

# City of Thousand Oaks

## CMAQ Application #4

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City of Thousand Oaks  
Los Feliz Drive Sidewalk Project  
Phase 2



# CMAQ/Article 3 Project Application

## Project Applicant Information

Lead Agency or Organization: City of Thousand Oaks		
Mailing Address: 2100 Thousand Oaks Blvd		
City: Thousand Oaks	State: CA	Zip: 91362
Contact Person Name: Kathy Lowry		Phone: 805-449-2416
Title: Engineering Associate	E-mail: klowry@toaks.org	

## Project Information

1. <b><u>Project Name:</u></b> Los Feliz Drive Sidewalk Project Phase 2
2. <b><u>Project Type:</u></b> (Check all that apply) <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle Facility <input checked="" type="checkbox"/> Pedestrian Facility <input type="checkbox"/> Other _____
3. <b><u>Project Description:</u></b> (e.g. number of replacement or expansion vehicles including type, size, and purpose, for capital improvements include location, length, limits of work, size, etc.. If bike lane, include length and class.) In the missing segments, construct 1,500 feet of sidewalk and curb & gutter, reconstruct 19 driveways and four accessible ramps on both sides of Los Feliz Drive between Thousand Oaks Boulevard and Conejo School Road (CSR)
4. <b><u>Project Location:</u></b> <input checked="" type="checkbox"/> Vicinity Map Attached <input checked="" type="checkbox"/> Project Site Map or Site Plan Attached <input checked="" type="checkbox"/> Photos Attached <input type="checkbox"/> N/A
5. <input checked="" type="checkbox"/> Check Box if project is a stand-alone project <input type="checkbox"/> Check Box if project is part of a larger project. If project is part of a larger project, please describe:



## 6. Financial Information:

	CMAQ	Article 3	Required 11.47% Matching Funds (check box below)	Additional Local Funds	Total Project Cost
PE	\$	\$87,720	\$12,577	\$9,353	\$109,650
R/W	\$	\$26,400	\$3,785	\$2,815	\$33,000
CON	\$	\$569,200	\$81,609	\$60,691	\$711,575
<b>Total</b>	\$	\$711,780	\$102,051	\$75,894	\$889,725

### Additional Financial Information

- ☐ Check Box if Requesting Toll Credits for CMAQ Local Match Requirements

## 7. Project Schedule:

SCHEDULE (month/year)			
	Funds Obligated	Start Date	Completion Date
Preliminary Engineering	12/2017*	12/2017	10/2018
Environmental	12/2017*	12/2017	6/2018
Right-of-Way	12/2017*	7/2018	12/2018
Construction	2/2019*	6/2019	11/2019

\*Article 3 Funds

## Project Screening Information

### 8. Project Readiness: Briefly describe (no more than 100 words) the project work plan and timeline:

The City is very committed to starting the project and the project will begin as soon as we are notified of the award status of the TDA grant funding. Local and TDA funds are programmed to fund the PS&E, Envir. & R/W. Following the VCTC approval at their December 2017 meeting the City will kick-off the project design with a completion goal of December 2018. This will provide enough time to design the project. Following award, construction will start In 2019 and would take 5 months.

### Check boxes for all items that have already been completed:

#### Preliminary Design

- ☒ Project Feasibility Study Completed
- ☒ Right-of-way needs and utility conflicts identified
- ☐ Vehicle specifications identified
- ☒ Planning Level Cost Estimates

#### 30% Design

- ☒ Dimensioned drawings showing existing and proposed improvements, topography, utilities and row etc..
- ☒ Revised Cost Estimates and Schedule

#### Environmental Clearance

- ☒ CE or Checklist Complete
- ☐ Draft Environmental Document Completed
- ☐ Final Environmental Document Completed



**Final Construction Plans, Specifications, and Estimates or Vehicle Specifications**

- ☐ Construction Plans, Specifications Completed
- ☐ Final Vehicle Specifications and Bid Packet Completed
- ☐ Ready to Advertise
  
- ☐ No Right of way needed or Right-of-Way Acquired
- ☐ No need to relocate utilities or Utilities Relocated

