



*Thousand Oaks*

# MOBILITY REPORT

*Existing Conditions | January 2020*



# CHAPTER 1: OVERVIEW

The Thousand Oaks General Plan update provides an opportunity to consider policies and projects that will support future transportation investments to improve accessibility and mobility options for residents. The City of Thousand Oaks is located on the western border of Los Angeles County in Ventura County, near major job centers in northeast Los Angeles, Oxnard, and greater Ventura County. The city's transportation system must effectively serve both regional travel and local trips to community destinations. This chapter provides a summary of existing (as of 2019) transportation conditions in Thousand Oaks to better understand how the City's various transportation elements serve the community. This review of existing transportation conditions provides an understanding of existing issues and opportunities to address during the development of the Thousand Oaks General Plan update.

## Planning Context

### City of Thousand Oaks Active Transportation Plan (2019)

The Active Transportation Plan (ATP), funded by the Southern California Association of Governments (SCAG) Sustainability Planning Grant, provides guidance to make multimodal transportation safer and more enjoyable. The ATP also educates the public and reduces vehicle miles traveled and greenhouse gas emissions by promoting active transportation, including bicycling and walking. Four goals guided the planning process for the ATP:

- Identify barriers to bicycling and walking. Provide opportunities to remove the barriers and improve the network.
- Improve community health by developing access to more active means of transportation, such as bicycling and walking.
- Provide social equity by creating a plan benefiting the disadvantaged community.
- Engage the community and create a sense of pride through social interaction.

ATP recommendations are based on an existing conditions analysis of demographics, land use, bicycle and pedestrian facilities, activity centers, roadway conditions, transit routes, and transportation mode share. The Plan also includes a needs analysis based on safety, first and last mile connections, streetlights, bicycle level of traffic stress, and community engagement.

Recommendations include short-term and long-term improvements to guide the City in allocating funds. Bicycle and pedestrian recommendations focus on providing safer, less stressful travel through treatments such as buffered bicycle lanes, traffic calming measures like roundabouts, crosswalk signals, enhanced lighting, and placemaking features such as parklets and community gardens. The ATP identifies programs to support recommended projects and identifies specific roadways and high-risk intersections to maximize connectivity and safety.

### **City of Thousand Oaks Transit General Plan Update (2019)**

Thousand Oaks Transit (TOT) offers bus, shuttle, and dial-a-ride services. Due to service cost increases over the last several years, TOT has proposed fare, schedule, and policy modifications that City Council adopted in October 2019. Changes to the system include modifications to service hours, fare increases for Dial-a-Ride users, the elimination of several specialized passes, and bus stop consolidation for all routes. More information about the proposed transit update can be found in the Transit Network section, along with a route map.

### **Road Design and Construction Standards (2018)**

The 2018 City Road Design and Construction Standards (City Council Resolution 2018-024) was adopted May 15, 2018 by the Thousand Oaks City Council as an update to the 2003 standards, rescinding City Council Resolution 2003-059.

The standards include specifications on design and construction, road cross sections, road design, storm drains, pedestrian access ramps, driveway design, traffic design, and other miscellaneous elements of roadways, such as bus turnouts and lighting.

These design guidelines have the potential to improve bicycle and pedestrian networks, including pedestrian access ramps, crosswalk markings, lane drops, green bike lane striping, bus turnout, street lighting, intersection lighting layout, tree planting, and bus stop requirements.

### **Thousand Oaks Boulevard Short Corridor Pedestrian Study (2018)**

The goal of the Thousand Oaks Boulevard Short Corridor Pedestrian Study is to address traffic control along Thousand

Oaks Boulevard between Conejo School Road and Skyline Drive in order to accommodate growth in pedestrian, bicycle, and vehicle traffic in the corridor. To determine transportation needs for the corridor, the City examined relevant documents; analyzed vehicle, pedestrian, and bicycle traffic; and conducted public outreach to area patrons and business owners.

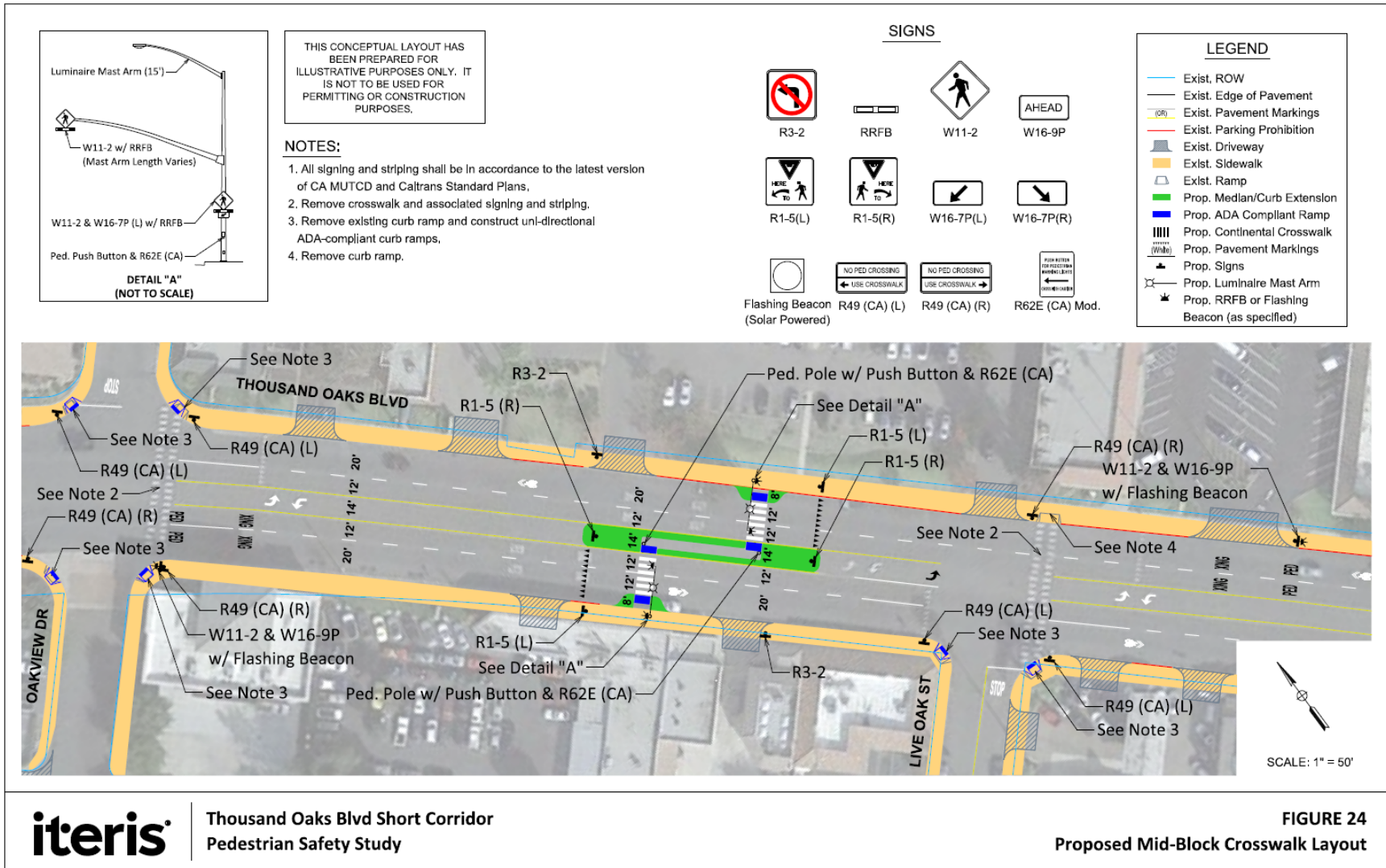
The study recommends removing existing crosswalks and replacing them with one crosswalk at a mid-block location, based on observed pedestrian volumes. The recommendations also include a Split Pedestrian Crossover (SPXO) design which would allow people to cross incrementally and provide a median refuge midway across.

The City received a Highway Safety Improvement Program (HSIP) grant in the amount of \$700,000 to construct the new crosswalk improvements. The project should be completed by the end of 2020.

The study offers short- and mid-term recommendations. Short-term recommendations focus on modifying signal timing to increase pedestrian clearance time and add leading pedestrian intervals. Mid-term recommendations include installing ADA-compliant curb ramps, consolidating the two crosswalks into a mid-block crossing, installing curb extensions, and reconfiguring the Crescent Way approach to Thousand Oaks Boulevard. The study also recommends streetscape and infrastructure enhancements to enhance pedestrian and bicycle safety. Figure 1 illustrates potential mid-term recommendations for the corridor.

Short-term recommendations are estimated to cost the City \$6,000, while mid-term recommendations are projected to cost \$394,908 for 18 recommendations, including construction, administrative, engineering and design, and contingency costs.

Figure 1 Thousand Oaks Boulevard Short Corridor Pedestrian Study Mid-term Recommendations



Proposed layout on Thousand Oaks Boulevard between Oakview Drive and Live Oak Street with multiple improvements including ADA compliant ramps, mid-block crosswalk, and median.

## Thousand Oaks Boulevard Parking Management Plan (2015)

The Thousand Oaks Boulevard Parking Management Plan defines program and policy strategies to address parking for development near the Thousand Oaks Boulevard Specific Plan (TOBSP) area. Parking capacity is continually evolving based on land use changes. Recommendations are based on a 2003 parking study that determined the general TOBSP area to have parking capacity of 6,590 on- and off-street spaces year-round. The RBF study separated the TOBSP area into six zones to quantify peak parking demand, and defined congestion as occupancy exceeding 85 percent occupancy of parking spaces.

The six TOBSP parking zones are as follows:

1. Moorpark Road to Hodencamp Road
2. Hodencamp Road to State Route 23
3. State Route 23 to Erbes Road
4. Erbes Road to Conejo School Road
5. Conejo School Road to Skyline Drive
6. Skyline Drive to Duesenberg Drive

The plan proposes near- and long-term strategies, which consider the most efficient use of existing parking supply and minimal implementation costs for creating additional parking. Near-term recommendations include on-street parking utilization; parking recapture; parking exceptions for change of use, renovation, or addition; business parking policies and employee incentives; and a shared parking program. Long-term recommendations include adoption and implementation of an in-

lieu fee program; adoption of diagonal parking standards; and driveway consolidation.

## Traffic Impact Mitigation Fee Nexus Study (2019)

The Traffic Impact Mitigation Fee (TIMF) Nexus Study was prepared by the City of Thousand Oaks to apply to new development throughout the city by funding transportation system improvements that would meet needs generated by land use growth. The study analyzes future traffic needs for the year 2040 and includes new projects as well as projects already identified in the City's Capital Improvement Program.

TIMFs are assessed and paid when a building permit is issued. The adoption of maximum justified fees is guided by the California State Legislature Mitigation Fee Act, which requires five findings: purpose of fee, use of fee revenues, benefit relationship, burden relationship, and proportionality.

The study identifies 24 intersections for improvement and calculates project costs and impact fees based on maintaining a minimum level of service (LOS) of C. The City establishes that LOS D would be acceptable at Thousand Oaks Boulevard between Moorpark Road and Duesenberg Road, and the intersection of Rancho Conejo Boulevard at Hillcrest Drive. TIMF also identifies a significant project impact at a Caltrans study intersection, which would change from an acceptable LOS to a deficient LOS with the addition of future development-generated trips.

One TIMF recommendation calls for consolidating location-specific fees and replacing them with one Citywide Traffic Fee. Thousand Oaks City Council adopted resolution 2019-11 on April 23, 2019, which rescinded the four separate traffic signal and road improvement resolutions and replaced them with a Citywide

Traffic Impact Fee, effective July 1, 2019. The Traffic Impact Fee will finance circulation system improvements related to the type of development that will generate an increase in traffic. The fee is based on the cost of improvements needed to increase capacity, the number of anticipated daily trips resulting from future growth, the number of daily trips in the existing circulation system, and trip generation rates of specific land uses, using the Highway Capacity Manual (HCM) Level of Service metric.

# CHAPTER 2: ROADWAY NETWORK

## Classification

Thousand Oaks' existing roadway network classification, as approved in the existing General Plan Land Use and Circulation Map, is determined according to a hierarchy based on right-of-way width, ranging from "Six-Lane Road" to "Two-Lane Road." Freeways are included as a separate classification, as their operation and maintenance are under the jurisdiction of Caltrans. The existing General Plan and Thousand Oaks Municipal Code does not have traditional language identifying corridors with words like arterials, collectors, and local roads.

The existing roadway network relies on existing freeways to serve regional travel. Local roadway connections to neighboring cities are limited, and include:

- Portero Road, providing access to California State University Channel Island
- Santa Rosa Road, connecting to Camarillo
- Olsen Road, connecting to Simi Valley
- Kanan Road, connecting to Oak Park and Agoura Hills
- Thousand Oaks Boulevard, Agoura Road, and Triunfo Canyon Road, connecting to Westlake Village and Agoura Hills

The roadway network of Thousand Oaks is a suburban network of primary streets and cul-de-sacs. High capacity roadways—typically of four or more lanes—distribute traffic broadly across the community. These roadways serve as arterial roads that connect to neighborhoods and their local roads. The General Plan Land Use and Circulation Map does not identify local streets; however, they are shown in Figure 2, in white.

Dead-ends and cul-de-sacs are incorporated in the local street network and minimize cut-through traffic diverted from arterials. This design may encourage congestion by limiting connectivity across the network and channeling all cross-neighborhood traffic onto arterial corridors. This also presents challenges for multimodal connectivity, as all transit, pedestrians, and bicyclists must also be accommodated on high-speed and high-volume streets.

This section identifies the facilities noted in the General Plan Land Use and Circulation Map. Descriptions of the roles served by these streets are based on the 2018 Thousand Oaks Roadway Design Standards to match right-of-way and purpose.

## Freeways

Freeways provide regional access to and from Thousand Oaks via State highways. Two freeways pass through Thousand Oaks:

- US-101 provides access to Los Angeles and greater Los Angeles County to the east, and to Camarillo and Ventura County to the west.
- SR-23 provides access to Moorpark to the north and to communities in the Santa Monica mountains and Malibu to the south.



Though the State highway right-of-way is managed by Caltrans, the City of Thousand Oaks may identify opportunities to improve facilities along freeway on and off ramps.

## Six-Lane Roads

Thousand Oaks has six segments of six-lane roads, which serve as wider arterial extensions of four-lane roads and expand vehicle capacity to access freeways. Though these roads have the capacity to accommodate six lanes, some, such as Lynn Road, are designed as 4 or 5 lanes, using the excess right-of-way for features such as center medians, bicycle lanes, and/or center turn lanes. Streets with six travel lanes are referred to as primary roads in the City Roadway Design Standards. Primary roads include Agoura Road, Avenida de los Arboles, Hampshire Road, and Thousand Oaks Boulevard and a segment of Westlake Boulevard. These corridors have three lanes in each direction, medians, and turn pockets at intersections. In some instances, one travel lane is designated as a right turn lane for freeway access.

## Five-Lane Roads

A segment of Lynn Road is identified as a five-lane road, with two lanes in each direction and a median with left turn lanes at intersections. As with many of the six-lane road segments, this segment of Lynn Road is wider to provide capacity on the approach to and from the freeway system and is referred to as a primary road in City Roadway Design Standards.

## Four-Lane Roads

Four-lane roads in Thousand Oaks serve as arterials, connecting neighborhoods and community destinations to wider streets that connect to access regional freeways. These streets are identified

as secondary roads in the City Roadway Design Guide, which make up most of the roadways identified in Figure 2.

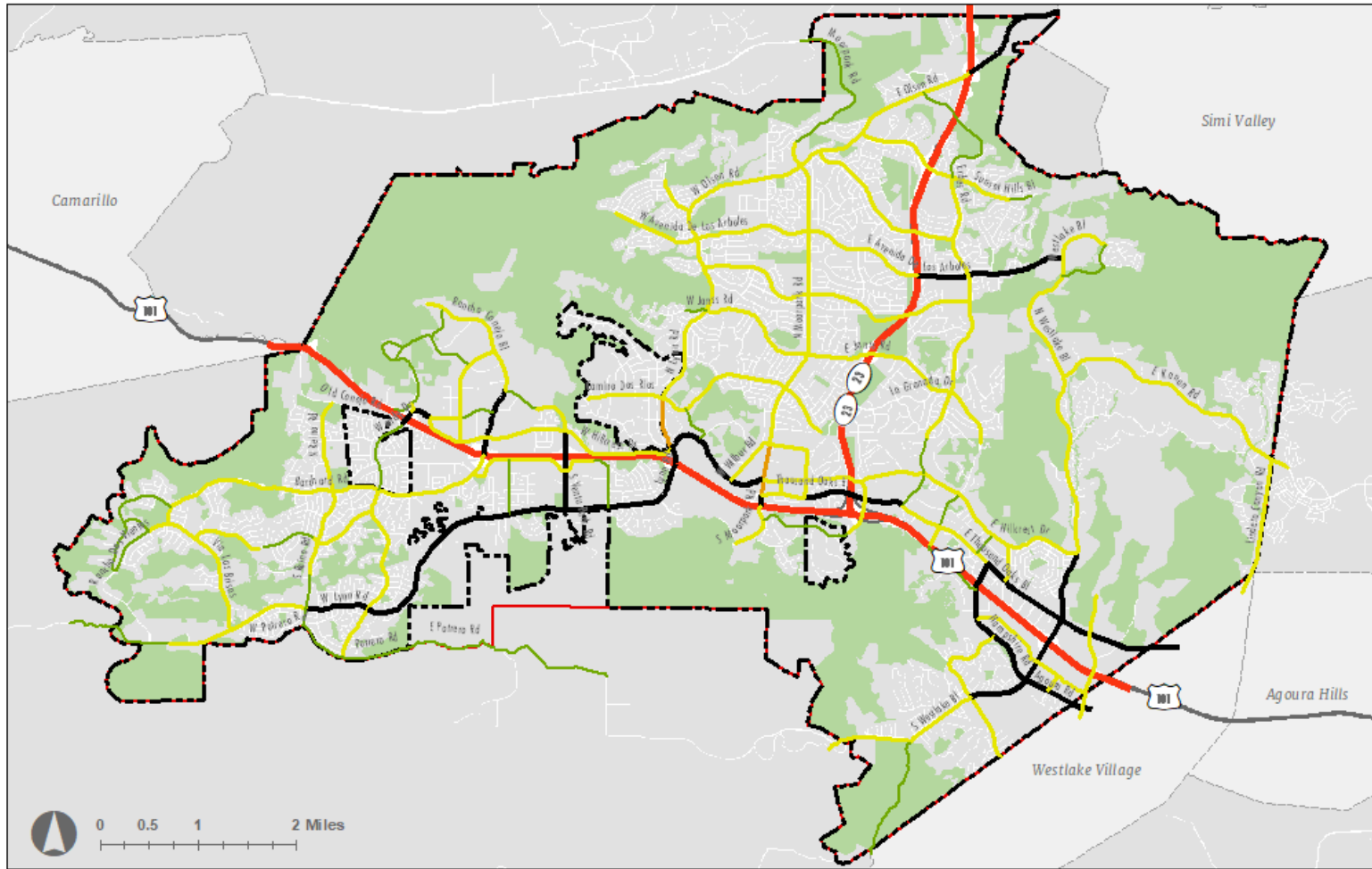
Sidewalks and medians are a common feature of most four-lane roads. Segments of these roads have been converted to three-lane roads, with one lane in each direction and a center-turn-lane, as seen on Janss Road west of Moorpark Road.

## Two-Lane Roads

Two-lane roads in Thousand Oaks provide the network that connects local neighborhoods to primary and secondary roads. According to the City Roadway Design Guide, two-lane roads typically serve as industrial roads, collector roads, residential roads, and rural roads.

Figure 2 shows fewer two-lane roads, identified in green, exist in the City, while the remainder of local two-lane roads are identified in white. Residential streets are typically unmarked with no center or shoulder lines.

Figure 2 Existing Roadway Network



Raimi + Associates 2019, Nelson\Nygaard 2019 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles



- City Limits
- City Sphere
- Parks and Open Space
- Unincorporated Counties Land
- Major Roads
- Freeways
- Freeway
- Five Lane Road
- Two Lane Road
- Six Lane Road
- Four Lane Road
- Adjacent Cities

# CHAPTER 3: MOTOR VEHICLE TRAFFIC

## Methodology

### Data Collection

Existing traffic counts were collected in May 2019 while local schools were in session, avoiding any holiday-related shifts in traffic patterns. Based on coordination with City staff, traffic counts were collected at 26 intersections and nine roadway segments. All intersection counts were conducted during the morning peak period (7–9 a.m.) and evening peak period (4–6 p.m.), while roadway segment counts were conducted over a 24-hour period. Supplemental peak hour count data from 43 additional intersections was obtained from the 2017/2018 Congestion Management Plan Intersection Data Report, provided by the City.

Utilizing the two sets of peak hour intersection counts and the 24-hour segment counts, daily roadway segment volumes throughout the city were calculated by applying an average evening peak hour-to-daily volume ratio. This conversion ratio was determined through review of the 24-hour segment counts and is generally close to the conventional conversion factor of 10.

### Traffic Model Development

Traffic forecasting uses the current Ventura County Transportation Model (VCTM), developed by Iteris for the County. This model was the first in Southern California to utilize the 2016

version of SCAG’s Sub-Regional Model Development Tool. This land use-based model is consistent with the 2016 SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) travel demand model assumptions and inputs with a detailed traffic analysis zone (TAZ) structure in the City of Thousand Oaks. The model consists of 110 Traffic TAZs within the City.

