Bicycle and Pedestrian Master Plan

City of Ojai

February 1999

CITY OF OJAI
RESOLUTION NO. 99-3

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OJAI ADOPTING A CITY BICYCLE AND PEDESTRIAN MASTER PLAN

WHEREAS, the City of Ojai has developed a Bicycle and Pedestrian Master Plan designed to guide the City on bicycle and pedestrian policy, programs and facility implementation necessary to meet the needs of the community over the next twenty years; and

WHEREAS, the City of Ojai Bicycle and Pedestrian Master Plan has been developed with citizen input received at four public workshops, a public hearing and two conceptual presentations before the Planning Commission and City Council; and

WHEREAS, the Master Plan was developed with input from a City Council-appointed Master Plan Advisory Committee, which included a representative of the Chamber of Commerce, Ojai Unified School District, Bicycle Coalition, Youth Foundation, HELP of Ojai, the Latino community, and members of the Planning, Redevelopment, and Parks and Recreation Commissions; and

WHEREAS, the Bicycle and Pedestrian Master Plan is a critical component of the implementation of the Circulation Element of the General Plan, furthering the goals and policies of the Circulation Element by providing a management framework for the development of a comprehensive, multi-modal transportation system; and

WHEREAS, the Bicycle and Pedestrian Master Plan furthers the goals and policies of the Land Use Element of the General Plan by creating a pedestrian and bicycle-friendly village environment where alternative modes of transportation can be easily and conveniently accessed.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Ojai determines that the Bicycle and Pedestrian Master Plan is consistent with the City's General Plan and that such findings were recognized and approved by the City's Planning Commission; and

BE IT FURTHER RESOLVED that this project is categorically exempt from the California Environmental Quality Act (CEQA) under §15301, Existing facilities; §15302, Replacement or Reconstruction of Existing Facilities; §15303, New Construction or Conversion of Small Structures; and §15304, Minor Alterations in Land Use Limitations; and

BE IT FURTHER RESOLVED that the City Council hereby adopts the City of Ojai Bicycle and Pedestrian Master Plan, dated February 1999, to be used as a framework for the future development of pedestrian and bicycle facilities, programs and projects throughout the City.

APPROVED AND ADOPTED this 9th day of March 1999.

Ellen Hall
Ellen Hall, Mayor

Attest:
Cynthia A. Burell
Cynthia Burell, City Clerk

Acknowledgments

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Executive Summary

The purpose of this Bicycle and Pedestrian Master Plan is to collect in a single place all of the policies and background information related to bicycle and pedestrian travel, and to lay out at a policy and technical level a system of bicycle and pedestrian facilities and programs that will be necessary to meet the needs of Ojai over the next 20 years.

Public input into the planning process is extremely important to the City of Ojai. The planning process utilized for this study included the use of questionnaires (over 120 completed), internet postings of the plan and maps, four public workshops which drew between 20 and 60 people to each session, and regular meetings with the Master Plan Advisory Committee (MPAC). Through this process a system was devised that reflected bicyclist and pedestrian needs and physical, operational, and financial realities. Plan recommendations have been continually modified and refined as a result of public input throughout the process.

The Bicycle and Pedestrian Master Plan found that Ojai currently has many positive attributes for bicycling and walking, including an enthusiastic public, an ideal climate and topography, relatively short distances for most in-town trips, and an adopted General Plan with supporting policies.

The value of making bicycle and pedestrian improvements cannot be understated. First, walking and bicycling are the two top forms of exercise enjoyed by Americans. Second, concerns about increasing traffic and spin-off impacts of air pollution, safety, congestion, and noise consistently rank as one of the top issues in California. Third, improvements to encourage bicycling and walking are one of the most cost effective methods of reducing traffic. Fourth, concerns about safety and the lack of consistent facilities are the number one reason cited in a national survey for why people don't walk or bicycle more often. Finally, recommendations in the Plan will benefit the vast majority of residents and help to preserve the small town character of Ojai.

The Plan recommends the development of comprehensive and consistent bicycle and pedestrian improvements, including new bikeways, improved sidewalks, and improved safety and educational programs. The Plan recognizes the unique nature of Ojai and each of its distinctive neighborhoods, and provides a 'menu' approach to pedestrian improvements whereby the neighborhoods themselves select the most appropriate solution.

The Plan identified a list of top priority projects based on a combination of public input, MPAC input, and objective criteria such as the number of activity centers served or barriers overcome. Top priority physical improvements include a proposed Ojai Valley Trail undercrossing at the 'Y', a call for additional study of traffic and bicycling conditions in the Arbolada involving the

neighborhood itself, shoulder improvements to Cuyama Road, and bikeway and bridge improvements on Ojai Avenue over San Antonio Creek leading to Soule Park.

It is important to note that the Plan is a tool to help the community identify needed improvements; each recommended project must undergo its own feasibility, engineering, environmental, and public input process--and be funded--before being implemented.

Why does Ojai need a Bicycle and Pedestrian Master Plan?

Surrounded by the spectacular Santa Ynez Mountains, Ojai enjoys one the finest settings of any city in California. Residents of the Ojai Valley have access to open farm and ranch land, the Los Padres National Forest, Soule County Park, Lake Casitas, the nationally-recognized Ojai Valley Trail, the coast and beaches (about 20 miles to the south), as well as local cultural amenities including the Ojai Center for the Arts, the historic Arcade, numerous preparatory schools, and the Ojai Valley Historical Museum.

The City is relatively isolated from major transportation corridors, although State Route 150 (Ojai Avenue) is a major regional route and connection to Santa Paula to the east, and is especially congested during visitor season. State Route 33 provides a direct connection to Ventura to the south and Matilija Hot Springs and Reservoir and, eventually, northward to the San Joaquin Valley.

The City is connected to other regional centers by scheduled transit service provided by South Coast Area Transit (SCAT), and locally by the Ojai Trolley. A regional airport is located in nearby Oxnard. Significantly, Ojai is a major regional visitor destination and is served by numerous tour bus operators primarily out of the Los Angeles area. Relatively few trucks use the local highways.

Historically, life in Ojai has centered around the local private schools, farms and ranches. The area has always been known as both a center for artists and writers, and a bedroom community to nearby employment centers in Ventura. In the 1960s and 70s, newcomers from Los Angeles and other cities seeking a rural lifestyle and including both young and retired people changed the flavor of the city and surrounding areas.

Why does Ojai need a Bicycle and Pedestrian Master Plan? One reason is the continuing change from a strictly agricultural town to a residential community and visitor attraction. Simply put, visitors desire to get out of their cars and walk or bicycle on the quiet streets and around the historic downtown. In order to attract and extend the stay of visitors, the walking and bicycling environment in Ojai must be enhanced. Having a planning document that identifies facility priorities will enable the city to create an attractive and usable infrastructure.

Another reason is the enjoyment and quality of life for the residents of Ojai. Since walking and bicycling are some of the most popular forms of recreational activity in the United States (with 84% walking and 46% of Americans bicycling for pleasure), we can assume that about 6,775 residents in Ojai walk and 3,710 bicycle purely for pleasure at least occasionally.

Safety is a primary reason to improve bicycling conditions in Ojai. Concerns about safety are the single greatest reason people don't commute by bicycle, according to a 1991 Lou Harris Poll. Addressing those concerns for pedestrians and bicyclists through physical and program improvements is another major objective of the Master Plan.

What are the Four Issues that Ojai must address to become a Pedestrian and Bicycle Friendly City?

Safety, access, quality of life, and effective implementation are imperative elements for Ojai's success as a bicycle and pedestrian-friendly city.

Safety is the number one concern of citizens, whether they are avid or casual recreational cyclists or walkers or pedestrian/bicycle commuters. For the most part bicyclists can use back streets to avoid traffic downtown. However, a consistent bicycle network with either bike lanes or wider curb lanes and signing is generally lacking in the city. In many instances historic design decisions have been made to increase vehicular traffic and/or parking capacity and speeds at the expense of bicyclists and pedestrians. The lack of a continuous sidewalk system in Ojai, especially in the older center of town, forces pedestrians and less experienced cyclists to walk or ride in the street. Mailboxes and other obstacles in the existing shoulder areas also present a safety hazard for pedestrians and bicyclists.

Access for bicyclists and pedestrians to shopping, work, recreation, school, and other destinations is somewhat hampered by the Ojai Avenue (S.R. 150) corridor. Movement across Ojai Avenue is hampered by the sheer volume of traffic (especially during the summer season) even at signalized intersections. Mid-block crossings of Ojai Ave. continue to be a problem for bicyclists and pedestrians.

