

# Appendix D

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Transportation Memo and Data

## DRAFT MEMORANDUM

**To:** City of Thousand Oaks

**From:** Iteris, Inc.

**Date:** August 8, 2023

**RE:** Thousand Oaks General Plan Update – **Draft** CEQA Transportation Impact Analysis

### INTRODUCTION

This memorandum describes the California Environmental Quality Act (CEQA) transportation impact analysis for the City of Thousand Oaks General Plan Update (GPU). The evaluation is consistent with CEQA Guidelines effective December 28, 2018. The General Plan Update's impacts are evaluated per Appendix G Environmental Checklist Form of the current CEQA guidelines, which assesses projects by the four criteria listed below:

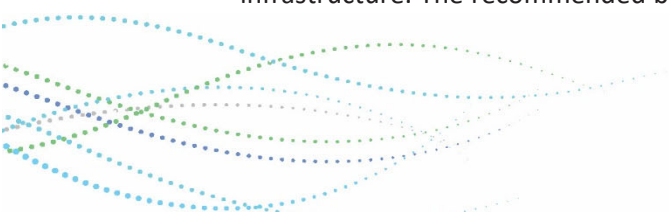
- T-1 Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- T-2 Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*
- T-3 Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
- T-4 Would the project result in inadequate emergency access?*

### PROJECT SETTING

Thousand Oaks is served by a system of streets and paths that enable connections within the City and to the regional transportation system. The facilities are classified by their function with different characteristics and accommodations for modes of travel and access to adjacent land use. The system supports multiple modes of travel and contains network elements that support vehicular, bicycle, pedestrian, and transit travel.

The local pedestrian network is a sidewalk system along the roadway network, greenbelts, and trails with sidewalk crossings at intersections. The City's Road Design and Construction Standards require sidewalk for all roadway cross sections with a five-foot minimum sidewalk with no buffer area (monolithic) and four-foot minimum sidewalk if a buffer is present (detached).

The local bicycle network in Thousand Oaks is composed of a combination of facilities on roadways, sidewalks, and off-street paths. A defined bikeway network describes the hierarchy of bicycle-specific infrastructure. The recommended bicycle network is based on the Thousand Oaks Active Transportation



Plan (ATP). Many of the proposed improvements are Class II bicycle lanes sited on principal arterials such as Janss Road and secondary/minor arterials such as Hillcrest Drive.

Lastly, the City is served by multiple transit operators along its roadway network and at the City Transportation Center. Transit services provide reliable and efficient travel to social services, healthcare facilities, and key job centers.

## ANALYSIS METHODOLOGY

For impact criteria T-1, T-3, and T-4, a qualitative assessment was prepared, through review of the General Plan Update goals and policies (and comparing against relevant plans as appropriate) to determine if any potential significant impacts would occur as a result of the Project.

For impact criteria T-2, a technical analysis was performed using the Ventura County Transportation Model (VCTM), a computerized travel demand model maintained by the Ventura County Transportation Commission. Iteris utilized the VCTM to generate the VMT statistics. This land-use based model, which is a subarea model of the Southern California Association of Government's (SCAG) travel demand model, is consistent with the 2016 SCAG RTP/SCS travel-demand model assumptions and inputs. The model consists of a 2016 base year scenario and 2040 future year scenario. The VCTM consists of a detailed traffic analysis zone (TAZ) structure in the City of Thousand Oaks, including 110 TAZ's within the City.

For the impact criteria T-2 analysis, all VMT for trips beginning or ending in the City were accounted for, consistent with the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA. While other methodologies measure only the amount of VMT traveling on streets within the City, or only half the distance of trips from outside of the City (as in SB 375 Regional Plan Climate Target analysis), the General Plan Update analyzes the full extent of vehicle travel from the Project.

For the purposes of the analysis, the VCTM 2040 scenario is used to represent the General Plan buildout year of 2045. This is a conservative approach, as a review of SCAG 2016 RTP/SCS and 2020 RTP/SCS shows a reduction in population and employment forecasts in Ventura County in SCAG's buildout year 2045 versus 2040.

In order to determine the GPU project's potential level of impact, a new VCTM scenario was prepared, incorporating the 2045 land use projections (within the City of Thousand Oaks) of the General Plan Update. For land use plans which include both residential and employment uses, the appropriate analysis metric is VMT per service population, where service population is defined as the number of residents plus the number of jobs. **Table 1** summarizes the General Plan Update's proposed net changes in land use, which were incorporated into the TAZ's based on the location of change areas.

