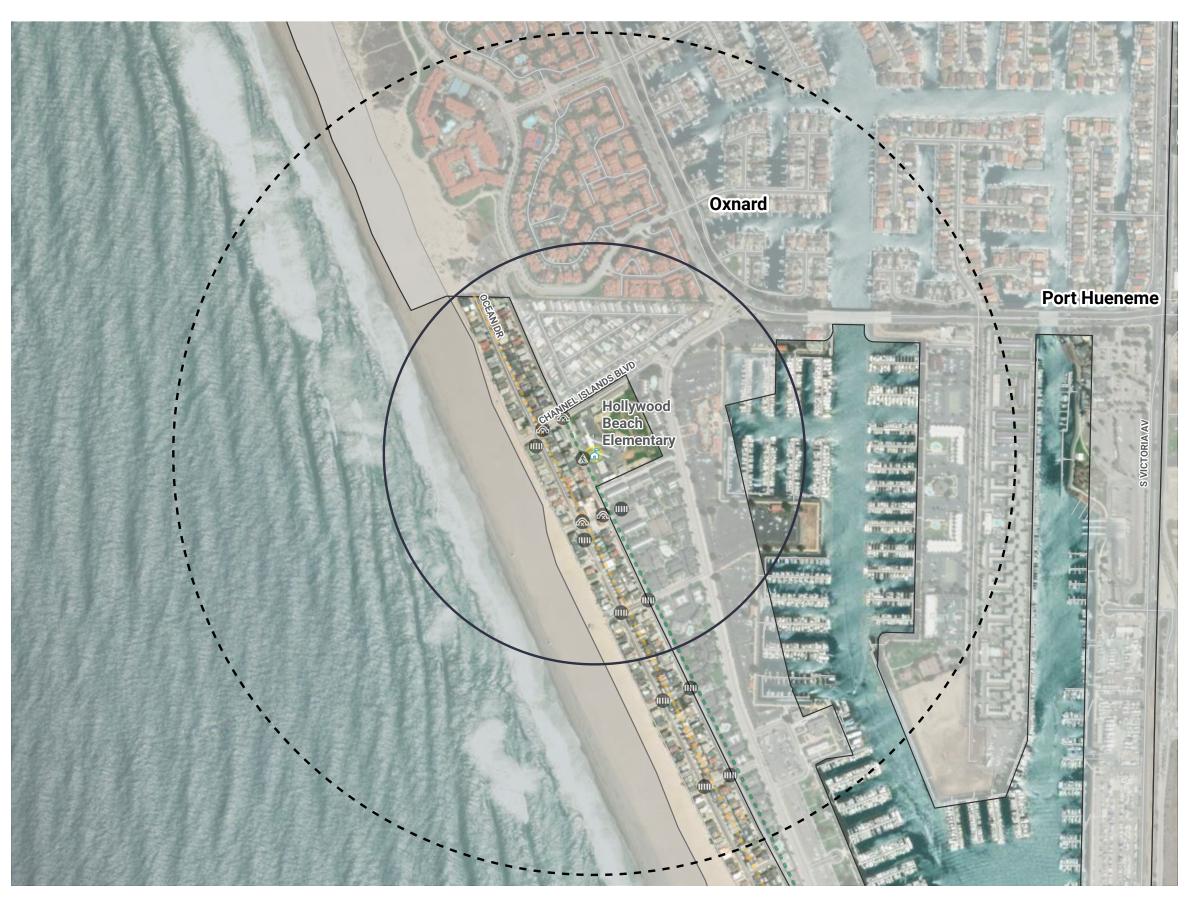
Bike Recommendations

Shared-Use Path (Class I) Bike Lane (Class II)

Bike Route (Class III) Separated Bikeway (Class IV)







SCHOOL

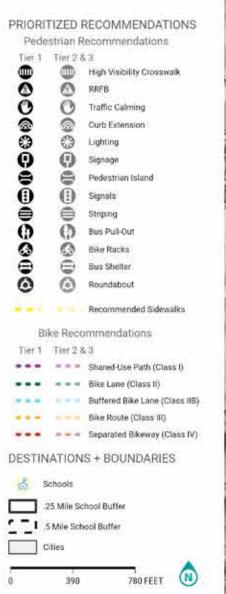
SCHOOL **PRIORITIZATION**



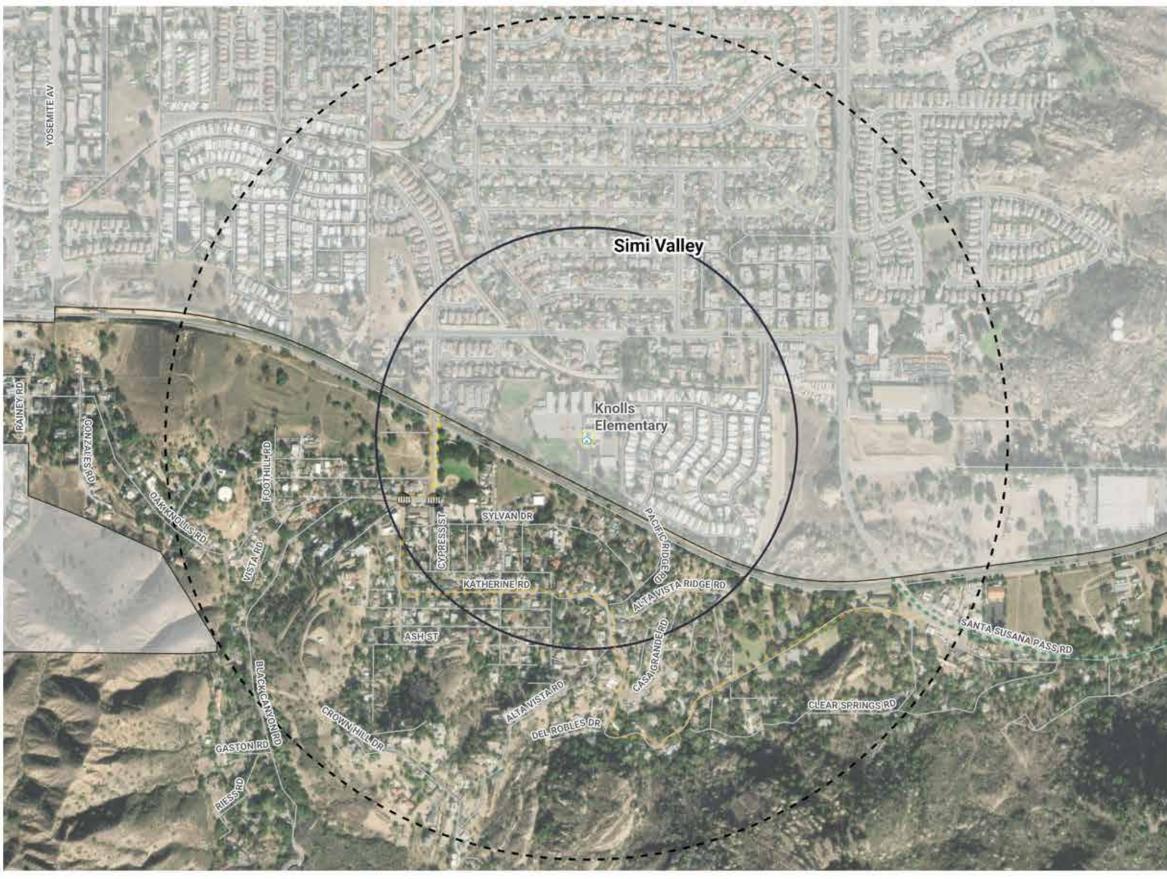




SAFE ROUTES TO SCHOOL **PRIORITIZATION** KNOLLS ELEMENTARY



alta



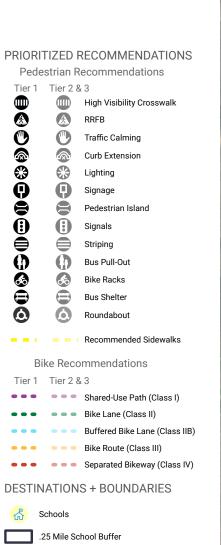
SCHOOL **PRIORITIZATION** LAGUNA VISTA







SAFE ROUTES TO SCHOOL **PRIORITIZATION** MADERA ELEMENTARY

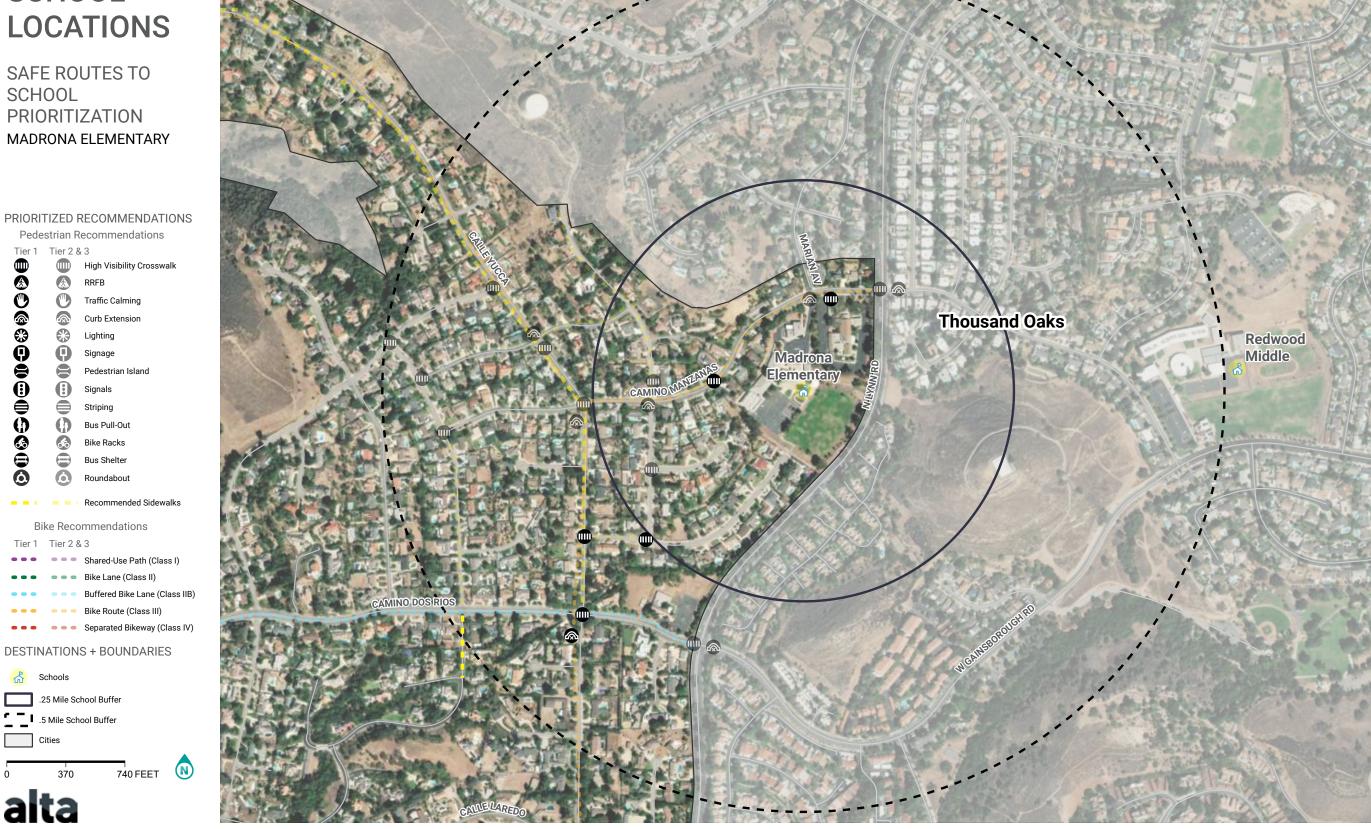


.5 Mile School Buffer

740 FEET **N**



SCHOOL



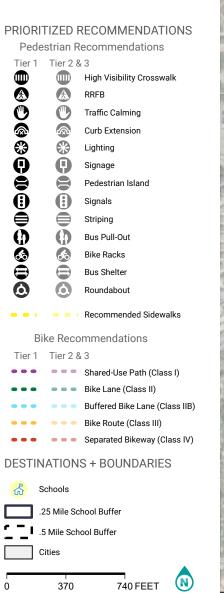
315





SCHOOL LOCATIONS

SAFE ROUTES TO SCHOOL **PRIORITIZATION** MAR VISTA ELEMENTARY





SAFE ROUTES TO SCHOOL **PRIORITIZATION**



317

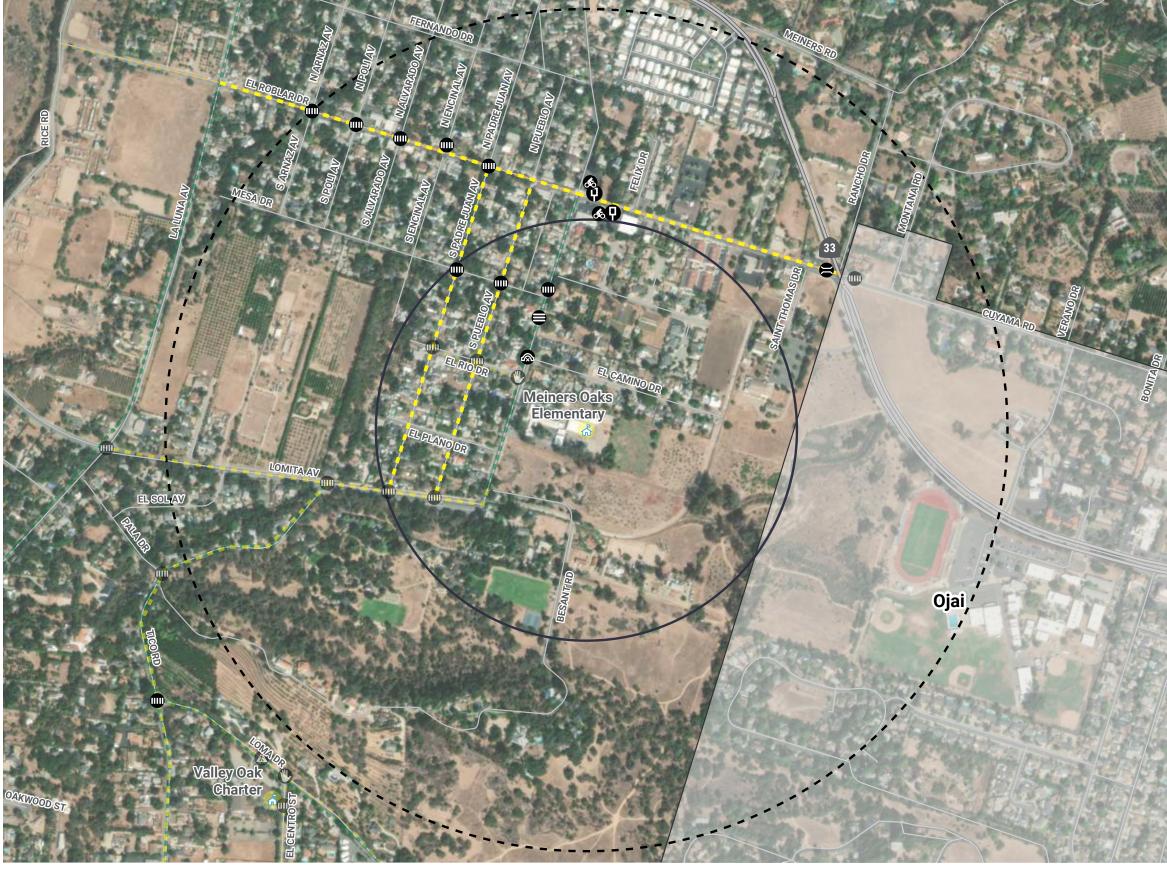




SCHOOL LOCATIONS

SAFE ROUTES TO SCHOOL **PRIORITIZATION MEINERS OAKS ELEMENTARY**

PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk Traffic Calming Curb Extension Lighting Signage Pedestrian Island Signals Striping Bus Pull-Out Bike Racks Bus Shelter Roundabout Recommended Sidewalks Bike Recommendations Shared-Use Path (Class I) Buffered Bike Lane (Class IIB) Bike Route (Class III) Separated Bikeway (Class IV) **DESTINATIONS + BOUNDARIES** Schools .25 Mile School Buffer .5 Mile School Buffer 740 FEET **N** alta



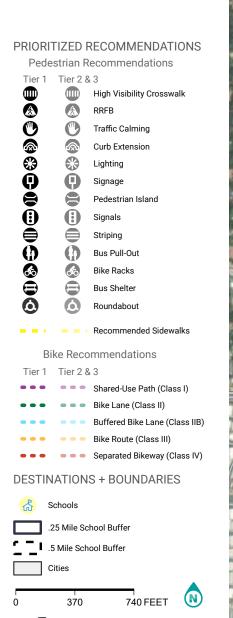


319



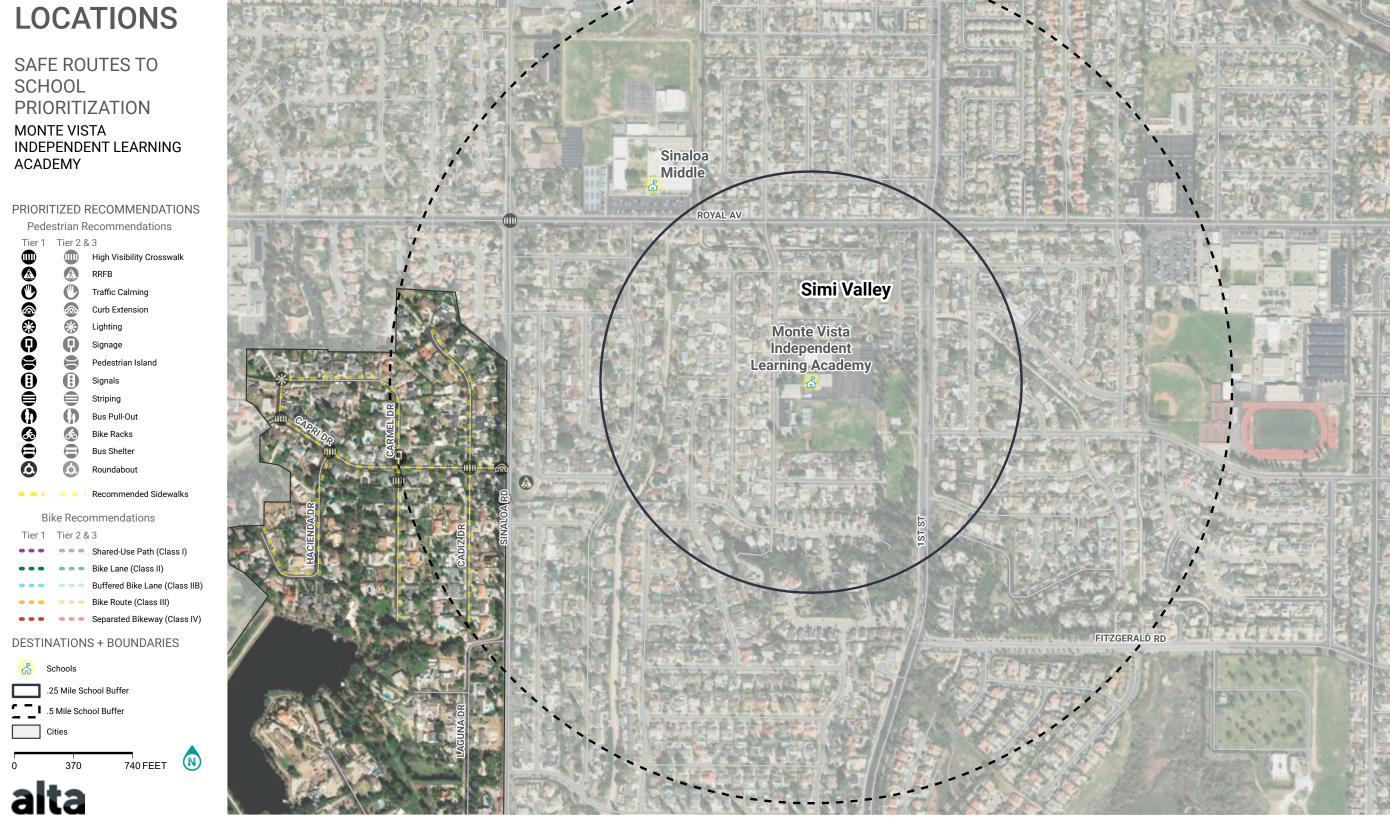
SCHOOL LOCATIONS

SAFE ROUTES TO SCHOOL **PRIORITIZATION** MIRA MONTE ELEMENTARY





SCHOOL



321





SCHOOL LOCATIONS

SAFE ROUTES TO SCHOOL **PRIORITIZATION NEWBURY PARK HIGH**

PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk Traffic Calming Curb Extension Lighting Signage Pedestrian Island Signals Striping Bus Pull-Out Bike Racks Bus Shelter Recommended Sidewalks Bike Recommendations Shared-Use Path (Class I) Bike Route (Class III) Separated Bikeway (Class IV) **DESTINATIONS + BOUNDARIES** .25 Mile School Buffer .5 Mile School Buffer

740 FEET (N)

alta

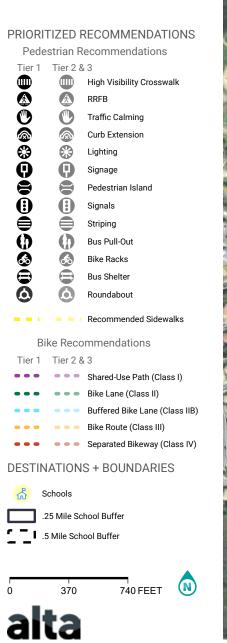


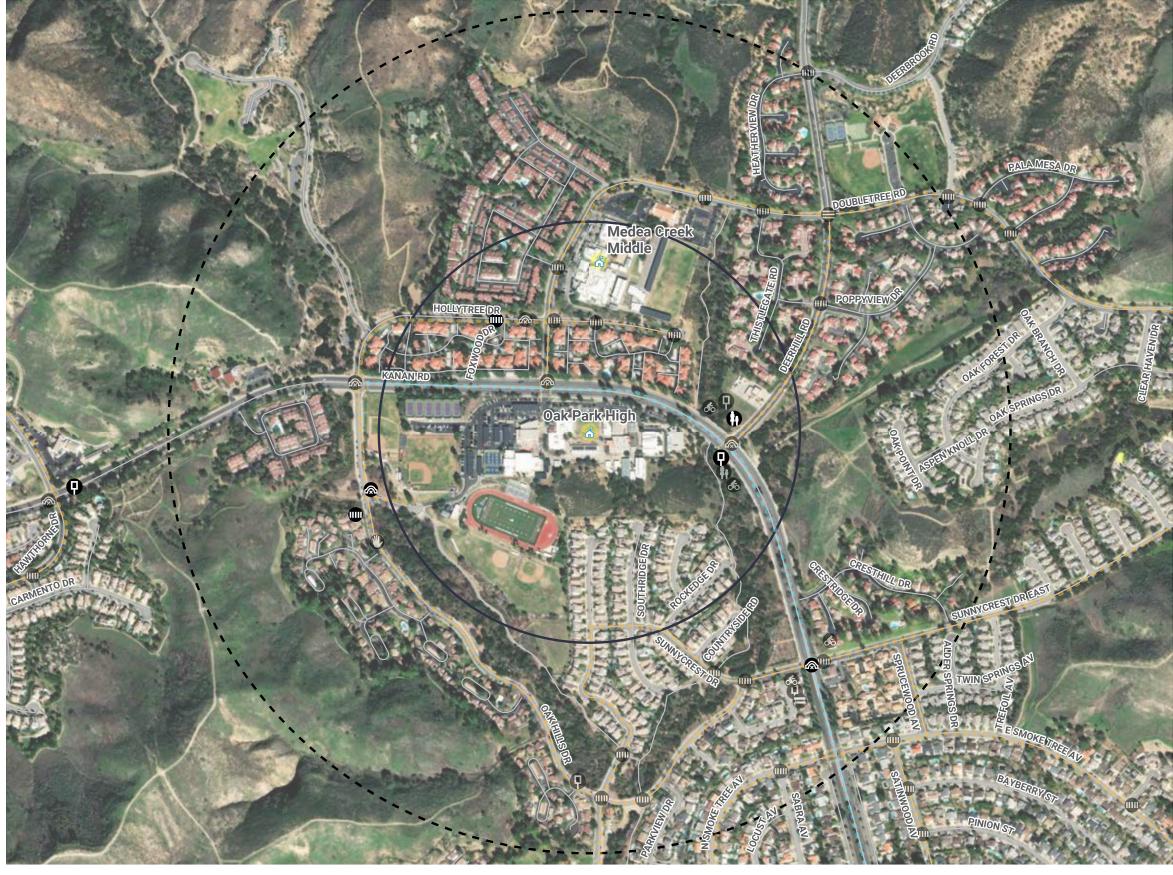




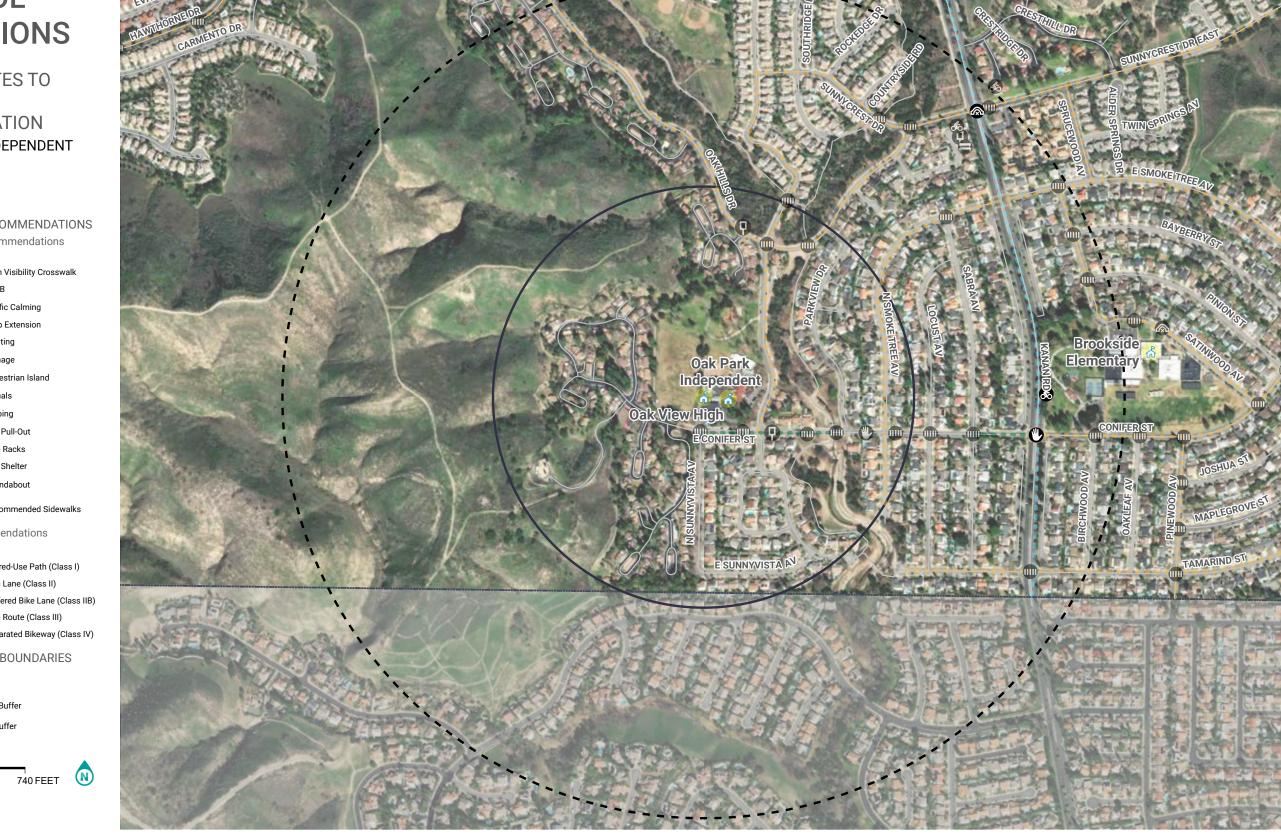


SAFE ROUTES TO SCHOOL **PRIORITIZATION** OAK PARK HIGH





SAFE ROUTES TO SCHOOL **PRIORITIZATION** OAK PARK INDEPENDENT



Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk Traffic Calming Curb Extension Lighting Signage Pedestrian Island Signals Striping Bus Pull-Out Bike Racks Bus Shelter Recommended Sidewalks Bike 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 ☆ Schools

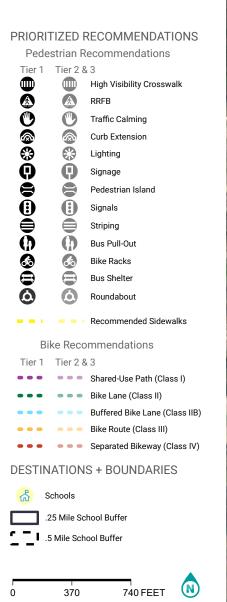
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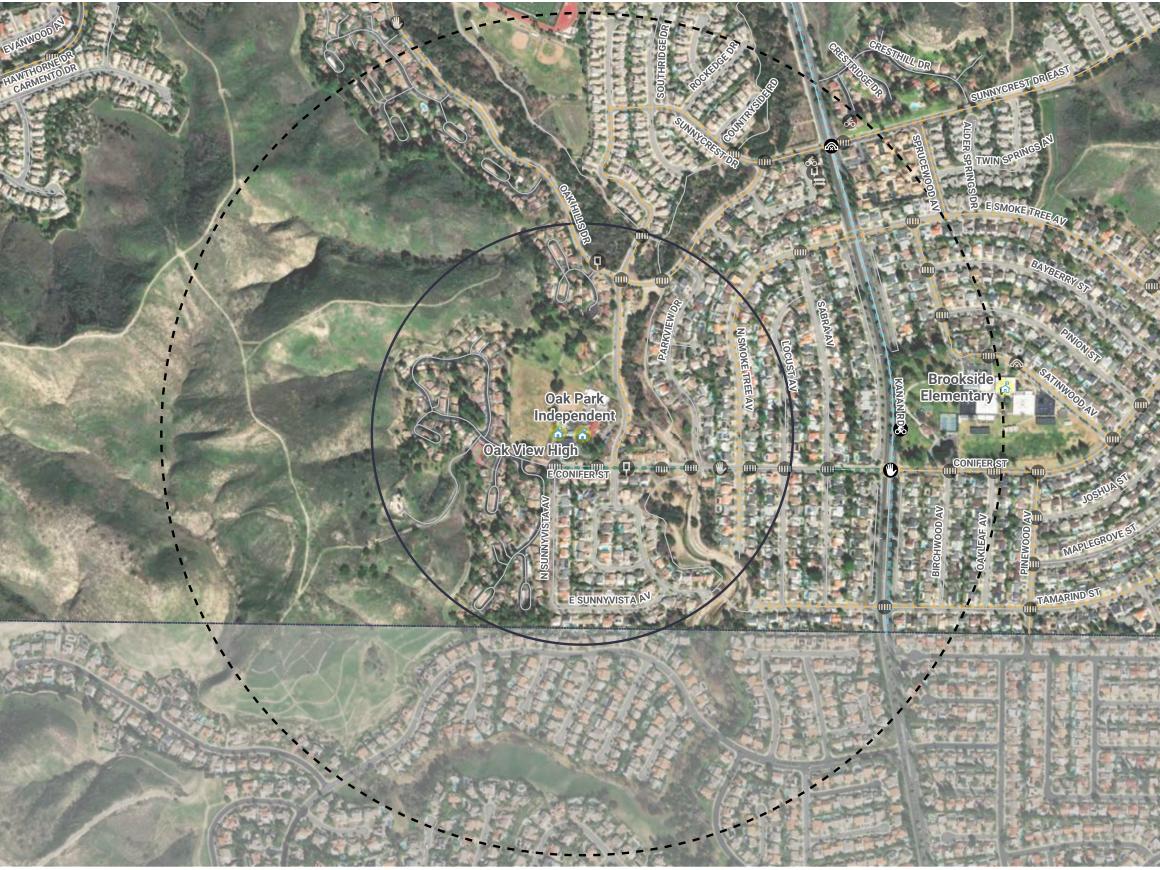
.5 Mile School Buffer





SAFE ROUTES TO SCHOOL **PRIORITIZATION** OAK VIEW HIGH



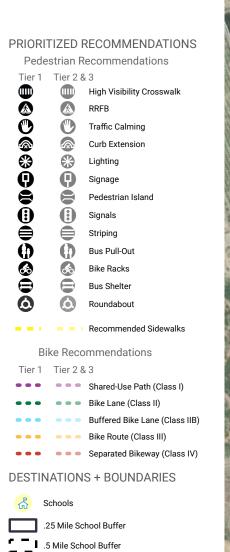




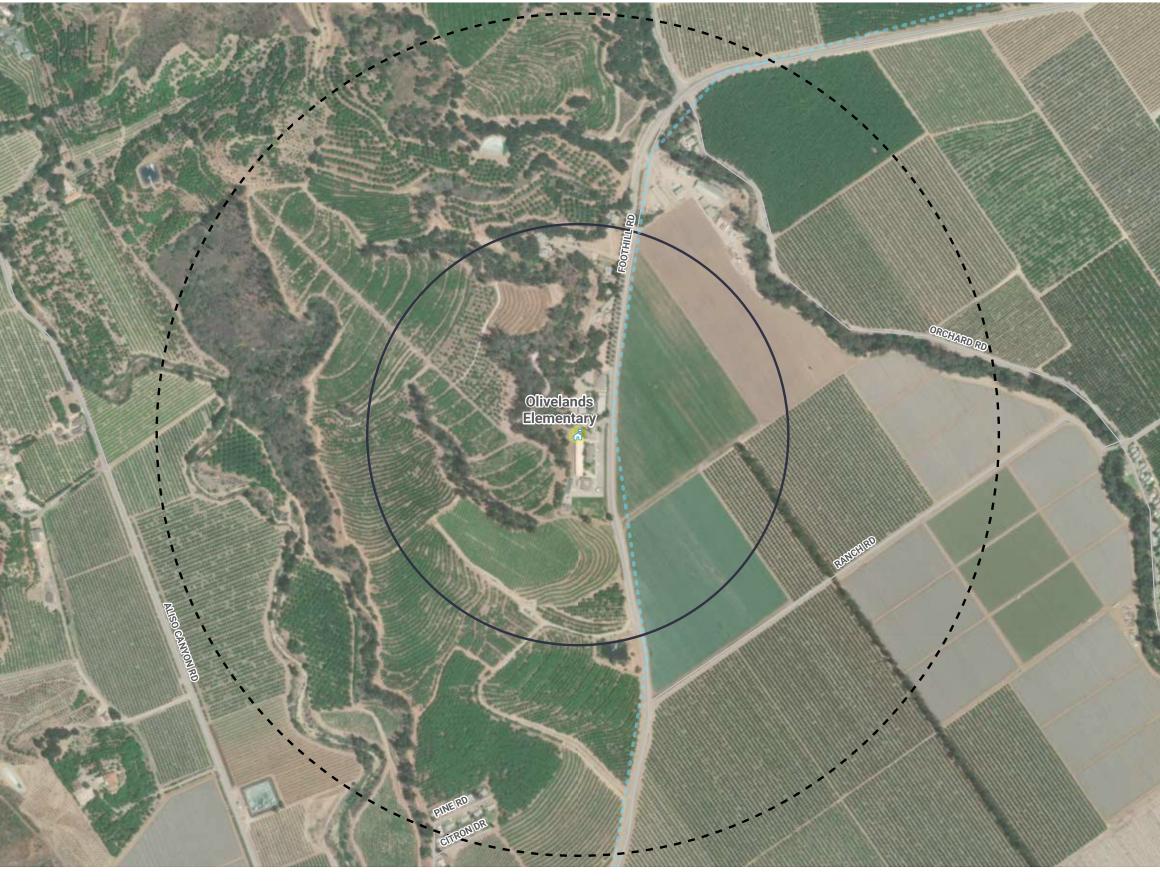




SAFE ROUTES TO SCHOOL **PRIORITIZATION OLIVELANDS ELEMENTARY**



740 FEET (N)



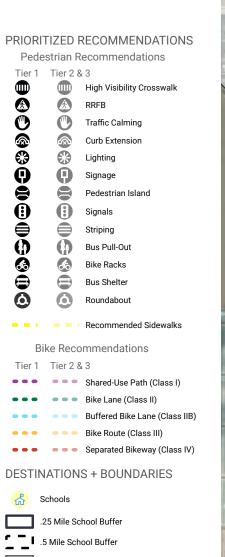
SCHOOL



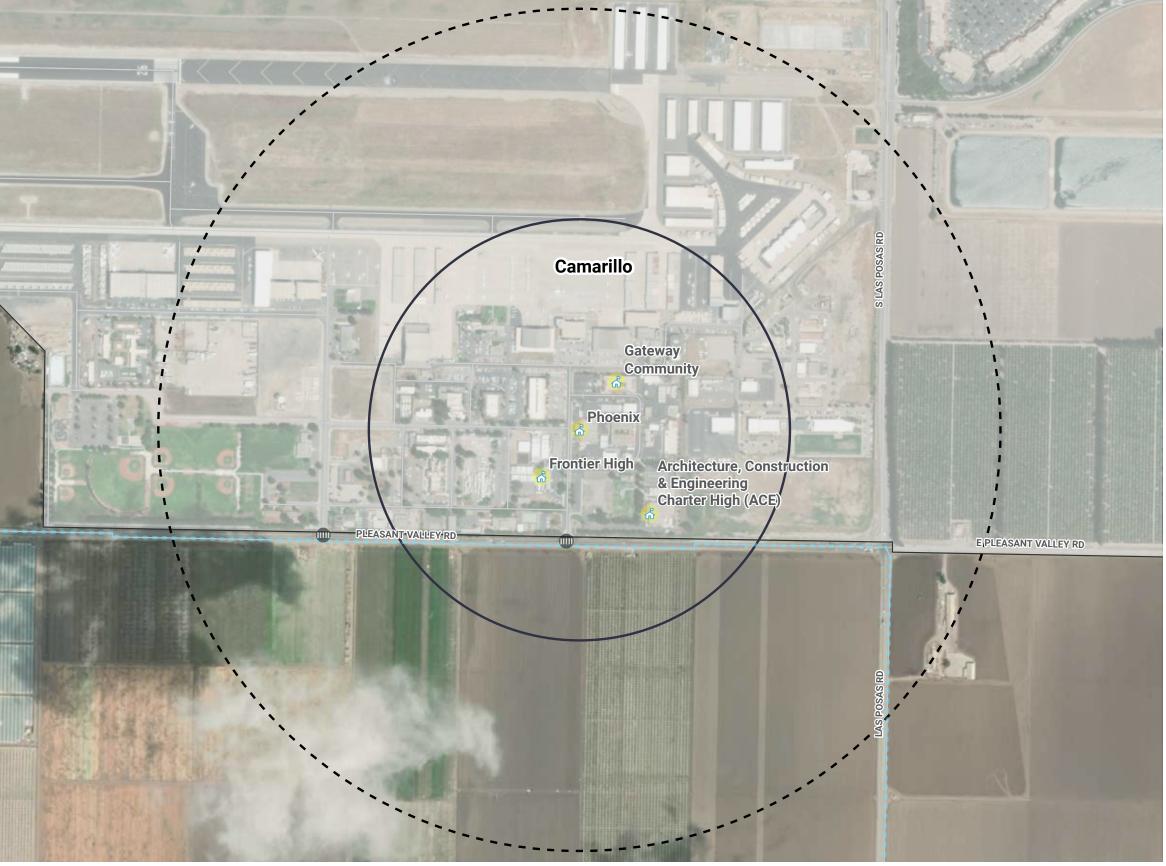




SAFE ROUTES TO SCHOOL **PRIORITIZATION PHOENIX**



740 FEET (N



SAFE ROUTES TO SCHOOL **PRIORITIZATION** PIRU ELEMENTARY



Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk

A Traffic Calming Curb Extension Lighting

Signage Pedestrian Island Signals Striping

Bus Pull-Out Bike Racks

Bus Shelter Roundabout

Recommended Sidewalks

Bike Recommendations

Shared-Use Path (Class I)

Buffered Bike Lane (Class IIB) - - Bike Route (Class III) Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES



.25 Mile School Buffer .5 Mile School Buffer

331



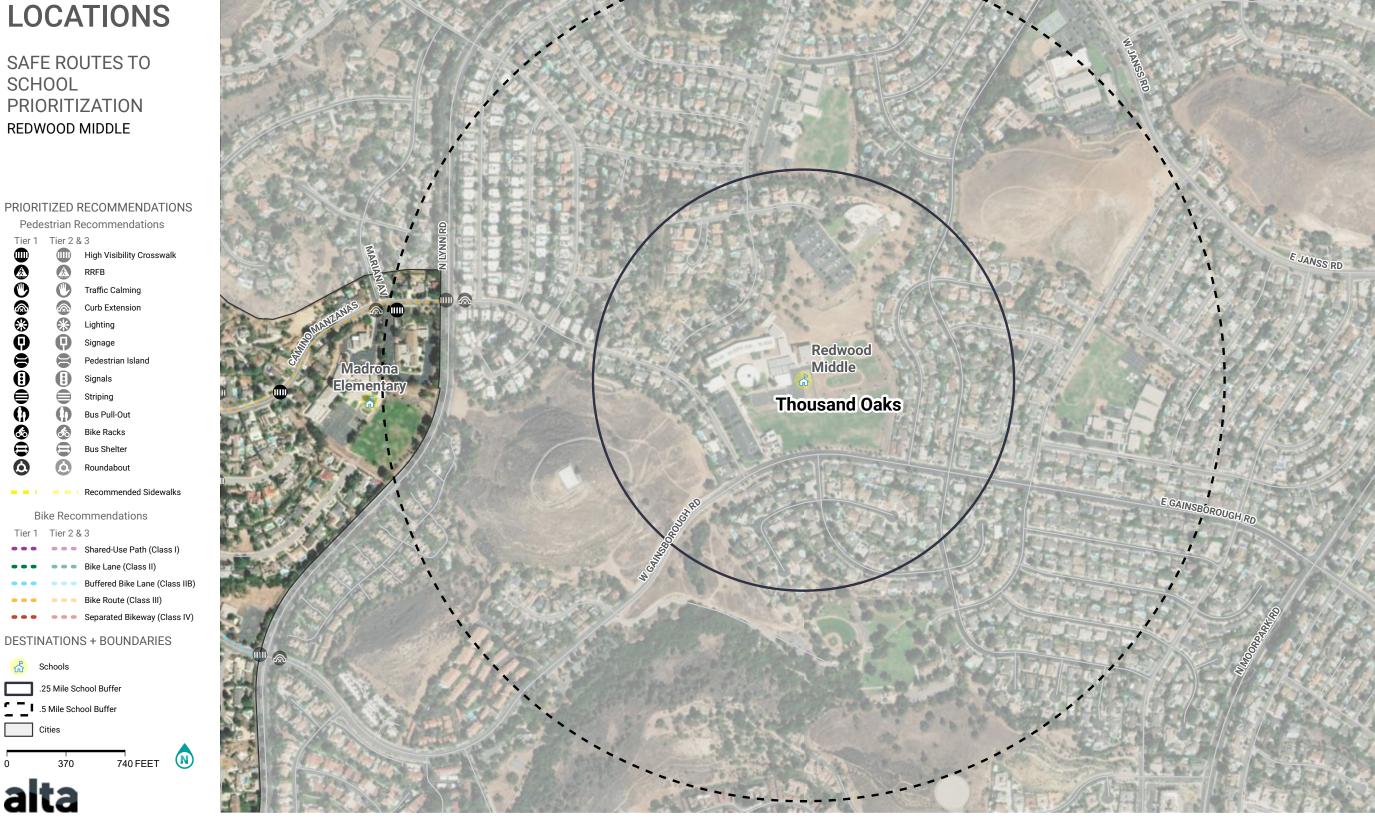
SCHOOL LOCATIONS

SAFE ROUTES TO SCHOOL **PRIORITIZATION** RED OAK ELEMENTARY

PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk Traffic Calming Curb Extension Lighting Signage Pedestrian Island Signals Striping Bus Pull-Out Bike Racks Bus Shelter Roundabout Recommended Sidewalks Bike Recommendations Shared-Use Path (Class I) Bike Route (Class III) Separated Bikeway (Class IV) **DESTINATIONS + BOUNDARIES** .25 Mile School Buffer .5 Mile School Buffer 740 FEET (N)