  3   Number of Community Meetings Held (not including meetings to adopt community-wide master plans)

**9. Safety and Security: Will the project improve safety and security at existing facilities or improve safety by building new facilities? Please list the specific improvements proposed and how they will improve safety.**

Los Feliz Drive is one of the two streets that front Conejo Elementary School. Los Feliz is a residential street with a mix of housing including: a low income housing project (Many Mansions), several apartment buildings, a large senior assisted living community, a large mobile home park and single family homes. Due to the proximity of Los Felix to both Thousand Oaks Blvd. and Conejo School Road the street has a high number of pedestrians. The City has received complaints from several disabled residents who live on Los Feliz Dr. and have difficulties traveling due to the of lack of sidewalk and curb ramps along this part of Los Feliz Drive.

Sidewalk construction will improve pedestrian safety by providing pedestrians and wheelchair users to travel off the roadway on a paved surface. The existing conditions require pedestrians and wheelchair users to travel in the travel way adjacent to a 25-mph road. And/or they may travel off of the pavement on an uneven dirt surface.

Install new and retrofit curb ramps will **improve pedestrian safety and mobility** at intersections and meet compliance with **ADA requirements**.

**10. Air Quality Improvement: Briefly describe how the project will improve air quality.**

- For bicycle and/or pedestrian projects please provide estimated new average daily trips.
- For bicycle and/or pedestrian projects please provide average daily traffic volumes on adjacent or nearest parallel roadway.
- For transit, bicycle and/or pedestrian projects provide estimated annual VMT reduced.
- Average projected ridership.
- Will the project improve the level of service of a transit system?
- For transit vehicle purchases, please provide vehicle type, fuel type.

The project will improve air quality by encourage use of active transportation alternatives which will reduce vehicle traffic and decrease greenhouse emissions. Providing a safer corridor for cyclists and pedestrians, which encourages them to ride/walk instead of driving, which will reduce the number of vehicles on the roads and further reduce greenhouse emissions.

The existing ADT on Los Feliz Drive is approximately 5,000. VMT per Capita is calculated as the total daily miles of vehicle travel in an urbanized area divided by the total population. Data comes from the Federal Highway Administration, 2011 Highway Statistics (Trasnportation.gov) For Thousand Oaks Urbanized Are:

VMT – 29.1 miles per capita, per day

Population - 129,342

Total Street Miles 377

VMT per day (Entire population) 3,763,852.2

Annual VMT (Entire population) 1,373,806,053



Project length 0.5 miles The length of the project represents .16% of the total miles of streets in the City and 2,198,090 of the Annual VMT

If 1 percent of the Annual VMT on this segment of Los Feliz Drive will be diverted based on completion of the sidewalks then the Annual VMT that would be reduced would be **21,980**.

The 1% diverted is based on two recent studies. Four percent of the population in Thousand Oaks commute via bike, walk or have a home based business (SCAG, Local Profile Report, City of T.O. 2017) and the American Public Transportation Association had documented that bicycle/pedestrian trips have increased 9% (from .56 of the mode split to .61). With the construction of this project, it is estimated as conservative of a 9% mode shift from vehicles to either walking or bicycling.

Although not calculated as part of the reduction in AVMT it is very important to consider that the construction of the sidewalk will increase transit ridership as it provides a direct SAFE connection to the City' Transportation Center. "The provision of convenient, safe, and connected walking and cycling infrastructure is at the core of promoting active travel. Physically separating pedestrians from cars, where motorized traffic volumes and speeds are high, i.e. Los Feliz Drive is very important "For pedestrians, the presence of sidewalks, crosswalks, and paths can reduce crash risk and increase convenience and comfort". (TRA Paris April 2014 Conference Paper *Safety of Urban Cycling: A study on perceived and actual dangers*).

**11. Project's Potential to Increase Transit System Capacity and/or Ridership, Attract Active Transportation Users, Reduce Motor Vehicle Trips and Serve Destinations: Describe the project's direct relationship to streets, bicycle facilities, pedestrian facilities, transit systems, employment centers, and activity centers.**

The Transportation Center is located  $\frac{3}{4}$  of a miles from the project (the intersection of Los Feliz Drive and Thousand Oaks Blvd), and a major transit stop is located within 200 feet of this intersection (Los Feliz Drive and Thousand Oaks Blvd.). Improvements to the pedestrian facilities along this corridor will encourage use of the City's public transit facilities.

