

City of Thousand Oaks

CMAQ Application #3

City of Thousand Oaks Moorpark road Bikelane and Sidewalk Improvement 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> Moorpark Rd. Bikelane and Sidewalk Improvement 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> <i>(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.)</i> <u>Location:</u> On North Moorpark Road, between Olsen Road and Crossridge Court, in the City of Thousand Oaks. <u>Scope:</u> Install 1870 linear feet of concrete sidewalk on the west side of Moorpark Road, from just north of Olsen Road, to Crossridge Court; stripe 3,200 linear feet of Class II bike lanes in each direction on Moorpark Road, between Olsen Road and Crossridge Court; widen and restripe Moorpark Road, to accommodate new Class II bike lanes; construct new and modify existing ADA curb ramps; construct new drainage improvements; install planting and irrigation for neighborhood beautification.
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. <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	\$ N/A	\$ N/A	\$ N/A	\$ N/A	\$
R/W	\$ N/A	\$ N/A	\$ N/A	\$ N/A	\$ N/A*
CON	\$ 390,815	\$ N/A	\$ 50,635	\$ 783,000	\$ 1,224,450
Total	\$ 390,815	\$ N/A	\$ 50,635	\$ 783,000	\$ 1,224,450

- * No right of way is required. 100% of project is located within City right-of-way

Additional Financial Information

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

* Additional local funds include \$670,480 CMAQ funds granted in FY2015/16, see below table:

	FY2015/16 CMAQ	FY 2015/16 CMAQ- required 11.47% Matching Funds	Additional Local Funds	Total Project Cost
PE	\$ 87,480	\$ 11,334	\$21,166	\$ 119,980
R/W	\$ N/A	\$ N/A	\$ N/A	\$ N/A
CON	\$ 583,000	\$ 75,534	\$4,486	\$ 663,020
Total	\$ 670,480	\$ 86,868	\$ 25,652	\$ 783,000

7. Project Schedule:

SCHEDULE (month/year)			
	Funds Obligated	Start Date	Completion Date
Preliminary Engineering	04/04/2016	05/03/2016	December 2017
Environmental	n/a	07/01/17	09/30/17
Right-of-Way	n/a	September 2017	November 2017
Construction	March 2018	July 2018	December 2018

Project Screening Information

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

The City hired Kimley-Horn and Associates for prepare the Preliminary Engineering Plans. Project design and specifications are at 95% completion and the City is in process of getting PES approval from Caltrans. A well-attended community meeting was held at the YMCA in July 2017 and the project was very well received. Following PES approval, the City will send a request for construction phase fund obligation to Caltrans by January 2018. Construction should take less than one year and be complete by December 2018.



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 45-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**.

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

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. Proving a safer corridor will encourage and increase use of the City's Transit Center, which provided public transportation and encourages carpooling, which will reduce the number of vehicles on the roads and further reduce greenhouse emissions. The existing ADT on Moorpark Road in the project limits is (Kimley-Horn & Associate June 2017) 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 (Trasnpotation.gov) For Thousand Oaks Urbanized Are:

VMT – 29.1 miles per capita, per day

Total Miles in City – 377 Miles

Population - 129,342

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

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

The length of the project represents .26% of the total miles of streets in the City and 3,644,020 of the Annual VMT

If 1 percent of the Annual VMT on this segment of Moorpark Road were diverted based on the construction of the Class II bike lanes and the new sidewalk then the Annual VMT that would be reduced would be 36,440.

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. Moorpark Road is 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.

There is a bus stop located on Olsen Road and Mountclef Blvd. which is approximately 1/3 of a miles from the project limits. Two City of Thousand Oaks Transit bus routes stop at this bus stop. One route is the "Metrolink" which provides service to the Moorpark Metrolink/Amtrak Station and the other is Route 2. Improvement to the current bicycle and pedestrian facilities along this corridor will encourage use of the City's public transit facilities including Regional Rail service.

The existing conditions do not provide adequate, safe facilities for bicyclist and pedestrians who want to travel to the Conejo Valley YMCA located at the north end of the project limits. The new bike lanes will improve



service of the City's bikeway network by providing direct access from Thousand Oaks, to neighboring Santa Rosa Valley, located to the north. Bike lanes will also improve the City's bikeway system by connecting the existing Class II bikeway facilities from Olsen Road to the Norwegian Grade, which is a popular recreational cycling route.

The addition of new sidewalks will provide direct access and mobility to and from the residential neighborhood to California Lutheran University located one third of a mile west of the project limits. There is also a church and a retirement community located within the project limits that the residents to the north will have access to via walking or cycling.

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 existing conditions do not provide adequate, safe facilities for bicyclists and pedestrians who travel this route.