This Plan urges Ojai to take measurable steps toward the goal of improving every Ojai citizen's **Quality of Life**, creating a more sustainable environment, reducing traffic congestion, vehicle exhaust emissions, noise, and energy consumption. The importance of developing a bicycle and pedestrian system that is attractive and inviting is a key element in preserving Ojai as a city where people want to live, work, and visit. The attractiveness of the environment not only invites bicyclists to explore Ojai, but more importantly, a beautiful environment helps to improve

everyone's positive feelings about the quality of life in Ojai.

Education, enforcement, engineering, and funding are the basic components of an **Effective Implementation** Program for this Master Plan. Education must be targeted to the bicyclist as well as to the motorist regarding the rights and responsibilities of the bicyclist, pedestrian, and automobile driver. Comprehensive enforcement of existing traffic and parking laws, coupled with the implementation of sound design and engineering principles for bike corridors is also critical. This plan also proposes systematic review of all new development projects, including public works efforts, to assure compliance with planning and building codes and the principles of this Master Plan. Finally, this plan proposes an aggressive strategy for obtaining grants and competing for other funding sources in order to realize the physical improvements identified as the highest priorities.

Expected Benefits of the Bicycle and Pedestrian Master Plan

Save lives. Reduce the accident and fatality rate for pedestrians and bicyclists through design standards and guidelines, education, and enforcement.

Provide needed facilities and services. Meet the demand and increased use of bicycles and walking as a means of travel around the city. With a goal of doubling bicycling and walking by 2010, the bicycle/walking commute share would increase from 243 commuters to 486 commuters--which is very close to the national average.

Improve the quality of life in Ojai. Design and build people-friendly streets, sidewalks, paths, trails, and activity centers available to everyone, and support sustainable community development. Reduce traffic congestion, vehicle exhaust emissions, noise and energy consumption by encouraging healthier and more active forms of travel. Encourage visitors to stop and enjoy Ojai on bicycle and foot.

Maximize funding sources for implementation. Equip Ojai to successfully compete for state and federal funding, by meeting the requirements of the California Bicycle Transportation Act and the Transportation Equity Act for the 21st Century (TEA-21).

Major Recommendations of the Bicycle and Pedestrian Master Plan

The Bicycle and Pedestrian Master Plan recommends the completion of a comprehensive bikeway network, new educational and promotional programs, and a sidewalk management program to be implemented over the 20-year life of the Plan. Specific short term projects that are detailed later in this report include:

1. Construct a new **Ojai Valley Trail Under Crossing** near the 'Y' to eliminate having trail users cross this busy intersection. Provide other enhancements at the intersection for those who must continue to use the crossing, possibly as part of a larger intersection re-design.

2. Conduct a neighborhood-based study of **traffic calming options** in the Arbolada which will also benefit both bicyclists and pedestrians.

3. Develop a **bike boulevard on Aliso Street** by slowing traffic, controlling traffic volumes, and making the corridor safe and enjoyable place for residents.

4. Complete a new **bicycle/pedestrian link between downtown and Soule Park**, including improvements and an extension of the Ojai Valley Trail, a new pathway on the south side of Ojai Avenue, and an enhanced bridge crossing of San Antonio Creek.

5. Implement a **sidewalk management program** in Ojai that provides minimum standards for pedestrians of all ages and abilities and a range of sidewalk options for neighborhoods to select from. Implement specific short term projects such as the Matilija Streetscape Project near the Arcade per the recommendations of the Arcade Plaza Study.

Numerous programs and smaller projects are also included in the short and mid-term list of recommended projects, and are detailed later in this report, as are specific actions that are needed to implement these projects in the next five (5) years.

1.0 Goals and Objectives

The Bicycle and Pedestrian Master Plan has been created through the diligent efforts of the City and citizens interested in improving the Ojai bicycling and walking environment. Without the sustained efforts of these people, this Plan would not have been conceived and written.

1.1 Relationship between this Plan and other Planning Efforts in Ojai

The Bicycle and Pedestrian Master Plan has the comprehensive scope and jurisdictional authority required to coordinate and guide the provision of all bicycle and pedestrian-related plans, programs, and projects. Many current planning efforts provide recommendations regarding one element or aspect of the bicycle and pedestrian networks; the task of the Ojai Bicycle and Pedestrian Master Plan is to ensure compatibility of all of these blueprints, while attending to planning for areas of the City not already targeted by other studies. The studies or planning efforts listed below have been reviewed and consulted, studied for consistency, and where appropriate, folded into Ojai's Bicycle and Pedestrian Master Plan:

Ojai General Plan (Final Land Use and Circulation Elements); LSA Associates, May 1997

The Ojai General Plan Land Use and Circulation Elements are the most recent policy documents that deal directly with pedestrian and bicycle issues. The *Land Use Element* primarily focuses on maintaining and enhancing Ojai's 'small town' character, including an objective to "provide a residential living environment that (...) Allows for a mixture of uses which support pedestrian accessibility." Community attributes are identified as one that is "not dominated by automobiles." The Land Use Element identifies constraints such as "no easy connection to walking/bicycling paths, trails or designated bicycle lanes leading into the center of town," and "large building setbacks and street-oriented parking (that) make the area unfriendly to pedestrians and bicyclists." Finally, the Land Use Element states that 'Streets are Public Spaces' in Ojai, and it specifies the need for creating safe, functional, and logical walking and cycling opportunities, and to preserve unique aspects of the community such as the Arcade in downtown, the Arbolada, the mature trees in the public right-of-way, and non-traditional 'soft' roadway edges.

The *Circulation Element* has a goal to maximize "freedom and safety of movement for pedestrians and bicycles," with objectives to "decrease dependence on single occupant automobile travel by providing a high level of pedestrian and bicycle opportunities." Plan recommendations include many items that would benefit bicyclists and pedestrians, including traffic calming measures (roundabouts, neck-downs) and a hierarchy of "bicycle and pedestrian ways designed to make it easier for residents and visitors to move, congregate, and interact with one another." A Trail Master Plan map identifies

trail support facilities for the Ojai Valley Trail, Class I Bike/Hiking Trails along San Antonio Creek, Creek Road/Fox Barranca, a connection to Meiner Oaks, and a trail across the foothills in north Ojai, Class II bike lanes numerous streets including Grand Avenue, Aliso Street, Park Road, and Maricopa Highway, and Class III bike routes. A Pedestrian Enhancement District (PED) is identified that is roughly bordered by Canada Street, Grand Avenue, Montgomery Street, and the Ojai Valley Trail.

Specific design guidelines for Class I, II, and III facilities are provided in the Circulation Element, although some of the recommended widths do not conform with current Caltrans standards. The Element addresses the issue of sidewalks by stating the need to use a "variety of sidewalk and path designs throughout the community" based on the physical characteristics of the street right-of-way. Specific Circulation Element Policies include recognizing "the difference between urban and rural land uses (e.g., requirements for construction of curbs, gutters, and sidewalks in urban, not rural areas)", preserving existing oak and other mature street trees located in or adjacent to the street right-of-way, establishing a comprehensive system of bicycle and pedestrian paths and trails, avoiding roadway and intersection improvements that will compromise the integrity of the bicycle/pedestrian system, require new developments to provide equal access to bicycles and pedestrians, and enhance pedestrian safety through new four-way stops, neck-downs at key crossings, and longer "Walk/Don't Walk" signal cycles. The Circulation Element calls for special design studies for the proposed State Highway 33/San Antonio Creek Under crossing, a Bicycle and Pedestrian Action Plan, and a Pedestrian Enhancement Guidebook. This Bicycle and Pedestrian Master Plan provides specific standards, guidelines, and actions to help achieve the goals and objectives identified in the Circulation Element.

Ventura County Bikeway Plan (1996/7)

The Ventura County Regional Bikeways Plan (1996), produced by the Ventura County Transportation Commission, contains a detailed inventory of bikeways, needs analysis, and specific recommendations. A Primary Bikeway System is proposed that includes the Ojai Valley Trail as an existing completed multi-use trail from Foster Park to Soule Park, with no cost for future improvements. The text of the Plan (p. 34) explains how the Ojai Valley Trail "follows the historic railroad alignment from Ventura to Fox Street in Ojai where pedestrian and bicycle traffic is diverted to Ojai Avenue. Equestrian traffic follows the trail to Soule Golf Course where it joins pedestrian and bicycle routes. A 20-foot wide easement presently connects the entry to the golf course and Soule County Park and the equestrian center." In reality, the paved trail for bicycle use terminates at Fox Street and bicycles must use Ojai Avenue to access Soule Park. There is no existing direct connection for bicycles, pedestrians, or equestrians between the termination of the trail at the golf course and Soule park itself, although a connection is proposed as part of this Plan. The cost of this connection, a new pathway on the south side of Ojai Avenue, and widening of the San Antonio Creek Bridge should be included in future revisions of the County Bikeways Plan.