Connection to Thousand Oaks Boulevard. Completion of the missing segments on Los Feliz Drive sidewalks will provide a direct connection to Thousand Oaks Boulevard. This section of Thousand Oaks Blvd. is part of the Thousand Oaks Boulevard Specific Plan (hereafter, "Specific Plan") which is a unique and identifiable commercial corridor for Thousand Oaks. The corridor is an economically viable, self-sustainable, and pedestrian-friendly destination. The purpose of the Specific Plan is to initiate and support physical improvements and code changes along the Boulevard that are needed to revitalize and beautify the City's downtown core. An important component of the Specific Plan is the planning for Pedestrian and Bicycle Facilities. As found on Chapter 3, page 38, *"the following guidelines shall establish the long-range vision for Thousand Oaks Boulevard and will act to guide the planning process, including City regulations and standards, for creating a viable, self-sustaining, pedestrian safe and friendly downtown core:*

1. Give priority consideration to:
  - a. Improve Thousand Oaks Boulevard parking.
  - b. Provide more pedestrian crosswalks.
  - c. Encourage the creation of plazas, public art, and open spaces that are linked to the public sidewalk system.
  - d. Implement traffic calming devices and programs.

The future of Thousand Oaks Blvd. will focus on pedestrians and the connection between the new sidewalk on Los Feliz Drive and will be very important to the viability of the Boulevard



**12. Network Connectivity and Local or Regional Significance:** Does the project serve more than one mode of transportation? ☒ Yes ☐ No

If yes, please explain how:

The new sidewalk will improve safety, thereby increasing biking, walking, access to the City's Transportation Center, public transit, and carpooling as the residents can safely access Thousand Oaks Blvd.

**13. Local or Regional Significance:** Is the project consistent with the local, regional or statewide plans, the District Air Quality Management Plan, or the Short Range Transit Plan? ☒ Yes ☐ No

**14. Local or Regional Significance:** Is the Project identified in an adopted Local or Regional Transportation Plan (Short Range Transit Plan, Bicycle, Pedestrian, Active Transportation, Strategic Plan, CMP, ITS plan, Signal Plan, SRTS Plan, Corridor Plan) or Capital Improvement Plan? ☒ Yes ☐ No

If yes, please provide the name(s) of the document(s): The project is Phase II of the Los Feliz Sidewalk which is a Safe Routes to School Plan and the City's Capital Improvement Plan

**15. Bicycle Wayfinding Study:** Is the Project Identified as a missing gap in the Bicycle Wayfinding Study? ☒ Yes ☐ No

If yes, please provide the route number from the Study <https://www.goventura.org/vctc-bicycle-wayfinding-plan>: Route 13. Route 13 intersects at the southend of the project at Thousand Oaks Blvd. and Los Feliz Dr.

**16. Local or Regional Significance:** Briefly describe the public participation process (e.g. public meetings, public notices, project website, mailings, newspaper articles, etc...). How did the agency consider comments and responses from meetings when designing the project?

In 2012 the City held public meetings for the Los Feliz Drive Sidewalk Project. Construction of Phase I (located on Los Feliz Drive between Conejo School Drive and Skyline Drive) was completed in 2016. As part of the public outreach conducted for the 2012 Los Feliz Drive two public meetings were conducted at Conejo Elementary School. Conejo Elementary School is located on the northeast corner of Conejo School Road and Los Feliz Drive. One meeting was for local residents (owners and renters) and the second was for parents of children who attend Conejo Elementary School. Both meetings had a bi-lingual translator to help communicate with the audience. Overwhelmingly, the public input that was received was in favor of the Los Feliz Drive Sidewalk and all other missing sidewalks that lead to the Elementary School. Staff received comments regarding the limited access to the not only the School but also to shopping and work on Thousand Oaks Blvd., local parks and transit stops.

Other comments received focused on underground power poles, which is not a part of this project. Residents also discussed their concerns with mid-block crossings.