Bicyclists: The project will provide a dedicated Class II bike lane, sidewalk and curb ramps. Moorpark Road intersects with Olsen Road at the project limits. Olsen Road is designated as **Route 12** on the VCTC's Wayfinding Plan. Olsen Road connects the City of Thousand Oaks with Simi Valley to the east and continues to the west through the City to the very west end.

Pedestrians: The project is a sidewalk project which will provide access to pedestrians on the west side of Moorpark Road

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 VCTC's Wayfinding 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 12** Route 12 intersects with the south end of the project at Olsen Rd. and Moorpark Rd.

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?

A public outreach plans we developed in September 2016 for all phases of the project: Design, Pre-Construction and Construction. The project is currently in design and the following tasks have been completed:

1. Launched a Project Website which includes a location map and project fact sheet.
<http://www.toaks.org/departments/public-works/construction/north-moorpark-road-sidewalk-and-bike-lanes>



2. Held a community meeting at the Conejo Valley YMCA
3. Mailed 200+ post cards to the adjacent residents
4. Presented the project to the Bicycle Advisory Team (BAT)
Comments/concerns received at both the Community and BAT meetings were either incorporated into the design or documented why they cannot be achieved.

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



Moorpark Rd. Bikelane and Sidewalk Improvement 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.

Table of Contents

Attachments

Attachment #1 Site Vicinity Map

Attachment #2 Project Site map

Attachment #3 Photos

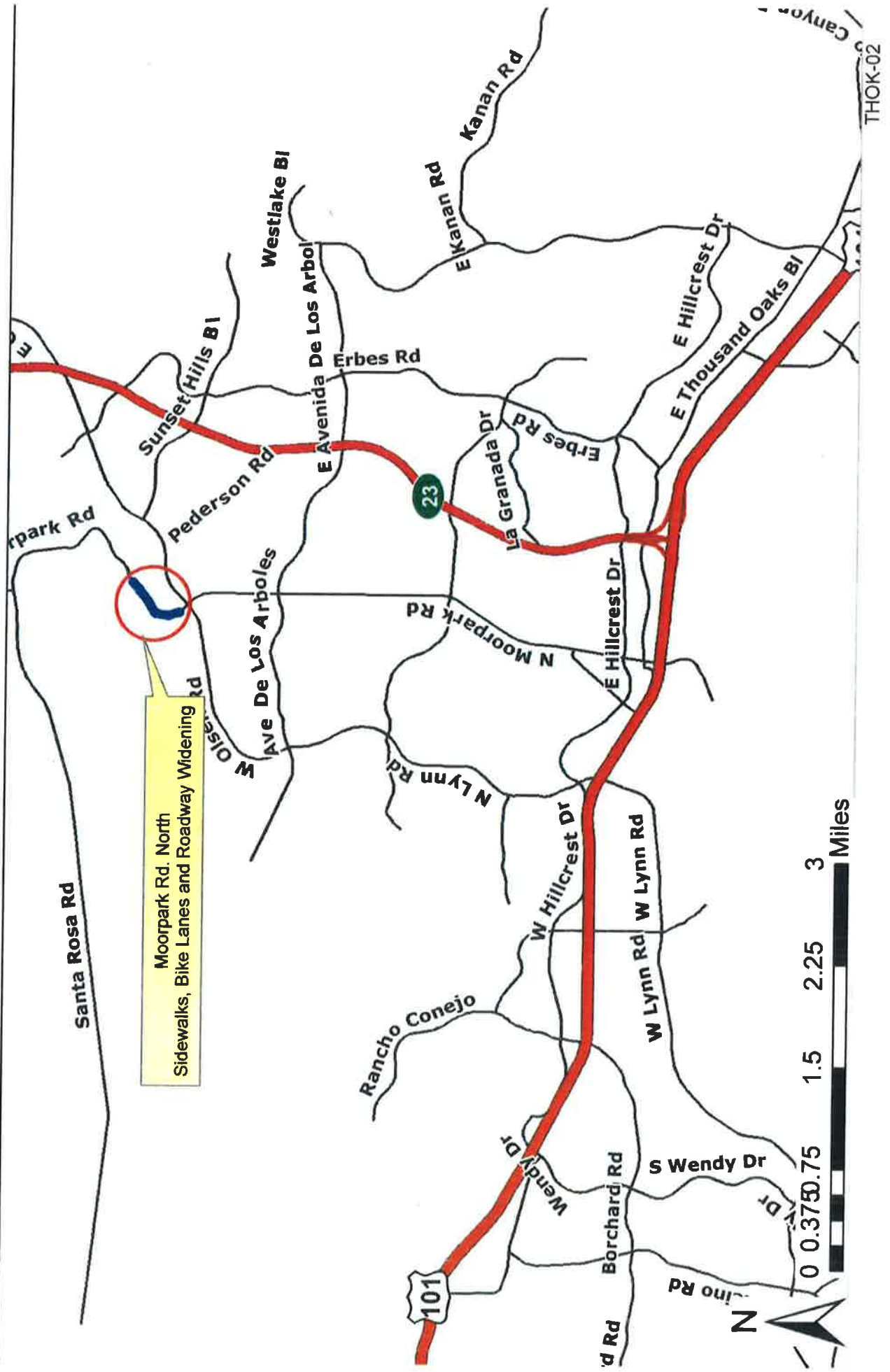
Attachment #4 Letters of Support

Attachments

Attachment #1

Site Vicinity Map

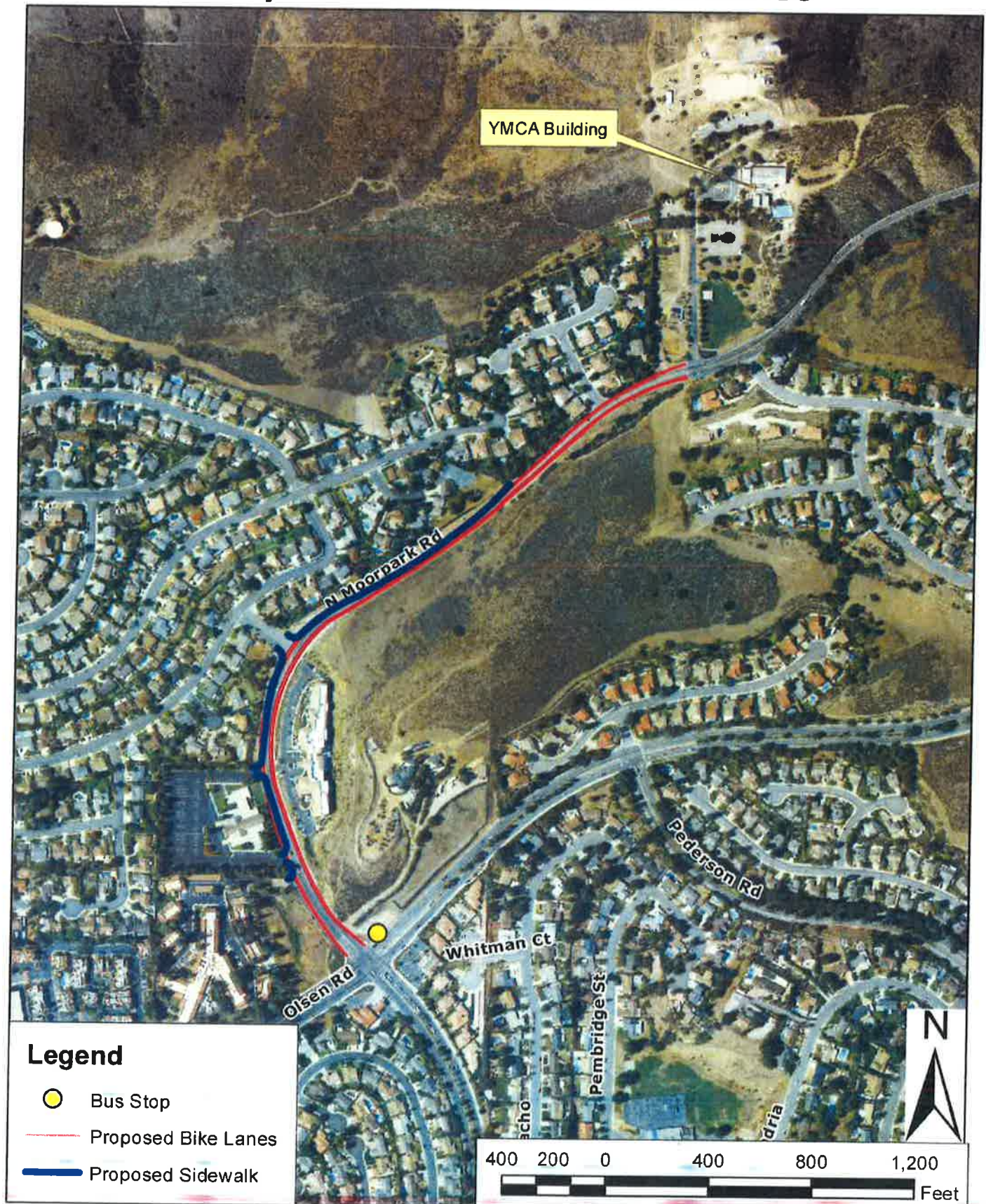
City of Thousand Oaks Moorpark Rd North Site Vicinity Map



Attachment #2

Project Site Map

Moorpark Road North Proposed Sidewalks & Bike Lanes



Attachment #3

Photos

North Moorpark Rd. Drive Sidewalk and Bikelane Project



1 - View of missing sidewalk section on the west side of Moorpark Rd. by the church



2 - View of missing sidewalk on the west side of Moorpark Rd. and south of Greenridge St.