To understand its varied demographics and characteristics, the City was broken up into four sections for model data extraction. The section shapes were chosen based on prominent borders such as the major freeways and model TAZ boundaries, described as such:

- Quadrant 1 is the northwest quadrant, bound by SR-23 on the east, US-101 on the south, and the northwestern City border.
- Quadrant 2 is the northeast quadrant, bound by SR-23 on the west, US-101 on the south, and the northeastern City border.
- Quadrant 3 is the southwest quadrant, bound by US-101 on the north, TAZ boundaries east of the Lynn Road and US-101 interchange on the east, and the southwestern City border.
- Quadrant 4 is the southeast quadrant, bound by US-101 on the north, TAZ boundaries east of the Lynn Road and US-101 interchange on the west, and the southeastern City border.

The baseline model land use inputs are shown in Table 1 for residential (in terms of households and population) and non-residential (in terms of thousand square feet) land uses.

Table 1 Existing Model Inputs (Land Use)

Quadrant	Land Use				
	Households	Population	Mixed Use (tsf)	Commercial (tsf)	Industrial (tsf)
1 (Northwest)	17,441	49,734	-	249,187	17,453,308
2 (Northeast)	9,025	24,588	7,745	-	944,311
3 (Southwest)	12,537	34,929	-	1,944,414	-
4 (Southeast)	5,123	14,224	-	-	2,983,072
<b>Citywide Totals</b>	<b>44,126</b>	<b>123,475</b>	<b>7,745</b>	<b>2,193,601</b>	<b>21,380,691</b>
<b>Countywide Totals</b>	<b>268,492</b>	<b>832,824</b>	<b>3,553,937</b>	<b>11,559,577</b>	<b>243,609,117</b>

Note: tsf = thousand square feet.

## Traffic Volumes

### Average Daily Travel and Congestion

Thousand Oaks used existing volumes to develop roadway volume-to-capacity (V/C) ratios throughout the City. Using V/C ratios is a high-level method to describe the level of traffic along a particular roadway as compared to the roadway's capacity. In addition, it helps to describe the capacity that is available for future traffic growth. V/C ratios are provided for the morning peak hour, evening peak hour, and daily conditions, as shown in Figure 23 – 25 of Appendix A. Given the City does not have adopted daily or peak hour capacities, conventional capacities from previous planning efforts were utilized for two-lane, four-lane, and six-lane roadways within the City.

As shown in Figure 26 of Appendix A, roadways with the largest average daily trip (ADT) levels include segments of Lynn Road, Moorpark Road, and Westlake Boulevard with volumes greater than 25,000 vehicles per day. As shown in the V/C figures, most roadways within the City currently operate under 80% capacity during daily and peak hour conditions. Some segments, such as Lynn Road and Erbes Road south of Janss Road, consist of volumes that are currently near or at the roadway's theoretical capacity. Overall, the evening peak hour V/C ratios are higher on average (approximately 0.55) than the morning peak hour (approximately 0.47). During the evening peak hour, parallel north-south roadways such as Lynn Road, Moorpark Road, and Erbes Road are currently near capacity.

### Available Capacity

The volume-to-capacity analysis also informs the available roadway capacity in the City. In general, the northeast and southeast areas of the City consist of roadways with most available capacity for future traffic growth. This includes roadways such as the six-lane and four-lane sections of Westlake Boulevard, the four-lane Agoura Road, and four-lane Kanan Road. Maps showcasing available capacity in the morning peak, evening peak, and daily conditions are shown in Appendix A, Figure 27 to Figure 29.

## Vehicle Miles Traveled

### Model Travel Characteristics

Vehicles Miles Traveled (VMT) data is presented in the following two tables for the model's base year scenario (in terms of daily vehicles) and transportation mode split percentages. VMT data is also presented per capita to scale the outputs to the population level. The data is shown for each quadrant of the City, the City as a whole, and the County of Ventura as a whole. Daily VMT was generated using the VCTM, applying the origin-destination method which accounts for all vehicle trips (and subsequent trip lengths) originating from and destined for the TAZ's.

As shown in Table 2, compared to the Ventura County average of 20.1 VMT/Capita, Thousand Oaks generates a lower average Daily VMT per capita (5.9) than the overall Ventura County average. The lowest average daily VMT per capita is generated in the southwest portion of the City, which also includes the highest non-vehicular mode split percentage. Conversely, the highest average daily VMT per capita is generated in the northeast portion of the City where

the vehicular mode split percentage is highest. The use of transit as a travel mode is generally low in comparison to other modes but is consistent with the mode split percentage of Ventura County.

Table 2 Existing Vehicle Miles Traveled (VMT) Model Outputs

Quadrant	# of TAZs	Square Miles	Daily VMT	Daily VMT per Capita
1 (Northwest)	50	16.1	332,302	6.7
2 (Northeast)	22	11.5	167,206	6.8
3 (Southwest)	23	10.3	144,534	4.1
4 (Southeast)	15	8.7	86,962	6.1
Citywide Totals	110	46.6	731,004	5.9
Countywide Totals	663	1,791.7	16,703,731	20.1

Source: VCTM

Table 3 Existing Transportation Mode Share Model Outputs

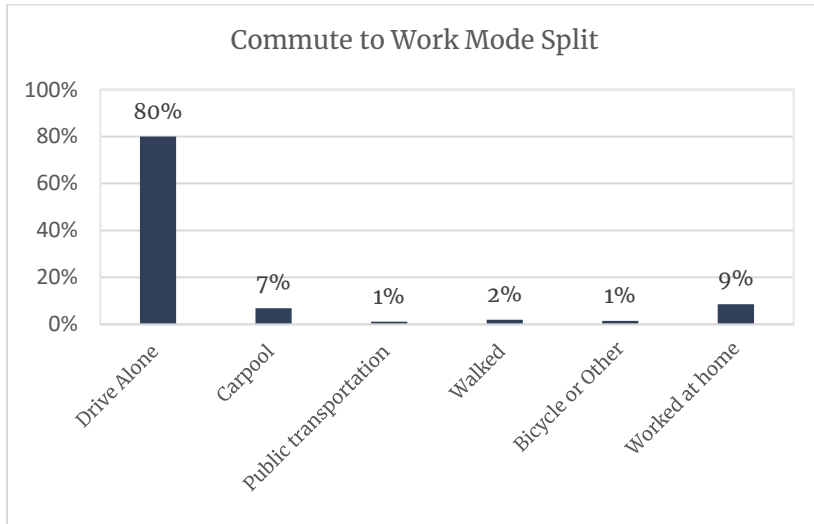
Quadrant	# of TAZs	Square Miles	Vehicular Mode Split %	Transit Mode Split %	Non-vehicular Mode Split %
1 (Northwest)	50	16.1	90.4%	0.5%	9.2%
2 (Northeast)	22	11.5	92.4%	0.5%	7.1%
3 (Southwest)	23	10.3	87.6%	0.5%	11.9%
4 (Southeast)	15	8.7	89.0%	0.5%	10.5%
Citywide Totals	110	46.6	90.2%	0.5%	9.3%
Countywide Totals	663	1,791.7	88.3%	0.5%	11.2%

Source: VCTM

## Commute Mode Split

According to the U.S. Census 2017 American Community Survey, there are an estimated 62,096 number of employed residents in Thousand Oaks. As shown in Figure 3, approximately 80 percent commute to work by driving alone and 9 percent of residents' report working at home, second to driving alone. More residents report carpooling and walking to work than using public transportation to commute to work.

Figure 3 Commute to Work Mode Split

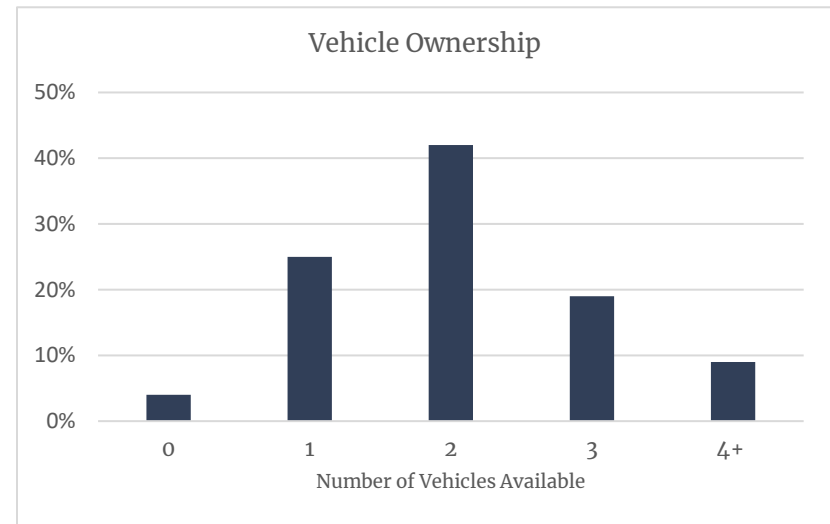


Source: U.S. Census, Means of Transportation to Work, 2017 ACS 5-Year Estimates

## Vehicle Ownership

According to recent U.S. Census estimates, 70 percent of households in Thousand Oaks own two or more vehicles (Figure 4), which is similar to vehicle ownership patterns for greater Ventura County. Approximately 4 percent of households have no access to vehicles, while 25 percent of households have access to one vehicle.

Figure 4 Vehicle Ownership



Source: U.S. Census, Household Size by Vehicles Available, 2017 ACS 5-Year Estimates

## Freight Travel Patterns

The existing Thousand Oaks General Plan and Municipal Code do not currently formalize truck routes, though the Ventura County 2040 General Plan identifies US-101 and SR-23 as regional freight corridors. The Municipal Code assigns authority to the Public Works Director to install signage prohibiting trucks weighing over six tons as necessary.

It is likely that streets with four to six lanes are typically used for commercial freight for destinations within the City. The movement of commercial freight through the City is via US-101 and SR-23

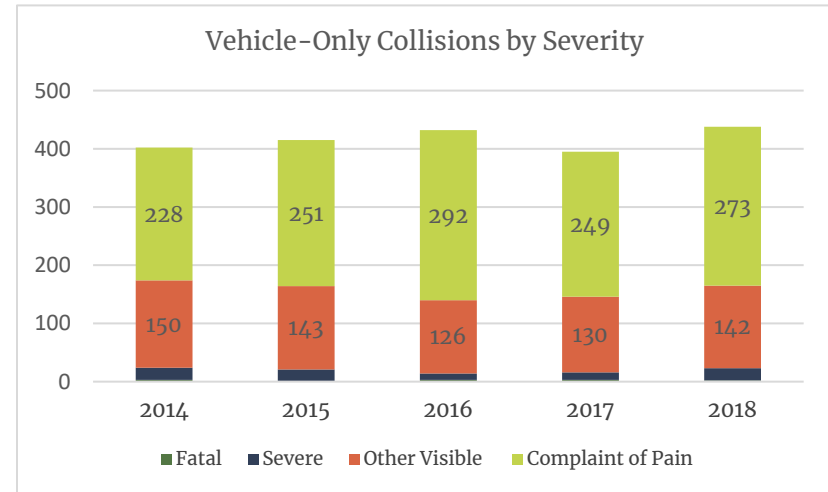
## Motor Vehicle Safety

Evaluating where and why collisions occur helps guide roadway design by informing which safety or enforcement countermeasures are appropriate. To guide understanding, Statewide Integrated Traffic Records System (SWITRS) vehicle-only collision data from 2014 to 2018 was analyzed according to collision severity and primary collision factor.

### Collisions Over Time

A total of 2,082 vehicle-involved collisions occurred in Thousand Oaks between 2014 and 2018, with the rate of incidents remaining steady over time. As shown in Figure 5, the frequency of collisions involving complaints of pain, increased from 228 in 2014 to 292 in 2016, and declined slightly in 2017 to 249, before rising again to 273 in 2018. The highest number of vehicle-involved collisions occurred in 2018, with 438 total collisions and 23 of those or 5 percent, resulted in a fatal or severe injury.

Figure 5 Vehicle-Only Collisions by Severity



Source: California Statewide Integrated Traffic Records System (SWITRS), City of Thousand Oaks, All Collisions 2014-2018

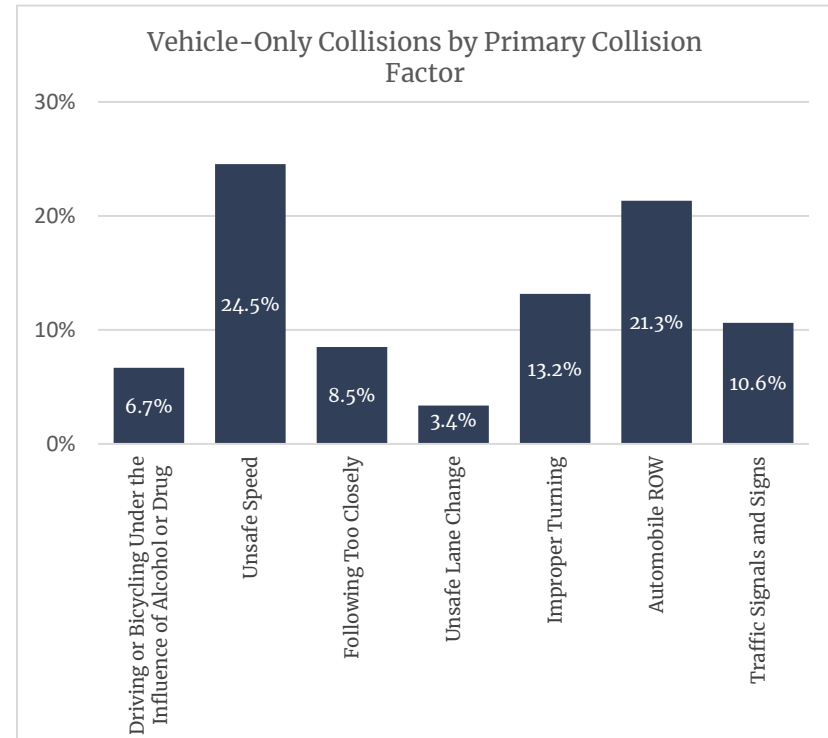


## Primary Collision Factors

Understanding how and why collisions occur is important for implementing appropriate corrective measures. Primary causes of collisions can shed light on which behaviors cause collisions and what countermeasures are needed to remedy them.

Figure 6 shows the top seven most common collision factors for vehicle-only collisions, with unsafe speed accounting for 24.5 percent of collisions. Unsafe speed violations can be addressed through redesigning and narrowing roadways to slow speeds or increasing the presence of local law enforcement. The second most common factor is automobile right-of-way (ROW), which results from drivers failing to yield properly. These drivers may have failed to see other vehicles, failed to see lane delineation, or committed rushed attempts at taking a lane.

Figure 6 Vehicle-Only Collision by Primary Collision Factor



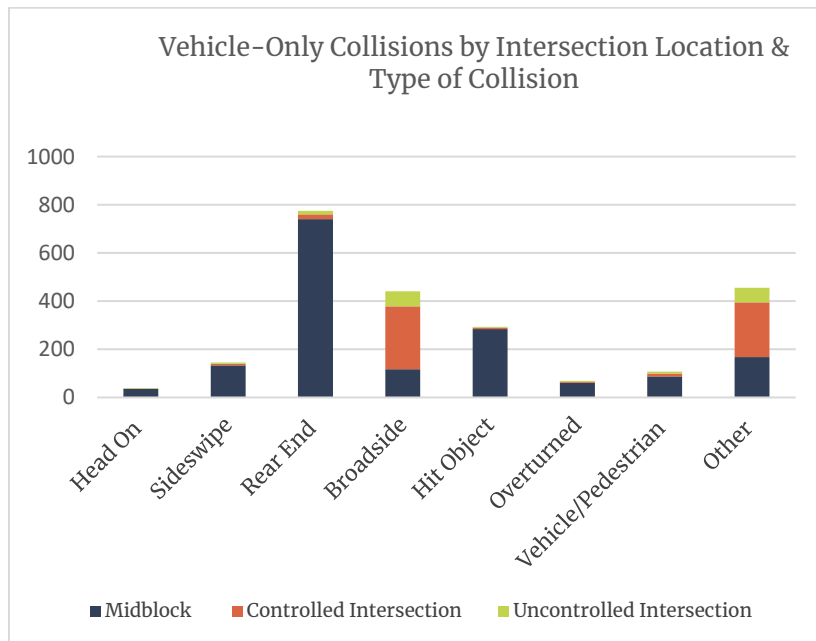
Source: California Statewide Integrated Traffic Records System (SWITRS), City of Thousand Oaks, All Collisions 2014-2018

## Collision Locations and Types

Figure 7 illustrates where and how vehicle-only collisions occurred. Overall, collisions most frequently occurred at midblock (70 percent). The most common occurrence was rear-end collisions at midblock locations (32 percent). The second and third leading collision types were hit object collisions at midblock (12 percent) and broadside collisions in a controlled intersection (11 percent), indicating driver failure to obey traffic control devices.

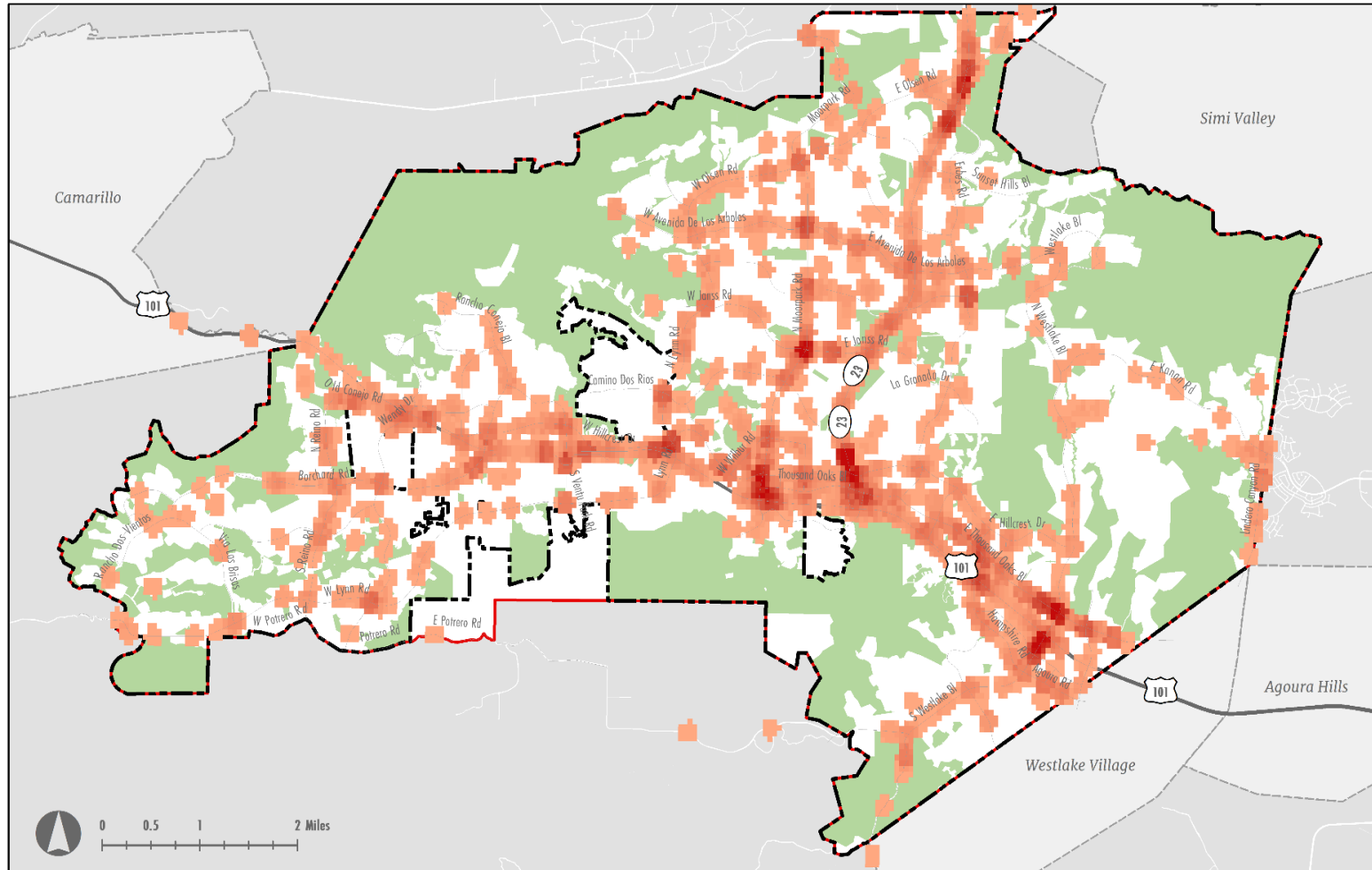
Most vehicle-only collisions are concentrated along Thousand Oaks Boulevard, which runs parallel to US-101 and perpendicular to other major arterials in the area (Figure 8). A second concentration of collisions is along Hillcrest Drive, which also runs parallel to US-101. A combined total of 43 or more vehicle-only collisions were located at the intersections of Moorpark Road and Thousand Oaks Boulevard, and Moorpark Road and Janss Road, which are major commercial centers. There is also a smaller cluster of collisions that occurred on Olsen Road (arterial connecting residential neighborhoods) at the SR-23 on/off ramps.

Figure 7 Vehicle-Only Collisions by Intersection Location & Type of Collision



Source: California Statewide Integrated Traffic Records System (SWITRS), City of Thousand Oaks, All Collisions 2014-2018

Figure 8 Vehicle-Only Collisions Heat Map



Raimi + Associates, Nelson\Nygaard 2019 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles



- More Collisions
- Low
- City Limits
- City Sphere
- Major Roads
- Freeways
- Parks and Open Space
- Unincorporated Counties Land
- Adjacent Cities

# CHAPTER 4: PARKING STANDARDS AND MANAGEMENT

## Parking Facilities

A variety of off- and on-street parking is available in Thousand Oaks to meet the needs of different users. Several facilities are open all day and offer free parking to transit riders, including Janss park-and-ride (92 spaces), Thousand Oaks Community Transportation Center (290 spaces), and Caltrans Borchard Road Park-and-Ride (177 spaces). These parking facilities accommodate a variety of users. For example, the Caltrans Borchard Road Park-and-Ride holds lease arrangements with recreational vehicles, resulting in the number of parking spaces available for commuters to be about 120 on weekdays, and as low as 20 on weekends.

