Chapter 5
Mobility

Overview of Chapter

The Mobility Element of the General Plan describes the transportation system in the City and provides goals and policies for Thousand Oaks to continue to improve access and connectivity for residents, businesses, and visitors. Through this Mobility Element, the City endeavors to create and maintain a multimodal transportation system that is safe for travelers of all ages and abilities regardless of mode. The transportation system should be safe, equitable, affordable, efficient, and accessible to all people in Thousand Oaks while improving outcomes for community health and providing flexibility to accommodate future growth.

Topics covered in this Element include:

- Statutory Requirements
- Implementation Plans
- Transportation System
- Functional Classification System
- Pedestrian Network
- Bicycle Network
- Transit Network
- Key Issues and Opportunities
- Goals and Policies

Statutory Requirements

California law requires that this Element includes existing and proposed major thoroughfares, existing and proposed transportation routes, terminals, and other local public utilities and facilities, all correlated directly with the Land Use Element. The law also stipulates that the City must plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel. A balanced network means a system that provides for all users of all ages and abilities including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, user of public transportation and seniors. The following statutory requirements have guided the network recommendations and goals and policies outline in this Element.

Complete Streets

The California Complete Streets Act of 2008 or AB 1358 (Government Code §65040.2 and §65302) was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 required circulation elements to address the transportation system from a multimodal perspective. The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and people with disabilities.

Complete Streets are designed for everyone. Their function prioritizes safety, comfort and access to destinations, especially for people and disadvantaged communities that have not been served by traditional transportation methods. Complete Streets promote multimodal means to make a street network that improves access and safety for people walking, biking, driving, riding transit, and moving actively with assistive devices to shops, jobs, services and schools within the community.

To accomplish this, the City will consider the following components when implementing Complete Streets:

- Improve safety for users
- Consider designs for users of all ages and abilities
- Consider innovative street and intersection designs whenever possible
- Prioritize modes based on General Plan policies
- Implement Complete Streets during the planning process, development engineering, Capital Improvement Plan and maintenance activities.

Global Warming Solutions Act of 2016

Signed into law on September 8, 2016, the Global Warming Solutions Act or SB 32 (Health & Safety Code §38566) established a comprehensive program to reduce greenhouse gas emissions to combat climate change. This bill requires the California Air Resources (CARB) to develop regulations to reduce greenhouse gas (GHG) emissions to 40% below the 1990 levels by 2030. On January 1, 2017, the greenhouse gas rules and market mechanisms, adopted by CARB, took effect, and became legally enforceable.

Electric vehicles help meet the State's climate reduction goals

Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act or Senate Bill 375 (Government Code §29532) supports climate goals by helping reduce greenhouse gas emissions through coordinated transportation, housing, and land use planning. Under the Act, incentives are provided to cities and developers to reduce the number and length of automobile commuting trips, which will help meet the statewide targets for reducing greenhouse gas emissions set by AB 32. SB 375 requires each Metropolitan Planning Organization to add a broader vision for growth, called a Sustainable Communities Strategy (SCS), to its transportation plan. The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emission. The SCS should integrate transportation, land use, and housing policies to plan for achieving the emission targets for their region. The Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and SCS were adopted in 2016.

The City of Thousand Oaks will incorporate the following components of SB 375 into the General Plan:

- Support transit-oriented development
- Support infill housing development and redevelopment
- Support mixed-use development that improves community walkability
- Promote land use patterns that encourage the use of alternatives to single-occupant automobile use
- Apply Transportation System Management (TSM) and complete streets practices to arterials through enhanced service, frequency, convenience, and choices.

Vehicle Miles Traveled

In 2021, Senate Bill (SB) 743 (Government Code §66006) Vehicle Miles Traveled (VMT) policy replaced the previous congestion-related Level of Service (LOS) method as a metric for assessing transportation impacts of land use and transportation projects. Under the California Environmental Quality Act (CEQA), all local agencies must evaluate environmental impacts from transportation based on VMT.

The VMT method measures the total distance traveled by vehicles driving to, from, and within the City attributed to a proposed project. This way of evaluating transportation impacts supports the reduction of GHG emissions, development of multimodal transportation networks, and diversification of land uses.

Mixed use developments help reduce VMT

Implementation Plans

The following implementation plans are already underway and will assist the City in improving the overall quality of multimodal circulation and safety.

Active Transportation Plan

The Active Transportation Plan (ATP) was adopted in 2019 to provide Thousand Oaks with planning guidance for non-motorized travel infrastructure improvements that make multimodal transportation safer and more enjoyable. The ATP seeks to educate and to promote active transportation to increase bicycling and walking throughout the city to reduce VMT and GHG emissions.

Local Road Safety Plan

The Local Road Safety Plan (LRSP), adopted in 2021 by City Council, analyzes collision data, assesses infrastructure deficiencies through an inventory of roadway system elements, and identifies roadway safety solutions on a citywide basis. The analysis evaluates where and why collisions occur and helps guide roadway design by informing which safety or enforcement countermeasures are appropriate for all modes of travel. The plan provides an evaluation where and why vehicular, bicyclist and pedestrian-related collisions occur and helps guide roadway design by informing which safety or enforcement countermeasures are appropriate for all modes of travel.

Road Design and Construction Standards

The City Road Design and Construction Standards were adopted on May 15, 2018, by the City Council. 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 standards, in combination with Complete Streets criteria, have the potential to improve bicycle and pedestrian accommodations, 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.

Cover of the City's Active Transportation Plan

Background

Thousand Oaks is served by a system of streets and paths that enable connections within the City and to the regional transportation system. They are classified by their function with different characteristics and accommodations for modes of travel and access to adjacent land use. The system supports multiple modes of travel and contains network elements that support vehicular, bicycle, pedestrian, and transit travel. The Functional Classification System of roadways (described below) serves as the City's policy guidance for the development of multimodal streets and balances all network elements.