North Moorpark Rd. Drive Sidewalk and Bikelane Project



3 - View of missing sidewalk on the west side of Moorpark Rd. and north of Greenridge St. No shoulder – cyclist must ride in the travel lane.



4 - View of North Moorpark Rd., looking northeast, with sidewalk missing on both sides of the road. . No shoulder – cyclist must ride in the travel lane

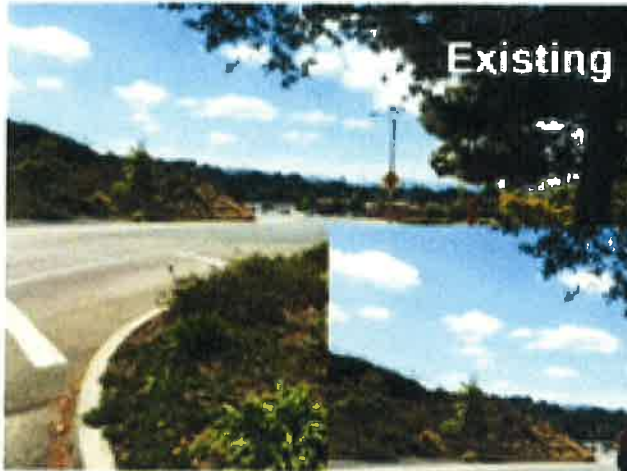
North Moorpark Rd. Drive Sidewalk and Bikelane Project



5 - Missing sidewalk on both side of Moorpark Rd. north project limit. . No shoulder – cyclist must ride in the travel lane

COMMUNITY MEETING

Tell Us What You Think!



**TUESDAY, JULY 25
6-7 PM**

.....
**MOORPARK RD.
SIDEWALK
& BIKE LANE
IMPROVEMENT
PROJECT**
.....



**CONEJO VALLEY YMCA
COMMUNITY ROOM
4031 MOORPARK RD.**



www.sanmarcos.org/construction

Attachment #4

Letters of Support

May, 18, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Program.

P.O. Box 942874

Sacramento, CA 94274-0001

Subject: 2014 Active Transportation Program Grant - Moorpark Road North Pedestrian and Bicycle improvements Project in the City of Thousand Oaks

We would like to express our strong support for the 2014 Active Transportation Grant proposal submitted by Thousand Oaks for the Moorpark Road North sidewalk and bike lane construction on Moorpark Road between Olsen Road and the YMCA. The lack of sidewalks along this entire stretch presently inhibits some residents from walking along Moorpark Road. The current situation requires pedestrians to walk through dirt, grass, or on the busy road along portions of this route. This poses an inconvenience and often a safety concern for the people that want to walk this route. Safe use of strollers or wheelchairs is virtually impossible along this stretch. The lack of a bike lane also poses a safety concern along this stretch. The road is quite narrow with little to no shoulder in this segment, and the traffic is often quite heavy.

We currently live on Crossridge Court, so walking and biking access along Moorpark Road is required if we want to leave our neighborhood without driving. We have lived on Crossridge for 20 years, so we have had to deal with this situation for a long time. We love to walk and bike around our area, so we urge you to consider the Moorpark Road North Bicycle and Pedestrian Improvements Project for approval. It would be a tremendous asset to all the local residents, many of whom have waited a long time for these improvements. Thank you.

Sincerely,

Bruce Bertea

Linda Bertea

Bruce and Linda Bertea
3975 Crossridge Court
Thousand Oaks, CA

May 19, 2014

CALTRANS
Division of Local Assistance, MS1
Attn: Office of Active Transportation and Spec. Prog.
PO Box 942874
Sacramento, CA 94274-0001

Subject: 2014 Active Transportation Program Grant – Moorpark Road North
Pedestrian and Bicycle Improvements Project in the City of Thousand Oaks

To whom it may concern,

Please accept this letter as an expression of my strong support for the 2014 Active Transportation Program grant proposal submitted by the City of Thousand Oaks for the Moorpark Road North Road sidewalk and bike lane construction, on Moorpark Road, between Olsen Road and the YMCA (see attached map). Pedestrian and bicycle safety improvements to this section of Moorpark Road are long overdue. Moorpark Road is used by pedestrians and cyclists as a route for traversing between Olsen Road (where there is an existing bust stop) and the YMCA. Bike lanes and sidewalk do not currently exist along this segment, and its existing condition does not provide a safe path of travel for non-motorized users, and safety for all users will be increased with installation of sidewalks and bike lanes. Also, the addition of bike lanes and sidewalk at this location will encourage active transportation amongst users, because the YMCA is a destination mainly for people who are not old enough to operate motorized vehicles, and will be travelling to and from there using alternative transportation means.

