

City of Thousand Oaks

CMAQ Application #1

City of Thousand Oaks
Conejo School Road and Willow Lane
Sidewalk and Bikelane Project



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. <u>Project Name:</u> Conejo School Road and Willow Lane Sidewalk and Bikelane Project
2. <u>Project Type:</u> (Check all that apply) <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bicycle Facility <input checked="" type="checkbox"/> Pedestrian Facility <input type="checkbox"/> Other _____
3. <u>Project Description:</u> (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 sidewalk, curb, gutter, retaining walls, reconstruct driveways and accessible ramps on the west side of Conejo School Road (CSR) between Thousand Oaks Blvd. and Hillcrest Drive (approximately 1,400 linear feet) and on Willow Lane between Fairview lane and 500 west of Skyline Drive (approximately 2,000 linear feet). Stripe a Class II Bike Lane on Willow Lane and construct a crosswalk traffic signal (HAWK system).
4. <u>Project Location:</u> <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.

☒ Check Box if project is a stand-alone project

☐ 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	\$	\$180,000	\$	\$180,000	\$360,000
R/W	\$	\$72,500	\$	\$72,500	\$145,000
CON	\$1,709,150	\$	\$221,439	\$1,487,711	\$3,418,300
Total	\$1,709,150	\$252,500	\$221,439	\$1,740,211	\$3,923,300

Additional Financial Information

Check Box if Requesting Toll Credits for CMAQ Local Match Requirements

*Additional Local Funds include ATP Cycle 3 Augmentation, Article 3 (FY 2016), and City Gas Tax, see below table:

	ATP Cycle 3 Augmentation	Article 3 (FY 2016)	Local Gas Tax Funds	Total Local Funds
PE	\$	\$110,000	\$70,000	\$180,000
R/W	\$	\$	\$72,500	\$145,000
CON	\$755,000	\$	\$712,711	\$1,487,711
Total	\$775,000	\$110,000	\$855,211	\$1,740,211

7. Project Schedule:

SCHEDULE (month/year)			
	Funds Obligated	Start Date	Completion Date
Preliminary Engineering	12/17**	12/17	11/18
Environmental	N/A	12/17	4/18
Right-of-Way	N/A	6/18	11/18
Construction	3/19***	7/19	5/20

** Article 3 Funds

*** ATP & CMAQ 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 for the preliminary engineering and CMAQ grant funding for construction. Local and TDA funds are programmed to fund the PS&E, Envir. & R/W. Following VCTC approval at their December 2017 meeting the City will kick-off the design of the project with a completion goal of Nov. 2018. This will provide enough time to obligate the funds by the March 2019 (CTC deadline). Following award, construction will start In July 2019 and would take 10 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

1 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.

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 40-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**.

Retaining walls will be constructed on Conejo School Road between the Thousand Oaks Blvd and Los Felix Drive and on Willow Lane west of Skyline Drive for 300 feet, and will eliminate slope erosion that may fall onto the new sidewalk which will improve pedestrian safety while reducing maintenance/cleanup costs for Caltrans and the City. The retaining wall on Willow Lane will greatly improve sight distance at the intersection of Willow Lane and Skyline Drive which improves safety for vehicles, cyclists and pedestrians.



New bike lanes and restriping of vehicle lane striping will improve bicycle and vehicle safety by providing a safer travel way along this segment. Bike lanes and pavement marking will identify a through-path of travel for cyclists, therefore reducing confusion and collision risk for both cyclists and vehicles.

New “Hawk” signal installation at Willow Lane and Manzanita Lane will **improve pedestrian, bicyclists and vehicle safety** within the project limits. The new “Hawk” signal installation will be located at the high point in the road where there is limited vertical/horizon visibility for pedestrians crossing the street.