A map entitled "Bikeways: A Guide to Biking in Ventura County 1997" was produced by the Ventura County Transportation Commission and Ventura County. The map shows existing bicycle facilities in Ojai, including Class II bike lanes on Grand Avenue and the Class I Ojai Valley Trail. The map is somewhat inaccurate in showing the alignment of the Ojai Valley Trail on the south side of Highway 150 west of the 'Y', nor does it provide useful information on recommended routes for bicyclists through the City.

1.2 Goals Of The Bicycle and Pedestrian Master Plan

Goals provide the context for the specific policies and recommendations discussed in the Bicycle and Pedestrian Master Plan. The goals provide the long-term vision and serve as the foundation of the plan. The goals are broad statements of purpose that do not provide details, but show the plan's direction and give overall guidance. Objectives provide more specific descriptions of the goal, while policy actions provide a bridge between general goals and actual implementation guidelines, which are provided in the Implementation chapters.

The following Goals and Objectives are intended to guide bicycle and pedestrian planning, design, and implementation. Note that each policy action that is addressed in this Plan is noted with a [P].

Objective 1.0 Planning

Plan for the development of bicycle and pedestrian facilities and programs as a viable alternative to the automobile.

Policy 1.0 Develop a tool to plan, design, implement, and maintain bicycle and pedestrian infrastructure in Ojai.

Actions:

1.1 Develop and adopt a Bicycle and Pedestrian Master Plan which identifies existing and future needs, and provides specific recommendations for facilities and programs over the next 20 years.[P]

1.2 Update the Plan on a regular basis (consistent with Caltrans/General Plan standards). [P]

1.3 Ensure that the Plan is consistent with all existing City, regional, state, and federal policy documents, and encourage consistency between the Plan and other General Plan elements.[P]

1.4 Encourage development concepts (such as mixed use projects) that have as a goal the reduction of the dependency on the automobile for short commute, shopping, and

recreational trips.[Land Use Element]

1.5 Maximize coordination between Ojai and neighboring jurisdictions using a Bicycle Coordinator as a means to review and comment on issues of mutual concern.[P]

Objective 2.0 Community Involvement

Involve the Community in the Planning and Implementation of the Bicycle System.

Policy 2.0 Encourage public participation through local coordination with City staff.

Actions:

2.1 Identify a part time bicycle/pedestrian coordinator whose responsibility it is to (a) provide support to the public, (b) act as a liaison to the City, (c) act as a liaison to local bicyclists, the media, and the community in general, (d) review and/or complete funding applications, and (e) provide inter-departmental coordination.[P]

2.2 The City is committed to involving the community and specific neighborhoods in the development of all projects. In some cases, it may be appropriate to install proposed improvements on a temporary basis as a demonstration of the benefits and impacts.[P]

2.3 Build coalitions with local clubs and organizations and businesses that the bicycle and pedestrian system serves.[P]

Objective 3.0 Opportunities

Utilize existing resources in Ojai.

Policy 3.0 Build upon the existing bikeway and pedestrian system and programs in Ojai.

Actions:

3.1 Identify existing and proposed bike paths, lanes, and routes, sidewalks, walkways, and develop a city-wide system to maximize use to the extent feasible.[P]

3.2 Encourage the use of existing natural and manmade corridors such as creeks, barrancas, and other corridors for future bike path and pedestrian alignments.[P]

3.3 Identify existing bicycle education programs and target future expansion as need warrants.[P]

3.4 Explore the feasibility of multi-use pathways (bike paths) along San Antonio Creek, Fox Barranca, and other routes as identified in the General Plan Circulation Element. [P]

Objective 4.0: Facility Design

Provide opportunities for all people in Ojai to ride to work, school, or play.

Policy 4.0 Develop a city-wide bicycle and pedestrian system which meets the needs of commuter and recreational users, helps reduce vehicle trips, and links residential neighborhoods with local and regional destinations.

Actions:

4.1 Develop a commuter system which provides direct routes between residential neighborhoods and regional employment centers, transit/trolley stops, and schools.[P]

4.2 Develop a recreational system which uses lower traffic volume streets, off-street bike paths, and serves regional historic and natural destinations.[P]

4.3 Develop a city-wide system that is no further than one half (1/2) mile from any residential neighborhood in Ojai, and provides opportunities for local connections to the city-wide system.[P]

4.4 Develop a bicycle and pedestrian network which balances the need for directness with concerns for safety and user convenience. Where needed, develop a dual system which

serves both the experienced and inexperienced bicyclist, and separates bicyclists, pedestrians, and other recreational users.[P]

4.5 Consider opportunities for including bicycle lanes on collectors where width of the street, traffic volumes, and service to major activity centers are appropriate.[P]

4.6 Use and supplement design guidelines to outline development standards for bike lanes and paths to encourage a safe and inviting environment.[P]

4.7 Create connections between bike lanes, pedestrian nodes, and other transportation nodes.[P]

4.8 The City should develop criteria for installing traffic calming devices such as traffic roundabouts, channelization, neck-downs, pedestrian refuge islands, T-intersections, modified designs for travel lanes, and reduction in street widths where significant through traffic impacts low density residential areas. These devices should only be installed where desired by residents and where a demonstrated need exists and where compatible with the access needs of emergency vehicles. Installation design and priority should consider equity between different neighborhoods.[Circulation Element]

4.9 Identify the appropriate type of sidewalk/pathway in different Ojai neighborhoods with the objective of providing an off-street facility for pedestrians while preserving mature oak and other street trees and the overall rural feeling of the City.

4.10 Provide pedestrian facilities on all streets in the Ojai pedestrian zone that meet existing ADA and City standards. Provide neighborhoods with several options to meet this requirement, including a variety of surface types and methods of preserving mature street trees and street edge treatments. [P]

4.11 Refine the design guidelines in the Circulation Element to be consistent with established standards, and develop a feasibility study of proposed pathway and bike lanes/routes. [P]

Objective 5.0: Multi-Modal Integration

Integrate Bicycles and Walking Modes into other Alternative Modes

Policy 5.0 Maximize multi-modal connections to the bicycle and pedestrian system.

Actions:

5.1 Ensure that the city-wide system is integrated into existing transit/trolley stops and services in Ojai.[P]

5.2 Work with local and regional transit agencies to install bike lockers and racks where possible, and to maintain bike racks on buses.[P]

Objective 6.0: Safety and Education

Maximize pedestrian and bicycle safety in Ojai.

Policy 6.0 Improve bicycle and pedestrian safety conditions in Ojai.

Actions:

6.1 Monitor bicycle and pedestrian-related accident levels regularly, and target a 40 - 50% reduction on a per capita basis over the next twenty (20) years.[P]

6.2 Develop a comprehensive bicycle education and safety program that is taught to all school children in Ojai.[P]

6.3 Develop a system for identifying, evaluating, reporting, and responding to maintenance and safety problems on the existing bikeway system.[P]

6.4 Incorporate bicycle and pedestrian safety curriculum into existing motorist education and training.[P]

6.5 Local streets shall be posted at a maximum speed of 25 miles per hour, except where a lower speed is dictated by safety and allowable by law.[Circulation Element]

6.6 Coordinate with the Ojai Police Department to determine strategies of education and enforcement.[P]

6.7 Evaluate existing traffic controls (Stop signs, crosswalks, walk cycles) to ensure that adequate facilities are being provided in Ojai. [P]

6.8 Provide for appropriate and safe walking conditions on all streets in Ojai. [P] [See 4.10]

6.9 Utilize local police bike patrol units to monitor bikeways and enforce bicycle-related laws and educate the community on safe and proper bicycle use.

Objective 7.0 Phasing

Target Improvements for those Areas with the Highest Need and Benefit

Policy 7.0 Develop detailed and ranked improvements in the Bicycle Master Plan.

Actions:

7.1 Identify the top five (5) bicycle and pedestrian improvements to be completed in the short to mid term (Primary System) based on a variety of objective and subjective criteria, including number of activity centers served, closure of critical gaps, immediate safety hazards, existing bicycle use, and input from the public and staff.[P]

7.2 Develop detailed implementation information on each recommended segment, including length, classification, adjacent traffic volumes and speeds, environmental impact, activity centers served, cost, and overall feasibility.[P]

7.3 Develop prototype cross sections and plans for the design of bikeways and pedestrian facilities that meet state and federal standards.[P]

7.4 Complete needed design and feasibility work on all proposed bicycle facilities in order to determine the accurate cost and other implementation information.