Functional Classification System

Functional street classification systems categorize a jurisdiction's streets into a hierarchy organized by function and community context, which considers all users, not just automobiles. The functional classification system is consistent with the California Road System which is composed of:

Principal Arterials

Principal Arterials are primary roads that serve the major centers of activity, the highest volume corridors, and the longest trips.

Minor Arterials

Minor Arterials are secondary roads that interconnect and augment the principal arterial system.

Collector Streets

Collector Streets provide circulation and connect residential, commercial and industrial areas to arterial roadways.

Local Streets

Local Streets are generally residential roads which permit direct access to abutting land.

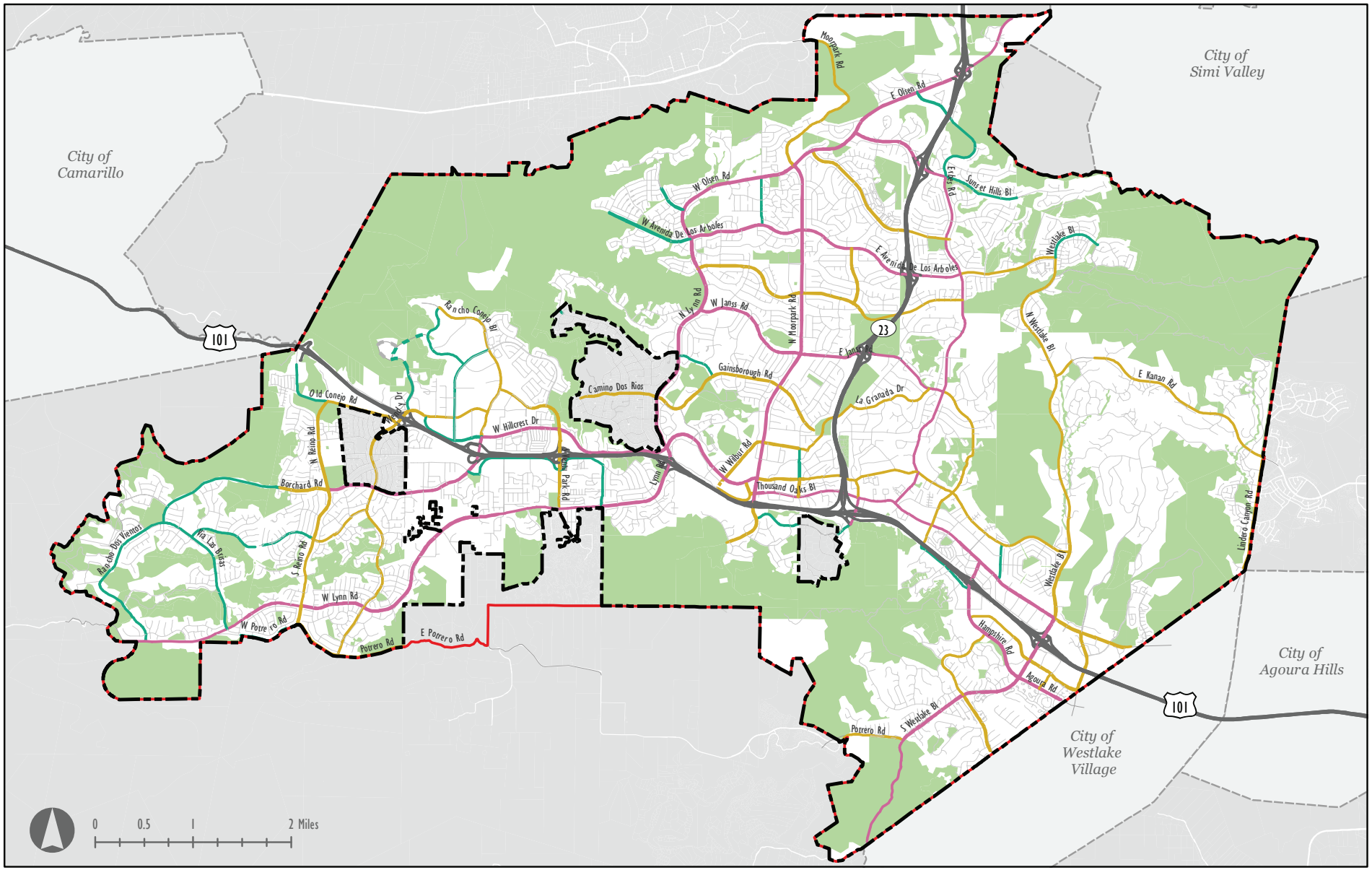
Multi-Use Trails

Multi-Use Trails are not part of the state classification system, but are bike paths and trails for hiking, biking, and equestrian use which may be located along roadways or off-road.

The City's Road Design and Construction Standards include specifications on design and construction, roadway cross sections, road design, storm drains, driveway design, traffic design, and other miscellaneous elements of roadways, such as bus turnouts. These design guidelines include the provision for bicycle and pedestrian network elements, 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.

The functional classification system described below is represented in Table 5.1 and mapped in Figure 5.1.

FIGURE 5.1 Roadway Classifications



Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles

- Freeway/Expressway
- Principal Arterial
- Secondary/Minor Arterial
- Collector
- Local
- Future-Secondary/Minor Arterial
- Future-Collector
- Future-Local
- City Limits
- City Sphere
- Parks and Open Space
- Unincorporated Counties Land
- Adjacent Cities

Freeways

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

- Highway 101 provides access to Los Angeles and greater Los Angeles County to the east, and to Camarillo and greater Ventura County to the west.
- State Route 23 provides access to Moorpark and Simi Valley to the north and to communities in the Santa Monica mountains and Malibu to the south.

The freeway system is the through truck route system for the City. Though the State highway right-of-way is managed by Caltrans, the City may identify opportunities to improve facilities along the freeway on- and off-ramps.