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 encouraging the 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 Willow Lane is 7,000 and on Conejo School Road is 6,000. 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 (Transportation.gov) For Thousand Oaks Urbanized Area:

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 1.2 miles. The length of the project represents .32% of the total miles of streets in the City and 4,396,179 of the Annual VMT

If 1 percent of the Annual VMT on this segment of Willow Lane and Conejo School Road were diverted based on completion of the sidewalks and bikelanes then the Annual VMT that would be reduced would be **43,961**

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 cyclist and pedestrians from cars, where motorized traffic volumes and speeds are high, i.e. Willow Lane and Conejo School Road are very important. Cyclist seem to favor streets with little and slow motorized traffic as well as separate paths and/or lanes over cycling on roadways with high volumes of fast-moving motorized traffic”. (Krizek KJ, Forsyth A, Baum L. *Walking and Cycling International Literature Review* Melbourne, AU: Victoria Department for Transport; 2009). “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 1.2 miles from the project and a major transit stop is located within the project limits at Conejo School Road and Thousand Oaks Blvd. Improvement to the current bicycle and pedestrian facilities along this corridor will encourage use of the City's public transit facilities.

Connection to Thousand Oaks Boulevard. The Willow Lane and Conejo School Road sidewalks and bike lanes will connect directly 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 both Willow Lane and Conejo School Road will be very important to the viability of Thousand Oaks 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 project will provide bike lanes, sidewalk, and new "Hawk" signal will provide the needed controls to improve safety, thereby increasing biking, walking, access to the City's Transportation Center, public transit, and carpooling. Additionally, the new bike lanes are part of the VCTC's Wayfinding program as Willow Lane is a major route for local and regional cyclists. The bikelanes will provide a safer route for cyclists by reducing collision risk. The addition of a new "Hawk" traffic signal will require vehicles to yield to non-motorized users, therefore, providing better coordination, control and communication between the various modes of travel along this segment.

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 included in the City of T.O. Bicycle Facilities Master Plan, the City's Capital Improvement Plan, and the Thousand Oaks Blvd. Downtown Specific Plan.



15. Bicycle Wayfinding Study: Is the Project Identified as a missing gap in the Bicycle Wayfinding Study?
___X___ Yes ___ ___ No

If yes, please provide the route number from the Study <https://www.goventura.org/vctc-bicycle-wayfinding-plan>: Route 13

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?

As part of the public outreach conducted for the 2012 Los Feliz Drive (east of Conejo School Road) Safe Routes to School project 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 meeting 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: Conejo School Road and Willow Lane Sidewalk and Bikelane Project

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.