**Table 1: Proposed General Plan Update Net Land Use Changes**

Land Use Type	Existing (2016)	Proposed Land Use Plan (2045)	Net Change
Residential			
Residential Units	47,182 units	55,049 units	+7,867 units
Non-Residential			
Employment	69,755 jobs	81,623 jobs	+11,868 jobs

As shown, the GPU’s anticipated change in dwelling units and employment over the 2045 estimated buildout is:

- Addition of 7,867 residential units; and
- Addition of 11,868 jobs.

## IMPACT ANALYSIS

This section presents the CEQA impact evaluation for each of the four criteria.

### T-1 Impact Evaluation

The General Plan Update project’s planned transportation networks, goals and policies provide consistency related to regional active transportation plans, transit plans, and other mobility infrastructure; specifically the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy and Ventura County Transportation Commission Comprehensive Transportation Plan.

#### **SCAG Regional Transportation Plan/Sustainable Communities Strategy**

Thousand Oaks is a member of the SCAG Regional Council, the decision-making body of the SCAG Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG **Regional Transportation Plan/Sustainable Communities Strategy** (RTP/SCS), Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The Connect SoCal RTP/SCS is a planning document for the region, allowing project sponsors to qualify for federal funding. In addition, Connect SoCal 2024 will identify a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements,

preserve open space areas, improve public health and roadway safety, and support our vital goods movement industry.

The RTP/SCS is updated every four years and it is anticipated that the City will work with SCAG to update the RTP/SCS to be consistent with the City's General Plan. The General Plan includes strategies to focus development (areas of change) in the City's commercial core, which allows multiple land uses to work together, to reduce vehicle trip lengths. The California Air Resources Board's (CARB) 2016 Mobile Source Strategy recognizes that coordinated regional planning can improve California's land use patterns and transportation policy in a way that reduces transportation related emissions by reducing growth in VMT.

### **Ventura County Transportation Commission (VCTC) Comprehensive Transportation Plan**

The VCTC Comprehensive Transportation Plan (CTP) is a transportation vision for Ventura County and identify ways of achieving this vision within constrained resources. The CTP is a long-range policy document, built from community-based, local priorities and community-expressed need to enhance regional connections. It is aimed at ensuring mobility and enhancing the quality of life for all Ventura County residents. The CTP provides a framework for future community-based planning and collaboration and inform Ventura County's long range transportation decisions. The City's General Plan Update is consistent with the CTP Shared Vision of the Future<sup>1</sup> of the transportation system:

- Preserving Quality of Life
- A Connected and Integrated Transportation System
- Convenient and Accessible Options
- Inclusive of All Community Members and Needs
- Safe
- Balances All Interests
- Built from a Sustainable Plan

The following relevant goals and policies, as part of the General Plan Mobility Element, would support consistency with these plans:

- **Access and Connectivity**
  - Goal M-1:** Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode
    - **Policy M-1.1: Safety.** Use the Local Road Safety Plan to ensure a systemic safety approach to proactively mitigate conflict and address gaps in the system.
  - Goal M-2:** Create and maintain a public transit system that is equitable, affordable, efficient, and accessible to all people in Thousand Oaks
    - **Policy M-2.7: Regional Programs.** Support regional congestion management and air quality programs.
- **Managed Infrastructure Improvements** **Goal M-4:** Create a transportation system that will accommodate future growth that provides modes for all

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<sup>1</sup>[https://scag.ca.gov/sites/main/files/file-attachments/dpeir\\_connectsocial\\_appendix02\\_planprojectlist.pdf?1606004008](https://scag.ca.gov/sites/main/files/file-attachments/dpeir_connectsocial_appendix02_planprojectlist.pdf?1606004008)

- **Policy M-4.11: Regional Collaboration.** Collaborate with VCTC, SCAG and Caltrans to obtain planning grants and update the Capital Improvement Plan, Local Road Safety Plan, Active Transportation Plan or other transportation planning efforts.

The General Plan Update is consistent with programs, plans, ordinances and policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, making the impact **less-than-significant** and no further mitigation would be required.

## T-2 Impact Evaluation

Under criteria T-2, the proposed General Plan Update's effects on Vehicle Miles Traveled (VMT) are evaluated, as described in the following sub-sections.

### VMT Impact Analysis

The City currently evaluates VMT impacts of individual development projects on a case-by-case basis (in terms of thresholds of significance). Therefore, as part of the Implementation Plan, an action was included to address this. Action **M-A.7** states the following:

- **VMT-based transportation analysis policy & VMT mitigations for environmental review** – Adopt and implement the City's VMT Analysis Guidelines, which defines VMT-based thresholds of significance for transportation impacts in environmental review and identified TDM-based mitigations.