I understand this grant would provide for the preliminary engineering work and construction of the improvements.

As a resident of this area, I urge you to favorably consider the Moorpark Road North Bicycle and Pedestrian Improvements Project approval.

Sincerely,



Brittany Burr
562 Meadowrun Street
Thousand Oaks, CA 91360
City of Thousand Oaks Resident

May 17, 2014

CALTRANS

Division of Local Assistance, MS1

Attn: Office of Active Transportation and Spec. Programs

PO Box 942874

Sacramento, CA 94274-0001

Subject: 2014 Active Transportation Program Grant – Moorpark Road North
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I understand this grant would provide for the preliminary engineering work and construction of the improvements.

As a resident of this area, I urge you to favorably consider the Moorpark Road North Bicycle and Pedestrian Improvements Project approval.

Sincerely,

Danielle Burr

Danielle Burr
562 Meadowrun Street
Thousand Oaks, CA 91360
City of Thousand Oaks Resident

May 19, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P.O. Box 942874

Sacramento, CA 94274-0001

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We understand that this grant would provide for the preliminary engineering work and construction of the improvements.

As residents of Moorpark Village neighborhood on Crossridge Court and active pedestrians along with our 5-year old son, we urge you to favorably consider the Moorpark Road North Pedestrian and Bicycle Improvements Project for approval.

Sincerely,

 19 MAY 2014

Christine M. Evangelista and Stephen J. Evangelista
City of Thousand Oaks Residents since 2006

May 16, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P.O. Box 942874

Sacramento, CA 94274-0001

Subject: 2014 Active Transportation Program Grant – Moorpark Road North
Pedestrian and Bicycle Improvements Project in the City of Thousand Oaks

To whom it may concern,

My name is Jason Izakowitz. My family lives in the last neighborhood at the far north end of the City of Thousand Oaks just north/west of Moorpark Rd. and directly adjacent to the YMCA there. And I am writing you today to express my strong support for the 2014 Active Transportation Program grant proposal submitted by the City of Thousand Oaks for the Moorpark Road North sidewalk and bike lane construction, on Moorpark Road, between Olsen Road and the YMCA (see attached map).

We have known about the need for an established sidewalk and bike lane on the west side of the Moorpark Road since these homes were built over 20 years ago. What exists now is a wide dirt shoulder full of rocks, dry wild vegetation, and uneven terrain all of which pose hazards to both pedestrian and bicycle traffic. Its existing condition does not provide a safe path of travel for non-motorized users. Needless to say, pedestrian and bicycle safety improvements to this section of Moorpark Road are long overdue. As such, we are essentially landlocked here in this tiny neighborhood. The only way to come or go is by car. And after years of effort to change that with the city, we want to seize this opportunity your grant can provide our community. My job today is to have you understand in no uncertain terms the critical need for this project to be completed.

Speaking personally, my wife is 5 months pregnant and currently she stays at home to help raise our two year old son. As you can imagine, a young family can't just be in the house all day long. But with no safe pedestrian or bicycle access to any of the local amenities (rec park, college campus with community pool, shopping center, convenience, etc.) all within a mile of our house, my wife has to load up our boy in the car to drive there. Even a family walk in the neighborhood next door (literally only 100 yards from our house) starts and ends in the car.

Here's why. The 21 homes that make up our small neighborhood, have only one way in and out. The street is in the shape of a "T" with a cul-de-sac at both ends. And Moorpark road is the only access road. So because there are no intersecting streets, we can't go anywhere or do anything without somehow or someway using Moorpark Road to get there. If there was safe pedestrian and bicycle access, this would all be a non-issue. But that's just not the case. There are any number of reasons why this project is so important. My selfish one described above is just the start.

I mentioned our local YMCA earlier. This destination is a pillar of our community here. Its an organization who's mission strives for youth development, healthy living, and social responsibility. Well all that is great. But what good is it for the young people they strive to

develop if you can't walk or ride your bike there? They also have awesome ADA access all over their property, yet totally void of any handicap access to get there to begin with. The sidewalk/bike lane project would allow all of us in the community to enjoy everything the YMCA has to offer. All the surrounding neighborhoods could have access without driving their car. Isn't that the epitome of youth development, healthy living, and social responsibility?