Attachments

Attachment #1

Site Vicinity Map

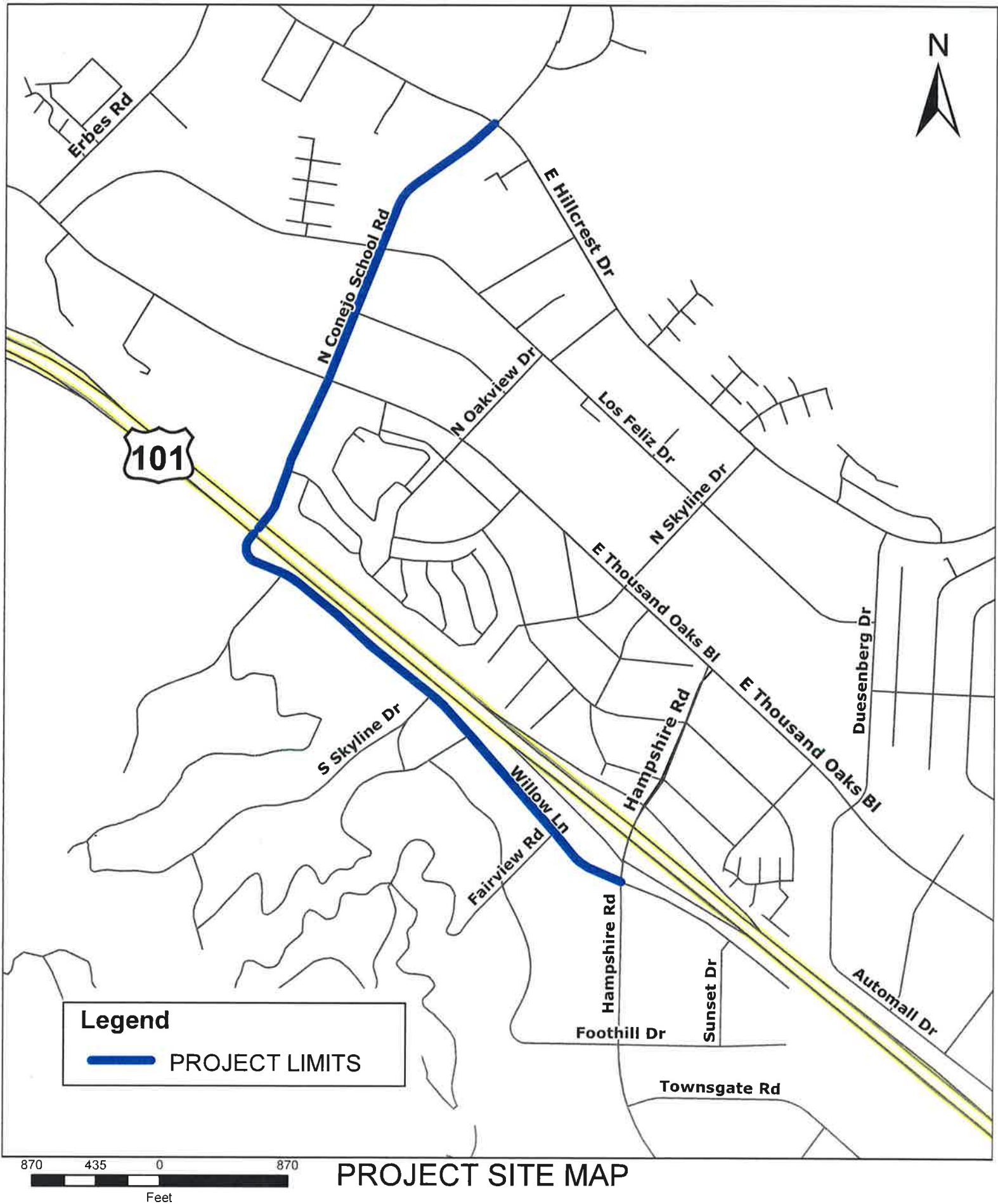
CONEJO SCHOOL ROAD AND WILLOW LANE SIDEWALK AND BIKE LANE PROJECT



Attachment #2

Project Site Map

CONEJO SCHOOL ROAD AND WILLOW LANE SIDEWALK AND BIKE LANE PROJECT



Attachment #3

Photos

CONEJO SCHOOL ROAD AT LA CHIQUITA LANE LOOKING NORTH



CONEJO SCHOOL ROAD NORTH OF LA CHIQUITA LANE LOOKING SOUTH



CONEJO SCHOOL ROAD S/O LOS FELIZ LOOKING NORTH