The thresholds of significance, for use in this analysis, are defined as:

- The project would result in a significant impact if the project conditions (i.e., the General Plan Update conditions) average daily citywide VMT per service population exceeds 15% below the existing conditions average daily citywide VMT per service population.

While a 15 percent threshold is used in this Program EIR to analyze VMT impacts of the proposed project, this threshold may not be utilized by the City as lead agency for future projects. Lead agencies have the discretion to choose the most appropriate methodology to evaluate a project's VMT pursuant to *CEQA Guidelines* Section 15064.3(b)(4). Therefore, the 15 percent lower per capita and per employee VMT than existing regional development threshold used to analyze VMT of the proposed project in accordance with the OPR Technical Advisory may not necessarily be used for future projects in Thousand Oaks. As lead agency, the City may choose to adopt a lower threshold than OPR's recommended threshold due to geographical considerations. Until Implementation Action M-A.7 is implemented, the City may continue to apply VMT significance thresholds on a case-by-case basis.

Applying the described land use projections, citywide VMT outputs were developed using the VCTM. **Table 2** summarizes the daily citywide VMT per service population for the existing and future year 2045 with General Plan Update scenarios. Detailed VMT calculations are provided in **Appendix A**.

**Table 2: Citywide VMT Summary**

Scenario	Total Home-based Daily VMT	Total Work-based Daily VMT	“Other”-based VMT*	Total Daily VMT	Residents	Employees	Service Population	VMT / Service Population
Existing (2016)	2,056,268	1,578,635	2,703,632	6,338,536	134,171	69,755	203,926	31.08
Future Year 2045 With GPU	2,637,386	1,601,761	2,518,876	6,758,023	154,031	81,623	235,654	28.68

\* "Other" trips include school, university, shopping, social/recreational, and other non-home and non-work related trip ends.

As shown in **Table 2**, the future year 2045 with General Plan Update citywide VMT per service population is forecast to be 28.68, while the existing (2016) citywide VMT per service population is currently 31.08. As such, 15% below existing citywide VMT per service population is 26.42. Therefore, the future year 2045 with General Plan Update citywide VMT per service population (28.68) is forecast exceed the threshold.

Thus, this impact is considered **significant and unavoidable**.

**Goals and Policies Affecting VMT Reduction**

The following relevant goals and policies, as part of the General Plan Mobility Element, would have an effect on reducing VMT:

- **Access and Connectivity**
  - Goal M-1:** Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode
    - **Policy M-1.5: Active Transportation.** Reaffirm and implement the Active Transportation Plan, designed to provide guidance for non-motorized travel, infrastructure improvements that make multimodal transportation safer, provides connectivity, and safety thresholds for roadways that balance motorized and non-motorized transportation.
  - Goal M-2:** Create and maintain a public transit system that is equitable, affordable, efficient, and accessible to all people in Thousand Oaks
    - **Policy M-2.1: Mobility Barriers.** Prioritize investments that reduce first/last-mile barriers to transit stops and encourage alternative transportation options for activities of daily living.
    - **Policy M-2.2: Access to services.** Provide safe and comfortable connections for walking and biking from residential areas to schools, parks, grocery stores, employment centers, transit stops, and essential services citywide.
    - **Policy M-2.3: Transit service coverage.** Work with Thousand Oaks Transit and regional transit providers to provide reliable and quality transit services to social services, healthcare facilities, and major employment areas.
    - **Policy M-2.4: Transit service frequency.** Increase the frequency of service along existing transit routes.

- **Community Health**

**Goal M-3:** Create and maintain a transportation system that improves community health.

- **Policy M-3.1: Active travel facilities.** Prioritize active transportation investments that provide a means for physical activity, and improve access to Thousand Oaks' parks, trails, equestrian facilities, open space, and recreational areas.
- **Policy M-3.2: Neighborhood streets.** Create neighborhood streets that unify neighborhoods, reduce vehicle speeds, reduce barriers for people walking, biking, and riding transit, and provide connectivity to arterials. Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area and for adequate internal circulation within and between neighborhoods.
- **Policy M-3.5: Mixed-use development.** Require development of mixed-use to include multimodal improvements, such as convenient bicycle parking and storage facilities, EV charging stations, and vehicle share programs for reduced parking.
- **Policy M-3.6: Trip reduction.** Implement pedestrian-oriented land uses that reduce vehicle miles travelled through providing community supportive services such as healthy food, childcare, and access to other daily services.