The timing of this opportunity is impeccable, though. Safety issues on Moorpark Road are an all time low and getting worse. I've personally witnessed pedestrians tromping through the dirt, rocks, and weeds as they attempt to make their way to the YMCA. Let's be honest, it's just not safe. On one occasion a grandma pushing a baby in a stroller tripped and fell almost onto the roadway where speeding cars were flying by. She was walking dangerously close to the road's paved surface obviously trying her best to avoid the tall, scratchy weeds and rough, rocky terrain with the stroller. Afterward when I checked to see if she was okay, she commented about how she wished "someone would just put in a sidewalk already". Other times I've witnessed cars veer off the paved road and onto that same dirt shoulder as they speed south around the sweeping curve to Olsen Rd. If anyone had been there like that woman and baby, they would have been killed instantly. Even if we do attempt to ride our bikes out of our neighborhood, we are struck down by a barrage of flat tires from the thorny bushes and sharp stones. It's sad to see the kids crying as they come home from yet another failed attempt to leave. These are just a few of the stories. I could go on endlessly.

It's hard for me to understand why we don't have safe pedestrian and bicycle access there. If I ran the city, the safety of the residents of Thousand Oaks would be my number one concern. How someone hasn't been severely injured or killed there is beyond me. But maybe that's already happened and I just don't know.

In 2014 we should all be striving for sustainability, lowering emissions and green-house gases, reducing traffic and congestion, and making life in the community accessible for us all. I know the City of Thousand Oaks is. It has been rated one of the 50 "greenest" cities in the country. It is also on the list of top 50 bike-friendly cities in America. But when I have to load my two year old boy into a car to drive to a destination only 100 yards from my house, I know we still have a lot of work to do.

Please help make the Thousand Oaks, my neighborhood, and the lives of my family better. I hope you understand how desperate we are for this project to get approved. We look forward to seeing the construction crews out there. No doubt my son will yell "Oooo, look at all those construction vehicles!" when he sees them. Please, make our community complete. I understand that this grant would provide for the preliminary engineering work and construction of the improvements. As active residents of this community, local cyclists, and local pedestrians, we urge you to favorably consider the Moorpark Road North Pedestrian and Bicycle Improvements Project for approval. Thanks in advance for your consideration.

Sincerely,

Jason Izakowitz

Jason Izakowitz
Proud City of Thousand Oaks Resident

May 17, 2014

CALTRANS

Division of Local Assistance, MS1

Attn: Office of Active Transportation and Spec. Prog.

PO Box 942874

Sacramento, CA 94274-0001

Subject: 2014 Active Transportation Program Grant – Moorpark Road North
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I understand this grant would provide for the preliminary engineering work and construction of the improvements.

As a resident of this area/local cyclist/local pedestrian/etc., I urge you to favorably consider the Moorpark Road North Bicycle and Pedestrian Improvements Project approval.

Sincerely,



J. Brad Burr

562 Meadowrun Street

Thousand Oaks, CA 91360

City of Thousand Oaks Resident

May19, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

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I understand that this grant would provide for the preliminary engineering work and construction of the improvements.

As a resident of this area, I urge you to favorably consider the Moorpark Road North Pedestrian and Bicycle Improvements Project for approval.

Sincerely,



John Martin
City of Thousand Oaks Resident
3987 Crossridge Ct.
Thousand Oaks, CA 91360
(805) 432-3062

May 19, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P.O. Box 942874

Sacramento, CA 94274-0001

Subject: 2014 Active Transportation Program Grant – Moorpark Road North Pedestrian
and Bicycle Improvements Project in the City of Thousand Oaks

To whom it may concern,

Please accept this letter as an expression of my strong support for the 2014 Active Transportation Program grant proposal submitted by the City of Thousand Oaks for the Moorpark Road North Road sidewalk and bike lane construction, on Moorpark Road, between Olsen Road and the YMCA (see attached map). Pedestrian and bicycle safety improvements to this section of Moorpark Road are long overdue. Moorpark Road is used by pedestrians and cyclists as a route for traversing between Olsen Road (where there is an existing bus stop) and the YMCA. Bike lanes and sidewalk do not currently exist along this segment, and its existing condition does not provide a safe path of travel for non-motorized users, and safety for all users will be increased with installation of sidewalks and bike lanes. Also, the addition of bike lanes and sidewalk at this location will encourage active transportation amongst users, because the YMCA is a destination mainly for people who are not old enough to operate motorized vehicles, and will be travelling to and from there using alternative transportation means.