Principal Arterials

Principal Arterials are primary roads that serve the major centers of activity, the highest volume corridors, and the longest trips. Principal arterials have a standard curb-to-curb width of 102 feet and overall right-of-way width of 118 feet. The expected minimum distance between intersections is ¼ mile. Though these roads have the capacity to accommodate six lanes, some, such as Lynn Road, are designed as four or five lanes, using the excess right-of-way for features such as center medians, buffered bicycle lanes, center turn lanes, or dedicated lanes for freeway access. Principal Arterials generally do not have on-street parking.

Principal Arterials have sidewalks that are connected at intersections through signalized and marked crosswalks. Bicycle lanes should be physically separated from vehicle lanes by a buffer due to high vehicle design speed. Transit services operate along Principal Arterials where bus stop amenities and speed and reliability elements should be used to improve transit service. Pedestrian and bicycle network elements provide first-last mile connectivity to transit stops.

Minor Arterials

Minor Arterials are secondary roads that connect neighborhoods and community destinations to wider streets that connect to freeways. The Minor Arterials have a standard right-of-way width of 64 to 78 feet curb-to-curb and 84 to 94 feet total. Median openings or intersections should be more than 500 feet from an adjacent intersection. 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 and Hillcrest Drive west of State Route 23. Minor Arterials generally do not have on-street parking.

Minor Arterials have sidewalks that are connected at intersections through signalized and marked crosswalks. Bicycle lanes should be physically separated from vehicle lanes by a buffer due to high vehicle design speed. Transit services operate along Minor Arterials where bus stop amenities and speed and reliability elements should be used to improve transit service. Pedestrian and bicycle network elements provide first-last mile connectivity to transit stops.

Collector Streets

Collector Streets provide circulation and connect residential, commercial, and industrial areas to arterial roadways. They have a standard right-of-way width of 40 feet curb-to-curb and 60 feet total which may widened to 54 feet curb-to-curb and 66 feet total in industrial or commercial areas. Collector Streets may have on-street parking. Collector Streets have sidewalks that are connected at intersections with marked crosswalks. Bicycle lanes can be unbuffered and sharrows can be installed along Collector Streets. Transit services operate along Collector Streets where stop amenities and speed and reliability elements should be used to improve transit service. Pedestrian and bicycle network elements provide first-last mile connectivity to transit stops.

Local Streets

Local Streets are generally residential roads which permit direct access to abutting land and accommodate lower volume local traffic traveling at lower speeds. Local Streets have a standard right-of-way width of 36 feet curb-to-curb and 56 feet total which narrows to 32 feet curb-to-curb and 52 feet total in cul-de-sacs. Local Street width may vary in rural and hillside areas. Local Streets generally have on-street parking. Local Streets have sidewalks that are connected at intersections with marked and unmarked crosswalks. Bicycle lanes can be unbuffered and sharrows (shared lane markings) can be installed along Local Streets. Pedestrian and bicycle network elements provide first-last mile connectivity to transit stops.

Example of a Collector Street in the City

TABLE 5.1 Functional Classification

Street Type	Characteristics	Design Elements	Modal Priority Networks
Principal Arterial	• Primary roads that serve the major centers of activity, the highest volume corridors and the longest trips • Vehicle design speed of 55 MPH	• Typical ROW of 118', 14' Median • 44' of travel lanes/bicycle lanes in each direction • Dedicated turn pockets • Buffered bike lanes, paths and sidewalks, buffers where possible • Marked and signalized crosswalks • Generally, no on-street parking	• **Vehicles:** Primarily serves vehicles with focus on through traffic and vehicle capacity, high volume/high speed traffic and freeway access • **Pedestrians:** Sidewalks, pedestrian network enhancements in commercial and school areas. Signalized pedestrian crossings • **Bicycles:** Develop physically separated lanes and paths • **Transit:** Corridors with stop amenities and speed and reliability elements, and first/last-mile elements
Minor Arterial	• Secondary roads which interconnect and augment the principal arterial system • Vehicle design speed of 55 MPH to 40 MPH	• Typical vehicle ROW of 94', 14' Median optional • 32' of travel lanes/bicycle lanes in each direction • Buffered bike lanes, paths and sidewalks, buffers where possible • Marked and signalized crosswalks • Generally, no on-street parking	• **Vehicles:** Primarily serves vehicles with focus on through traffic and vehicle capacity, high volume/high speed traffic • **Pedestrians:** Sidewalks, pedestrian network enhancements in commercial and school areas. Signalized pedestrian crossings • **Bicycles:** Develop physically separated lanes and paths • **Transit:** Corridors with stop amenities and speed and reliability elements, and first/last-mile elements
Collector Streets	• Connects all modes of travel between neighborhoods and activity centers • Vehicle design speed of 30 MPH • Wider configuration in industrial and commercial areas	• ROW of 60' to 66', No center median • 20' to 27' of travel lanes/bicycle lanes in each direction • May have unbuffered bike lanes, sharrows, paths and sidewalks • May include on-street parking	• **Vehicles:** For lower-speed access to arterial network, traffic calming treatments can be used • **Pedestrians:** Sidewalks, pedestrian network enhancements in commercial and school areas. Signalized pedestrian crossings • **Bicycles:** Unbuffered bicycle lanes and paths • **Transit:** First/last-mile connectivity
Local Streets	• Generally residential neighborhood streets • Vehicle design speed of 25 MPH • Alternative Cul-de-Sac and Hillside development configurations	• Typical vehicle ROW of 40' to 56' • Unbuffered bicycle lanes or sharrows • Can have unmarked and marked crossings • Generally, on-street parking	• **Vehicles:** Slow automobile travel and site access • **Pedestrians:** Sidewalks, pedestrian network enhancements, especially to access commercial and school areas • **Bicycles:** Unbuffered bicycle lanes and sharrows • **Transit:** First/last-mile connectivity
Multiuse Paths	• Roadside, off-street or trail paths for non-motorized travel and recreation	• ROW of 8' or more • May be paved or unpaved • Roadside paths buffered from street	• **Vehicles:** No motorized vehicles permitted • **Pedestrians, Bicycles and Equestrians:** Accommodated

Multiuse Paths

The Conejo Open Space Conservation Agency (COSCA) is a joint powers agency between the City of Thousand Oaks and the Conejo Recreation and Park District (CRPD). It coordinates land use planning and policy decisions, and facilitates open space acquisition, management, and conservation according to the goals identified in the City's General Plan Open Space and Conservation Elements. COSCA maintains over 150 miles of trails for hiking, biking, and equestrian use.