- **Managed Infrastructure Improvements**

**Goal M-4:** Create a transportation system that will accommodate future growth that provides for all modes.

- **Policy M-4.6: Micro-mobility support.** Expand mobility for first and last-mile transportation needs in addition to providing access to local university students.

**Goal M-5:** Create and maintain a transportation system that fosters vibrant commercial centers and economic resiliency.

- **Policy M-5.1: Public rights of way.** Construct wider sidewalks on streets in a manner that improves public safety and pedestrian access to commercial areas.
- **Policy M-5.3: Bicycle parking.** Expand the availability of secure and convenient bicycle parking at key destinations.
- **Policy M-5.6: Multimodal improvements.** Multimodal improvements should focus on enhancing access to Thousand Oaks Boulevard, Moorpark Road, and other major arterials.

- **Sustainability**

**Goal M-6:** Create and maintain a transportation system that reduces impacts to the environment while leveraging sustainability innovations.

- **Policy M-6.1: Decrease vehicle trips.** Prioritize transportation and development investments and strategies that reduce single-occupancy vehicle trips.
- **Policy M-6.2: Decrease vehicle miles.** Prioritize pedestrian, bicycle and other micro-mobility transportation means, and transit enhancements. Encourage infill, mixed-use, and other land use development that locates resources and services near to residents' homes.
- **Policy M-6.4: Transportation Demand Management (TDM).** Promote and incentivize the



use of TDM strategies for employers and expand options for emission reductions from commuting through means such as vehicle sharing, alternative fuel vehicle support, and telecommuting.

### T-3 Impact Evaluation

The objective of the General Plan is to ensure future development and transportation facilities would improve connectivity and linkages throughout the City. Any proposed roadway improvements included in the General Plan will be designed to City and State engineering design standards to meet sight distance requirements, including visibility of pedestrians and bicyclists. The General Plan does not propose any incompatible uses that would increase hazards. As a result, the General Plan will have a beneficial impact on geometric design features and incompatible uses. In addition, the following relevant goal and policies, as part of the General Plan's Mobility Element, would have a positive effect on geometric design:

- **Access and Connectivity**  
**Goal M-1:** Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode.
  - **Policy M-1.1: Safety.** Use the Local Road Safety Plan to ensure a systemic safety approach to proactively mitigate conflict and address gaps in the system.
  - **Policy M-1.2: Roadway Design.** Design and maintain the public right-of-way through a complete streets approach that facilitates safe, comfortable, and efficient travel for all travelers on the roadway.
  - **Policy M-1.3: Intersection Design.** Prioritize mobility and safety for non-motorized modes in all intersection designs.
  
- **Community Health**  
**Goal M-3:** Create and maintain a transportation system that improves community health.
  - **Policy M-3.5: Mixed-use development.** Require development of mixed-use to include multimodal improvements, such as convenient bicycle parking and storage facilities, EV charging stations, and vehicle share programs for reduced parking.

Based on the goals and policies of the General Plan, the Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Thus, this impact is considered **less than significant**.

### T-4 Impact Evaluation

The General Plan Update does not include elements that would impede emergency vehicle access. Public roadways and buildings would conform to City and County Fire Department standards for access. In addition, the following relevant goal and policy, as part of the General Plan, would have a positive effect on emergency access:

- **Access and Connectivity**  
**Goal M-1:** Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode.
  - **Policy M-1.2: Roadway Design.** Design and maintain the public right-of-way through a

complete streets approach that facilitates safe, comfortable, and efficient travel for all travelers on the roadway.

Thus, this impact is considered **less than significant**.

## APPENDIX A – VMT Calculations

Detailed VMT Outputs

**2016 (Base)**

Thousand Oaks			
ID	Purpose	Productions	Attractions
1	Home-based Work	1,062,410	1,367,170
2	Home-based School	31,574	61,212
3	Home-based University	7,811	217,178
4	Home-based Shopping	178,464	211,863
5	Home-based Social-Recreational	350,904	429,298
6	Home-based Serve Passenger	82,310	157,232
7	Home-based Other	342,795	527,904
8	Work-Based Other	211,466	157,483
9	Other Based Other	491,679	449,784
Total VMT		2,759,413	3,579,123
Total Home-based VMT		2,056,268	
Total Work-based VMT		1,578,635	
Total Population		134,171	
Total Employees		69,755	
Total Home-based VMT/Capita		15.33	
Total Work-based VMT/Employee		22.63	
Total VMT/Service Population		31.08	