CONEJO SCHOOL ROAD N/O LOS FELIZ LOOKING NORTH
SCHOOL ON THE RIGHT



CONEJO SCHOOL ROAD N/O LOS FELIZ LOOKING NORTH – SCHOOL EXIT DRIVEWAY ON RIGHT

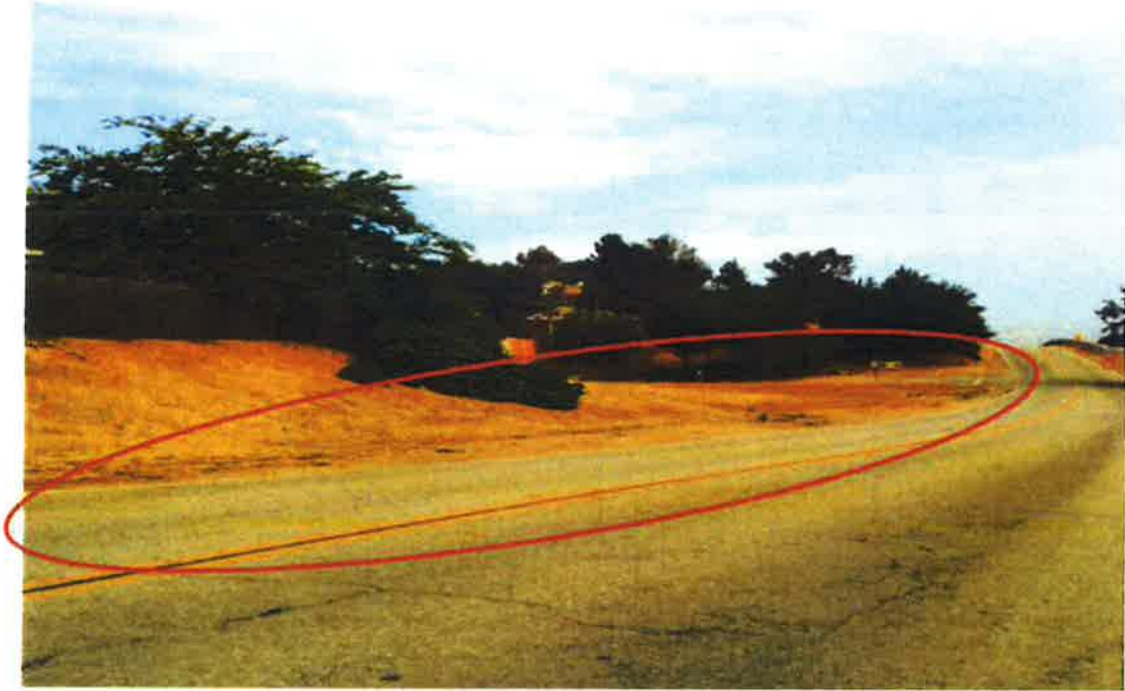


CONEJO SCHOOL ROAD S/O HILLCREST DRIVE LOOKING SOUTH



#4 WILLOWLANE SIDEWALKS AND BIKELANES

WILLOW LANE EAST OF SKYLINE DRIVE LOOKING WEST



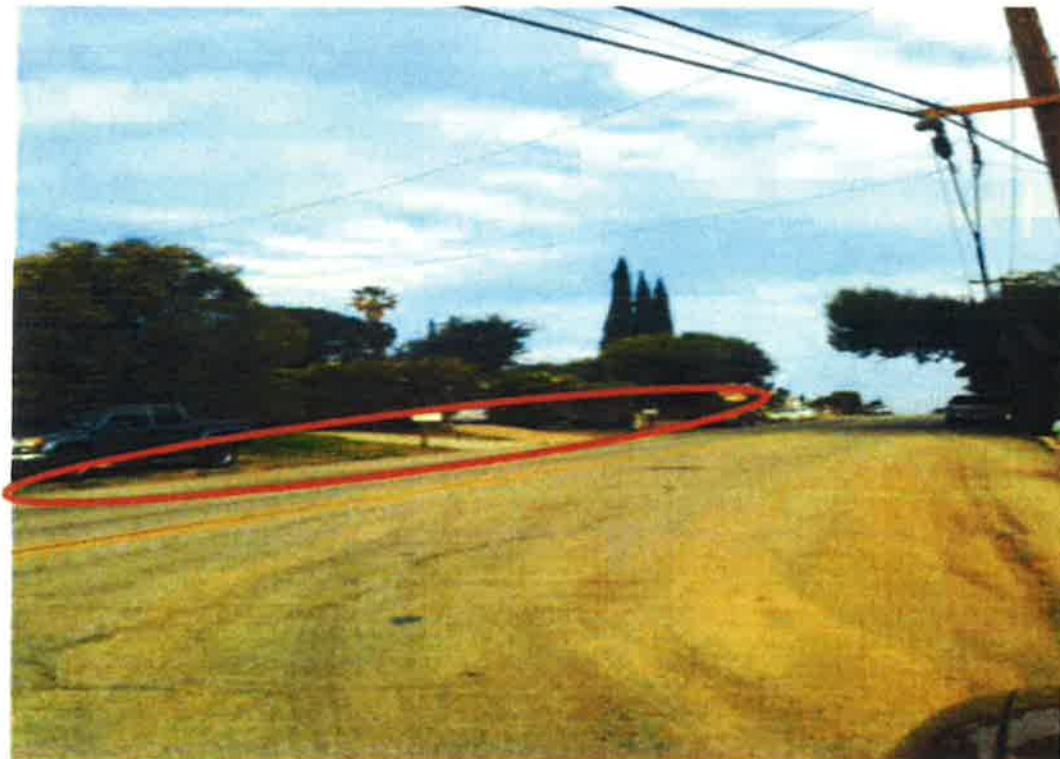
WILLOW LANE AT SKYLINE DRIVE LOOKING EAST