**17. Transit Project Necessity:** For Transit Projects, describe the Project's necessity in relation to the Continued Operation of the Existing Transit System with Reliable Equipment. N/A





**Project Name:** Los Feliz Drive Sidewalk Project Phase 2

## CEO CERTIFICATION

I hereby certify that the applications included in this submittal package represent this agency's complete proposal for projects recommended for funding at this time. Should the projects be approved for funding by the Ventura County Transportation Commission, this agency will commit the local match as specified in the applications, and will make a priority of meeting the stated project delivery deadlines.

This agency is willing and able to maintain and operate the projects contained in the applications, and hereby assures that it will do so, with the proviso that the agency is permitted to transfer this responsibility to another qualified agency that is willing to do so.

  
Signature

Andrew P. Powers  
Printed Name

August 17, 2017  
Date

City Manager  
Title\*

City of Thousand Oaks  
Agency

\*Must be signed by City Manager, County Executive Officer, County Transportation Agency Director, or other organizational CEO.



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# Attachments

# Attachment #1

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## Site Vicinity Map

# LOS FELIZ DRIVE SIDEWALK PROJECT

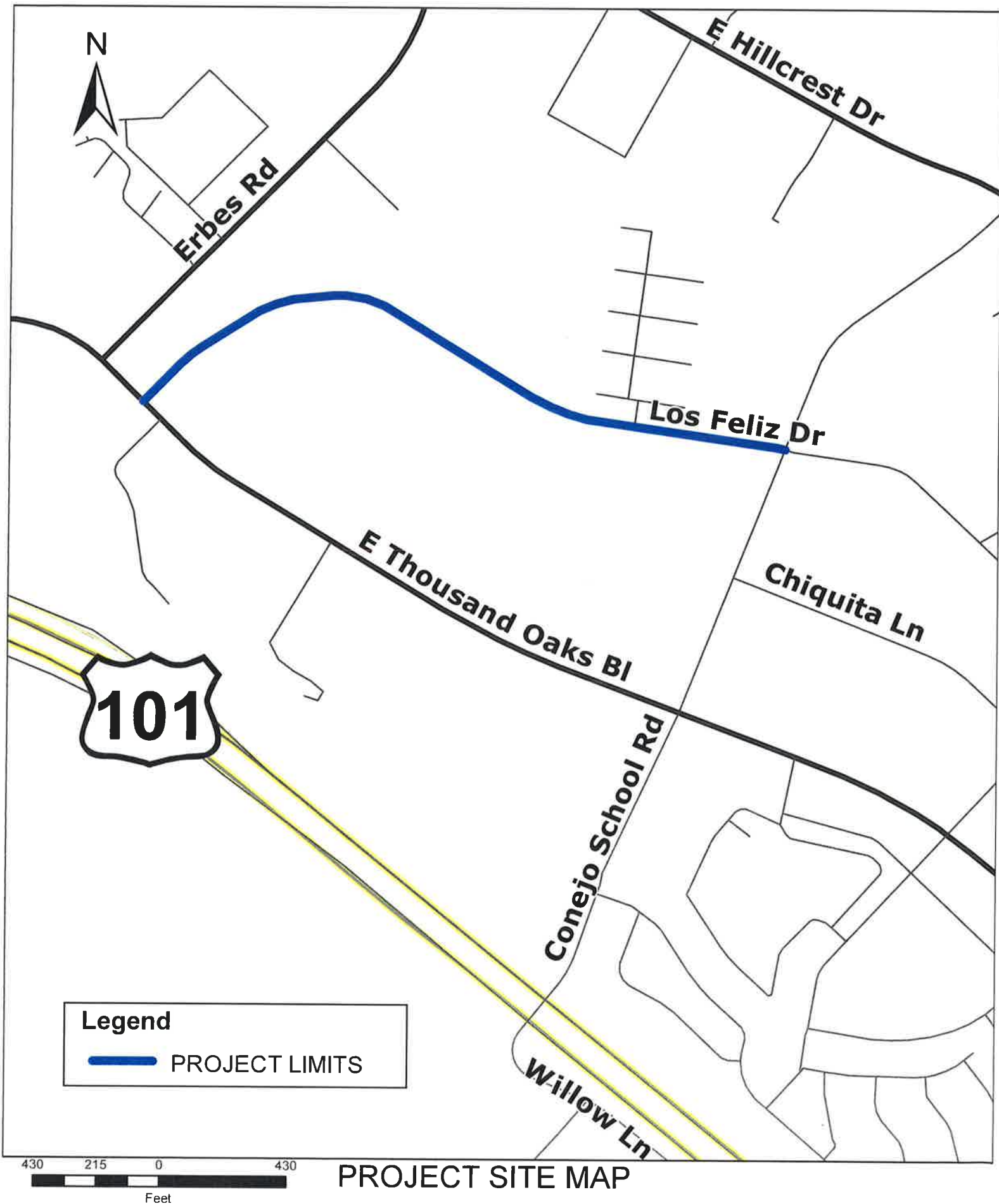


# Attachment #2

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## Project Site Map

# Los Feliz Sidewalk Project



# Attachment #3

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Photos



# Los Feliz Drive Sidewalk Project



1 - View of missing sidewalk section on the east side of Los Feliz Drive



2 - View of missing sidewalk on the west side of Los Feliz Drive



3 - View of missing sidewalk on the east side of Los Feliz Drive



4 - View of Los Feliz Drive, looking northeast, with sidewalk missing on both sides of the road.





5 - Missing sidewalk on the east side of Los Feliz Drive



6 - View of Los Feliz Drive, looking Southwest, with missing sections of sidewalk on both sides of the road.