Civic Arts Plaza offers parking for a flat rate of \$8 on performance days from 5 to 11 p.m. The Thousand Oaks Civic Arts Plaza is a complex consisting of Thousand Oaks City Hall, two theatres, and the Mary and Richard Carpenter Plaza Park. City Hall parking is available in the same six-level structure and is free during City Hall office hours.

Privately managed facilities are available for retail and shopping center customers, and many offer two hours of free parking to customers. Examples of these facilities include Park Oaks, Whole Foods, The Oaks Mall shopping center, and Oakbrook Plaza.

Along Thousand Oaks Boulevard, on-street parking is free and predominantly designated as one-hour or two-hour zones. Restricted parking zones are marked by signs. Most blocks allow parking, except a few blocks along the Boulevard beneath the Highway 23 overpass, where it is prohibited. Overnight parking is restricted between 3-6 a.m.

## Thousand Oaks Boulevard Parking Study Area

The Thousand Oaks Boulevard Parking Study (TOBPS) area consists of six parking zones along Thousand Oaks Boulevard with total capacities based on 2003 data shown in Table 4 below.

Table 4 Thousand Oaks Boulevard Parking Capacity

Location	Parking Spaces
Moorpark Road to Hodencamp Road	1,708
Hodencamp Road to State Route 23	710
State Route 23 to Erbes Road	1,417
Erbes Road to Conejo School Road	531
Conejo School Road to Skyline Drive	1,241
Skyline Drive to Duesenberg Drive	983
<b>Total</b>	<b>6,590</b>

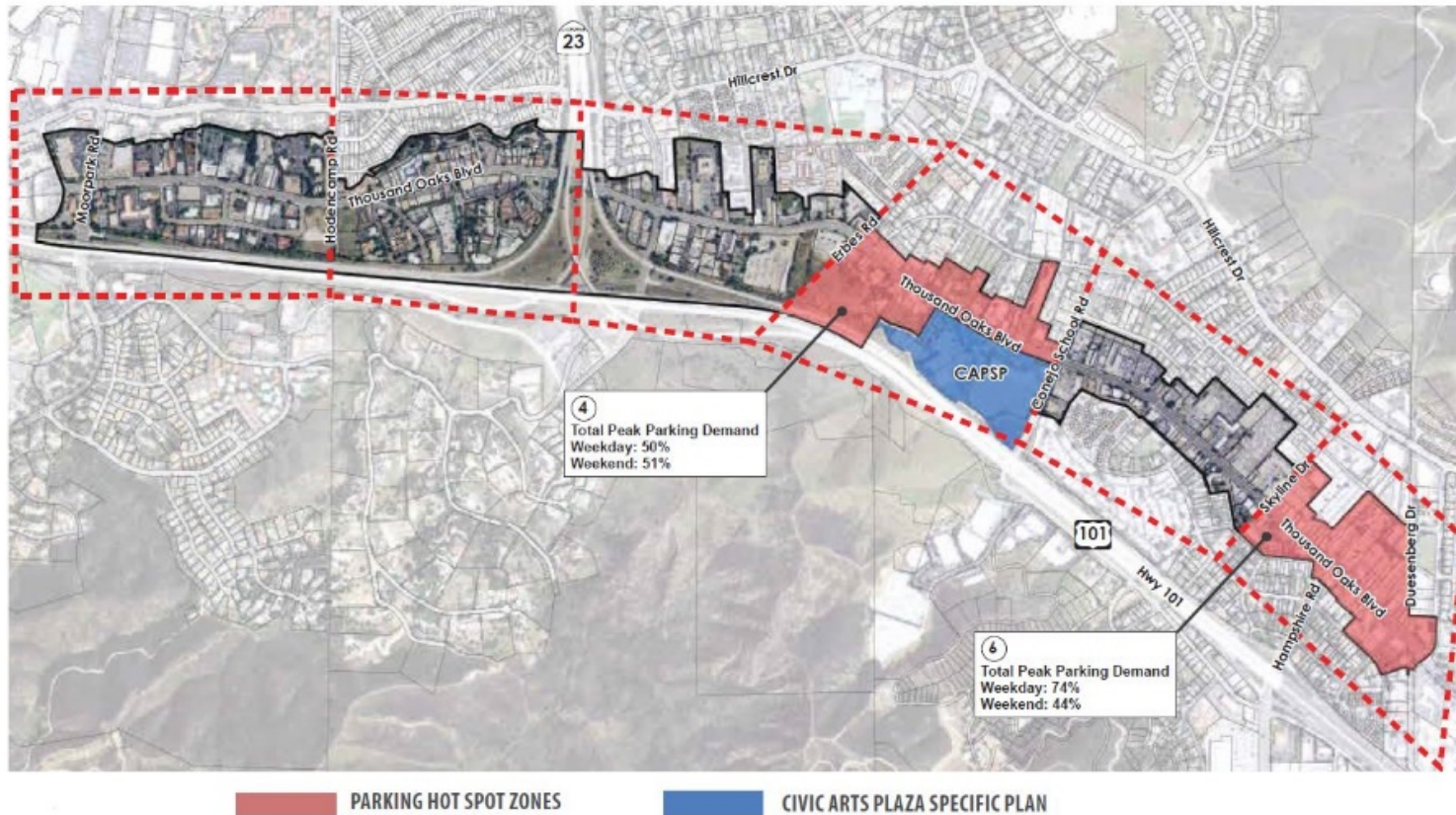
Total capacity for the TOBPS study area was 6,590 in 2003, with 17 percent (1,088 spaces) on-street. Among the six zones, parking “hot spots” based on relative demand were identified in the Parking Management Plan as zones 4 and 6 (See Figure 9).

Zone 4 had the lowest number of on- and off-street parking capacity and the highest weekend demand of the study area, likely due to its proximity to the Civic Arts Plaza and nearby commercial activity. Zone 6 had the lowest on-street parking capacity of the study area (119 spaces) and the highest weekday

occupancy during peak demand period, likely due to commercial destinations within its boundaries.

In zone 4, 50 percent of the total parking spaces were occupied during peak demand on weekdays and 51 percent on weekends. Zone 6 peaked at 74 percent on weekdays and 44 percent on weekends, which is much lower than the 85 percent peak that denotes the start of congestion.

Figure 9 Parking Hot Spots



## Private Parking Standards

The City of Thousand Oaks Municipal Zoning Code (TOMC) requires a minimum number of parking spaces for different land uses (See examples of land uses provided in Table 5). The complete table of parking standards is provided in Table 6 of Appendix A.

Table 5 City of Thousand Oaks Parking Standards

Use	Spaces Required
Single-Family Dwellings in the R-A, R-E, R-O, R-1 and R-2 zones (see Appendix A for zoning map)	2 spaces (enclosed) per unit; 3 spaces (2 enclosed) per unit with 5-6 bedrooms; 4 spaces (enclosed) per unit with 7 or more bedrooms.
Hotels	1.25 spaces per room
Recreational Facilities	1 space per 35 square feet
Commercial Buildings	1 space per 250 square feet
Bicycle Stores and Industrial Buildings	1 space per 500 square feet
Appliance Stores	1 space per 750 square feet

Source: City of Thousand Oaks, CA Municipal Code Section 9-4.24.02

## Curb Management

### Parking Regulations

Preferential Parking Permits are available for residents, merchants, employees of merchants, guests, and special functions within preferential parking districts designated by the City Council. Permit parking areas apply to on-street parking and set parking time limits on the area and exempt permit holders from those limits. Permit parking areas can be established when 75 percent of the property holders on a street submit a petition to the City Council. However, permit parking signs within any of the preferential parking districts may be covered with bags for special occasions to allow overflow parking due to special events.

Overnight parking is prohibited on a select number of public streets (2-6 a.m.) without a permit, except for vehicles registered to people with disabilities, vehicles parked on-street due to construction, vehicles picking up or delivering at the location, emergency vehicles, public utility vehicles, or recreational vehicles loading or unloading for up to 24 hours.

Vehicles are not permitted to park in the same location for more than 72 hours without the odometer changing more than one mile. Residents can prohibit parking on their streets between 3-6 a.m. by submitting a petition to the City Council that has been signed by 75 percent of property owners on the street and the City finds merit to the request. Non-motorized vehicles, such as trailers, boats, and cars on trailers, are prohibited from parking on residential streets for any period.

## Loading Zone Requirements

Loading zones can be used for the unloading of passengers or materials for no more than three minutes. Vehicles can be stopped for up to 20 minutes in any alley within any business or residence district, and in any zone designated by the City Engineer with yellow painted curb markings or signs.

Passenger loading zones are also restricted to three minutes per incident within 30 feet of the main entrance to a hotel; outside any vestibule of a theater while the theater is open; and in any zone designated by the City Engineer with white curb markings or signs.

Thousand Oaks does not currently have signage or regulations for transportation network companies (TNCs). TNCs refer to ride-hailing services or mobility service providers, like Uber and Lyft.

Bus zones can be located within 50 feet of any intersection, when the City Engineers determines that location to be necessary and not hazardous to safety.

Parking must be done parallel to the curb as near to the right-hand edge of the roadway as practicable, or within 18 inches of an established curb line, unless the location has been striped for angle parking. Where angle parking is permitted by the City Engineer, motorists are not allowed to stop, stand, or park any vehicles in the roadway unless the vehicle is within the painted white lines with the nearest wheel within one foot of the curb.

Diagonal parking is not permitted within the public right-of-way on Thousand Oaks Boulevard between the eastern line of Moorpark Road and the eastern line of Pleasant Way. Diagonal parking is approved by the City Engineer on a case-by-case basis.

Parallel parking is permitted throughout Thousand Oaks and one space is 24 feet in length per the California MUTCD.

Vehicles are not allowed to be left unattended on any grade exceeding 3 percent unless the wheels are turned against the curb or blocked by another means.

Exceptions to parking rules have been specified in the TOMC to accommodate common carriers, taxicabs, and school buses, which can stop on crosswalks and in front of driveways to load or unload passengers.

# CHAPTER 5: TRANSIT NETWORK

## Regional Service

### Existing Transit Service

#### Los Angeles Metro

Los Angeles Metro's Local 161 Route connects the city of Thousand Oaks to Agoura Hills, Calabasas, Woodland Hills, and Canoga Park in West Los Angeles County. Originating at the Thousand Oaks City Transit Center, the 161 travels along Thousand Oaks Boulevard, providing connections to several key destinations within the city, including:

- Thousand Oaks City Transit Center
- Thousand Oaks Civic Arts Plaza
- Gardens of the World
- The Promenade at Westlake

LA Metro's 161 operates from 5:43 a.m. to 9:30 p.m., Monday through Friday, and from 8:41 a.m. to 8 p.m. on weekends. Headways are 60 minutes during the morning peak and 45 minutes during the evening peak for service traveling eastbound. For westbound service, headways are 15 minutes during the morning peak and 60 minutes during the evening peak. Headways are 60 minutes for service in both directions.

#### LADOT Commuter Express Services

The Los Angeles Department of Transportation operates two Commuter Express shuttles (422 and 423) that connect Thousand Oaks to neighboring Los Angeles County cities. Route 422 makes nine stops in Thousand Oaks along Thousand Oaks Boulevard, including the Oaks Mall, TOTC, and Hampshire Road. Route 423 makes four stops in Thousand Oaks and starts at the TOTC.

Route 422 travels through Thousand Oaks to San Fernando Valley and Los Angeles. Buses run every 10-15 minutes between 4:55 to 9:15 a.m. and every 20 minutes from 1:55 to 8:15 p.m. Route 422 connects passengers to several major employment centers in Downtown Los Angeles, including the University of Southern California, 7<sup>th</sup> and Flower, the Los Angeles Convention Center, and Civic Center.

Route 423 travels further east than Route 422, connecting the cities of Thousand Oaks and Agoura to Calabasas, Woodland Hills, and Encino. Like Route 422, Route 423 ends in Downtown Los Angeles near the University of Southern California Campus. Buses run every 15-20 minutes during the morning and evening commutes.

#### Metrolink

Metrolink is operated by the Southern California Regional Rail Authority (SCRRA) on behalf of the five counties in the greater Los Angeles Metropolitan region.

Metrolink offers commuter rail service from East Ventura to Downtown Los Angeles Monday through Saturday via the Ventura County Line.



## Ventura County Transportation Commission

The Ventura County Transportation Commission (VCTC) plans for, funds, and manages a wide array of transportation options within the County. VCTC operates a fixed-route, intercity transit service that covers most of the County. The Highway 101-Conejo Connection provides round-trip bus service between Oxnard, Camarillo, Thousand Oaks, and Warner Center in Canoga Park, a major employment center with a concentration in healthcare, financial services, and professional services. The Highway 101-Conejo Connection has two stops in Thousand Oaks including the TOTC and the Oaks Mall. The Highway 101-Conejo Connection operates from 5:50 a.m. to 8:30 p.m., Monday through Friday, and from 7 a.m. to 6:45 p.m. on Saturdays. The Highway 101-Conejo Connection is comprised of several local routes (50, 52, 53, 54, 55) and two express routes (52X, 54X) that only operate during morning and evening peak commute times. Headways across all routes range from 30 minutes to two hours on weekdays.

VCTC also operates several East County routes known as VCTC East, which provide round-trip bus service between Thousand Oaks, Moorpark, and Simi Valley. VCTC East operates from 5:40 a.m. to 7:40 p.m., Monday through Friday, and from 8 a.m. to 4:50 p.m. on Saturdays. Average headways are one hour on weekdays and two hours on Saturdays. Service makes four stops in Thousand Oaks including the TOTC, the Oaks shopping center, and Senior/Teen Center complex.

## Proposed Service Changes

There are currently no proposed changes or improvements to regional transit networks that operate within the City of Thousand Oaks. LA Metro's Local 161 Route was not listed as a candidate for near-term improvements within the NextGen Bus

Study. While LADOT and Ventura County's Transportation Commission both expanded service and added additional routes to their regional network, these changes do not directly impact service within Thousand Oaks, though previous VCTC studies have proposed service reductions to VCTC East services, due to low performance.

## Local Service

### Existing Transit Service

#### Thousand Oaks Transit

The Thousand Oaks Transit (TOT) service area includes the cities of Thousand Oaks and Westlake Village and Ventura County's unincorporated areas of Newbury Park, Ventu Park, Lynn Ranch, Rolling Oaks, Oak Park, Hidden Valley, and Lake Sherwood. Collectively, TOT's coverage area serves an estimated 200,000 people. TOT is the City of Thousand Oak's primary transit provider, and service includes fixed bus routes and door-to-door paratransit. The following Routes include recently adopted changes by the City Council (Fall 2019). Adopted timetables for revised services are visible in Tables 7-11 in the appendix.

#### Fixed-Route Service

TOT's fixed-route service is comprised of four local bus routes serving Thousand Oaks, Newbury Park, and surrounding areas. The fixed-route network was designed to provide service to major shopping centers, schools, hospitals, parks, and public facilities. Fixed-route service hours are 5 a.m. to 8 p.m., Monday through Friday, 8 a.m. to 8 p.m. on Saturdays, and paratransit services are

provided on Sundays. Average headways are 60 minutes for all four routes.

Routes 1, 3, and 4 operate parallel to US-101, whereas Route 2 and 2B operate parallel to SR-23. Transfers between Thousand Oaks buses are free as our transfers to/from VCTC buses. All fixed-route service except Routes 1 and 2B connect the City Transportation Center located at 265 S. Rancho Road. Figure 10 illustrates the fixed routes and stops, and Figure 11 and Figure 12 illustrate the weekday and weekend ridership.

### **Route 1 (Gold)**

Route 1 is a west-east combination loop and bi-directional route that serves the Newbury Park neighborhood. The Route originates and terminates at the Oaks Mall. Major destinations served include Newbury Park Branch Library, Sequoia Middle School, Borchard Community Center, the Dos Vientos Community Center, Newbury Park High School, the Village at Newbury Park and the new Lowe's Center. From the Oaks, the route travels west along Hillcrest Drive, turns south on Ventu Park Road then continues west on Newbury Road to Borchard Road. The route continues west to service the Dos Vientos area and Newbury Park High School before revering direction with stops at major retail centers before reconnecting to Newbury Road and return trip to The Oaks Mall. Average daily ridership is highest at The Oaks and at the Hillcrest Drive and Ventu Park stop.

### **Route 2 (Green)**

Route 2 is a primarily north-south loop route that operates in a generally clockwise direction connecting major facilities in the city center. The Route originates and terminates at the Oaks Mall. Major destinations served include Los Robles Hospital, California

Lutheran University, Thousand Oaks High School, Los Cerritos Middle School, the Goebel Adult Community Center, the Thousand Oaks Teen Center, Grant R. Brimhall Library, Conejo Valley High School, and the Thousand Oaks Transportation Center. The route connects to Lynn Road traveling north, to Olsen Road, turning south on Moorpark Road again before turning east on Rolling Oaks to stop at the Transportation Center before ending at the Oak Mall via the 101 freeway. Average daily ridership is highest at the Oaks Mall and the Transportation Center stops.

### **Route 2B (Purple)**

Route 2B is a north-south loop route that is partially interlined with Route 2 and travels in a generally counter-clockwise direction connecting major facilities in the city center. The Route originates and terminates at the Oaks Mall. The main destinations served by Route 2B includes the Oaks Mall, Janss Marketplace, Conejo Valley Plaza, the Goebel Adult Community Center, the Thousand Oaks Teen Center, the Grant R. Brimhall Library, Conejo Valley High School, Los Cerritos Middle School, Oakbrook Plaza, and the DMV, Thousand Oaks High School, California Lutheran University, and Los Robles Hospital. From the Oaks Mall, the route travels northeast to the Janss Marketplace, north on Moorpark Road, east on Janss Road, north on Erbes Road to Avenida de los Arboles, west to Mountclef Blvd., south on Olsen and Lynn Roads.

### **Route 3 (Red)**

Route 3 is a bi-directional route operating in an east-west direction on Thousand Oaks Blvd. between the Oaks Mall and Lakeview Canyon Road. Major destinations include the Thousand Oaks Transportation Center, the Civic Arts Plaza, Gardens of the

World, Thousand Oaks Auto Mall, Westlake Promenade, Westlake High School, and several retail centers along Thousand Oaks and Westlake Boulevards. The Route originates at the Oaks Mall, traveling east on Thousand Oaks Boulevard to Lakeview Canyon Road, south to Agoura Road, west to Westlake Blvd., before rejoining Thousand Oaks Blvd., westbound to the Oaks Mall. Portions of this Route are duplicated by Los Angeles based Routes Metro 161 and LADOT Community Express 422/423 services.

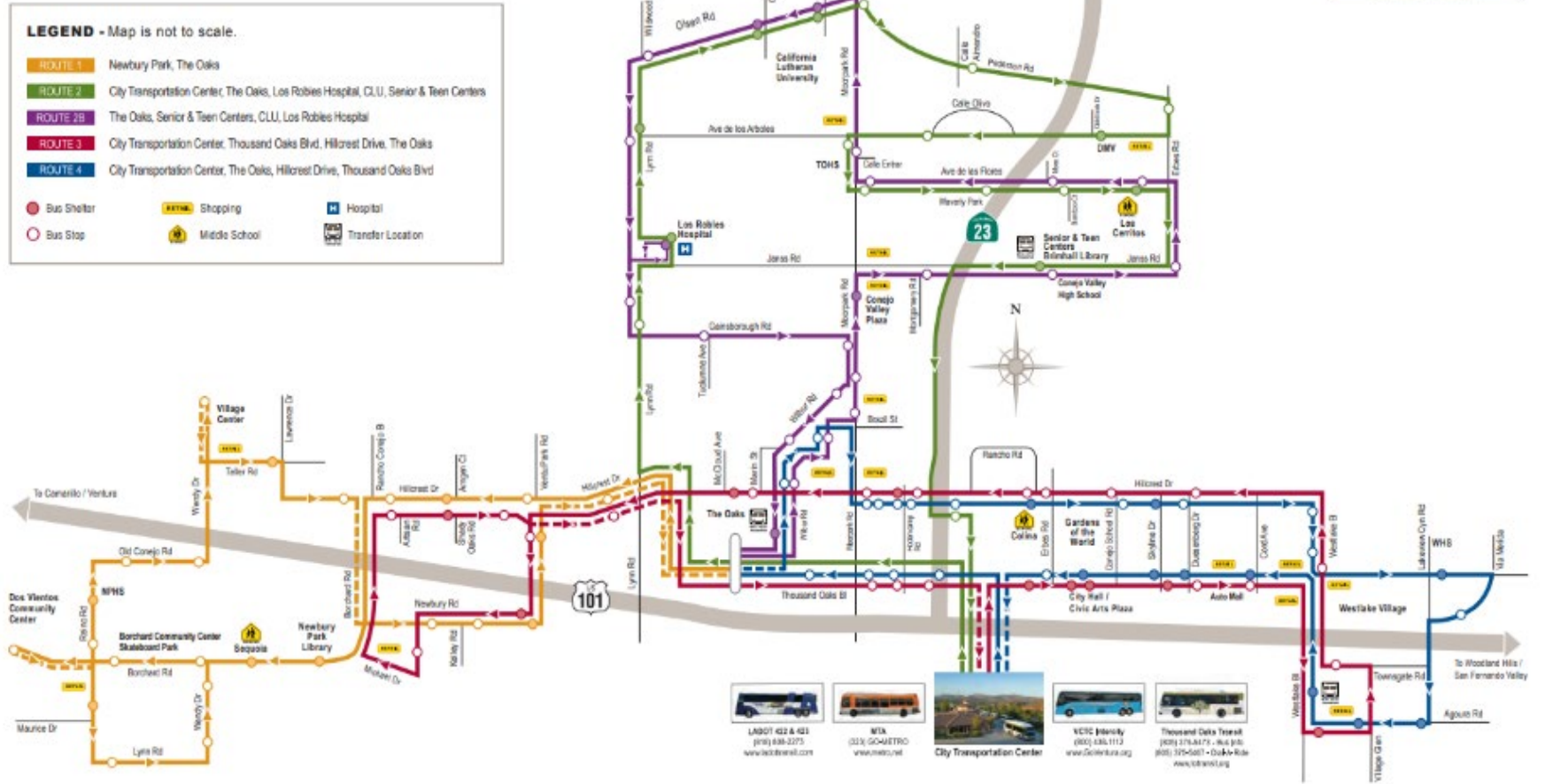
### **Route 4 (Blue)**

Route 4 is a bi-directional route primarily operating on Hillcrest Road, connecting portions of Newbury Park to Westlake Village. The Route is unique in that it is the only that does not stop at the Oaks Mall' designated bus stop. Major destinations served include Westlake High School, retail centers on Westlake Blvd., the Oaks Mall, Amgen Campus, and Newbury Park Industrial area. From the Transportation Center, the route travels north on Rancho to Hillcrest Drive, turning east on odd numbered hours towards Westlake Village (to Westlake Blvd. before retuning westbound on Hillcrest Drive) and west on even numbered hours to Rancho Conejo Blvd., north on Rancho Conejo Blvd. to Lawrence Drive, before returning to the Transportation Center via eastbound on Hillcrest Drive.