WILLOW LANE 500 FEET EAST OF OF SKYLINE DRIVE LOOKING EAST



WILLOW LANE 300 FEET WEST OF FAIRVIEW LANE LOOKING WEST



WILLOW LANE – SOUTHWEST CORNER OF WILLOW LANE AND FAIRVIEW LOOKING WEST



Attachment #4

Letters of Support



CONEJO VALLEY UNIFIED SCHOOL DISTRICT
1400 E. Janss Road, Thousand Oaks, California 91362-2198
(805) 497-9511



Title 1 Academic Achievement Award School 2008

Ann N. Bonitatibus
Superintendent of Schools

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

May 31, 2016

Ms. Teresa Mc William
ATP Program Manager
California Department of Transportation
Division of Local Assistance
P.O. Box 94874, MS-1
Sacramento, CA 94274-0001

Subject: 2016 ATP Program Cycle 3 Grant Application for City of Thousand Oaks Conejo School Road and Willow Lane Safe Routes to Schools (SRTS) Sidewalk Improvement Project

Dear Ms. McWilliam,

I am the principal of Conejo Elementary School and I would like to express my support for the City of Thousand Oaks grant application for the Conejo School Road and Willow Lane Safe Routes to Schools Sidewalk Improvement Project.

Previous projects have increased the safety for our families as well as those in our community by providing sidewalks along Willow Lane and Thousand Oaks Blvd. The sidewalk on Conejo School Road is the only missing sidewalk for pedestrians, bicyclists, and Conejo students to commute safely. I am in support of this proposal as it will provide students of Conejo Elementary School a safe way to walk to school and access their community.

The students at our school face social and economic constraints and we therefore have a very high walking population compared to the other schools in Conejo Valley Unified School District. The construction of a sidewalk on Conejo School Road will greatly benefit these students and their families.

In closing, I want to give my full support to the proposed project that will construct a sidewalk on Conejo School Road.

Sincerely,

Kari Taketa
Principal
Conejo Elementary



School Name: Colina Middle school
School Address: 1500 E. Hillcrest Drive Thousand Oaks CA 91362
District Name: Conejo Valley Unified School District
District Address: 1400 E. Janss Road Thousand Oaks 91362
Co.-Dist.-School Code: 56737596055933
School Type: K-8

Project improvements maximum distance from school 0.6 mile

Total student enrollment:	<u>1,028</u>
Total # of students that currently walk or bike to school:	<u>250</u>
Approximate # of students living along route proposed for improvement:	<u>50</u>
Projected # of students that will walk/bike to school after the project:	<u>300</u>
Percentage of students eligible for free or reduced meal programs**	<u>27 %</u>

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Colina MS school boundary and letter of support.pdf

☐ **Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*



Ventura County Transportation Commission

May 26, 2016

Ms. Teresa McWilliam
ATP Program Manager
California Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001



RE: 2016 ATP Program Cycle 3 Grant Application for the City of Thousand Oaks Conejo School Road and Willow Lane Safe Routes to Schools (SRTS) Sidewalk Improvement Project

Dear Ms. McWilliam,

On behalf of the Ventura County Transportation Commission (VCTC), I would like to offer this letter of support for the City of Thousand Oaks grant application for the Conejo School Road and Willow Lane Safe Routes to Schools Sidewalk Improvement Project.

This project will fill critical missing gaps in the sidewalk network within this older neighborhood in the City of Thousand Oaks. Filling these critical gaps will create a continuous safe and comfortable facility for students and will serve both Conejo Valley Elementary School and Colina Middle School. This project will have the added benefit of encouraging active transportation use by improving access from the neighborhood to a regional transit stop and shops and businesses along Thousand Oaks Boulevard.