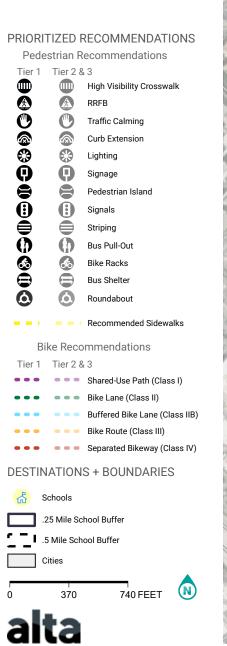
SCHOOL **PRIORITIZATION**







SAFE ROUTES TO SCHOOL **PRIORITIZATION** RIO DEL MAR





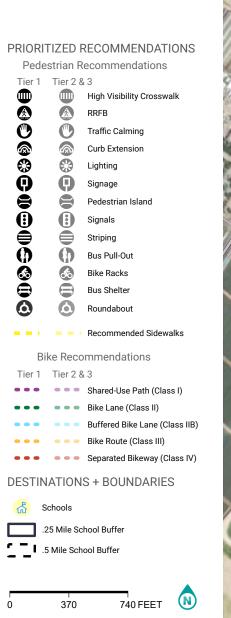
SCHOOL





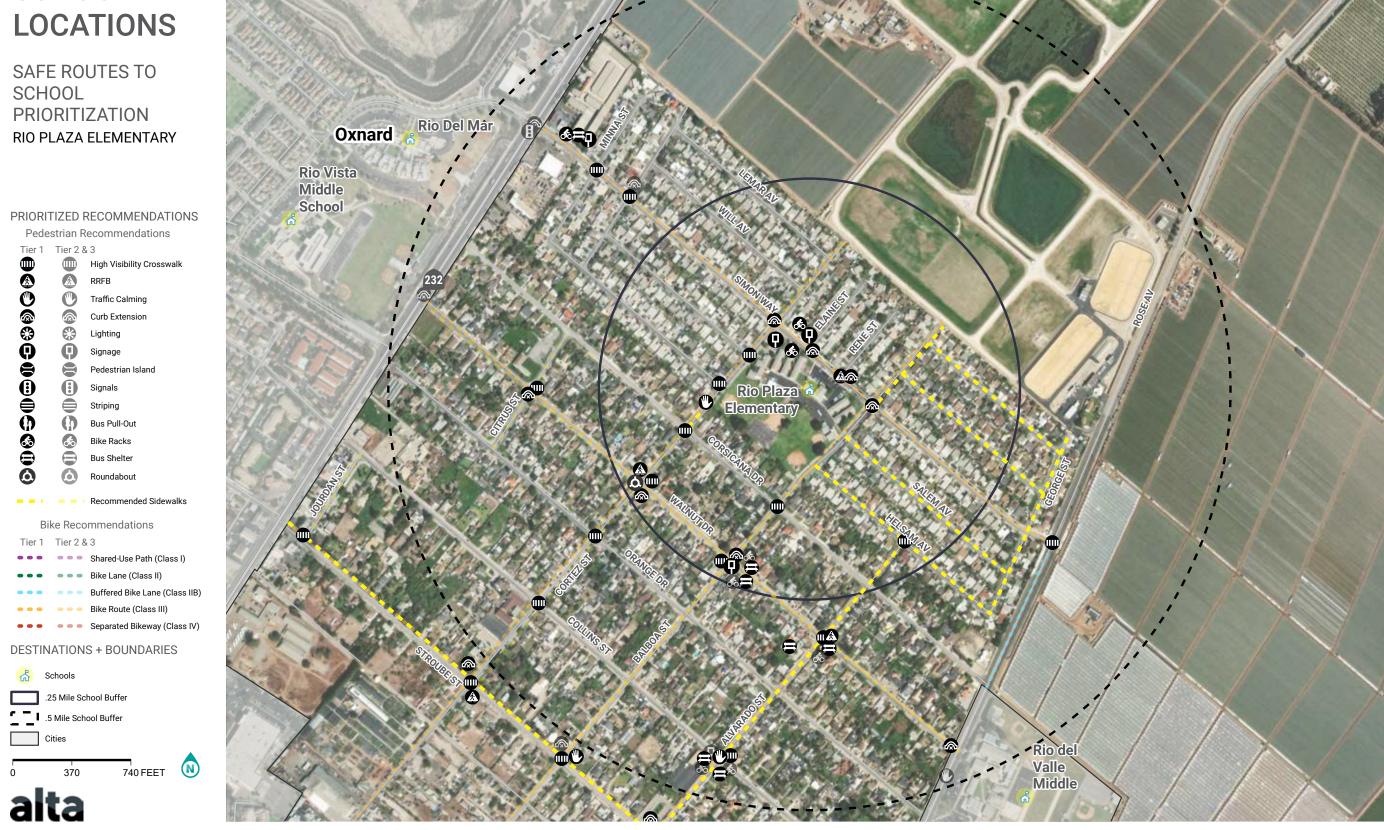


SAFE ROUTES TO SCHOOL **PRIORITIZATION RIO MESA HIGH**





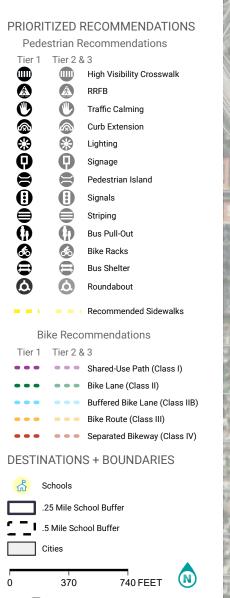
SCHOOL







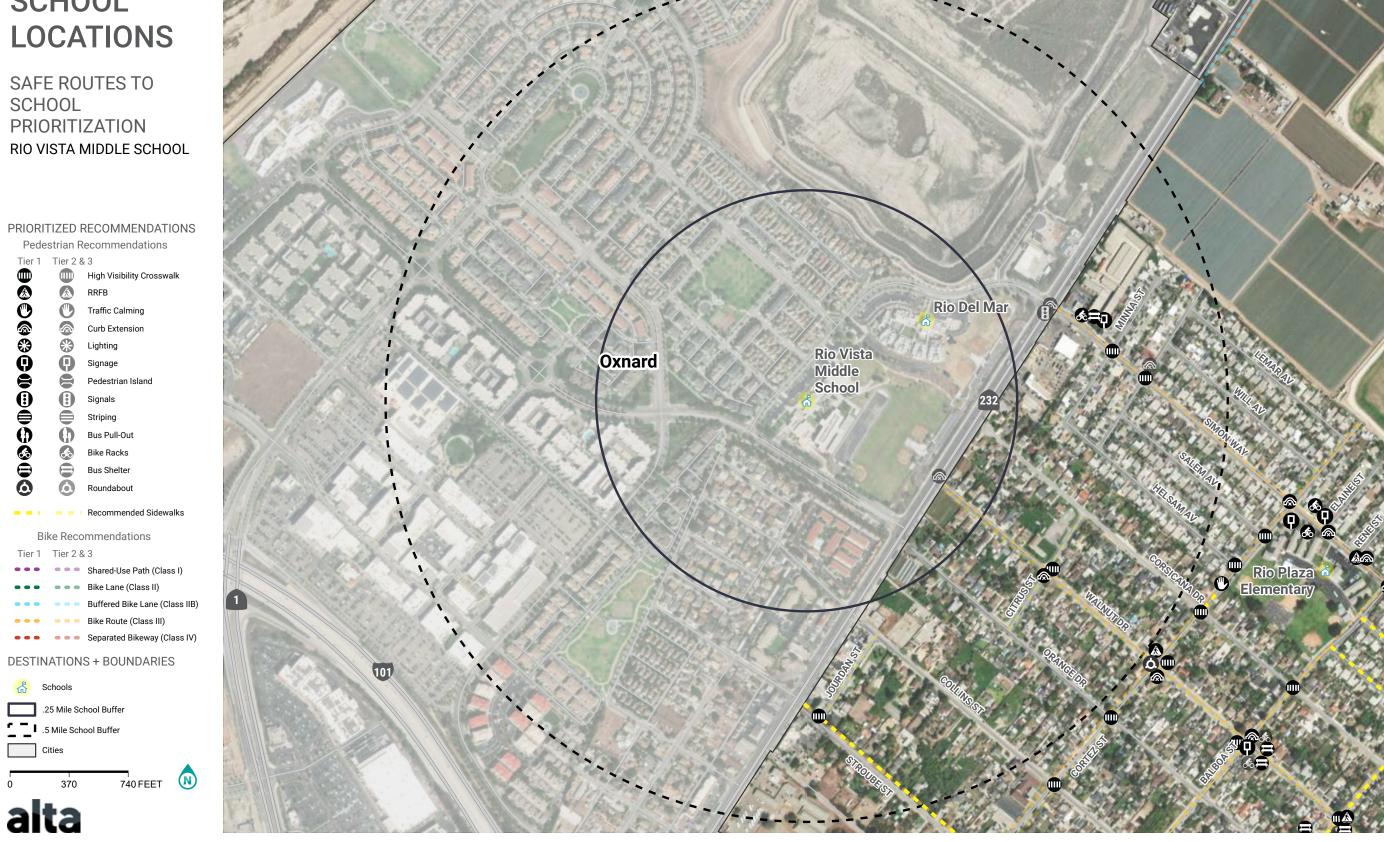
SAFE ROUTES TO SCHOOL **PRIORITIZATION RIO REAL ELEMENTARY**





SCHOOL

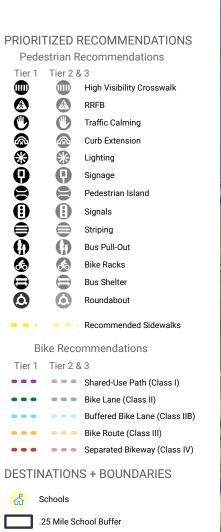
SAFE ROUTES TO SCHOOL **PRIORITIZATION**







SAFE ROUTES TO SCHOOL **PRIORITIZATION** SAN ANTONIO ELEMENTARY

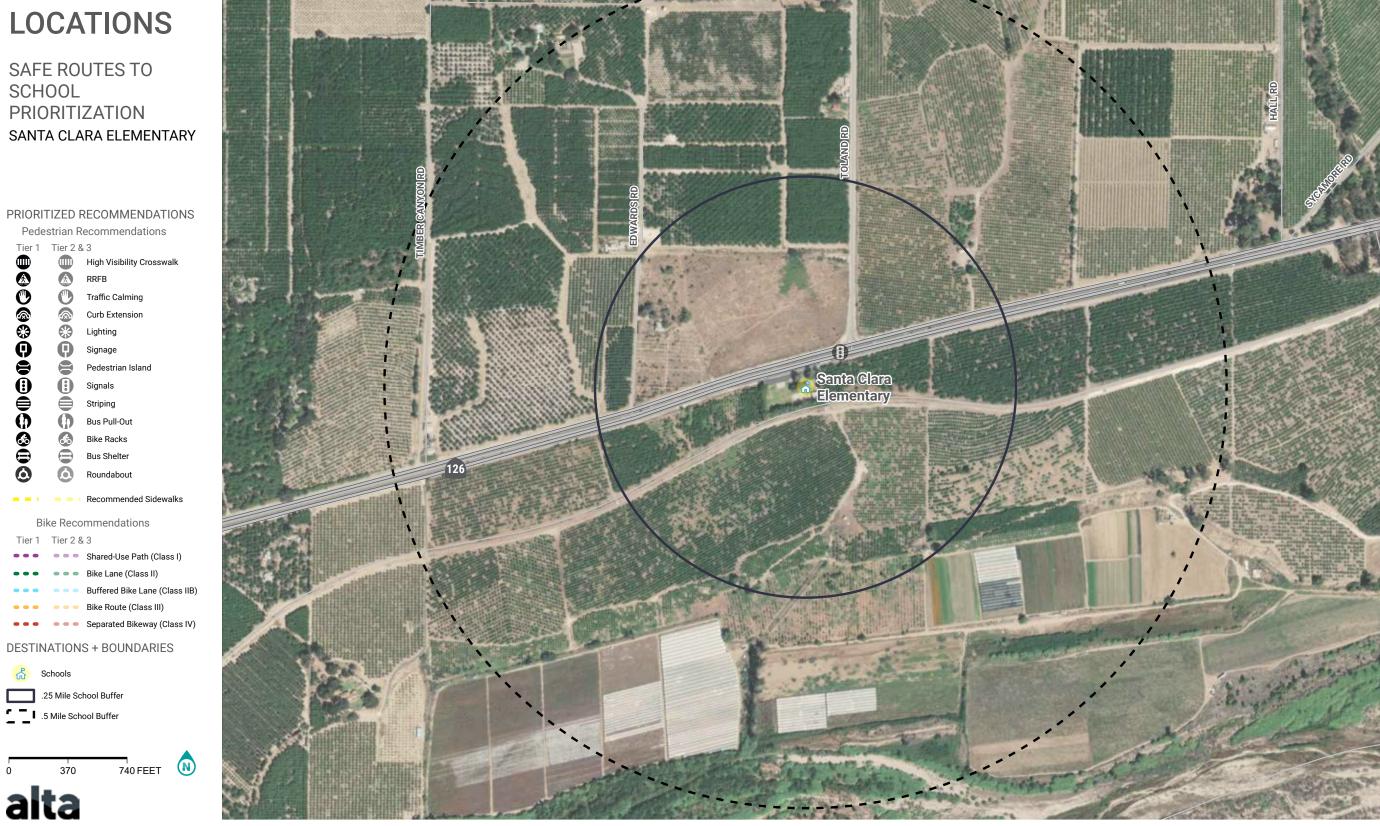


.5 Mile School Buffer

740 FEET N



SAFE ROUTES TO SCHOOL **PRIORITIZATION**



Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk A Traffic Calming Curb Extension Lighting Signage Pedestrian Island Signals Bus Pull-Out Bike Recommendations

DESTINATIONS + BOUNDARIES



Schools

.25 Mile School Buffer .5 Mile School Buffer

341



SCHOOL LOCATIONS

SAFE ROUTES TO SCHOOL **PRIORITIZATION** SANTA ROSA TECHNOLOGY MAGNET

PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk Traffic Calming Curb Extension Signage Pedestrian Island Signals Bus Pull-Out Bike Racks Bus Shelter Recommended Sidewalks Bike Recommendations Shared-Use Path (Class I) Buffered Bike Lane (Class IIB) Bike Route (Class III) Separated Bikeway (Class IV) **DESTINATIONS + BOUNDARIES** .25 Mile School Buffer

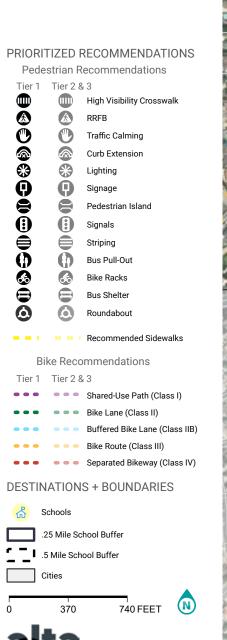
.5 Mile School Buffer

alta

740 FEET **N**



SAFE ROUTES TO SCHOOL PRIORITIZATION SEQUOIA MIDDLE



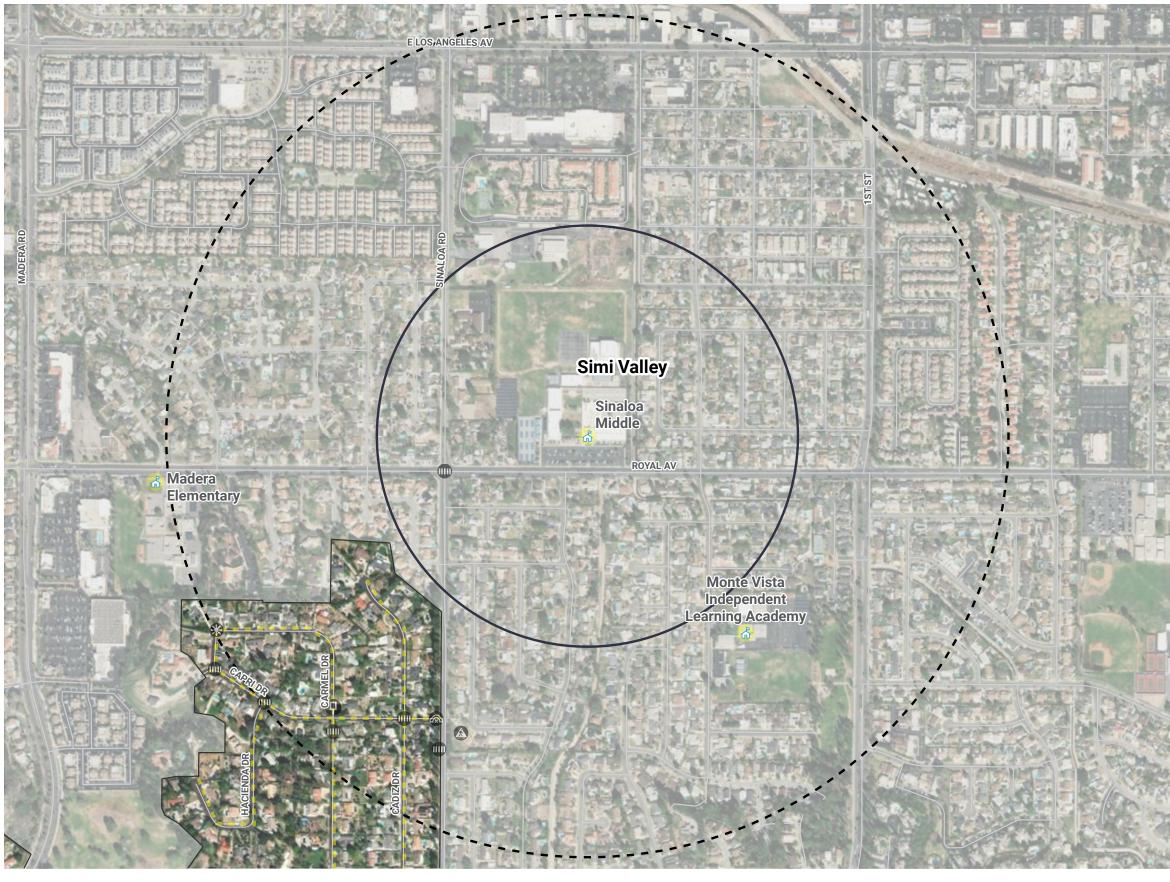






SAFE ROUTES TO SCHOOL **PRIORITIZATION** SINALOA MIDDLE

PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk Traffic Calming Curb Extension Lighting Signage Pedestrian Island Signals Striping Bus Pull-Out Bike Racks Bus Shelter Roundabout Recommended Sidewalks Bike Recommendations Shared-Use Path (Class I) Bike Route (Class III) Separated Bikeway (Class IV) **DESTINATIONS + BOUNDARIES** Schools .25 Mile School Buffer .5 Mile School Buffer 740 FEET **N**

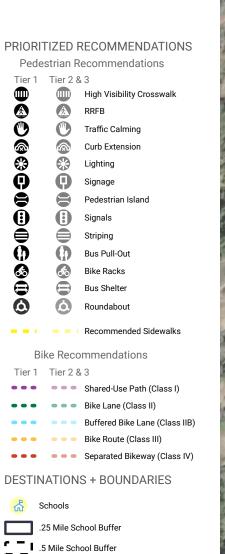








SAFE ROUTES TO SCHOOL **PRIORITIZATION** SUNSET ELEMENTARY



740 FEET **N**



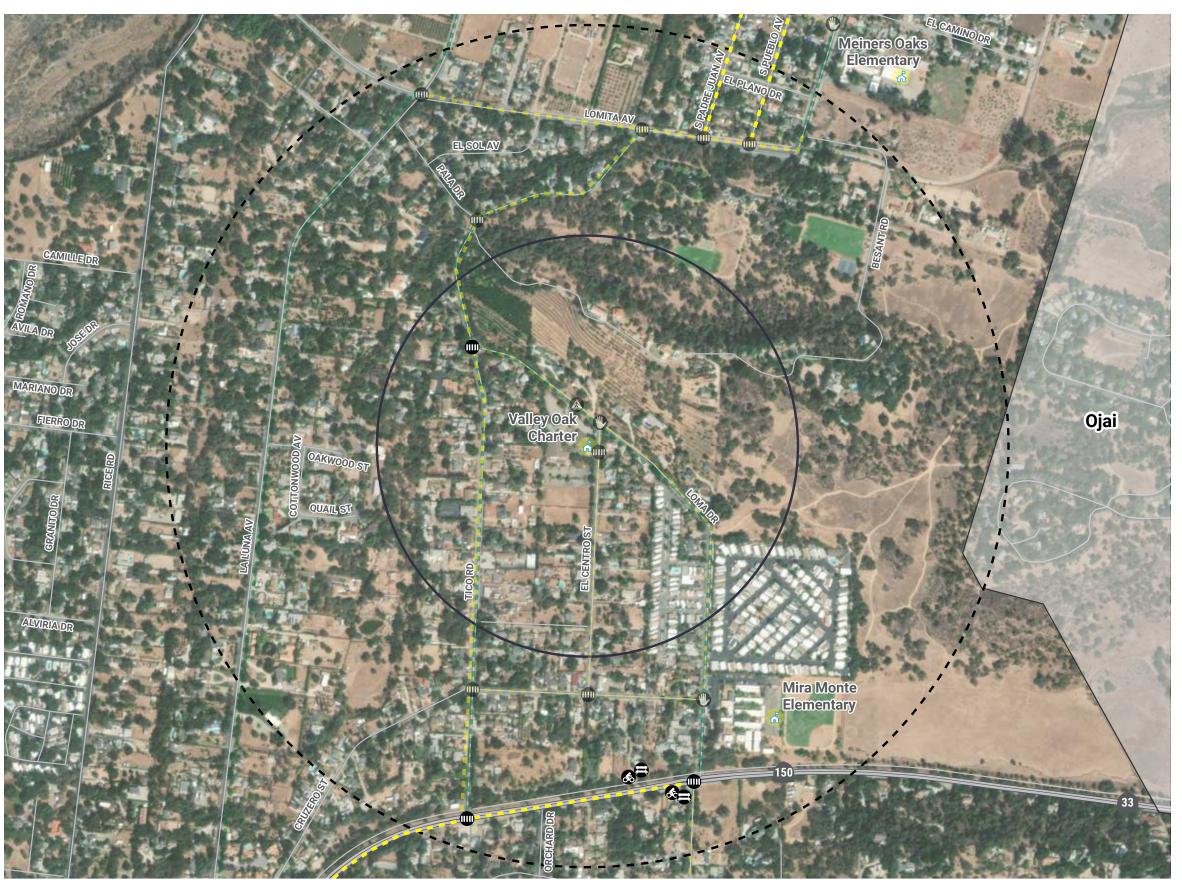




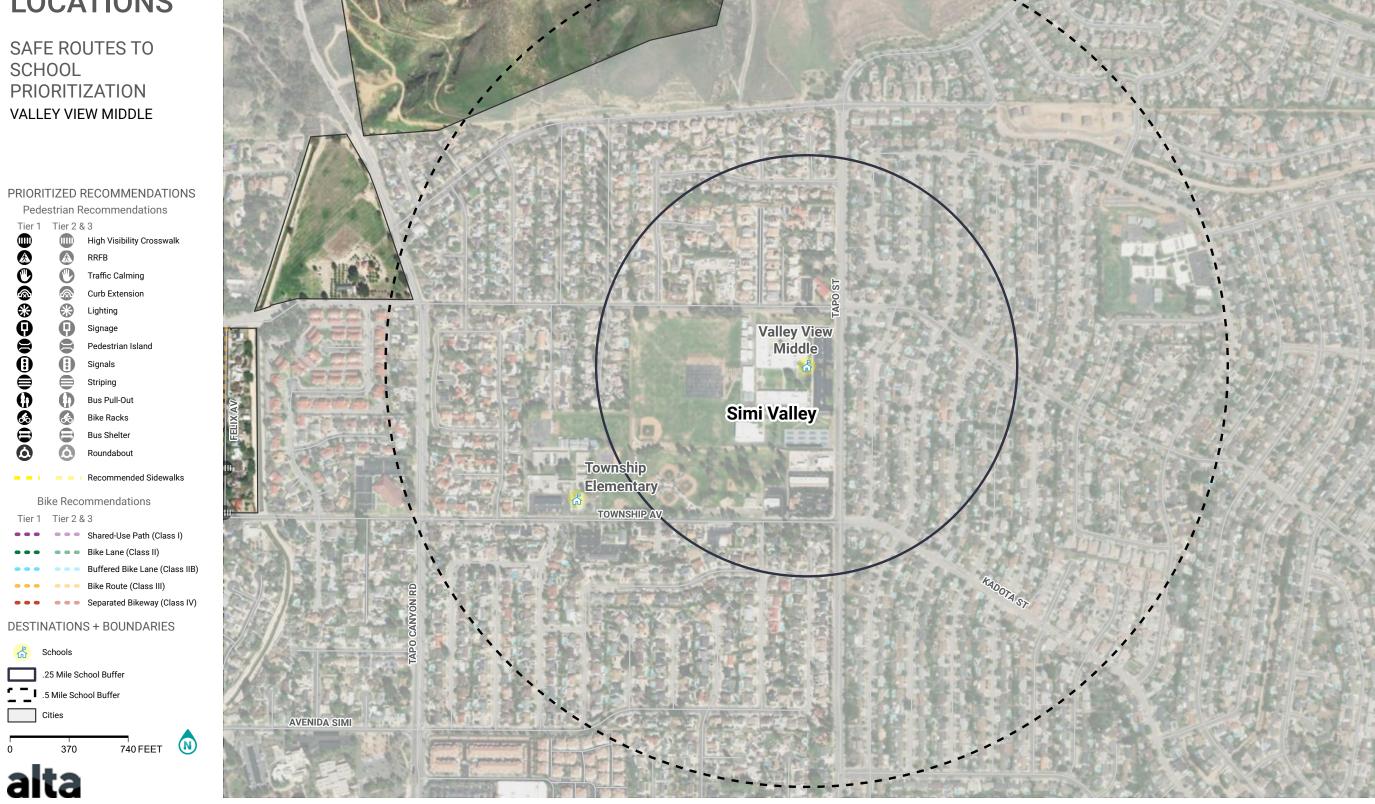


SAFE ROUTES TO SCHOOL **PRIORITIZATION** VALLEY OAK CHARTER

PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk Traffic Calming Curb Extension Lighting Signage Pedestrian Island Signals Striping Bus Pull-Out Bike Racks Bus Shelter Roundabout Recommended Sidewalks Bike Recommendations Shared-Use Path (Class I) Buffered Bike Lane (Class IIB) Bike Route (Class III) Separated Bikeway (Class IV) **DESTINATIONS + BOUNDARIES** Schools .25 Mile School Buffer .5 Mile School Buffer 740 FEET **N**



SCHOOL **PRIORITIZATION**







SAFE ROUTES TO SCHOOL **PRIORITIZATION** WALNUT ELEMENTARY

PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk **●®⊕⊕⊕⊕⊕⊕** Traffic Calming Curb Extension Lighting Signage Pedestrian Island Signals Striping Bus Pull-Out Bike Racks Bus Shelter Roundabout Recommended Sidewalks Bike Recommendations Shared-Use Path (Class I) Buffered Bike Lane (Class IIB) Bike Route (Class III) • • • Separated Bikeway (Class IV) **DESTINATIONS + BOUNDARIES** Schools .25 Mile School Buffer

.5 Mile School Buffer

alta

740 FEET **N**



Table 5 / Network Bicycle Scores

Table 5 / Network Bicycle Scores							
	Recommendation Street	Start Street	End Street	Bikeway Class	Jurisdiction	Score	Cost Estimate
	State Route 118	North Saticoy Limit	South Saticoy Limit	Class IV	Non-County	86	
	Olivas Park Dr	County Boundary	County Boundary	Class IIb	County	81	\$387,432***
	Potrero Road West	Old Hueneme Rd	Oxnard St	Class II	County	76	\$1,180,000*
	Potrero Rd	Oxnard St	County Boundary	Class I	County	73	
	State Route 150	State Route 33	Los Encinos Rd	Class IIb	Non-County	73	
	Harbor Blvd	County Boundary	County Boundary	Class IIb	County	73	
	Moorpark Rd	Santa Rosa Rd	Tierra Rejada Rd	Class IIb	County	73	
	Howe Rd	Torrey Rd	Torrey Rd	Class II	County	72	\$227,000*
	Hueneme Rd	County Boundary	Lewis Rd	Class IIb	County	72	
R 1	Torrey Rd	Guiberson Rd	Howe Rd	Class II	County	71	\$870,000*
TIER 1	State Route 150	Los Encinos Rd	Ranch Rd	Class IIb	Non-County	71	
	Santa Rosa Rd	Yucca Dr	Glenside Ln	Class IIb	County	70	\$307,000*
	Olivas Park Dr	Victoria Ave	County Boundary	Class IIb	County	70	
	Encino Dr	Creek Rd	State Route 33	Class II	County	69	
	State Route 150	Ranch Rd	Santa Ana Rd	Class IIb	Non-County	69	
	Tierra Rejada Rd	County Boundary	County Boundary	Class IIb	County	69	
	Los Angeles Ave	Nardo St	Highway 118	Class III	County	69	
	Santa Rosa Rd	Yucca Dr	County Boundary	Class IIb	County	68	
	Read Rd	Moorpark Rd	Sunset Valley Rd	Class II	County	67	\$625,000*
	Nardo St	Highway 118	Campanula Ave	Class IIb	County	67	

^{*}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	Score	Cost Estimate
ER 1	Laguna Rd	Wood Rd	Lewis Rd	Class II	County	66	\$4,460,000*
벁	Sunnycrest Dr	Aspen Ridge Ct	Park Springs Ct	Class IIb	County	66	
	Guiberson Rd	Chambersburg Rd	Torrey Rd	Class II	County	64	
	Victoria Ave	County Boundary (119 Feet West of Olivas Park Dr)	County Boundary (247 Feet South of River Bridge)	Class IIb	County	64	
	Santa Paula Street	Cummings Rd	Peck Rd	Class II	County	62	\$3,640,000**
	Foothill Road	Wells Rd	Aliso Cyn Rd	Class IIb	County	62	\$3,820,000**
	Ventura Ave	Los Cabos Ln	Ventura City boundary	Class IIb	County	62	
	Los Angeles Ave	Violeta St 500 Feet North	Nardo St	Class III	County	62	
	Santa Clara Ave	Central Ave	Los Angeles Ave	Class IIb	County	61	
	Santa Clara Ave	Friedrich Rd	Central Ave	Class IIb	County	61	
R 2	State Route 118	SCRT	Santa Clara Ave	Class I	Non-County	60	
TIER	Santa Rosa Rd	Glenside Ln	Las Posas Rd	Class IIb	County	60	\$184,000*
	Azahar St	Los Angeles Ave	Campanula Ave	Class II	County	59	
	Santa Ana Blvd	Santa Ana Rd	State Route 33	Class II	County	59	
	Ventura Ave	Norway Dr	Los Cabos Ln	Class IIb	County	59	
	Rosal Ln	Los Angeles Ave	Campanula Ave	Class III	County	59	
	Friedrich Rd	Santa Clara Ave	Friedrich Rd (334 Feet East of Almond Dr)	Class III	County	59	
	Foothill Road	1166e Petit Ave	Wells Rd	Class II	County	58	\$1,850,000**
	County Dr	Nardo St	State Route 118	Class II	County	57	
	Los Angeles Ave	County Boundary	Aster St	Class III	County	57	

^{*}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	Score	Cost Estimate
	Violeta St	Violeta St	Campanula Ave	Class III	County	57	
	Alelia Ave	Violeta St	Rosal Lane	Class III	County	57	
	Campanula Ave	North Community Limit	Azahar St	Class III	County	57	
	Aster St	Saticoy Park	Campanula Ave	Class III	County	57	
ER 2	Los Angeles Ave	Aster St	Saticoy Wash	Class III	County	57	
Ħ	Riverbank Dr	County Dr	End of Street	Class III	County	57	
	Laguna Rd	Pleasant Valley Rd	Wood Rd	Class II	County	56	
	Ventura Ave	Canada Larga Rd	Ventura River Trail	Class IIb	County	56	
	Santa Clara Ave	Friedrich Rd	County Boundary	Class IIb	County	56	
	W 5th St	County Boundary	County Boundary	Class IIb	County	55	
	Torrey Rd	Howe Rd	Telegraph Rd	Class II	County	54	\$581,000**
	Ventura Ave	Canada Larga Rd	Norway Dr	Class IIb	County	54	
	Island View Ave	Sawtelle Ave	Victoria Ave	Class III	County	54	
	Callegas Creek Rd	Laguna Rd	County Boundary	Class I	County	53	
TIER 3	Potrero Rd East	County Boundary (3605 Feet East of Wendy Dr)	Hidden Vly Rd	Class II	County	53	\$7,900,000**
F	Rice Rd	Woodland Ave	State Route 150	Class II	County	52	
	Nardo St	Lirio Ave	State Route 118	Class II	County	52	
	County Dr	Nardo St	State Route 118	Class III	County	52	
	Calle Laredo	Lynn Rd	Calle Arroyo	Class III	County	50	
	Calle Arroyo	Calle Yucca	Camino Dos Rios	Class III	County	50	

^{*}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	Score	Cost Estimate
	Woodland Ave	Rice Rd	State Route 33	Class II	County	49	
	Burnham Rd	Santa Ana Rd	State Route 150	Class II	County	48	
	Saticoy Drain Pathway	Aster St	Saticoy Park	Class I	County	47	
	Santa Clara River Trail	State Route 118	Pacific Ocean	Class I	County	47	
	Rice Rd	Lomita Ave	Fairview Rd	Class II	County	47	
	Sunset Valley Rd	Read Rd	Tierra Rejada Rd	Class II	County	47	
	Sturgis Rd	County Boundary	Pleasant Valley Rd	Class II	County	46	\$2,700,000**
R 3	Cummings Rd	Foothill Rd	Telegraph Rd	Class II	County	45	
TIER	Bristol Rd	County Boundary	County Boundary	Class II	County	45	
	Box Canyon Rd	Santa Susana Pass Rd	County Boundary	Class IIb	County	45	
	Bradley Rd/ Balcom Canyon Rd	State Route 118	Stockton Rd	Class II	County	43	
	Reeves Rd	Ojai Ave	McAndrew Rd	Class II	County	43	
	Thacher Rd	Carne Rd	McAndrew Rd	Class II	County	43	
	Hill Canyon Rd	Santa Rosa Rd	County Boundary	Class II	County	40	
	Balcom Canyon Rd	State Route 118	Stockton Rd	Class II	County	38	
	McAndrew Rd	Reeves Rd	Thacher Rd	Class II	County	37	

^{*}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)

Table 6 / Network Pedestrian Scores

	Cross Street	Cross Street	Type of Recommendation	Jurisdiction	Score	Cost Estimate
	State Route 118	Nardo St	Pedestrian island High-visibility midblock crosswalk RRFB County Leading Pedestrian Interval Make existing (S,W) crosswalks high-visibility and add new crosswalks (N,E) High-visibility crosswalk (E) High-visibility crosswalk (N,E,W) High-visibility crosswalk (N,E,W) RRFB County High-visibility crosswalk (N,E,W) High-visibility crosswalk (N,E,W) RRFB County High-visibility crosswalk (E) Non-County High-visibility crosswalk (E) Non-County		63	\$127,500
	Main St	981 N Main St		County	63	\$6,375
	Main St	981 N Main St	RRFB	County	63	\$76,500
	State Route 118	Nardo St	Leading Pedestrian Interval	Non-County	62	\$127,500
	Roosevelt Blvd	Melrose Dr	crosswalks high-visibility and add new crosswalks	County	62	\$25,500
	El Roblar Dr	La Luna Ave			60	\$6,375
	State Route 33	La Cross St	High-visibility crosswalk (E)			\$6,375
	State Route 33	Santa Ana Blvd	High-visibility crosswalk (N, E, W)	,		\$19,125
	Santa Ana Blvd	Apricot St		County	County 60 \$12	
-	Ventura Ave	McKee St	RRFB	County 60		\$76,500
TIER	State Route 33	Santa Ana Way	High-visibility crosswalk (E)	swalk (E) Non-County		
	Main St	Savannah Ln	High-visibility crosswalk (E)	County	58	
	State Route 33	Oak View Ave	High-visibility crosswalk (all)	Non-County	57	
	Alelia Ave	Azahar St	High-visibility crosswalk (S, W)	County	57	
	Alelia Ave	Nardo St	Advance yield sign	County	57	
	Alelia Ave	Azahar St	Advance yield sign	County	57	
	Los Angeles Ave	Nardo St	Advance yield sign	County	57	
	Los Angeles Ave	Nardo St	High-visibility crosswalk	County	55	
	Los Angeles Ave	Azahar St	High-visibility crosswalk	County	County 55	
	Los Angeles Ave	Violeta St	High Visibility crosswalk (N, S, W)	County 55		
	Los Angeles Ave	Violeta St	Stop Sign	County	55	



	Cross Street	Cross Street	Type of Recommendation	Jurisdiction	Score	Cost Estimate
	Violeta St	Clavel Ave	High-visiblity crosswalk (all)	County	55	
	State Route 150	La Luna Ave	High-visibility crosswalk (N, S)	Non-County	55	
	State Route 33	Villanova Rd	High-visibility crosswalk (S, E)	Non-County	55	
	Roosevelt Blvd	Melrose Dr	Roundabout	County	55	
	Violeta St	Campanula Ave	High-visibility crosswalk (SW)	County	55	
	Villanova Rd	Orchard Dr	High-visibility crosswalk (N)	County	53	
	State Route 33	Woodland Ave	High-visibility crosswalk (N, W)	Non-County	53	
_	State Route 118	Nardo St	High-visibility crosswalk (S, W)	Non-County	53	
IER 1	State Route 33	Old Grade Rd	High-visibility crosswalk (E)	Non-County	53	
	State Route 150	Cruzero St	High-visibility crosswalk (N)	Non-County	52	
	Rice Rd	State Route 150	Crosswalk (N, S, W)	Non-County	52	
	Ventura Ave	Crooked Palm Rd	High-visibility crosswalk (W)	County	52	
	State Route 33	State Route 150	High-visibility crosswalk (S, W)	Non-County	52	
	Ventura Ave	Shell Rd	High-visibility crosswalk (N)	County	52	
	Aster St	Campanula Ave	High-visibility crosswalk (SW)	County	52	
	Alelia Ave	Violeta St	Advance yield sign	County	52	
	Violeta St	Mid block near Saticoy Park	Advance yield sign	County	52	
	Villanova Rd	Old Grade Rd	High-visibility crosswalk (S)	County	50	
AL-	Santa Ana Blvd	Valley Rd	High-visibility crosswalk (N, S)	County	50	
TIER 2	Santa Ana Blvd	Mountain View St	High-visibility crosswalk (N, S)	County	50	
F	Santa Ana Blvd	Olive St	High-visibility crosswalk (N, S)	County	50	
	Santa Ana Blvd	Bundren St	High-visibility crosswalk (N, S)	County	50	

	Cross Street	Cross Street	Type of Recommendation	Jurisdiction	Score	Cost Estimate
	Ventura Ave	Canada Larga Rd	High-visibility crosswalk (S)	County	50	
	Los Angeles Ave	Violeta St	Curb Extensions all corners	County	50	
	Alelia Ave	Nardo St	High-visibility crosswalk (S, W)	County	50	
	Alelia Ave	Violeta St	High-visibility crosswalk (S, W)	County	50	
	Violeta St	Mid Block near Saticoy Park	High-visibility crosswalk (S)	County	50	
	Los Angeles Ave	Azahar St	Curb Extensions all corners	County	50	
	Los Angeles Ave	Azahar St	RRFB	County	50	
	Los Angeles Ave	Violeta St	RRFB	County	50	
	Violeta St	Amapola Ave	Curb extension (NW, NE)	County	50	
	Violeta St	Amapola Ave	High-visibility crosswalk (N, E)	County 50		
TIER 2	Nardo St	Alelia Ave	Curb Extensions all corners	County	50	
F	Nardo ST	Amapola Ave	Traffic calming; like speed bumps or chicanes along this stretch of Nardo St	County	50	
	State Route 33	Mahoney Ave	High-visibility crosswalk (W)	Non-County	50	
	State Route 232	Juvenile Center	High-visibility crosswalk (N, S, W)	Non-County	50	
	Rice Rd	Camille Dr	High-visibility crosswalk (W)	County	49	
	Rice Rd	Jose Dr	High-visibility crosswalk (W)	County	49	
	Rice Rd	Fierro Dr	High-visibility crosswalk (N, W)	County	49	
	Rice Rd	Alviria Dr	High-visibility crosswalk (W)	County	49	
	Ventura Ave	Fraser Ln	High-visibility crosswalk (S, E)	County	49	
	Santa Clara Ave	Friedrich Rd	High-visiblity crosswalk (S, E)	County	49	
	Main St	Sacramento St	High-visibility crosswalk (E)	County	48	



	Cross Street	Cross Street	Type of Recommendation	Jurisdiction	Score	Cost Estimate
	Ventura Ave	Crooked Palm Rd	High-visibility crosswalk (S)	County	47	
	Ventura Ave	Norway Dr	High-visibility crosswalk (N)	County	47	
	Calle Pecos	Calle Las Trancas	High visibility crosswalk (S, E, W)	County	47	
	State Route 33	Old Grade Rd	High-visibility sidewalk	Non-County	47	
	Santa Clara Ave	Central Ave	High-visiblity crosswalk (all)	County	47	
	Santa Clara Ave	Eucalyptus Dr	High-visiblity crosswalk (S)	County	47	
	Friedrich Rd	Nyeland Ave	High-visibility crosswalk (S, W)	County	46	
	Woodland Ave	Mirror Lake Ave	High-visibility crosswalk (N)	County	45	
	Ventura Ave	Los Cabos Ln	High-visibility crosswalk (S, E)	. ,		
R 2	Alelia Ave	Violeta St	Mini traffic circle or Chicanes	County 45		
E	Alelia Ave	Violeta St	Curb Extensions all corners	County	45	
	Alelia Ave	Violeta St	RRFB	County	45	
	Violeta St	Amapola Ave	RRFB	County	45	
	State Route 33	Oakcrest Ave	High-visibility crosswalk (W)	Non-County	45	
	State Route 33	Nye Rd	High-visibility crosswalk (S)	Non-County	45	
	Santa Rosa Rd	Moorpark Rd	High-visibility crosswalk (N, E, W)	County	45	
	Channel Islands Blvd	Rice Ave	Reflective Edge Markers	County	45	
	Foothill Rd	Wills Rd	Reflective Edge Markers	County	45	
	Hueneme Rd	Rice Ave	Speed feedback signage	County	45	
	Oak View Ave	Old Grade Rd	High-visiblity crosswalk (all)	County	45	
33	Nyeland Ave	Eucalyptus Dr	High-visibility crosswalk (N, S, W)	County	44	
TIER	Nyeland Ave	Ventura Blvd	High-visibility crosswalk (N)	County/City	44	

	Cross Street	Cross Street	Type of Recommendation	Jurisdiction	Score	Cost Estimate
	Friedrich Rd	Orange Dr	Crosswalk (S)	County	44	
	State Route 33	Ranch Rd	High-visibility crosswalk (W)	Non-County	44	
	Azahar St		Chicanes	County	44	
	Telephone Rd	State Route 118	High visibility crosswalk (S, E, W)	Non-County	44	
	Hitch Blvd	Dalaway Dr	High-visibility crosswalk (N, E)	County	43	
	Alelia Ave	Azahar St	Curb Extensions all corners	County		
	State Route 33	Highland Dr	High-visibility crosswalk (E);	Non-County	43	
	Ventura Ave	Casitas Vista Rd	High-visibility crosswalk (N, S, W)	County	43	
	Friedrich Rd	Almond Dr	Crosswalk (S)	County	43	
	Woodland Ave	Rice Rd	High-visibility crosswalk (all)	County	42	
m	Violeta St	Campanula Ave	Curb Extensions all corners	County	42	
	Central Ave	State Route 232	High-visibility crosswalk (N, E)	Non-County	42	
	Las Posas Rd	Mission Dr	High-visiblity crosswalk (all)	County	41	
	Woodland Ave	Silver Spur St	High-visibility crosswalk (all)	County	40	
	State Route 232	Lambert St	High-visibility crosswalk (W)	Non-County	40	
	State Route 232	Beedy St	High-visibility crosswalk (W)	Non-County	40	
	Santa Rosa Rd	Las Posas Rd	High-visibility crosswalk (N, W)	County	40	
	Las Posas Rd	Loop Dr	High-visiblity crosswalk (all)	County	40	
	Eucalyptus Dr	Nyeland Ave	Curb extensions (NW,SW)	County	39	
	State Route 33	Nye Rd	High-visibility crosswalk (E)	Non-County	39	
	State Route 33	Sycamore Dr	High-visibility crosswalk (W)	Non-County	39	
	Arroyo Mobile Home Park	State Route 33	High-visibility crosswalk (W)	Non-County	39	



	Cross Street	Cross Street	Type of Recommendation	Jurisdiction	Score	Cost Estimate
	Hitch Blvd	Citrus Dr	High-visibility crosswalk (N, W)	County	38	
	State Route 33	Willey St	High-visibility crosswalk (W)	Non-County	37	
	Doubletree Rd	Eaglehaven Ln	High-visibility crosswalk (W)	County	37	
R 3	Arroyo Mobile Home Park	State Route 33	HAWK	Non-County	37	
TIER	State Route 33	Valley Meadow Dr	High-visibility crosswalk (E)	Non-County	35	
	Sycamore Dr	State Route 33	RRFB	Non-County	35	
	Laguna Rd	Las Posas Rd	Overhead flashing red beacon	County	32	
	Laguna Rd	Laguna Rd	Reflective Edge Markers	County	32	

Table 7 / Network Sidewalk Scores

		ewaik Scores					
	Sidewalk Street	Start Street	End Street	Type of Recommendation	Jurisdiction	Score	Cost Estimate
	Alelia Ave	Violeta St	End of Street	Install sidewalk on both sides	County	58	\$32,660
	State Route 33	Barbara St /State Route 33 bus stop (northbound)	Barbara St	Install sidewalk on E side	Non-County	58	\$43,543
	Santa Ana Blvd	Monte Via	State Route 33	Both sides missing sidewalk; priority S side due to Boys and Girls Club connection	County	58	\$310,911
	State Route 33	Mahoney Ave	Santa Ana Blvd	Install sidewalk on W side	Non-County	58	\$104,249
	State Route 33	La Cross St	Santa Ana Way	Install sidewalk on at least one side	Non-County	58	\$131,731
	Lake Sherwood Dr	99 Lake Sherwood Dr	189 Lake Sherwood Dr	Install sidewalk on both sides	County	56	\$160,592
R 1	El Roblar Dr	Rice Rd	La Luna Ave	Install sidewalk on both sides	County	55	\$168,702
TIER	Mesa Dr	County Boundary	Loop Dr	Install sidewalk on both sides	County	53	\$323,638
	Clavel Ave	County Boundary	Azahar Rd	Install sidewalk on both sides	County	53	\$122,652
	Violeta St	Clavel Ave	Campanula Ave	Install sidewalk on W side	County	52	\$84,321
	Ventura Ave	Shell Rd	Shared use path	Install sidewalk on both sides of street where missing	County	52	
	Friedrich Rd	Santa Clara Ave	Almond Dr	Install sidewalk on S side; widen existing sidewalk or remove obstructions	County	51	
	Loop Dr East	Loma Dr	613 E Loop Dr	Install sidewalk on W side	County	51	
	Puesta Del Sol	Calle El Prado	Barbara St	Install sidewalk on both sides	County	50	
	McKee St	Ventura Ave	End of Street	Install sidewalk on both sides where missing	County	49	
	Orange Dr	Ventura Blvd	Friedrich Rd	Install sidewalk on both sides	County	48	
TIER 2	Country Dr	Riverbank Dr	End of Street	Install sidewalk on E side	County	47	
F	Foothill Rd	County Boundary	Saticoy Ave	Install sidewalk on both sides	County	47	
	Old Grade Rd	Old Grd	Villanova Rd	Install sidewalk on W side	County	47	
	Calle Pecos	Calle Arroyo	Calle Las Trancas	Install sidewalk on both sides	County	47	



	Sidewalk Street	Start Street	End Street	Type of Recommendation	Jurisdiction	Score	Cost Estimate
	Campanula Ave	Violeta St	County Boundary	Install sidewalk on both sides	County	47	
	State Route 33	Just south of State Route 150	State Route 150	Add sidewalk (missing both sides, priority to E becaues of Ojai Valley Trail on W side)	Non-County	47	
	Eucalyptus Dr	Santa Clara Ave	Nyeland Ave	Install sidewalk on both sides	County	46	
	Loma Dr	County Boundary	Loop Dr	Install sidewalk on both sides	County	46	
	Los Angeles Ave	Aster St	County Boundary	Install sidewalk on both sides	County	46	
	Lake Sherwood Dr	David Ln	716 Lake Sherwood Dr	Install sidewalk on both sides	County	46	
	State Route 33	Sycamore Dr	8909 State Route 33	Install sidewalk on W side	Non-County	45	
ER 2	Los Angeles Ave	End of Street	Violeta St	Install sidewalk on both sides	County	44	
Ë	Loop Dr East	County Boundary	Mesa Dr	Install sidewalk on both sides	County	44	
	Oakcrest Ave	Barbara St / State Route 33 (southbound)	Barbara St	Install sidewalk on both sides to connect bus stop to Ojai Valley Trail and sidewalks in neighborhood	County	44	
	Rice Rd	Arcata Rd	Camille Dr	Install sidewalk on both sides	County	43	
	Ocean Dr	Sawtelle Ave	San Nicolas Ave	Install sidewalk on W side	County	43	
	Nardo St	11384 Nardo St	Campanula Ave	Install sidewalk on both sides	County	42	
	Almond Ave	10601 Almond Ave	Ridgeline Dr	Install sidewalk on both sides	County	41	
	Catalina Dr	Ojal Valley Class I Bike Path	Barbara St	Install sidewalk on both sides	County	41	
	Violeta St	Los Angeles Ave	Clavel Ave	Install sidewalk on W side	County	41	
	Fraser Ln	Ventura Ave	End of Street	Install sidewalk on both sides	County	39	
TIER 3	Nyeland Ave	Ventura Blvd	Friedrich Rd	Install sidewalk on both sides (E side priority); Improves FLM access	County	38	
	Camino Dos Rios	Calle Las Trancas	Cale Pecos	Install sidewalk on both sides	County	38	