Figure 10 Thousand Oaks Transit – Fixed-Route Service

**Getting around the Conejo Valley and beyond**

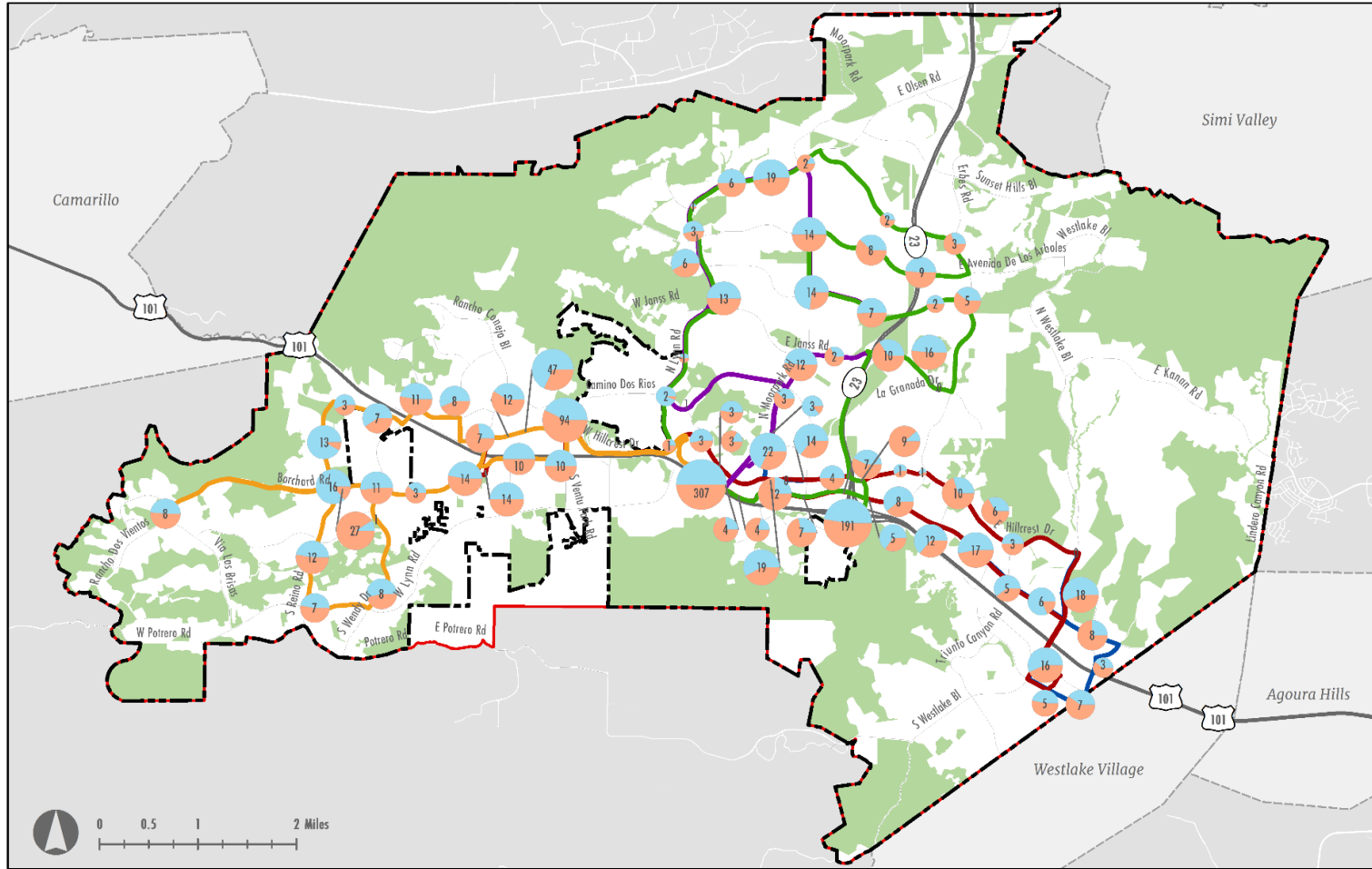
Thousand Oaks buses include ADA accessibility, bike racks and WiFi. All buses run on clean burning natural gas.



Source: City of Thousand Oaks

Note: Thousand Oaks Transit service route changes were adopted in late 2019. Timetables for these changes can be found in Appendix Tables 7-11.

Figure 11 Average Weekday Ridership



Raimi + Associates, Nelson\Nygaard 2019 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles

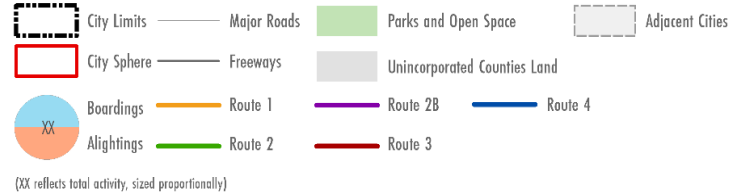
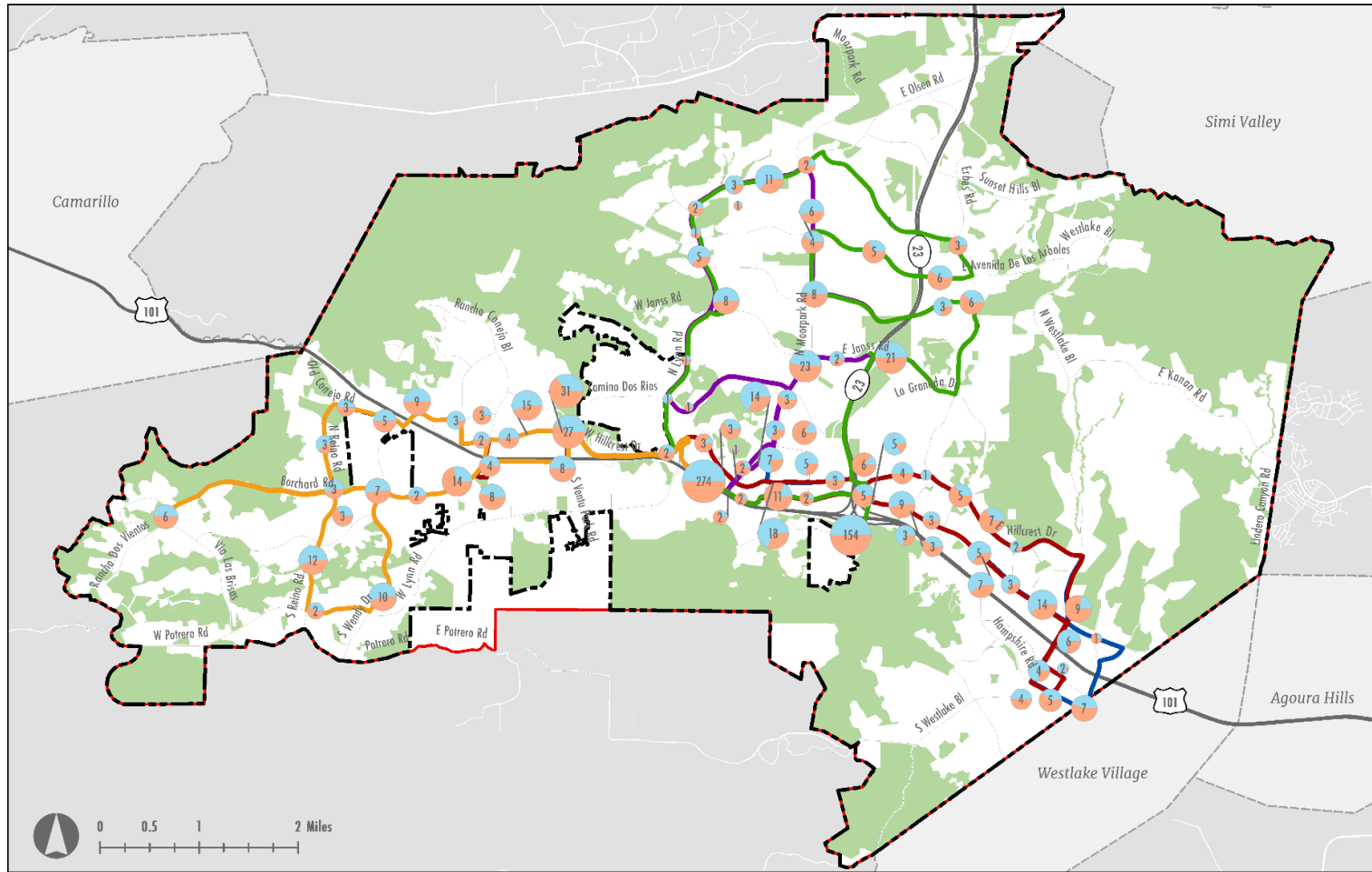


Figure 12 Average Weekend Ridership



Raimi + Associates, Nelson\Nygaard 2019 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles



- City Limits
  - City Sphere
  - Boardings
  - Alightings
  - Major Roads
  - Freeways
  - Route 1
  - Route 2
  - Route 2B
  - Route 3
  - Route 4
  - Parks and Open Space
  - Unincorporated Counties Land
  - Adjacent Cities
- (XX reflects total activity, sized proportionally)

### Dial-a-Ride/Paratransit Service

The City operates a door-to-door Dial-A-Ride (DAR) program for passengers 65 years of age or older or who hold an Americans with Disabilities (ADA) card. DAR service is intended to fill transportation gaps between local, fixed-route transit and ADA-mandated paratransit services. Customers can use the DAR service to run errands, go shopping, or get to medical appointments. DAR services require advanced reservations and are offered from 5 a.m. to 8 p.m., Monday through Friday, and from 8 a.m. to 8 p.m. on weekends.

The City of Thousand Oaks participates in the East County Transit Alliance (ECTA), an intercity DAR service that is provided through a cooperative agreement with the cities of Moorpark, Simi Valley, and the County of Ventura. The ECTA Intercity DAR service also provides connections to other transit providers in east Ventura County. The service is offered Monday through Saturday and requires advanced reservation.

### Park-and-Ride

The City of Thousand Oaks has three designated park-and-ride facilities:

- Rancho Conejo Park-and-Ride (2305 Borchard Road)
- Janss Park-and-Ride (1300-1336 E. Janss Road)
- City Transportation Center (265 S. Rancho Road)

The Rancho Conejo Park-and-Ride is open 24 hours a day, seven days a week and is operated by Caltrans, functioning primarily as a rideshare lot. The Janss Park-and-Ride lot is also open 24 hours a day, seven days a week and offers several handicap spaces, and

is also primarily used for ridesharing. The City Transportation Center functions are divided, as the lower lot is exclusively used for ridesharing purposes, and the upper lot is dedicated for transit users. Transit services available at the Center include those provided by Thousand Oaks Transit, LADOT, LA Metro, and the Ventura County Transportation Commission.

## County of Ventura

### Kanan Shuttle

The County of Ventura operates the Kanan Shuttle, a free service that travels to neighborhood schools, retail centers, and residential areas near Kanan Road in Oak Park and Agoura Hills. The shuttle provides an alternative for parents who would otherwise drive their children to schools.

All shuttle vehicles are accessible to people with disabilities. During peak hours (7 to 9 a.m. and 2:30 to 4 p.m.), buses run every five-20 minutes. At all other times, buses run every 40-50 minutes. Although the Kanan Shuttle operates outside of city limits, passengers taking LA Metro's Local 161 Route can transfer to this shuttle service at the Thousand Oaks Boulevard or Roadside Drive bus stops.

## Proposed Service Changes

Over the last eight years, TOT's service operations costs have increased by 50 percent. To provide better overall service and to better align services with changing demand, the City of Thousand Oaks is currently considering modifications to its TOT fare, schedule, and policy. The last fare increase occurred in 2011. Fare modification proposals include increasing regular fares from

\$1.50 to \$2 and reducing senior, disabled, and Medicare fares from 75 cents to 50 cents per ride.

Other proposed fare modifications include eliminating free senior, disabled, and Medicare fares; eliminating day passes due to low usage; changing student passes from limited time-of-use to unlimited time-of-use; introducing a new summer youth pass; increasing local dial-a-ride fare from \$3 to \$4; increasing intercity dial-a-ride fare from \$5 to \$6; and eliminating on-demand convenience fees.

Proposed service modifications include decreasing service by two hours on weekdays and one hour on weekends. Depending on demand, up to 28 bus stops may be eliminated and selected bus stops added at certain locations. TOT proposes making most routes bi-directional to increase service frequency to popular destinations.

Proposed policy modifications include replacing on-demand service with first-available service and requiring reservations on the weekends with an advanced day notice. TOT also proposes eliminating the requirement of having an identification pass prior to using the service and using a reservation system that would require pick-up within 30 minutes of the agreed time.

## Thousand Oaks City Transportation Center

The Thousand Oaks City Transportation Center (TOTC) is located at 265 S. Rancho Road near the US-101 and SR-23 interchange. The TOTC supports local and regional transit operators that provide connections to destinations through Ventura, Santa Barbara, and Los Angeles Counties. LA Metro, LADOT Commuter Express, VCTC Transit, and Thousand Oaks Transit all make stops at this site.

Hours of operation are from 4:45 a.m. to 8:30 p.m., Monday through Friday and from 8 a.m. to 8:15 p.m. on weekends. The TOTC has an indoor passenger waiting area with concessions, free Wi-Fi, restrooms, bicycle storage lockers, and electric vehicle charging stations. Passengers can purchase tickets and passes from TOT headquarters, which are located on site.

The TOTC also provides parking for passengers using bus transit or regional shuttle services and is a designated park-and-ride facility. Third-party entities that provide tours also use TOTC parking facilities; however, no formal contracts exist between these entities and the City.



# CHAPTER 6: BICYCLE AND PEDESTRIAN MOBILITY

## Bicycle Network

The existing bicycle facility network in Thousand Oaks is extensive and comprised primarily of Class 2 bicycle lanes with more than 95 miles of striped bike lanes. The existing bicycle network is displayed on Figure 13. Bicycle facilities can be used to connect community members to multi-use trails for recreational road and mountain bicycling.

Due to the nature of the Thousand Oaks roadway network, which relies on wide arterials to connect neighborhood streets, of the 125 miles of bicycle facilities in Thousand Oaks, 75 miles (60%) are on arterial corridors characterized by high vehicle volumes and speed limits of 40 miles per hour or more. Because these roads do not provide any barrier or buffer from high speed vehicle traffic, they are uninviting for the average person and primarily serve experienced recreational bicyclists.

## Bicycle Parking

The 2010 Bicycle Master Plan conducted a field review, identifying some bicycle parking facilities at community destinations, such as parks, schools, major employers, and major commercial centers. The plan notes a significant lack of secure bicycle parking facilities in the city and provides standard language in accordance

with California’s Green Building Standards Code for the City to have more robust guidelines associated with bicycle parking.

The Thousand Oaks Municipal Code provides limited guidance on the topic of bicycle parking. According to the Code, bicycle parking is required in game arcades, at bicycle stores, and at non-residential development projects that can accommodate 100 or more employees. The Code requires that provision for adequate bicycle parking be made at arcades but does not specify a required number of spaces. Bicycle stores must provide bicycle racks for one bicycle for every 1,000 square feet of gross floor area. Non-residential development must accommodate four bicycles for up to 50,000 square feet of non-residential development, and an additional bicycle for every proceeding 50,000 square feet of non-residential development.

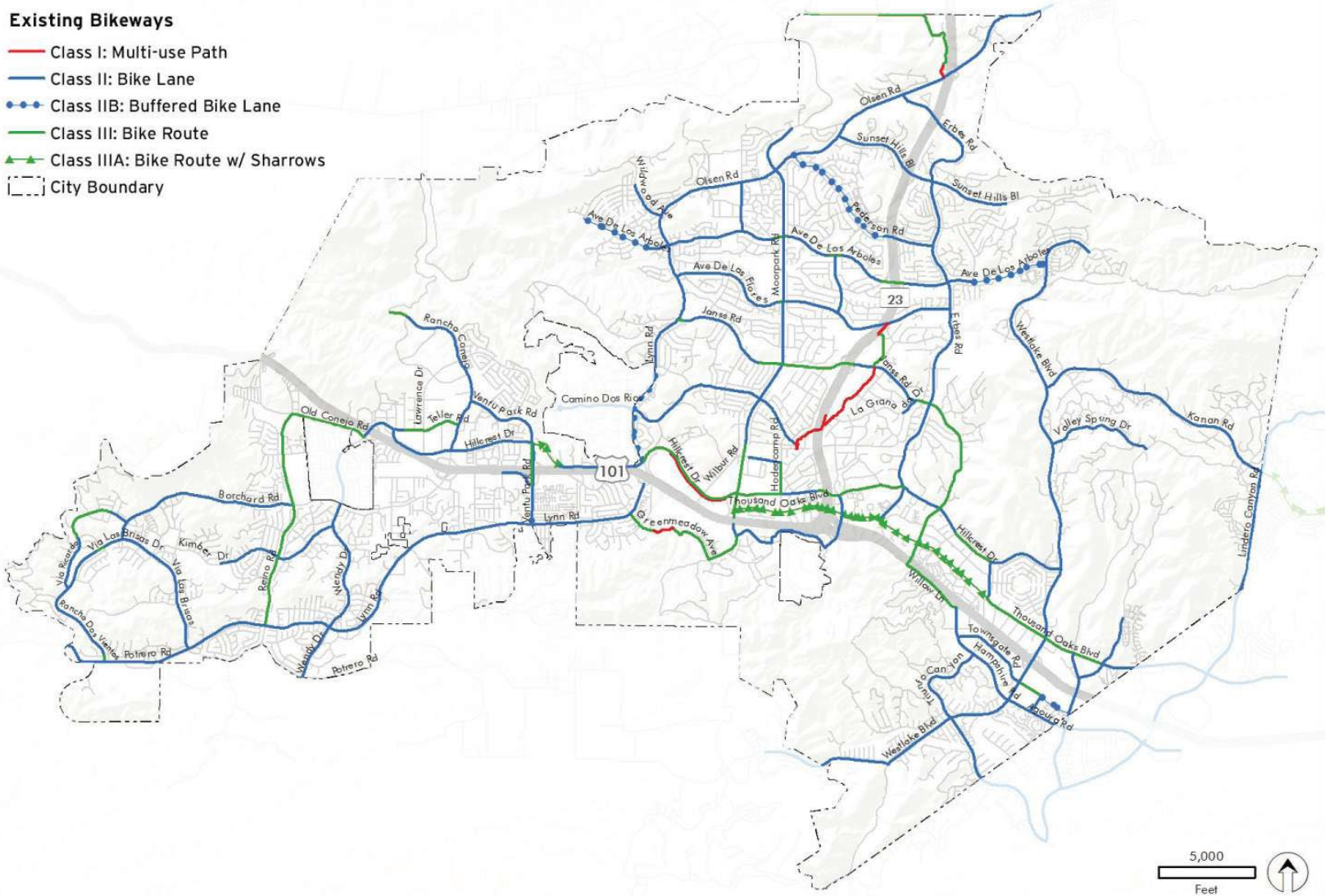
The City provides free bicycle racks via the Bike Rack Grant Program as part of the “BikeSafe” campaign. The grant program seeks to encourage and facilitate bicycling as a viable means of transportation in the City through the granting of bicycle racks to local businesses and other activity centers.<sup>1</sup>

<sup>1</sup> City of Thousand Oaks. *Bike Safe*. Retrieved from: [www.toaks.org/bike](http://www.toaks.org/bike)

Figure 13 Existing Bicycle Network

**Existing Bikeways**

- Class I: Multi-use Path
- Class II: Bike Lane
- Class IIB: Buffered Bike Lane
- Class III: Bike Route
- ▲▲▲ Class IIIA: Bike Route w/ Sharrows
- City Boundary



Source: City of Thousand Oaks Active Transportation Plan (2019)

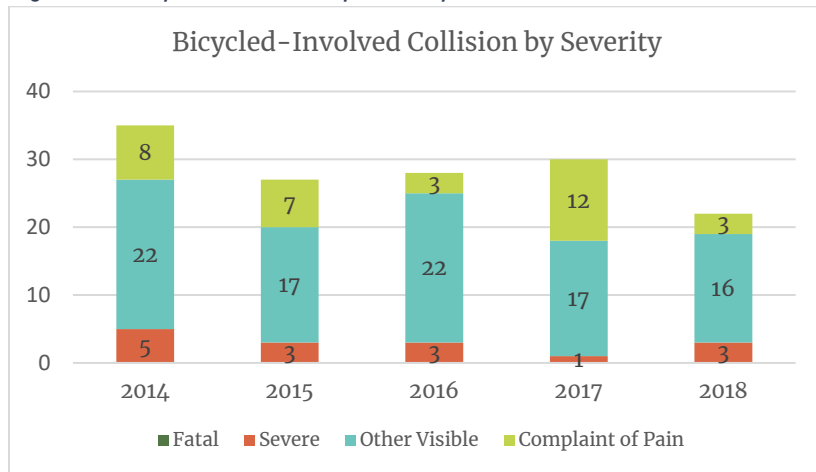
## Bicycle Safety

### Collisions Over Time

Bicycle collision data were obtained from the California Statewide Integrated Traffic Records System (SWITRS), which captures reported bicycle-involved collision data that resulted in injury in Thousand Oaks from 2014 to 2018. Collision factors and locations data are displayed on Figures 14 – 17.