VCTC supports this project as it is consistent with the goals and objectives of the City of Thousand Oaks Safe Routes to School Plan for Conejo School Road, the city's Thousand Oaks Boulevard Specific Plan, the City of Thousand Oaks General Plan Circulation Element, and the city's Capital Improvement Program, as well as the statewide ATP program and the SCAG Regional Transportation Plan/Sustainable Communities Strategy. I therefore, respectfully request that you give favorable consideration to funding this important project.

Sincerely,

A handwritten signature in black ink that reads "Darren M. Kettle".

Darren M. Kettle
Executive Director



CONEJO VALLEY UNIFIED SCHOOL DISTRICT
1400 E. Janss Road, Thousand Oaks, California 91362-2198
(805) 497-9511



Title 1 Academic Achievement Award School 2008

Ann N. Bonitatibus
Superintendent of Schools

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

May 31, 2016

Ms. Teresa McWilliam
ATP Program Manager
California Department of Transportation
Division of Local Assistance
P.O. Box 94874, MS-1
Sacramento, CA 94274-0001

Subject: 2016 ATP Program Cycle 3 Grant Application for City of Thousand Oaks Conejo School Road and Willow Lane Safe Routes to Schools (SRTS) Sidewalk Improvement Project

Dear Ms. McWilliam,

I am the principal of Conejo Elementary School and I would like to express my support for the City of Thousand Oaks grant application for the Conejo School Road and Willow Lane Safe Routes to Schools Sidewalk Improvement Project.

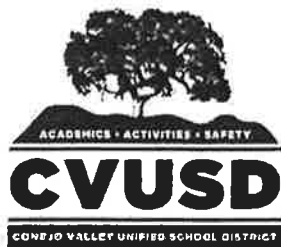
Previous projects have increased the safety for our families as well as those in our community by providing sidewalks along Willow Lane and Thousand Oaks Blvd. The sidewalk on Conejo School Road is the only missing sidewalk for pedestrians, bicyclists, and Conejo students to commute safely. I am in support of this proposal as it will provide students of Conejo Elementary School a safe way to walk to school and access their community.

The students at our school face social and economic constraints and we therefore have a very high walking population compared to the other schools in Conejo Valley Unified School District. The construction of a sidewalk on Conejo School Road will greatly benefit these students and their families.

In closing, I want to give my full support to the proposed project that will construct a sidewalk on Conejo School Road.

Sincerely,

Kari Taketa
Principal
Conejo Elementary



Colina Middle School

1500 Hillcrest Drive
Thousand Oaks, CA. 91362-2599
(805) 495-7429 FAX (805) 374-1163

Thomas S. Frank
Principal

Ann N. Bonitatibus, Ed.D.
Superintendent

May 31, 2016

Teresa McWilliam

California Department of Transportation

Division of Local Assistance

P.O. Box 942874, MS-1

Sacramento, CA 94274-0001

Subject: 2016 ATP Program Cycle 3 Grant Application for the City of Thousand Oaks School Road and Willow Lane Safe Routes to Schools (SRTS) Sidewalk Improvement Project

Dear Ms. McWilliam,

I am the principal of Colina Middle School and I would like you to consider funding the traffic safety measures proposed by the City of Thousand Oaks to increase pedestrian and student safety to Conejo Elementary School and Colina Middle School. There are many gaps which prevent a safe continuous path to and from school. Over ninety percent of the middle school students that live in that area attend Colina Middle School and the majority of them walk to and from school.

Because of the social and economic constraints of the students that attend Colina Middle School from this neighborhood there is a very high walking population compared to the other schools in the Conejo Unified School District. The construction of the improvements will greatly benefit these students and provide better access to local transit stops, stores and businesses along Thousand Oaks Blvd.

Therefore, I want to give my full support for the traffic safety measures proposed by the City of Thousand Oaks. Thank you for your support and considerations of this project.