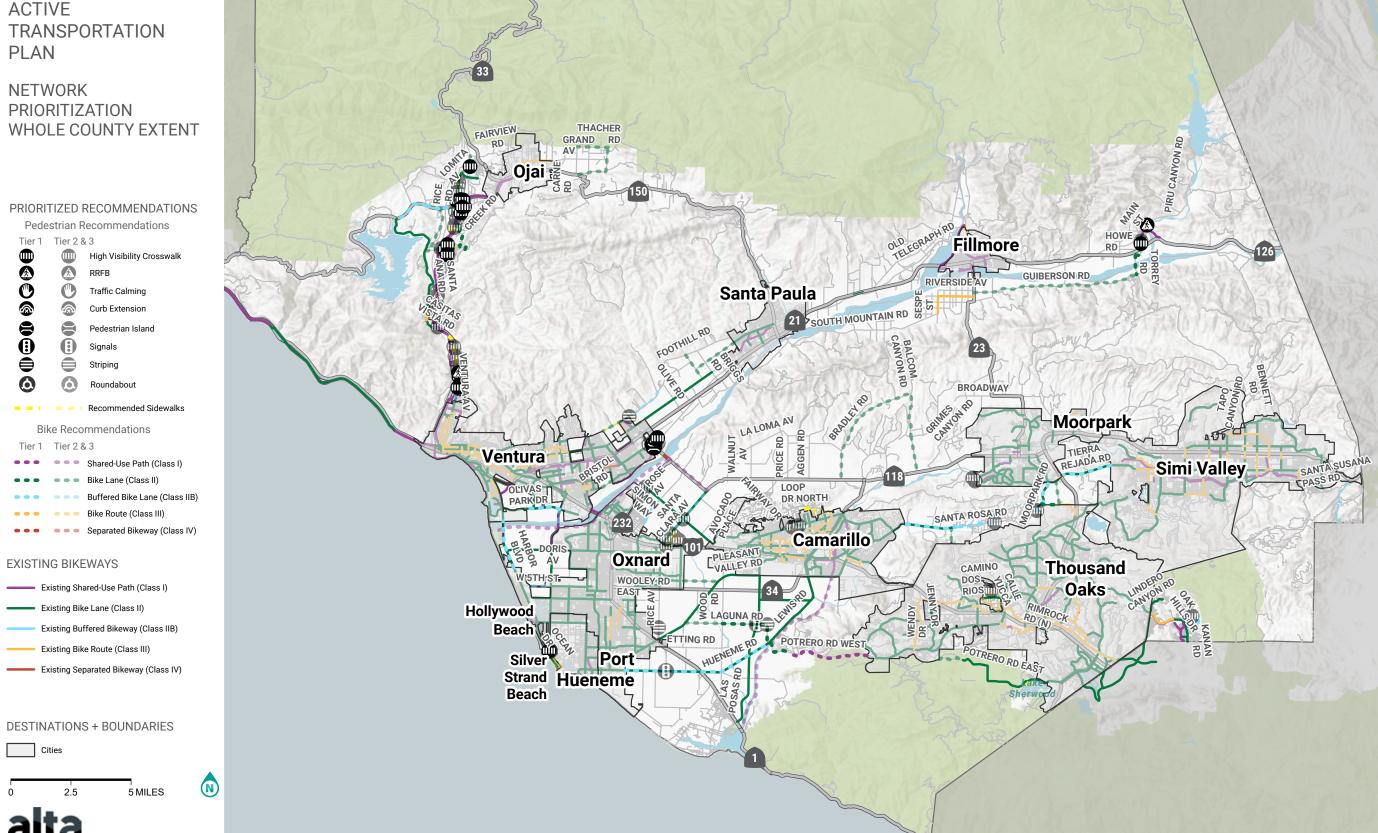
	Sidewalk Street	Start Street	End Street	Type of Recommendation	Jurisdiction	Score	Cost Estimate
	Azahar St	End of Street	Los Angeles Ave	Install sidewalk on both sides	County	38	
	Los Angeles Ave	Azahar St	Rosal Ln	Install sidewalk on both sides	County	38	
	Nardo St	Los Angeles Ave	Alelia Ave	Install sidewalk on both sides	County	38	
ER 3	State Route 150	Rice Rd	State Route 33	Install sidewalk on both sides	Non-County	36	
Ħ	Los Angeles Ave	End of Street	Aster St	Install sidewalk on N side	County	35	
	Alelia Ave	Violeta St	Nardo St	Install sidewalk on both sides	County	33	
	State Route 33	Woodland Ave	Old Grade Rd	Install sidewalk on E side	Non-County	31	
	Crooked Palm Rd	Just north after State Route 33	Ventura Ave	Install sidewalk on both sides	County	28	





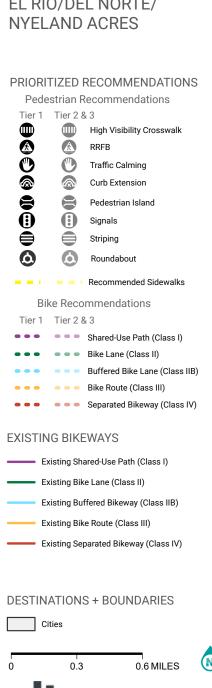
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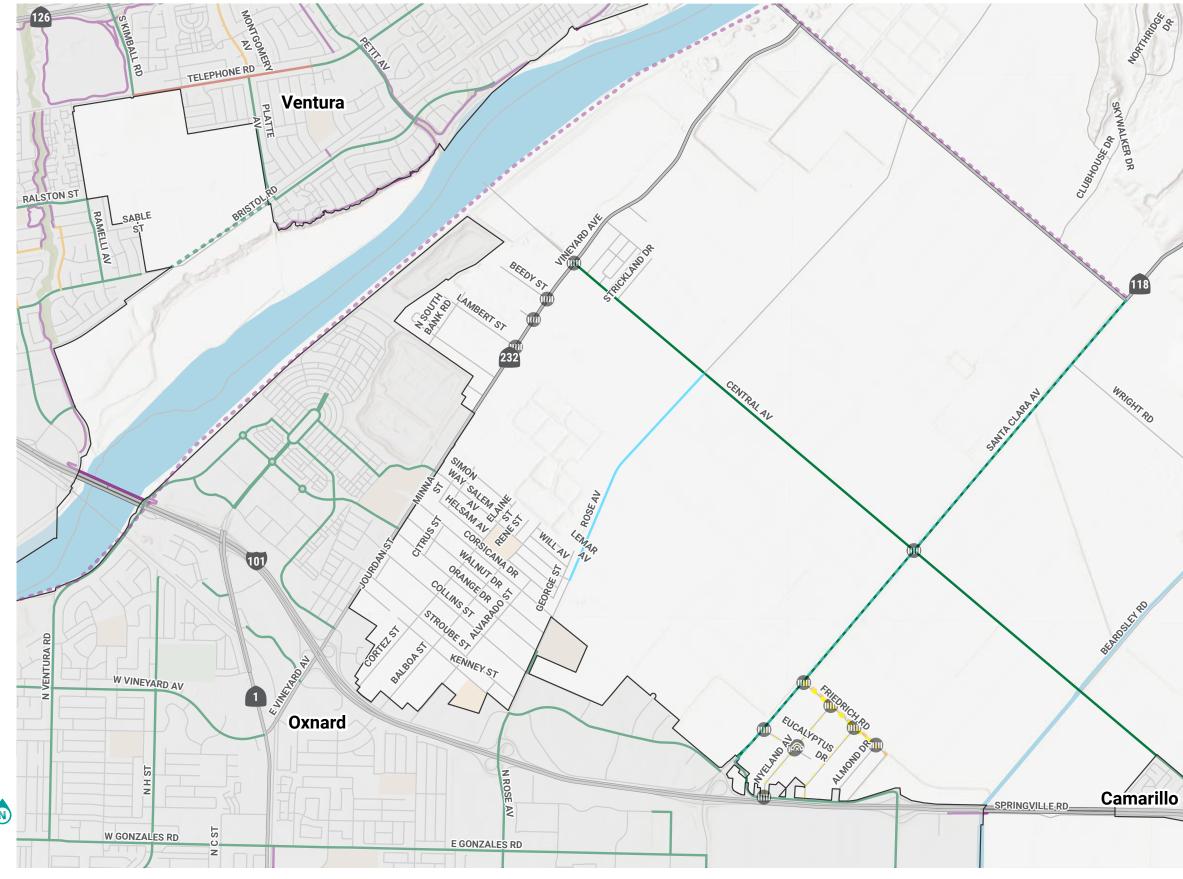
Figure 60 / Countywide Network Prioritization





NETWORK PRIORITIZATION EL RIO/DEL NORTE/





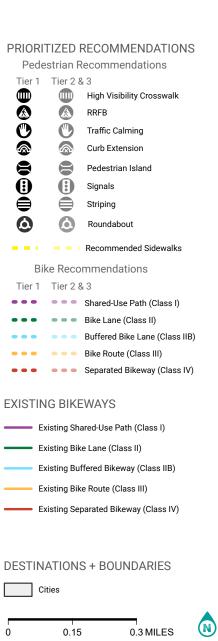
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Figure 62 / Lake Sherwood/Hidden Valley Network Prioritization

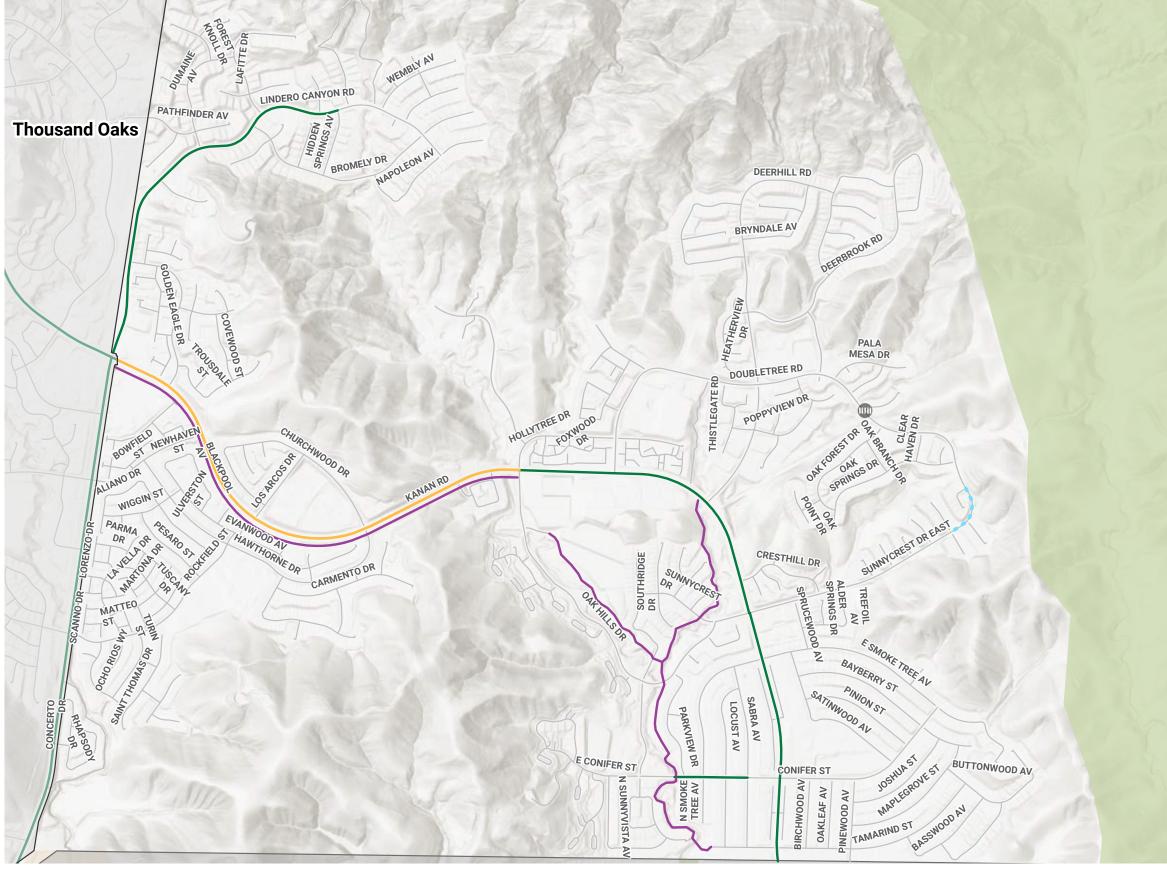
BINGS RD **VENTURA COUNTY** ACTIVE **TRANSPORTATION Thousand Oaks PLAN** MOONRIDGE LA CAM RD AV **NETWORK PRIORITIZATION** LAKE SHERWOOD/ **HIDDEN VALLEY Thousand Oaks** PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 WHITE STALLION RD High Visibility Crosswalk RRFB 0 Traffic Calming Curb Extension Pedestrian Island Signals Striping CHINA FLATS RD Roundabout Recommended Sidewalks Bike Recommendations Shared-Use Path (Class I) Bike Lane (Class II) Buffered Bike Lane (Class IIB) Bike Route (Class III) HIDDEN VALLEY RD LAKE SHERWOOD DR Separated Bikeway (Class IV) **EXISTING BIKEWAYS** Existing Shared-Use Path (Class I) WALDEMAR ST TRENTWOOD DR Lake Sherwood Existing Bike Lane (Class II) GILES RD LAKE RD Existing Buffered Bikeway (Class IIB) Existing Bike Route (Class III) THORSBY UPPER RD LAKE RD Existing Separated Bikeway (Class IV) DESTINATIONS + BOUNDARIES Cities N 0.5 MILES



NETWORK PRIORITIZATION OAK PARK



alta



367

Figure 64 / Ojai Valley West Network Prioritization

NETWORK PRIORITIZATION

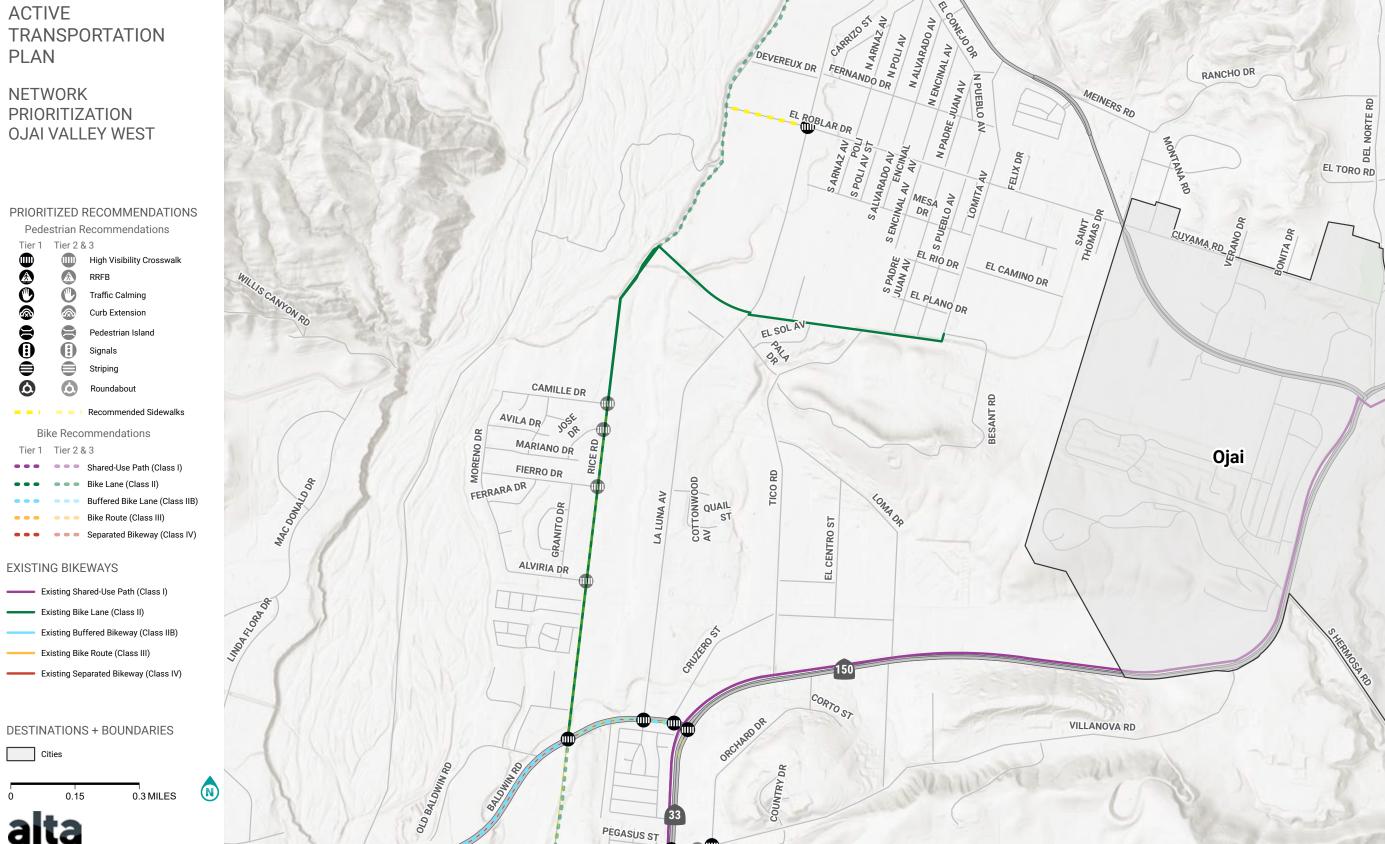


Figure 65 / Piru Network Prioritization



VENTURA COUNTY ACTIVE TRANSPORTATION

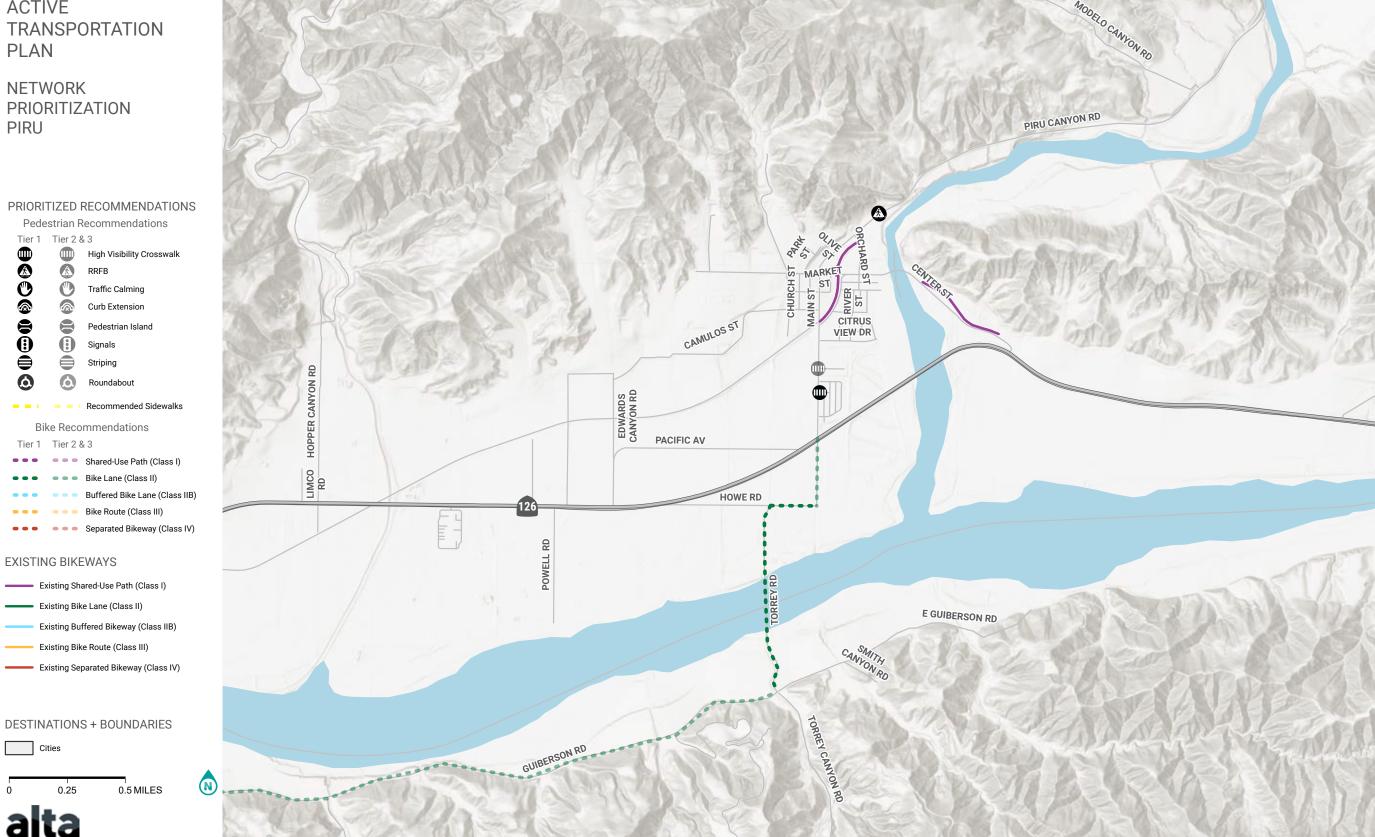
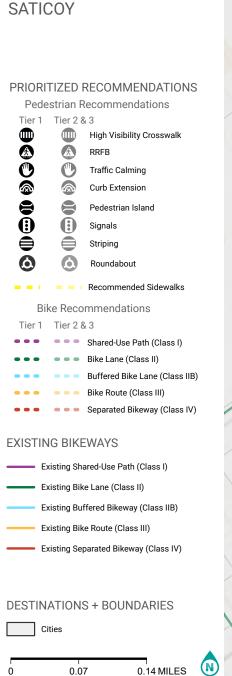


Figure 66 / Saticoy Network Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN NETWORK PRIORITIZATION SATICOY



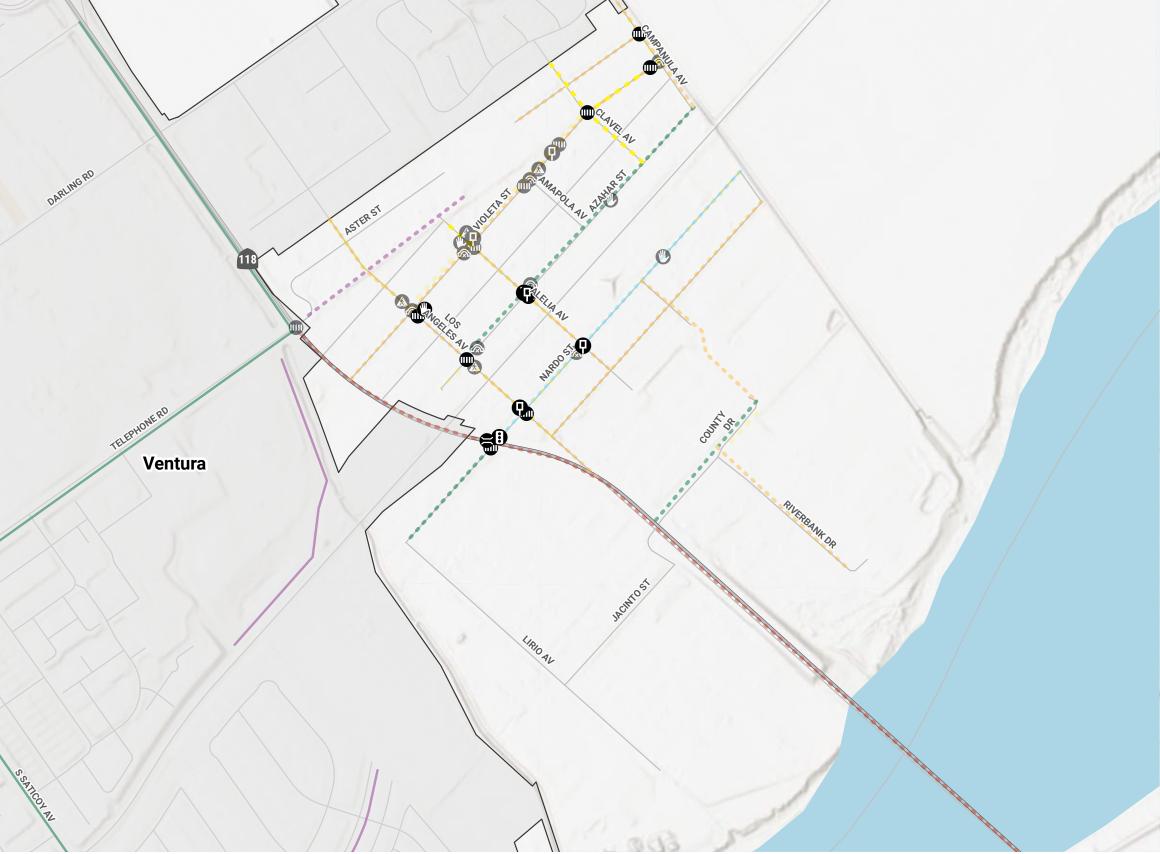


Figure 67 / Casa Conejo and Lynn Ranch Network Prioritization



VENTURA COUNTY ACTIVE

PRIORITIZATION

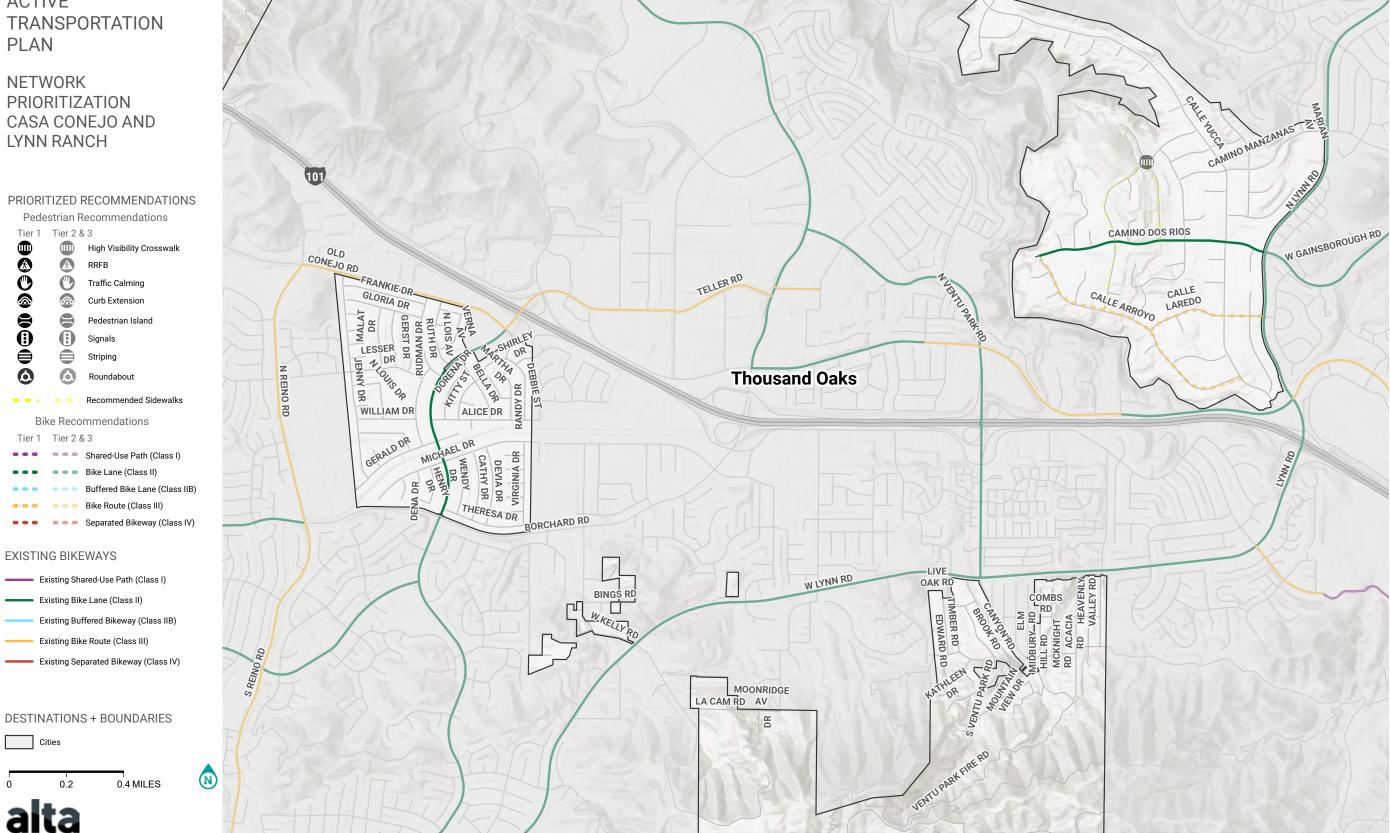


Figure 68 / Box Canyon Network Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN NETWORK PRIORITIZATION BOX CANYON PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations

Tier 1 Tier 2 & 3 High Visibility Crosswalk RRFB Traffic Calming Curb Extension Pedestrian Island Signals Striping Roundabout Recommended Sidewalks Bike Recommendations

Shared-Use Path (Class I)

Bike Lane (Class II)

Bike Route (Class III)

EXISTING BIKEWAYS

Existing Shared-Use Path (Class I)

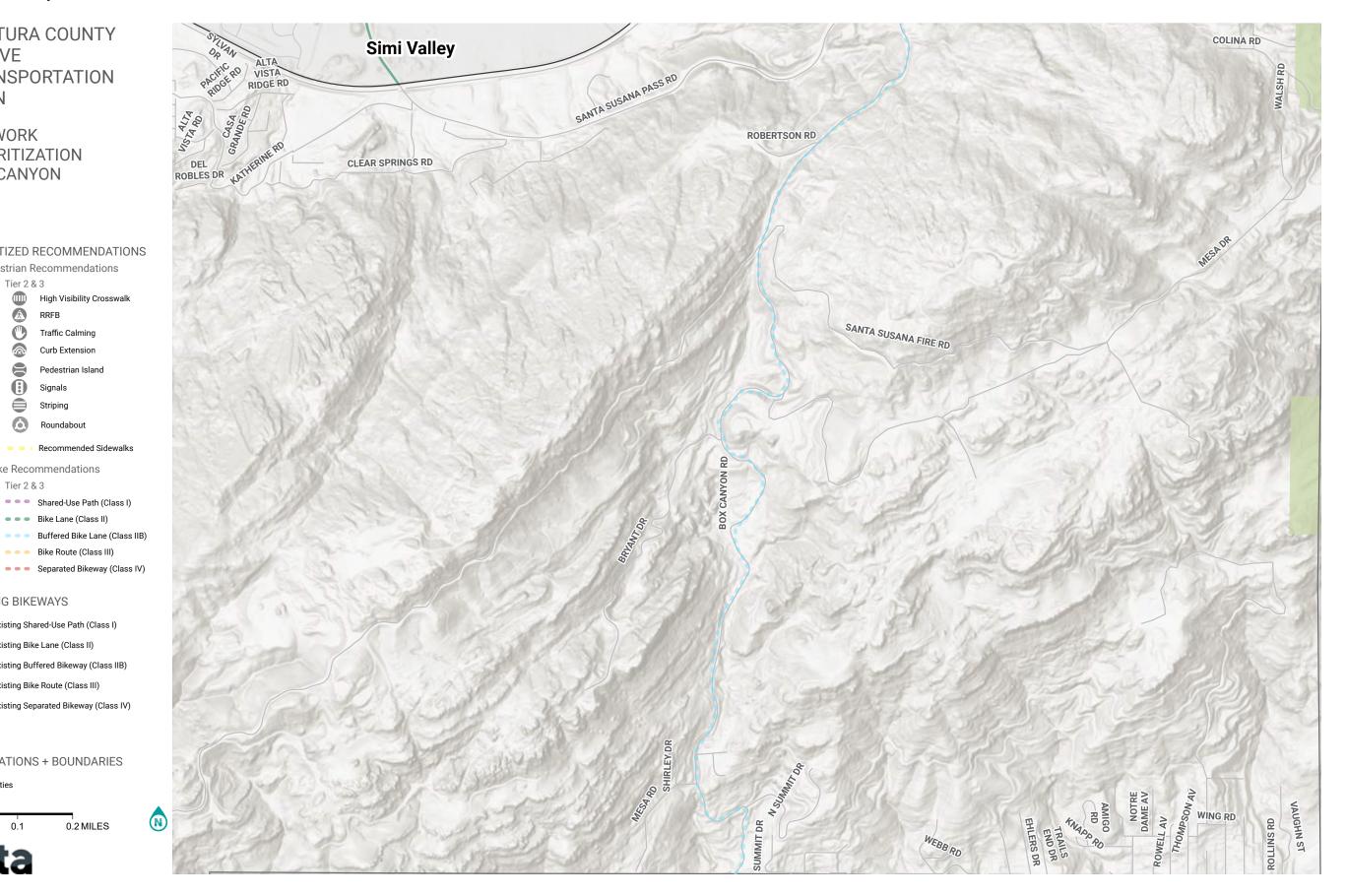
Existing Bike Lane (Class II)

Existing Buffered Bikeway (Class IIB)

Existing Bike Route (Class III) Existing Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

Cities 0.2 MILES



STONE ST

4TH ST

3RD ST

Fillmore

RIVERSIDE AV

BARDSDALE AV

1ST ST

JEPSON ST

MUIR ST

PASADENA AV

LOS ANGELES AV

ORCHARD RD

MAIN ST

ORANGE ST

KEITH RD

VENTURA COUNTY ACTIVE TRANSPORTATION

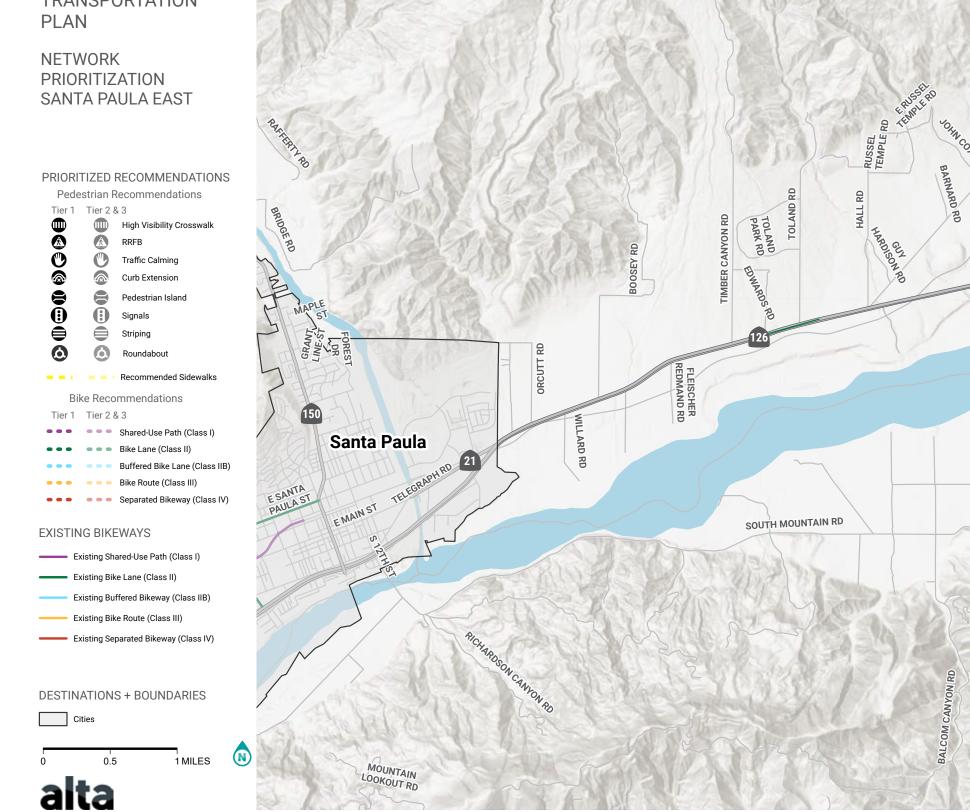


Figure 70 / Home Acres Network Prioritization

VENTURA COUNTY

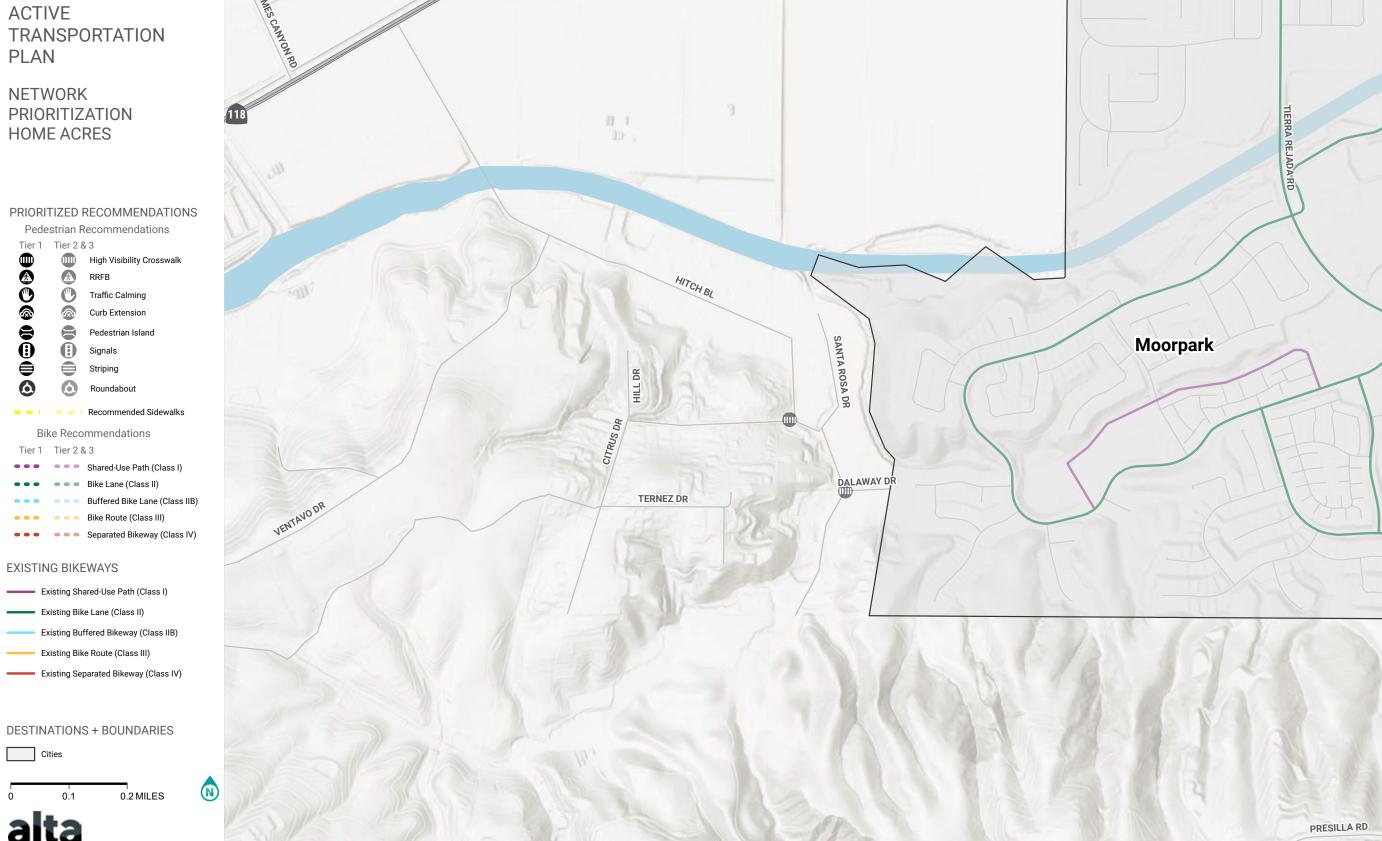


Figure 71 / La Cumbre Network Prioritization



VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

NETWORK PRIORITIZATION LA CUMBRE

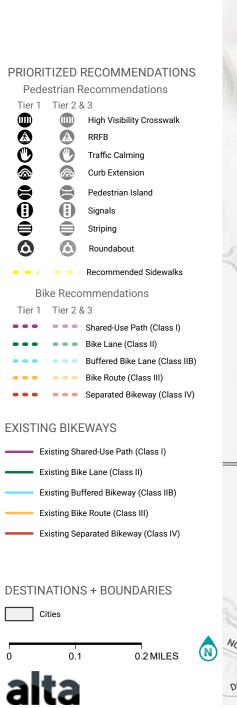




Figure 72 / Somis and Lewis Rd Network Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION LA CUMBRE RD **PLAN NETWORK PRIORITIZATION** SOMIS AND LEWIS RD PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk RRFB Traffic Calming Curb Extension Pedestrian Island Signals Striping NORTH ST Roundabout DODSONST Recommended Sidewalks Bike 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 0.3 MILES Camarillo





VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

NETWORK PRIORITIZATION

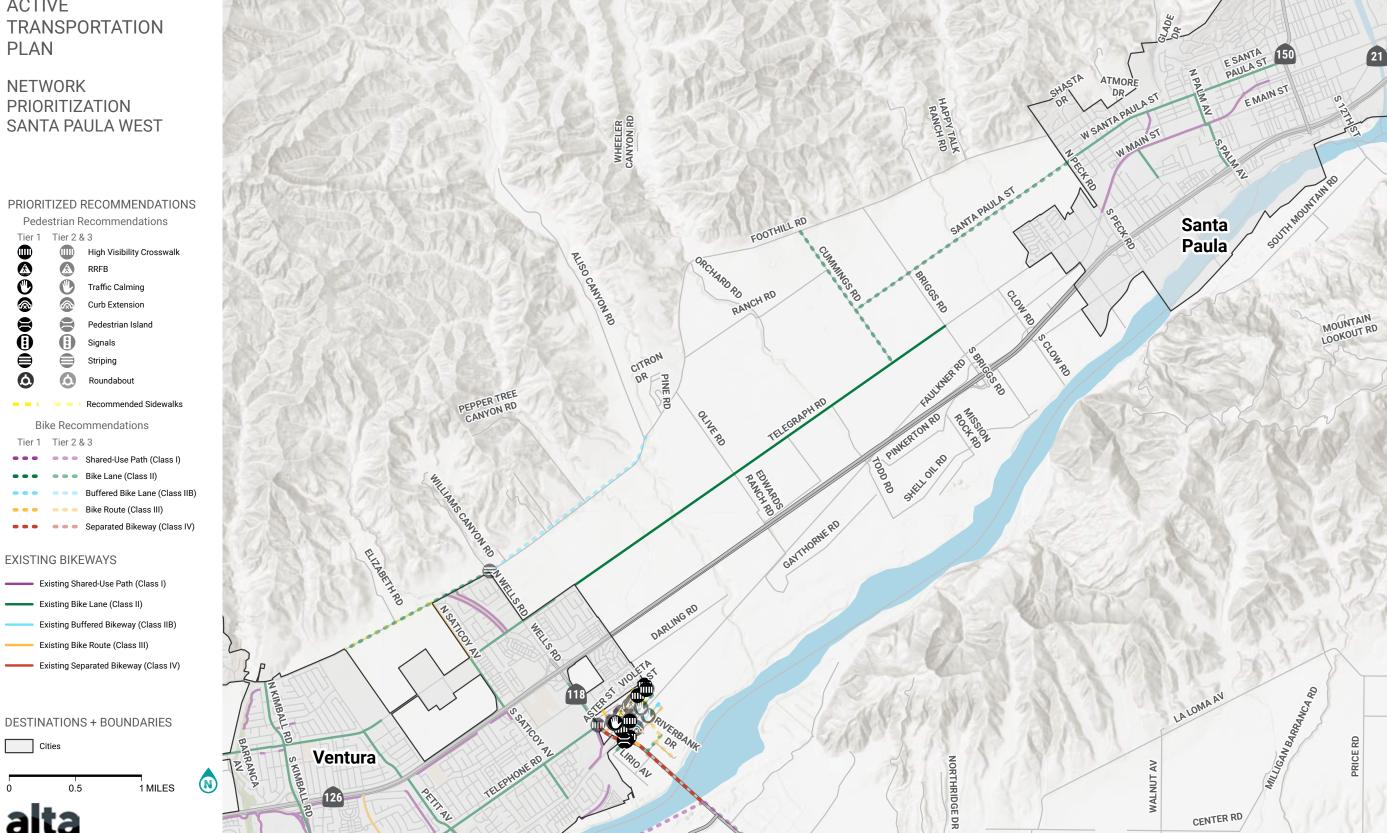


Figure 74 / North Simi Valley Network Prioritization

PRIORITIZATION

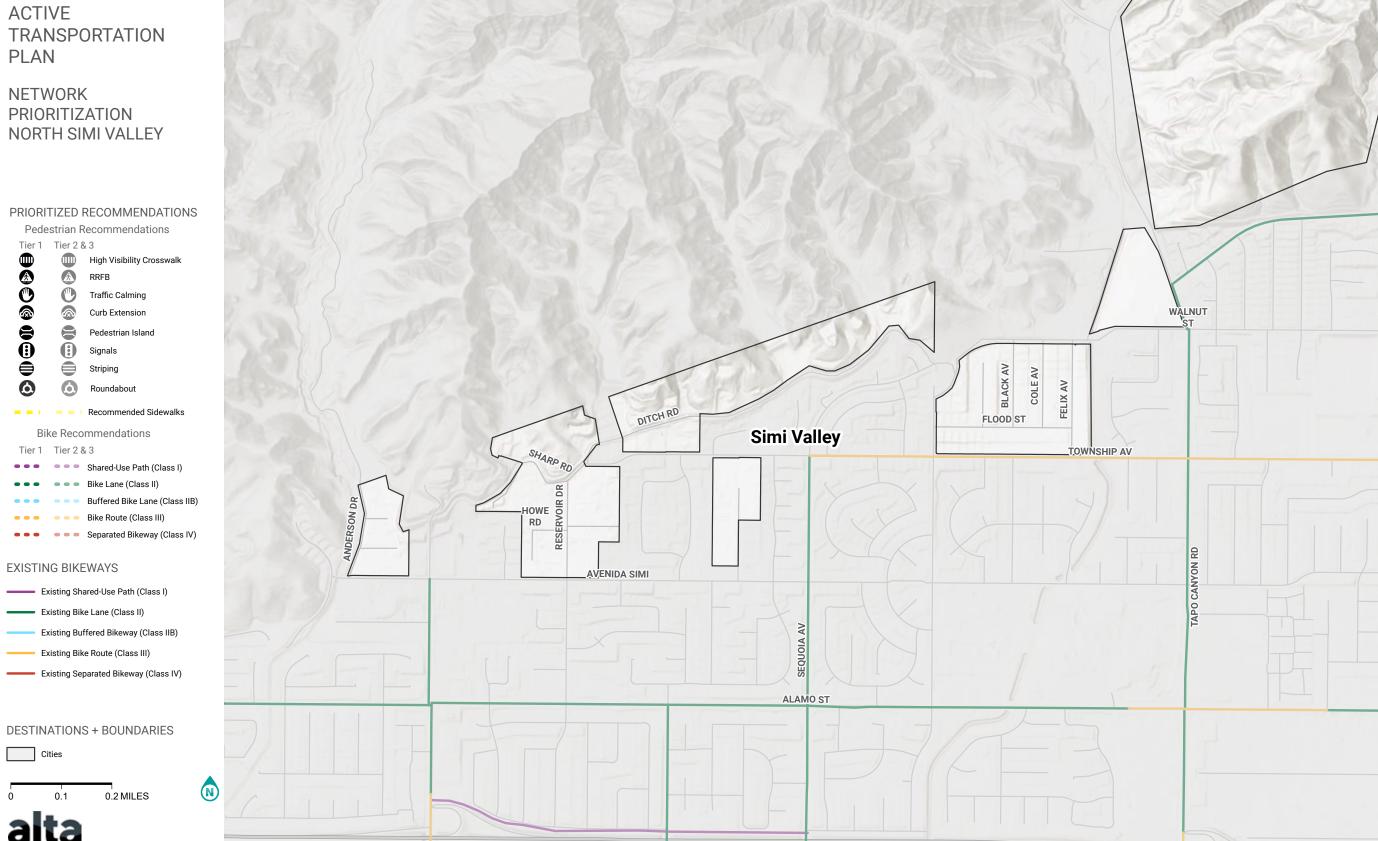


Figure 75 / Santa Rosa Network Prioritization



VENTURA COUNTY ACTIVE TRANSPORTATION

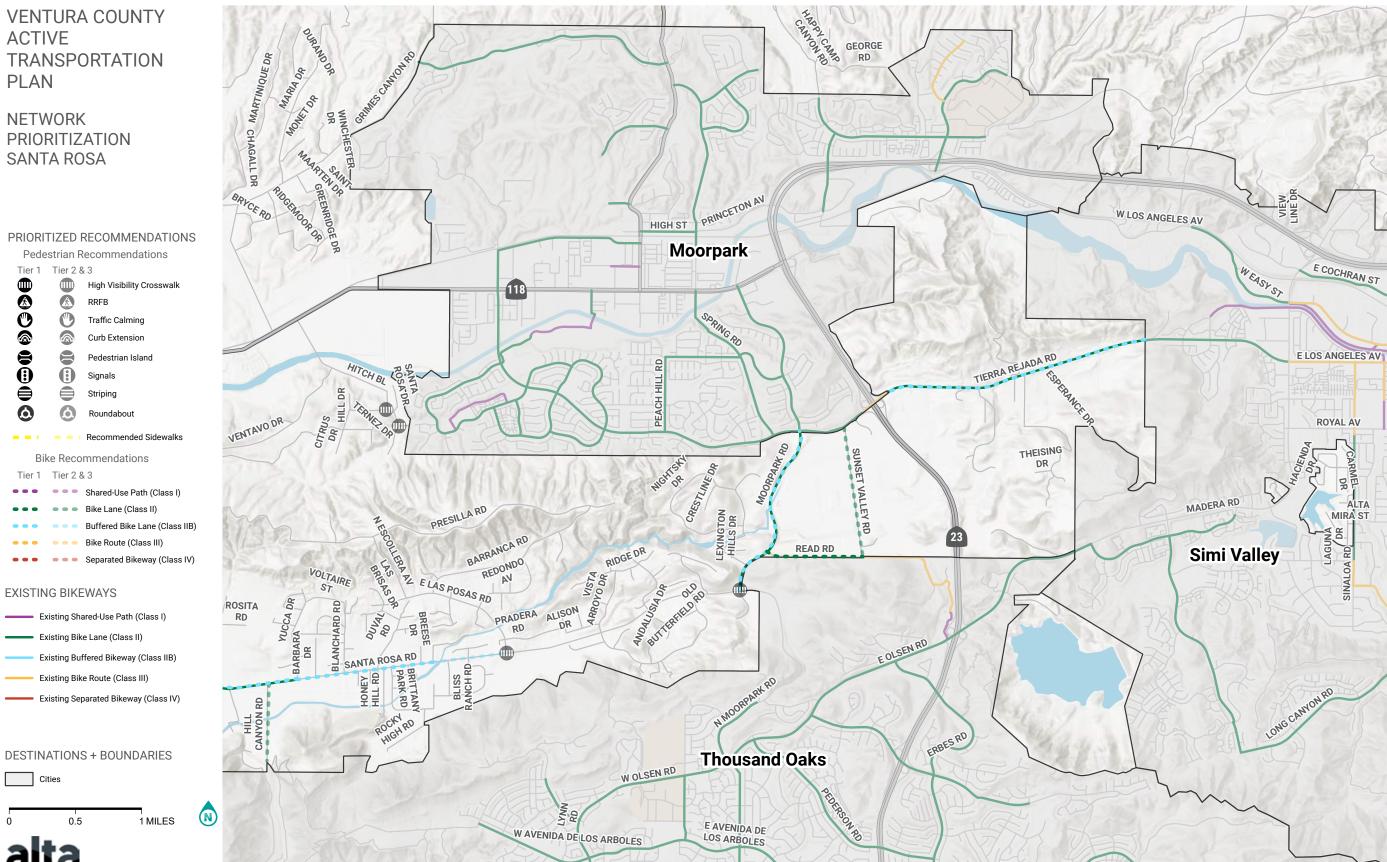
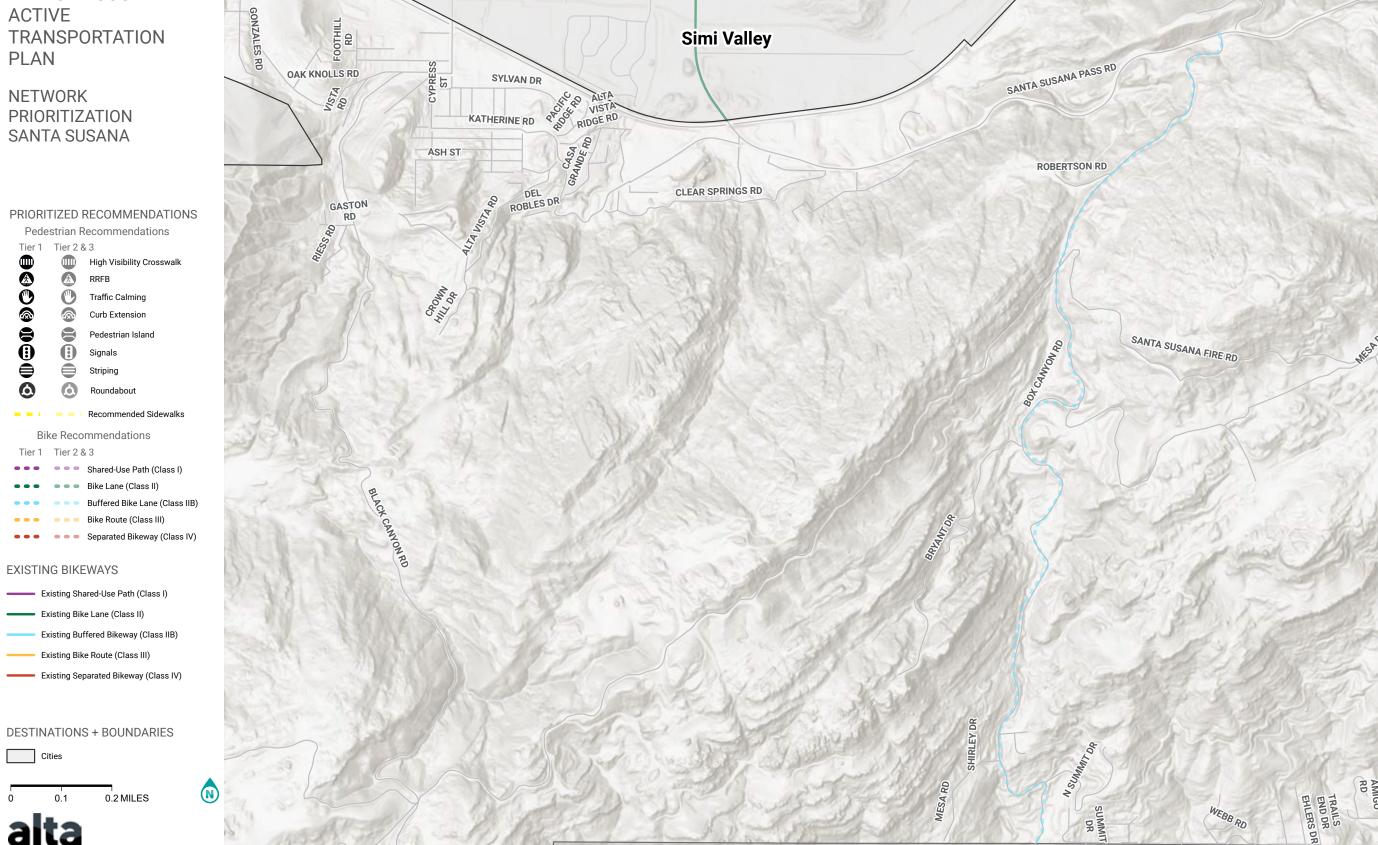