7.5 Develop education and maintenance programs which may be adopted by local jurisdictions.[P]

Objective 8.0 Support Facilities and Programs

Maximize bicycling and walking as a transportation mode in Ojai.

Policy 8.0 Develop a coordinated strategy to develop support facilities and programs in Ojai.

Actions:

8.1 Develop and update a bikeway map for public distribution that shows existing and recommended bicycle routes.[P]

8.2 Sponsor annual bicycle, running, and hiking events such as Bike to Work Day and adult safety courses in conjunction with regional efforts.[P]

8.3 Promote use of bicycles as a safe and convenient alternative mode of transportation.[P]

8.4 Amend parking ordinance to require adequate and appropriately located bicycle parking to meet demand.[P]

8.5 Develop a unique and distinctive logo for the Ojai Bikeway System and locate on citywide system along with appropriate directional and warning signs.

Objective 9.0 Funding

Maximize the amount of funding to implement the proposed bicycle system within a prudent budgetary plan.

Policy 9.0 Maximize the amount of state and federal funding for bicycle and pedestrian improvements that can be received by Ojai.

Actions:

9.1 Identify current regional, state, and federal funding programs, along with specific funding requirements and deadlines.[P]

9.2 Encourage multi-jurisdictional funding applications.[P]

9.3 Develop a prioritized list of improvements along with detailed cost estimates, and identify appropriate funding sources for each proposal.[P]

9.4 Include bicycle and pedestrian improvements in the City's Capital Improvement Plans.[P]

9.5 Identify funding that provides a path along the proposed creek and other alignments and supports the connections to the pathway from the surrounding neighborhoods.[P]

9.6 Develop mitigation standards for all major residential and commercial development projects to provide bike and pedestrian improvements or a donation into a transportation improvement fund.[P]

9.7 Encourage private and corporate donations and grants that may be used to support bicycle/pedestrian facilities and programs.

Objective 10.0 Implementation and Maintenance

Implement the Proposed Bicycle and Pedestrian System

Policy 10.0 Anticipate impacts of future developments along existing and proposed bicycle and pedestrian improvements.

Actions:

10.1 Examine the adopted land use element to determine areas of potential growth and development in the City. Be aware of development projects that are submitted for review and examine possible impacts these developments might have along existing and proposed bicycle corridors, and require dedication of land and development of project when

feasible.[P]

10.2 Develop policies for new developments which ensure that non-motorized user's needs are incorporated into new neighborhoods and with new/modified roadways, including providing access points to existing and proposed bicycle and pedestrian facilities, on-street bicycle facilities for bicyclists, and proper roadway crossings where new streets will cross existing and proposed bikeways.[P]

10.3 Encourage Caltrans to provide pedestrian/bicycle crossings at appropriate locations across S.R. 150 and 33. In cases where new development would benefit from such crossings, the private development may be requested/required to participate in the cost of the crossing.[P]

10.4 Create incentives for use of alternative modes of transportation during review of new development projects.[P]

10.5 Permit the use of Travel Demand Management (TDM) programs for employment sites of more than 20 employees to mitigate traffic impacts. Voluntary TDM programs for all employers should be encouraged.[Circulation Element]

10.6 Consider requirements to have new developments to provide pedestrian facilities as designated in this Plan. Attention to sidewalk and traffic calming improvements should be prioritized in the Capital Improvement Program.[Circulation Element]

10.7 Work with property owners to properly maintain sidewalks on their property.[Circulation Element]

Objective 11.0 The Downtown

Enhance Downtown Ojai for Bicyclists and Pedestrians

Policy 11.0 **Identify a Downtown bicycle and pedestrian network along with access points to shopping areas and adjacent neighborhoods**

Actions:

11.1 Provide bicycle and pedestrian access between Downtown and adjacent residential neighborhoods, where feasible.[P]

11.2 Utilize traffic calming devices to enhance the safety, accessibility and internal movement for bicyclists.[P]

2.0 Existing Conditions

2.1 Definition of Bikeways

Bikeways are described by Caltrans in Chapter 1000 of the Highway Design Manual as being one of three basic types (see Figure 1).

- **Class I Bikeway** Variously called a bike path or multi-use trail. Provides for bicycle travel on a paved right of way completely separated from any street or highway.
- **Class II Bikeway** Referred to as a bike lane. Provides a striped lane for one-way travel on a street or highway.
- **Class III Bikeway** Referred to as a bike route. Provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing.

Other types of unofficial bicycle facilities relevant to Ojai include:

- **Shoulders** Where official bike lanes may not be feasible, enhanced shoulders with striping help to identify an area for bicyclists and pedestrians.

2.2 Existing Bicycle Facilities

The existing Ojai bikeway system is shown in Table 1 and consists of approximately 3.1 miles of Class I bike path (Ojai Valley Trail) and 1.4 miles of shoulder improvements on Grand Avenue. While an unpaved pathway is provided along Cuyama Road, it does not meet the criteria for a Class I bike path.

Table 1
Existing Ojai Bikeway Facilities

Segment	*Classification*	*Length (miles)*
Ojai Valley Trail/Libbey Park Extension	I	3.1
Grand Avenue	shoulders	1.4

A lack of a completed bikeway system does not mean that people are not riding. The bicycling community--ranging from experienced club riders to school children--has developed its own system of streets and routes which provide connectivity and safety for their purposes. Key observations on existing bicycling conditions include:

- Ojai is an ideal bicycling environment. The small size, climate, and topography mean that

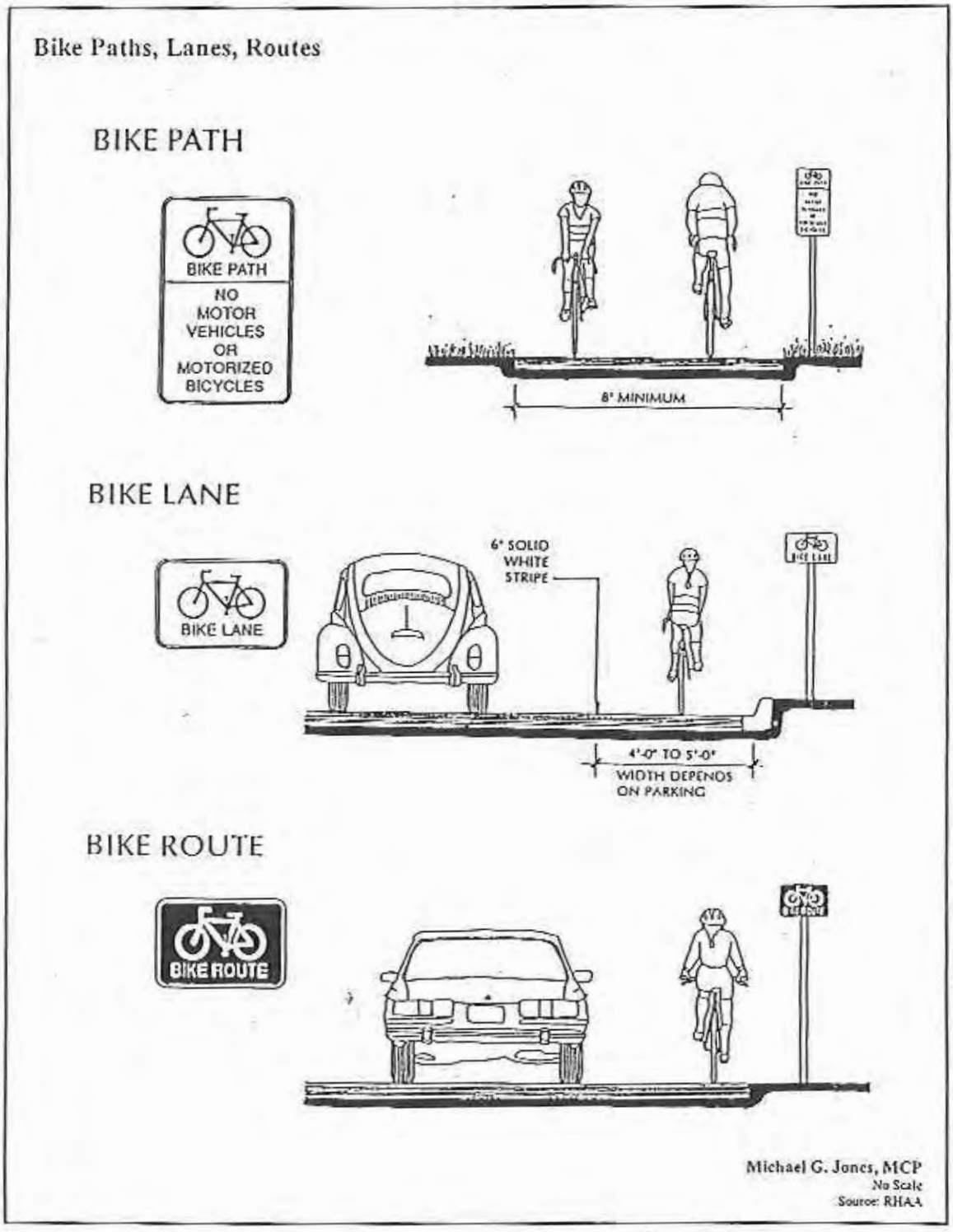


Figure 1: Class I, II, and III Bikeways

all residents are within a few minutes bicycle ride of all destinations, whether they be for work or play.