From 2014 to 2018, there were a total of 142 bicycle-involved collisions, none of which resulted in fatalities. Over the five-year span, the number of collisions has declined overall. As shown in Figure 14, the highest number of collisions occurred in 2014 with 35 collisions. However, 15 collisions (11 percent) resulted in a severe injury.

Figure 14 Bicycle Collisions by Severity



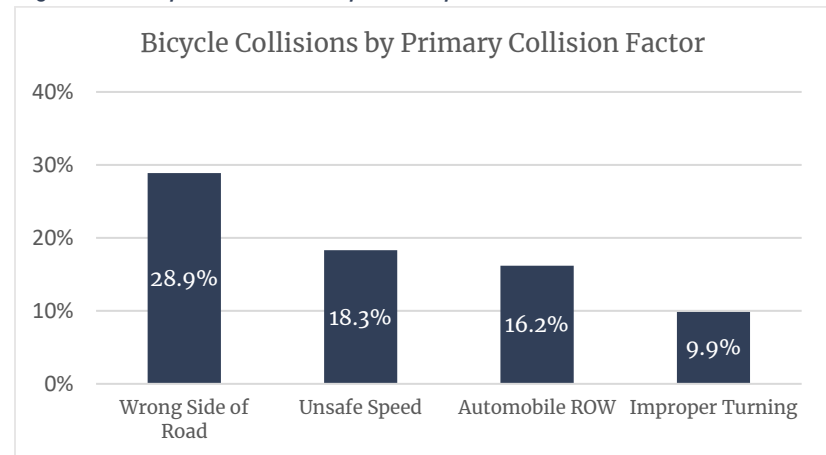
Source: California Statewide Integrated Traffic Records System (SWITRS), City of Thousand Oaks, All Collisions 2014-2018

## Primary Collision Factors

Understanding how and why collisions occur is important to implement appropriate safety measures. Determining the primary cause for collisions can shed light on which behaviors cause collisions and what countermeasures are needed.

Figure 15 shows the most common primary factors for bicycle-involved collisions, which include wrong side of the road movement (29 percent); unsafe automobile speed (24 percent); and automobile right-of-way violation (18 percent), which indicates that the driver of vehicle failed to yield the right-of-way to a bicyclist on the road.

Figure 15 Bicycle Collisions by Primary Collision Factor



Source: California Statewide Integrated Traffic Records System (SWITRS), City of Thousand Oaks, All Collisions 2014-2018

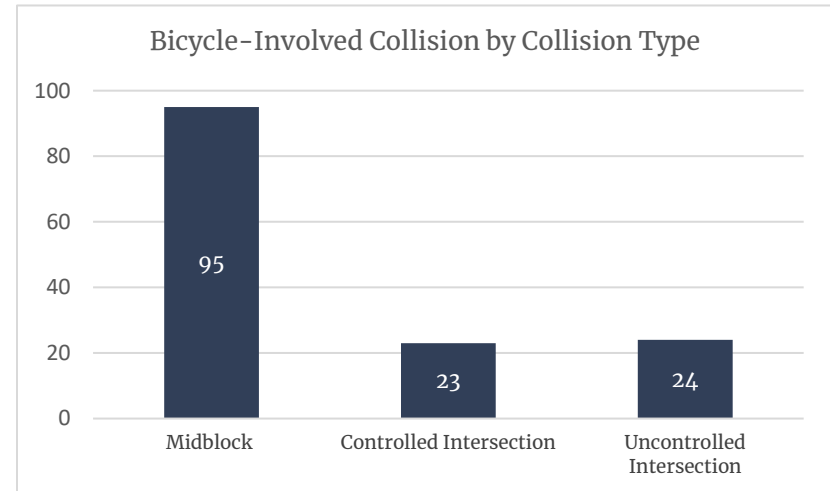
## Collision Locations

As illustrated in Figure 16, most collisions involving bicyclists occurred midblock (95 percent), controlled intersection (23 percent) and uncontrolled intersections (24 percent).

The heatmap in Figure 17 illustrates the concentration of collisions involving all active modes of transportation, including both people walking and biking. Darker shades indicate higher concentrations of collisions while lighter shades indicate lower concentrations of collisions. The Figure shows that most pedestrian- and bicycle-involved collisions occurred along Thousand Oaks Boulevard, where 25 or more collisions occurred between 2014 to 2018. The bikeways map indicates there is an existing Class 3 bikeway along the road where collisions have repeatedly occurred. Class 3 bikeways are designated for bicycle travel and shared with motor vehicles. As such, Class 3 bikeways do not provide any dedicated space for bikes within the right-of-way. Roadways can be marked with sharrows for enhanced visibility, such as on Thousand Oaks Boulevard between Moorpark Road and Dusenburg Drive or may only be identified via signage.

Several bicycle and pedestrian collisions have also occurred at the Moorpark Road/Janss Road intersection. Although the intersection has fairly visible pedestrian and bicycle facilities, pedestrians and cyclists are required to travel long distances along Janss Road before they are able to safely cross to the opposite side. There is also no crosswalk on the southern end of the intersection, which impedes pedestrians from making a direct crossing from the southwest corner to the southeast corner of the intersection.

Figure 16 Bicycle-Involved Collision by Location Type

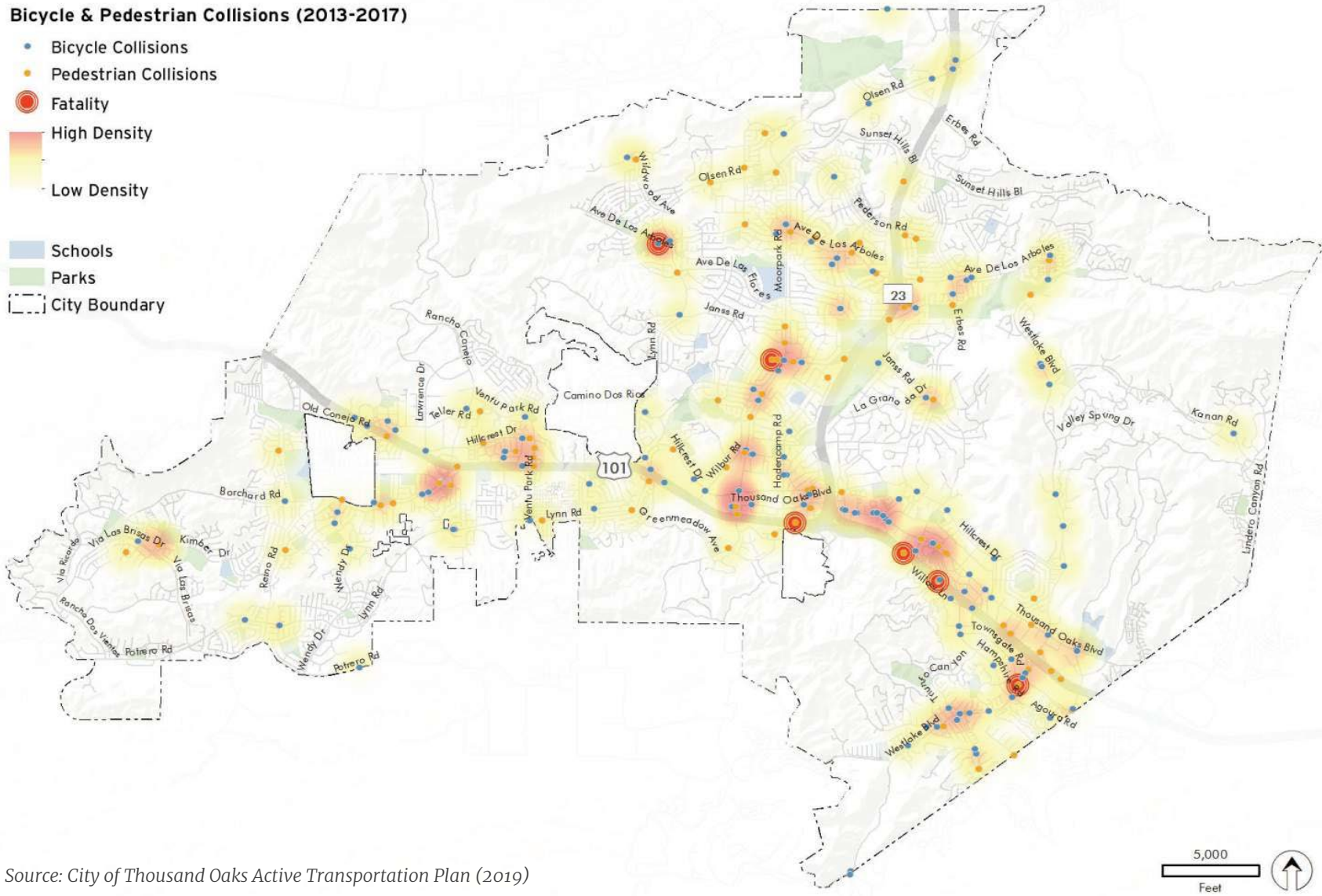


Source: California Statewide Integrated Traffic Records System (SWITRS), City of Thousand Oaks, All Collisions 2014-2018

Figure 17 Bicycle- and Pedestrian-Involved Collisions Heat Map

**Bicycle & Pedestrian Collisions (2013-2017)**

- Bicycle Collisions
- Pedestrian Collisions
- Fatality
- High Density
- Low Density
- Schools
- Parks
- City Boundary



Source: City of Thousand Oaks Active Transportation Plan (2019)

## Pedestrian Network

Figure 18 shows a comprehensive inventory of sidewalks in Thousand Oaks, with sidewalk coverage along most streets in the city. This level of coverage provides pedestrians with dedicated space along major arterials and ample opportunities for recreational or other trips originating from neighborhoods. Neighborhoods lacking sidewalks are in the following areas:

- Between Erbes Road, Hillcrest, Dusenburg Drive, and 101 (Old Town)
- Between Avenida de Los Arboles, Moorpark Road, Janss Road, and SR-23 (Waverly Heights)
- Between Janss Road, SR-23, Thousand Oaks Boulevard, and Erbes Road (Conejo Oaks)
- Between Avenida de Las Flores, SR-23, Janss Road, and Erbes Road
- East of Westlake Blvd between Kanan Road and Thousand Oaks Boulevard (Old Meadows)
- Unincorporated communities located within the Thousand Oaks Sphere of Influence (North Ranch)

Sidewalks in residential neighborhoods are consistently designed to include a landscaped buffer, utilizing grass or other vegetation to create a welcoming environment and to serve as a barrier between vehicles and pedestrians. Additionally, most arterials have consistent tree coverage to provide a similar buffer between pedestrians and high volumes of traffic, though sidewalk design along arterials is less consistent than in residential neighborhoods.

Additional observations include:

- Some elementary and all middle schools in Thousand Oaks are served by at least one crossing guard to facilitate students walking safely to and from school.
- GIS data available suggests that curb access ramps are primarily concentrated in northern parts of Thousand Oaks (north of Janss Road, East of Moorpark Road). However, ADA ramps are consistently located throughout the city.
- Thousand Oaks has an extensive network of parks, recreational facilities, and hiking trails. Many of these trails connect to residential neighborhood streets and can be accessed through the pedestrian network.

## Safe Routes to School

Safe Routes to School (SRTS) funds projects through a competitive process open to local governments and schools. The program's goal is to make it safer for students to walk and bike to school.

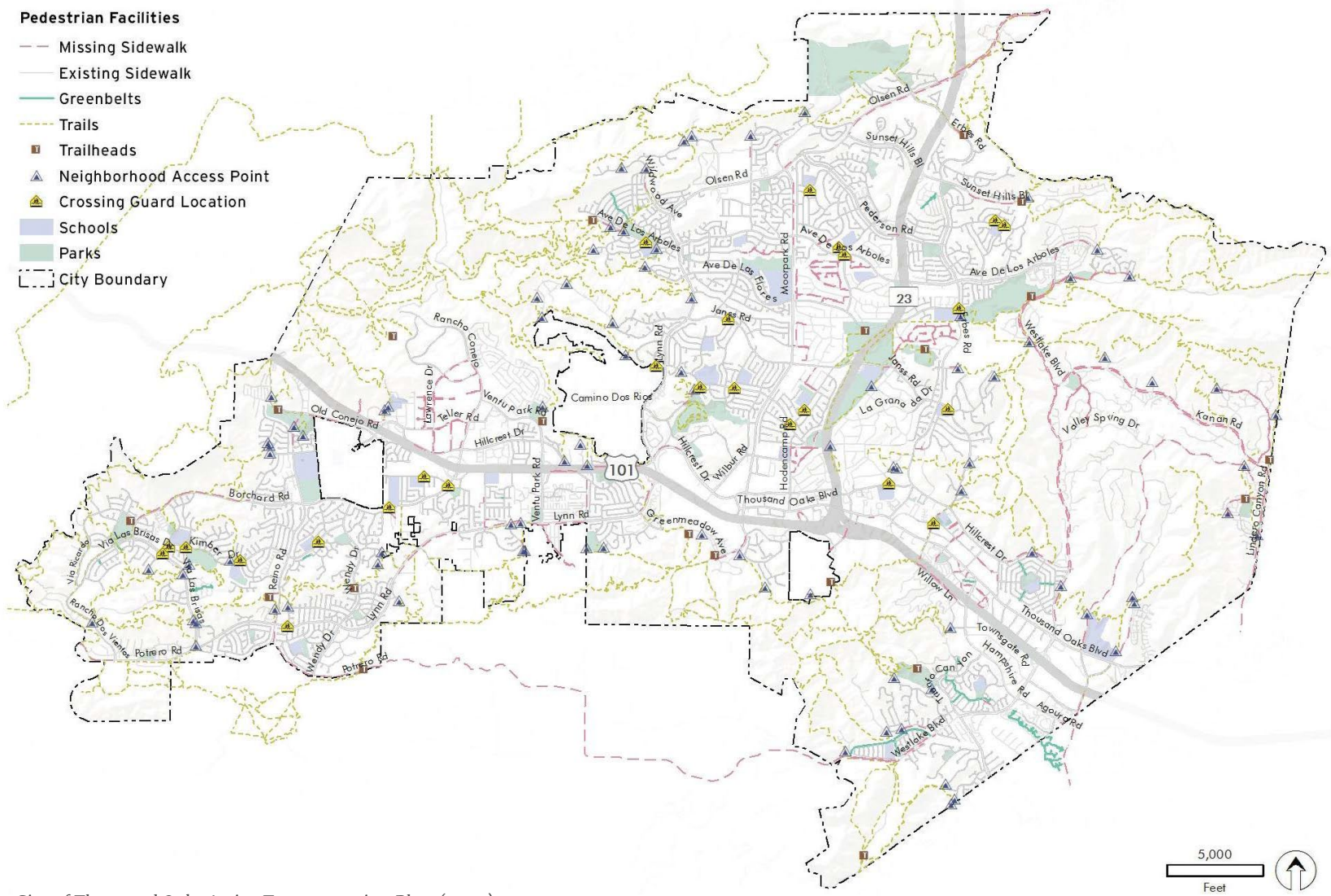
The City has secured over \$1.5 million in SRTS funds to enhance Safe Routes measures, including the following projects:

- Lighted crosswalks have been installed at: 1) Kimber Drive and Baxter Street (Maple Elementary); 2) Oberlin Avenue and Queensbury Street; 3) W. Gainsborough Road and Dover Avenue (Redwood Middle School); 4) W. Gainsborough Road and Windsor Road (Glenwood Elementary); 5) E. Hillcrest Drive and Rancho Road

(Colina Middle School); and 6) Lynn Road and Knollwood Drive (Banyan Elementary School).

- Constructed a sidewalk path and modified a traffic signal at Westlake Boulevard and Potrero Road.
- The City used Safe Routes to School grant monies to construct curbs, gutters, sidewalks, catch basins, driveway and appurtenances on both sides of Los Feliz Drive between Skyline Drive and Conejo School Road.

Figure 18 Pedestrian Network



Source: City of Thousand Oaks Active Transportation Plan (2019)

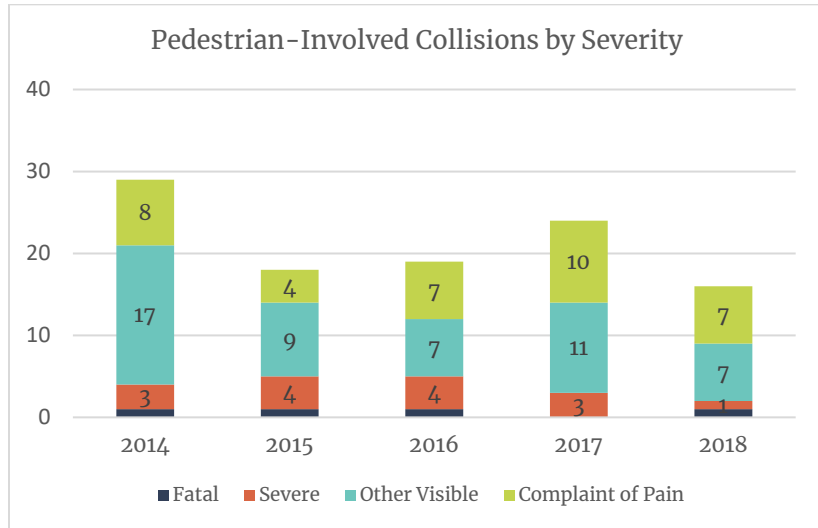


# Pedestrian Safety

## Collisions Over Time

Pedestrian collision data was obtained from SWITRS, which captures reported vehicle-pedestrian collision data that resulted in injury in Thousand Oaks from 2014 to 2018. Primary collision factors, party at fault, and collision locations are displayed in Figures 19 – 21. As shown in Figure 19, pedestrian-involved collisions have decreased over time from a total of 29 in 2014 to 16 in 2018. Four fatalities occurred within that same time period and roughly 18 percent of collisions resulted in a severe or fatal injury.

Figure 19 Pedestrian Collisions by Severity

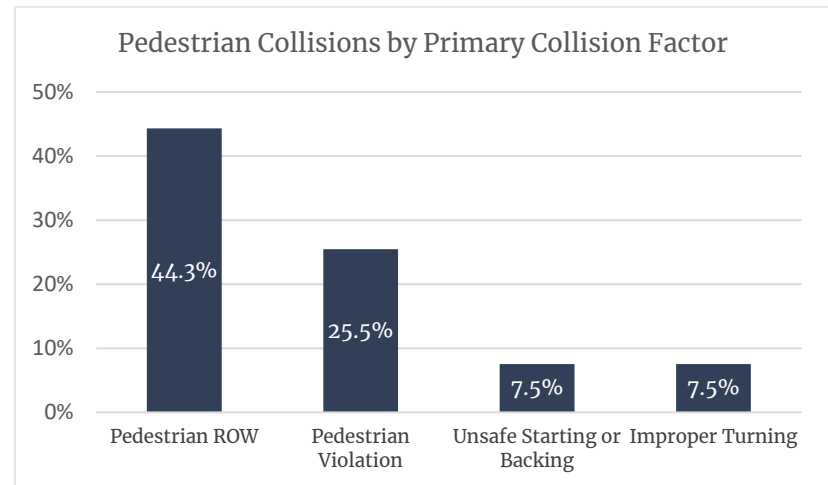


Source: California Statewide Integrated Traffic Records System (SWITRS), City of Thousand Oaks, All Collisions 2014-2018

## Primary Collision Factors

Figure 20 illustrates the primary factors resulting in pedestrian-involved collisions. The most common factor was pedestrian right-of-way (44 percent), which indicates that the driver of a vehicle failed to yield to the right-of-way of a pedestrian crossing or trying to cross the roadway within a marked intersection. The second most common was pedestrian violation (25 percent). Without police reports, the data do not provide additional descriptions of pedestrian violations.

Figure 20 Pedestrian Collisions by Primary Collision Factor

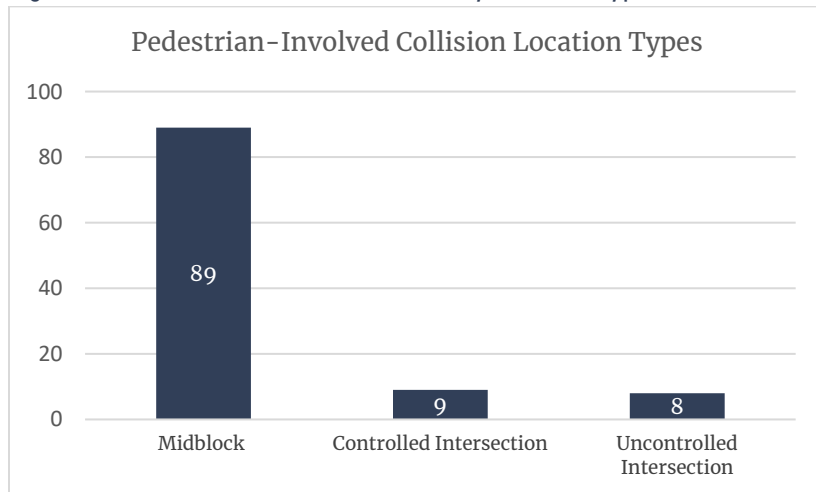


Source: California Statewide Integrated Traffic Records System (SWITRS), City of Thousand Oaks, All Collisions 2014-2018

## Collision Locations

As illustrated in Figure 21, 89 percent of collisions involving pedestrians occurred midblock. This suggests that pedestrians are crossing outside of intersections due to long distances between crosswalks or lack of marked crosswalks at convenient pedestrian locations.