Figure 76 / Santa Susana Network Prioritization

PRIORITIZATION





VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

NETWORK PRIORITIZATION WEST SIMI

PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk RRFB Traffic Calming Curb Extension Pedestrian Island Signals Striping 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) **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

N

0.2 MILES

Cities

alta

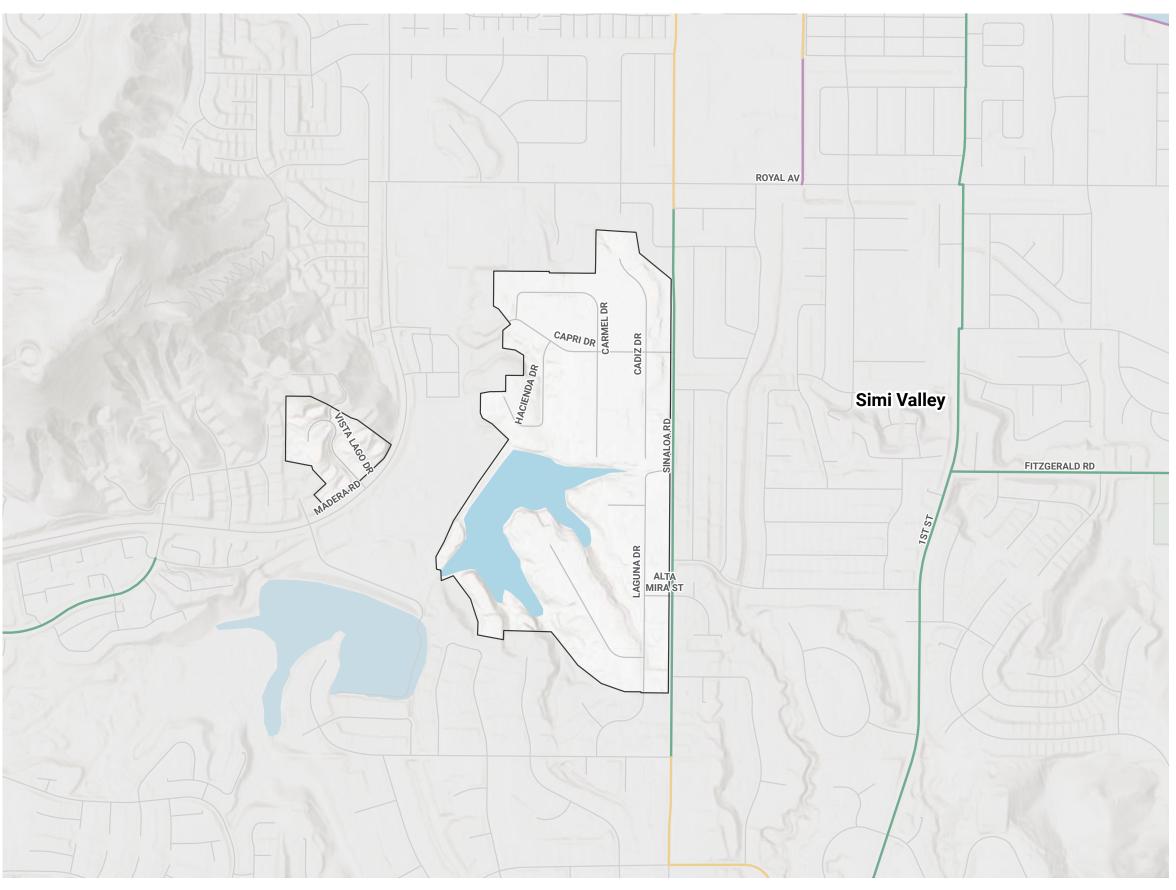
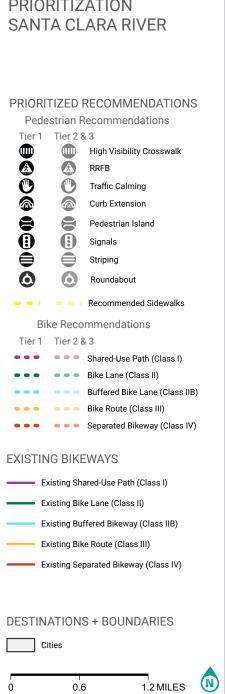
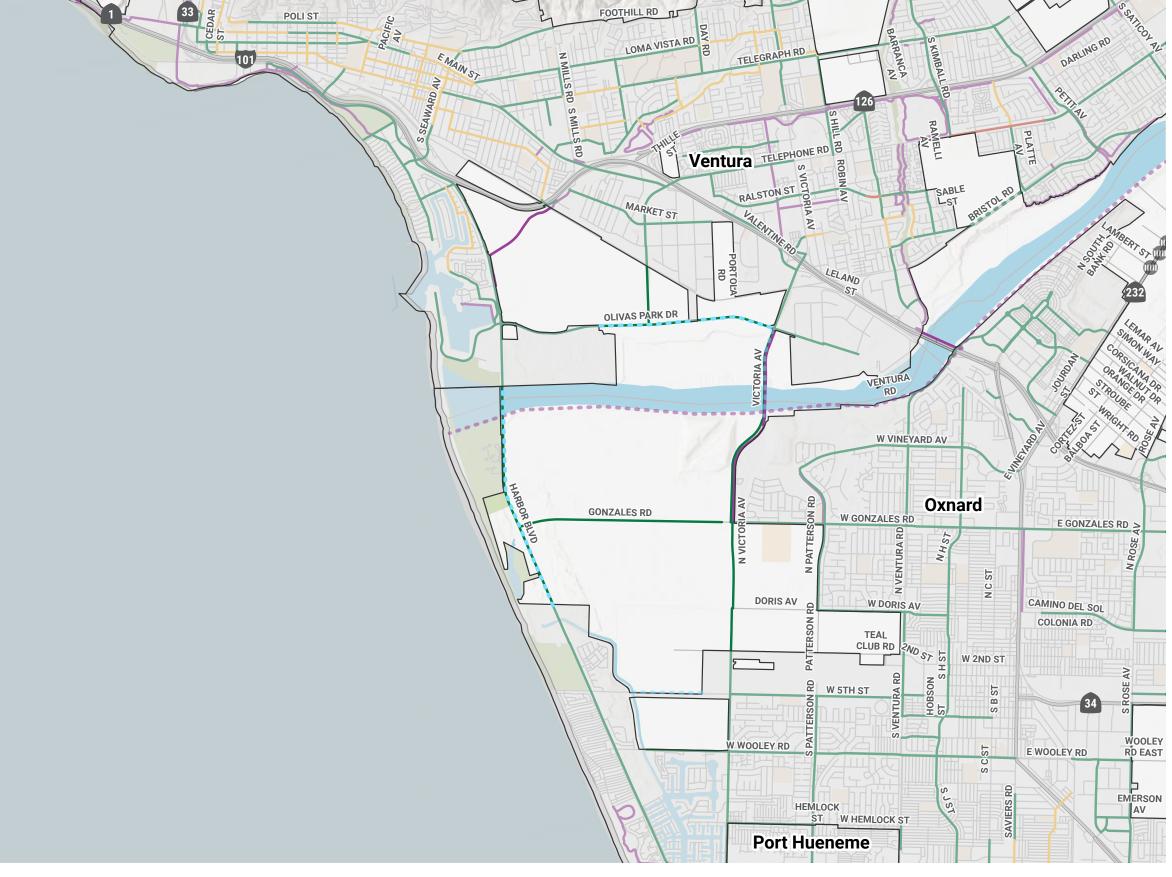


Figure 78 / Santa Clara River Network Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN NETWORK PRIORITIZATION





VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

NETWORK PRIORITIZATION

BALCOM CANYON RD PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk A RRFB Traffic Calming Curb Extension Pedestrian Island Signals Striping 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) **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

0.6 MILES

alta

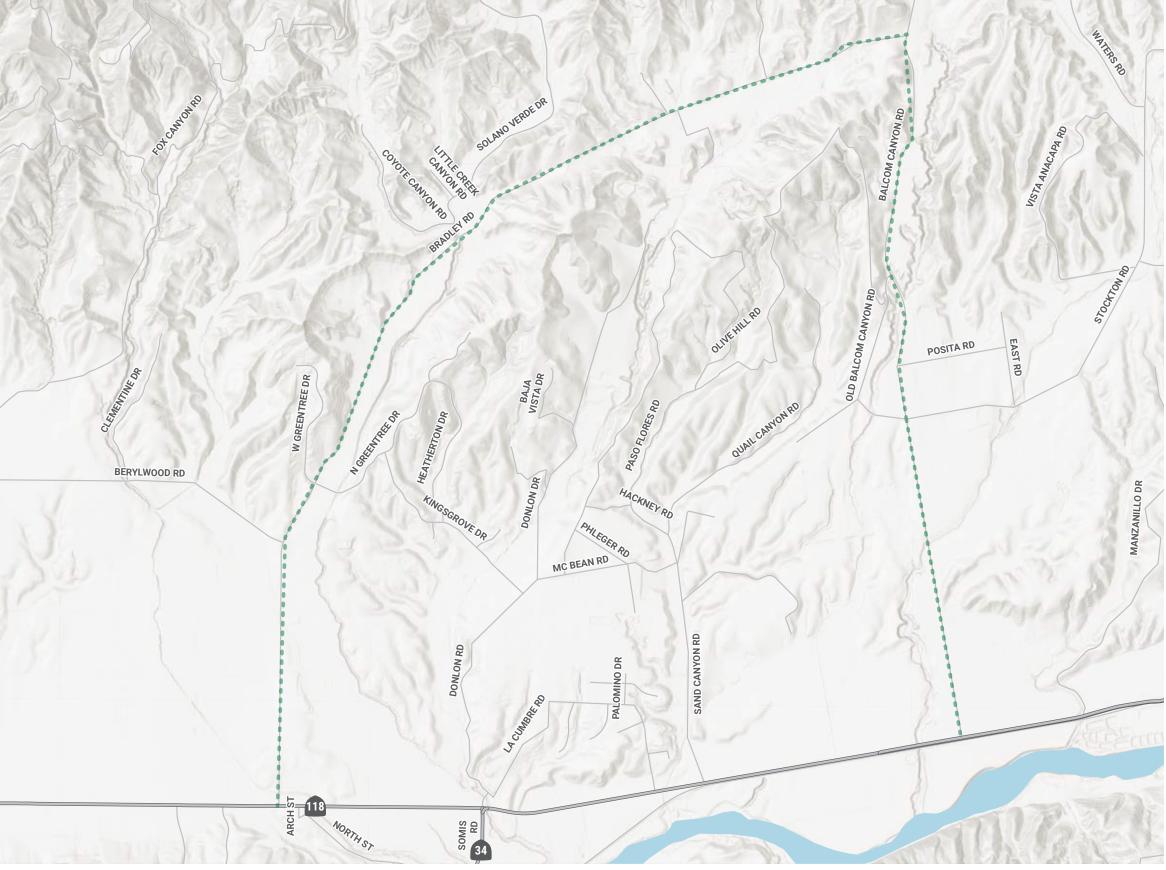
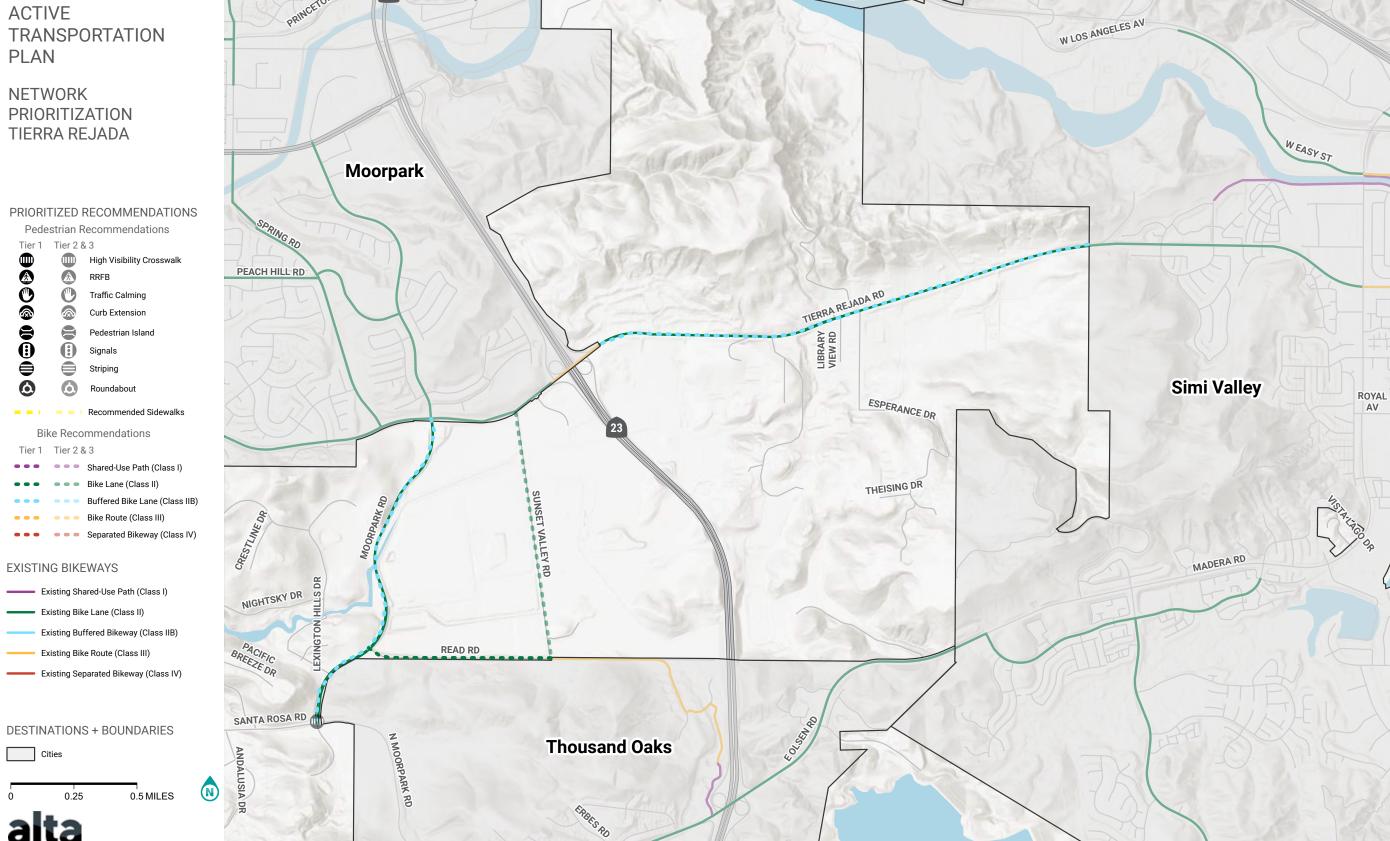


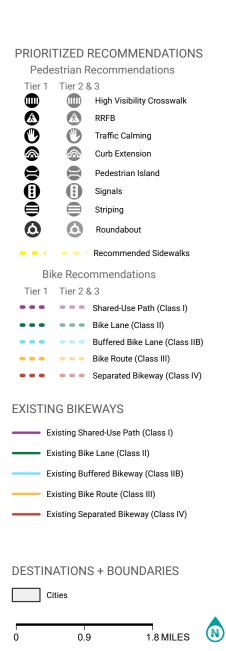
Figure 80 / Terra Rejada Network Prioritization

VENTURA COUNTY ACTIVE PLAN





NETWORK PRIORITIZATION OXNARD PLAINS



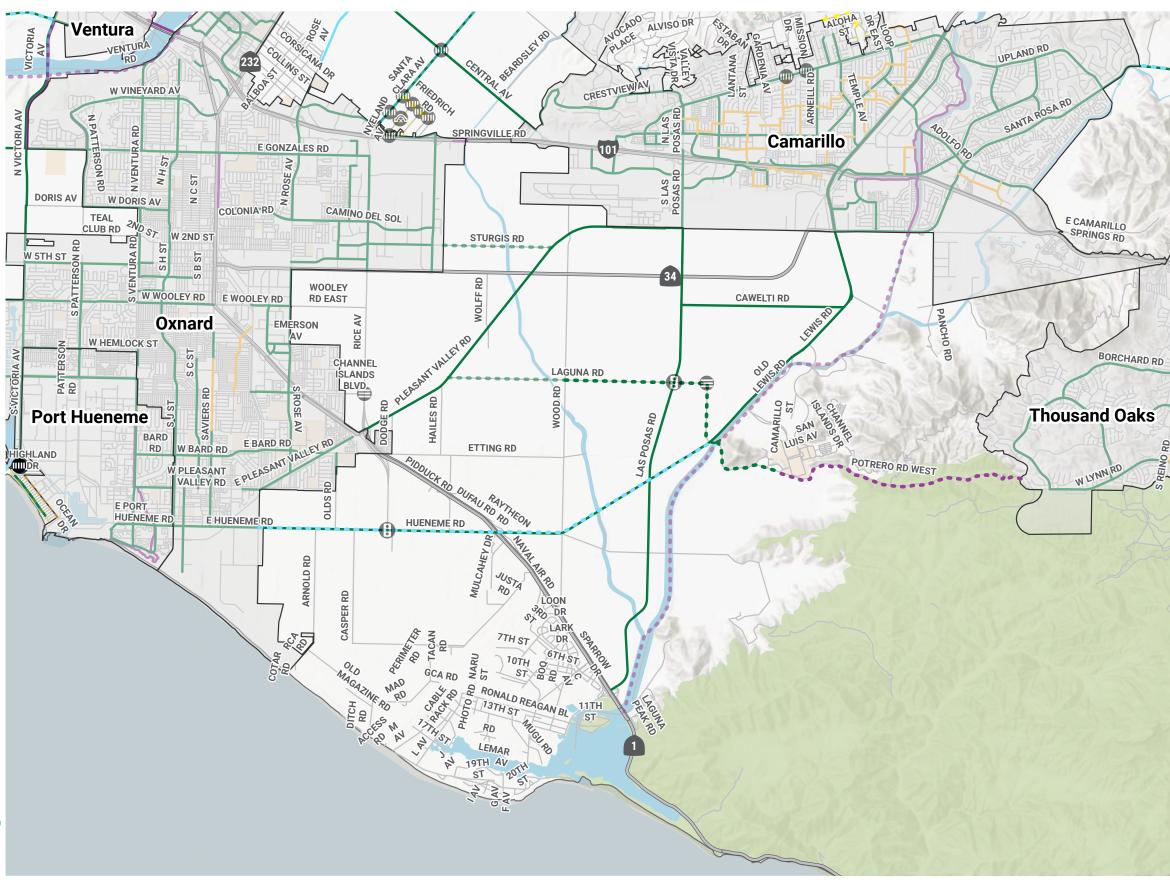
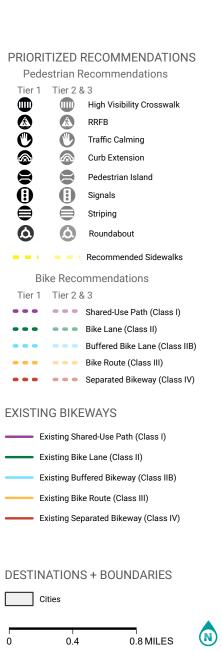


Figure 82 / East of Ojai Network Prioritization

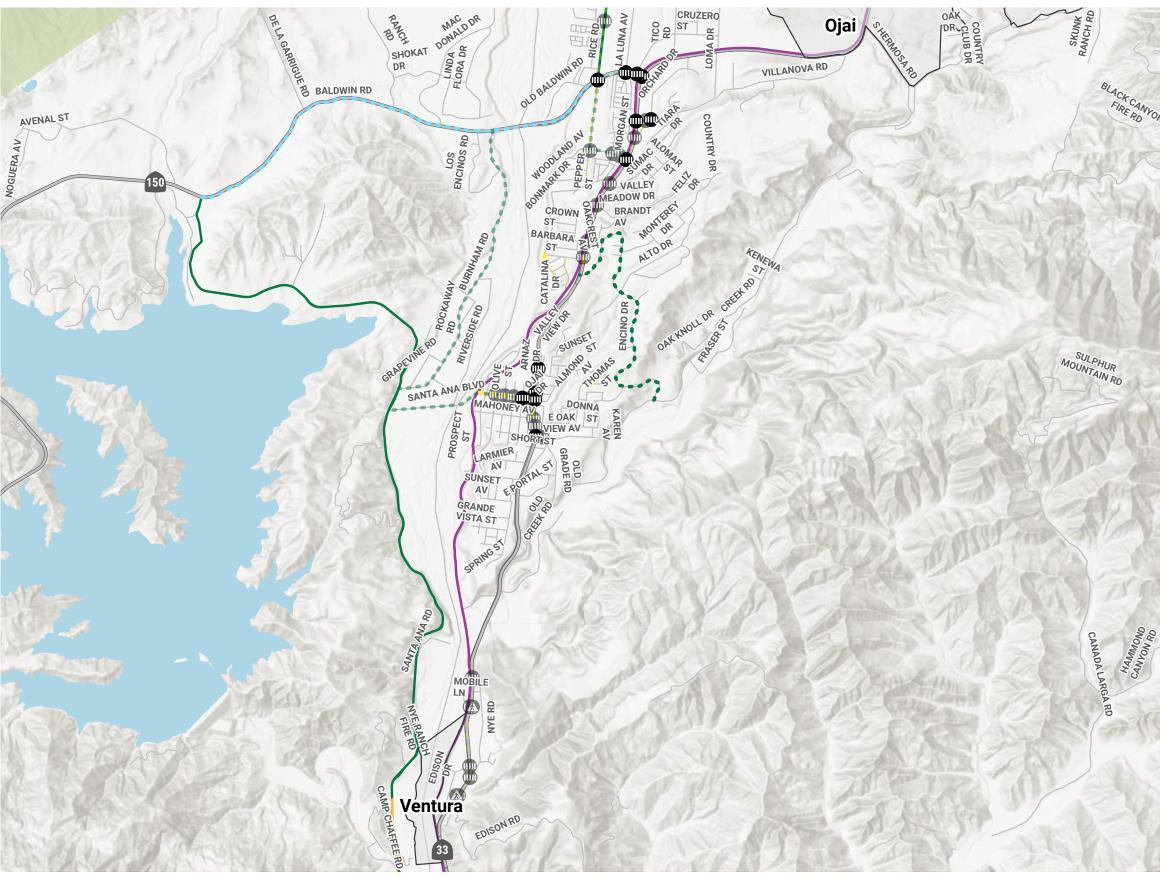
VENTURA COUNTY ACTIVE **TRANSPORTATION PLAN NETWORK PRIORITIZATION** EAST OF OJAI PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations CHAPARRAL Tier 1 Tier 2 & 3 High Visibility Crosswalk RRFB THACHER RD Traffic Calming Curb Extension OLIVEST Pedestrian Island Signals FORDYCE RD HENDRICKSON RD Striping = = | Recommended Sidewalks GRAND AV Bike Recommendations REEVES RD Tier 1 Tier 2 & 3 Shared-Use Path (Class I) Bike Lane (Class II) Ojai 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 DENNISON Cities WALNUTRD MOUNTAIN LION RD 0.25 0.5 MILES



NETWORK PRIORITIZATION OJAI VALLEY SOUTH



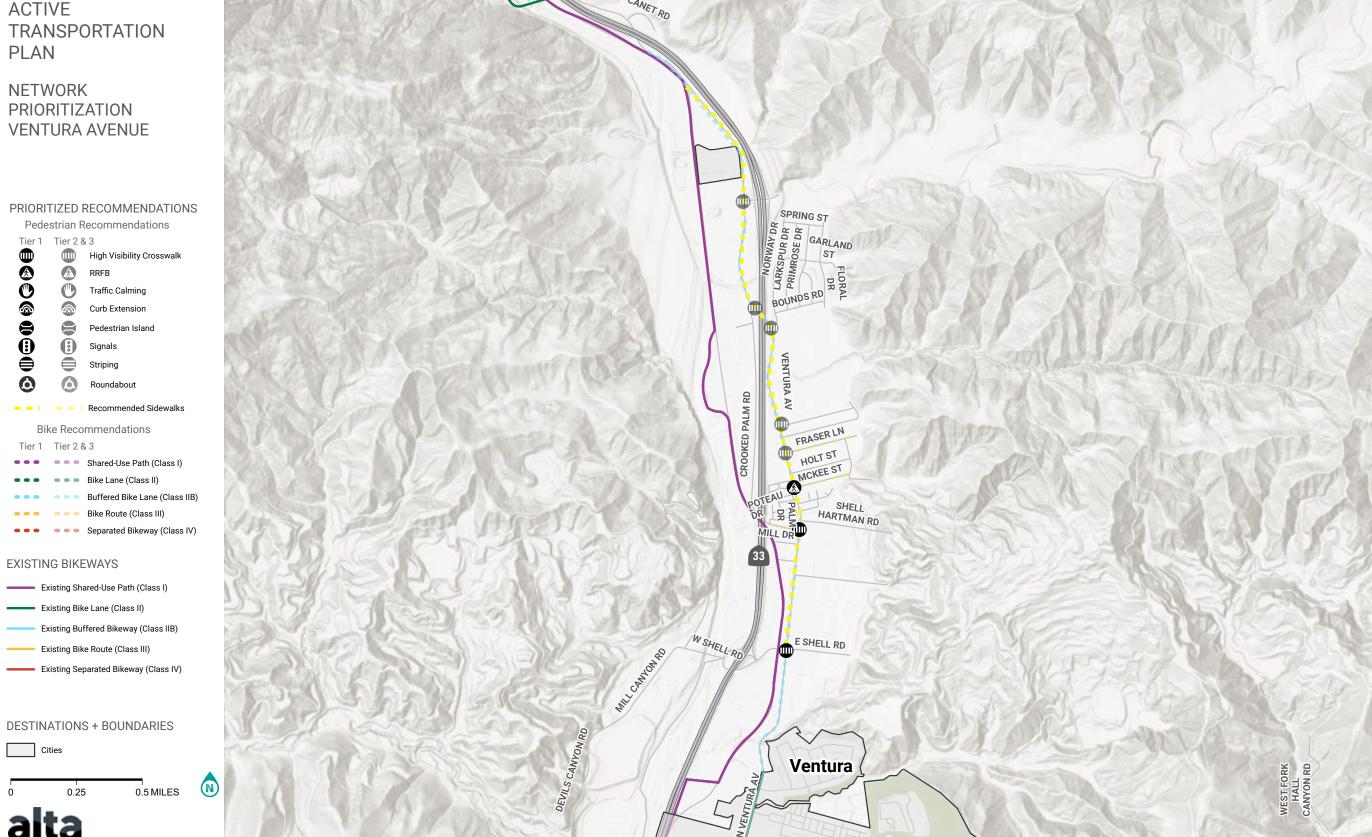
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387

Figure 84 / Ventura Avenue Network Prioritization

VENTURA COUNTY ACTIVE





NETWORK PRIORITIZATION SILVER STRAND BEACH PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 High Visibility Crosswalk A 0 Traffic Calming Curb Extension Pedestrian Island Signals Striping Roundabout = = | Recommended Sidewalks Bike Recommendations Tier 1 Tier 2 & 3 Shared-Use Path (Class I) Bike Lane (Class II) 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 N 0.2 MILES

alta



Figure 86 / Hollywood Beach Network Prioritization

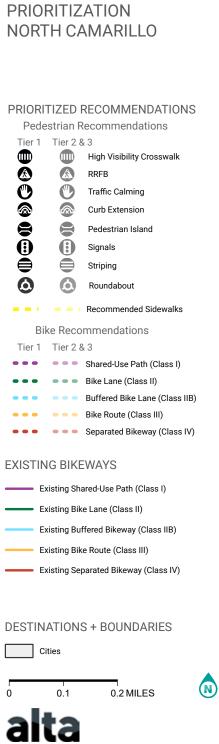


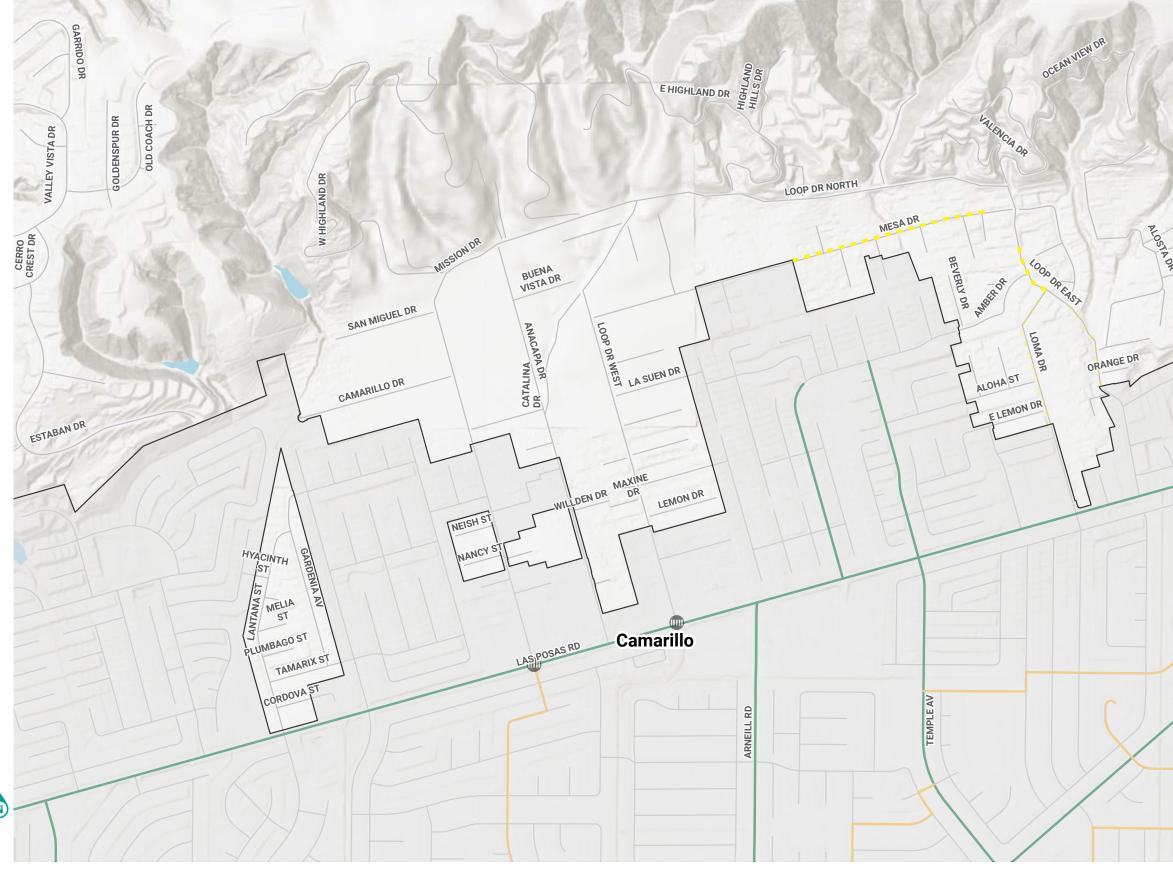




VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

NETWORK





	Cross Street	Cross Street	Type of Recommendation	Jurisdiction	Score	Cost Estimate
	El Roblar Dr	Lomita Ave	Bike racks (N)	County	79	\$10,200
	El Roblar Dr	Lomita Ave	Wayfinding signage	County	75	\$1,084
	El Roblar Dr	Lomita Ave	Bike racks (S)	County	72	\$10,200
	El Roblar Dr	Lomita Ave	Wayfinding signage	County	70	\$1,084
	Simon Way	State Route 232	Bike racks (N)	Non-County	65	\$10,200
	Simon Way	Cortez St	Bike racks (N)	County	65	\$1,084
	Simon Way	Cortez St	Bike racks (S)	County	65	\$38,250
	Rice St	State Route 34	Bus shelter, bench, timetable information, trash cans	Non-County	65	\$38,250
	Loma Dr	State Route 33	Bike racks	Non-County	63	\$10,200
	State Route 33	Woodland Ave	Bike racks	Non-County	63	\$10,200
- Y	State Route 33	Santa Ana Blvd	Bike racks (W)	Non-County	62	
<u> </u>	Rice St	State Route 34	Bus shelter, bench, timetable information, trash cans	Non-County	62	
	Casitas Water District	State Route 33	Bike racks	Non-County	60	
	Loma Dr	State Route 33	Bike racks	Non-County	60	
	State Route 33	Woodland Ave	Bike racks	Non-County	60	
	Loma Dr	State Route 33	Bus shelter, bench, timetable information, trash cans	Non-County	60	
	Rockfield St	Hawthorne Dr	Bike racks (E)	County	58	
	State Route 33	Larmier Ave	Bike racks (E)	Non-County	58	
	Kanan Rd	Conifer St	Bike racks (N)	County	58	
	Kanan Rd	Sunnycrest Dr	Bus shelter, bench, timetable information, trash cans	County	58	
	Loma Dr	State Route 33	Bus shelter, timetable information, trash cans	Non-County	58	
	State Route 33	Woodland Ave	Timetable information	Non-County	58	



						Cost
	Cross Street	Cross Street	Type of Recommendation	Jurisdiction	Score	Estimate
	Alvarado St	Collins St	Bike racks	County	57	
	Balboa St	Walnut Dr	Bike racks	County	57	
	Balboa St	Walnut Dr	Bike racks	County	57	
_	Simon Way	State Route 232	Bus shelter and trash cans	Non-County	57	
TIER	Alvarado St	Walnut Dr	Bus shelter, bench, timetable information, trash cans	County	57	
	Balboa St	Walnut Dr	Bus shelter, bench, timetable information, trash cans	County	57	
	Simon Way	State Route 232	Wayfinding signage	Non-County	57	
	Simon Way	Cortez St	Wayfinding signage (N)	County	57	
	Simon Way	Cortez St	Wayfinding signage (S)	County	57	
	Medea Creek Trail	Library Gate	Consider opening a gate at the library during school hours to allow access to the Medea Creek Trail	County	56	
	Kanan Rd	Deerhill Rd	Bike racks (S)	County	55	
	Barbara St	State Route 33	Timetable information	Non-County	55	
	Alvarado St	Collins St	Bike racks	County	54	
	Alvarado St	Collins St	Wayfinding signage	County	54	
TIER 2	Kanan Rd	Sunnycrest Dr	Bike racks	County	53	
F	Kanan Rd	Deerhill Rd	Bike racks (N)	County	53	
	Kanan Rd	Golden Eagle Dr	Bike racks (N)	County	53	
	Kanan Rd	Deerhill Rd	Bus Pull-Out	County	53	
	Kanan Rd	Golden Eagle	Bus Pull-Out	County	53	
	Rockfield St	Hawthorne Dr	Bus shelter	County	53	
	Rockfield St	Ocho Rios Way	Bus shelter	County	53	

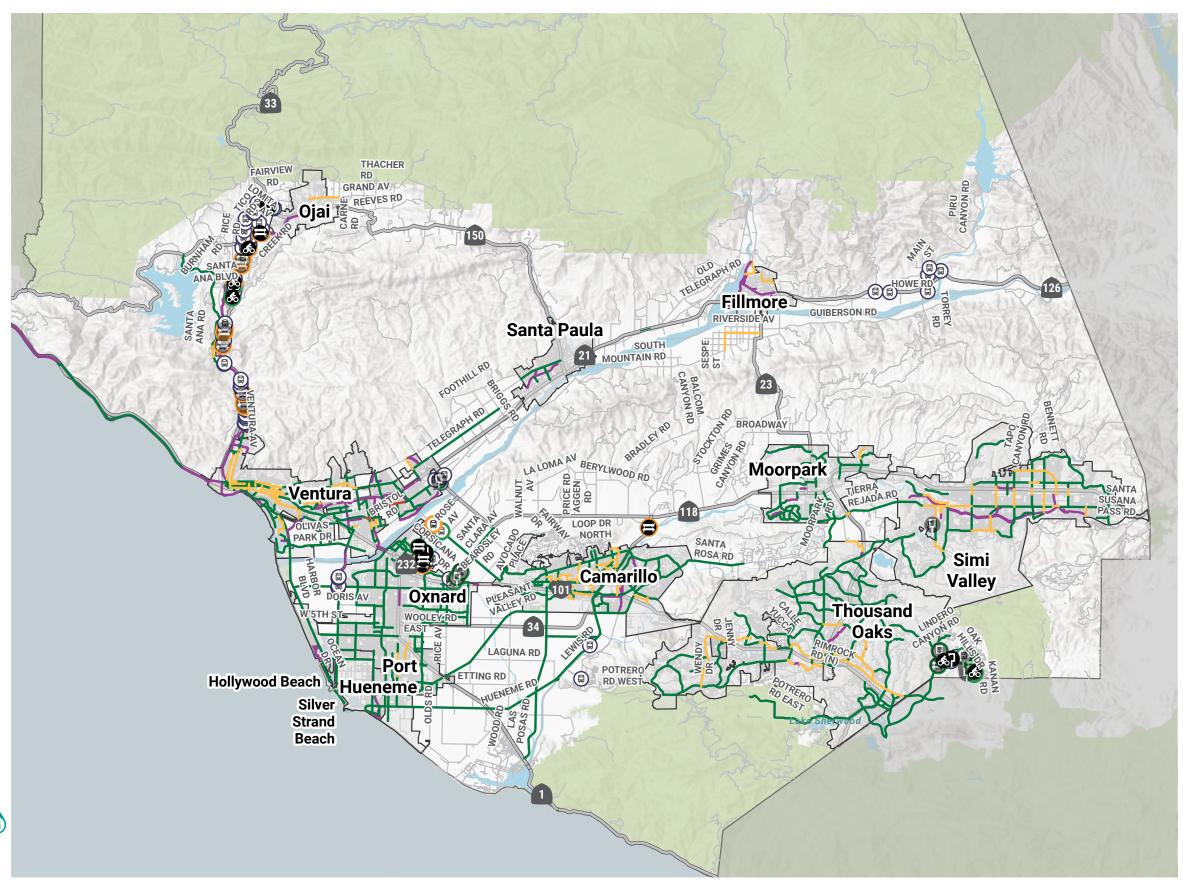
						Cost
	Cross Street Ventura Ave	Cross Street Los Cabos Ln	Type of Recommendation Bus shelter, bench, timetable	Jurisdiction County	Score 53	Estimate
	ventura Ave	LOS CADOS EII	information, trash cans	County	55	
	Kanan Rd	Golden Eagle Dr	Wayfinding signage	County	53	
	Los Angeles Ave	Violeta St	Bike racks (N)	County	52	
	Rockfield St	Ocho Rios Way	Bike racks (S)	County	52	
	Alvarado St	Collins St	Bus shelter, bench, timetable information, trash cans	County	52	
	Alvarado St	Collins St	Bus shelter, bench, timetable information, trash cans	County	52	
	Balboa St	Walnut Dr	Bus shelter, bench, timetable information, trash cans	County	52	
TIER 2	Casitas Water District	State Route 33	Bus shelter, bench, timetable information, trash cans	Non-County	52	
F	Conifer St	Medea Creek Ln	Signage indicating to bicyclists that they can use the Medea Creek TI rather than the Class III	County	52	
	Ventura Ave	Norway Dr	Timetable information, trash cans	Non-County	52	
	Balboa St	Walnut Dr	Wayfinding signage	County	52	
	Los Angeles Ave	Violeta St	Wayfinding signage	County	52	
	Rockfield St	Ocho Rios Way	Wayfinding signage	County	52	
	Alvarado St	Walnut Dr	Bike racks	County	51	
	Alvarado St	Walnut Dr	Wayfinding signage	County	51	
	Nyeland Ave	Ventura Blvd	Bike racks	County	50	
	Kanan Rd	Sunnycrest Dr	Bike racks (N)	County	50	
TIER 3	Kanan Rd	Deerhill Dr	Bus Pull-Out (S)	County	50	
Ë	Ventura Ave	Los Cabos Ln	Bus shelter, timetable information	County	50	
	Kanan Rd	Oak Creek Trail	Improve signage and wayfinding at trail entrance	County	50	
	Kanan Rd	Churchwood Dr	Signage directing bicyclists to Class I	County	50	



	Cross Street	Cross Street	Type of Recommendation	Jurisdiction	Score	Cost Estimate
	Kanan Rd	Sunnycrest Dr	Wayfinding signage	County	50	
	Rockfield St	Hawthorne Dr	Wayfinding signage	County	50	
	Alvarado St	Walnut Dr	Bus shelter, bench, timetable information, trash cans	County	49	
	Country Village Mobile Home Park	State Route 33	Bus shelter, timetable information, trash cans	Non-County	47	
	Country Village Mobile Home Park	State Route 33	Bus shelter, timetable information, trash cans	Non-County	47	
	Oak Hills Dr	Medea Creek Ln	Direct bicyclists and pedestrians to Medea Creek Trail (rather than the Class III bike route)	County	47	
	Friedrich Rd	Nyeland Ave	Bike racks (S)	County	44	
	Friedrich Rd	Nyeland Ave	Wayfinding sign and time table info	County	44	
~	Nyeland Ave	Eucalyptus Ave	Bike racks	County	42	
TIER 3	Barbara St	State Route 33	Timetable information	Non-County	42	
_	Eucalyptus Ave	Nyeland Ave	Wayfinding sign and time table info	County	42	
	Nye Rd	State Route 33	Bus shelter, bench, timetable information, trash cans	Non-County	38	
	Sycamore Dr	State Route 33	Bus shelter, bench, timetable information, trash cans	Non-County	37	
	Sycamore Dr	State Route 33	Bus shelter, timetable information, trash cans	Non-County	37	
	Ventura Ave	Fraser Ln	Bus shelter, bench, timetable information, trash cans	County	36	
	Ventura Ave	Norway Dr	Timetable information, trash cans	Non-County	36	
	Arroyo Mobile Home Park	State Route 33	Bus shelter, bench, timetable information, trash cans	Non-County	35	
	Carmel Dr	Capri Dr	Signage directing people to the pedestrian path on Carmel Drive which leads to the school	County	34	
	Arroyo Mobile Home Park	State Route 33	Timetable information	Non-County	28	