In addition to the reasons stated above, I would also like to add that I have a daughter entering kindergarten this fall. Our home elementary school is Weathersfield Elementary. In order for my 5-year-old daughter to get to school she would need to walk along Moorpark Road (from my house on Crossridge Ct.) without any type of sidewalk, bicycle trail, or other safe route for her to get to school.

In the past when my family and I have wanted to go walking or bicycling from our house the only way to access an area for walking is along Moorpark Road which is almost impossible to travel with our jogging stroller or bicycles without it resulting in flat tires.

If our community had access to a sidewalk it would greatly improve our quality of life resulting in a higher activity level for my family, our entire neighborhood and myself.

I understand that this grant would provide for the preliminary engineering work and construction of the improvements.

As a resident of this area, I urge you to favorably consider the Pedestrian & Bicycling Improvements Project for approval.

Sincerely,

Melanie Martin

Melanie Martin

City of Thousand Oaks Resident

3987 Crossridge Ct.

Thousand Oaks, CA 91360

(805) 231-8611

May 17, 2014

CALTRANS

Division of Local Assistance, MS1

Attn: Office of Active Transportation and Spec. Programs

PO Box 942874

Sacramento, CA 94274-001

Subject: 2014 Active Transportation Program Grant - Moorpark Rd North Pedestrian and Bicycle Improvements Project in the City of Thousand Oaks

To whom it may concern,

Please accept this letter as an expression of my strong support for the 2014 Active Transportation Program grant proposal submitted by the City of Thousand Oaks for the Moorpark Road North Road sidewalk and bike lane construction, on Moorpark Road, between Olsen Road and the YMCA. Pedestrian and bicycle safety improvements to this section of Moorpark Road are long overdue. Moorpark Road is used by pedestrians and cyclists as a route for traversing between Olsen Road (where there is an existing bus stop) and the YMCA. Bike lanes and sidewalk do not currently exist along this segment, and its existing condition does not provide a safe path of travel for non-motorized users, and safety for all users will be increased with installation of sidewalks and bike lanes. Also, the addition of bike lanes and sidewalk at this location will encourage active transportation amongst users, because the YMCA is a destination mainly for people who are not old enough to operate motorized vehicles and will be traveling to and from there using alternative transportation means.

I understand that this grant would provide for the preliminary engineering work and construction of the improvements.

As a resident of this area and a pedestrian, I urge you to favorably consider the Moorpark Road North Bicycle and Pedestrian Improvements Project for approval.

Sincerely,

Connie Schuh

Connie Schuh

City of Thousand Oaks Resident

805-405-6974

May 17, 2014

CALTRANS

Division of Local Assistance, MS1

Attn: Office of Active Transportation and Spec. Prog.

PO Box 942874

Sacramento, CA 94274-0001

Subject: 2014 Active Transportation Program Grant – Moorpark Road North
Pedestrian and Bicycle Improvements Project in the City of Thousand Oaks

To whom it may concern,

Please accept this letter as an expression of my strong support for the 2014 Active Transportation Program grant proposal submitted by the City of Thousand Oaks for the Moorpark Road North Road sidewalk and bike lane construction, on Moorpark Road, between Olsen Road and the YMCA (see attached map). Pedestrian and bicycle safety improvements to this section of Moorpark Road are long overdue. Moorpark Road is used by pedestrians and cyclists as a route for traversing between Olsen Road (where there is an existing bust stop) and the YMCA. Bike lanes and sidewalk do not currently exist along this segment, and its existing condition does not provide a safe path of travel for non-motorized users, and safety for all users will be increased with installation of sidewalks and bike lanes. Also, the addition of bike lanes and sidewalk at this location will encourage active transportation amongst users, because the YMCA is a destination mainly for people who are not old enough to operate motorized vehicles, and will be travelling to and from there using alternative transportation means.

I understand this grant would provide for the preliminary engineering work and construction of the improvements.

As a resident of this area, I urge you to favorably consider the Moorpark Road North Bicycle and Pedestrian Improvements Project approval.

Sincerely,

Vikki Burr

Vikki Burr

562 Meadowrun Street

Thousand Oaks, CA 91360

City of Thousand Oaks Resident

Vikki Burr

GI Lg Life Sr. Underwriting Specialist

May 19, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P. O. Box 942874

Sacramento, CA 94274-0001

Subject: 2014 Active Transportation Program Grant – Moorpark Road North Pedestrian and Bicycle Improvements Project in the City of Thousand oaks

To whom it may concern,

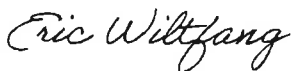
Please accept my letter as a strong sign of support for the 2014 Active Transportation Program grant proposal submitted by the City of Thousand Oaks for the Moorpark Road North Road sidewalk and bike lane construction, on Moorpark Road, between Olsen Road and the YMCA (see attached map). Pedestrian and bicycle safety improvement to this section of Moorpark Road are long overdue.