- State Route 150 (Ojai Avenue) running east-west through the heart of the city effectively acts as a barrier due to the heavy traffic volumes and relatively few protected intersections. In addition, Highway 33 (Maricopa Highway) acts as a barrier for people bicycling between Ojai and Meiners Oaks. These same highways also serve as the primary connectors to the regional system.

- Grand Avenue, Cuyama Road, El Roblar Drive, El Paseo Road, and Aliso Street serve as the prime transverse routes through the city. In certain parts of the city, these roadways often do not provide usable shoulders which serve to constrain bicycle riding.

- Local north-south streets in Ojai such as Foothill Road, Canada Street, Signal Street, Montgomery Street, Ventura Street, Fulton Street, and Park Road generally provide good bicycling routes, although few have protected crossings of Ojai Avenue.

- The middle school, high school, and private preparatory schools are located such that many students who walk or ride a bicycle must cross either Ojai Avenue or Maricopa Highway. Observations of students also revealed a substantial number of bicyclists riding on the wrong side of the street and crossing major streets at unprotected locations.

- The Ojai General Plan Circulation Element cites a desire to provide a more bicycle and pedestrian-friendly environment. This could be supplemented by other improvements such as providing bike parking and signage near destinations such as shops and City Hall.

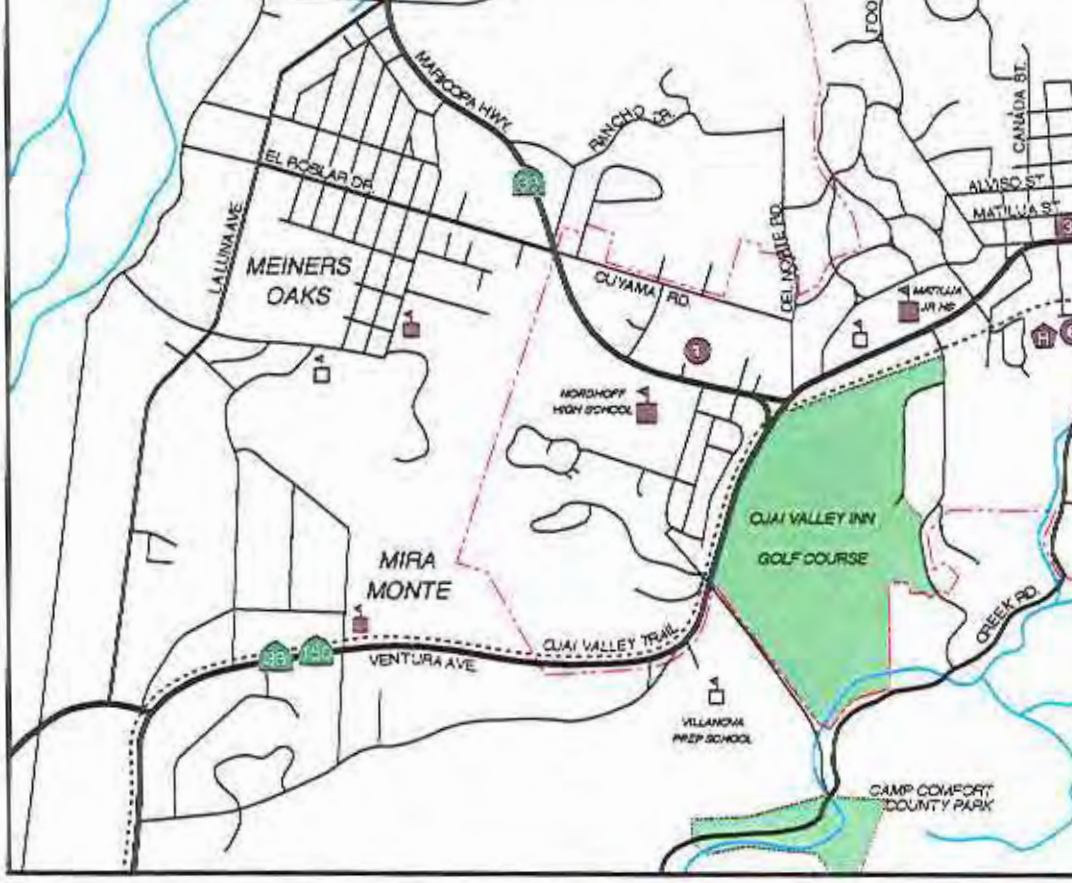
Existing bicycle facilities and major activity centers in and around Ojai are shown in Figure 2.

2.3 Definition of Pedestrian Facilities

Pedestrian facilities are not distinctly covered in the Caltrans Highway Design Manual, and there are no absolute standards for their design. Instead, local jurisdictions, including Ojai, have adopted commonly employed engineering standards as part of local street cross sections.

The City of Ojai's General Plan Circulation Element (May 1997) has gone further than any document so far in providing a framework for pedestrian facility planning for Ojai. In its *Trails Master Plan*, both Bike/Pedestrian Paths and Equestrian & Hiking Trails are called out and mapped. The proposed standard for these off-street facilities is a 10-foot right-of-way design. Depending on the facility, pedestrians would share this width with equestrians or bicyclists.

Several miles of planned Class I facilities are called out in the *Trails Master Plan*, all supplementing the existing Ojai Valley Trail, which runs from Fox Street for bicyclists and Bryant Street for equestrians to Foster Park in Casitas Springs. The planned facilities include:



Ojai Bike/Pedestrian Master Plan

FIGURE 2

EXISTING CONDIT

The San Antonio Creek trail (Grand Avenue through Camp Comfort);
Thacher Creek Trail (San Antonio Creek confluence to Boardman Road);
Saddle Lane Loop (portions of Creek Road, Ojai Valley Country Club edge, Creek Road);
Boardman Road Trail (Soule Park to Grand Avenue);
Gridley Road Trail (San Antonio Creek to Grand Avenue);
Fox Creek Trail (between Grand Avenue and the Ojai Valley Trail)
Libbey Park/Montgomery Street Trail;
Blanche Street Trail;
Nordhoff High/Besant Road Trail

The Circulation Element also establishes a **Pedestrian Enhancement District** (see Circulation Element map on the following page), which "delineates an area in the community where the movement of pedestrians is an important aspect of the area's character." It further establishes that

New development and public improvements within this area will be designed to favor pedestrian circulation., Typical improvements are to include: pedestrian oriented signage, street furniture and landscaping; wide and enhanced sidewalk paving; prominent pedestrian street crossings; and narrowed street sections.

In fact, the existing pedestrian system is much more extensive than the bicycle system, because it is has been integrated albeit sporadically with street design through the provision of formal, grade-separated sidewalks in many locations throughout the City. City-adopted typical street cross-sections (design standards) call for sidewalks for most situations. As a result of this longstanding practice, formal sidewalks have been developed, albeit inconsistently, throughout Ojai as part of the street system. Most of such sidewalks are paved with concrete at a width of four to six feet. Some of the sidewalks incorporated into commercial streets such as Ojai Avenue measure up to ten feet in width.