While many of the trails are through open space areas in the City and are primarily intended for recreation, there are trails within the built areas of the City which can provide connectivity to the Conejo Creek Bike Path and roadside paths along sections of:

- Lynn Road
- Rancho Dos Vientos
- Borchard Road
- Via Ricardo
- Reino Road
- Lakeview Canyon Road
- Conejo School Road

Conejo Creek Bicycle Path in Thousand Oaks

Traffic Calming Treatments

The management of vehicle speed is important to systemically improve safety in neighborhoods and reduce traffic stress on roadways. Traffic calming involves changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through motor vehicle traffic volumes. The intent of traffic calming is to alter driver behavior and to improve street safety, livability, and other public purposes. Examples of traffic calming treatments are roundabouts/ traffic circles; speed humps/speed cushions; curb extensions; warning signs; speed tables/raised crosswalks; radar feedback signs; chicanes; traffic diverters; and on-street edge friction of on-street parking, bicycle lanes, street trees and shrubs.

Pedestrian Network

The local pedestrian network is a sidewalk system along the roadway network, greenbelts, and trails with sidewalk crossings at intersections. The City's Road Design and Construction Standards require sidewalks for all roadway cross sections with a five-foot minimum sidewalk with no buffer area (monolithic) and four-foot minimum sidewalk if a buffer is present (detached). All sidewalks should have a four-foot minimum for clear space which is free of obstructions from street furniture and utilities. Thousand Oaks streets have a relatively complete sidewalk network and the City prioritizes construction of sidewalks, based on the ATP, where there are unbuilt sections of sidewalks along roadways. The extensive network of sidewalks connects neighborhoods and non-residential areas; however, there are opportunities to improve comfort and reduce pedestrian exposure to potential conflicts with vehicular traffic by expanding beyond the minimum requirements, especially on streets with commercial uses and higher activity levels.

Intersection Crossings

The mobility and safety of pedestrians requires the prioritization of non-motorized modes at intersections. While many intersections are signalized and have marked crosswalks, there are some segments with long blocks without convenient marked crossing points. Providing additional crossing treatments, enhancing pedestrian visibility, and reducing the total crossing distances will help to alert motorists of pedestrian crossings between intersections.

Pedestrian Network Enhancements

Strategies to enhance the pedestrian network include enhanced crosswalk markings, curb extensions, pedestrian (symbol) warning signs, refuge islands, mid-block crossings, rectangular rapid flashing beacons (RRFBs), overhead street lighting, senior zones, and transit stop amenities.

Pedestrian network enhancements encourage walking and provide usable space for all ages. Collaborative implementation of parklets, community gardens, street furnishings, public art, and pocket parks provide amenities within the community framework.

Enhancements to the pedestrian environment are specifically important along safe routes to school and in mixed-use, commercial neighborhood, and commercial town land use districts to connect residential areas to schools, grocery stores, and employment centers within walking distance (1/2 miles).

Mid-block crossings and pedestrian refuges make walking safer and more comfortable for pedestrians

Bicycle Network

The local bicycle network in Thousand Oaks is composed of a combination of facilities on roadways, sidewalks, and off-street paths. A defined bikeway network describes the hierarchy of bicycle-specific infrastructure. The recommended bicycle network from the ATP is shown in Figure 5.2. Many of the proposed improvements are Class II bicycle lanes sited on principal arterials such as Thousand Oaks Boulevard and secondary/minor arterials such as Hillcrest Drive.

Class I: Multi-Use Paths

Class I multi-use paths (frequently referred to as "bicycle paths") are physically separated from motor vehicle travel routes, with exclusive rights-of-way for non-motorized users like bicyclists and pedestrians.

Class II: Bicycle Lanes

Bicycle lanes are one-way, dedicated right-of-way bicycle facilitates that carry bicycle traffic in the same direction as the adjacent motor vehicle traffic. They are typically located along the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane. Bicycle lanes can be buffered to provide additional space between the bicycle lane and traffic lane, parking lane, or both, to provide a more protected and comfortable space for people riding bicycles than a conventional bicycle lane. The buffering also encourages bicycle riders to avoid riding too close to parked vehicles, keeping them out of the "door zone" where there is the potential danger of drivers or passengers suddenly opening doors into the bicyclists' path.

Example of a Multi-Use Path

Class III: Bicycle Route

A bicycle route is a suggested bicycle path of travel marked by signs designating a preferred path between destinations. Class III bicycle routes rely on a shared right-of-way and are recommended for low-volume and low-speed streets (facilities with dedicated right-of-way are recommended on streets with higher levels of traffic stress). "Sharrow" shared lane markings are commonly used where parking is adjacent to the travel lane. It is common practice to center them within the typical vehicular travel route in the rightmost travel lane to ensure adequate separation between bicycles and parked vehicles. Sharrows may be installed over a green background to enhance visibility.