Sincerely,

Shane Frank, Principal



2100 Thousand Oaks Boulevard • Thousand Oaks, CA 91362
Phone 805/449.2121 • Fax 805/449.2125 • www.toaks.org

May 22, 2016

Ms. Teresa McWilliam
ATP Program Manager
California Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, Ca 94274-0001

Subject: Conejo Elementary School and Willow Lane Sidewalk Improvements – Active Transportation Cycle 3

Dear Ms. McWilliam,

We are members of the City of Thousand Oaks Bicycle Advisory Team (BAT) and are active cyclists in the Conejo Valley and are the co-presidents of The Old Kranks Bicycling Club. One of the best ways to improve cycling is to construct sidewalks. This allows the pedestrians to walk off the street and provides a place for cyclists to ride.

I would like you to consider funding the traffic safety measures proposed by the City of Thousand Oaks to increase pedestrian and student safety to Conejo Elementary School and Colina Middle School. A sidewalk is on the west side of Conejo School Road that allows students attending Conejo Elementary School and Colina Middle School a safer route to school.

We understand that projects are proposed as part of the applications including installing a sidewalk on Willow Lane. We are in support of these improvements as the students who live in those neighborhoods also attend Conejo Elementary School and Colina Middle School as they are within 1 mile from the two schools.

Having just ridden Willow Lane this morning we are very concerned about the lack of sidewalks on that street. The average speed of traffic on that street is very high as it is used often as a way wall to get around slow traffic on Highway 101. Also, there is heavy traffic due to the location of a very popular gym on the top of the road with a steady stream of travel to and from it all day long. The area to the East of the facility is home to many children as the area is of high density housing with even several apartment buildings. We find it one of the most dangerous roads in Thousand Oaks for cycling as there are no bike lanes OR sidewalks.

Because of the social and economic constraints of the students that attend Conejo Elementary School and Colina Middle School from this neighborhood there is a very high walking population compared to the other schools in the Conejo Unified School District. The construction of the improvements will greatly benefit these students.

In conclusion, I want to give my full support for the traffic safety measures proposed by the City of Thousand Oaks.

Sincerely,

Katie Menees and Charles Bankston
Bicycle Advisory Team

Letter from 2015

May 22, 2015

Steve Novotny, Chief

Office of Local Program and Alameda Corridors

Caltrans, District 7

100 S. Main Street #12-420

Los Angeles, CA 90012

Subject: Conejo Elementary School Sidewalk Improvements – Active
Transportation Cycle 2

Dear Mr. Novotny,

I am a member of the City of Thousand Oaks Bicycle Advisory Team (BAT) and Traffic and Transportation Commission (TTAC). Members of the BAT include the City's TTAC, local bicycle clubs (Amgen Bike Club, Conejo Valley Cyclist, Old Kranks, etc.), Thousand Oaks Police Department, and the City Public Works Department. the City's Park District and Open Space Agency. The BAT meets quarterly to discuss how to improve bicycling in the City of Thousand Oaks.

One of best ways to improve cycling is to construct sidewalks. This allows the pedestrians to walk off the street and provides a place for cyclists to ride.

I would like you to consider funding the traffic safety measures proposed by the City of Thousand Oaks to increase pedestrian and student safety to Conejo Elementary School and Colina Middle School. A sidewalk is on the west side of Conejo School Road would allow students attending Conejo Elementary School and Colina Middle School a safer route to school.

I understand that additional projects are proposed as part of the applications including installing a sidewalk on Falmouth Street, improving the crossing at Thousand Oaks Blvd and Oakview Drive and Live Oak Street, and installing a sidewalk on Willow Lane. I am in support of these improvements as the students who live in those neighborhoods also attend Conejo Elementary School and Colina Middle School as they are within 1 mile from the two schools.

Because of the social and economic constraints of the students that attend Conejo Elementary School and Colina Middle School from this neighborhood there is a very

high walking population compared to the other schools in the Conejo Unified School District. The construction of the improvements will greatly benefit these students.

In conclusion, I want to give my full support for the traffic safety measures proposed by the City of Thousand Oaks.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Sharon McMahon', with a long horizontal flourish extending to the right.