VENTURA COUNTY
ACTIVE
TRANSPORTATION
PLAN
PRIORITIZATION
WHOLE COUNTY EXTENT

WHOLE COUNTY EXTENT PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 Bike Racks Bus Shelter **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 N 5 MILES





PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1 Tier 2 & 3









Bus Shelter

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



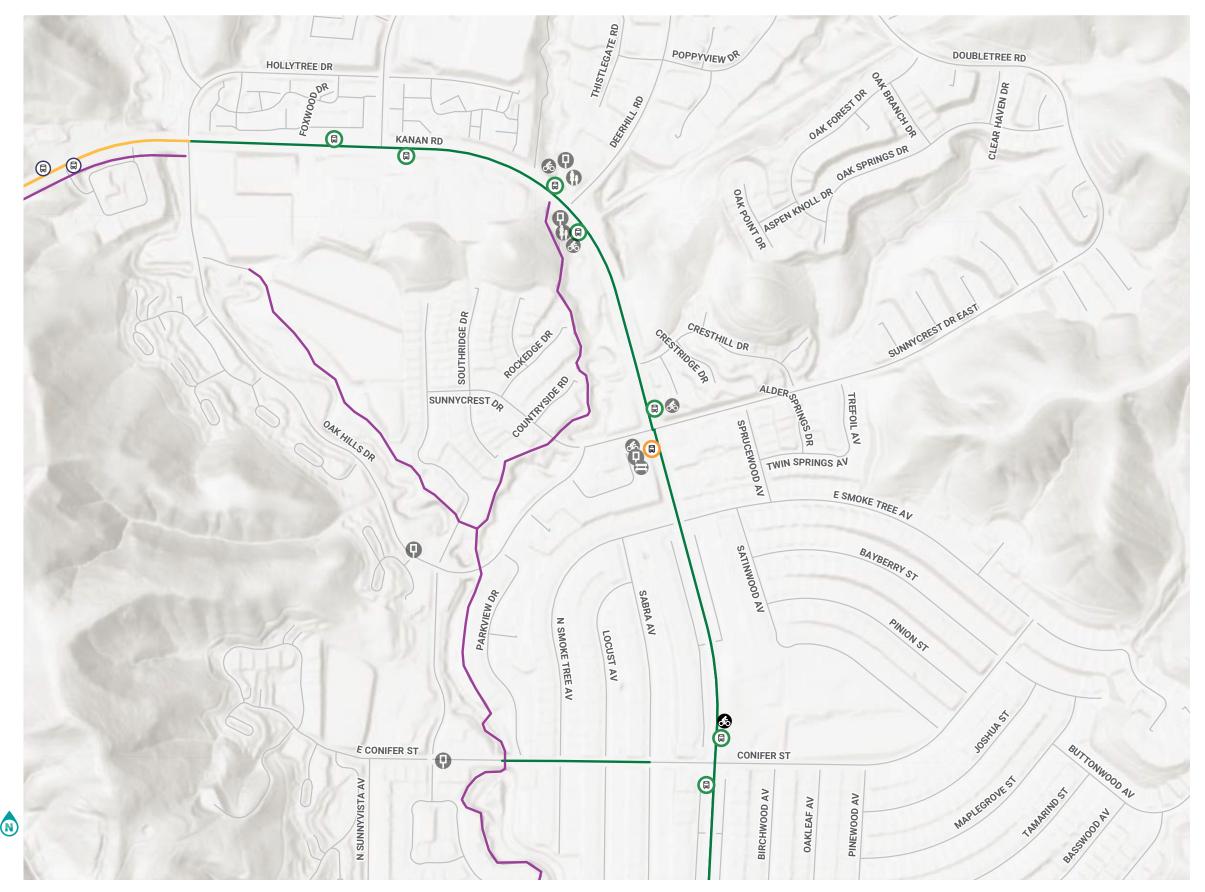
Low Ridership Stop



Cities











PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1 Tier 2 & 3











Bike Racks Bus Shelter

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

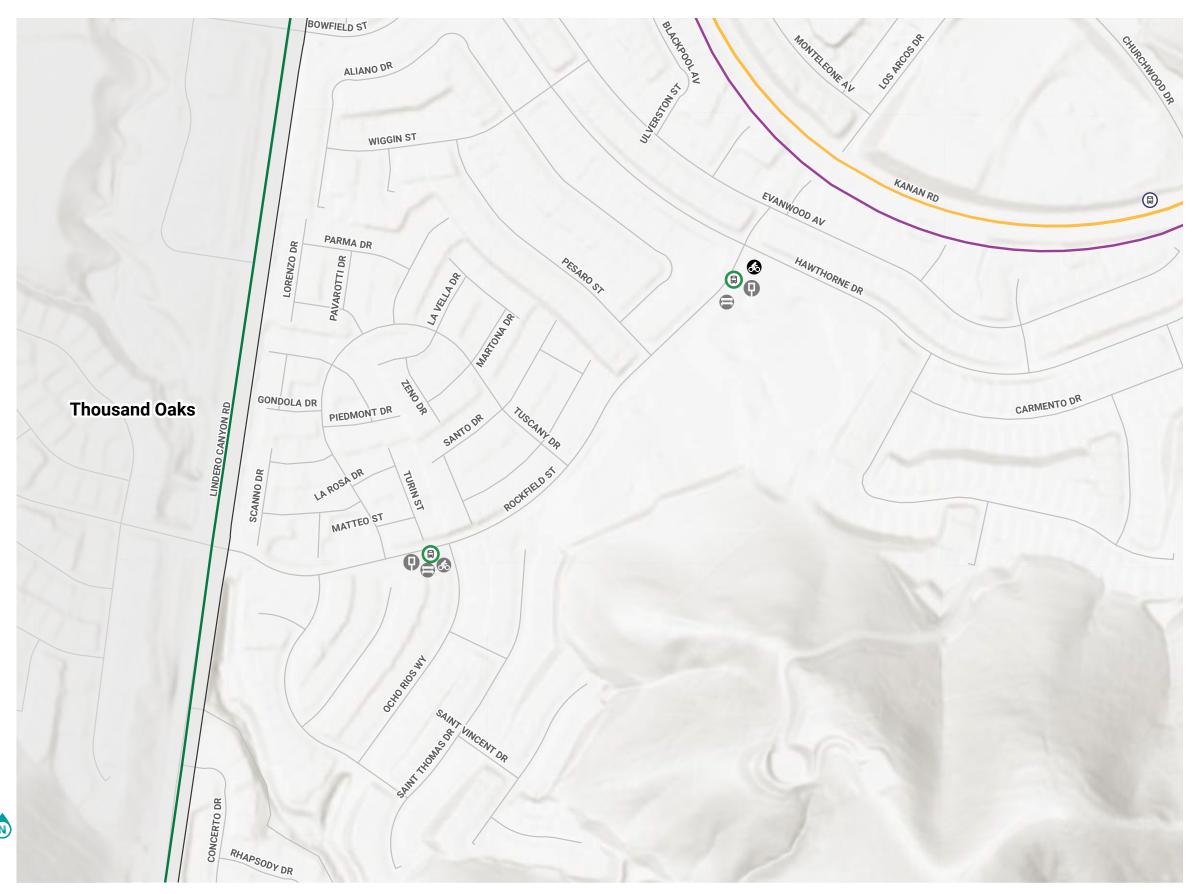
High Ridership Stop

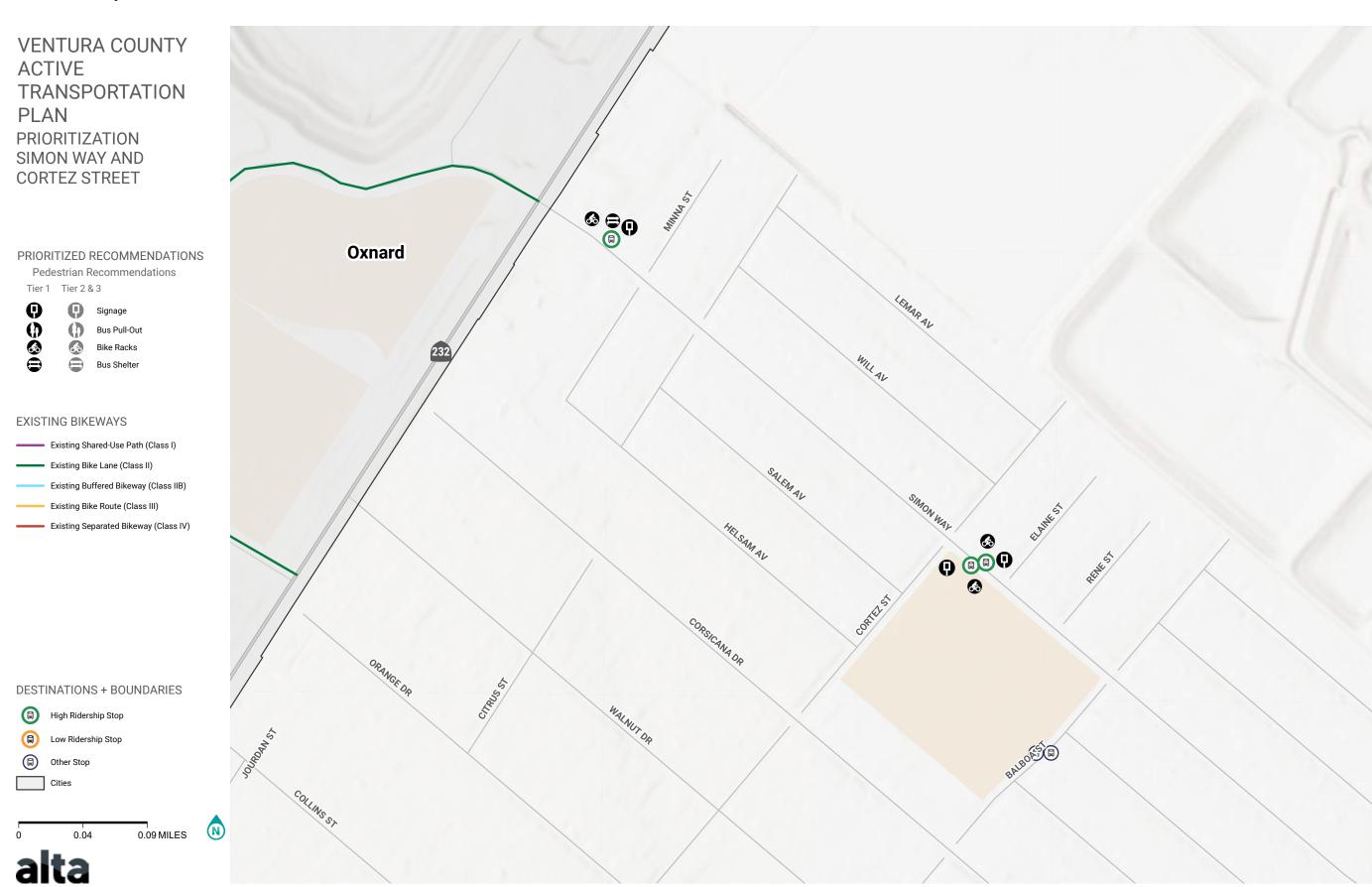
Low Ridership Stop

Other Stop









VENTURA COUNTY ACTIVE TRANSPORTATION PLAN PRIORITIZATION STATE ROUTE 33 (VENTURA AVENUE) AND SANTA ANA BOULEVARD

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1 Tier 2 & 3











EXISTING BIKEWAYS

 Existing Shared-Use Path (Class I) Existing Bike Lane (Class II)

Existing Buffered Bikeway (Class IIB)

Existing Bike Route (Class III)

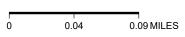
Existing Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES

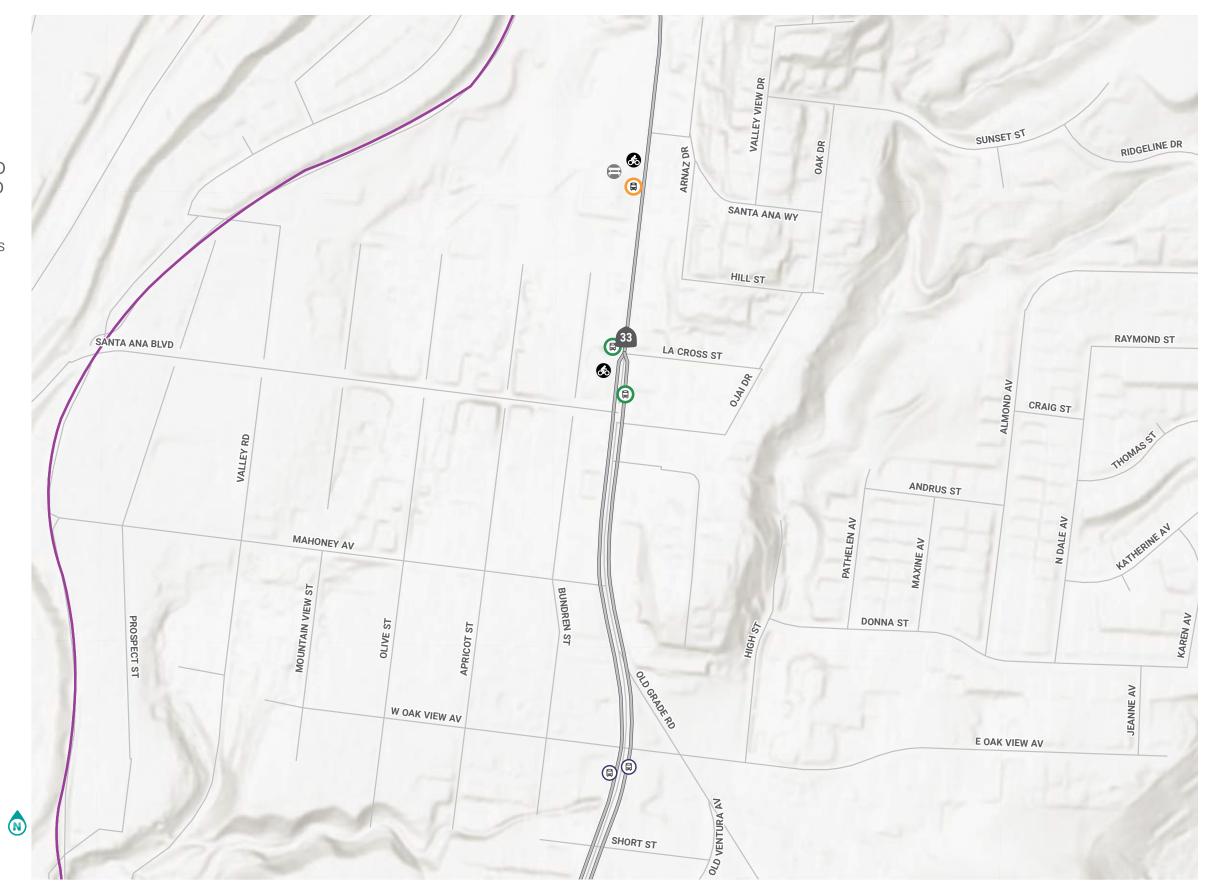
High Ridership Stop

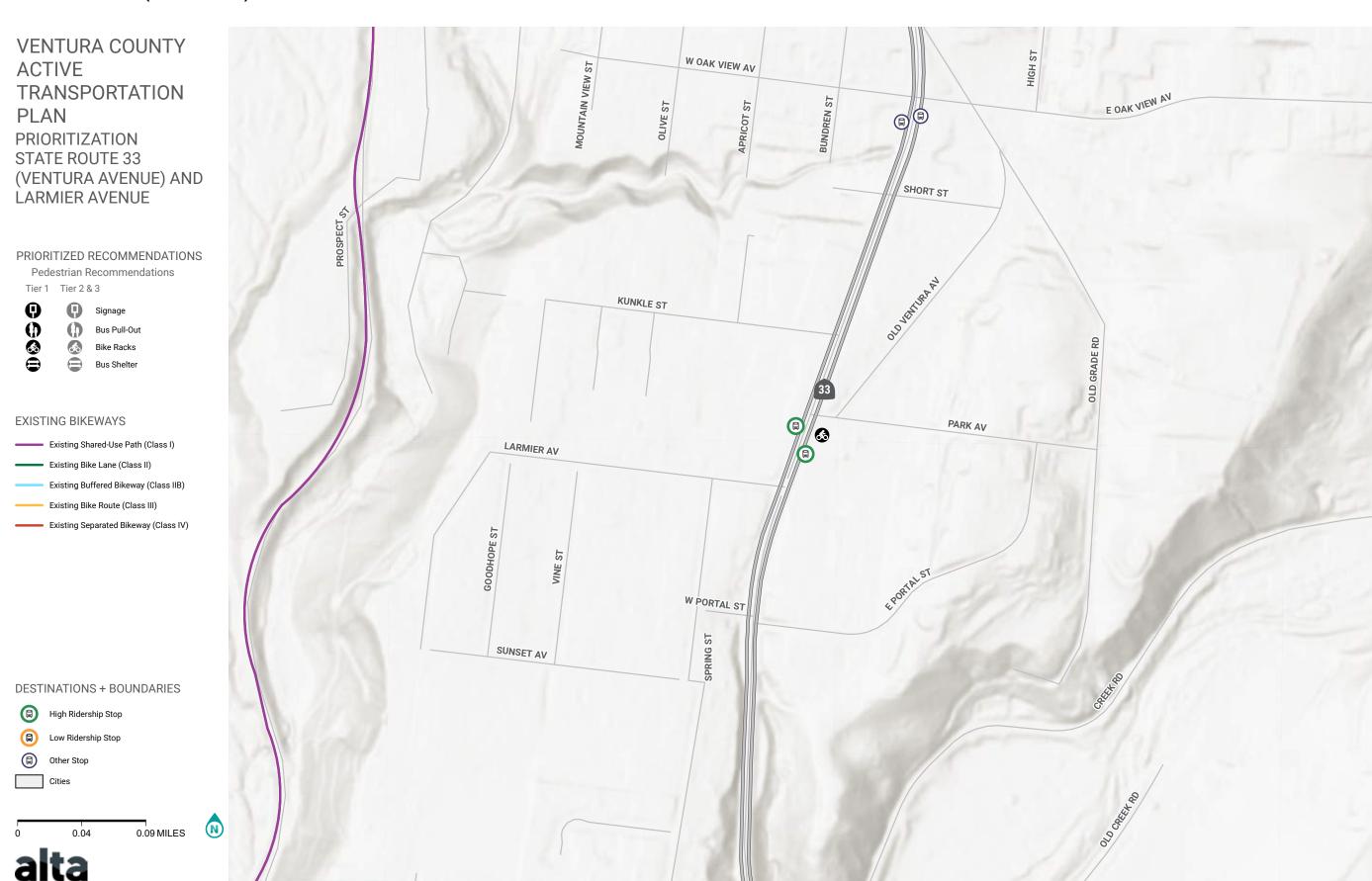
Low Ridership Stop

Other Stop











VENTURA COUNTY ACTIVE **TRANSPORTATION** PLAN **PRIORITIZATION** KANAN ROAD AND **GOLDEN EAGLE DRIVE**

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1 Tier 2 & 3











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

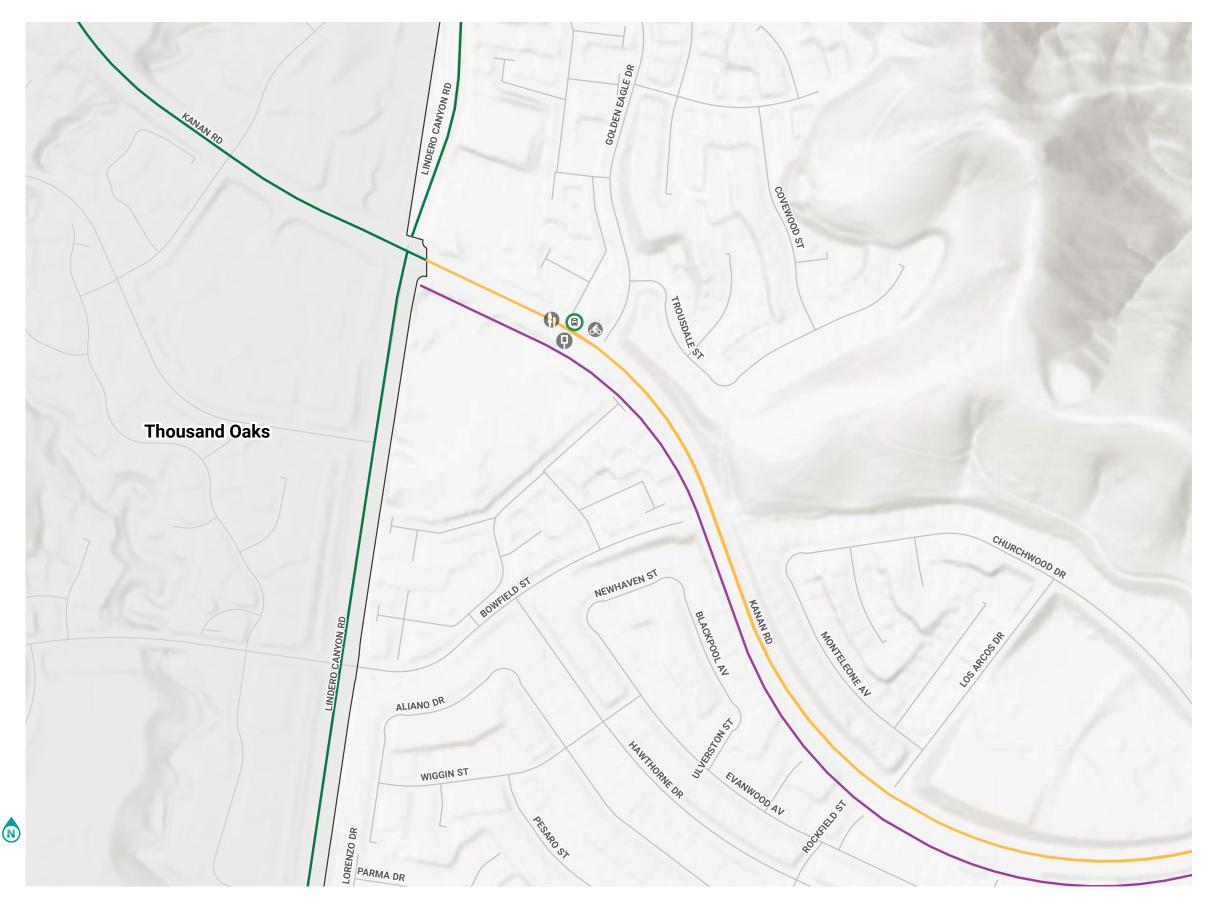
High Ridership Stop

Low Ridership Stop

Other Stop









PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations

Tier 1 Tier 2 & 3

()

Signage

Bus Pull-Out

Bike Racks
Bus Shelter

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

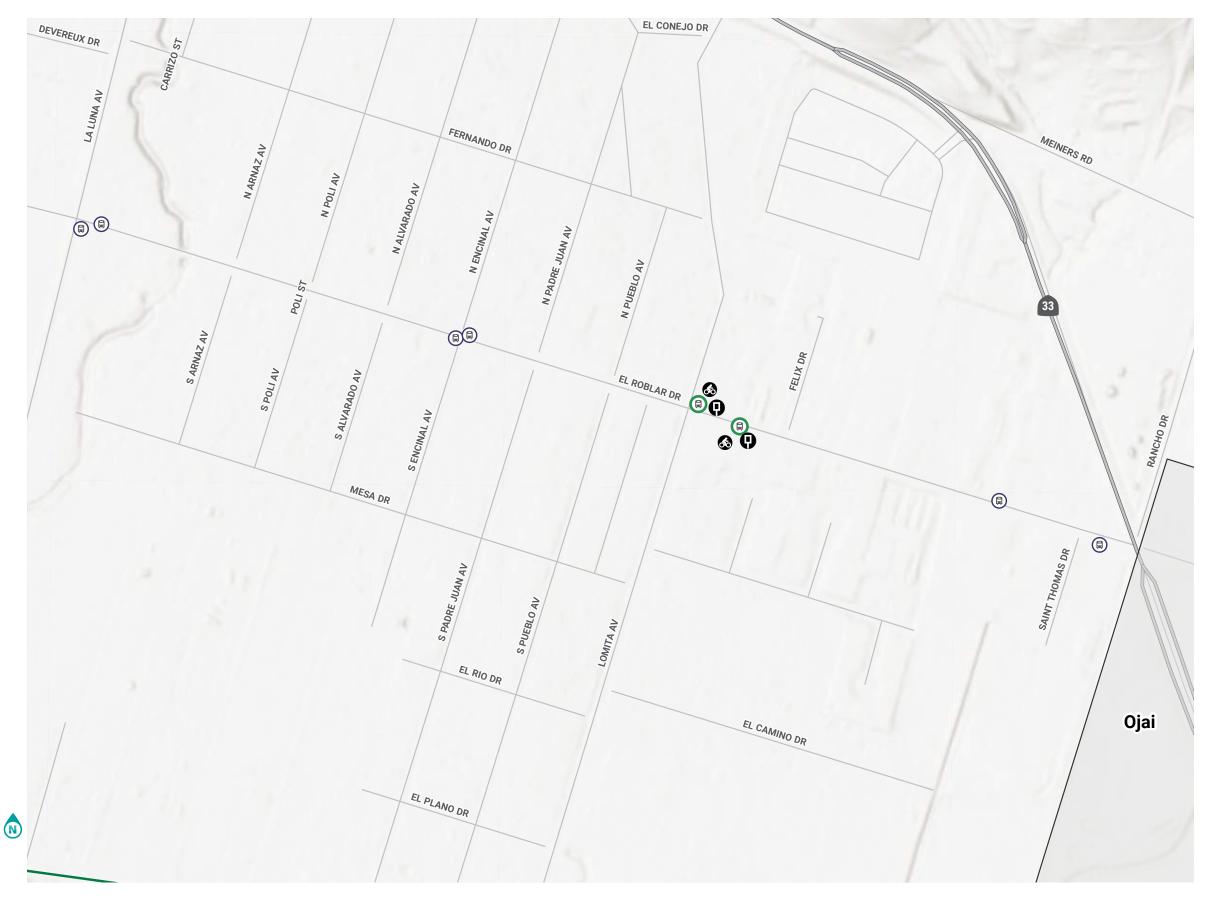
Low Ridership Stop

Other Stop

Cities

0 0.04 0.09 MILES







VENTURA COUNTY ACTIVE TRANSPORTATION PLAN PRIORITIZATION CENTRAL AVENUE AND RIO MESA HIGH SCHOOL

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1 Tier 2 & 3

Signage Bus Pull-Out

Bike Racks

Bus Shelter

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





0.09 MILES





VENTURA COUNTY ACTIVE TRANSPORTATION PLAN PRIORITIZATION VIOLETA STREET AND LOS ANGELES AVENUE

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1 Tier 2 & 3

Signage

Bus Pull-Out

Bike Racks

Bus Shelter

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

① Other Stop

Cities

0.09 MILES









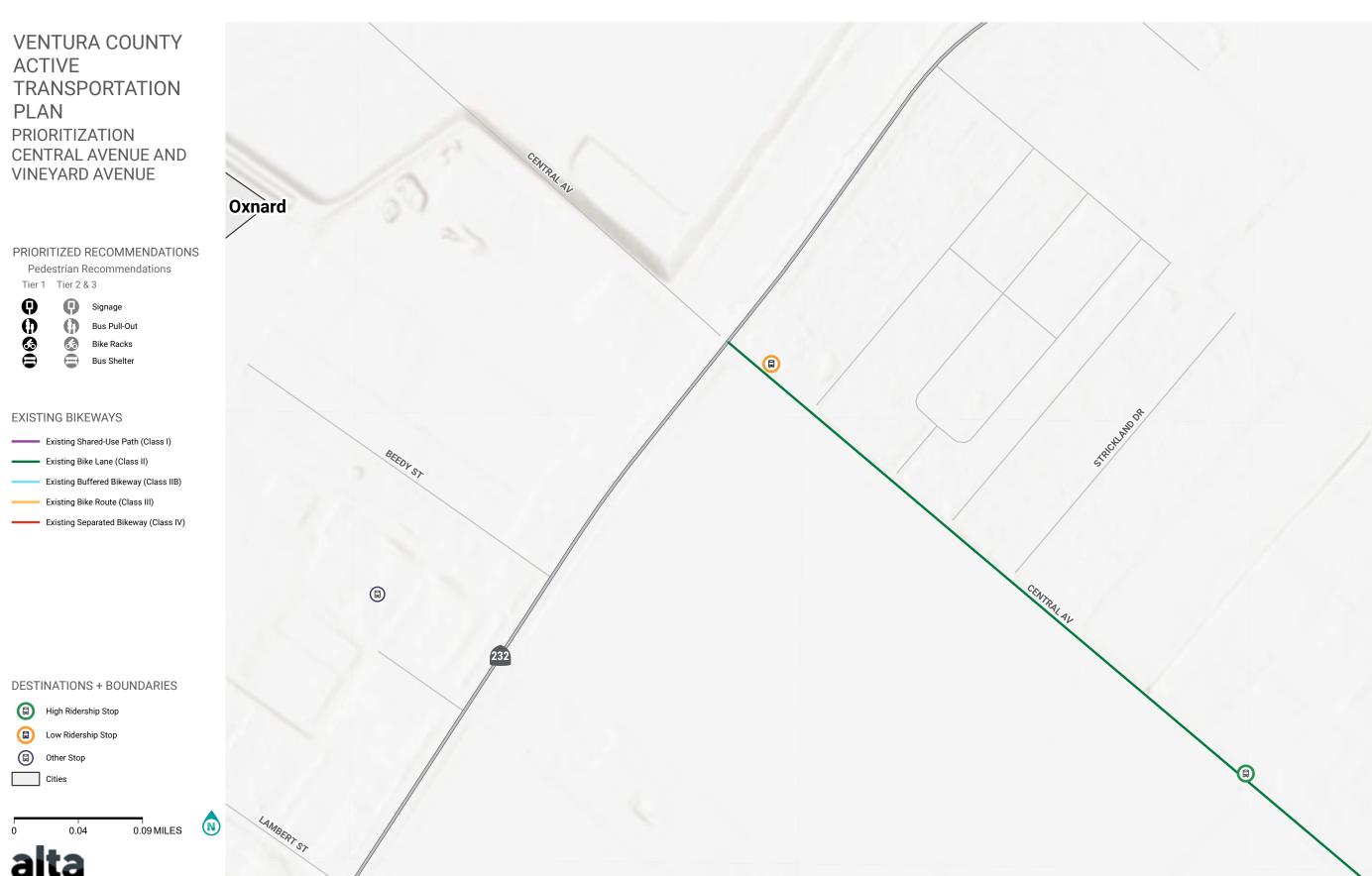


Figure 100 / Somis Road and Rice Street First-Last Mile Prioritization

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

PRIORITIZATION SOMIS ROAD AND RICE STREET PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations Tier 1 Tier 2 & 3 Signage Bus Pull-Out Bike Racks Bus Shelter **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

① Other Stop

Cities



0.09 MILES

409

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1 Tier 2 & 3

(†) (§) (€)

Signage

Bus Pull-Out

Bike Racks Bus Shelter

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)

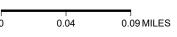
DESTINATIONS + BOUNDARIES

High Ridership Stop

Low Ridership Stop

Other Stop

Cities





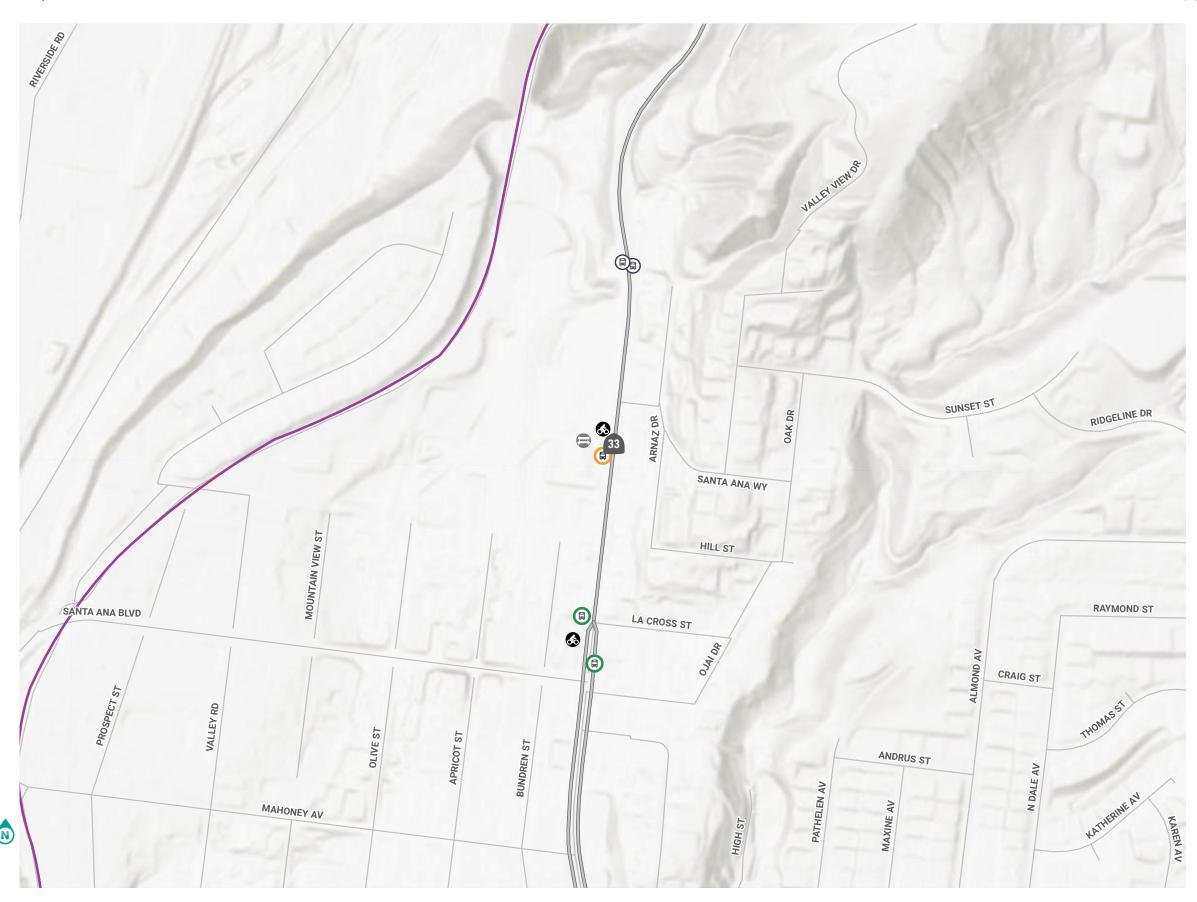
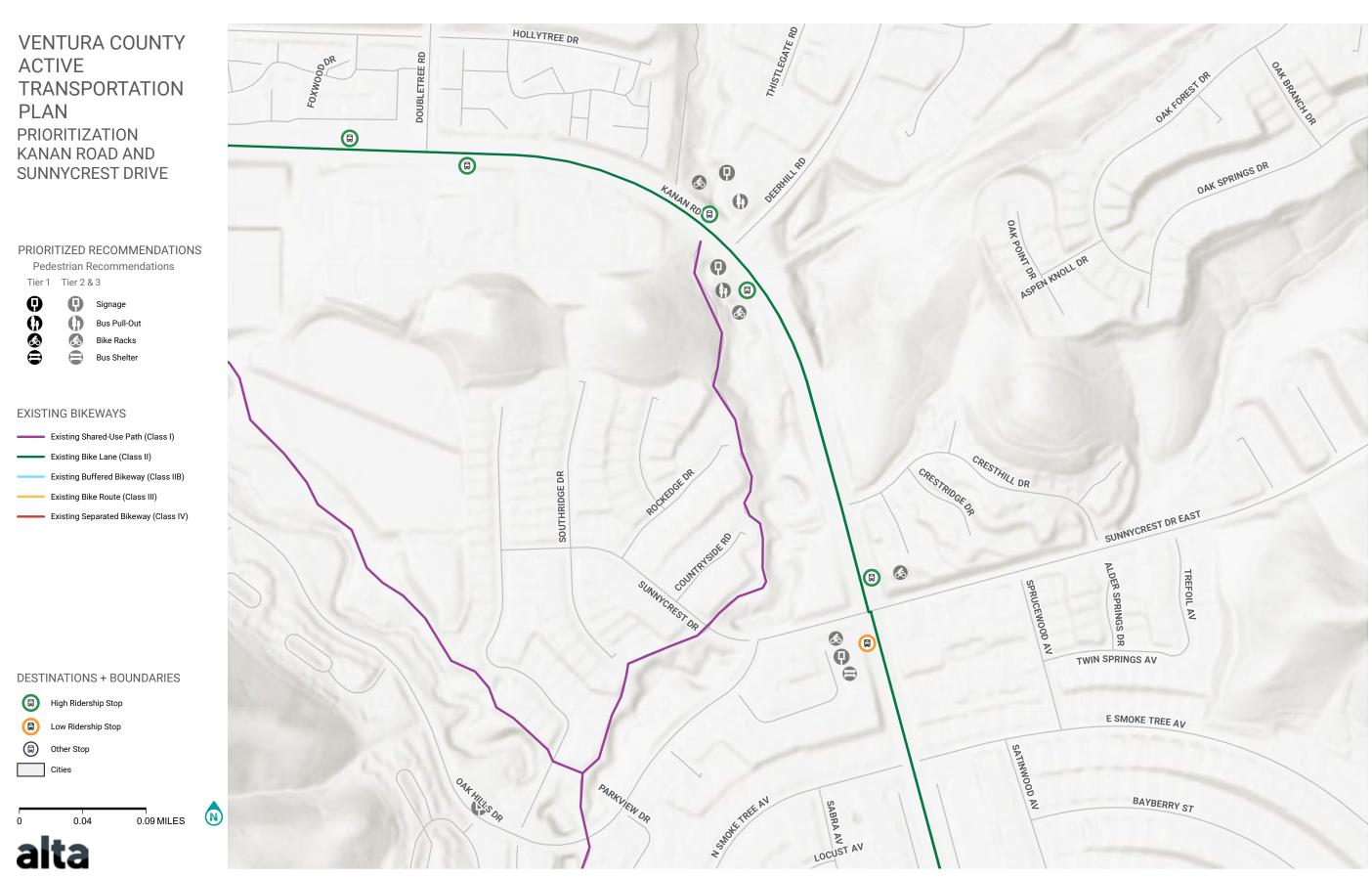


Figure 102 / Kanan Road and Sunnycrest Drive First-Last Mile Prioritization







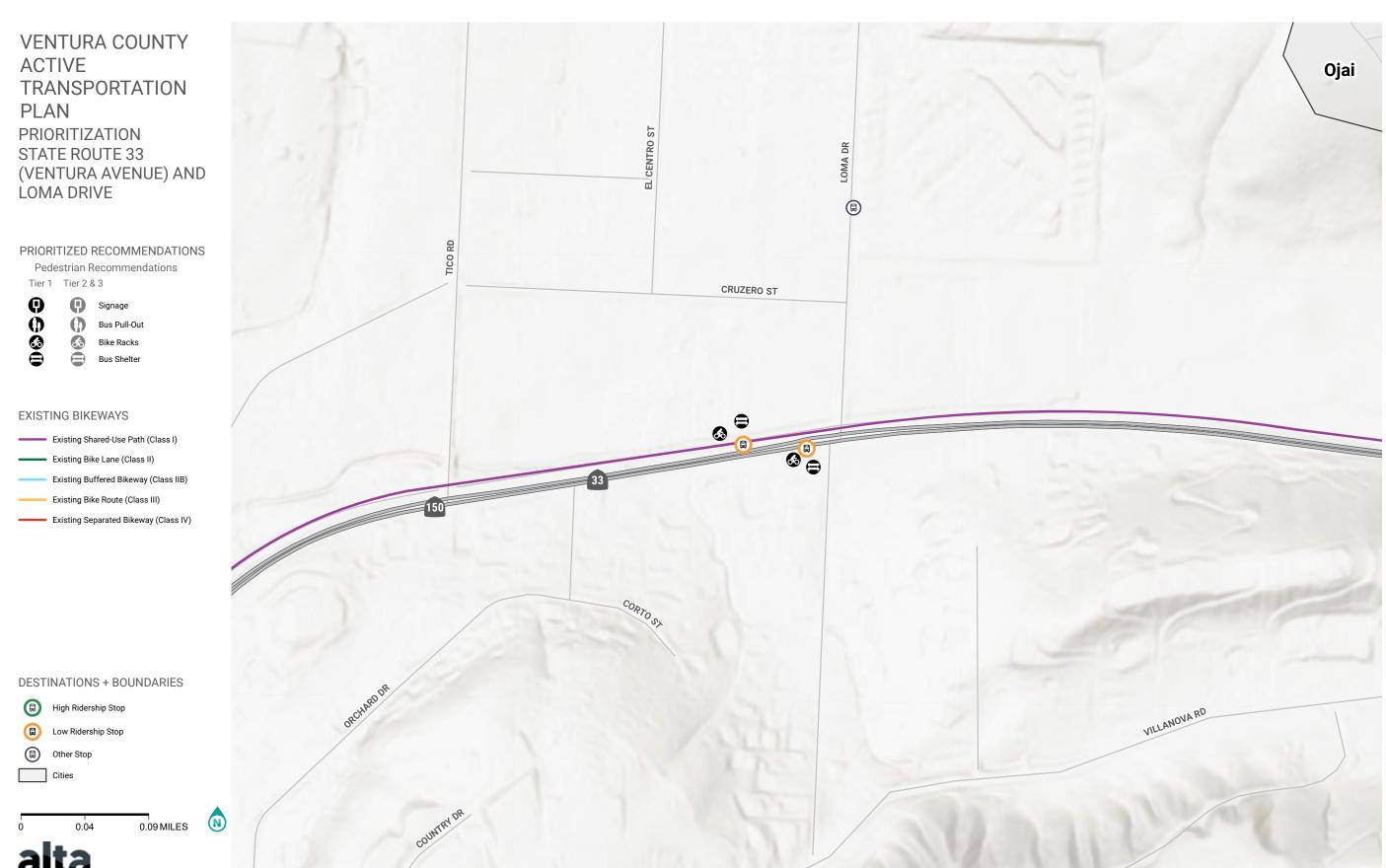
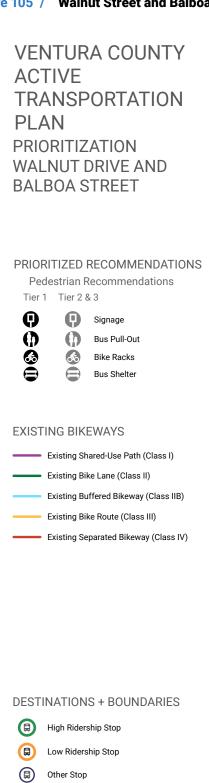


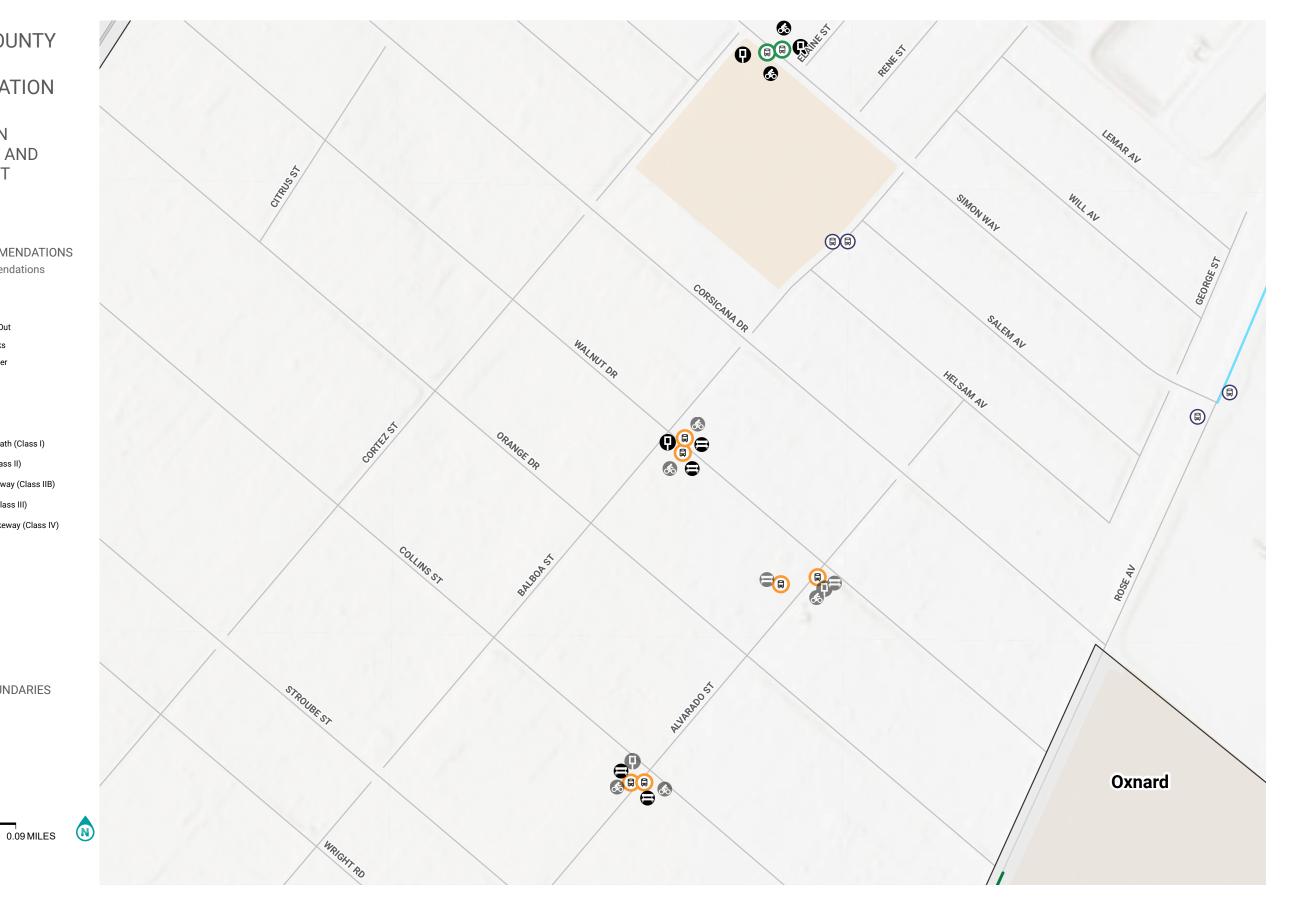
Figure 104 / State Route 33 (Ventura Avenue) and Sycamore Drive First-Last Mile Prioritization







Cities



VENTURA COUNTY ACTIVE TRANSPORTATION PLAN PRIORITIZATION STATE ROUTE 33 (VENTURA AVENUE) AND BARBARA STREET

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1 Tier 2 & 3

Signage Bus Pull-Out

Bike Racks Bus Shelter

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

0.09 MILES 0.04







VENTURA COUNTY ACTIVE TRANSPORTATION PLAN **PRIORITIZATION** VENTURA AVENUE AND FRASER LANE

PRIORITIZED RECOMMENDATIONS

Pedestrian Recommendations

Tier 1 Tier 2 & 3













EXISTING BIKEWAYS

Existing Shared-Use Path (Class I)

Existing Bike Lane (Class II)

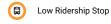
Existing Buffered Bikeway (Class IIB)