Class IV: Separated Bikeways (Cycle Tracks)

Separated bikeways are dedicated right-of-way bicycle-specific routes that combine the user experience of a multi-use path with the on-street infrastructure of a conventional bicycle lane. Separated bikeways are physically separated from motor vehicle traffic and designed to be distinct from any adjoining sidewalk. The variety of physical protection measures can include vertical delineators, raised curbs, parkway strips, reflective bollards, or parked vehicles. Separated bikeways can be either one-way or two-way, depending on the street network, available right-of-way, and adjacent land use, but the safety of two-way separated bikeways must be carefully evaluated, especially if they cross motor vehicle routes. This is because few motor vehicle drivers are accustomed to two-way separated bikeways, and they may tend to only look to the left when deciding whether it is safe to proceed across the separated bikeways.

Enhanced Bicycle Treatments

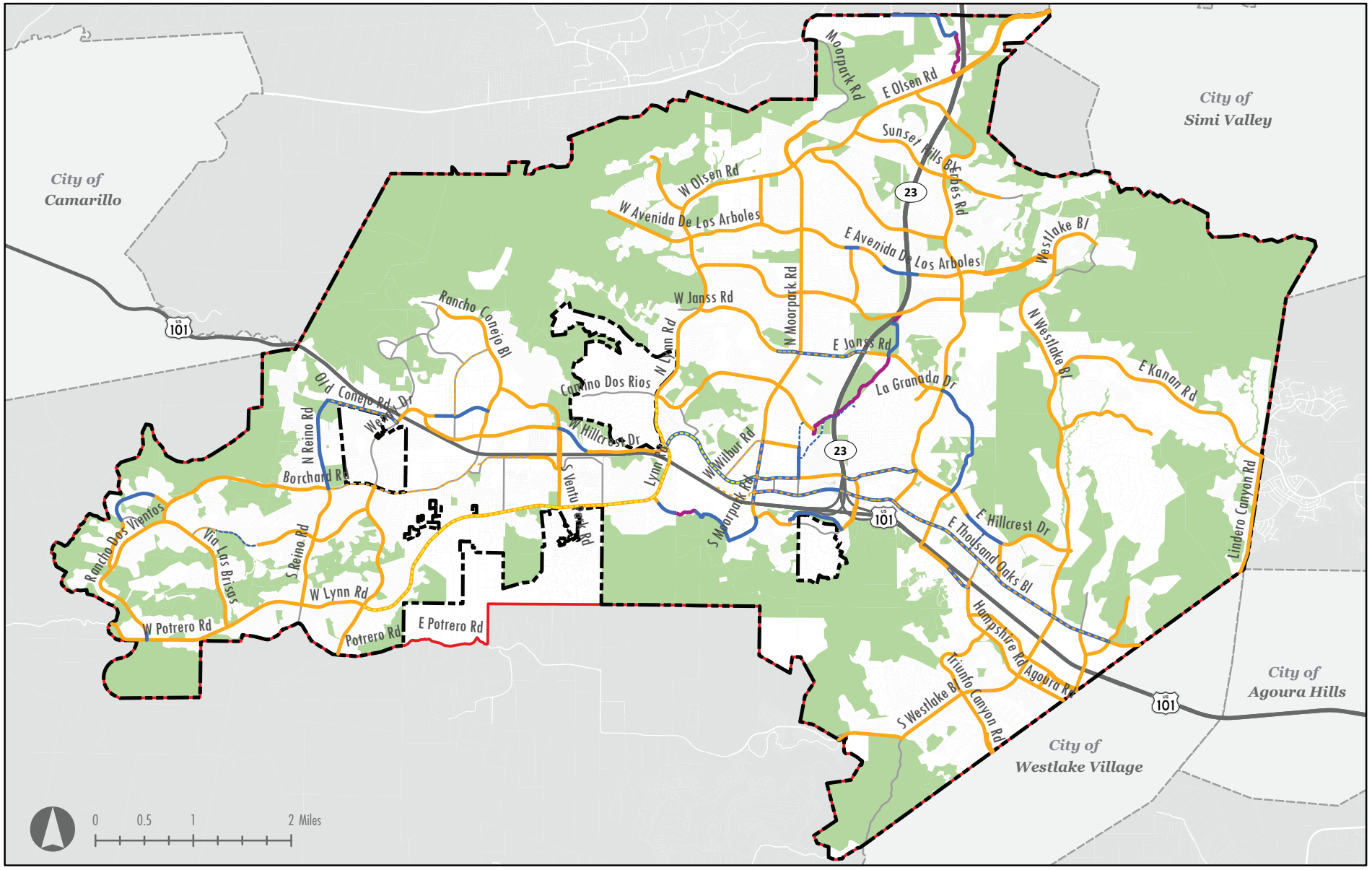
Several bike network gaps occur at major intersections, where high traffic volume and higher-speed traffic prevails, and safety concerns are greater. The ATP identifies key physical and visual strategies used to communicate the presence of potential conflict zones between bicyclists and vehicles.

Enhancements such as bike boxes provide a designated painted area on the traffic lane at a signalized intersection that provides bicyclists a safe and visible way to wait ahead of queuing traffic during the red signal phase. This positioning helps encourage bicyclists traveling straight through not to wait against the curb for the signal change.

Signage and wayfinding, colored bicycle lanes, green intersection conflict zone striping, protected intersections, two-stage turn queue box, bicycle signals, and bicycle detection protects people riding bicycles on the roadway system.