# Attachment #4

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## Letters of Support

LETTER'S PREPARED FOR LOS FELIZ SIDEWALK PHASE I (2012)



## Conejo Valley Unified School District

1400 East Janss Road, Thousand Oaks, California 91362-2198

Telephone (805) 497-9511 Ext. 201 • Fax (805) 371-9170

SUPERINTENDENT  
Jeffrey L. Baarstad, Ph.D.

BOARD OF EDUCATION  
Betsy Connolly, D.V.M., President  
Timothy G. Stephens, Ed.D., Vice President  
Pat Phelps, Clerk  
Peggy Buckles, Member  
Mike Dunn, Member

March 26, 2012

Kirk Cessna, Chief  
Office of Local Program and Alameda Corridors  
Caltrans, District 7  
100 S. Main Street #12-420  
Los Angeles, CA 90012

Subject: Los Feliz Drive Sidewalk Project/State-Legislated Safe Routes to School (SR2S) Program  
Cycle 10

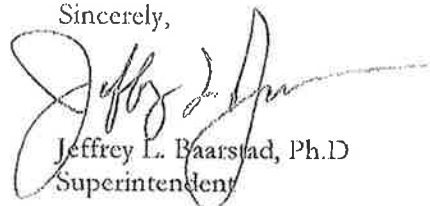
Dear Mr. Cessna:

As the Conejo Valley Unified School District Superintendent, I strongly support the City's proposed Los Feliz Drive Sidewalk Improvement Project which will provide sidewalks on Los Feliz Drive and access to Conejo Elementary School. Completion of the sidewalk on Los Feliz Drive, improved signage and striping, and bicycle and pedestrian safety training will improve safety as well as community relations in our neighborhood. The sidewalk will provide a safe and convenient route to students who want to walk or ride their bicycles to Conejo Elementary School.

We have had a couple of pedestrian, cycling, and auto accidents nearby recently. It is critical that we make strong efforts such as those proposed to prevent additional ones. Additionally, we have had trouble with students walking in the street and randomly crossing on their way to and from school. The proposed extra safety training, will improve the safety of the students. Finally, many of our students who live east of Conejo School Road could walk and ride their bikes to school but may not think it's safe. We hope more will choose to do so as a result of these improvements. That would lead to healthier kids and decreased auto traffic.

Again, I support the installation of traffic calming measures around Conejo Elementary School.