2,703,632 <- Other-based total

6,338,536 <- Total VMT

203,926 <- Service Population

**2040 With GPU Project**

Thousand Oaks			
ID	Purpose	Productions	Attractions
1	Home-based Work	1,585,207	1,364,253
2	Home-based School	49,368	57,209
3	Home-based University	9,331	184,415
4	Home-based Shopping	187,493	214,947
5	Home-based Social-Recreational	350,782	410,449
6	Home-based Serve Passenger	98,205	141,750
7	Home-based Other	357,000	520,119
8	Work-Based Other	237,508	129,373
9	Other Based Other	460,358	400,256
Total VMT		3,335,252	3,422,771
Total Home-based VMT		2,637,386	
Total Work-based VMT		1,601,761	
Total Population		154,031	
Total Employees		81,623	
Total Home-based VMT/Capita		17.12	
Total Work-based VMT/Employee		19.62	
Total VMT/Service Population		28.68	

2,518,876 <- Other-based total

6,758,023 <- Total VMT

235,654 <- Service Population

**Thousand Oaks GPU - Daily Roadway Segment Volumes, Speeds, Lanes, Vehicle Mix, and Day Mix**

No	Roadway	Location	Existing ADT (from counts)	Preliminary Post-processed Future Year with GPU Daily Volume	Posted Speed Limit	Number of Lanes	Vehicle Mix %			Day Mix %		
							Autos	Medium Trucks	Heavy Trucks	Daytime (7am-7pm)	Evening (7pm-10pm)	Nighttime (10pm-7am)
1	Moorpark Rd	Santa Rosa Rd to Olsen Rd	13,490	15,100	45	2	100.00%	0.00%	0.00%	80.6%	12.9%	6.5%
2		Olsen Rd to Avenida de Los Arboles	14,970	17,000	45	4	99.52%	0.11%	0.14%	80.6%	12.9%	6.5%
3		Avenida de Los Arboles to Avenida de Las Flores	17,470	19,900	45	4	99.52%	0.11%	0.12%	80.6%	12.9%	6.5%
4		Avenida de Las Flores to Janss Rd	23,530	27,000	45	4	99.15%	0.19%	0.33%	80.6%	12.9%	6.5%
5		Janss Rd to Wilbur Rd	25,865	30,800	45	4	98.92%	0.32%	0.39%	80.6%	12.9%	6.5%
6		Wilbur Rd to Hillcrest Dr	17,220	19,700	35	5	97.88%	0.54%	0.97%	80.6%	12.9%	6.5%
7		Hillcrest Dr to Thousand Oaks Blvd	27,190	35,200	35	5	97.56%	0.54%	1.26%	80.6%	12.9%	6.5%
8		Thousand Oaks Blvd to US-101	30,900	35,800	35	5	97.35%	0.57%	1.43%	80.6%	12.9%	6.5%
9		South of US-101	17,990	20,500	40	4	99.32%	0.23%	0.15%	80.6%	12.9%	6.5%
10	Olsen Rd	North City Boundary to SR-23	24,690	26,600	50	4	99.05%	0.25%	0.33%	82.0%	11.0%	7.0%
11		SR-23 to Erbes Rd	23,980	29,100	50	4	99.42%	0.14%	0.13%	82.0%	11.0%	7.0%