 Existing Bike Route (Class III) Existing Separated Bikeway (Class IV)

DESTINATIONS + BOUNDARIES



High Ridership Stop





Cities

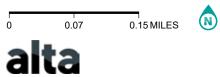




Figure 108 / State Route 33 (Ventura Avenue) and Woodland Avenue First-Last Mile Prioritization

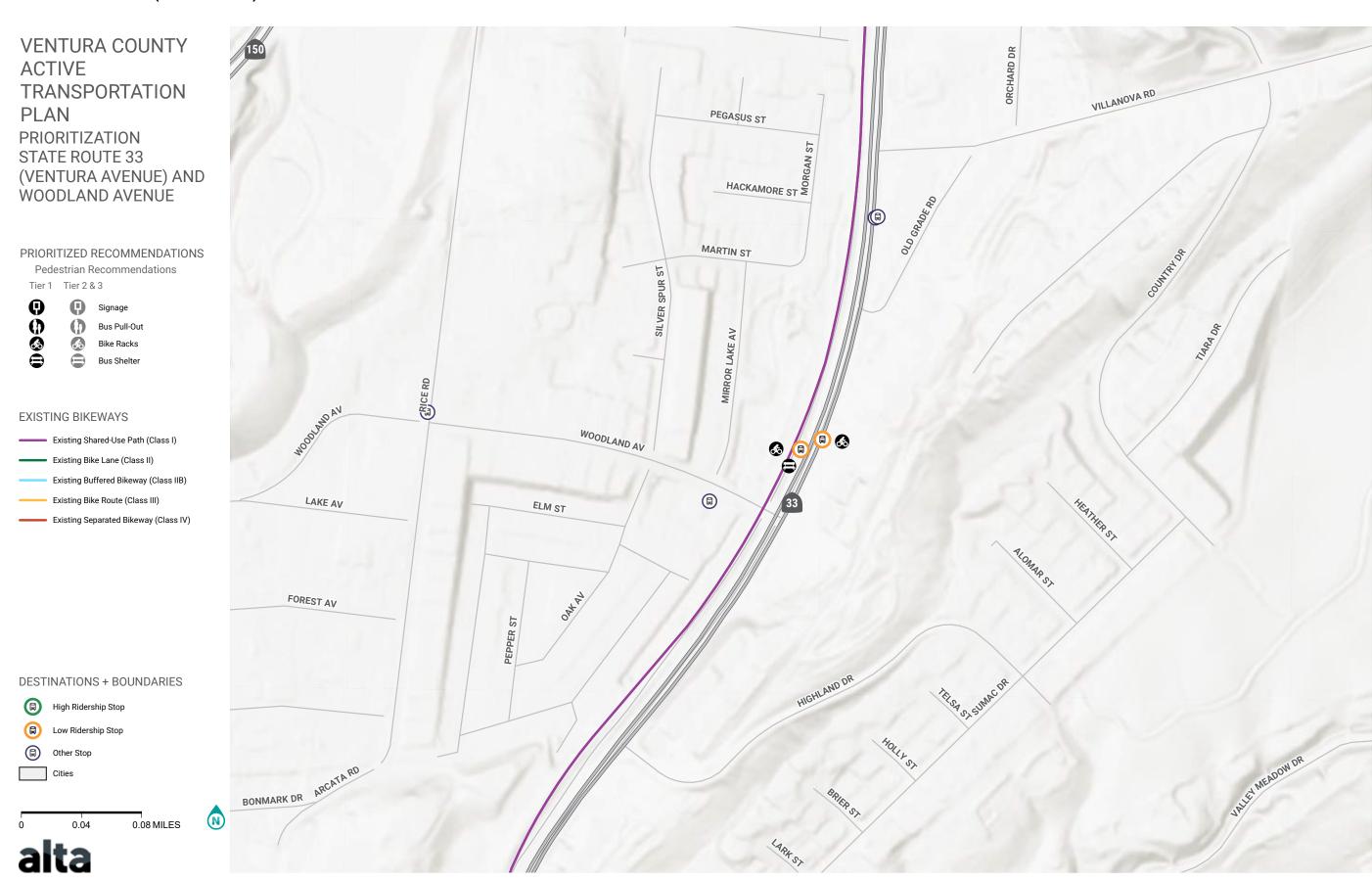




Table 9 / Overall Prioritization by District- District 1

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Olivas Park Dr	County Boundary	County Boundary	Class IIb	County	Network	81	\$387,432***
	El Roblar Dr	Lomita Ave		Bike racks (N)	County	SRTS; FLM	79	\$10,200
	El Roblar Dr	Lomita Ave		Wayfinding signage	County	SRTS; FLM	75	\$1,084
	El Roblar Dr	Alvarado St		High-visibility crosswalk (N, S)	County	SRTS	75	\$12,750
	Victoria Ave	Gonzales Rd	County Boundary	Class IIb	Non- County	SRTS	75	\$552,636***
	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	
	El Roblar Dr	Lomita Ave		Bike racks (S)	County	SRTS; FLM	72	\$10,200
	State Route 150	Los Encinos Rd	Ranch Rd	Class IIb	Non- County	Network	71	
R 1	El Roblar Dr	Lomita Ave		Wayfınding signage	County	SRTS; FLM	70	\$1,084
TIER	El Roblar Dr	Padre Juan Ave		High-visibility crosswalk (N, S)	County	SRTS	70	\$12,750
	El Roblar Dr	Encinal Ave		High-visibility crosswalk (all)	County	SRTS	70	\$25,500
	Olivas Park Dr	Victoria Ave	County Boundary	Class IIb	County	Network	70	
	Padre Juan Ave	Mesa Dr		High-visibility crosswalk (all)	County	SRTS	69	\$25,500
	Padre Juan Ave	Lomita Ave	El Roblar	Sidewalk on both sides	County	SRTS	69	\$249,256
	State Route 150	Ranch Rd	Santa Ana Rd	Class IIb	Non- County	Network	69	
	Los Angeles Ave	Nardo St	Highway 118	Class III	County	Network	69	
	Encino Dr	Creek Rd	State Route 33	Class II	County	Network	69	
	Gonzales Rd	Harbor Blvd	Victoria Ave	Class IIb	County	SRTS	69	
	Nardo St	Highway 118	Campanula Ave	Class IIb	County	Network	67	

^{***}Project estimates completed as a part of this Active Transportation Plan (2023)

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	El Roblar Dr	La Luna Ave	Lomita Ave	Sidewalk on N side	County	SRTS	65	\$283,594
	La Luna Ave	State Route 150	Lomita Ave	Class II	County	SRTS	65	
	El Roblar Dr	State Route 150	Rice Rd	Class III	County	SRTS	65	
	Lomita Ave	Mesa Dr		Advanced yield markings	County	SRTS	64	
	Lomita Ave	Mesa Dr		High-visibility crosswalk (S)	County	SRTS	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	
	Loma Dr	State Route 33		Bike racks	Non- County	SRTS; FLM	63	\$10,200
	State Route 33	Woodland Ave		Bike racks	Non- County	FLM	63	\$10,200
	State Route 118	Nardo St		Pedestrian island	Non- County	Network	63	\$127,500
-	Larmier Ave	State Route 33	Sunset Ave	Sidewalk on S side	County	SRTS	63	
TIER	State Route 118	Nardo St		Leading Pedestrian Interval (all)	Non- County	Network	62	\$127,500
	State Route 33	Tico Rd		High-visibility crosswalk (N)	Non- County	SRTS	62	
	State Route 33	Kunkle St		High-visibility crosswalk (W)	Non- County	SRTS	62	
	State Route 33	Park Ave		High-visibility crosswalk (E)	Non- County	SRTS	62	
	State Route 33	Larmier Ave		Bike racks (E)	Non- County	SRTS; FLM	62	
	Larmier Ave	State Route 33		Curb Extensions all corners	Non- County	SRTS	62	
	Los Angeles Ave	Violeta St 500 Feet North	Nardo St	Class III	County	Network	62	
	Ventura Ave	Los Cabos Ln	Ventura City boundary	Class IIb	County	Network	62	
	Pueblo Ave	Lomita Ave	El Roblar Dr	Sidewalk on both sides	County	SRTS	61	
	State Route 33	Loma Dr	_	High-visibility crosswalk (S, W)	Non- County	SRTS	60	
	Casitas Water District	State Route 33		Bike racks	Non- County	FLM	60	



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	El Roblar Dr	La Luna Ave		High-visibility crosswalk (E)	County	Network	60	\$6,375
	Loma Dr	State Route 33		Bus shelter, timetable information, trash cans	Non- County	SRTS; FLM	60	
	Loma Dr	State Route 33		Bike racks	Non- County	SRTS; FLM	60	
	State Route 33	Santa Ana Way		High-visibility crosswalk (E)	Non- County	Network	60	
	Ventura Ave	McKee St		RRFB	County	Network	60	\$76,500
	State Route 33	Santa Ana Blvd		Bike racks (W)	Non- County	FLM	60	
	Santa Ana Blvd	Apricot St		High-visibility crosswalk (N, S)	County	Network	60	\$12,750
	State Route 33	Santa Ana Blvd		High-visibility crosswalk (N, E, W)	Non- County	Network	60	\$19,125
	State Route 33	La Cross St		High-visibility crosswalk (E)	Non- County	Network	60	\$6,375
TIER 1	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	
	Villanova Rd	Ventura Ave	County Boudnary	Class II	County	SRTS	60	
	Short St	End of Street	Old Ventura Ave	Sidewalk on at least one side	County	SRTS	59	
	State Route 33	State Route 150	Loma Dr	Sidewalk on S, E side	Non- County	SRTS	59	
	Ventura Ave	Norway Dr	Los Cabos Ln	Class IIb	County	Network	59	
	Azahar St	Los Angeles Ave	Campanula Ave	Class II	County	Network	59	
	Rosal Ln	Los Angeles Ave	Campanula Ave	Class III	County	Network	59	
	Santa Ana Blvd	Santa Ana Rd	State Route 33	Class II	County	Network	59	
	Loma Dr	State Route 33		Bus shelter, bench, timetable information, trash cans	Non- County	SRTS; FLM	58	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	State Route 33	Woodland Ave		Timetable information	Non- County	FLM	58	
	State Route 33	Woodland Ave		Bike racks	Non- County	FLM	58	
	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
	State Route 33	Mahoney Ave	Santa Ana Blvd	Sidewalk on W side	Non- County	Network	58	\$77,055
	State Route 33	Portal St	Larmier Ave	Sidewalk on W side	Non- County	SRTS	58	
	Alelia Ave	Violeta St	End of Street	Sidewalk on both sides	County	Network	58	\$24,140
	State Route 33	La Cross St	Santa Ana Way	Sidewalk on at least one side	Non- County	Network	58	\$97,367
TIER 1	State Route 33	Barbara St / State Route 33 bus stop (northbound)	Barbara St	Sidewalk on E side	Non- County	Network	58	\$32,184
٦	Foothill Rd	1166e Petit Ave	Wells Rd	Class II	County	Network	58	\$1,850,000**
	Alelia Ave	Azahar St		High-visibility crosswalk (S, W)	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	Portal St		High-visibility crosswalk (W)	Non- County	SRTS	57	
	State Route 33	Oak View Ave		High-visibility crosswalk (all)	Non- County	Network	57	
	El Roblar Dr	State Route 33		Pedestrian Island (S)	Non- County	SRTS	57	
	Pueblo Ave	Mesa Dr		High-visibility crosswalk (N, W, E)	County	SRTS	57	
	Alelia Ave	Nardo St		Advance yield sign	County	Network	57	

^{*}Project estimates are based on County estimates dated 6/1/19 with ENR Construction Cost Index (20 Cities) applied (9/25/23)

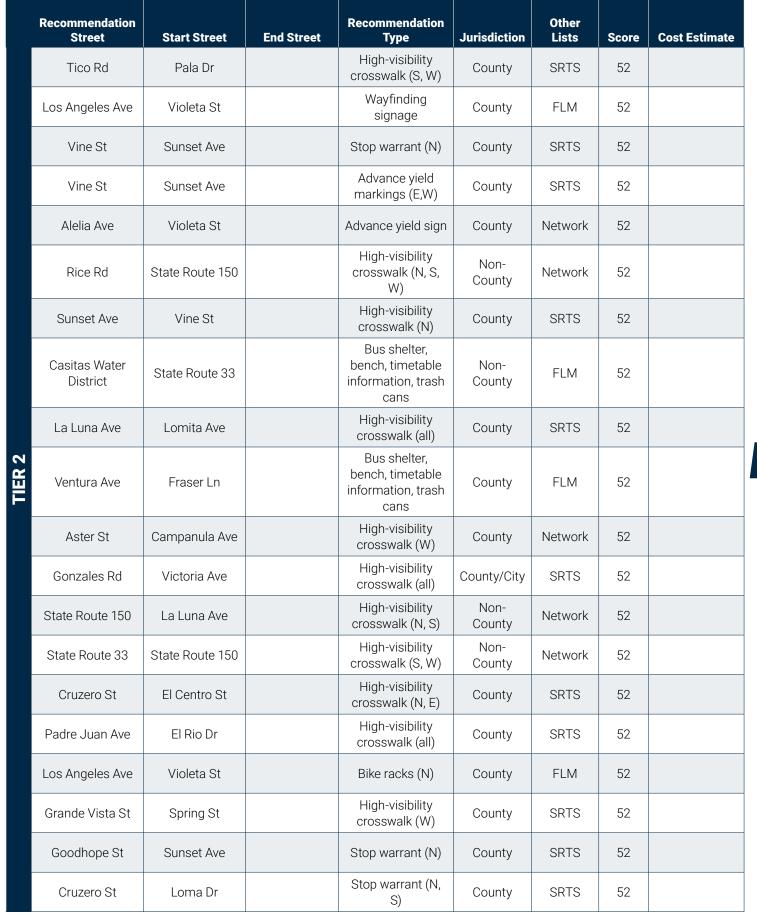
^{**}Project estimates are from Stantec 6/24/20 "Category C Bikelanes Feasibility Study" with R/W costs omitted and ENR Construction Cost Index (20 Cities) applied (9/25/23)



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Alelia Ave	Azahar St		Advance yield sign	County	Network	57	
	Los Angeles Ave	County Boundary	Aster St	Class III	County	Network	57	
	Violeta St	Violeta St	Campanula Ave	Class III	County	Network	57	
	Aster St	State Route 118	Saticoy Park	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	
	County Dr	Nardo St	State Route 118	Class II	County	Network	57	
	Riverbank Dr	County Dr	End of Street	Class III	County	Network	57	
TIER 1	Ventura Ave	Canada Larga Rd	Ventura River Trail	Class IIb	County	Network	56	
	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	
	Los Angeles Ave	Violeta St		Stop warrant (N, S)	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	
	Tico Rd	Loma Dr		High-visibility crosswalk (S, both E) (across Tico and Loma on east side)	County	SRTS	55	
	El Roblar Dr	Poli St		High-visibility crosswalk (N, S, E)	County	SRTS	55	
	El Roblar Dr	Arnaz St		High-visibility crosswalk (N, S)	County	SRTS	55	
	Barbara St	State Route 33		Timetable information	Non- County	FLM	55	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Violeta St	Campanula Ave		High-visibility crosswalk (W)	County	Network	55	
	State Route 150	Cruzero St		High-visibility crosswalk (N)	Non- County	Network	55	
	Violeta St	Clavel Ave		High-visibility crosswalk (all)	County	Network	55	
	Larmier Ave	Vine St		Curb Extensions (NE, SE)	County	SRTS	55	
R 1	Larmier Ave	Goodhope St		High-visibility crosswalk (S)	County	SRTS	55	
TIER	Larmier Ave	Vine St		High-visibility crosswalk (S)	County	SRTS	55	
	El Roblar Dr	Rice Rd	La Luna Ave	Sidewalk on both sides	County	Network	55	\$124,694
	Lomita Ave	Lomita Ave Class 2	El Roblar Dr	Class II	County	SRTS	55	
	Creek Rd	Ventura Ave	County Boundary	Class IIb	County	SRTS	55	
	Lomita Ave	El Rio Dr		Curb Extension (SW, SE midblock)	County	SRTS	54	
	Goodhope St	Larmier Ave		Stop warrant (S)	County	SRTS	54	
	Ventura Ave	Canada Larga Rd	Norway Dr	Class IIb	County	Network	54	
	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	
TIER 2	State Route 118	Nardo St		High-visibility crosswalk (S, W)	Non- County	Network	53	
٢	Ventura Ave	Norway Dr		Timetable information, trash cans	Non- County	FLM	53	
	El Roblar Dr	State Route 33		High-visibility crosswalk (all)	Non- County	SRTS	53	
	Clavel Ave	County Boundary	Azahar Rd	Sidewalk on both sides	County	Network	53	\$90,658
	State Route 33	Portal St	Park Ave	Widen sidewalk or remove obstructions on E side	Non- County	SRTS	53	
	Ventura Ave	Shell Rd		High-visibility crosswalk (N)	County	Network	52	





	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Loma Dr	El Centro St		Stop warrant (all)	County	SRTS	52	
	Violeta St	Mid block near Saticoy Park		Advance yield sign	County	Network	52	
	Loma Dr	El Centro St		RRFB	County	SRTS	52	
	Ventura Ave	Crooked Palm Rd		High-visibility crosswalk (W)	County	Network	52	
	Spring St	Ashby Ct		High-visibility crosswalk (W)	County	SRTS	52	
	Larmier Ave	Spring St		High-visibility crosswalk (S)	County	SRTS	52	
	Sunset Ave	Goodhope St		High-visibility crosswalk (N)	County	SRTS	52	
	Loma Dr	El Centro St		High-visibility crosswalk (W)	County	SRTS	52	
	El Centro St	Cruzero St	Loma Dr	Both sides missing sidewalk; priority installing sidewalk on W side	County	SRTS	52	
R 2	Violeta St	Clavel Ave	Campanula Ave	Sidewalk on N side	County	Network	52	\$62,326
TIER	El Rio Dr	Padre Juan Ave	Lomita Ave	Sidewalk on at least one side	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	
	County Dr	Nardo St	State Route 118	Class III	County	Network	52	
	Cruzero St	Tico Rd		High-visibility crosswalk (S, W)	County	SRTS	51	
	Simon Way	State Route 232		Curb Extensions all corners	Non- County	SRTS	51	
	State Route 232	State Route 232		Leading Pedestrian Interval (all)	Non- County	SRTS	51	
	Loma Dr	Tico Rd	Cruzero St	Sidewalk on both sides	County	SRTS	51	
	Lomita Ave	Padre Juan Ave		High-visibility crosswalk (N)	County	SRTS	50	
	Ventura Ave	Canada Larga Rd		High-visibility crosswalk (S)	County	Network	50	



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Alelia Ave	Violeta St		High-visibility crosswalk (S, W)	County	Network	50	
	Villanova Rd	Old Grade Rd		High-visibility crosswalk (S)	County	Network	50	
	State Route 33	Mahoney Ave		High-visibility crosswalk (W)	Non- County	Network	50	
	Nardo St	Amapola Ave		Traffic calming; like speed bumps or chicanes along this stretch of Nardo St	County	Network	50	
	Nardo St	Alelia Ave		Curb Extensions all corners	County	Network	50	
	Ventura Ave	Los Cabos Ln		Bus shelter, timetable information, trash cans	County	FLM	50	
	Violeta St	Amapola Ave		High-visibility crosswalk (N, E)	County	Network	50	
	Violeta St	Amapola Ave		Curb Extensions (NW, NE)	County	Network	50	
Z	Los Angeles Ave	Violeta St		RRFB	County	Network	50	
1 1 1	Los Angeles Ave	Azahar St		RRFB	County	Network	50	
	Los Angeles Ave	Azahar St		Curb Extensions all corners	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	
	Los Angeles Ave	Violeta St		Curb Extensions all corners	County	Network	50	
	Santa Ana Blvd	Bundren 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	Mountain View St		High-visibility crosswalk (N, S)	County	Network	50	
	Santa Ana Blvd	Valley Rd		High-visibility crosswalk (N, S)	County	Network	50	
	Cruzero St	Tico Rd	Loma Dr	Sidewalk on N side	County	SRTS	50	
	Ventura Ave	Shell Rd	Shared use path	Sidewalk on both sides of street where missing	County	Network	50	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Puesta Del Sol	Calle El Prado	Barbara St	Sidewalk on both sides	County	Network	50	
	Grand Ave	Orange Rd	Carne Rd	Class II	County	SRTS	50	
	State Route 33	Short St		High-visibility crosswalk (E, W)	Non- County	SRTS	49	
	Pueblo Ave	El Rio Dr		High-visibility crosswalk (all)	County	SRTS	49	
	Ventura Ave	Fraser Ln		High-visibility crosswalk (S, E)	County	Network	49	
	Rice Rd	Alviria Dr		High-visibility crosswalk (W)	County	Network	49	
	Rice Rd	Fierro Dr		High-visibility crosswalk (N, W)	County	Network	49	
	Rice Rd	Jose Dr		High-visibility crosswalk (W)	County	Network	49	
	Rice Rd	Camille Dr		High-visibility crosswalk (W)	County	Network	49	
21	McKee St	Ventura Ave	End of street	Sidewalk on both sides of street where missing	County	Network	49	
TIER 2	Kunkle St	Richford Ln	State Route 33	Sidewalk on at least one side	County	SRTS	49	
_	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	
	Lomita Ave	Pueblo Ave		High-visibility crosswalk (N)	County	SRTS	47	
	Ventura Ave	Crooked Palm Rd		High-visibility crosswalk (S)	County	Network	47	
	Sunset Ave	Spring St		High-visibility crosswalk (S, W)	County	SRTS	47	
	Lomita Ave	Tico Rd		High-visibility crosswalk (S)	County	SRTS	47	
	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	
	Lomita Ave	El Rio Dr		Stop warrant (N, S)	County	SRTS	47	



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	State Route 33	Old Grade Rd		High-visibility crosswalk (E)	Non- County	Network	47	
	Sunset Ave	Vine St		Curb Extensions (NE, SE)	County	SRTS	47	
	Ventura Ave	Norway Dr		High-visibility crosswalk (N)	County	Network	47	
	Country Dr	Riverbank Dr	End of Street	Sidewalk on E side	County	Network	47	
	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	
6 1	Foothill Rd	County Boundary	Saticoy Ave	Sidewalk on both sides	County	Network	47	
TIER 2	Old Grade Rd	Old Grd	Villanova Rd	Sidewalk on W side	County	Network	47	
_	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	
	Campanula Ave	Violeta St	County Boundary	Sidewalk on both sides	County	Network	47	
	Rice Rd	Lomita Ave	Fairview Rd	Class II	County	Network	47	
	Saticoy Drain Pathway	Aster St	Saticoy Park	Class I	County	Network	47	
	Tico Rd	Lomita Ave	State Route 150	Class II	County	SRTS	47	
	Walnut Dr	State Route 232		Curb Extensions (NW, NE, SE)	Non- County	SRTS	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	
TIER 3	Ventura Ave	Los Cabos Ln		High-visibility crosswalk (S, E)	County	Network	45	
Ħ	Woodland Ave	Mirror Lake Ave		High-visibility crosswalk (N)	County	Network	45	
	Oak View Ave	Old Grade Rd		High-visibility crosswalk (all)	County	Network	45	
	State Route 33	Nye Rd		High-visibility crosswalk (S)	Non- County	Network	45	
	State Route 33	Oakcrest Ave		High-visibility crosswalk (W)	Non- County	Network	45	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Violeta St	Amapola Ave		RRFB	County	Network	45	
	Alelia Ave	Violeta St		RRFB	County	Network	45	
	Alelia Ave	Violeta St		Curb Extensions all corners	County	Network	45	
	Alelia Ave	Violeta St		Mini traffic circle or Chicanes	County	Network	45	
	State Route 33	Sycamore Dr	8909 State Route 33	Sidewalk on W side	Non- County	Network	45	
	Bristol Rd	County Boundary	County Boundary	Class II	County	Network	45	
	State Route 33	Ranch Rd		High-visibility crosswalk (W)	Non- County	Network	44	
	Azahar St	Entire Length		Chicanes	County	Network	44	
	Telephone Rd	State Roue 118		High-visibility crosswalk (S, E, W)	Non- County	Network	44	
	Los Angeles Ave	Violeta St	End of Street	Sidewalk on both sides	County	Network	44	
TIER 3	Lomita Ave	La Luna Ave	Besant Rd	Sidewalk on (north side priority, both sides missing)	County	SRTS	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	
	Ventura Ave	Casitas Vista Rd		High-visibility crosswalk (N, W, S)	County	Network	43	
	State Route 33	Highland Dr		High-visibility crosswalk (E)	Non- County	Network	43	
	Alelia Ave	Azahar St		Curb Extensions all corners	County	Network	43	
	Sunset Ave	Spring St		RRFB (S)	County	SRTS	43	
	Spring St	Sunset Ave	Larmier Ave	Sidewalk on W side	County	SRTS	43	
	Sunset Ave	Larmier Ave	Spring St	Sidewalk on both sides of street where missing	County	SRTS	43	
	Rice Rd	Arcata Rd	Camille Dr	Sidewalk on both sides	County	Network	43	





	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Reeves Rd	Ojai Ave	McAndrew Rd	Class II	County	Network	43	
	Thacher Rd	Carne Rd	McAndrew Rd	Class II	County	Network	43	
	Barbara St	State Route 33		Timetable information	Non- County	FLM	42	
	Violeta St	Campanula Ave		Curb Extensions all corners	County	Network	42	
	Grand Ave	Carne Rd		Curb Extensions (SE)	County	SRTS	42	
	Grand Ave	Carne Rd		High-visibility crosswalk (N, W)	County	SRTS	42	
Î	Woodland Ave	Rice Rd		High-visibility crosswalk (all)	County	Network	42	
	Nardo St	11384 Nardo St	Campanula Ave	Sidewalk on both sides	County	Network	42	
	Gonzales Rd	Merion Way		High-visibility crosswalk (N, S, W)	County/City	SRTS	41	
က	Almond Ave	10601 Almond Ave	Ridgeline Dr	Sidewalk on N side	County	Network	41	
TIER 3	Catalina Dr	Ojal Valley Class I Bike Path	Barbara St	Sidewalk on both sides	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	
	Woodland Ave	Silver Spur St		High-visibility crosswalk (all)	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	
	Grand Ave	McNell Rd		High-visibility crosswalk (N, S, E)	County	SRTS	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	
	State Route 33	Nye Rd		High-visibility crosswalk (E)	Non- County	Network	39	
	Fraser Ln	Ventura Ave	End of street	Sidewalk on both sides	County	Network	39	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
TIER 3	Nye Rd	State Route 33		Bus shelter, bench, timetable information, trash cans	Non- County	FLM	38	
	Gonzales Rd	Campus Way		High-visibility crosswalk (E, S)	County/City	SRTS	38	
	Gonzales Rd	Merion Way		Curb Extensions all corners	County/City	SRTS	38	
	Spring St	Grande Vista St	Sunset Ave	Sidewalk on E side	County	SRTS	38	
	Azahar St	End of Street	Los Angeles Ave	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	
	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	
	State Route 33	Willey St		High-visibility crosswalk (W)	Non- County	Network	37	
	Carne Rd	State Route 150	Ojai Ave	Sidewalk on both sides	County	SRTS	37	
	McAndrew Rd	Reeves Rd	Thacher Rd	Class II	County	Network	37	
	Ventura Ave	Norway Dr		Timetable information, trash cans	County	FLM	36	
	Ventura Ave	Los Cabos Ln		Bus shelter, bench, timetable information, trash cans	County	FLM	36	
	State Route 150	Rice Rd	State Route 33	Sidewalk on both sides	Non- County	Network	36	
	Sycamore Dr	State Route 33		RRFB	Non- County	Network	35	
	Arroyo Mobile Home Park	State Route 33		Timetable information	Non- County	FLM	35	



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
TIER 3	State Route 33	Valley Meadow Dr		High-visibility crosswalk (E)	Non- County	Network	35	
	Gonzales Rd	Thurgood Marshall Dr		High-visibility crosswalk (N)	County/City	SRTS	35	
	Los Angeles Ave	End of Street	Aster St	Sidewalk on N side	County	Network	35	
	Alelia Ave	Violeta St	Nardo St	Sidewalk on both sides	County	Network	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	
	Arroyo Mobile Home Park	State Route 33		Bus shelter, bench, timetable information, trash cans	Non- County	FLM	28	
	Crooked Palm Rd	Just north after State Route 33	Ventura Ave	Sidewalk on both sides	County	Network	28	

Table 10 / Overall Prioritization by District- District 2

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
-	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	
	Santa Rosa Rd	Yucca Dr	Glenside Ln	Class IIb	County	Network	70	\$307,000*
	Kanan Rd	County Boundary	Oak Hills Rd	Class IIb	County	SRTS	70	
	Santa Rosa Rd	Yucca Dr	County Boundary	Class IIb	County	Network	68	
	Camino Flores	Paseo Del Robledo	Camino Dos Rios	Sidewalk on both sides	County	SRTS	67	\$47,041
	Sunnycrest Dr	Aspen Ridge Ct	Park Springs Ct	Class IIb	County	Network	66	
R 1	Kanan Rd	Golden Eagle Dr		High-visibility crosswalk (N, E, W)	County	SRTS	65	
	Rice St	State Route 34		Bus shelter, bench, timetable information, trash cans	Non- County	SRTS; FLM	65	\$38,250
TIER	Rice St	State Route 34		Stop warrant (N, S)	Non- County	SRTS	65	
	Deerhill Rd	Kanan Rd	Doubletree Rd	Class III	County	SRTS	65	
	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	
	Hollytree Dr	Kanan Rd	End of Street	Class III	County	SRTS	64	
	Rice St	State Route 34		Curb Extensions all corners	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	

^{*}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	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	State Route 34	Rice St		High-visibility crosswalk (N, W)	Non- County	SRTS	63	
	Rice St	State Route 34		Bus shelter, bench, timetable information, trash cans	Non- County	SRTS; FLM	62	
	Rockfield St	Lindero Canyon Rd	Hawthorne Dr	Class III	County	SRTS	62	
	Hawthorne Dr	Bowfield St	Kanan Rd	Class III	County	SRTS	62	
	Sunnycrest Dr/ Doubletree Rd	Deerhill Rd	Aspen Ridge Ct	Class III	County	SRTS	61	
	Conifer St	Sabra Ave	Kanan Rd	Class II	County	SRTS	61	
	Santa Rosa Rd	Glenside Ln	Las Posas Rd	Class IIb	County	Network	60	\$184,000*
	Churchwood Dr	Los Arcos Dr	Kanan Rd	Class III	County	SRTS	59	
21	Smoke Tree Ave	Start of Street	End of Street	Class III	County	SRTS	59	
TIER	Sunnycrest Dr	Park Springs Ct	Kanan Rd	Class III	County	SRTS	59	
	Rockfield St	Hawthorne Dr		Bike racks (E)	County	SRTS; FLM	58	
	Kanan Rd	Conifer St		Bike racks (N)	County	SRTS; FLM	58	
	Kanan Road	Churchwood Dr		Signage directing bicyclists to Class I	County	SRTS; FLM	58	
	North St	State Route 34		Curb Extensions all corners	Non- County	SRTS	57	
	North St	State Route 34		High-visibility crosswalk (E)	Non- County	SRTS	57	
	Camino Verde	Calle Yucca	Camino Magenta	Sidewalk on both sides	County	SRTS	57	
	State Route 34	County Boundary	West St	Class IIb	Non- County	SRTS	57	
	Michael Dr	Virginia Dr	Wendy Dr	Class III	County	SRTS	57	
	Ruth Dr	Wendy Dr	County Boundary	Class III	County	SRTS	57	

^{*}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	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Satinwood Ave	Smoke Tree Ave	Conifer St	Class III	County	SRTS	57	
	Pinewood Ave	Tamarind St	Conifer St	Class III	County	SRTS	57	
	Camino Dos Rios	Calle Yucca		High-visibility crosswalk (all)	County	SRTS	56	
	Oak Hills Dr	Calle Rio Vista		Curb Extensions (NE)	County	SRTS	56	
	Oak Hills Dr	Calle Rio Vista		High-visibility crosswalk (E)	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	
	Hollytree Dr	Foxwood Dr		High-visibility crosswalk (S)	County	SRTS	56	
	Calle Yucca	Camino Dos Rios		Curb Extensions all corners	County	SRTS	56	
R 1	Calle Yucca	Camino Verde		High-visibility crosswalk (E)	County	SRTS	56	
TIER	Catalina Dr	Anacapa Dr	Mission Dr	Sidewalk on both sides	County	SRTS	56	
	Lake Sherwood Dr	99 Lake Sherwood Dr	189 Lake Sherwood Dr	Sidewalk on both sides	County	Network	56	\$118,700
	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	
	Kanan Rd	Sunnycrest Dr		Curb Extensions all corners	County	SRTS	55	
	Kanan Rd	Deerhill Rd		Bus Pull-Out	County	SRTS; FLM	55	
	Camino Manzanas	Marian Ave		High-visibility crosswalk (N)	County	SRTS	55	
	Camino Manzanas	Equestrian Trail		High-visibility crosswalk (S)	County	SRTS	55	
	State Route 34	North St	West St	Class II	Non- County	SRTS	55	
	Camino Dos Rios	Lynn Rd	Calle Arroyo	Class IIb	County	SRTS	55	
	Wendy Dr	County Boundary	County Boundary	Class IIb	County	SRTS	55	



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Camino Magneta	Camino Verde		High-visibility crosswalk (N)	County	SRTS	54	
	State Route 34	Bell St		High-visibility crosswalk (W)	Non- County	SRTS	54	
	State Route 118	State Route 34		High-visibility crosswalk (all)	Non- County	SRTS	54	
	Medea Creek In	Sunnycrest Dr	Conifer St	Class III	County	SRTS	54	
	Calle Yucca	Calle Sequoia	Calle Corta	Class III	County	SRTS	54	
	Tamarind St	Medea Creek Trail	Buttonwood Ave	Class III	County	SRTS	54	
	Sprucewood Ave	Sunnycrest Dr East	Smoke Tree Ave	Class III	County	SRTS	54	
	Kanan Rd	Oak Creek Trail		Improve signage and wayfinding at trail entrance	County	SRTS; FLM	53	
	Mission Dr	Catalina Rd		High-visibility crosswalk (S)	County	SRTS	53	
TIER 2	Kanan Rd	Deerhill Rd		Bike racks (S)	County	SRTS; FLM	53	
Ē	Kanan Rd	Deerhill Rd		Bike racks (N)	County	SRTS; FLM	53	
	Kanan Rd	Golden Eagle Dr		Wayfinding signage	County	FLM	53	
	Kanan Rd	Golden Eagle		Bus Pull-Out	County	FLM	53	
	Rockfield St	Hawthorne Dr		Bus shelter	County	SRTS; FLM	53	
	Rockfield St	Hawthorne Dr		Wayfinding signage	County	SRTS; FLM	53	
	Kanan Rd	Deerhill Dr		Bus Pull-Out (S)	County	SRTS; FLM	53	
	Mesa Dr	County Boundary	Loop Dr	Sidewalk on both sides of street where missing	County	Network	53	\$239,214
	Potrero Rd East	County Boundary (3605 Feet East of Wendy Dr)	Hidden Vly Rd	Class II	County	Network	53	\$7,900,000**
	Rockfield St	Pesaro St		High-visibility crosswalk (E) 6/1/19 with ENR Co	County	SRTS	52	

^{*}Project estimates are based on County estimates dated 6/1/19 with ENR Construction Cost Index (20 Cities) applied

^{**}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	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Conifer St	Medea Creek Trail		High-visibility crosswalk midblock	County	SRTS	52	
	Oak Hills Dr	Medea Creek Ln		High-visibility midblock crosswalk at trail	County	SRTS	52	
	Hawthorne Dr	Cremona Wy		High-visibility crosswalk (S)	County	SRTS	52	
	Conifer St	Bayberry St		High-visibility crosswalk (S, E, W)	County	SRTS	52	
	Conifer St	Pinion St		High-visibility crosswalk (E)	County	SRTS	52	
	Rockfield St	Ocho Rios Way		High-visibility crosswalk (S)	County	SRTS	52	
	Conifer St	Birchwood Ave		High-visibility crosswalk (S)	County	SRTS	52	
	Mission Dr	Camarillo Dr		High-visibility crosswalk (W)	County	SRTS	52	
TIER 2	Conifer	Medea Creek Ln		Signage indicating to bicyclists that they can use the Medea Creek TI rather than the Class III	County	SRTS; FLM	52	
-	Doubletree Rd	Thistlegate Rd		High-visibility crosswalk (S)	County	SRTS	52	
	Conifer St	Smoke Tree Ave		High-visibility crosswalk (S)	County	SRTS	52	
	Conifer St	Pinewood Ave		High-visibility crosswalk (S)	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	
	Satinwood Ave	Conifer St		High-visibility crosswalk (N, W); North crosswalk will be askew because of driveway	County	SRTS	52	
	Loop Dr	Mesa Dr		High-visibility crosswalk (E)	County	SRTS	52	
	Anacapa Dr	Jody Ln		High-visibility crosswalk (W)	County	SRTS	52	
	Kanan Rd	Sunnycrest Dr		High-visibility crosswalk (all)	County	SRTS	52	



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Rockfield St	Ocho Rios Way		Bus shelter	County	SRTS; FLM	52	
	Rockfield St	Ocho Rios Way		Wayfınding signage	County	SRTS; FLM	52	
	West St	Entire Length		Speed bumps	County	SRTS	52	
	West St	Bell St		Curb Extensions (NE, NW, SE)	County	SRTS	52	
	West St	Rice St		Curb Extensions (NE, NW, SE)	County	SRTS	52	
	Conifer St	Sunnyvista Ave		High-visibility crosswalk (S)	County	SRTS	52	
	Hollytree Dr	Hickory Dr		High-visibility crosswalk across Hollytree Dr	County	SRTS	52	
	Hawthorne Dr	Nobletree Ct		High-visibility crosswalk (N)	County	SRTS	52	
	Doubletree Rd	Indian Oak Ln		High-visibility crosswalk (W)	County	SRTS	52	
	Oak Hills Dr	Medea Creek Ln		High-visibility crosswalk (all)	County	SRTS	52	
	Conifer St	Oakleaf Ave		High-visibility crosswalk (S)	County	SRTS	52	
I IEK Z	Medea Creek Ln	Conifer St		High-visibility crosswalk (all)	County	SRTS	52	
	Loop Dr	Natalie Wy		High-visibility crosswalk (E)	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	
	Camino Manzanas	Camino Magneta		Curb Extensions all corners	County	SRTS	52	
	Camino Manzanas	Camino Magneta		High-visibility crosswalk (all)	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	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Los Arcos Dr	Churchwood Dr	Kanan Rd	Class III	County	SRTS	52	
	Mission Drive/ Loop Dr	Catalina Dr	County Boundary	Class III	County	SRTS	52	
	Arroyo Las Posas	Moorpark Boundary	Camarillo Boundary	Class I	County	SRTS	52	
	Calle Yucca	Camino Manzanas		Curb Extensions all corners	County	SRTS	51	
	Calle Yucca	Calle Mandarinas		Curb Extensions all corners	County	SRTS	51	
	Calle Yucca	Calle Mandarinas		High-visibility crosswalk (NE, SW)	County	SRTS	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	
	Mission Dr	Las Posas Rd	Catalina Dr	Sidewalk on both sides	County/City	SRTS	51	
	Loop Dr East	Loma Dr	613 E Loop Dr	Sidewalk on W side	County	Network	51	
TIER 2	Rockfield St	Evanwood Ave		High-visibility crosswalk (S)	County	SRTS	50	
F	Smoke Tree Ave	Woodcrest Pl		High-visibility crosswalk (N)	County	SRTS	50	
	Pinewood Ave	Joshua St		High-visibility crosswalk (E)	County	SRTS	50	
	Smoke Tree Ave	Satinwood Ave		High-visibility crosswalk (S)	County	SRTS	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	
	Kanan Rd	Sunnycrest Dr		Bike racks	County	SRTS; FLM	50	
	Kanan Rd	Sunnycrest Dr		Bike racks (N)	County	SRTS; FLM	50	
	Kanan Rd	Tamarind St		High-visibility crosswalk (E, W)	County	SRTS	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	

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	Recommendation	aa	- 10: .	Recommendation		Other		Cost
	Street Camino Manzanas	Start Street Marin Ave	End Street	Type Curb Extensions (NE, NW, SW)	Jurisdiction County	Lists SRTS	Score 50	Estimate
	Satinwood Ave	Pinion St		High-visibility crosswalk (E)	County	SRTS	50	
	Satinwood Ave	Bayberry St		High-visibility crosswalk (E)	County	SRTS	50	
	Satinwood Ave	In front of school		Curb Extensions (N,S)	County	SRTS	50	
	Rockfield St	Tuscany Dr		High-visibility crosswalk (N, E)	County	SRTS	50	
	Rockfield St	Tuscany Dr		High-visibility crosswalk (N)	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	
	Satinwood Ave	In front of school		High-visibility crosswalk to update the existing mid-block crosswalk	County	SRTS	50	
KZ	Camino Magneta	Camino Manzanas	End of Street	Sidewalk on both sides	County	SRTS	50	
I I K	West St	Bell St	Rice St	Sidewalk on W side	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	
	Jenny Dr	Gerald Dr	County Boundary	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	
	Camino Flores	Camino Manzanas		High-visibility crosswalk (E)	County	SRTS	49	
	Wendy Dr	Michael Dr		RRFB across Wendy Dr	County	SRTS	49	
	Kanan Rd	Churchwood Dr		Curb Extensions all corners	County	SRTS	49	
	Camino Flores	Calle Mandarinas		High-visibility crosswalk (E)	County	SRTS	49	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Calle Pecos	Camino Flores		High-visibility crosswalk (S)	County	SRTS	49	
	Wendy Dr	Michael Dr		Advance yield markings (N,S)	County	SRTS	49	
	Doubletree Rd	Medea Creek Trail		Midblock crosswalk	County	SRTS	49	
	State Route 34	North St		Stop warrant (N,S)	Non- County	SRTS	49	
	Callee Yucca	Calle Pecos		High-visibility crosswalk (W)	County	SRTS	49	
	North St	Dodson St		High-visibility crosswalk (S)	County	SRTS	49	
	Lynn Rd	Camino Dos Rios		Reduce corner radii (all)	County/City	SRTS	48	
		Vista Arroyo Dr		High-visibility crosswalk (all)	County	SRTS	47	
	Medea Creek Ln	Medea Creek Trail		High-visibility midblock crosswalk	County	SRTS	47	
2	Hollytree Dr	School driveway		High-visibility crosswalk across Hollytree Dr	County	SRTS	47	
TIER	Santa Rosa Rd	Vista Grande		Curb Extensions (NW)	County	SRTS	47	
	Rockfield St	Entire Length		Traffic calming (chicanes, medians)	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	
	Los Arcos Dr	Monteleone Ave		High-visibility crosswalk (W)	County	SRTS	47	
	Camino Magneta	Camino Rojo		High-visibility crosswalk (E)	County	SRTS	47	
	Conifer St	Locust Ave		High-visibility crosswalk (N, S)	County	SRTS	47	
	Conifer St	Sabra Ave		High-visibility crosswalk (N, S)	County	SRTS	47	
	Calle Pecos	Calle Las Trancas		High-visibility crosswalk (S, E, W)	County	Network	47	
	Catalina Dr	Anacapa Dr		Curb Extensions (S,E)	County	SRTS	47	

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	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	North St	West St		Curb Extensions all corners	County	SRTS	47	
3 2	Calle Pecos	Calle Arroyo	Calle Las Trancas	Sidewalk on both sides	County	Network	47	
TIER 2	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	
	Sunnycrest Dr	Oak Hills Dr		High-visibility crosswalk (S)	County	SRTS	46	
	Calle Yucca	Camino Manzanas		High-visibility crosswalk (all)	County	SRTS	46	
	Loma Dr	County Boundary	Loop Dr	Sidewalk on both sides	County	Network	46	
	Calle Mandarinas	Calle Yucca	Camino Magneta	Sidewalk on both sides	County	SRTS	46	
	Lake Sherwood Dr	David Ln	716 Lake Sherwood Dr	Sidewalk on both sides	County	Network	46	
	Rockfield St	Lindero Canyon Rd	Hawthorne Dr	Widen sidewalk on S side of street	County	SRTS	46	
	Donlon Rd/La Cumbre Rd	State Route 118	State Route 118	Class III	County	SRTS	46	
	Conifer St	Parkview Dr	Sunny Vista Ave	Class II	County	SRTS	46	
TIER 3	Doubletree Rd	Deerhill Rd		Advance stop bars (N,S,W)	County	SRTS	45	
Ē	Pinewood Ave	Maplegrove St		High-visibility crosswalk (E)	County	SRTS	45	
	Dorena Dr	Alice Dr		High-visibility crosswalk (N)	County	SRTS	45	
	Santa Rosa Rd	Moorpark Rd		High-visibility crosswalk (N,E,W)	County	Network	45	
	Calle Yucca	Camino Dos Rio	End of Street	Sidewalk on both sides of street where missing	County	SRTS	45	
	Vista Grande	Rosedale Ct		High-visibility crosswalk (W)	County	SRTS	44	
	Sunnycrest Dr	Medea Creek Trail		High-visibility crosswalk between trail	County	SRTS	44	
	Wendy Dr	Theresa Dr		High-visibility crosswalk (E)	County	SRTS	44	
	Wendy Dr	Michael Dr		Curb Extensions (E,W)	County	SRTS	44	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Lesser Dr	Dena Dr		Stop bar (W)	County	SRTS	44	
	Lois Ave	Verna Ave		High-visibility crosswalk (E)	County	SRTS	44	
	Theresa Dr	Virginia Dr		High-visibility crosswalk (N)	County	SRTS	44	
	Wendy Dr	Michael Dr		High-visibility crosswalk (all)	County	SRTS	44	
	Dena Dr	Ruth Dr		High-visibility crosswalk (SE, SW)	County	SRTS	44	
	Mission Dr	Daphne St		Curb Extensions (SE)	Non- County	SRTS	44	
	Mission Dr	Daphne St		High-visibility crosswalk (W)	Non- County	SRTS	44	
	Loop Dr East	County boundary	Mesa Dr	Sidewalk on both sides	County	Network	44	
	Deerhill Rd	Caledonia Ct		High-visibility crosswalk (E)	County	SRTS	43	
	Deerhill Rd	Deerbrook Rd		High-visibility crosswalk (E,W)	County	SRTS	43	
8	Hollytree Dr	Kanan Rd		Curb Extensions all corners	County	SRTS	43	
TIER	Kanan Rd	Deerhill Rd		Curb Extensions (NW, NE)	County	SRTS	43	
	Lesser Dr	Dena Dr		Curb Extensions (NW, SW, SE)	County	SRTS	43	
	Rockfield St	Lindero Canyon Rd		Leading Pedestrian Interval (all)	County/City	SRTS	43	
	Rockfield St	Lindero Canyon Rd		Curb Extensions all corners	County/City	SRTS	43	
	Lynn Rd	Camino Dos Rios		High-visibility crosswalk (all)	County/City	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	
	Loop Dr W	County Boundary	Catalina Dr	Sidewalk on both sides	County	SRTS	43	
	Pinewood Ave	Tamarind St		High-visibility crosswalk (E)	County	SRTS	42	
	Michael Dr	Virginia Dr		High-visibility crosswalk (S)	County	SRTS	42	