Sincerely,



Jeffrey L. Baarstad, Ph.D.  
Superintendent



# Conejo Valley Unified School District

1400 E. Janss Road, Thousand Oaks, California 91362-2198  
(805) 497-9511

*Title 1 Academic Achievement Award School 2006*

Attachment G



Jeffrey L. Baarstad, Ph.D.  
Superintendent of Schools

Conejo Elementary  
280 Conejo School Road  
Thousand Oaks, CA 91362  
(805) 495-7058  
FAX (805) 374-1158

Dena Sellers, Ed.D.  
Principal

March 26, 2012

Kirk Cessna, Chief

Office of Local Program and Alameda Corridors

Caltrans, District 7

100 S. Main Street #12-420

Los Angeles, CA 90012

Subject: Los Feliz Drive Sidewalk Project/State-Legislated Safe Routes to School (SR2S)  
Program Cycle 10.

Dear Mr. Cessna,

I am the principal of Conejo Elementary School and I urge you to consider funding the traffic safety measures proposed by the City of Thousand Oaks to increase pedestrian and student safety on Los Feliz Drive. A sidewalk is needed to allow pedestrians, who are mostly my students and families, to walk to Conejo Elementary School and Beyer Park. Over seventy percent of the students walk to school and the majority of them walk on Los Feliz Drive.

I have been the principal at this school for 4 years and during that time, I have heard innumerable complaints and concerns about the safety of students and families walking to and from school.

Because of the social and economic constraints of the students that attend our school, the school has a very high walking population compared to the other schools in the Conejo Valley Unified School District. The construction of a sidewalk on Los Feliz will greatly benefit these students.

In conclusion, I want to give my full support for the traffic safety measures proposed around Conejo Elementary School.

Sincerely,

Dena Sellers, Ed.D.

Principal, Conejo Elementary



# Conejo Valley Unified School District

1400 E. Janss Road, Thousand Oaks, California 91362-2198  
(805) 497-9511

*Title 1 Academic Achievement Award School 2006*

Attachment H



Jeffrey L. Baarstad, Ph.D.  
Superintendent of Schools

Conejo Elementary  
280 Conejo School Road  
Thousand Oaks, CA 91362  
(805) 495-7058  
FAX (805) 374-1158

Dena Sellers, Ed.D.  
Principal

March 27, 2012

Kirk Cessna, Chief  
Office of Local Program and Alameda Corridors  
Caltrans, District 7  
100 S. Main Street #12-420  
Los Angeles, CA 90012

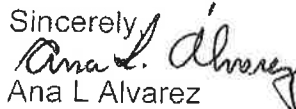
Subject: Los Feliz Drive Sidewalk Project/State-Legislated Safe Routes to School  
(SR2S) Program Cycle 10.

Dear Mr. Cessna,

Please consider this letter in support for the City's Los Feliz Drive Sidewalk Project. City Of Thousand Oaks staff, Kathy Lowry, presented the concept at the December English Language Advisory Committee (ELAC) meeting at Conejo Elementary School. The meeting was attended by approximately 100 parents who live in the neighborhood. The idea of completing the sidewalk on Los Feliz Drive was very well received by the audience. Most of the students walk to school on Los Feliz Drive and a sidewalk would make it safer for them.

I have worked at Conejo Elementary School for 9 years and work very closely with the Spanish speaking population. The majority of the students that walk to and from school do so without parent supervision. If a sidewalk were constructed it would make it safer for the children walking alone.

Thank you for your time.

Sincerely,  
  
Ana L Alvarez  
Education Outreach Coordinator





# **M E M O R A N D U M**

*City of Thousand Oaks • Thousand Oaks, California*  
***Police Department***

**TO:** Kirk Cessna, Chief  
Office of Local Program and Alameda Corridors  
Caltrans, District 7  
100 s. Main Street #12-420  
Los Angeles, CA 90012

**FROM:** Sgt. Barbara Payton 1941

**DATE:** March 26, 2012

**SUBJECT:** Los Feliz Drive Sidewalk Project/State-Legislated Safe Routes to School (SR2S) Program Cycle 10.

Dear Mr. Cessna,

The Thousand Oaks Police Department's Traffic Bureau is giving its support to the City of Thousand Oaks' proposed Los Feliz Drive Sidewalk Improvement Project. Completion of the sidewalk on Los Feliz Drive, improved signage and striping, and bicycle and pedestrian safety training will improve safety as well as community relations in the neighborhood. The sidewalk will enhance the safety of the citizens in the community and provide a convenient route to students who want to walk or ride their bicycles to Conejo Elementary School.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "B. Payton 1941", is written over the printed name.