Sharon McMahon, Member

Bicycle Advisory Team

Traffic and Transportation Advisory Commission,

May 28, 2015

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

Letter from
2015

Subject: Conejo Elementary School Sidewalk Improvements – Active Transportation Cycle 2

Dear Mr. Novotny,

I am a member of the City of Thousand Oaks Bicycle Advisory Team (BAT) and am an active cyclist in the Conejo Valley. Members of the BAT include the City's TTAC, local bicycle clubs (Amgen Bike Club, Conejo Valley Cyclist, Old Kranks, etc.), Thousand Oaks Police Department, and the City Public Works Department, the City's Park District and Open Space Agency. The BAT meets quarterly to discuss how to improve bicycling in the City of Thousand Oaks.

One of the best ways to improve cycling is to construct sidewalks. This allows the pedestrians to walk off the street and provides a place for cyclists to ride.

I would like you to consider funding the traffic safety measures proposed by the City of Thousand Oaks to increase pedestrian and student safety to Conejo Elementary School and Colina Middle School. A sidewalk on the west side of Conejo School Road would allow students attending Conejo Elementary School and Colina Middle School a safer route to school.

I understand that additional projects are proposed as part of the applications including installing a sidewalk on Falmouth Street, improving the crossing at Thousand Oaks Blvd and Oakview Drive and Live Oak Street, and installing a sidewalk on Willow Lane. I am in support of these improvements as the students who live in those neighborhoods also attend Conejo Elementary School and Colina Middle School as they are within 1 mile from the two schools.

Because of the social and economic constraints of the students that attend Conejo Elementary School and Colina Middle School from this neighborhood there is a very high walking population compared to the other schools in the Conejo Unified School District. The construction of the improvements will greatly benefit these students.

In conclusion, I want to give my full support for the traffic safety measures proposed by the City of Thousand Oaks.

Sincerely,



Bicycle Advisory Team

J.C Simmons

136 Heather ridge Ave
Newbury Park, CA 91320

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Letter from
2015

May 27, 2015

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

Subject: Conejo Elementary School Sidewalk Improvements
Active Transportation Cycle 2

Dear Mr. Novotny:

I am a long term member of the City of Thousand Oaks BAT (Bicycle Advisory Team) and am an avid cyclist in and around Thousand Oaks. I am an League Cycling Instructor and Past President of the Conejo Valley Cyclist. The BAT include the City's local bicycle clubs (Conejo Valley Cyclist, Amgen Bike Club, Old Kranks, etc.), the Traffic & Transportation Advisory Commission (TTAC), T.O. Police Department, and the City Public Works Department, Park District and Open Space Agency. The BAT is working hard to improve bicycling in the City of Thousand Oaks.

One of best ways to improve cycling in urban areas is to construct sidewalks. This allows the pedestrians to walk off the street and provides a place for cyclists to ride.

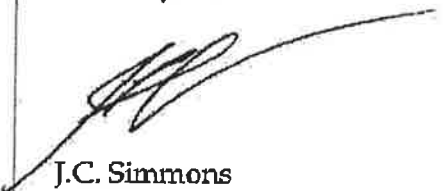
I urge you to consider funding the construction of a sidewalk on the west side of Conejo School Road as proposed by the city. This would allow students attending Conejo Elementary School and Colina Middle School a safer route to school and increase pedestrian and student safety to Colina Middle School and Conejo Elementary School.

I understand that additional projects are proposed as part of this application including installing a sidewalk on Falmouth Street, improving the crossing at Thousand Oaks Blvd and Oakview Drive and Live Oak Street, and installing a sidewalk on Willow Lane. I am in support of these improvements as the students who live in those neighborhoods also attend Colina Middle School and Conejo Elementary School. The neighborhoods adjacent to these roads are within 1 mile from these two schools.

Because of the social and economic situation of the students attending Colina Middle School and Conejo Elementary School there is a very high walking population compared to the other schools in the Conejo Unified School District. The construction of these improvements would greatly benefit these students and their safety while walking to and from school.

I strongly advocate for these project and give my full support for these safety measures proposed by the City of Thousand Oaks.

Sincerely,



J.C. Simmons
President Emeritus CVC
Bicycle Advisory Team