12		Erbes Rd to Sunset Hills Blvd	17,770	21,600	50	4	99.48%	0.13%	0.10%	82.0%	11.0%	7.0%
13		Sunset Hills Blvd to Moorpark Rd	24,170	28,200	50	4	99.16%	0.20%	0.25%	82.0%	11.0%	7.0%
14		Moorpark Rd to Avenida De Los Arboles	16,800	18,900	50	4	99.45%	0.13%	0.15%	82.0%	11.0%	7.0%
15	Lynn Rd	Janss Rd to Camino Dos Rios	26,030	27,800	45	4	99.08%	0.24%	0.30%	82.0%	11.0%	7.0%
16		Camino Dos Rios to Hillcrest Dr	34,380	37,000	45	4	98.82%	0.32%	0.40%	82.0%	11.0%	7.0%
17		Hillcrest Dr to US-101	28,990	31,500	45	4	97.65%	0.54%	1.15%	82.0%	11.0%	7.0%
18		US-101 to Ventu Park Rd	15,750	17,400	50	4	98.04%	0.37%	1.04%	82.0%	11.0%	7.0%
19		Ventu Park Rd to Wendy Dr	17,693	19,300	50	4	97.70%	0.41%	1.29%	82.0%	11.0%	7.0%
20		Wendy Dr to Reino Rd	12,950	13,500	50	4	97.38%	0.47%	1.52%	82.0%	11.0%	7.0%
21		Reino Rd to Via Las Brisas	12,860	13,900	50	4	97.98%	0.38%	1.10%	82.0%	11.0%	7.0%
22		Via Las Brisas to Rancho Dos Vientos	-	-	50	4	98.20%	0.34%	1.06%	82.0%	11.0%	7.0%
23		Erbes Rd	Sunset Hills Blvd to Pederson Rd	13,020	15,800	45	4	99.54%	0.11%	0.13%	84.9%	10.3%
24	Pederson Rd to Avenida De Los Arboles		20,680	24,900	45	4	99.50%	0.11%	0.14%	84.9%	10.3%	4.8%
25	Avenida de Los Arboles to Avenida de Las Flores		16,380	18,900	45	4	99.38%	0.15%	0.10%	84.9%	10.3%	4.8%
26	Avenida de Las Flores to Janss Rd		17,410	22,100	45	4	99.61%	0.11%	0.05%	84.9%	10.3%	4.8%
27	Janss Rd to Hillcrest		15,420	19,800	45	2	98.80%	0.39%	0.23%	84.9%	10.3%	4.8%
28	Hillcrest Dr to Thousand Oaks Blvd		8,720	10,600	40	2	99.11%	0.24%	0.27%	84.9%	10.3%	4.8%
29	Westlake Blvd	Avenida De Los Arboles to Kanan Rd	22,310	25,200	50	4	98.70%	0.31%	0.42%	82.0%	11.0%	7.0%
30		Kanan Rd to Hillcrest Dr	16,670	17,700	50	4	98.25%	0.37%	0.81%	82.0%	11.0%	7.0%
31		Hillcrest Dr to Thousand Oaks Blvd	23,030	23,200	50	6	95.94%	0.89%	2.12%	82.0%	11.0%	7.0%
32		Thousand Oaks Blvd to US-101	32,860	34,700	50	6	96.86%	0.77%	1.51%	82.0%	11.0%	7.0%
33		US-101 to Agoura Rd	20,070	21,500	40	6	92.46%	1.04%	2.84%	82.0%	11.0%	7.0%
34		Agoura Rd to Triunfo Cyn Rd	21,360	22,900	40	6	93.68%	0.91%	2.34%	82.0%	11.0%	7.0%
35		Triunfo Cyn Rd to Potrero Rd	14,930	16,000	40	4	93.51%	0.91%	2.38%	82.0%	11.0%	7.0%
36		Potrero Rd to South City Boundary	-	-	35	2	92.74%	0.99%	2.65%	82.0%	11.0%	7.0%