Example of a Cycle Track

FIGURE 5.2 Thousand Oaks Active Transportation Plan Proposed Bikeway Network



Transit Network

Thousand Oaks is served by multiple transit operators along its roadway network and at the City Transportation Center. Transit services provide reliable and efficient travel to social services, healthcare facilities, and key job centers. The existing transit routes operating in the City are shown in Figure 5.3. Corridors recommended for future transit priority improvements, which may include rider amenities, speed and reliability enhancements, and connection points with other modes, include:

- Thousand Oaks Boulevard
- Rancho Conejo Boulevard
- Borchard Road
- Lynn Road
- Reino Road
- Hillcrest Drive
- Olsen Road
- Avenida de Los Arboles
- Avenida del Las Flores
- Janss Road
- Moorpark Road
- Westlake Boulevard
- Agoura Road
- Wilbur Road

Thousand Oaks Transit vehicle, which serves City residents

Transit Rider Amenities

Transit stop amenities play a key role in the success of a public transit by contributing toward rider safety and comfort and thereby have a major role in attracting ridership. Passenger information amenities include digital signage, posted information, and real-time vehicle tracking technology to display the next bus arrival time either at stops or on smartphones. Bus stop amenities are capital items such as shelters, benches, and lighting. Thousand Oaks Transit has three different types of bus stops: stops with sign poles, stops with benches, and stops with bus shelters.

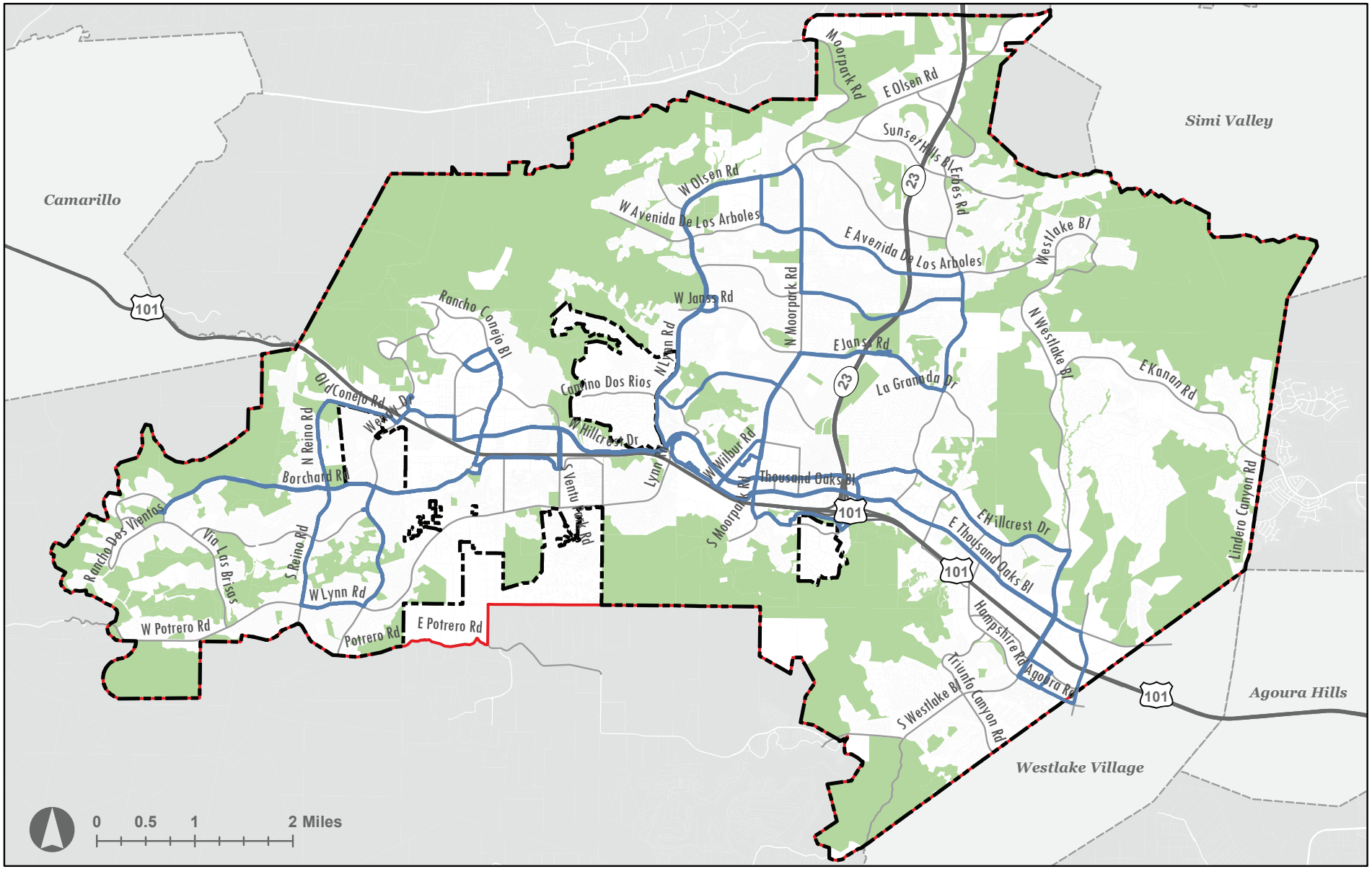
Transit Speed and Reliability Elements

Speed and reliability enhancements include transit signal priority, queue jump lanes, peak hour transit only lanes, bus turnouts, and bus bulb curb extensions to reduce the travel time for transit services and make travel by transit more time-competitive with auto travel. The City can consider utilizing these strategies to improve transit service quality and increase ridership.

First and Last Mile Connectivity

First and Last Mile connectivity evaluates how to effectively link people to and from transit stops to their origins and destinations, specifically addressing the proverbial last mile at each end of their journey. Understanding that public transportation rarely stops directly in front of a passenger's origin or destination is important to ensure transit users have the required non-motorized infrastructure to help encourage them to get to and from their transit stop by walking or bicycling, or using a wheelchair, skateboard, or scooter.

FIGURE 5.3 Transit Routes



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

Existing Transit Routes

City Limits
City Sphere
Major Roads
Freeways
Parks and Open Space
Unincorporated Counties Land
Adjacent Cities

Key Issues & Opportunities

This section identifies the key issues and opportunities facing the City, relative to mobility topics. This concise list was developed by combining public input and existing data to address issues facing the City now as well as those foreseen in the future, and the opportunities for positive change.