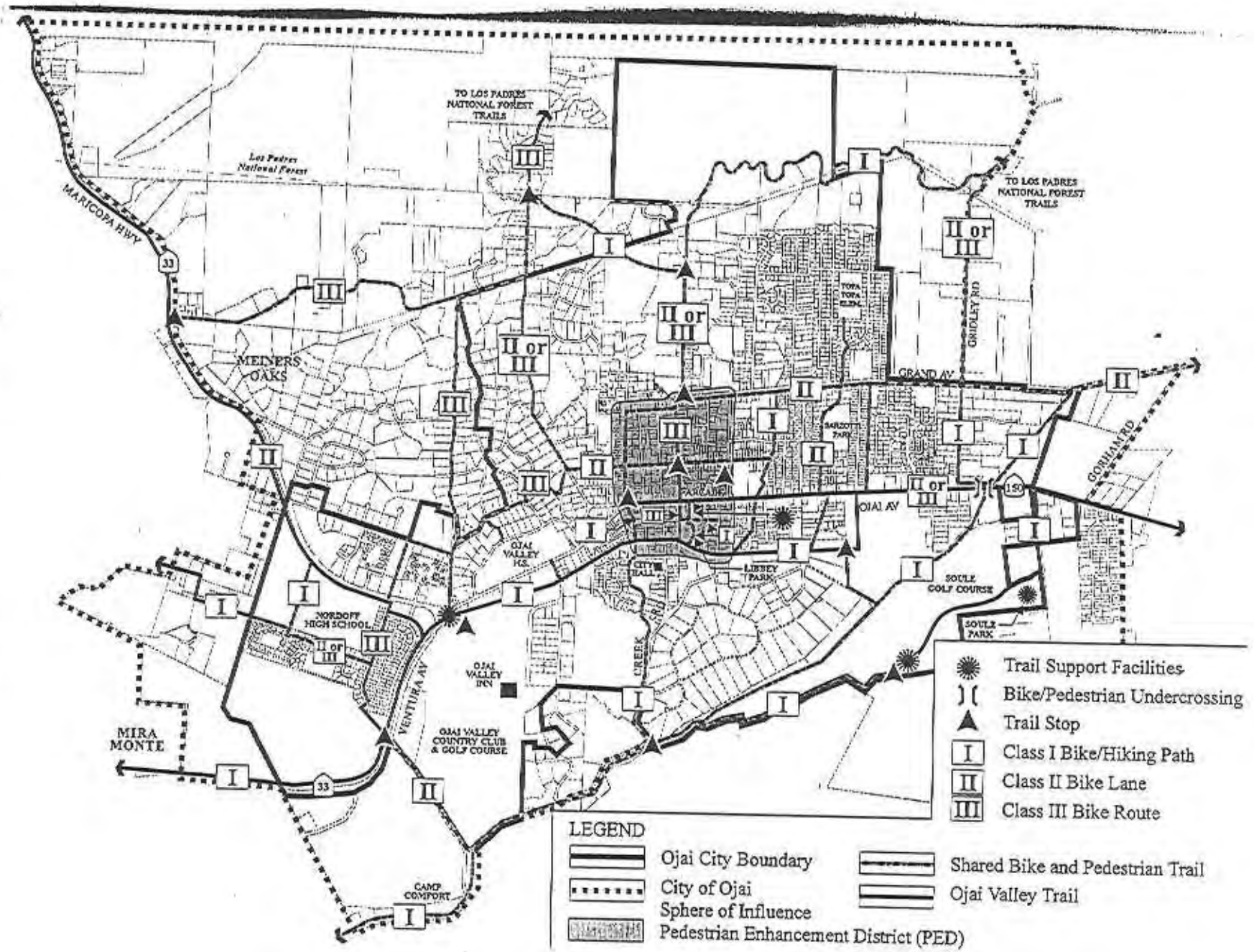
The following is a characterization of the existing pedestrian facilities that borrows in part from the bicycle classification system:

- **High Service Pedestrian Facilities** These facilities are areas of the public domain that are identifiable as special precincts for pedestrians. They would typically be areas that have an eight foot or greater pedestrian pathway or corridor, include special buffering from the travel lanes or parking areas, and would include pedestrian-enhancing features, such as special pavement, covered walkways, seating areas, or landscaping.

- **Class I: Buffered Sidewalks** Sidewalks measuring at least six feet in width and designed with a landscaped strip buffer area between the walking path and the curb.

- **Class II: Paved Sidewalks** Sidewalks measuring at least four feet in width and designed immediately adjacent to the curb.

- **Class III: Unpaved Curb-Separated Path** Unimproved pedestrian paths that use a portion of



Insert A: Pedestrian Zone Map

the public right of way at a distance of at least two feet from the roadbed.

Other types of unofficial pedestrian facilities relevant to Ojai include:

- **Shoulders** Where no official pedestrian facilities exist, and pedestrians use the paved street area in combination with vehicles and bicycles. Obstructions, such as landscaping encroaching into the right-of-way, parked vehicles, or bridge curbs at drainage crossings.

2.4 Existing Pedestrian Facilities

Ojai includes some of the best examples of pedestrian facilities, as well as some prime examples of facility deficiencies. Examples of **High Service Pedestrian Facilities** in Ojai include the Arcade, and the plazas joining the arcade shops, the walkway fronting Libbey Park, and the Ojai Valley Trail.

Examples of **Class I: Buffered Sidewalks** include portions of Montgomery Street north of Ojai Avenue.

Examples of **Class II Paved Sidewalks with no Buffer** include portions of Signal Street north of Ojai Avenue, and portions of Aliso Street east of Signal Street.

Examples of **Class III Unpaved Curb-Separated Path** include portions of Grand Avenue.

Examples of unprotected **Shoulders** include portions of Grandview south of Mountain View, portions of Aliso near Mallory and Cuyama Road.

2.5 Sidewalk Conditions

An inventory and review of existing streets in Ojai reveals that sidewalks are intermittent in the older part of town, non-existent in neighborhoods such as the Arbolada, and typically provided on both sides of the street in neighborhoods built since the 1960s. A review of corridors such as Aliso Street in the older part of Ojai reveals that sidewalks are missing on about 50% of the street frontages, and that where they are missing there are either mature trees, mail boxes, landscaping, fences, and/or culverts that often prevent pedestrians from using the public right-of-way.

The City of Ojai has been requiring property owners to provide concrete curb, gutter, and sidewalks as part of the permit review process, which has resulted in short sections of sidewalk being constructed around the older part of the town. Resident concerns have been expressed about this approach to constructing sidewalks, both in the suburban design style and dysfunctional shorter sections which serve no practical purpose. The issue of obstacles in the public right-of-way is also frequently heard. The U.S. Post Master in Ojai has stated that the City is a rural route and that mail boxes must be located in the public right-of-way. It is a stated City policy to preserve mature street trees, which are typically in the area where a sidewalk would be provided. Finally, private use of the public right-of-way for landscaping and other purposes has a historical context and is not easily resolved. The sidewalk issue has been addressed later in this report that deals directly with these existing conditions.

2.6 Relevant Legislation and Policies

Aside from the City's own General Plan which identifies specific goals and policies that are relevant to the bicycle master plan, there are several other city, state, regional, and federal requirements for master plans which are primarily related to funding.

The Ojai Bicycle and Pedestrian Master Plan should be consistent with the Ventura County Regional Bicycle Master Plan, especially since the VCTC is the main funding conduit for bikeway funds into Ojai. The Regional Plan identifies a Primary Bikeway System that includes the Ojai Valley Trail plus an extension of the trail from Foster Park to Soule Park--identified as 'completed' within an existing 20-foot wide easement in the Plan. No other regional facilities are proposed in or around Ojai as part of the Regional Plan.

Caltrans has played an oversight and review role for ISTEA funding programs for bicycle projects. The Transportation Efficiency Act for the 21st Century (TEA-21) provides many of the same programs oriented to bicycles as did ISTEA--with even with more money available for bicycle and pedestrian projects. All of these bicycle funding programs require approval of a Bicycle Master Plan with specified elements in order to qualify for the program.

On a state level, according to the California Bicycle Transportation Act (1994), all cities and counties should have an adopted bicycle and pedestrian master plan that contains:

- Estimated number of existing and future bicycle commuters
- Land use and population density
- Existing and proposed bikeways
- Existing and proposed bicycle parking facilities
- Existing and proposed multi-modal connections
- Existing and proposed facilities for changing and storing clothes and equipment
- Bicycle safety and education programs
- Citizen and community participation
- Consistency with transportation, air quality, and energy plans
- Project descriptions and priority listings
- Past expenditures and future financial needs

In addition to these required elements, the ***Caltrans Highway Design Manual*** contains specific design guidelines which must be adhered to in California. 'Chapter 1000: Bikeway Planning and Design' of the Manual sets the basic design parameters of on-street and off-street bicycle facilities, including mandatory design requirements.