No	Roadway	Location	Existing ADT (from counts)	Preliminary Post-processed Future Year with GPU Daily Volume	Posted Speed Limit	Number of Lanes	Vehicle Mix %			Day Mix %		
							Autos	Medium Trucks	Heavy Trucks	Daytime (7am-7pm)	Evening (7pm-10pm)	Nighttime (10pm-7am)
37	Kanan Rd	Westlake Blvd to East City Boundary	10,986	13,700	45	4	98.99%	0.26%	0.23%	83.3%	10.8%	5.9%
38	Hampshire Rd	Thousand Oaks Blvd to US-101	11,950	12,000	35	5	98.31%	0.43%	0.72%	82.0%	11.0%	7.0%
39		US-101 to Westlake Blvd	11,950	14,800	45	6	99.43%	0.19%	0.08%	82.0%	11.0%	7.0%
40	Agoura Rd	Westlake Blvd to East City Boundary	18,280	21,600	45	4	98.55%	0.33%	0.43%	82.0%	11.0%	7.0%
41	Triunfo Cyn Rd	Westlake Blvd to East City Boundary	8,320	9,200	45	4	98.77%	0.26%	0.32%	82.0%	11.0%	7.0%
42	Ventu Park Rd	Rancho Conejo Blvd to Hillcrest Dr	19,630	20,900	40	4	94.94%	1.20%	2.53%	82.0%	11.0%	7.0%
43		Hillcrest Dr to US-101	22,260	24,300	40	5	92.98%	1.26%	4.28%	82.0%	11.0%	7.0%
44		US-101 to Lynn Rd	5,480	7,100	40	4	98.58%	0.40%	0.42%	82.0%	11.0%	7.0%
4501	Rancho Conejo Blvd	Ventu Park Rd to Amgen Center Dr	10,456	13,800	40	4	95.20%	1.11%	2.68%	80.2%	7.7%	12.1%
4502		Amgen Center Dr to Hillcrest Dr	10,456	12,800	40	6	95.02%	1.10%	2.87%	80.2%	7.7%	12.1%
46		Hillcrest Dr to US-101	26,010	27,800	40	6	96.74%	0.69%	1.78%	80.2%	7.7%	12.1%
47	Borchard Rd	US-101 to Wendy Dr	22,552	27,600	45	4	98.01%	0.44%	0.94%	78.6%	12.6%	8.7%
48		Wendy Dr to Reino Rd	15,970	18,200	45	4	96.75%	0.78%	1.48%	78.6%	12.6%	8.7%
4901		Reino Rd to Via Las Brisas (eastern half)	12,480	14,100	45	4	96.20%	0.94%	1.70%	78.6%	12.6%	8.7%
4902		Reino Rd to Via Las Brisas (western half)	12,480	12,800	45	4	41.73%	15.28%	26.81%	78.6%	12.6%	8.7%
50	Reino Rd	Old Conejo Rd to Borchard Rd	12,480	14,200	40	4	99.35%	0.19%	0.10%	82.0%	11.0%	7.0%
5101		Borchard Rd to Maurice Dr	10,690	11,800	45	2	99.26%	0.16%	0.20%	82.0%	11.0%	7.0%
5102		Maurice Dr to Lynn Rd	10,690	11,500	45	2	99.40%	0.14%	0.15%	82.0%	11.0%	7.0%
52	Wendy Rd	US-101 to Borchard Rd	12,190	12,200	35	2	97.91%	0.59%	0.78%	82.0%	11.0%	7.0%
53	Janss Rd	Lynn Rd to Moorpark Rd	7,460	8,100	35	4	98.55%	0.28%	0.69%	82.0%	11.0%	7.0%
54		Moorpark Rd to SR-23	19,180	21,300	40	4	98.33%	0.37%	0.78%	82.0%	11.0%	7.0%
55		SR-23 to Erbes Rd	15,630	17,200	40	4	99.33%	0.21%	0.15%	82.0%	11.0%	7.0%
56	Hillcrest Dr	Camino Dos Rios to Rancho Conejo Blvd	13,480	16,000	45	2	98.16%	0.71%	0.34%	84.3%	10.3%	5.4%
57		Rancho Conejo Blvd to Ventu Park Rd	20,560	24,300	45	4	97.97%	0.71%	0.52%	84.3%	10.3%	5.4%
58		Ventu Park Rd to Lynn Rd	22,880	27,100	45	4	97.08%	0.91%	0.99%	84.3%	10.3%	5.4%
59		Lynn Rd to Moorpark Rd	23,180	28,900	45	6	97.81%	0.63%	0.86%	84.3%	10.3%	5.4%
60		Moorpark Rd to SR-23	13,090	14,900	45	4	98.06%	0.55%	0.74%	84.3%	10.3%	5.4%
61		SR-23 to Rancho Rd	-	-	40	4	98.14%	0.54%	0.66%	84.3%	10.3%	5.4%
62		Rancho Rd to Erbes Rd	12,430	15,500	40	4	98.05%	0.68%	0.49%	84.3%	10.3%	5.4%
63	Erbes Rd to Conejo School Rd	17,530	20,200	45	4	98.29%	0.58%	0.43%	84.3%	10.3%	5.4%	
64	Conejo School Rd to Westlake Blvd	-	-	45	4	98.06%	0.67%	0.51%	84.3%	10.3%	5.4%	