Connectivity

Thousand Oaks' Street network was developed as an auto-oriented system that relies on wide, high-speed, high-vehicle volume arterials to provide connectivity across the City. Although dead-ends and cul-de-sacs in the local street network minimize cut-through traffic in residential areas, they create challenges for multimodal connectivity as people walking, biking, and riding transit must be accommodated on higher speed and volume arterials. Repurposing "extra" roadway width along many corridors which have excess roadway capacity and the ongoing road re-surfacing project, along with evaluating the possibility of finding new pedestrian and bicycle cut throughs provides opportunities for the City to reallocate right-of-way and enhance accommodations for all modes of travel.

Access

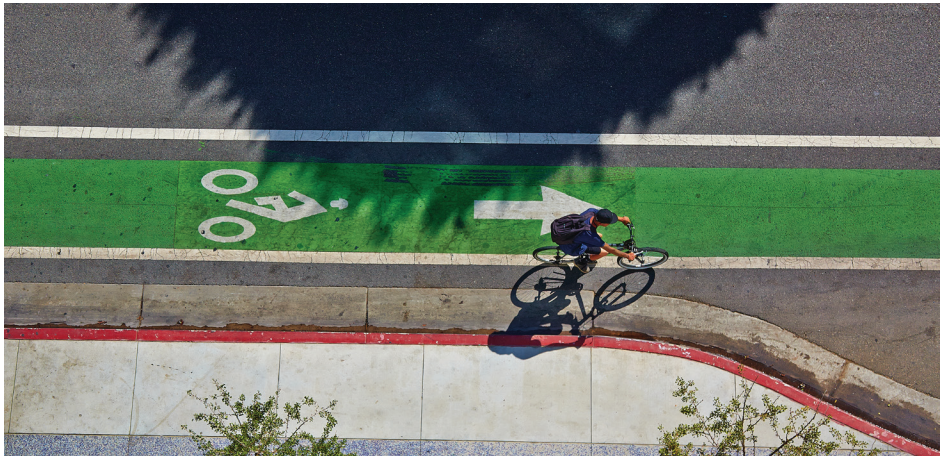
Existing land use patterns make it difficult to meet transportation needs without a car. Most trips in the City are local trips and the City's auto-oriented layout makes it challenging for people to walk, bike, or take transit for travel using arterial and collector streets. Commercial uses are primarily limited to the Highway 101 corridor, Thousand Oaks Boulevard, and Moorpark Road which may increase localized congestion. Many residential neighborhoods are more than a 25-minute walk to the nearest retail, so expanding multimodal mobility and transit options to commercial centers is key to making it possible to complete local trips without driving.

Roadway Classification

The roadway network is currently classified based on the number of vehicle lanes, which reflects an auto-oriented approach. Defining multimodal elements for the roadway network is key to promoting future transportation priorities as it defines expectations about roadway design and its relationship to land use.

Walkable Neighborhoods

The City maintains an extensive network of sidewalks; however, limited marked crosswalks, wide streets, and high traffic volume diminish the comfort of walking in some areas. The City has a relatively low density of intersections, which means that there is an opportunity to further enhance crossing locations for people walking. Most residential neighborhoods are within a 10-minute walk to parks or open space making the pedestrian network critical for accessing physical activity and recreation. By implementing Complete Street treatments like high-visibility crosswalk markings and pedestrian symbol warning signage at intersections, the City can further enhance walkability.



Example of enhanced bicycle safety improvement

Bicycle Facilities

The City maintains a well-developed bicycle network, but there are opportunities to improve comfort and reduce exposure to conflicts with automobiles. The City has experienced a slightly higher frequency of bicycle collisions relative to the rest of Ventura County and similar-sized cities in California. Most of Thousand Oaks' bicycle facilities have a high level of traffic stress, meaning people riding on these roads are exposed to high speed and high-volume vehicle traffic. As a result, they favor the most confident and experienced cyclists, who are comfortable riding on most high volume/speed roads in the City. Welcoming and safe bicycle facilities that minimize exposure to fast vehicle traffic and provide mobility choices for all ages and abilities, would appeal to more people and reduce bicycle collisions. Expanding the citywide network of separated bike lanes, dedicated connections across or under Highway 101 and State Route 23, and a network that helps individuals navigate around challenging topography should be prioritized.

Transit Service

Key destinations within the City and neighboring communities are well served by fixed-route bus service provided by Thousand Oaks Transit. In the future, the City can attract new ridership and improve experience for existing riders by coordinating with Thousand Oaks Transit and other providers to implement speed and reliability measures, enhanced stop amenities, and improved first/last-mile access to transit options, as well as potentially increased service along Thousand Oaks Boulevard.

Regional Travel

The City daily VMT for workers employed in Thousand Oaks is considerably higher than home-based trips for residents of the City, and above the countywide average. This means that employees are traveling long distances to reach their jobs in Thousand Oaks. There is an opportunity to further engage with transit agencies and local employers to support enhanced regional services, connections to existing transit, commuter trip reduction programs such as van- and car-pools, and other Transportation Demand Management (TDM) programs which reduce driving in single-occupancy vehicles.

Managing Growth

By focusing future transportation investments on supporting multimodal access to mixed-use development and the priority development areas identified in the land use plan, the City can better connect residents to retail and public amenities. As the City grows, adding new residents and users to the local transportation network, the City can leverage emerging technologies and policies to reduce the vehicle trips generated through a combination of active transportation networks, new mobility options, and programs that incentivize mode shift.

Goals and Policies

The following section includes goals and policies for the Mobility Element. Mobility implementation actions are located in Chapter 13: Implementation.

Access and Connectivity

Goal M-1: Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode.