Figure 21 Pedestrian-Involved Collision by Location Type



Source: California Statewide Integrated Traffic Records System (SWITRS), City of Thousand Oaks, All Collisions 2014-2018

According to SWITRS pedestrian-involved collision data, most pedestrian-involved collisions occurred along Hillcrest Drive, continuing several miles west of Moorpark Road.

## Preparing for the Future: Emerging Micro-Mobility Trends

New technologies are rapidly aiding innovations in the transportation sector. New modes and services, which include ride hailing services like Lyft and Uber, courier network services like Postmates, autonomous vehicle technologies, and electric bike and scooter share, may complement a city’s mobility and sustainability goals in some instances. However, if unmanaged, they can conflict with each other and with local priorities. Some cities may leverage new transportation technologies to facilitate first and last mile connections to transit, while other cities are challenged with enforcing permit regulations for dockless mobility options. To prepare for current and future emerging micro-mobility modes and services, cities need to plan and design for multiple modes, implement creative curb management policies, and engage in strategic partnerships with private mobility providers. The City of Thousand Oaks may leverage the General Plan Update to be proactive in its approach to emerging micro-mobility and to learn from other cities within the region who are grappling with these new transportation technologies.

# CHAPTER 7: ISSUES AND OPPORTUNITIES

This review of existing transportation and mobility conditions in Thousand Oaks informs how issues may be addressed via a General Plan Update. Preliminary issues and opportunities to consider include the following:

- The existing street network is auto oriented and relies on wide, high speed, high vehicle volume arterials to provide connectivity across Thousand Oaks. To provide multimodal connectivity, the General Plan update should include multimodal design recommendations and identify key corridors for alternative modes of transportation. Improved design recommendations can be used to improve safety on roadways and limit the incidence of collisions caused by speed encroaching on the right-of-way of other users.
- The roadway network is currently classified based on width rather than function. Assigning classification based on local community context or service will provide the City greater flexibility in future roadway redesigns, and more clearly communicate the role of a roadway in the network.
- Excess capacity along corridors in Thousand Oaks may provide an opportunity to develop multi-modal infrastructure.
- The Thousand Oaks City Transportation Center provides an opportunity to formalize agreements with private operators to allow for use of the Center for a fee. Funds obtained through such agreements can be used to improve local transit services for community members.
- Welcoming and safe bicycle facility designs that appeal to people for everyday trips is critical to increasing bike network connectivity, providing mobility choices for people beyond recreational bicyclists, and reducing bicycle collisions. Facility design considerations that allow people to travel safely, particularly across SR-101 and SR-23, and a network that helps individuals navigate around challenging topography should be prioritized. Additional considerations for end of trip facilities may be incorporated through improved bicycle parking guidelines to support community members arriving at local destinations.
- The City maintains an extensive network of sidewalks. Sidewalk maintenance and new sidewalks may be needed to improve pedestrian connectivity.
- As new transportation technologies, such as e-scooters, emerge adding demand to public roads, curbs, and sidewalk space, a proactive approach to policy should be established to ensure shared public spaces remain safe and orderly in accordance to City goals.

# APPENDIX A.

Table 6 City of Thousand Oaks Parking Space Requirements

Use	Parking Spaces Required
<b>(a) Residential types</b>	
(1) Dwellings, single-family in the R-A, R-E, R-O, R-1 and R-2 zones	2 spaces (enclosed) per unit; 3 spaces (2 enclosed) per unit with 5-6 bedrooms; 4 spaces (enclosed) per unit with 7 or more bedrooms. Covered parking may be authorized only in special circumstances as determined by the Community Development Director
(2) Dwellings, single-family in the RPD and HPD zones	2 spaces (enclosed) per unit; 3 spaces (enclosed) per unit with 5-6 bedrooms; 4 spaces (enclosed) per unit with 7 or more bedrooms
(3) Dormitories or clubs with sleeping facilities	1 for each sleeping room; in case of dormitories, 100 square feet of floor area with sleeping facilities shall be considered a sleeping room
(4) Dwellings, apartments	
(i) unrestricted units	(i) Studio and one-bedroom apartments, 1 space (covered) per unit; two-bedroom apartments, 1-1/2 spaces (1 covered) per unit; three or more bedroom apartments, 2 spaces (1 covered) per unit; plus an additional 1/2 space per each unit for guest parking
(ii) for senior citizens (defined by Cal. Civil Code Sec. 51.3, as amended)	(ii) 1 covered space per unit, plus an additional 1/4 space per unit for guest parking
(iii) for persons with disabilities	(iii) parking shall be based on a study provided by the developer to substantiate parking need
(iv) density bonus program incentive	(iv) Refer to Sec. 9-10.503(b)(9) concerning the density bonus program
(5) Dwellings, attached townhomes, condominiums	
(i) unrestricted units	(i) 2 spaces (enclosed or covered) per unit, plus 1 additional space per unit for guest parking
(ii) density bonus program incentive	(ii) Refer to Sec. 9-10.503(b)(9) concerning the density bonus program
(6) Mobile home parks	2 spaces (may be in tandem, 1 covered for each site); plus 1 space per each unit for guest parking

EXISTING CONDITIONS REPORT: MOBILITY

Use	Parking Spaces Required
(7) Dwelling, accessory (i) Refer to Sec. 9-4.2521(c)(12), Sec. 9-4.2521(c)(13) and Sec. 9-4.2521.1(b)(7) concerning accessory dwelling units.	1 space (enclosed) per bedroom
<b>(b) Institutional types</b>	
(1) Hospitals	The required spaces shall be based on a parking demand analysis and expressed as spaces/bed when expansion includes beds, and spaces/square foot when building expansion does not include additional beds
(2) Children’s homes	1 for each 3 beds.
(3) Convalescent hospitals, skilled nursing facilities, nursing homes	0.75 for each bed.
(4) Churches and mortuaries	1 for every 4 fixed seats or 28 square feet where no permanent seats are maintained in the main assembly area. Every 20 inches on a bench shall be considered as one seat for parking purposes. Additional parking shall be provided for connected uses such as schools, day care facilities, etc., unless alternating use of the facilities can be established.
(5) Libraries, museums, and galleries	1 for each 225 square feet of gross floor area.
(6) Elementary and junior high schools	1 for each classroom and 1 for every 5 fixed seats or for every 35 square feet of nonfixed seating area in the auditorium.
(7) High schools	6 for each classroom and 1 for every 5 fixed seats or for every 35 square feet of nonfixed seating area in the auditorium, plus additional parking for dormitories
(8) Colleges and universities	7 for each classroom and 1 for every 5 fixed seats or for every 35 square feet of nonfixed seating area in the auditorium, plus additional parking for dormitories.
(9) Day nurseries, preschools	1 for every 5 children maximum enrollment, plus provision for loading/unloading facilities.
(10) Assisted living facilities	0.6 for each bed.
(11) Continuing care retirement communities	1.4 for each independent living unit, plus parking required for the assisted living and skilled nursing components of the community.
<b>(c) Commercial types</b>	

EXISTING CONDITIONS REPORT: MOBILITY

Use	Parking Spaces Required
(1) Any commercial use listed as permitted in the C-1, C-2, or C-3 Zones, irrespective of where it is maintained, except as specifically provided below:	1 for each 250 square feet of gross floor area.
(2) Bowling lanes	3 for each bowling lane, plus additional parking for connected commercial uses, such as eating and drinking establishments.
(3) Automotive dealerships and other open-air sales	1 for each 1,000 square feet of gross lot area devoted to display and sales plus 1 for each 5,000 square feet over 10,000 square feet of gross lot area, or a minimum of one for each employee plus additional parking for connected commercial uses.
(4) Automotive car washes (conveyor)	1 for each employee on the largest shift plus provision of adequate ingress/egress stacking.
(5) Automotive car washes (self- service)	1 for each employee on the largest shift plus 1.5 for each washing bay.
(6) Automotive service stations (self-service fuel dispensing only)	2 plus 1 for each employee on the largest shift.
(7) Automotive service stations (fuel dispensing and mechanical service and/or repair)	3 plus 2 for each service bay.
(8) Automotive repair facilities	1 for each 200 square feet of gross floor area.
(9) Furniture, carpet, appliance stores and other similar uses utilizing large showroom area for display of bulk goods excluding lamp shops, plumbing accessory shops, and similar specialty uses	1 for each 750 square feet of gross floor area.
(10) Hotels and motels	1.25 for each unit, plus additional parking for connected commercial uses such as restaurants, retail shops, entertainment and assembly facilities contained within the hotel/motel complex unless alternating or mixed use of the facilities can be established.
(11) Spectator entertainment, theaters, sports arenas, stadiums and similar uses	1 for every 5 fixed seats or for every 35 square feet of nonfixed seating area in the auditorium.
(12) Participating entertainment, dance halls and similar uses	1 for each 45 square feet of gross floor area in the activity area plus 1 for each 250 square feet of other floor area.

EXISTING CONDITIONS REPORT: MOBILITY

Use	Parking Spaces Required
(13) Skating rinks and similar recreational uses	1 for each 250 square feet of gross floor area plus provision for loading/unloading facilities.
(14) Restaurants and similar dining establishments	1 for each 45 square feet of customer area and 1 for each 250 square feet of all other floor area plus additional parking for connected commercial uses such as drinking establishments; no additional spaces are required for outdoor customer dining areas within the seating limits set forth in Section 9-4.2523(a)(1).
(15) Cocktail lounges, taverns, bars and similar drinking establishments	1 for each 35 square feet of gross floor area.
(16) Golf courses	10 per hole and 1 for each 35 square feet of gross floor area in assembly buildings connected with the course, plus 1 for each 250 square feet of gross floor area for connected commercial uses.
(17) Golf driving ranges	1.25 for each tee.
(18) Miniature golf courses	2 per hole and 1 for each 250 square feet of gross floor area for connected commercial uses.
(19) Game courts (tennis, racquetball, etc.)	3 for each court plus additional parking for connected commercial uses.
(20) Public swimming pools, swim clubs	1 for each 500 square feet of gross land area for pool and related facilities, plus 1 for each 45 square feet of pool water area.
(21) Exercise rooms, dance and aerobics studios and similar uses	1 for each 45 square feet of gross floor area in the activity area plus 1 for each 250 square feet of other floor area.
(22) Health clubs, gymnasiums, salons and similar uses with affixed athletic equipment and/or mechanical training facilities	1 for each 200 square feet of gross floor area in the activity area plus 1 for each 250 square feet of other floor area.
(23) Game arcades	1 for each 250 square feet of gross floor area plus provision for adequate bicycle parking.
(24) Trade schools, business colleges and similar adult schools	1 for every employee on the largest shift, plus 1 for each student maximum enrollment at any one time.
(25) Instructional clinics, commercial educational facilities, and other training schools for children under 16 years of age	1 for every employee on the largest shift, plus 1 for every 250 square feet of gross floor area.

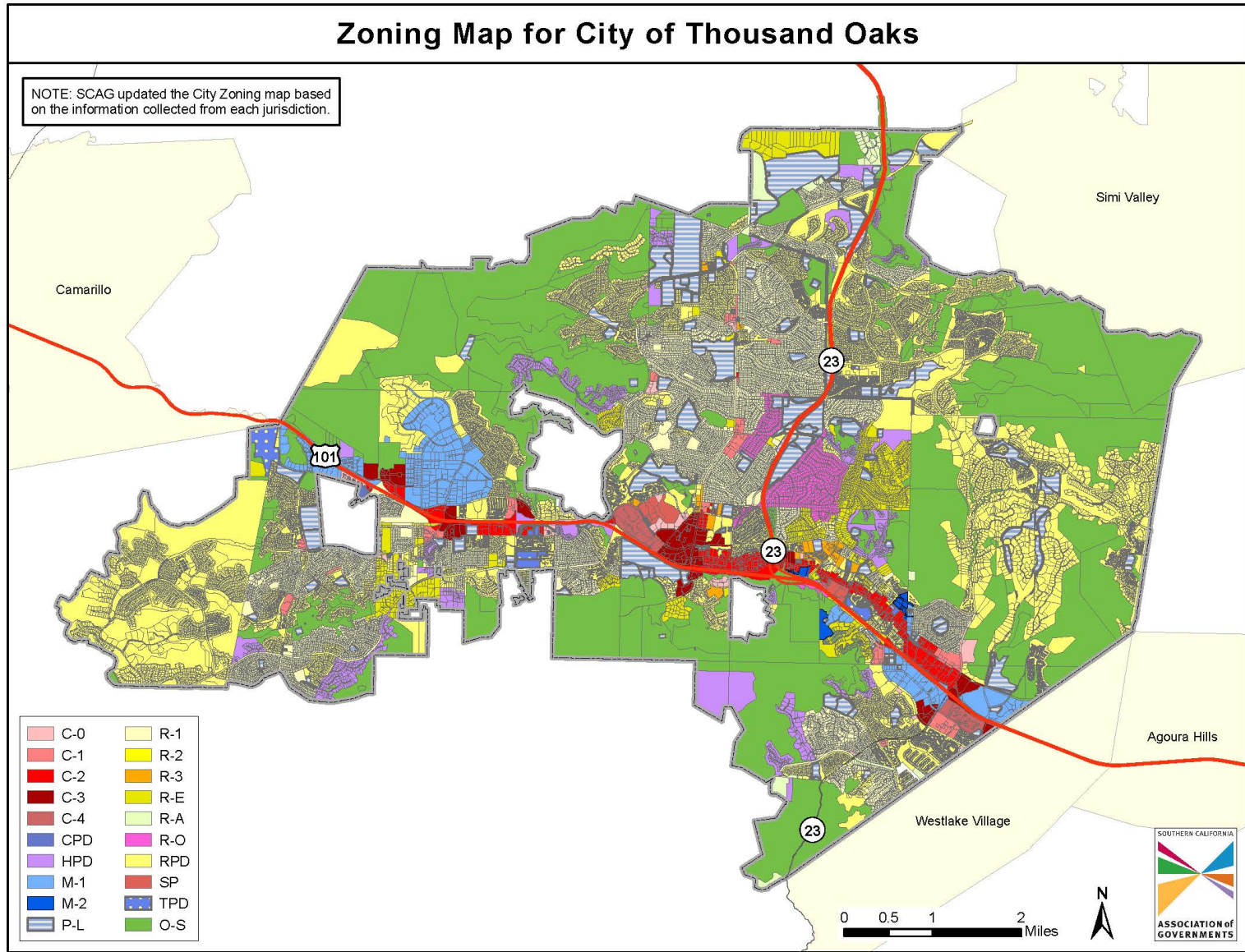
EXISTING CONDITIONS REPORT: MOBILITY

Use	Parking Spaces Required
(26) Business and professional offices	1 for each 250 square feet of floor area as calculated under Section 9-4.2403(d).
(27) Medical, dental, surgical and physical therapy offices	1 for each 200 square feet of gross floor area.
(28) Psychologists, psychiatrist, chiropractors, counselors and other similar uses with individualized patient programs	1 for each 250 square feet of floor area as calculated under Section 9-4.2403(d).
(29) Bicycle stores	1 for each 500 square feet of gross floor area; plus, bicycle racks for 1 bicycle per 1,000 square feet of gross floor area.
(30) Martial arts studios (karate, judo and similar self-defense schools)	1 for each 250 square feet of gross floor area.
(31) Garden center	1 for each 250 square feet of building gross floor area plus 1 for each 2,000 square feet of outdoor display and sales area
(32) Home improvement centers	One (1) for each two hundred fifty (250) square feet of building floor area up to fifty thousand (50,000) square feet, plus one (1) for each three hundred thirty-three (333) square feet of building floor area above fifty thousand (50,000) square feet, plus one (1) for each two thousand (2,000) square feet of outdoor display and sales area
<b>(d) Manufacturing types:</b>	
(1) Industrial uses listed as permitted in the M-1 and M-2 Zones, except as specifically provided below	1 for each 500 square feet of gross floor area or 1 for every 2 employees on the largest shift, whichever is greater, plus 1 for each company vehicle, plus 1 for each 250 square feet of gross floor area for incidental office use.
(2) Research and development facilities	1 for each 300 square feet of gross floor area, plus 1 for each company vehicle, plus 1 for each 250 square feet of gross floor area for incidental office use.
(3) Automated or semi-automatic public or quasi-public utilities	1 for every employee on the largest shift, plus 1 for each company vehicle (2 minimum) plus 1 for each 250 square feet of gross floor area for incidental office use.
(4) Warehouses, exclusive of any assembly, manufacturing, or sales activity	1 for every 1,000 square feet of gross floor area for the first 5,000 square feet of gross floor area, then 1 for every 5,000 square feet additional, plus 1 for each 250 square feet of gross floor area for incidental office use.

City of Thousand Oaks, CA Municipal Code Section 9-4.2402



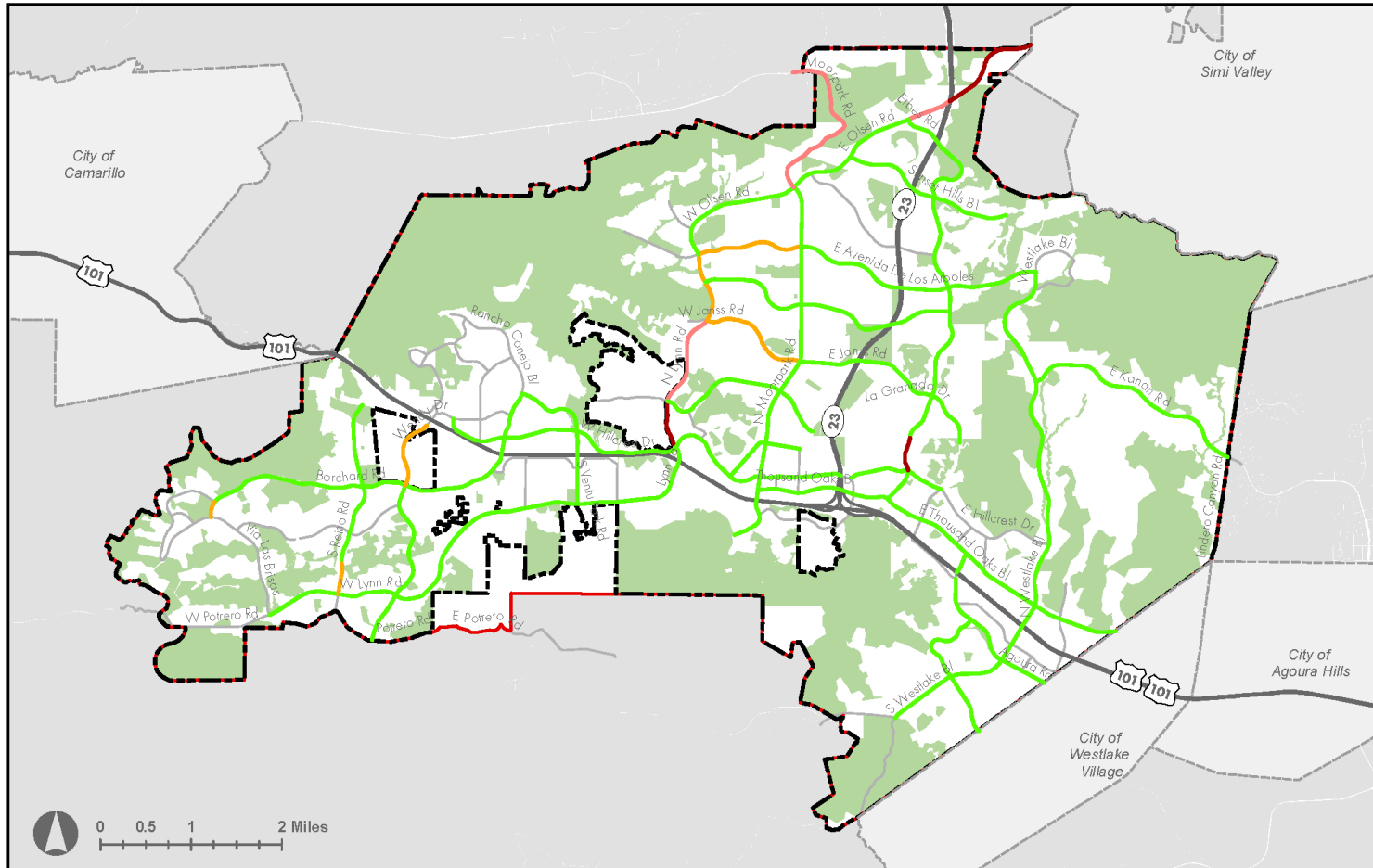
Figure 22 Zoning Map for City of Thousand Oaks



Source: City of Thousand Oaks, SCAG, 2011

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Figure 23 Volume to Capacity Ratio during A.M. Peak