No	Roadway	Location	Existing ADT (from counts)	Preliminary Post-processed Future Year with GPU Daily Volume	Posted Speed Limit	Number of Lanes	Vehicle Mix %			Day Mix %		
							Autos	Medium Trucks	Heavy Trucks	Daytime (7am-7pm)	Evening (7pm-10pm)	Nighttime (10pm-7am)
65	Thousand Oaks Blvd	Moorpark Rd to Hodencamp Rd	14,810	17,800	35	4	98.85%	0.40%	0.26%	83.0%	9.9%	7.0%
66		Hodencamp Rd to SR-23	18,640	22,300	35	4	98.95%	0.37%	0.24%	83.0%	9.9%	7.0%
67		SR-23 to Rancho Rd	22,990	27,500	35	4	98.28%	0.45%	0.72%	83.0%	9.9%	7.0%
68		Rancho Rd to Erbes Rd	26,580	31,600	35	4	98.96%	0.33%	0.25%	83.0%	9.9%	7.0%
69		Erbes Rd to Conejo School Rd	21,090	26,800	35	4	98.88%	0.33%	0.33%	83.0%	9.9%	7.0%
70		Conejo School Rd to Hampshire Rd	19,710	22,100	35	4	98.81%	0.33%	0.38%	83.0%	9.9%	7.0%
71		Hampshire Rd to Westlake Blvd	23,742	28,600	35	4	99.01%	0.34%	0.27%	83.0%	9.9%	7.0%
72	Erbes Rd	Olsen Rd to SR-23	7,290	8,900	45	2	99.36%	0.14%	0.13%	84.9%	10.3%	4.8%
73		SR-23 to Sunset Hills Blvd	6,390	7,200	45	2	98.46%	0.33%	0.54%	84.9%	10.3%	4.8%
74	Sunset Hills Blvd	Olsen Rd to SR-23	6,060	6,400	50	4	97.61%	0.49%	1.04%	82.0%	11.0%	7.0%
75		SR-23 to Erbes Rd	9,610	11,500	50	4	99.37%	0.13%	0.23%	82.0%	11.0%	7.0%
76		East of Erbes Rd	2,890	-	40	2	99.37%	0.13%	0.23%	82.0%	11.0%	7.0%
77	Avenida de los Arboles	Olsen Rd to Moorpark Rd	12,740	14,300	35	2	98.72%	0.32%	0.46%	82.0%	11.0%	7.0%
78		Moorpark Rd to SR-23	12,270	14,800	35	2	98.20%	0.41%	0.73%	82.0%	11.0%	7.0%
79		SR-23 to Erbes Rd	20,370	21,200	45	6	98.28%	0.41%	0.58%	82.0%	11.0%	7.0%
80		Erbes Rd to Westlake Blvd	23,240	26,100	45	6	98.78%	0.31%	0.34%	82.0%	11.0%	7.0%
81	Avenida de las Flores	Lynn Rd to Moorpark Rd	6,100	6,700	35	2	99.50%	0.12%	0.05%	82.0%	11.0%	7.0%
82		Moorpark Rd to SR-23	7,650	9,200	35	2	99.47%	0.15%	0.07%	82.0%	11.0%	7.0%
83		SR-23 to Erbes Rd	8,630	10,700	40	2	99.52%	0.13%	0.06%	82.0%	11.0%	7.0%
84	La Granada	East of Erbes Rd	3,950	4,600	35	2	100.00%	0.00%	0.00%	82.0%	11.0%	7.0%
85	Gainsborough Rd	Lynn Rd to Moorpark Rd	4,990	6,000	35	2	98.49%	0.42%	0.41%	82.0%	11.0%	7.0%
86		East of Moorpark Rd	3,930	4,800	35	2	98.47%	0.50%	0.34%	82.0%	11.0%	7.0%
87	Wilbur Rd	Hillcrest Dr to Moorpark Rd	9,700	12,300	35	4	99.22%	0.27%	0.20%	82.0%	11.0%	7.0%
88		Moorpark Rd to Hodencamp Rd	8,370	10,400	35	2	98.74%	0.48%	0.23%	82.0%	11.0%	7.0%
89	Triunfo Cyn Rd	North of Westlake Blvd	3,260	3,400	35	2	99.61%	0.10%	0.08%	82.0%	11.0%	7.0%
90	Wendy Dr	Borchard Rd to Lynn Rd	3,330	3,900	40	2	98.89%	0.31%	0.28%	82.0%	11.0%	7.0%
91		Lynn Rd to Portrero Rd	3,460	4,100	40	2	98.03%	0.58%	0.52%	82.0%	11.0%	7.0%
92	Lynn Rd	Avenida de Los Arboles to Avenida de Las Flores	23,210	25,400	45	4	99.16%	0.21%	0.27%	82.0%	11.0%	7.0%
93		Avenida de Las Flores to Janss Rd	22,990	25,900	45	4	99.13%	0.21%	0.29%	82.0%	11.0%	7.0%
94	Thousand Oaks Blvd	Westlake Blvd to East City Boundary	20,830	20,900	40	4	98.10%	0.62%	0.61%	83.0%	9.9%	7.0%
95	SR-23	North of US-101	80,000	81,800	65	6	95.47%	0.88%	2.32%	82.0%	11.0%	7.0%
96	US-101	West of SR-23	170,000	179,200	65	8	88.90%	1.51%	7.40%	82.0%	11.0%	7.0%
97		East of SR-23	171,000	180,100	65	10	89.32%	1.37%	7.16%	82.0%	11.0%	7.0%

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