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	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Doubletree Rd	Hollytree Dr		High-visibility crosswalk (all); crossing guard; encourage park and walk program	County	SRTS	42	
	Jenny Dr	Carl Ct		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	
	Lesser Dr	Rudman Dr		Curb Extensions (N,S)	County	SRTS	42	
	Lesser Dr	Jenny Dr		Stop bar (all)	County	SRTS	42	
	Lesser Dr	Jenny Dr		Curb Extensions all corners	County	SRTS	42	
	Jenny Dr	Louis Dr		High-visibility crosswalk (E)	County	SRTS	42	
	Jenny Dr	Henry Dr		High-visibility crosswalk (E)	County	SRTS	42	
TIER 3	Smoke Tree Ave	Sabra Ave		High-visibility crosswalk (S)	County	SRTS	42	
Ë	Debbie St	Lisa Ct		High-visibility crosswalk (N)	County	SRTS	41	
	Lois Ave	Verna Ave		High-visibility crosswalk (E)	County	SRTS	41	
	Gloria Dr	Rudman Dr		High-visibility crosswalk (S)	County	SRTS	41	
	Lynn Rd	Camino Manzanas		High-visibility crosswalk (W)	County/City	SRTS	41	
	Deerhill Rd	Bryndale Ave		High-visibility crosswalk (E)	County	SRTS	40	
	Santa Rosa Rd	Las Posas Rd		High-visibility crosswalk (N, W)	County	Network	40	
	Rockfield St	Lindero Canyon Rd		High-visibility crosswalk (all)	County/City	SRTS	40	
·	Las Posas Rd	Loop Dr		High-visibility crosswalk (all)	Non- County	Network	40	
	Hill Canyon Rd	Santa Rosa Rd	County Boundary	Class II	County	Network	40	
	Vista Grande	Rancho Vista Ct		High-visibility crosswalk (E)	County	SRTS	39	
	Vista Grande	Ridge Dr		High-visibility crosswalk (all)	County	SRTS	39	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Debbie St	Alice Dr		High-visibility crosswalk (N)	County	SRTS	39	
	Doubletree Rd	Falconview Ln		High-visibility crosswalk (W)	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	
	Ridge Dr	Summit Cl		High-visibility crosswalk (S)	County	SRTS	39	
	Vista Arroyo Dr	Alison Dr		High-visibility crosswalk (W)	County	SRTS	39	
	Vista Arroyo Dr	Ridge Dr		High-visibility crosswalk (S)	County	SRTS	39	
	Kitty St	Bella Dr		High-visibility crosswalk (all)	County	SRTS	39	
	Kitty St	Martha Dr		High-visibility crosswalk (S)	County	SRTS	39	
	Randy Dr	Alice Dr		High-visibility crosswalk (N)	County	SRTS	39	
R 3	Kitty St	Alice Dr		High-visibility crosswalk (N,E,W)	County	SRTS	39	
TIER	Frankie Dr	Ruth Dr		High-visibility crosswalk (W)	County	SRTS	39	
	Gloria Dr	Ruth Dr		High-visibility crosswalk (W)	County	SRTS	39	
	Gloria Dr	Gerst Dr		High-visibility crosswalk (S)	County	SRTS	39	
	Gloria Dr	Malat Dr		High-visibility crosswalk (S)	County	SRTS	39	
	Doubletree Rd	Bishopswood Ln		High-visibility crosswalk (N, S)	County	SRTS	39	
	Doubletree Rd	Pala Mesa Dr		High-visibility crosswalk (W)	County	SRTS	39	
	Theresa Dr	Dorena Dr		High-visibility crosswalk (N)	County	SRTS	39	
	Theresa Dr	Cathy Dr		High-visibility crosswalk (N)	County	SRTS	39	
	Theresa Dr	Devia Dr		High-visibility crosswalk (N)	County	SRTS	39	
	Michael Dr	Devia Dr		High-visibility crosswalk (S)	County	SRTS	39	
	Michael Dr	Dena Dr		High-visibility crosswalk (S)	County	SRTS	39	



	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Michael Dr	Henry Dr		High-visibility crosswalk (S)	County	SRTS	39	
	Michael Dr	Cay Ct		High-visibility crosswalk (S)	County	SRTS	39	
	Deerhill Rd	Poppyview Dr		High-visibility crosswalk (E,W)	County	SRTS	38	
	Lynn Rd	Camino Manzanas		Reduce corner radii (all)	County/City	SRTS	38	
	Calle Las Trancas	Camino Dos Rios	Cale Pecos	Sidewalk on both sides	County	Network	38	
	Catalina Dr	Mission Dr	Anacapa Dr	Sidewalk on S side	County	SRTS	38	
	Balcom Canyon Rd	State Route 118	Stockton Rd	Class II	County	Network	38	
	Dorena Dr	Bella Dr		High-visibility crosswalk (W)	County	SRTS	37	
Ī	Doubletree Rd	Eaglehaven Ln		High-visibility crosswalk (W)	County	Network	37	
	William Dr	Louis Dr		High-visibility crosswalk (N)	County	SRTS	37	
TIER 3	Jenny Dr	William Dr		High-visibility crosswalk (E)	County	SRTS	37	
빝	Gerald Dr	Henry Dr		High-visibility crosswalk (N)	County	SRTS	37	
	Vista Arroyo Dr	Saddleridge Ct		High-visibility crosswalk (W)	County	SRTS	36	
Ī	Doubletree Rd	Kanan Rd		Curb Extensions all corners	County	SRTS	36	
	Ridge Dr	Calvert Ct		High-visibility crosswalk (N)	County	SRTS	36	
	Debbie St	Shirley Dr		High-visibility crosswalk (E)	County	SRTS	36	
	Jenny Dr	Frankie Dr		High-visibility crosswalk (E)	County	SRTS	36	
	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	
	Jenny Dr	Gloria Dr		High-visibility crosswalk (E)	County	SRTS	34	
	Borchard Rd	Theresa Dr		Curb Extensions all corners	County/City	SRTS	33	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Gerald Dr	Jeanne Ct		High-visibility crosswalk (N)	County	SRTS	32	
83		Vista Arroyo Dr	Vista Grande	Sidewalk on S side with guardrail	County	SRTS	31	
TIER	Gerald Dr	Ben Ct		High-visibility crosswalk (N)	County	SRTS	29	
	Gerald Dr	Jenny Dr		High-visibility crosswalk (W)	County	SRTS	29	



Table 11 / Overall Prioritization by District- District 3

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	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***
	Alvarado St	Collins St	Helsam Ave	Sidewalk on both sides	County	SRTS	78	\$214,972
	Rose Ave	Central Ave	State Route 118	Class IIb	County	SRTS	73	\$4,180,000**
	Cortez St	Corsicana Dr	South boundary of Rio Plaza Elementary	Sidewalk on E side	County	SRTS	72	\$24,852
	Howe Rd	Torrey Rd	Torrey Rd	Class II	County	Network	72	\$227,000*
	Torrey Rd	Guiberson Rd	Howe Rd	Class II	County	Network	71	\$870,000*
	Helsam Ave/ George St	Alvarado St	Simon Way	Sidewalk (priority S, E side)	County	SRTS	70	\$152,661
TIER 1	Santa Paula Branch Line	West Community Limit	East Community Limit	Class I	County	SRTS	70	
	Rose Ave	Corsicana Dr	Simon Way	Class IIb	County	SRTS	68	
·	Simon Way	Minna St		High-visibility crosswalk (N, S)	County	SRTS	67	\$12,750
	Simon Way	Balboa St		Curb Extensions all corners	County	SRTS	67	\$255,000
	Center St	Via Fustero	Orchard St	Sidewalk on both sides	County	SRTS	67	\$36,075
	Via Fustero	Main St	Church St	Sidewalk on E side	County	SRTS	67	\$169,455
	Camulos St	Church St	Main St	Sidewalk on both sides	County	SRTS	67	\$51,246
	Will Ave	Balboa St	George St	Sidewalk on both sides	County	SRTS	67	\$140,160
	Simon Way	State Route 232		Bus shelter and trash cans	Non- County	SRTS; FLM	65	\$38,250
	Simon Way	State Route 232		Wayfinding signage	Non- County	SRTS; FLM	65	\$1,084

^{*}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	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Simon Way	State Route 232		Bike racks (N)	Non- County	SRTS; FLM	65	\$10,200
	Via Fustero	Pedestrian path connects to the south side of Piru Train Depot		RRFB	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		Curb Extensions (E,W)	County	SRTS	65	
	Center St	Orchard St		High-visibility crosswalk (all)	County	SRTS	64	
	Simon Way	Citrus St		High-visibility crosswalk (N, S, E)	County	SRTS	64	
	Stroube St	State Route 232	Rose Ave	Sidewalk on both sides	County	SRTS	64	
R 1	Guiberson Rd	Chambersburg Rd	Torrey Rd	Class II	County	Network	64	
TIER	Main St	981 N Main St		RRFB	County	Network	63	\$76,500
	Main St	981 N Main St		High-visibility midblock crosswalk	County	Network	63	\$6,375
	Center St	Main St		High-visibility crosswalk (all)	County	SRTS	62	
	Walnut Dr	Cortez St		RRFB	County	SRTS	62	
	Camulos St	Church St		High-visibility crosswalk (E)	County	SRTS	62	
	Walnut Dr	Cortez St		Curb Extensions all corners	County	SRTS	62	
	Stroube St	Jourdan St		High-visibility crosswalk (N)	County	SRTS	62	
	Rose Ave	Simon Way		High-visibility crosswalk (S, W)	County	SRTS	62	
	Balboa St	Simon Way	End of Street	Sidewalk on E side	County	SRTS	62	
	George St	Simon Way	End of street	Sidewalk on both sides	County	SRTS	62	

^{*}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	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Alvarado St	Helsam Ave	County Boundary	Class III	County	SRTS	62	
	Foothill Rd	Wells Rd	Aliso Cyn Rd	Class IIb	County	Network	62	\$3,820,000**
	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	
	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	
	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	
	Rose Ave	Stroube St		Curb Extensions (NW, SW)	County/City	SRTS	60	
	Orchard St	Class I bike path		High-visibility midblock crosswalk	County	SRTS	60	
H H K	Orchard St	Class I bike path		Curb Extensions (E,W)	County	SRTS	60	
	Alvarado St	County boundary	Collins St	Sidewalk on W side	County	SRTS	60	
	Helsam Ave	Balboa St	Alvaarado St	Sidewalk on both sides	County	SRTS	60	
	Salem Ave	Balboa St	George St	Sidewalk on both sides	County	SRTS	60	
	Lemar Ave	Balboa St	George St	Sidewalk on both sides	County	SRTS	60	
	Main St	Market St	Center St	Sidewalk on E side	County	SRTS	60	
	State Route 118	SCRT	Santa Clara Ave	Class I	Non- County	Network	60	
	State Route 232	County Boundary	State Route 118	Class IIb	Non- County	SRTS	60	
	Cortez St	Orange Dr		High-visibility crosswalk (all)	County	SRTS	59	
	Cortez St	Stroube St		RRFB	County	SRTS	59	
	Cortez St	Collins St		High-visibility crosswalk (all)	County	SRTS	59	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Cortez St	Stroube St		Curb Extensions all corners	County	SRTS	59	
	Stroube St	Alvarado St		RRFB	County	SRTS	59	
	Center St	Via Fustero		High-visibility crosswalk (S)	County	SRTS	59	
	Friedrich Rd	Santa Clara Ave	Friedrich Rd (334 Feet East of Almond Dr)	Class III	County	Network	59	
	Center St	Orchard St		Curb Extensions all corners	County	SRTS	58	
	Main St	Savannah Ln		High-visibility crosswalk (E)	County	Network	58	
	Main St	State Route 126	Via Fustero	Sidewalk on both sides of street where missing	County	SRTS	58	
	Cortez St	Helsam Ave		High-visibility crosswalk (E)	County	SRTS	57	
	Corsicana Dr	Cortez St		High-visibility crosswalk (S, E, W)	County	SRTS	57	
	Cortez St	Walnut Dr		Traffic Circle	County	SRTS	57	
TIER 1	Walnut Dr	Cortez St		High-visibility croswalk (all)	County	SRTS	57	
۲	Simon Way	Elaine St		Curb Extensions (NW, NE)	County	SRTS	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	
	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		Wayfinding signage	County	SRTS; FLM	57	
	Simon Way	Cortez St		Wayfinding signage (S)	County	SRTS; FLM	57	
	Simon Way	Cortez St		Wayfinding signage (N)	County	SRTS; FLM	57	

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Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
Simon Way	Cortez St		Bike racks (S)	County	SRTS; FLM	57	
Simon Way	Cortez St		Bike racks (N)	County	SRTS; FLM	57	
Orchard St	Class I bike path		RRFB	County	SRTS	57	
Stroube St	Alvarado St		High-visibility crosswalk (W)	County	SRTS	57	
Walnut Dr	Balboa St		Curb Extensions all corners	County	SRTS	57	
Walnut Dr	Balboa St		High-visibility crosswalk (all)	County	SRTS	57	
Cortez St	Salem Ave		High-visibility crosswalk (E)	County	SRTS	57	
Simon Way	Rene St		Curb Extensions (NW, NE)	County	SRTS	57	
Balboa St	Corsicana Dr		High-visibility crosswalk (all)	County	SRTS	57	
Alvarado St	Helsam Ave		High-visibility crosswalk (S)	County	SRTS	57	
Stroube St	Alvarado St		Curb Extensions all corners	County	SRTS	57	
Simon Way	Cortez Street		Curb Extensions all corners	County	SRTS	57	
Simon Way	Rene St		RRFB	County	SRTS	57	
Center St	Warring Canyon Rd		High-visibility crosswalk (E)	County	SRTS	57	
Center St	Waring Canyon Rd		Advance yield markings (E,W)	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	
State Route 118	Los Angeles Ave	County Boundary	Class I	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	
Camulos St	Main St		RRFB	County	SRTS	56	
Orchard St	Market St	Main St	Sidewalk on both sides	County	SRTS	56	

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Balboa St	Corsicana Dr	Helsam Ave	Sidewalk on both sides	County	SRTS	56	
	Cortez St	Stroube St	Corsicana Dr	Sidewalk on both sides	County	SRTS	56	
	Santa Clara Ave	Friedrich Rd	County Boundary	Class IIb	County	Network	56	
TIER 1	Center St	Church St		Remove crosswalk at west leg (goes straight into driveway); Move crosswalk to east leg	County	SRTS	55	
	Rose Ave	Walnut Dr		Curb Extensions (NW, SW)	County/City	SRTS	55	
	Center St	Class I bike path near Piru Square		Curb Extensions (N,S)	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	
	Central Ave	School driveway		High-visibility crosswalk (W)	County	SRTS	54	
	Stroube St	Balboa St		High-visibility crosswalk (E, W)	County	SRTS	54	
	Central Ave	School driveway		Advance yield markings (E,W)	County	SRTS	54	
2	Cortez St	Near Helsam Ave		Speed bumps or chicanes	County	SRTS	54	
TIER 2	Cortez St	Stroube St		High-visibility crosswalk (N, W, E)	County	SRTS	54	
	Alvarado St	Walnut Dr		Bus shelter, bench, timetable information, trash cans	County	SRTS; FLM	54	
	Alvarado St	Walnut Dr		Bus shelter, bench, timetable information, trash cans	County	SRTS; FLM	54	
	Walnut Dr	Alvardo St		RRFB	County	SRTS	54	



	Recommendation		- 10.	Recommendation		Other		
	Street	Start Street	End Street	Type Curb Extensions	Jurisdiction	Lists	Score	Cost Estimate
	Walnut Dr	Citrus St		all corners	County	SRTS	54	
	Walnut Dr	Alvardo St		High-visibility crosswalk (N, S)	County	SRTS	54	
	Walnut Dr	Citrus St		High-visibility croswalk (all)	County	SRTS	54	
	Stroube Street	Balboa St		All way stop	County	SRTS	54	
	Alvarado St	Collins St		Conduct neighborhood traffic calming, evaluation needed	County	SRTS	54	
	Alvarado St	Collins St		High-visibility crosswalk (N, W)	County	SRTS	54	
	Main St	Orchard St	970' n/o Orchard St	Sidewalk on both sides	County	SRTS	54	
	Torrey Rd	Howe Rd	Telegraph Rd	Class II	County	Network	54	\$581,000**
	Citrus St	Orange Dr	Corsicana Dr	Sidewalk on both sides	County	SRTS	53	
TIER 2	Alvarado St	Collins St		Bike racks	County	SRTS; FLM	52	
F	Alvarado St	Collins St		Bike racks	County	SRTS; FLM	52	
	Balboa St	Walnut Dr		Bike racks	County	SRTS; FLM	52	
	Balboa St	Walnut Dr		Bike racks	County	SRTS; FLM	52	
	Center St	Class I bike path near Piru Square		RRFB	County	SRTS	52	
	Cortez St	Simon Way	End of Street	Sidewalk on E 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	
	Alvarado St	Walnut Dr		Wayfinding signage	County	SRTS; FLM	51	
	Alvarado St	Collins St		Wayfinding signage	County	SRTS; FLM	51	
	Rose Ave	Walnut Dr		Right-in, Right-out (RIRO) Pork Chop	County/City	SRTS	51	

^{*}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) OVERALL PRIORITIZATION BY DISTRICT- DISTRICT 3 /

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Friedrich Rd	Santa Clara Ave	Almond Dr	Sidewalk on S side; widen existing sidewalk or remove obstructions	S side; widen existing sidewalk or remove obstructions		51	
	Temescal St	Camulos St	Market St	Sidewalk on both sides	County	SRTS	51	
	State Route 232	Juvenile Center		High-visibility crosswalk (N, S, W)		Network	50	
	Nyeland Ave	Ventura Blvd		Bike racks County		FLM	50	
	Main St	Citrus View Dr		High-visibility crosswalk (E)	County	SRTS	50	
	Santa Clara Ave	Friedrich Rd		High-visibility crosswalk (S, E)	County	Network	49	
	Central Ave	Strickland Dr		High-visibility crosswalk (W)	County	SRTS	49	
	Central Ave	School driveway		Curb Extensions (SW)	County	SRTS	49	
7	Simon Way	Citrus St		Curb Extensions all corners	County		49	
TIER	Alvarado St	Walnut Dr		Bike racks	County	SRTS; FLM	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	
	Main St	Sacramento St		High-visibility crosswalk (E)	County	Network	48	
	Balboa St	Stroube St	Corsicana Dr	Sidewalk on both sides	County	SRTS	48	
	Orange Dr	Ventura Blvd	Friedrich Rd	Sidewalk on both sides	County	Network	48	
	Santa Clara Ave	Eucalyptus Dr		High-visibility crosswalk (S)	County	Network	47	
	Central Ave	Between Vineyard and Rose		Curb extensions (S midblock)	County	SRTS	47	
	Telegraph Rd	Toland Rd		RRFB	County	SRTS	47	
	Santa Clara Ave	Central Ave		High-visibility crosswalk (all)	County	Network	47	
	Pleasant Valley Rd	State Route 1		High-visibility crosswalk (S)	Non- County	SRTS	47	



	Recommendation			Recommendation		Other		
	Street	Start Street	End Street	Туре	Jurisdiction	Lists	Score	Cost Estimate
	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	
	Main St	Orchard St	Telegraph Rd	Class II	County	SRTS	47	
	Santa Clara River Trail	State Route 118	Pacific Ocean	Class I	County	Network	47	
	Friedrich Rd	Nyeland Ave		High-visibility crosswalk (S, W)	County	Network	46	
	Stroube Street	Balboa St		Curb Extensions all corners	County	SRTS	46	
	Eucalyptus Dr	Santa Clara Ave	Nyeland Ave	Sidewalk on both sides	County	Network	46	
	Center St	Railroad tracks	Via Fustero	Sidewalk on N side	County	SRTS	46	
	Center St	Bridge	End of Street	Class II	County	SRTS	46	
33	Sturgis Rd	County Boundary	Pleasant Valley Rd	Class II	County	Network	46	\$2,700,000**
TIER 3	Pleasant Valley Rd	Airport Way		High-visibility crosswalk (all)	County	SRTS	45	
	Foothill Rd	Wells Rd		Reflective Edge Markers	County	Network	45	
	Channel Islands Blvd	Rice Ave		Reflective Edge Markers	County	Network	45	
	Center Sr	Orchard St	State Route 126	Sidewalk on both sides of street where missing	County	SRTS	45	
	Cummings Rd	Foothill Rd	Telegraph Rd	Class II	County	Network	45	
	Friedrich Rd	Orange Dr		High-visibility crosswalk (S)	County	Network	44	
	Friedrich Rd	Nyeland Ave		Wayfinding sign and time table info	County	FLM	44	
	Friedrich Rd	Nyeland Ave		Bike racks (S)	County	FLM	44	
	Nyeland Ave	Eucalyptus Dr		High-visibility crosswalk (N, W, S)	County	Network	44	
	Telegraph Rd	Briggs Rd		Pedestrian signal and push buttons	County	SRTS	44	

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^{**}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	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Central Ave	Between Vineyard and Rose		Advance yield markings (E,W)	County	SRTS	44	
	Nyeland Ave	Ventura Blvd		High-visibility crosswalk (N)	County/City	Network	44	
	Friedrich Rd	Almond Dr		High-visibility crosswalk (S)	County	Network	43	
	Bradley Rd/ Balcom Canyon Rd	State Route 118	Stockton Rd	Class II	County	Network	43	
	Central Ave	State Route 232		High-visibility crosswalk (N, E)	Non- County	Network	42	
	Eucalyptus Ave	Nyeland Ave		Wayfinding sign and time table info	County	FLM	42	
	Nyeland Ave	Eucalyptus Ave		Bike racks	County	FLM	42	
8	Las Posas Rd	Mission Dr		High-visibility crosswalk (all)	Non- County	Network	41	
TIER	Telegraph Rd	Briggs Rd		High-visibility crosswalk (S, W)	County	SRTS	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	
	Briggs Rd	Telegraph Rd	Faulkner Rd	Class IIb	County	SRTS	40	
	Pleasant Valley Rd	Eubanks St		High-visibility crosswalk (N, W)	County	SRTS	39	
	Eucalyptus Dr	Nyeland Ave		Curb Extensions (NW,SW)	County	Network	39	
	Nyeland Ave	Ventura Blvd	Friedrich Rd	Sidewalk on both sides (E side priority); Improves FLM access	County	Network	38	
	Briggs Rd	Telegraph Rd	Foothill Rd	Class II	County	SRTS	37	



Table 12 / Overall Prioritization by District- District 4

	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Moorpark Rd	Santa Rosa Rd	Tierra Rejada Rd	Class IIb	County	Network	73	
_	Tierra Rejada Rd	County Boundary	County Boundary	Class IIb	County	Network	69	
TER ,	Read Rd	Moorpark Rd	Sunset Valley Rd	Class II	County	Network	67	\$625,000*
	Katherine Rd	County Boundary	County Boundary	Class III	County	SRTS	55	
	Santa Susana Pass Rd	Katherine Rd	Box Canyon Rd	Class II	County	SRTS	55	
	Felix Ave	Township Ave	Walnut Ave	Class III	County	SRTS	50	
R 2	Flood St	Lemon Dr	Felix Ave	Class III	County	SRTS	50	
TIER	Sunset Valley Rd	Read Rd	Tierra Rejada Rd	Class II	County	Network	47	
	Box Canyon Rd	Santa Susana Pass Rd	County Boundary	Class IIb	County	Network	45	
	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	
	Katherine Rd	Sylvan Dr	Railroad tracks	DG path along park	County	SRTS	44	
TIER 3	Hitch Blvd	Dalaway Dr		High-visibility crosswalk (N, E)	County	Network	43	
F	Hitch Blvd	State Route 118	End of Street	Class II	County	SRTS	43	
	Carmel Dr	Cut-through		Install lighting at path entrance leading to school	County	SRTS	42	
	Capri Dr	30' w/o Sinaloa Rd	End of Street	Sidewalk on at least one side	County	SRTS	42	
	Felix Ave	Flood St		High-visibility crosswalk (W)	County	SRTS	39	

^{*}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	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Hitch Blvd	Citrus Dr		High-visibility crosswalk (N, W)	County	Network	38	
	Carmel Dr	Capri Dr		High-visibility crosswalk (all)	County	SRTS	37	
	Royal Ave	Sinaloa Rd		High-visibility crosswalk (all)	Non- County	SRTS	36	
	Capri Dr	Sinaloa Rd		High-visibility crosswalk, and upgraded ADA sidewalks (move poles in center of sidewalk)	County/City	SRTS	35	
	Carmel Dr	Capri Dr		Signage directing people to the pedestrian path on Carmel Drive which leads to the school	County	SRTS; FLM	34	
R 3	Capri Dr	Sinaloa Rd		Curb Extensions (NW, NS)	County/City	SRTS	34	
TIER	Hacienda Dr	Capri Dr		High-visibility crosswalk (all)	County	SRTS	34	
	Carmel Dr	Capri Dr		High-visibility crosswalk (all)	County	SRTS	34	
	Cadiz Dr	Capri Dr		High-visibility crosswalk (all)	County	SRTS	34	
	Cadiz Dr	Entire length		Sidewalk on at least one side	County	SRTS	34	
	Carmel Dr	Entire length		Sidewalk on at least one side, connects to school entrance path in northwest	County	SRTS	33	
	Capri Dr	Sinaloa Rd		RRFB	County/City	SRTS	31	
	Felix Ave	Township Ave		High-visibility crosswalk (N)	County/City	SRTS	30	
	Hacienda Dr	Entire length		Sidewalk on at least one side	County	SRTS	30	



Table 13 / Overall Prioritization by District- District 5

			•					
	Recommendation Street	Start Street	End Street	Recommendation Type	Jurisdiction	Other Lists	Score	Cost Estimate
	Potrero Road West	Old Hueneme Rd	Oxnard St	Class II	County	Network	76	\$1,180,000*
	Hueneme Rd	County Boundary	Lewis Rd	Class IIb	County	Network	72	
	Laguna Rd	Wood Rd	Lewis Rd	Class II	County	Network	66	\$4,460,000**
	Pleasant Valley Rd	State Route 1	Las Posas Rd	Class IIb	County	SRTS	65	
TIER 1	Las Posas Rd	Pleasant Valley Rd	State Route 1	Class IIb	County	SRTS	65	
_	Roosevelt Blvd	Melrose Dr		High-visibility crosswalk (all)	County	Network	62	\$25,500
	Laguna Rd	Pleasant Valley Rd	Wood Rd	Class II	County	Network	56	
	Roosevelt Blvd	Melrose Dr		Roundabout	County	Network	55	
	W 5th St	County Boundary	County Boundary	Class IIb	County	Network	55	
	Ocean Dr	End of Street	County Boundary	Class III	County	SRTS	54	
	Island View Ave	Sawtelle Ave	Victoria Ave	Class III	County	Network	54	
	Callegas Creek Rd	Laguna Rd	County Boundary	Class I	County	Network	53	
	Los Altos St	Ocean Dr		Curb Extensions all corners	County	SRTS	52	
R 2	Sunset Ln	Channel Islands Blvd	Harbor Blvd	Class II	County	SRTS	51	
TIER	Los Altos St	Sunset Ln		Curb Extensions (N, W)	County/City	SRTS	49	
	Channel Islands Blvd	Ocean Dr		High-visibility crosswalk (all)	County	SRTS	47	
	Olds Rd	Walden St		High-visibility crosswalk (W)	County/City	SRTS	47	
	La Brea St	Ocean Dr		High-visibility crosswalk (N, E)	County	SRTS	47	
	Los Altos St	Ocean Dr		High-visibility crosswalk (all)	County	SRTS	47	

^{*}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			Recommendation		Other		
	Street	Start Street	End Street	Туре	Jurisdiction	Lists	Score	Cost Estimate
	Hueneme Rd	Rice Ave		Speed feedback signage	County	Network	45	
	Ocean Dr	Los Feliz St		High-visibility crosswalk (N, E)	County	SRTS	44	
	Ocean Dr	La Crescenta St		High-visibility crosswalk (N, E)	County	SRTS	44	
	Sunset Ln	Los Feliz St		High-visibility crosswalk (N, W)	County/City	SRTS	44	
	Los Altos St	Sunset Ln		High-visibility crosswalk (W)	Non- County	SRTS	43	
	Ocean Dr	Sawtelle Ave	San Nicolas Ave	Sidewalk on W side	County	Netwo	43	
	Olds Rd	Walden St		Curb Extensions (NW, SW)	County	SRTS	42	
R 3	Channel Islands Blvd	Ocean Dr		Curb Extensions all corners	County	SRTS	42	
TIER	Channel Islands Blvd	Sunset Ln		Curb Extensions all corners	County/City	SRTS	42	
	La Brea St	Sunset Ln		High-visibility crosswalk (N, W)	County/City	SRTS	38	
	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	
	Laguna Rd	Laguna Rd		Reflective Edge Markers	County	Network	32	
	Laguna Rd	Las Posas Rd		Overhead flashing red beacon	County	Network	32	
	Olds Rd	Sanford St		Curb Extensions (NW, SW)	County/City	SRTS	30	
	Olds Rd	Sanford St		High-visibility crosswalk (W)	County/City	SRTS	25	



VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION DISTRICT 1

PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations High Visibility Crosswalk **◎●◎◎●●●●●◎** A 0 Traffic Calming **Curb Extension** • Pedestrian Island Signals Striping Bus Pull-Out Bike Racks **Bus Shelter** Roundabout Recommended Sidewalks Bike Recommendations Shared-Use Path (Class I) Bike Route (Class III) Separated Bikeway (Class IV) DESTINATIONS + BOUNDARIES District 2 District 3 District 4 District 5

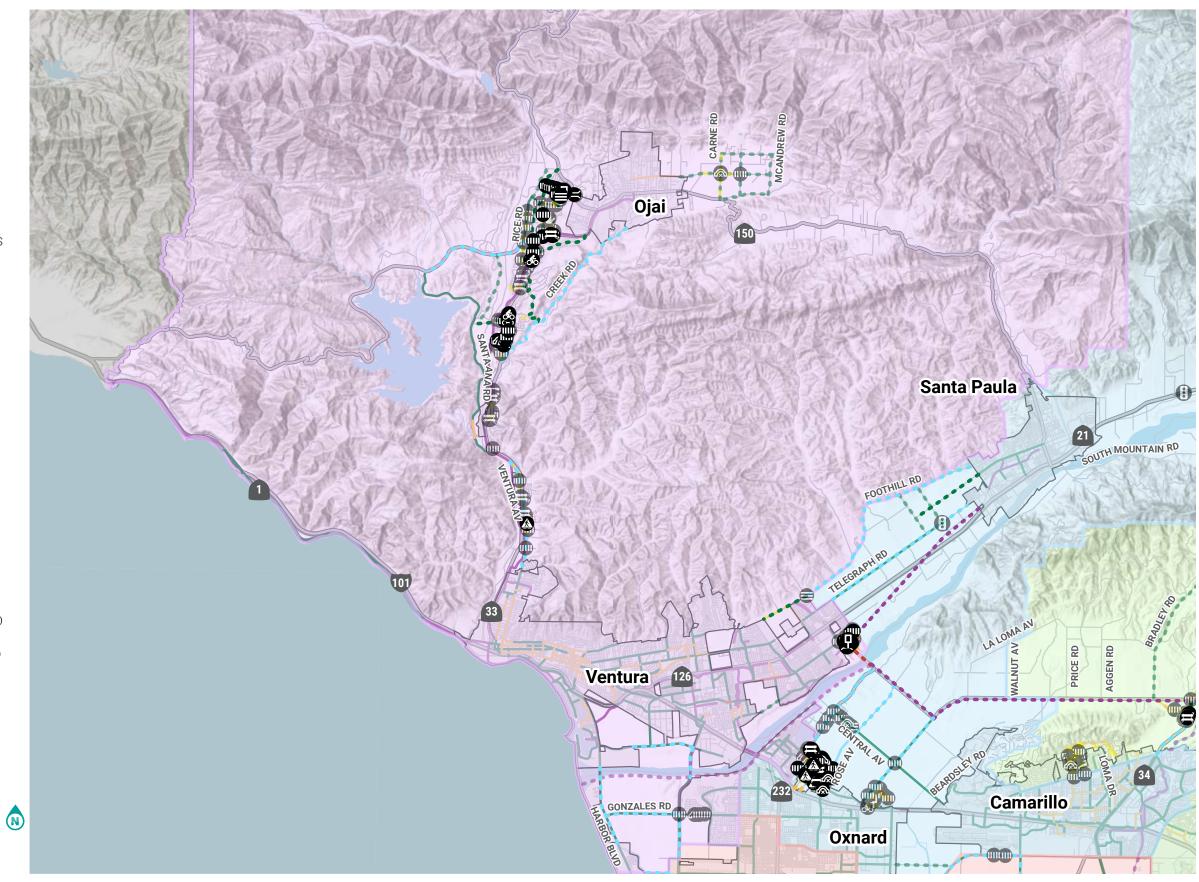
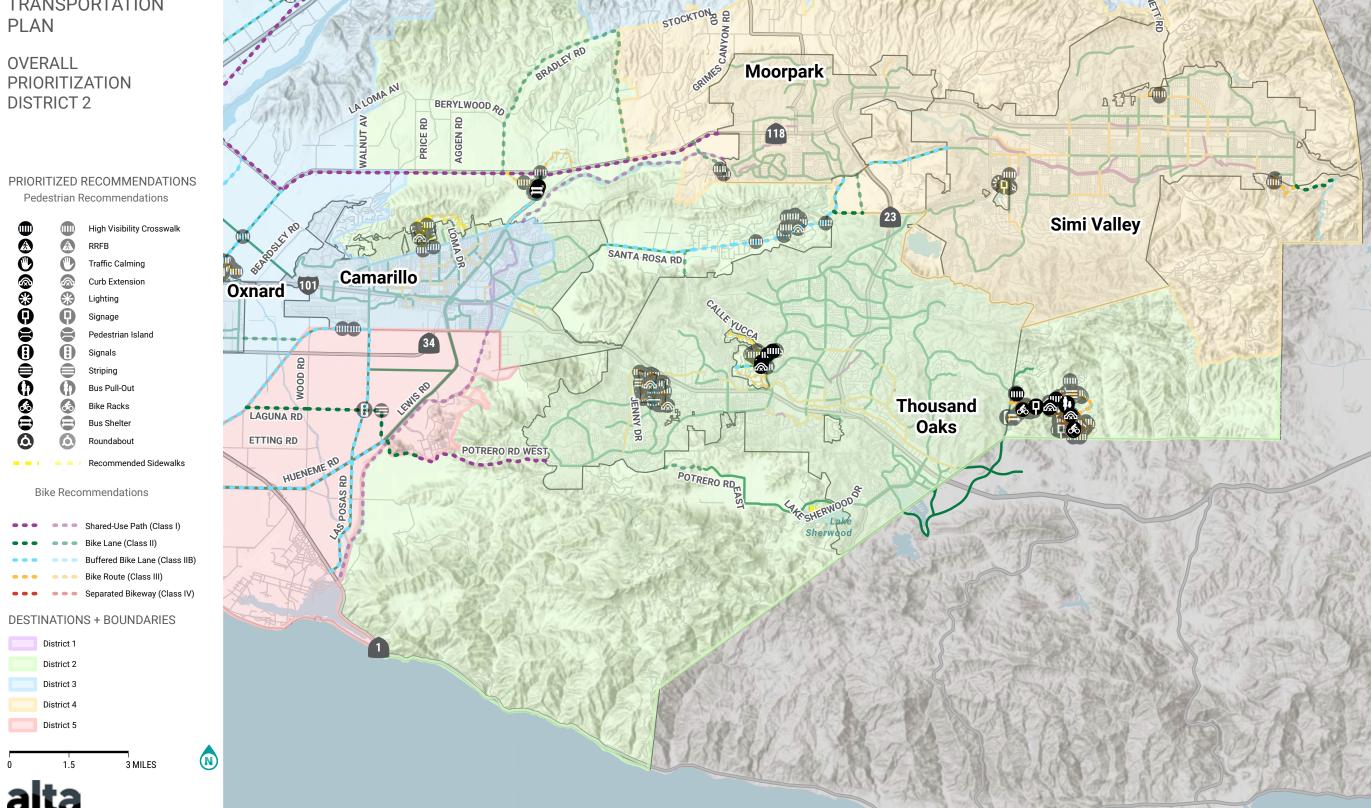


Figure 110 / Overall Prioritization- District 2

Santa Paula

VENTURA COUNTY ACTIVE TRANSPORTATION PLAN





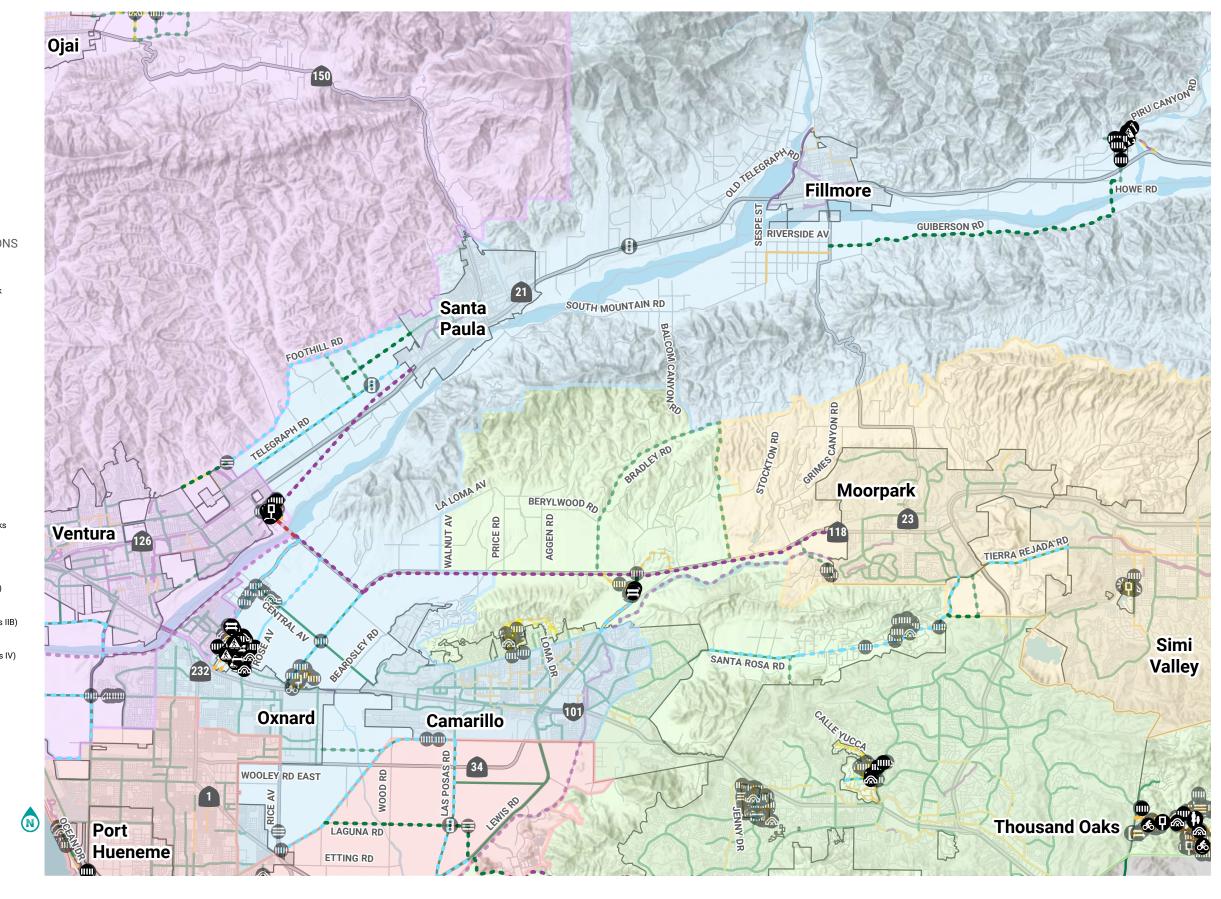
VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION DISTRICT 3

PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations High Visibility Crosswalk **◎●◎●●●●●◎** Â Traffic Calming Curb Extension Lighting **(1)** Signage Pedestrian Island **(i)** Signals Striping Bus Pull-Out Bike Racks **Bus Shelter** Roundabout Recommended Sidewalks Bike Recommendations Buffered Bike Lane (Class IIB) Bike Route (Class III) Separated Bikeway (Class IV) **DESTINATIONS + BOUNDARIES** District 1 District 2 District 3 District 4 District 5

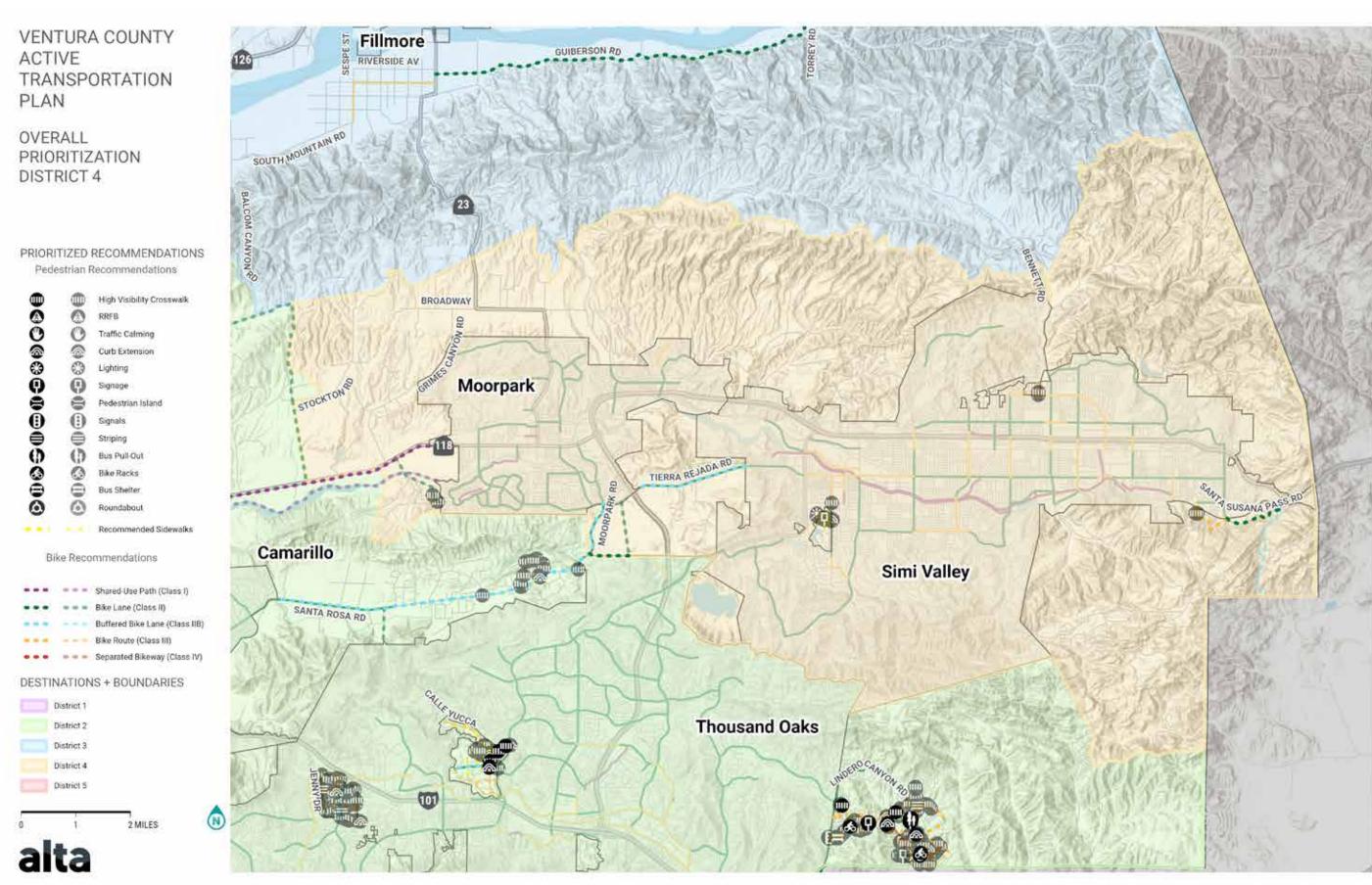
3 MILES

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463

Figure 112 / Overall Prioritization - District 4



465

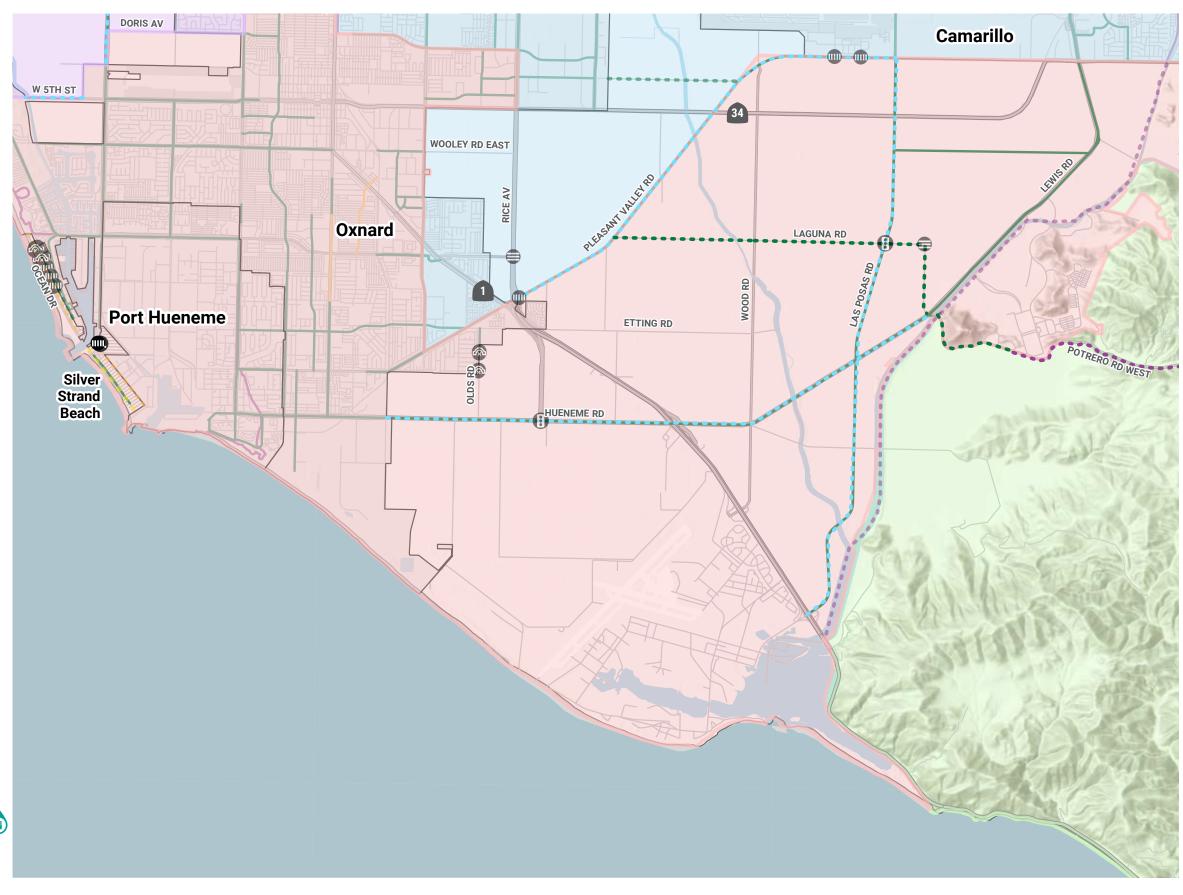


VENTURA COUNTY ACTIVE TRANSPORTATION PLAN

OVERALL PRIORITIZATION DISTRICT 5

PRIORITIZED RECOMMENDATIONS Pedestrian Recommendations **80088748878** High Visibility Crosswalk A Traffic Calming **A** Curb Extension Lighting **(1)** Signage Pedestrian Island Signals Striping Bus Pull-Out Bike Racks Bus Shelter Roundabout Recommended Sidewalks Bike Recommendations Buffered Bike Lane (Class IIB) Bike Route (Class III) Separated Bikeway (Class IV) DESTINATIONS + BOUNDARIES District 1 District 2 District 3 District 4 District 5 1.5 MILES

alta



/ Cost Estimates

Planning level cost estimates were completed for select recommended projects in this Plan. Bicycle cost estimates were previously completed in 2020 in the County Category C Bikelanes Feasibility Study. The Study created cost estimates from projects in VCTC's Wayfinding Plan and the County Bikeway Circulation Plan. This Study included right-of-way costs for each bicycle project; however, the right-of-way costs were removed from the bicycle cost estimates in this Plan due to cost fluctuation. The bicycle cost estimates included in this Plan show estimated construction costs, environmental process costs (PR/ED), design costs (PS&E Support) and construction administration costs.