1.1 Safety.
Use the LRSP to ensure a systemic safety approach to proactively mitigate conflict and address gaps in the system.

1.2 Roadway design.
Design and maintain the public right-of-way through a complete streets approach that facilitates safe, comfortable, and efficient travel for all travelers on the roadway.

1.3 Intersection design.
Prioritize mobility and safety for non-motorized modes in all intersection designs.

1.4 Active transportation.
Reaffirm and implement the ATP, designed to provide guidance for non-motorized travel, infrastructure improvements that make multimodal transportation safer, provides connectivity, and safety thresholds for roadways that balance motorized and non-motorized transportation.

1.5 Safe routes to school.
Continue to partner with local schools, the Conejo Valley Unified School District, and the Thousand Oaks Police Department to identify and implement infrastructure improvements and non-infrastructure programs that improve school safety and increase the number of students walking and bicycling to school.

Goal M-2: Create and maintain a public transit system that is safe, equitable, affordable, efficient, and accessible to all people in Thousand Oaks.

2.1 Mobility barriers.
Prioritize investments that reduce first/last-mile barriers to transit stops and encourage alternative transportation options for activities of daily living.

2.2 Access to services.
Provide safe and comfortable connections for walking and biking from residential areas to schools, parks, grocery stores, employment centers, transit stops, and essential services citywide.

2.3 Transit service coverage.
Work with Thousand Oaks Transit and regional transit providers to provide reliable and quality transit services to social services, healthcare facilities, and major employment areas.

2.4 Transit service frequency.
Increase the frequency of service along existing transit routes.

2.5 Transit experience.
Improve the delivery of transit service through speed and reliability measures, enhanced rider amenities and information.

2.6 Equitable mobility.
Address the needs and perspectives of people of color, those who speak limited English, are cost-burdened, senior citizens, and the disabled in the design and development of new mobility services and technologies.

2.7 Regional programs.
Support regional congestion management and air quality programs.

Community Health

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

3.1 Active travel facilities.
Prioritize active transportation investments that provide a means for physical activity, and improve access to Thousand Oaks' parks, trails, equestrian facilities, open space, and recreational areas.

3.2 Neighborhood streets.
Create neighborhood streets that unify neighborhoods, reduce vehicle speeds, reduce barriers for people walking, biking, and riding transit, and provide connectivity to arterials. Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area and for adequate internal circulation within and between neighborhoods.

3.3 Truck routing.
Identify, designate, and enforce truck routes to minimize the impact of truck traffic on residential neighborhoods.

3.4 Physical activity.
Design multimodal facilities to a standard that will increase physical activity.

3.5 Mixed-use development.
Require development of mixed-use to include multimodal improvements, such as convenient bicycle parking and storage facilities, electric vehicle charging stations, and vehicle share programs for reduced parking.

3.6 Trip reduction.
Implement pedestrian-oriented land uses that reduce vehicle miles traveled through providing community supportive services such as healthy food, childcare, and access to other daily services.

3.7 Clean fuels and vehicles.
Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

Managed Infrastructure Improvements

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

4.1 Roadway classification.
Classify streets based on their modal purpose and land use context.

4.2 Regional access.
Highway 101 and State Route 23 should continue to provide the primary link for regional trips and truck traffic to other communities.

4.3 Congestion management.
Proactively manage traffic operations and parking demand at major destinations and job centers.

4.4 Design standards.
Update design standards for streets, curbs, driveways/accessways, and sidewalks to account for existing and emerging mobility trends and changes in demand over time.

4.5 Development standards.
Use development review guidelines that define transportation analysis and site design requirements to address multimodal access needs, connections to the surrounding street and mobility network, and right-size the roadway to the context of future development and its surroundings.

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

4.7 Parking management.
Implement a comprehensive parking management strategy that supports economic growth and vitality, and environmental sustainability, and ensures that the available parking supply is utilized at levels that meet ongoing needs.

4.8 Regional travel.
Partner with Caltrans and transit operators to manage regional access and travel on Highway 101 and State Route 23 including multimodal (bicycle) access west of the Conejo Grade.

4.9 Regional collaboration.
Collaborate with VCTC, SCAG, and Caltrans to obtain planning grants and update the Capital Improvement Plan, LRSP, Active Transportation Plan or other transportation planning efforts.

4.10 Transportation innovations.
Seek opportunities to support new and emerging mobility trends, especially those focused on equitable distribution of mobility services.

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

5.1 Public rights of way.
Construct wider sidewalks on streets in a manner that improves public safety and pedestrian access to commercial areas.

5.2 Flexible parking requirements.
Allow creative and flexible approaches to parking, including maximizing use of existing public supply and sharing between uses to create a "park once environment" and facilitate the revitalization of underutilized land.

5.3 Bicycle parking.
Expand the availability of secure and convenient bicycle parking at key destinations.

5.4 Multimodal improvements.
Multimodal improvements should focus on enhancing access to Thousand Oaks Boulevard, Moorpark Road, and other major arterials.

5.5 Transit equity.
Consider measures that enable fare affordability, including free and/or reduced fares for people without access, such as special needs, seniors and low-income families.

Sustainability

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

6.1 Decrease vehicle trips.
Prioritize transportation and development investments and strategies that reduce single-occupancy vehicle trips.

6.2 Decrease vehicle miles traveled.
Prioritize pedestrian, bicycle and other micro-mobility transportation means, and transit enhancements. Encourage infill, mixed-use, and other land use development that locates resources and services near residents' homes.

6.3 Emissions reduction.
Support and encourage the adoption of low- and zero-emission vehicles, clean vehicle technologies, charging infrastructure and services to reduce GHG emissions from vehicles.

6.4 Transportation Demand Management (TDM).
Promote and incentivize the use of TDM strategies for employers and expand options for emission reductions from commuting through means such as vehicle sharing, alternative fuel vehicle support, and telecommuting.