Sgt. Barbara Payton  
Thousand Oaks PD Traffic Bureau  
Ventura County Sheriff's Department  
805.494.8246



## CONEJO RECREATION & PARK DISTRICT

**GENERAL MANAGER**  
Jim Friedl

**BOARD OF DIRECTORS**  
George M. Lange, Chair  
Susan L. Holt, Vice Chair  
Mark H. Jacobsen, Director  
Joe Gibson, Director  
Ed Jones, Director

**GENERAL MANAGER EMERITUS**  
Tex Ward

March 21, 2012

Kirk Cessna, Chief  
Office of Local Program and Alameda Corridors  
Caltrans, District 7  
100 S. Main Street #12-420  
Los Angeles, CA 90012

**Subject:** Los Feliz Drive Sidewalk Project/State-Legislated Safe Routes to School (SR2S)  
Program Cycle 10.

Dear Mr. Cessna,

As General Manager of the Conejo Recreation and Park District (CRPD), I feel it's important to provide this letter in support of the City of Thousand Oaks Sidewalk Project proposed for Los Feliz Drive. The sidewalk will provide access to Conejo Elementary School and Beyer Park. Beyer Park is the school playground during school hours and a neighborhood park in the morning and evening hours.

Beyer Park was first acquired by the CRPD in 1972 and developed into a neighborhood park in 1974. The CRPD neighborhood parks are centrally located throughout the City and are designed to be accessible to the residents by interconnecting trails, sidewalks, or low-volume residential streets. Most neighborhood parks serve residents within about ¼ mile of the park, without physical barriers to the park. Beyer Park is located on Los Feliz Drive, which is a busy road as it provides access to many side streets. The construction of sidewalks would greatly enhance access to both Beyer Park and Conejo Elementary School.

Creating a sense of place by bringing together the residents of each neighborhood is an important function of neighborhood parks. The more children and adults that have safe access to the park, the more the park will be used by the local residents. For this reason, I would like to offer my support of the proposed sidewalk formal pedestrian education program proposed by the City of Thousand Oaks.

Sincerely,

  
Jim Friedl  
General Manager

March 28, 2012

Kirk Cessna, Chief  
Office of Local Program and Alameda Corridors  
Caltrans, District 7  
100 S. Main Street #12-420  
Los Angeles, CA 90012

Subject: Los Feliz Drive Sidewalk Project/State-Legislated Safe Routes to School  
(SR2S) Program Cycle 10.

Dear Mr. Cessna,

As a member of the City of Thousand Oaks Traffic Commission, the School Safety Team, and a 22-year member of the community, I strongly support the traffic calming measures proposed by the City of Thousand Oaks to increase pedestrian and student safety around Conejo Elementary School. The construction of a sidewalk will provide better access to the school and to nearby Beyer Park. This project should increase the number of students walking and bicycling to school. The bicycle and pedestrian safety training will improve safety for the students and their parents who will be included in the training. Overall, the new sidewalk will provide a safe and convenient route to students who want to walk or ride their bicycles to Conejo Elementary School.

The School Safety Team is the collaborative effort between the City of Thousand Oaks and the Conejo Valley Unified School District (CVUSD) and is tasked with the identification of specific safety needs at all the schools in the district. The CVUSD has the opportunity to maximize our school children's safety by making on-site improvements in tandem with the City's continued efforts off-site to improve pedestrian and bicyclist safety. I would like to share my support of the proposed programs that include sidewalk improvement, improved signage and striping, and a formal educational program for pedestrian safety. As a Mother and a Traffic Commissioner, I believe this project will greatly enhance safety at the school and take care of our children.

I strongly support the installation of pedestrian safety measures at Conejo Elementary School and look forward to your support.

Sincerely,



Susan Engler  
City of Thousand Oaks Traffic and Transportation Commissioner  
School Safety Team, member.