2.7 Bicycle Parking

Bicycle parking includes bike racks, lockers, and corrals. Racks are low cost devices that typically hold about 8 bicycles, allow bicyclists to securely lock their frames and wheels, are secured to the ground, and are located in highly visible areas. Bike lockers are covered storage units that typically accommodate one bicycle per locker, and provide additional security and protection from the elements. Bike racks are most often found in commercial areas where regular commuters can take advantage of the multi-modal connections and feel safe in leaving their bicycle. Bike corrals can be found at schools, stadiums, special events, and other locations, and typically involve a movable fencing system that can safely store numerous bicycles. Security is provided by either locking the enclosure or locating it near other activities so that it can be supervised.

A field review of Ojai conducted by volunteers revealed bike racks for bicyclists at parks, schools, and a few locations downtown. The Draft Bicycle Parking Plan identified 10 racks with 73 spaces on Ojai Avenue (Fox to Canada), Matilija, Signal, and Montgomery Streets. Otherwise, bicyclists visiting stores, restaurants, places of employment, and community facilities are largely left to their own devices to temporarily store their bicycles. The lack of secure parking has become a major consideration in Ojai and around the country, the result of the increased value of bicycles. The City has recently secured a grant to provide bicycle parking which will address many of these deficiencies. Most bicycles today range in value from $350 to over $2,000. Bicycles are one of the top stolen items in all communities, with components being stolen even when a bicycle is securely locked. Specific recommendations on the bicycle storage type, amount, location, and other details are provided in the ensuing chapters.

A draft report entitled *"Bicycle Parking in Ojai"* was produced by the Ojai Bicycle Coalition which provided a wealth of information and recommendations. The report will be used as an informational resource in helping to determine needs for providing bike parking in conjunction with new development and/or redevelopment projects. It has not been approved by the City Council and has no force of law. The report is included in the Appendix of this Master Plan.

The draft report recommends the bulk purchase of 30 racks by the City to be located in coordination with the Coalition and this Master Plan. The racks would be resold to building owners as part of an overall bicycle parking requirement. The Plan also identified a need for 54 additional racks and 170 spaces on Ojai Avenue, Matilija, Signal, and Montgomery. The *Bicycle Parking in Ojai* report serves as an informational resource for the implementation of bike racks in Ojai. Actual bike rack implementation, as indicated in the Master Plan, will be accomplished as demand warrants.

3.0 Needs Analysis

A public workshop was held in Ojai on April 27, 1998, with the purpose of identifying bicycling and pedestrian needs. Attendees were asked to comment verbally and on a written survey. They were also asked to show on large-scale maps of the City their current riding habits and views on bicycling opportunities and constraints in Ojai. Results of the surveys, workshop and subsequent correspondence and field review are presented below.

Bicycle Survey Results

1. Bicycle ownership:	0 bicycles	12%
	1	44%
	2	12%
	3+	31%
2. Type of Bicycle:	BMX/Mtn.Bike	44%
	Road	25%
	Cruiser	31%
	Recumbent	6%
3. Bicycling levels:	1x or more per day	14%
	1-6x/week	71%
4. Trip purpose:	recreation	40%
	shopping	33%
	work	19%
	school	7%

5. Reason why you don't ride or ride more often:

Safety	20%
distance/time	11%
lack of bike parking	17%
weather/darkness	17%
need access to car	20%

6. Top constraints:	The "Y"	14%
	Arbolada	10%
	Lack of paths/lanes	8%
	Ojai Ave. Bridge	6%
	Ojai/Montgomery	6%

Creek Road	6%
Ojai Ave.	4%
Matilija	4%
Ojai/Drown	4%
Cuyama	4%
Car speeds	4%
Traffic volumes	4%
No racks on buses	4%
Lack of bike parking	4%

7. Most Popular Routes:

Ojai Valley Trail	10%
Grand	7%
Foothills/shelf road	6%
Cuyama	5%
Arbolada Connection	5%
Ojai Ave. (East)	5%
Aliso	5%
Signal	5%
Canada	3%
Gridley	3%

Pedestrian Survey Results:

1. Walking trips per week:

0-1	16%
2-4	33%
5-6	50%
7+	0%

2. Primary disincentives?

Time	100%
Safety	0%
Distance:	0%

3. Destinations:

Grocery/shopping	24%
Mail	12%

Exercise	12%
Following added under 'other' category:	
Meetings	12%
Restaurants	6%
School	6%
Friends	12%
Work	12%
Errands	6%%

4. How far are you willing to walk: 18 minutes (average)

5. Pedestrian facilities in Ojai are:

Adequate	20%
Lacking	80%

6. If you believe pedestrian facilities are inadequate, are there specific areas of concern?

Responses:

Discontinuity of sidewalks
Lack of paths or sidewalks (ex. Arbolada)
Obstacles in pathways (mailboxes, utility poles)
Width of pathways (not wide enough for two abreast)
No midblock crossings
Nighttime feels unsafe

7. In the design of new pedestrian facilities or improvements to existing facilities, what are the most important design considerations?

Responses:

Visibility of pedestrians to motorists
Presence of non-automobile community (skaters, cyclists)
Cultural change of commuting out of Valley
Heat (need more shade)
Spotty sidewalks
Lack of paths in rural neighborhoods
Lack of wheelchair ramps

Crossing highway sometimes difficult
Small town design: simple and understated vs. big and flashy
Lots of seniors would walk if system were not so disjointed
Lots of trees near walkways. Keep trees, swerve sidewalks around them
Concrete curb and gutter is not necessary in all places
Better lighting
Better walking areas

These results plus many individual comments represent a summary and sample of opportunities and constraints in Ojai, and will be used to help create a bicycle and pedestrian system and program.

Reviewing the needs of pedestrians is useful in achieving the General Plan goal of creating a more walkable, and therefore livable, community. In concert with the goals of bicycle planning, it can be useful in pursuing competitive funding and attempting to quantify future usage and benefits to justify expenditures of resources.

3.1 Commuter and Recreational Bicycle Needs

The purpose of reviewing the needs of recreational and commuter bicyclists is twofold: (a) it is instrumental when planning a system which must serve both user groups and (b) it is useful when pursuing competitive funding and attempting to quantify future usage and benefits to justify expenditures of resources. According to a May 1991 Lou Harris Poll, it was reported that *"...nearly 3 million adults--about one in 60--already commute by bike. This number could rise to 35 million if more bicycle friendly transportation systems existed."* In short, there is a large reservoir of potential bicyclists in Ojai who don't ride (or ride more often) simply because they do not feel comfortable using the existing street system and/or don't have appropriate bicycle facilities at their destination.

Key general observations about bicycling needs in Ojai include:

- **Bicyclists are typically separated between experienced and casual riders.** The U.S. Department of Transportation identifies thresholds of traffic volumes, speeds, and curb lanes where less experienced bicyclists begin to feel uncomfortable. For example, on an arterial with traffic moving between 30 and 40 miles per hour, less experienced bicyclists require bike lanes while more experienced bicyclists require a 14 or 15 foot wide curb lane.

- **Casual riders include those who feel less comfortable negotiating traffic.** Others such as children and the elderly may have difficulty gauging traffic, responding to changing conditions, or moving rapidly enough to clear intersections. Other bicyclists, experienced or not, may be willing to sacrifice time by avoiding heavily traveled arterials and using quieter

side streets. In some cases, casual riders may perceive side streets (or sidewalks) as being safer alternatives than major through routes, when in fact they may be less safe. Other attributes of the casual bicyclist include shorter distances than the experienced rider and unfamiliarity with many of the rules of the road.

The casual bicyclist will benefit from route markers, bike lanes, wider curb lanes, and educational programs. Casual bicyclists may also benefit from marked routes which lead to parks, museums, historic districts, and other visitor destinations.

- **Experienced bicyclists include those who prefer the most direct, through route between origin and destination, and a preference for riding within or near the travel lanes.** Experienced bicyclists negotiate streets in much the same manner as motor vehicles, merging across traffic to make left turns, and avoiding bike lanes and shoulders that contain gravel and glass. The experienced bicyclist will benefit from wider curb lanes and loop detectors at signals. The experienced bicyclist who is primarily interested in exercise will benefit from loop routes which lead back to the point of origin.