Table 14 shows the cost estimates for the projects included in the Category C Study and three additional bicycle cost estimates that were created for this Plan to complete the estimate list for the top ten prioritized active transportation projects in the County's jurisdiction.

This Plan does include cost estimates for the top 10 prioritized pedestrian projects in each prioritization category. These cost estimates are planning level and are subject to change due to factors like inflation, or if a project is implemented in conjunction with other road improvements. Future studies will determine the final cost estimate of each project prior to its implementation. Like the bicycle estimates, these pedestrian cost estimates (**Table 15**) include construction costs, environmental process costs, design costs, and construction administration costs.



Table 14 / Bicycle Cost Estimates

Street	Start Street	End Street	Cost Estimate
Potrero Road West	Old Hueneme Rd	Oxnard St	\$1,180,000*
Santa Rosa Rd	Las Posas Rd	Moorpark Rd	\$552,000*
Rose Ave	Central Ave	State Route 118	\$4,180,000**
Howe Rd	Torrey Rd	Torrey Rd	\$227,000*
Torrey Rd	Guiberson Rd	Howe Rd	\$870,000*
Santa Rosa Rd	Yucca Dr	Glenside Ln	\$307,000*
Read Rd	Moorpark Rd	Sunset Valley Rd	\$625,000*
Laguna Rd	Wood Rd	Lewis Rd	\$4,460,000**
Foothill Rd	Wells Rd	Aliso Cyn Rd	\$3,820,000**
Santa Paula Street	Cummings Rd	Peck Rd	\$3,640,000**
Santa Rosa Rd	Glenside Ln	Las Posas Rd	\$184,000*
Foothill Rd	1166e Petit Ave	Wells Rd	\$1,850,000**
Torrey Rd	Howe Rd	Telegraph Rd	\$581,000**
Potrero Rd East	County Boundary (3605 Feet East of Wendy Dr)	Hidden Vly Rd	\$7,900,000**
Sturgis Rd	County Boundary	Pleasant Valley Rd	\$2,700,000**
Telegraph Rd	County Boundary	County Boundary	\$2,053,505***
Olivas Park Dr	County Boundary	County Boundary	\$387,432***
Victoria Ave	Gonzales Rd	County Boundary	\$552,636***

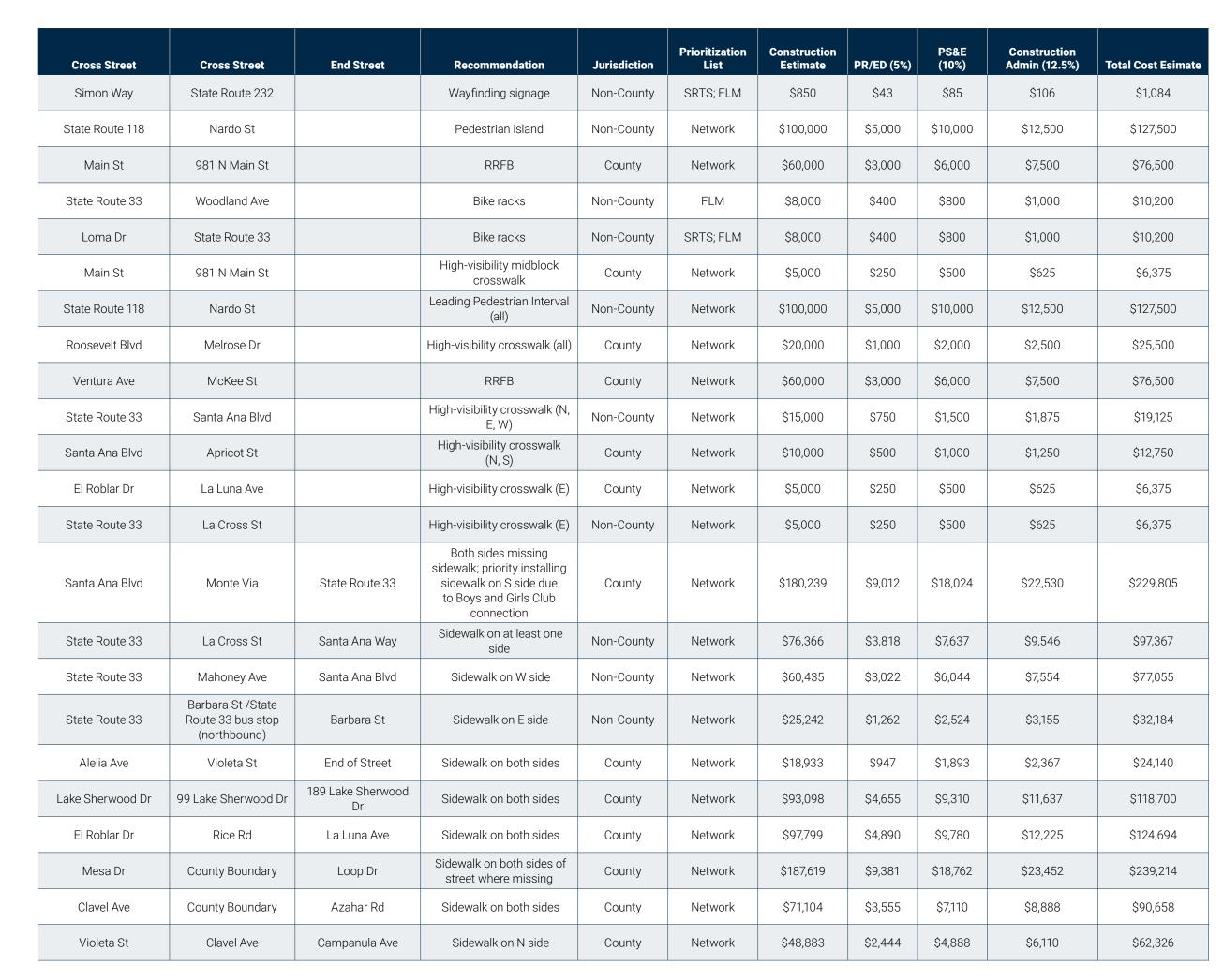
^{*}Project estimates are based on County estimates dated 6/1/19 with ENR Construction Cost Index (20 Cities) applied (9/25/23)

^{**}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)

Table 15 / Pedestrian Cost Estimates

Cross Street	Cross Street	End Street	Recommendation	Jurisdiction	Prioritization List	Construction Estimate	PR/ED (5%)	PS&E (10%)	Construction Admin (12.5%)	Total Cost Esimate
El Roblar Dr	Lomita Ave		Bike racks (N)	County	SRTS; FLM	\$8,000	\$400	\$800	\$1,000	\$10,200
Alvarado St	Collins St	Helsam Ave	Sidewalk on both sides	County	SRTS	\$168,605	\$8,430	\$16,861	\$21,076	\$214,972
El Roblar Dr	Alvarado St		High-visibility crosswalk (N, S)	County	SRTS	\$10,000	\$500	\$1,000	\$1,250	\$12,750
El Roblar Dr	Lomita Ave		Wayfinding signage	County	SRTS; FLM	\$850	\$43	\$85	\$106	\$1,084
Cortez St	Corsicana Dr	South boundary of Rio Plaza Elementary	Sidewalk on E side	County	SRTS	\$19,492	\$975	\$1,949	\$2,436	\$24,852
El Roblar Dr	Lomita Ave		Bike racks (S)	County	SRTS; FLM	\$8,000	\$400	\$800	\$1,000	\$10,200
Helsam Ave/George St	Alvarado St	Simon Way	Sidewalk on (priority S, E side)	County	SRTS	\$119,734	\$5,987	\$11,973	\$14,967	\$152,661
El Roblar Dr	Encinal Ave		High-visibility crosswalk (all)	County	SRTS	\$20,000	\$1,000	\$2,000	\$2,500	\$25,500
El Roblar Dr	Padre Juan Ave		High-visibility crosswalk (N, S)	County	SRTS	\$10,000	\$500	\$1,000	\$1,250	\$12,750
El Roblar Dr	Lomita Ave		Wayfinding signage	County	SRTS; FLM	\$850	\$43	\$85	\$106	\$1,084
Padre Juan Ave	Lomita Ave	El Roblar	Sidewalk on both sides	County	SRTS	\$195,495	\$9,775	\$19,549	\$24,437	\$249,256
Padre Juan Ave	Mesa Dr		High-visibility crosswalk (all)	County	SRTS	\$20,000	\$1,000	\$2,000	\$2,500	\$25,500
Simon Way	Balboa St		Curb Extensions all corners	County	SRTS	\$200,000	\$10,000	\$20,000	\$25,000	\$255,000
Via Fustero	Main St	Church St	Sidewalk on E side	County	SRTS	\$132,906	\$6,645	\$13,291	\$16,613	\$169,455
Will Ave	Balboa St	George St	Sidewalk on both sides	County	SRTS	\$109,930	\$5,496	\$10,993	\$13,741	\$140,160
Camulos St	Church St	Main St	Sidewalk on both sides	County	SRTS	\$40,193	\$2,010	\$4,019	\$5,024	\$51,246
Camino Flores	Paseo Del Robledo	Camino Dos Rios	Sidewalk on both sides	County	SRTS	\$36,895	\$1,845	\$3,690	\$4,612	\$47,041
Center St	Via Fustero	Orchard St	Sidewalk on both sides	County	SRTS	\$28,294	\$1,415	\$2,829	\$3,537	\$36,075
Simon Way	Minna St		High-visibility crosswalk (N, S)	County	SRTS	\$10,000	\$500	\$1,000	\$1,250	\$12,750
El Roblar Dr	La Luna Ave	Lomita Ave	Sidewalk on N side	County	SRTS	\$222,427	\$11,121	\$22,243	\$27,803	\$283,594
Simon Way	State Route 232		Bus shelter and trash cans	Non-County	SRTS; FLM	\$30,000	\$1,500	\$3,000	\$3,750	\$38,250
Rice St	State Route 34		Bus shelter, bench, timetable information, trash cans	Non-County	SRTS; FLM	\$30,000	\$1,500	\$3,000	\$3,750	\$38,250
Simon Way	State Route 232		Bike racks (N)	Non-County	SRTS; FLM	\$8,000	\$400	\$800	\$1,000	\$10,200









/ Complete Streets

Complete Streets 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 public gathering spaces equitably placed throughout the unincorporated County. This chapter can provide context-sensitive design guidance for private developers and County staff when making improvements to existing streets or when new roadways are designed and constructed. This chapter also provides guidance for the County to create and implement a Complete Streets Plan.

State Requirement

The 2008 California Complete Streets Act (AB 1358) requires that cities and counties in the state incorporate a Complete Streets component into the Circulation Element of the jurisdiction's General Plan. The intent of this legislation is to provide safe and accessible multimodal transportation systems, which in turn help reduce reliance on private automobiles and reduce associated greenhouse gas emissions.

Complete Streets Components

Given the breadth of conditions, needs, and local context throughout unincorporated Ventura County's roadways, it may not be practical or feasible to implement the full extent of a particular Complete Street regulation or guideline, and some or all of a street segment may continue to be non-conforming. The intent, however, is to provide safe, welcoming, and efficient conditions for movement throughout the county, regardless of mode of conveyance.

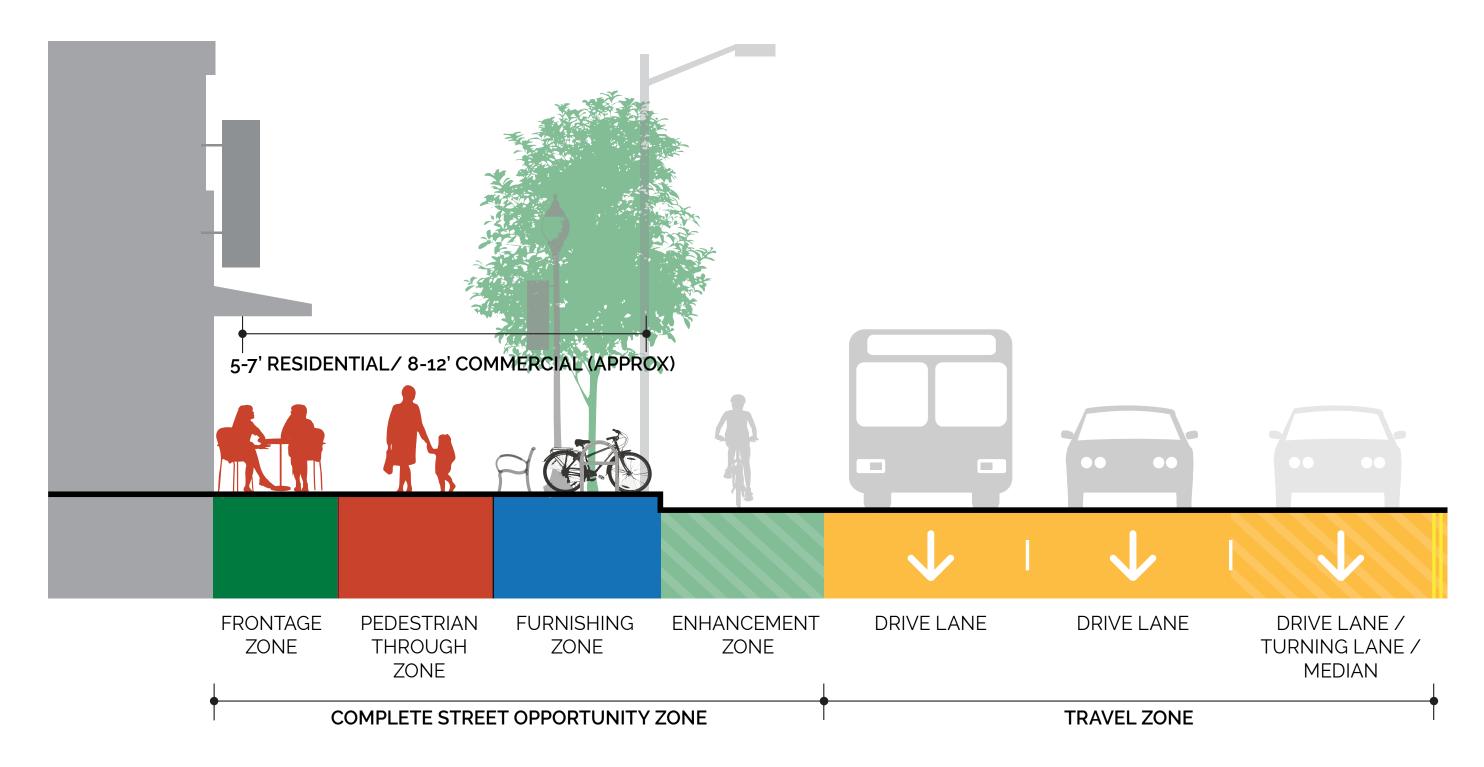
Vehicular travel speed plays a major role in determining the extent to which a pedestrian or bicyclist feels safe and comfortable. In situations where pedestrians or bicyclists may be present, particularly at locations where a high number of vulnerable users, such as children or the elderly are anticipated, physical treatments can be introduced into the roadway to reduce travel speeds. The selected treatments will vary depending upon whether the roadway is classified according to the General Plan as a local, collector, or arterial street and will be further influenced by the types of land uses that are located nearby. For instance, the presence of a school will likely warrant a more intensive selection of treatments, whereas a stretch of roadway where there are relatively no adjacent land uses may suggest an application with a much more limited palette of treatments.

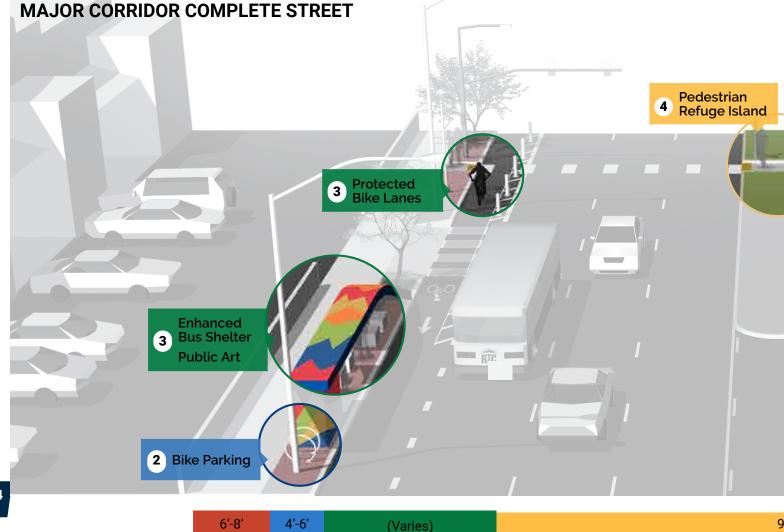
When determining which of the roadway design components are appropriate within Ventura County, it is important to collaborate with County staff, stakeholders, and elected officials to establish an overarching vision, supported by specific goals and objectives to aid in the Complete Street Plan's development and track progress.

The diagrams on the next pages show an example of a Complete Street with different zones for major corridors and collector streets. The County can use these diagrams as examples for Complete Streets improvements as new roadway projects are advanced.

POTENTIAL COMPLETE STREET RIGHT-OF-WAY ZONES







3

Complete Street

Opportunity Zone

2

ADDITIONAL IMPROVEMENTS

Pedestrian Zone

 Remove minor obstructions from pedestrian through zone (e.g., newspaper stands, utility boxes, etc.)

1

Pedestrian

Zone

2

Furnishing

Zone

Opportunity Zone

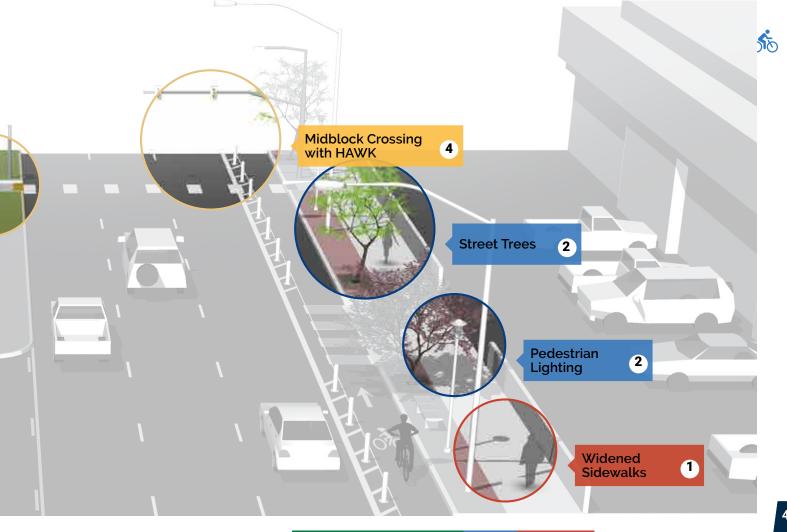
Furnishing Zone

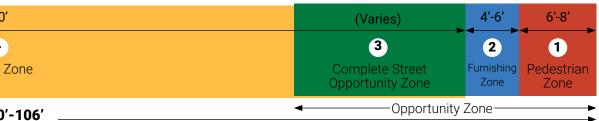
- · Longer/leading pedestrian intervals
- Upgrade pedestrian facilities, particularly curb ramps, to be ADA-accessible

Travel

100

- Provide pedestrian-oriented signage and wayfinding
- · Pedestrian lighting at crosswalk landings
- Underground utilities and other large sidewalk obstructions
- Incorporate bioswales, rain gardens, and stormwater receptive landscape as applicable



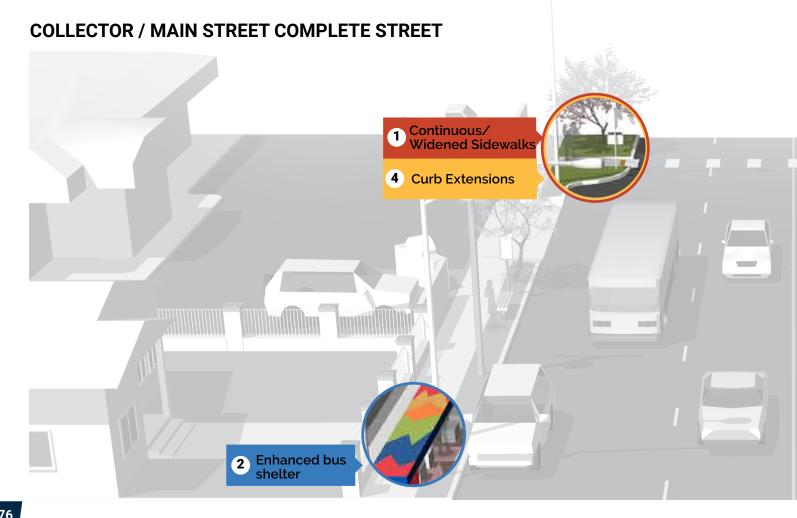


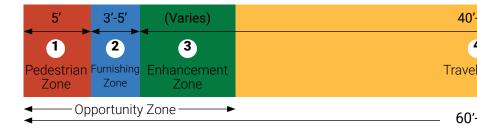
Complete Street Opportunity Zone

- Remove or reduce slip lanes where possible; consider width reduction if average daily traffic/ street level of service does not support removal
- · Reduce/ eliminate swooping right turns
- · Shorten crossing distances with curb extensions as applicable

Travel Zone

- · Right-size vehicular travel lanes
- · Marked crossings at intersections
- · Repaint/ upgrade faded crosswalk markings
- · Install high-visibility crosswalks near important destinations





ADDITIONAL IMPROVEMENTS

Pedestrian Zone

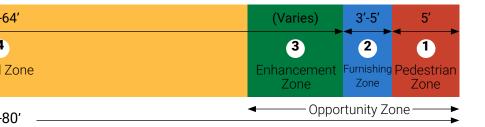
 Remove minor obstructions from pedestrian through zone (e.g., newspaper stands, utility boxes, etc.)

Furnishing Zone

2

- Longer/ leading pedestrian intervals
- Upgrade pedestrian facilities, particularly curb ramps, to be ADA-accessible
- Ensure all traffic signals include pedestrian signalhead
- Provide pedestrian-oriented signage and wayfinding
- · Pedestrian lighting at crosswalk landings
- · Reduced curb cuts and driveways
- · Provide street trees





- · Underground utilities and other large sidewalk obstructions
- · Provide enhanced ADA bus landing pad and bus bulbs as applicable

Complete Street Opportunity Zone

- · Remove or reduce slip lanes where possible; consider width reduction if average daily traffic/ street level of service does not support removal
- · Reduce/ eliminate swooping right turns
- · Provide protected bicycle facilities
- · Shorten crossing distances with curb extensions as applicable

Travel Zone

- · Right-size vehicular travel lanes
- · Marked crossings at intersections
- · Repaint/upgrade faded crosswalk markings
- · Provide pedestrian refuge islands
- · Special paving/ crossing treatments or markings
- · Install high-visibility crosswalks near important destinations
- · Provide midblock crossings (incorporate HAWK/RRFBs as appropriate)

Application

For some publicly owned roadways, Complete Streets will be realized as a matter of course when County-maintained roads are built or maintained in accordance with the new provisions. The Complete Streets Plan will also identify specific roadway segments to receive focused or prioritized Complete Streets improvements. In these cases, comprehensive Complete Street roadway standards may supersede baseline standards that will be applied in a manner similar to a zoning overlay.

For privately owned roadways within the unincorporated County, the Complete Streets Plan will need to establish baseline requirements, as well as minimum thresholds such as Annual Average Daily Traffic, number of housing units, or square footage of office space for additional roadway design requirements.

The adoption of the Complete Streets Plan may necessitate updates to the Mobility Element of the County's General Plan, and may require updates to some Area Plans as well. Concurrent to the adoption of a Complete Streets Plan for Ventura County, roadway engineering design plates may need to be updated so as to standardize and implement Complete Streets as described in the Complete Streets Plan. Furthermore, these plates/ standards will need to be updated to match current Caltrans/California Manual on Uniform Traffic Control Devices/Federal Highway Administration requirements.

Complete Streets Considerations

Due to the spectrum of land use typologies and associated roadway needs and treatments throughout Ventura County, it is expected that the Complete Streets Plan will provide context-sensitive recommendations for urban, suburban, rural, agricultural, and industrial areas. For example, roadway treatments in agricultural zones may need to allocate space for unique mechanical equipment, subsequently influencing the types of bicycle and pedestrian facilities deployed. In other contexts, parking standards may need to be expanded to accommodate high-turnover retail areas.

A Technical Advisory Committee composed of various County staff should be convened during the development of a Complete Streets Plan to determine which roadway treatments are most applicable in the county, which should be mandatory, and those that may be triggered for given site-specific conditions.

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Agricultural zones may require special considerations.

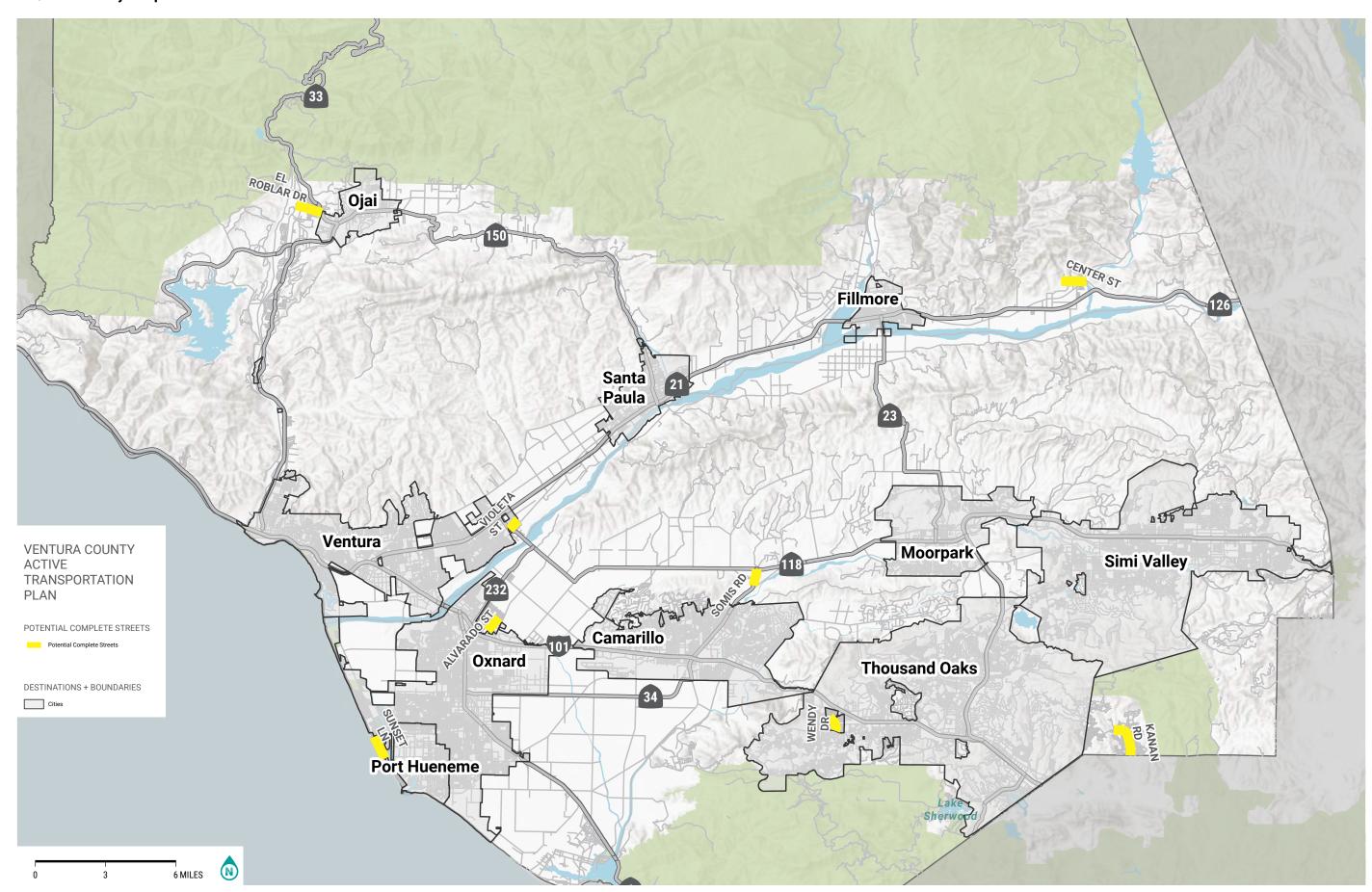
Roadway Selection

Determining which County-maintained roadways, or portions thereof, will be subject to the Complete Streets Plan is paramount to an effective and timely implementation. While some components of the Complete Streets Plan may impact public roadways countywide, others may reference the County's Active Transportation Plan for specific bicycle and pedestrian facility treatments or locations.

Applicability of roadway standards within the Complete Streets Plan may be structured by developing roadway typologies, providing conceptual standards for Downtown Streets, Main Streets, Neighborhood/Connector Streets, and Residential Streets, which in turn could be referenced by project design teams. Typologies could be identified by indicators such as proximity to Complete Street corridors within incorporated Ventura County cities, bicycle corridors as identified in the County Active Transportation Plan, major transit routes, school zones, or collision corridors.

As part of this Plan's development, existing conditions data analysis, community input, first/last mile, and bicycle and pedestrian recommendations were layered and referenced to identify potential locations in Ventura County where a Complete Streets Plan is most needed. These preliminary locations, shown in **Figure 108**, should be prioritized for review and potential inclusion in a Complete Streets Plan for the County.

Figure 114 / Preliminary Complete Streets Locations

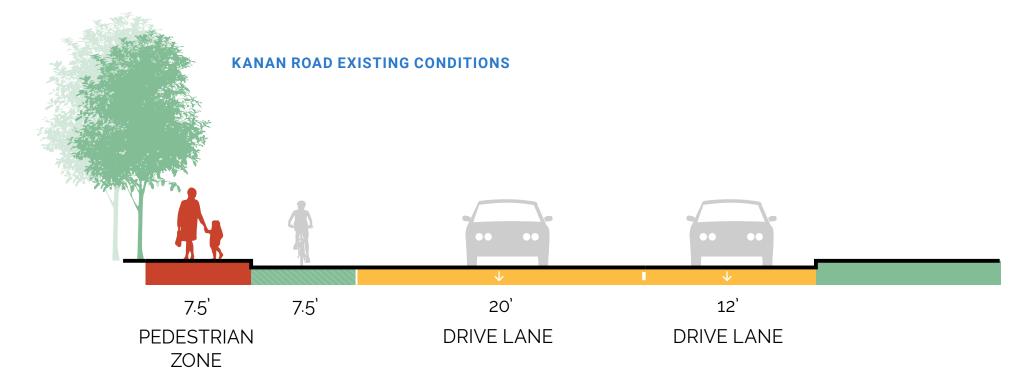


Cross Section Examples

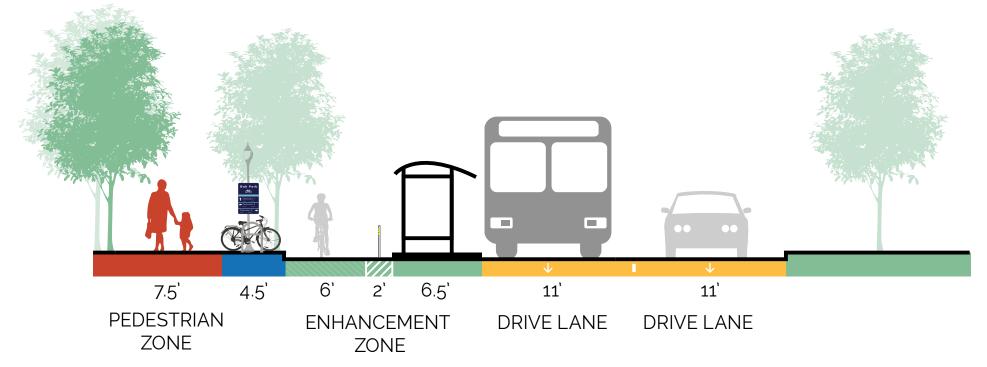
Potential Ventura County roadways to receive focused Complete Streets improvements include Kanan Road and El Roblar Drive. These conceptual diagrams illustrate before and after conditions based on this Plan's recommendations.

Kanan Road

Kanan Road is a four-lane road with a landscaped median in the center. Kanan Road connects to several schools, transit stops, and the Medea Creek Trail. There are existing Class II bike lanes, sidewalks, and bus shelters along the road. Transitioning Kanan Road to a Complete Street can enhance all the existing active transportation elements. Narrowing the wide traffic lanes on Kanan Road can provide space for separated bikeways. The transit stops on Kanan Road could be moved out to the street to create bus islands that would not interfere with bicycle traffic, and extra space on the sidewalk can create room for amenities like wayfınding signage, bicycle racks, and trees for shade.

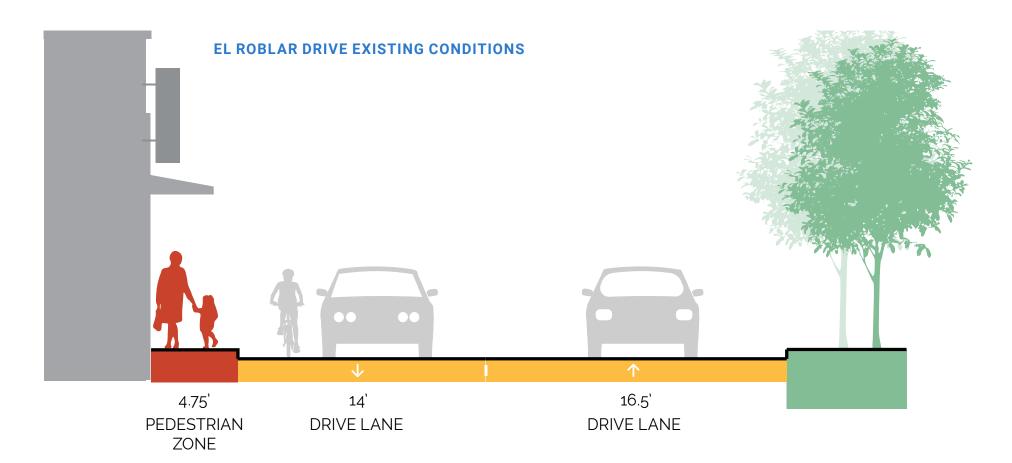


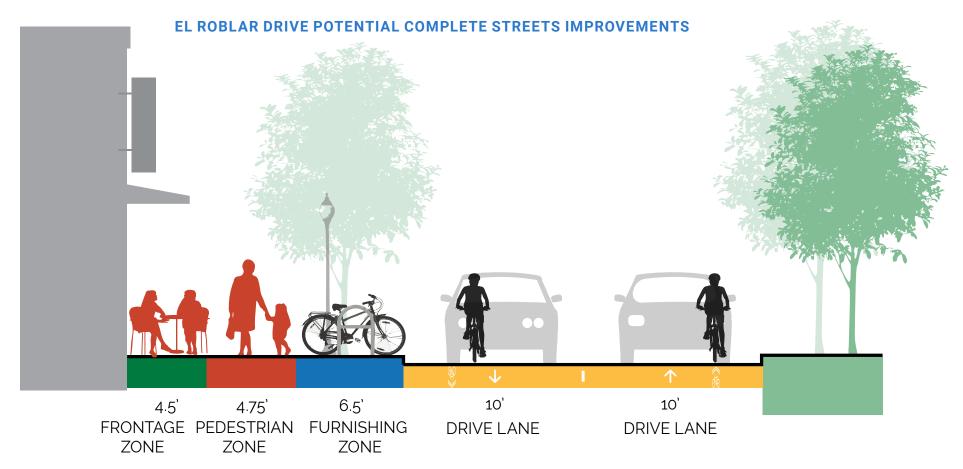
KANAN ROAD POTENTIAL COMPLETE STREETS IMPROVEMENTS



El Roblar Drive

El Roblar Drive is a two-lane street through a business district just west of the City of Ojai. There are discontinuous sidewalks along the street, and curb extensions at the intersection of Lomita Avenue. Potential Complete Streets improvements on El Roblar Drive include adding Class III bike route signage and striping to alert drivers that bicyclists may be in the area. By narrowing traffic lanes, the pedestrian areas can be expanded on the street. Frontage zones in front of restaurants and cafes can provide for outdoor seating, and furnishing zones can provide space for amenities like lighting, landscaping, and bike racks. Sidewalk gaps can be filled to create a continuous pedestrian network.











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Stakeholder Engagement

A thorough stakeholder engagement process is an important component in the development of a Complete Streets Plan. Involving community members throughout the planning process can help identify key activity centers, inform project prioritization, and determine project extents. A variety of methods can be employed to engage residents and stakeholders throughout the process. including an array of outreach modes, a multiday community design charrette, public input maps and surveys, and the formation of a Stakeholder Advisory Group or Community Advisory Committee. Engagement materials in Ventura County should be provided in both English and Spanish.

The stakeholder outreach approach for a Complete Streets Plan may be modeled around a three-step process:

- 1 / Visioning: Creating a shared vision with goals and objectives within Ventura County.
- 2/ Identifying Opportunities and Constraints: Identify existing safety, connectivity, and comfort issues and opportunities for walking, biking, and other modes of transportation for all users and ability.
- 3/ Building Consensus: Reaching a consensus on preferred ideas to incorporate into the Plan.

Funding Sources

To assist with the implementation of a number of the Complete Streets improvements that will be identified in a Complete Streets Plan, the County may consider pursuing a number of funding strategies and sources. Developer impact fees and local bond measures would require local regulatory or voter-approved action, but would help establish a stable funding source for improvements. In addition to these strategies, the County may consider pursuing State and Federal grants, including Caltrans' Active Transportation Program, Sustainable Transportation Planning Grants, Community Based Transportation Planning Grant Program, Highway Safety Improvement Program, and Regional Surface Transportation Program. More information about funding sources can be found in Chapter 7.



Development Standards

The development standards established in a Complete Streets Plan are intended to guide County staff and private developers when implementing or updating a roadway design in response to a publicly led project or a private development project. While some standards, such as lane widths, could be more universally applied throughout the County's Complete Streets network, others, such as midblock crossings or transit boarding area improvements, would be implemented as required by site-specific situations. Elements such as parklets, bike corrals, and seating are often determined by site-specific conditions but will require oversight and maintenance by the property owner, a nonprofit association, or business organization.

County staff will need to consider which of the treatments are appropriate for Ventura Countymaintained roadways, which development standards apply to public streets, private streets, and driveways, and if any components are eligible for in-lieu payment of development impact fees.

The proposed development standards are structured by mode and location within the right-of-way. Bicycle facilities address bicycle travel lane standards, bicycle parking, and intersection treatments. Pedestrian facilities include pedestrian ways (i.e., sidewalks, paths, or otherwise), and midblock and intersection crossing treatments. Transit facilities include options for efficient boarding, prioritized travel, and shelter/stop area improvements. Vehicle facilities address travel lane standards, widths, and parking considerations. Street design features present options for street furnishings,

landscaping, and other amenities that enhance the experience of roadway users. Freight and emergency vehicle facilities include loading and unloading zones, lane widths, turning radii, roadway geometry, and considerations for agricultural equipment. Pedestrian, bicycle, and transit signage includes roadway navigation, wayfinding, and transit traveler information. Special considerations include unique scenarios that may be applicable in Ventura County such as utilities, bridges, and right-ofway acquisition.

Bicycle Facilities

Complete Streets feature bicycle accommodations that align with this Plan, and must meet and reference standards set forth in the California Manual on Uniform Traffic Control Devices (MUTCD). In addition to bikeways appropriate to the Complete Street's context and needs, Complete Streets also provide bike storage/parking, and bicyclespecific intersection/roadway components.

Components for consideration include:

/ Bikeways

- » Bike Path/Shared-use Path (Class I)
- » Bicycle Lane (Class II)
- » Buffered Bicycle Lane (Class IIB)
- » Bike Route (Class III)
- » Bike Boulevard (Class IIIB)
- » Separated Bikeway/Cycletrack (Class IV)
- » Green Colored Pavement
- » Edge Lane Roads
- » Low-Stress Bikeway Network

/ Bicycle-Friendly Accommodations

- » Drainage Grates
- » Rumble Strips
- » Bicycle Rails on Bridges
- » Debris Removal
- » Railroad Crossings

/ Bicycle Storage

- » On-Street Bike Parking Corrals
- » Off-Street Short Term Bike Parking
- » Off-Street Long Term Bike Parking
- » Bikeshare Facilities

/ Intersections

- » Conflict Striping
- » Cross-Bike Markings
- » Bicycle Signals
- » Bicycle Signal Priority
- » Bicycle Detectors
- » Protected Intersections
- » Intersection Bike Boxes
- » Two-Stage Turn Bike Boxes
- » Bicycle Accommodations at Roundabouts



Class II bike lanes with conflict striping









Bicycle-friendly railroad crossing



Bicycle corral



Two-stage turn bike box

Pedestrian Facilities

Pedestrian elements of a Complete Street focus on providing continuous, accessible, and easily navigable sidewalk networks, coupled with safe intersections and midblock crossing opportunities. Excellent pedestrian facilities are critical to a Complete Streets corridor, as regardless of reliance upon automobile, transit, bicycle, or micro-mobility devices to access a destination, most users of the right-of-way become pedestrians for some portion of their trip.

Components for consideration include:

- » Directional Curb Ramps
- » Leading Pedestrian Intervals
- » Longer Pedestrian Intervals
- » Pedestrian-Activated Traffic Control Devices
- » Yield Lines
- » Scramble Crossings
- » Pedestrian Lighting at Crosswalk Landings

/ Pedestrian Ways

- » Continuous Sidewalk Network
- » Sidewalk Widths
- » Detectable Warning Surfaces
- » Pedestrian Through Zone/Sidewalk Obstructions
- » Pedestrian-Scale Lighting
- » Pedestrian Safeguarding
- » Pedestrian Only Streets or Plazas
- » Trees and Shade Structures

/ Intersections

- » Crosswalks
- » High-Visibility Crosswalks
- » Curb Extensions
- » Midblock Crossings
- » Midblock Curb Extensions
- » Median Refuge Islands
- » Accessible Curb Ramps
- » Accessible Pedestrian Request Buttons and Signals



Midblock crossing





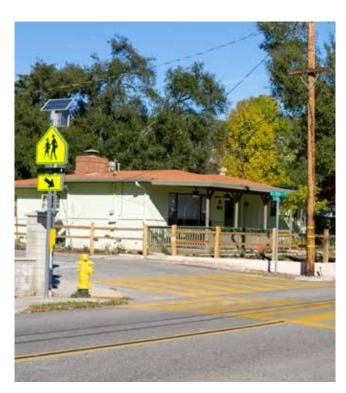




Sidewalk network



Pedestrian request buttons

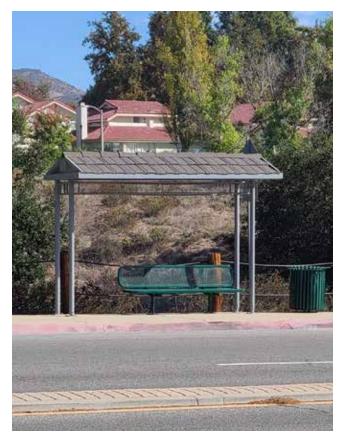


Pedestrian-activated traffic control devices

Transit Facilities

Public transit operating along Complete Streets is typically prioritized, both for throughput and boarding/alighting. Additionally, transit shelters, boarding areas, and parking facilities are commonly enhanced to elevate the experience for transit riders and encourage mode shift.

- / Transit-Only Lanes
- / Transit Boarding Islands
- / Transit Signal Prioritization
- / Transit Stops and Shelters
- / Bus Pull-Outs
- / Bus Bulb Outs
- / Transit Boarding Area Improvements
- / Park and Ride Lots



Transit stops and shelters



Transit-only lane



Bus bulb out

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Vehicle Facilities

Vehicle travel within a Complete Streets context is focused on speed management, predictable movement, and balancing vehicular throughput with the safety, needs, and access of other roadway users. Travel lanes and on-street parking may be reduced or narrowed to accommodate other roadway users and encourage slower speeds.

- / Vehicle Lane Widths
 - » Travel Lanes
 - » Curb Lanes
- / Opposing Travel Lanes
- / Curb Radius Reduction
- / Slip Lane Modernization/Removal
- / Agricultural Zones
- / Chicanes
- / Speed Bumps/Humps
- / On-Street Parking



Chicanes



On-street parking



Curb radius reduction

Street Design Facilities

Streetscape amenities such as murals, lighting, seating, and street trees help provide a distinctive feeling to Complete Streets, and contribute to an overall sense of place along the corridor.

Components for consideration include:

/ Streetscape

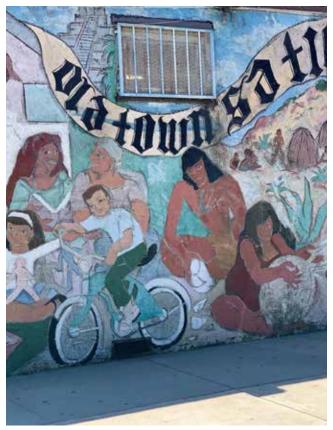
- » Street Furniture
- » Public Art
- » Waste Receptacles
- » Awnings and Canopies
- » Shade Structures
- » Themed Banners
- » Pedestrian-Scale Lighting
- » Plazas, Parklets, and Public Space

/ Landscaping

- » Street Trees
- » Permeable Pavement
- » Green Infrastructure/Stormwater Management
- » Landscaped Sidewalks/Curb Extensions
- » Landscaped Medians



Shade structures



Public art



Green infrastructure/stormwater management



Freight and Emergency Vehicles

Accommodating the needs of commercial and emergency vehicles within a Complete Streets context requires special attention to typical vehicles encountered on the right-of-way, peak periods, common/anticipated conflicts, and specific emergency services considerations.

- / Dedicated Loading/Unloading Zones and Periods
- / Minimum Travel Lane Widths and Turning Radii
- / Curbside Pick-Up/Drop-Off
- / Alley Treatments
- / Mountable/Flush Curbs
- / Curbside Parking and Bicycle Lanes
- / Geometry of Channelized Right Turn Lanes, Roundabouts, and Median Islands
- / Speed Cushions, Bumps, and Humps
- / Blind Spot Mitigation
- / Agricultural Equipment Entering/Exiting Roadways
- / Agricultural Worker Loading/Unloading



Roundabout



Loading zone



Curbside parking and bike lanes

Pedestrian, Bicycle, and Transit Signage

Complete Streets commonly feature enhanced signage, designed with the needs and sightlines of various roadway users. A thorough signage system along a Complete Street helps road users access their destinations, and discover new ones, regardless of transportation mode.

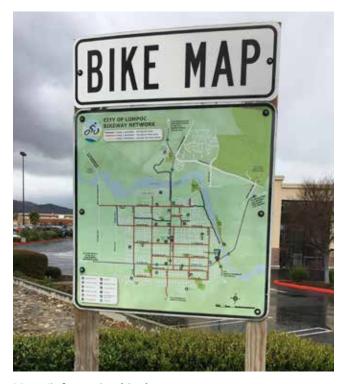
- / California MUTCD Standards
- / Pedestrian Wayfinding
- / Bicyclist Wayfinding
- / Transit Traveler Information
- / Maps/Information Kiosks



Transit traveler information



Pedestrian and bicyclist wayfinding



Maps/information kiosks



Special Considerations

Unique conditions arise when developing a Complete Streets Plan for a specific roadway segment. These may include enhanced urban design requirements in retail areas, providing pedestrian/bicyclist access to bridges, leveraging maintenance roads along flood control channels to provide high-quality shared-use facilities, and establishing road safety education campaigns.

- / Pedestrian/Bicycle Overpass/Underpass
- / Pedestrian/Bicycle Bridge Access
- / Class I Facilities along Flood Control Channels
- / Passive Active Transportation Counters
- / Passage during Construction
- / Building Setbacks along Primary Corridor
- / Reduced Curb Cuts and Driveway Entrances along Primary Corridor
- / Education, Safety, and Encouragement Programs
- / Utility Undergrounding
- / Land Use Policies and Developer Conditioning
- / Right-of-Way Acquisition



Passage during construction



Pedestrian underpass