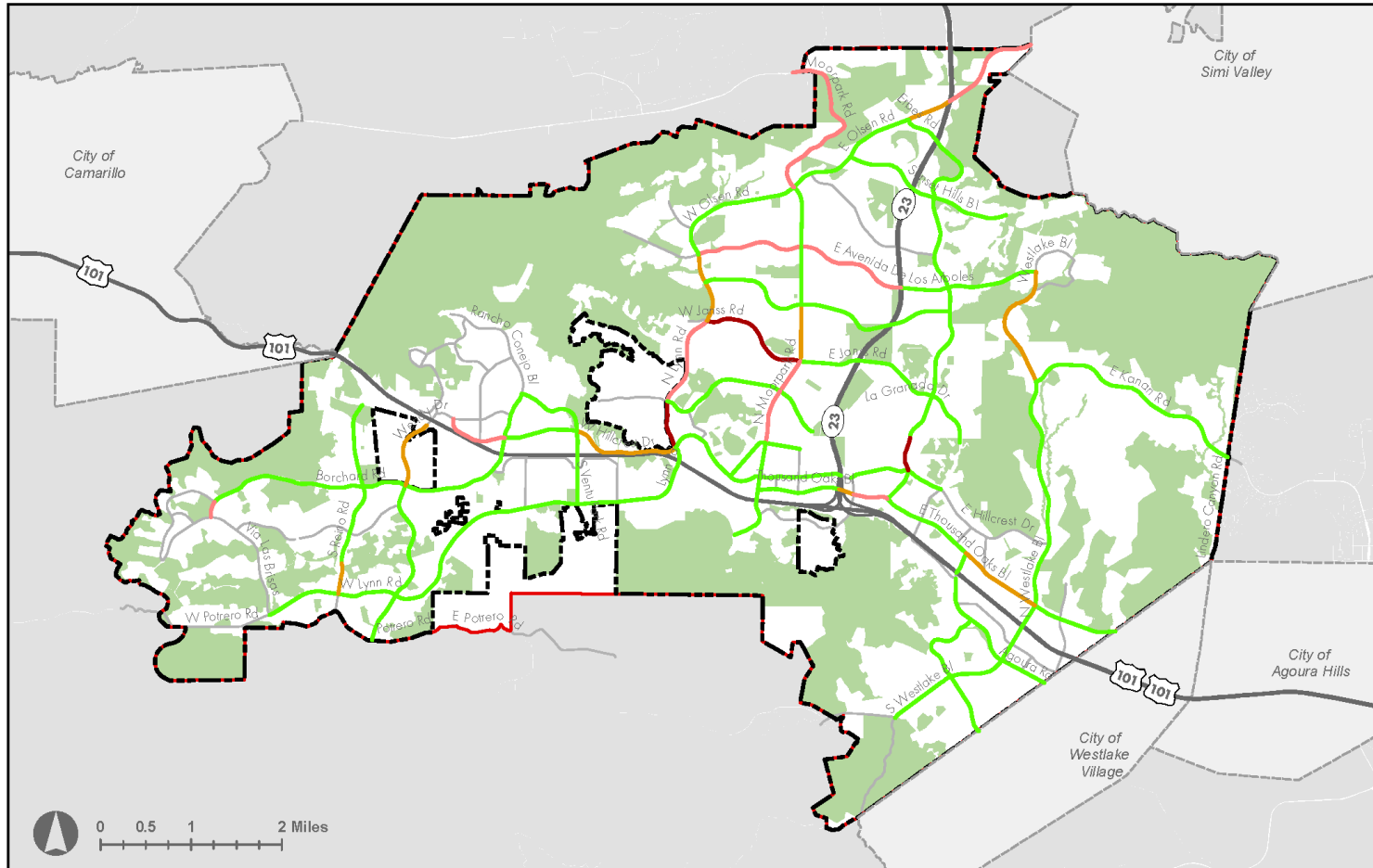


Raimi + Associates 2019 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles



- |                       |               |               |                         |
|-----------------------|---------------|---------------|-------------------------|
| AM Volume to Capacity | — 0.80 - 0.90 | — Freeways    | — Parks & Open Space    |
| — < 0.70              | — > 0.90      | — City Limits | — Adjacent cities       |
| — 0.70 - 0.80         | — No Data     | — City Sphere | — Unincorporated County |

Figure 24 Volume to Capacity Ratio during P.M. Peak

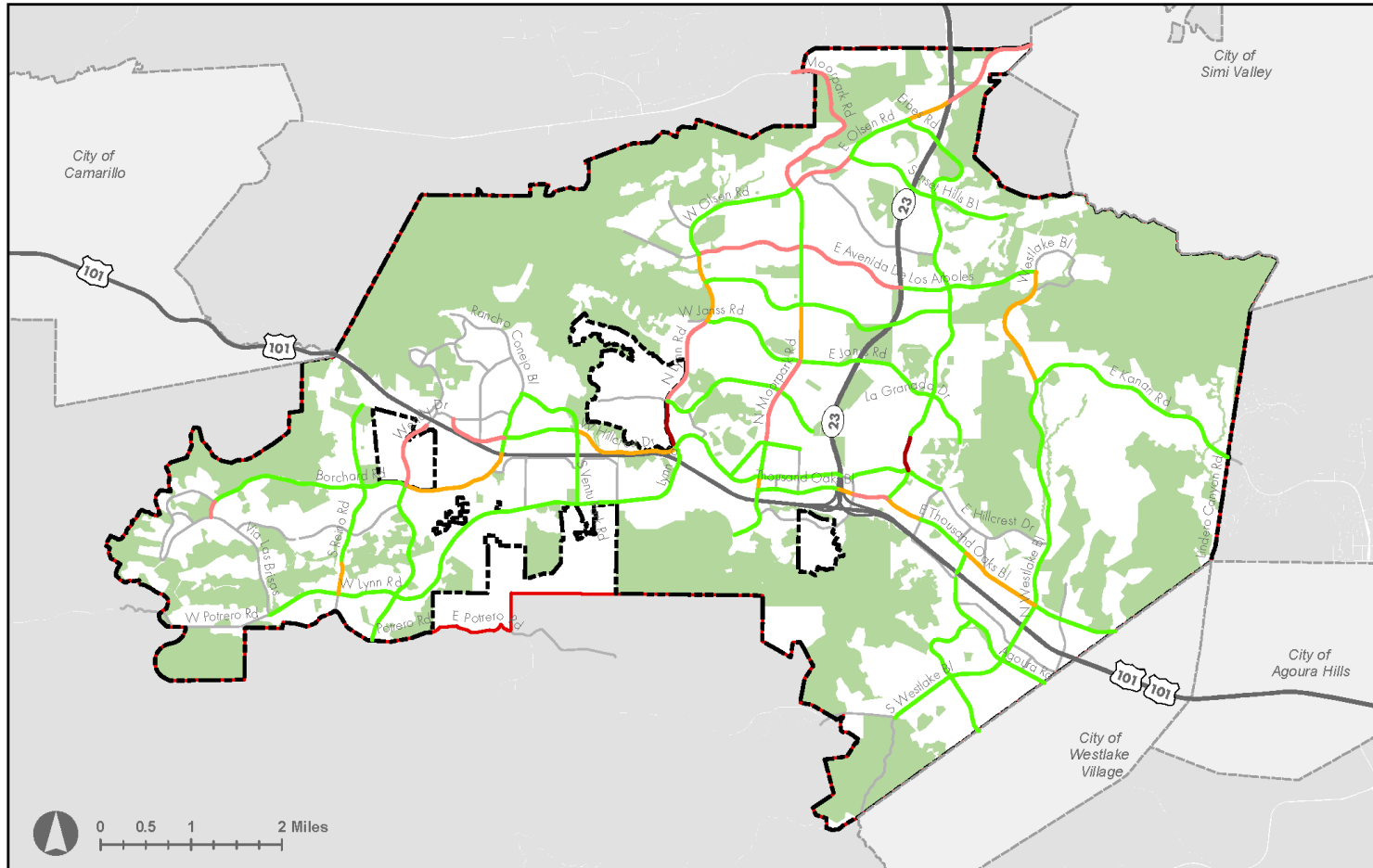


Raimi + Associates 2019 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles



- |                       |               |               |                         |
|-----------------------|---------------|---------------|-------------------------|
| PM Volume to Capacity | — 0.80 - 0.90 | — Freeways    | — Parks & Open Space    |
|                       | — > 0.90      | — City Limits | — Adjacent cities       |
|                       | — 0.70 - 0.80 | — No Data     | — Unincorporated County |
|                       |               | — City Sphere |                         |

Figure 25 Volume to Capacity Ratio during Daily Conditions

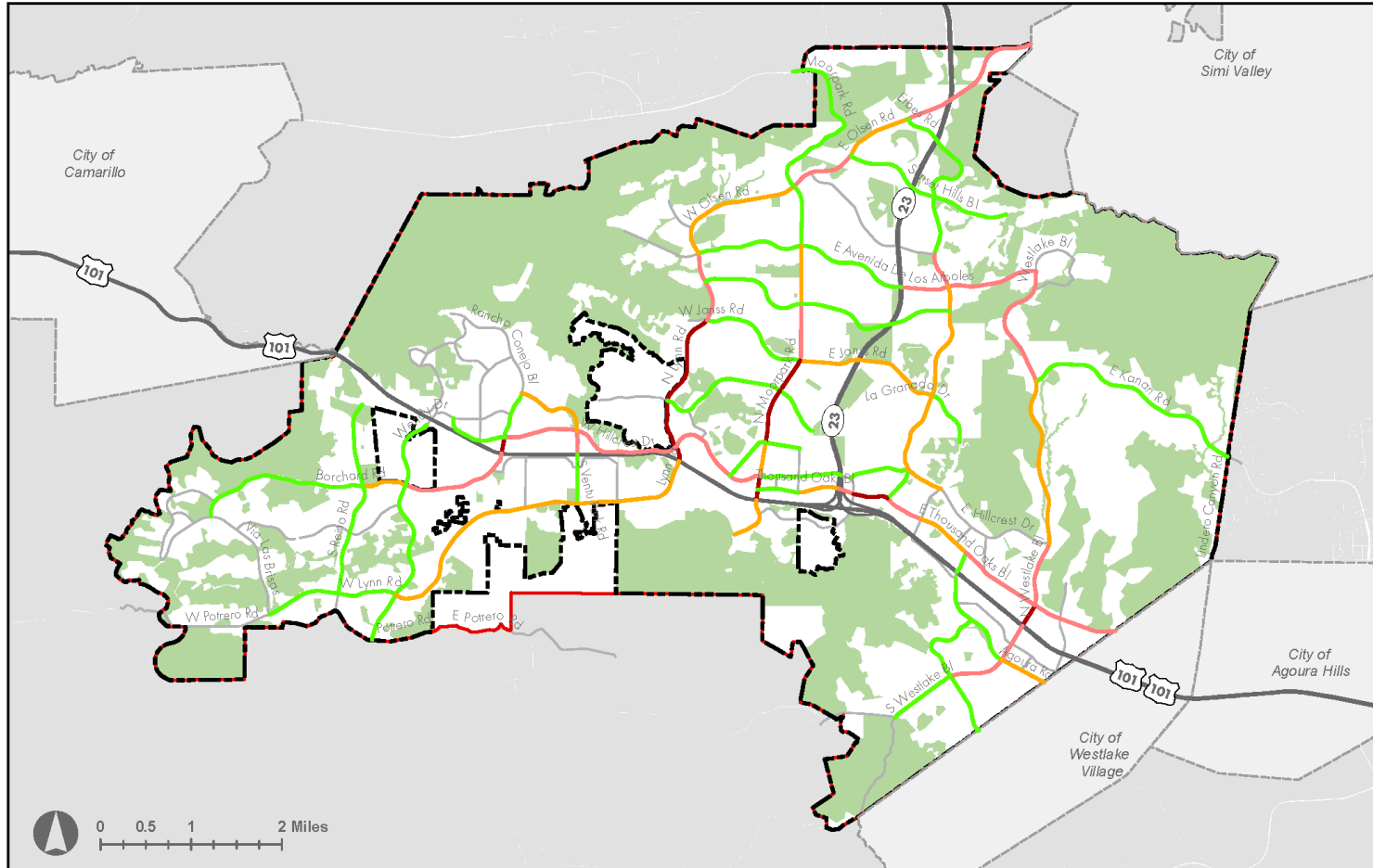


Raimi + Associates 2019 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles



- |                          |             |             |                       |
|--------------------------|-------------|-------------|-----------------------|
| Daily Volume to Capacity | 0.80 - 0.90 | Freeways    | Parks & Open Space    |
| < 0.70                   | > 0.90      | City Limits | Adjacent cities       |
| 0.70 - 0.80              | No Data     | City Sphere | Unincorporated County |

Figure 26 Average Daily Trips

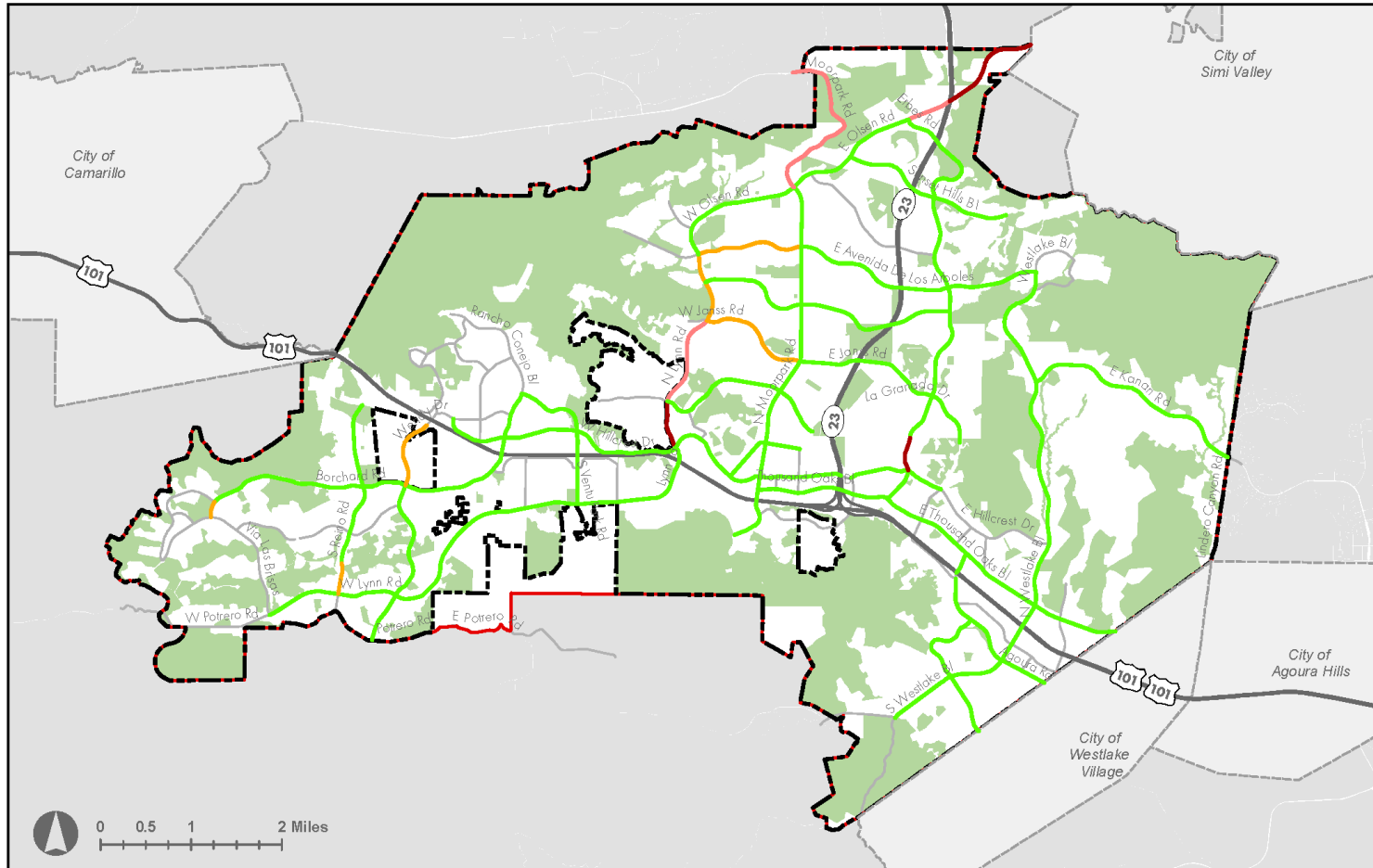


Raimi + Associates 2019 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles



- |                 |                 |             |                       |
|-----------------|-----------------|-------------|-----------------------|
| Existing ADT    | 20,000 - 25,000 | Freeways    | Parks & Open Space    |
| < 15,000        | > 25,000        | City Limits | Adjacent cities       |
| 15,000 - 20,000 | No Data         | City Sphere | Unincorporated County |

Figure 27 Available Vehicle Capacity during A.M. Peak

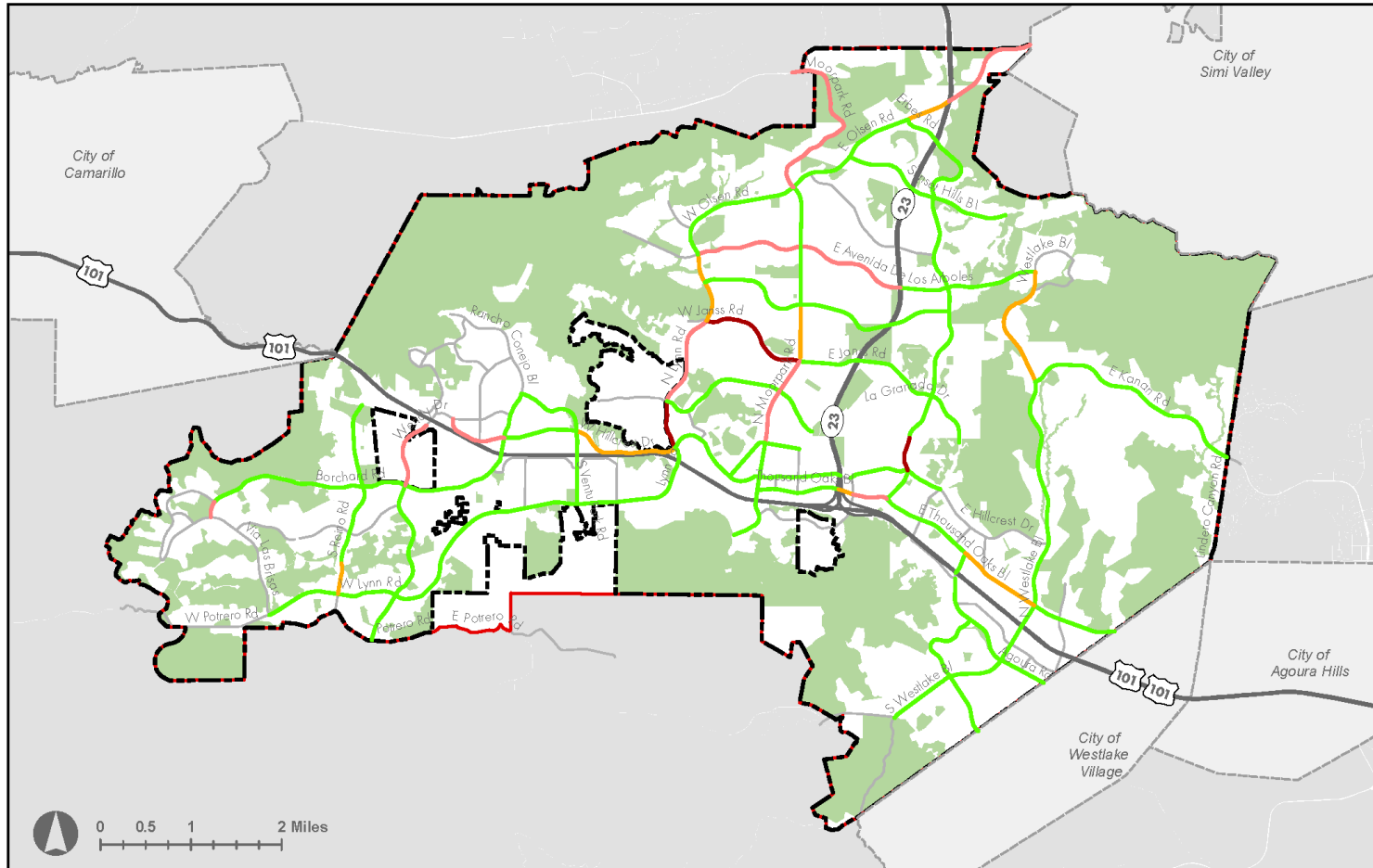


Raimi + Associates 2019 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles



- |   |   |  |   |
|---|---|--|---|
| AM Available Capacity                           | <span style="color: orange;">—</span> 0.20 - 0.30 | <span style="color: grey;">—</span> Freeways                 | <span style="background-color: lightgreen;">■</span> Parks & Open Space |
| <span style="color: red;">—</span> < 0.10       | <span style="color: green;">—</span> > 0.30       | <span style="border: 1px dashed black;">□</span> City Limits | <span style="background-color: lightgrey;">■</span> Adjacent cities     |
| <span style="color: pink;">—</span> 0.10 - 0.20 | <span style="color: grey;">—</span> No Data       | <span style="border: 2px solid red;">□</span> City Sphere    | <span style="background-color: grey;">■</span> Unincorporated County    |