As a neighbor of this area, and a consistent driver of the very section of road in discussion, I have firsthand knowledge of the hazard this stretch of road represents. The real hazards are not for those of us operating automobiles, but for the countless pedestrians that transition along this corridor each day. Absent of even a paved shoulder, this short stretch of road requires walking pedestrians to walk on gravel and through weeds and for bikers to brave as far right as they dare and still leave themselves exposed to side mirrors and reckless drivers. I have personally stop for multiply bicyclist who have been forced off the road only to suffer injury and I have witness **hundreds** of families walking together, through gravel, trudging to and from the local YMCA. We have 2 assisted living facilities at the corner of Olsen and Moorpark and those individual have no direct route to the YMCA without the aid of a shuttle.

Bike lanes and sidewalk do not currently exist along this segment, and its existing condition does not provide a safe path of travel for non-motorized users, and safety for all users will be increased with installation of sidewalks and bike lanes. Also, the addition of bike lanes and sidewalk at this location will encourage active transportation amongst users, because the YMCA is a destination for both young and old and many within this age range are not operating or are not allow to operate motorized vehicles.

I understand that this grant will provide for the preliminary engineering work and construction of the improvements. As a Thousand Oaks resident I urge you to favorably consider the Moorpark Road North pedestrian and bicycle improvement project in the city of Thousand Oaks.

Sincerely,



Eric Wiltfang

3988 Crossridge Ct.

Thousand Oaks, Ca 91360

May 19, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P. O. Box 942874

Sacramento, CA 94274-0001

Subject: 2014 Active Transportation Program Grant – Moorpark Road North Pedestrian and Bicycle Improvements Project in the City of Thousand oaks

To whom it may concern,

This email is to express my utmost support for the subject project. My wife and I have lived the area for 14 years and have hoped for a sidewalk/bike lane since we moved here. We are seniors and have no place where we can walk that is within our capabilities. With the implementation of this project it will now be safe to walk/ride this route to access Olsen Road and it's sidewalk and bike path and lower Moorpark Road. No longer will one have to deal with the gravel, dirt, rocks, weeds and potential rattlesnakes on the route. When we moved here I rode a street bicycle. I had to stop riding from home because it was too dangerous to ride on Moorpark road to Olsen with the high speed traffic within feet. The implementation of this project would make riding from home a reality once again (yes, I do still have my bike). This project would be the best thing that happened for our area since we moved here!

Not only would this project be wonderful for the Thousand Oaks citizens that live in the area it would be major improvement for the City and the rest of the Thousand Oaks citizens from a city beautification standpoint. Moorpark Road, along the proposed route, is a major for access to the City and it is not attractive. The proposed project would enhance the area materially for everyone.

Please, strongly consider approving this project. The benefits are numerous and significant and are beneficial to the local residents and all T.O residents alike.

Bruce Zook

Betsy Zook

Bruce and Betsy Zook
537 Meadowrun Street
Thousand Oaks, CA
805-551-7463

May 16, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P.O. Box 942874

Sacramento, CA 94274-0001

Subject: 2014 Active Transportation Program Grant – Moorpark Road North
Pedestrian and Bicycle Improvements Project in the City of Thousand
Oaks

To whom it may concern,

Please accept this letter as an expression of my support for the 2014 Active Transportation Program grant proposal submitted by the City of Thousand Oaks for the Moorpark Road North Road sidewalk and bike lane construction, on Moorpark Road, between Olsen Road and the YMCA (see attached map). Moorpark Road is used by pedestrians and cyclists as a route for traversing between Olsen Road (where there is an existing bus stop) and the YMCA. Bike lanes and sidewalk do not currently exist along this segment and its existing condition does not provide a safe path of travel for non-motorized users, and safety for all users will be increased with installation of sidewalks and bike lanes. The YMCA is a place for all to participate and having a bike lane and side walk that continues to the entrance would make it much safer for families and seniors that use our facilities.

I understand that this grant would provide for the preliminary engineering work and construction of the improvements.

If you have any questions regarding my support please give me a call.

Sincerely,

Rochelle Callis

Rochelle Callis

Executive Director

CONEJO VALLEY YMCA

A branch of the Southeast Ventura County YMCA

P: 805.523.7613 F: 805.523.8831 W: www.conejoymca.org

The Y: For Youth Development, Healthy Living and Social Responsibility