Figure 28 Available Vehicle Capacity during P.M. Peak

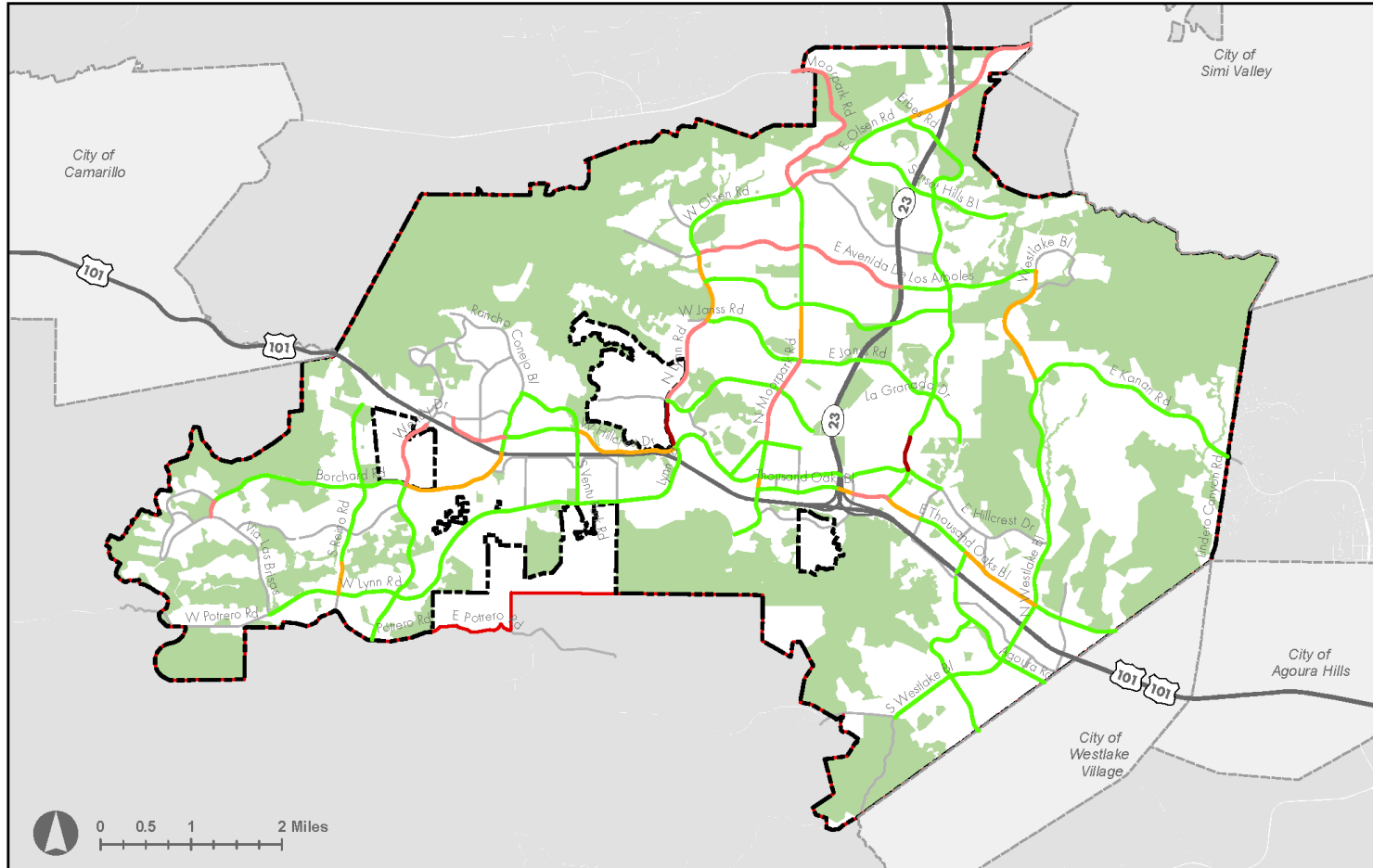


Raimi + Associates 2019 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles



- |                              |             |             |                       |
|------------------------------|-------------|-------------|-----------------------|
| <b>PM Available Capacity</b> | 0.20 - 0.30 | Freeways    | Parks & Open Space    |
| < 0.10                       | > 0.30      | City Limits | Adjacent cities       |
| 0.10 - 0.20                  | No Data     | City Sphere | Unincorporated County |

Figure 29 Available Vehicle Capacity during Daily Conditions



Raimi + Associates 2019 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles



- |                          |             |             |                       |
|--------------------------|-------------|-------------|-----------------------|
| Daily Available Capacity | 0.20 - 0.30 | Freeways    | Parks & Open Space    |
| < 0.10                   | > 0.30      | City Limits | Adjacent cities       |
| 0.10 - 0.20              | No Data     | City Sphere | Unincorporated County |



Table 7 Revised Thousand Oaks Transit Gold Route Schedule (Approved Fall 2019)

Gold Route 1	Trip 1	Trip 2	Trip 3	Trip 4	Trip 5	Trip 6	Trip 7	Trip 8	Trip 9	Trip 10	Trip 11	Trip 12	Trip 13
22/23 Stops   58/50 min. intervals	Mon-Fri			Monday-Saturday									
Depart The Oaks	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00
Ventu Park Rd. & Hillcrest Dr.	6:07	7:07	8:07	9:07	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	6:07
Newbury Rd. West of Ventu Park Rd.	6:08	7:08	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08	6:08
Newbury Rd. north of Michael Dr.	6:10	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10
Borchard Rd. & Carob Dr. (NP Library)	6:11	7:11	8:11	9:11	10:11	11:11	12:11	1:11	2:11	3:11	4:11	5:11	6:11
Borchard Rd. & Teresa Dr.	6:12	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12
Borchard Rd. & Wendy Dr.	6:14	7:14	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14
Borchard Community Park	6:15	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15
Dos Vientos Community Center	6:19	-	-	9:20	10:20	-	-	-	2:20	3:20	4:20	-	6:20
Reino Rd. north of Maurice Dr.	6:25	7:17	8:17	9:25	10:25	11:17	12:17	1:17	2:25	3:25	4:25	5:17	6:25
Lynn Rd. & Knollwood Dr.	6:26	7:18	8:18	9:26	10:26	11:18	12:18	1:18	2:26	3:26	4:26	5:18	6:26
Wendy Dr. & Corning St.	6:28	7:20	8:20	9:28	10:28	11:20	12:20	1:20	2:28	3:28	4:28	5:20	6:28
W. Kimber Dr. & Wendy Dr.	6:31	7:23	8:23	9:31	10:31	11:23	12:23	1:23	2:31	3:31	4:31	5:23	6:31
Reino Rd. & Borchard Rd.	6:34	7:26	8:26	9:34	10:34	11:26	12:26	1:26	2:34	3:34	4:34	5:26	6:34
Reino Rd & Lesser Dr. (NPHS)	6:35	7:27	8:27	9:35	10:35	11:27	12:27	1:27	2:35	3:35	4:35	5:27	6:35
Old Conejo Rd. West of Wendy Dr.	6:37	7:29	8:29	9:37	10:37	11:29	12:29	1:29	2:37	3:37	4:37	5:29	6:37
Broadbeck Rd. & Academy Dr.	6:41	7:33	8:33	9:41	10:41	11:33	12:33	1:33	2:41	3:41	4:41	5:33	6:41
Teller Rd. west of Lawrence Dr.	6:44	7:36	8:36	9:44	10:44	11:36	12:36	1:36	2:44	3:44	4:44	5:36	6:44

EXISTING CONDITIONS REPORT: MOBILITY

<b>Gold Route 1</b>	<b>Trip 1</b>	<b>Trip 2</b>	<b>Trip 3</b>	<b>Trip 4</b>	<b>Trip 5</b>	<b>Trip 6</b>	<b>Trip 7</b>	<b>Trip 8</b>	<b>Trip 9</b>	<b>Trip 10</b>	<b>Trip 11</b>	<b>Trip 12</b>	<b>Trip 13</b>
Hillcrest Dr. west of Rancho Conejo Bl.	6:47	7:39	8:39	9:47	10:47	11:39	12:39	1:39	2:47	3:47	4:47	5:39	6:47
Newbury Rd. east of Borchard Rd.	6:48	7:40	8:40	9:48	10:48	11:40	12:40	1:40	2:48	3:48	4:48	5:40	6:48
Newbury Rd. west of Ventu Park Rd.	6:49	7:41	8:41	9:49	10:49	11:41	12:41	1:41	2:49	3:49	4:49	5:41	6:49
Ventu Park Rd. south of Hillcrest Dr.	6:50	7:42	8:42	9:50	10:50	11:42	12:42	1:42	2:50	3:50	4:50	5:42	6:50
Hillcrest Rd. & Lynn Rd.	6:53	7:45	8:45	9:53	10:53	11:45	12:45	1:45	2:53	3:53	4:53	5:45	-
<b>Arrive The Oaks</b>	6:58	7:50	8:50	9:58	10:58	11:50	12:50	1:50	2:58	3:58	4:58	5:50	-

Table 8 Revised Thousand Oaks Transit Green Route Schedule (Approved Fall 2019)

<b>Green Route 2</b>	<b>Trip 1</b>	<b>Trip 2</b>	<b>Trip 3</b>	<b>Trip 4</b>	<b>Trip 5</b>	<b>Trip 6</b>	<b>Trip 7</b>	<b>Trip 8</b>	<b>Trip 9</b>	<b>Trip 10</b>	<b>Trip 11</b>	<b>Trip 12</b>	<b>Trip 13</b>
<b>17 stops   50 min. intervals</b>	<b>Mon-Fri</b>			<b>Monday-Saturday</b>									
Depart The Oaks	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00
Los Robles Hospital	6:08	7:08	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08	6:08
Lynn Rd. & Ave de los Arboles	6:10	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10
Olsen Rd. & Campus Dr.	6:13	7:13	8:13	9:13	10:13	11:13	12:13	1:13	2:13	3:13	4:13	5:13	6:13
Olsen Rd. & Mountclef Bl.	6:14	7:14	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14
Moorpark Rd. & Ave de los Arboles	6:16	7:16	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:16	5:16	6:16
Ave. de las Flores & Moorpark Rd.	6:18	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18
Ave. de las Flores at Waverly Park	6:20	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20
Ave. de las Flores at Los Cerritos MS	6:22	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22	6:22
Teen & Senior Centers	6:27	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27
Moorpark Rd. at Conejo Valley Plaza	6:31	7:31	8:31	9:31	10:31	11:31	12:31	1:31	2:31	3:31	4:31	5:31	6:31
Moorpark Rd. & Gainsborough Rd.	6:33	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33
Moorpark Rd. & Hillcrest Dr.	6:36	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:36	6:36
Rolling Oaks Dr. & Moorpark Rd.	6:38	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38
Los Padres Dr. & Haaland Dr.	6:40	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40
Arrive Transportation Center	6:44	7:44	8:44	9:44	10:44	11:44	12:44	1:44	2:44	3:44	4:44	5:44	6:44
Depart Transportation Center	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	-
Arrive The Oaks (via 101 freeway)	6:50	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	-

Table 9 Revised Thousand Oaks Transit Purple Route Schedule (Approved Fall 2019)

Purple Route 2B	Trip 1	Trip 2	Trip 3	Trip 4	Trip 5	Trip 6	Trip 7	Trip 8	Trip 9	Trip 10	Trip 11	Trip 12	Trip 13
20Stops   49 min. intervals	Mon-Fri			Monday-Saturday									
Depart The Oaks	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00
Janss Marketplace	6:05	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05
Moorpark Rd. & Brazil St.	6:08	7:08	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08	6:08
Moorpark Rd. & Wilbur Rd.	6:09	7:09	8:09	9:09	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09
Moorpark Rd. at Conejo Valley Plaza	6:11	7:11	8:11	9:11	10:11	11:11	12:11	1:11	2:11	3:11	4:11	5:11	6:11
Janss Rd. & Montgomery Rd.	6:14	7:14	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14
Janss Rd. at Conejo Valley High School	6:16	7:16	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:16	5:16	6:16
Erbes Rd. & Ave. de las Flores	6:20	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20
Ave de los Arboles & Oakbrook Dr.	6:22	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22	6:22
Ave de los Arboles & Calle Olivio (West)	6:24	7:24	8:24	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24	6:24
Moorpark Rd & Ave de los Arboles	6:26	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:26	6:26
Mountclef Bl. & Faculty St.	6:28	7:28	8:28	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:28	5:28	6:28
Olsen Rd. & Moorpark Rd.	6:29	7:29	8:29	9:29	10:29	11:29	12:29	1:29	2:29	3:29	4:29	5:29	6:29
Olsen Rd. & Mountclef Bl.	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30
Olsen Rd. & Campus Dr.	6:31	7:31	8:31	9:31	10:31	11:31	12:31	1:31	2:31	3:31	4:31	5:31	6:31
Lynn Rd. & Ave de los Arboles	6:33	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33
Los Robles Hospital (Bus Shelter)	6:37	7:37	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:37
Gainsborough Rd. & Tuolumne Ave.	6:41	7:41	8:41	9:41	10:41	11:41	12:41	1:41	2:41	3:41	4:41	5:41	6:41

EXISTING CONDITIONS REPORT: MOBILITY

<b>Purple Route 2B</b>	<b>Trip 1</b>	<b>Trip 2</b>	<b>Trip 3</b>	<b>Trip 4</b>	<b>Trip 5</b>	<b>Trip 6</b>	<b>Trip 7</b>	<b>Trip 8</b>	<b>Trip 9</b>	<b>Trip 10</b>	<b>Trip 11</b>	<b>Trip 12</b>	<b>Trip 13</b>
Moorpark Rd. & Gainsborough Rd.	6:44	7:44	8:44	9:44	10:44	11:44	12:44	1:44	2:44	3:44	4:44	5:44	6:44
Wilbur Rd. and Warwick Ave.	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45
Wilbur Rd. & Marin St.	6:46	7:46	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	6:46
Wilbur Rd. & W. Thousand Oaks Bl.	6:47	7:47	8:47	9:47	10:47	11:47	12:47	1:47	2:47	3:47	4:47	5:47	6:47
Arrive - The Oaks	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49

Table 10 Revised Thousand Oaks Transit Red Route Schedule (Approved Fall 2019)

<b>Red Route 3</b>	<b>Trip 1</b>	<b>Trip 2</b>	<b>Trip 3</b>	<b>Trip 4</b>	<b>Trip 5</b>	<b>Trip 6</b>	<b>Trip 7</b>	<b>Trip 8</b>	<b>Trip 9</b>	<b>Trip 10</b>	<b>Trip 11</b>	<b>Trip 12</b>	<b>Trip 13</b>
<b>23 Stops   49 min. intervals</b>	<b>Mon-Fri</b>			<b>Monday-Saturday</b>									
<b>Depart The Oaks</b>	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00
Thousand Oaks Bl. & Baker Ave.	6:05	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05
Thousand Oaks Bl. & Hodencamp Rd.	6:06	7:06	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06
Thousand Oaks Bl. & Taylor Ct.	6:07	7:07	8:07	9:07	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	6:07
Arrive City Transportation Center	6:09	7:09	8:09	9:09	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09
Depart City Transportation Center	6:10	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10
Thousand Oaks Bl. & Rancho Rd.	6:12	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12
Civic Arts Plaza	6:14	7:14	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14
Thousand Oaks Bl. & Skyline Dr.	6:16	7:16	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:16	5:16	6:16
Thousand Oaks Bl. & Auto Mall Dr.	6:18	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18
Thousand Oaks Bl. & Cord Ave.	6:19	7:19	8:19	9:19	10:19	11:19	12:19	1:19	2:19	3:19	4:19	5:19	6:19
Thousand Oaks Bl. & Lakeview Cyn. Rd.	6:22	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22	6:22
Agoura Rd. & Lakeview Cyn. Rd.	6:24	7:24	8:24	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24	6:24
Agoura Rd. & Village Glen Ave.	6:26	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:26	6:26
Westlake Bl. & Townsgate Rd.	6:28	7:28	8:28	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:28	5:28	6:28

EXISTING CONDITIONS REPORT: MOBILITY

<b>Red Route 3</b>	<b>Trip 1</b>	<b>Trip 2</b>	<b>Trip 3</b>	<b>Trip 4</b>	<b>Trip 5</b>	<b>Trip 6</b>	<b>Trip 7</b>	<b>Trip 8</b>	<b>Trip 9</b>	<b>Trip 10</b>	<b>Trip 11</b>	<b>Trip 12</b>	<b>Trip 13</b>
Thousand Oaks Bl. & Cord Ave.	6:32	7:32	8:32	9:32	10:32	11:32	12:32	1:32	2:32	3:32	4:32	5:32	6:32
Thousand Oaks Bl. & Duesenberg Dr.	6:34	7:34	8:34	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34
Thousand Oaks Bl. & Skyline Dr.	6:36	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:36	6:36
Thousand Oaks Bl. at Gardens of the World	6:38	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38
Thousand Oaks Bl. & Erbes	6:40	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40
Thousand Oaks Bl. & 23 Fwy	6:42	7:42	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42	6:42
Thousand Oaks Bl. & Baker Ave.	6:44	7:44	8:44	9:44	10:44	11:44	12:44	1:44	2:44	3:44	4:44	5:44	6:44
125 W. Thousand Oaks Bl. (VCHCA)	6:47	7:47	8:47	9:47	10:47	11:47	12:47	1:47	2:47	3:47	4:47	5:47	6:47
<b>Arrive The Oaks</b>	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49

Table 11 Revised Thousand Oaks Transit Blue Route Schedule (Approved Fall 2019)

Blue Route 4	Trip 1	Trip 2	Trip 3	Trip 4	Trip 5	Trip 6	Trip 7	Trip 8	Trip 9	Trip 10	Trip 11	Trip 12	Trip 13
19-30 Stops   39-59 min. intervals	Mon-Fri		Monday-Saturday										
Depart City Transportation Center	6:10	7:00	8:10	9:00	10:10	11:00	12:10	1:00	2:10	3:00	4:10	5:00	6:10
Hillcrest Dr. & Rancho Rd. (Encino Vista)	-	7:03	-	9:03	-	11:03	-	1:03	-	3:03	-	5:03	-
Hillcrest Dr. at Colina Middle School	-	7:05	-	9:05	-	11:05	-	1:05	-	3:05	-	5:05	-
Hillcrest Dr. & Wynn Ct.	-	7:06	-	9:06	-	11:06	-	1:06	-	3:06	-	5:06	-
Hillcrest Dr. & Hilltop Way	-	7:07	-	9:07	-	11:07	-	1:07	-	3:07	-	5:07	-
Westlake Bl. & north of Meadow Gate St.	-	7:11	-	9:11	-	11:11	-	1:01	-	3:11	-	5:11	-
Agoura Rd. & Westlake Bl.	-	7:14	-	9:14	-	11:14	-	1:14	-	3:14	-	5:14	-
Townsgate Rd. east of Westlake Bl.	-	7:15	-	9:15	-	11:15	-	1:15	-	3:15	-	5:15	-
Westlake Bl. & Thousand Oaks Bl.	-	7:18	-	9:18	-	11:18	-	1:18	-	3:18	-	5:18	-
Hillcrest Dr. & Hilltop Way	-	7:21	-	9:21	-	11:21	-	1:21	-	3:21	-	5:21	-
Hillcrest Dr. & Lone Oak Dr.	-	7:22	-	9:22	-	11:22	-	1:22	-	3:22	-	5:22	-
Hillcrest Dr. & Encino Vista Dr. (Colina MS)	-	7:23	-	9:23	-	11:23	-	1:23	-	3:23	-	5:23	-
Hillcrest Dr. & Houston Dr.	6:14	7:24	8:14	9:24	10:14	11:24	12:14	1:24	2:14	3:24	4:14	5:24	6:14
Hillcrest Dr. & Hodencamp Rd.	6:15	7:25	8:15	9:25	10:15	11:25	12:15	1:25	2:15	3:25	4:15	5:25	6:15
Hillcrest Dr. east of Moorpark Rd.	6:16	7:26	8:16	9:26	10:16	11:26	12:16	1:26	2:16	3:26	4:16	5:26	6:16



EXISTING CONDITIONS REPORT: MOBILITY

<b>Blue Route 4</b>	<b>Trip 1</b>	<b>Trip 2</b>	<b>Trip 3</b>	<b>Trip 4</b>	<b>Trip 5</b>	<b>Trip 6</b>	<b>Trip 7</b>	<b>Trip 8</b>	<b>Trip 9</b>	<b>Trip 10</b>	<b>Trip 11</b>	<b>Trip 12</b>	<b>Trip 13</b>
Hillcrest Dr. & McCloud Ave. (The Oaks)	6:18	7:28	8:18	9:28	10:18	11:28	12:18	1:28	2:18	3:28	4:18	5:28	6:18
Ventu Park Rd. and Hillcrest Dr.	6:22	7:32	8:22	9:32	10:22	11:32	12:22	1:32	2:22	3:32	4:22	5:32	6:22
Hillcrest Dr. & Amgen Ct.	6:23	7:33	8:23	9:33	10:23	11:33	12:23	1:33	2:23	3:33	4:23	5:33	6:23
Hillcrest Dr. west of Artisan Ct.	6:24	7:34	8:24	9:34	10:24	11:34	12:24	1:34	2:24	3:34	4:24	5:34	6:24
Rancho Conejo Bl. & Ventu Park Rd.	6:26	7:36	8:26	9:36	10:26	11:36	12:26	1:36	2:26	3:36	4:26	5:36	6:26
Lawrence Dr. & Rancho Conejo Bl.	6:28	7:38	8:28	9:38	10:28	11:38	12:28	1:38	2:28	3:38	4:28	5:38	6:28
Teller Rd. & Rancho Conejo Bl.	6:31	7:41	8:31	9:41	10:31	11:41	12:31	1:41	2:31	3:41	4:31	5:41	6:31
Hillcrest Dr. & Artisan Ct.	6:33	7:43	8:33	9:43	10:33	11:43	12:33	1:43	2:33	3:43	4:33	5:43	6:33
Hillcrest Dr. & Shady Oaks. Dr.	6:34	7:44	8:34	9:44	10:34	11:44	12:34	1:44	2:34	3:44	4:34	5:44	6:34
Hillcrest Dr. & Ventu Park Rd.	6:35	7:45	8:35	9:45	10:35	11:45	12:35	1:45	2:35	3:45	4:35	5:45	6:35
Hillcrest Dr. & Lynn Rd.	6:38	7:48	8:38	9:48	10:38	11:48	12:38	1:48	2:38	3:48	4:38	5:48	6:38
Hillcrest Dr. & Marin St. (The Oaks)	6:40	7:50	8:40	9:50	10:40	11:50	12:40	1:50	2:40	3:50	4:40	5:50	6:40
80 E. Hillcrest Dr.	6:43	7:52	8:43	9:52	10:43	11:52	12:43	1:52	2:43	3:52	4:43	5:52	6:43
Hillcrest Dr. & Hodencamp Rd.	6:44	7:54	8:44	9:54	10:44	11:54	12:44	1:54	2:44	3:54	4:44	5:54	6:44
Hillcrest Dr. & Rancho Rd. (Encino Vista)	6:46	7:56	8:46	9:56	10:46	11:56	12:46	1:56	2:46	3:56	4:46	5:56	6:46
<b>Arrive City Transportation Center</b>	6:49	7:59	8:49	9:59	10:49	11:59	12:49	1:59	2:49	3:59	4:49	5:59	6:49