- **Bicycles themselves range in cost from about $350 to over $2,000 for adult models** (1998 Figures). The most popular bicycle type today is the hybrid mountain bike or BMX. These relatively light weight bicycles feature wider knobby tires that can handle both on-road and off-road conditions, from 10 to 27 gears, and up-right handlebars. Advanced versions have features such as front and rear shocks to help steady the rider on rough terrain. The 10-speeds of years past has evolved into a sophisticated ultra-light 'road bicycle' that is used primarily by the serious long distance adult bicyclists. These expensive machines feature very narrow tires that are more susceptible to flats and blow-outs from debris on the roadway.

- **Who rides bicycles?** While the majority of Americans (and Ojai residents) own bicycles, most of these people are recreational riders who ride relatively infrequently. School children between the ages of about 7 and 12 make up a large percentage of the bicycle riders today, often riding to school, parks, or other local destinations on a daily basis weather permitting. The serious adult road bicyclist who may compete in races, 'centuries' (100 mile tours) and/or ride for exercise makes up a small but important segment of bikeway users, along with serious off-road mountain bicyclists who enjoy riding on trails and dirt roads. The single biggest adult group of bicyclists in Ojai is the intermittent recreational rider who generally prefers to ride on pathways or quiet side streets.

3.1.1 Bicycle and Pedestrian Commuter Needs and Benefits

Bicycle Commuter Needs

Commuter bicyclists in Ojai range from employees who ride to work to a child who rides to school. Millions of dollars nationwide have been spent attempting to increase the number of people who ride to work or school, with moderate success. Bicycling requires shorter commutes, which runs counter to most land use and transportation policies which encourage people to live farther and farther from where they work. Access to transit helps extend the commute range of cyclists, but transit systems also face an increasingly dispersed live-work pattern which is difficult to serve. Despite these facts, Ojai has a great potential to increase the number of people who ride to work or school because of (a) the small size of the city, (b) moderate density residential neighborhoods near employment centers, (c) a favorable topography and climate, and (d) a high percentage of work trips that are less than 15 minutes.

Key bicycle commuter needs in Ojai are summarized below.

- Commuter bicycling typically fall into one of two categories: (1) adult employees, and (2) younger students (typically ages 7-15).
- Commuter trips range from several blocks to 1 or more miles.
- Commuters typically seek the most direct and fastest route available, with regular adult commuters often preferring to ride on arterials rather than side streets.
- Commute periods typically coincide with peak traffic volumes and congestion, increasing the exposure to potential conflicts with vehicles.
- Places to safely store bicycles is of paramount importance to all bicycle commuters.
- Major commuter concerns include changes in weather (rain), riding in darkness, personal safety, and security.
- Rather than be directed to side streets, most commuting adult cyclists would prefer to be given bike lanes or wider curb lanes on direct routes.
- Unprotected crosswalks and intersections (no stop sign or signal control) in general are the primary concerns of all bicycle commuters.
- Commuters generally prefer routes where they are required to stop as few times as possible,

thereby minimizing delay.

- Many younger students (ages 7-11) use sidewalks for riding to schools or parks, which is acceptable in areas where pedestrian volumes are low and driveway visibility is high. Where on-street parking and/or landscaping obscures visibility, sidewalk riders may be exposed to a higher incidence of accidents. Older students (12 years or older) who consistently ride at speeds over 10 mph should be directed to riding on-street wherever possible.

- Students riding the wrong-way on-street are common and account for the greatest number of recorded accidents in California, pointing to the need for safety education.

Pedestrian Commuter Needs

- Pedestrians can be separated between the healthy adult versus children, the elderly, and the disabled. Key differences are based on the ability to judge on-coming traffic, to be seen, to detect signals, and the speed with which they cross intersections. Pedestrian commuters, like bicyclists, are primarily concerned with connectivity. The casual pedestrian is more interested in the immediate landscape, protection from the elements, visual interest, places to rest, and protection from traffic. One common attribute of popular pedestrian areas are that motor vehicle movement is either completely restricted or severely slowed down.

Key general observations about pedestrian needs in Ojai include:

Ojai has high quality pedestrian core area that can serve as a basis for a pedestrian system. The small town character of central Ojai, combined with high quality pedestrian spaces such as the Arcade, Libbey Park, and the Ojai Valley Trail serve as excellent points of departure for a City pedestrian system. Such a notion is recognized in the Circulation Element, which establishes a Pedestrian Enhancement Zone in the downtown.

Discontinuous connections in the sidewalk system inhibit pedestrian functionality. Ojai's streets exhibit many instances of discontinuous sidewalk systems, which studies have shown to be the second largest deterrent to walking.[1] The same study says that people who live in pedestrian friendly neighborhoods made nearly four times as many walking and bicycling trips as those who live in poor pedestrian environments. The lack of continuous sidewalks also force pedestrians and less experienced cyclists--both young and old--to walk or ride in the street. This combined with the many obstacles such as mailboxes in the shoulder areas and a lack of access for the handicapped result in an on-going safety concern and a reduction in the use of the facilities.

1 1000 Friends of Oregon LUTRAQ (Land Use, Transportation, Air Quality Connection)

Mid-block crossings, marked crosswalks, and pedestrian signage would help define pedestrian spaces and increase safety. Ojai residents have suggested that lack of street crossings are a deterrent to pedestrian activity. The Institute of Transportation Engineers suggests that shared-space right of ways should be signed so that motorists are warned of pedestrian presence. An increase of and increased definition to pedestrian crossings, and a signage program would enhance the pedestrian environment in Ojai.

Traffic calming will slow cars and make walkers, particularly the elderly and the young, feel and be safer in shared right-of-way. Consistent with the Circulation Element and a growing body of understanding, coordinated traffic calming efforts will result in slower vehicular speeds and a corresponding increase in pedestrian safety. A traffic circle program is particularly well-suited for a tight grid street system such as exists in Central Ojai in the Pedestrian Enhancement Zone.

Development of a walking tour for visitors and a safe-route-to-school program will enhance the utility of the pedestrian system for two major pedestrian constituencies: visitors and youth. Visitors to Ojai come to enjoy a bucolic ambience and a small-town experience. A widely published walking guide to major visitor sites in central Ojai would serve to help establish major pedestrian corridors and can be the focus of prioritized improvements. The same route can double as a recreational route for residents and day-time employees. Safe route to school programs can be instrumental in educating commuters of where and when to expect larger numbers of pedestrians using the street system, and conversely serve to educate youth about the need for defensive walking habits in streets.

Traffic and Air Quality Benefits

A key goal of the Bicycle and Pedestrian Master Plan is to maximize the number of local bicycle and pedestrian commuters in order to help achieve large transportation goals such as minimizing traffic congestion and air pollution. In order to set the framework for these benefits, national statistics and policies are used as a basis for determining the benefits to Ojai.

- According to a 1991 Lou Harris Poll, currently, nearly 3 million adults (about 1 in 60) commute by bicycle. This number could rise to 35 million if adequate facilities were provided based on current conditions, formulas, and assumptions.
- The latent "need" for bicycle and pedestrian facilities--versus actual bicyclists and pedestrians--is difficult to quantify; we must rely on evaluation of comparable communities to determine potential usage.
- Mode split refers to the choice of transportation people make whether for work or non-work trips. Currently, the average household in the U.S. generates about 10 vehicle trips per day. Work trips account for less than 30% of these trips on average.

- Using the 1990 U.S. census, .4% of all employed Ojai residents commute primarily by bicycle, and 3.9% walk. This does not include those who ride or walk less than 50% of the time, nor does it always include those who may walk or ride to transit and list "transit" as their primary mode.

- The mean travel time for bicycle and pedestrian commuters was 14.2 minutes, which translates roughly into a commute distance of about 3.5 miles for bicyclists and .8 miles for pedestrians.

- The U.S. Department of Transportation in their publication entitled "National Walking and Bicycling Study" (1995) sets as a national goal the doubling of current walk and bicycling mode shares by the year 2010, assuming that a comprehensive bicycle and pedestrian system was in place. This would translate into a commute mode share of 8.6% or 486 commuters. Add to this number commuters who bicycle occasionally, bike-to-transit, and students at local schools, and the average number of daily bicyclists and pedestrians in Ojai increases to an estimated 808 bicycle and pedestrian commuters by 2010. These bicyclists and pedestrians will be saving an estimated 1,300 vehicle trips and 1,940 vehicle miles per day, or 388,000 miles per year.

- The combined benefit of these future bicycle commuters over the next 20 years is an annual reduction of about 7,142 lbs. of PM10, 19,354 lbs. of Nox, and 28,177 lbs. of ROG.

- Walking and bicycling are two of the most popular forms of recreational activity in the United States, with 84% of Americans walking for pleasure and 46% bicycling for pleasure. These figures indicate that about 6,775 residents in Ojai would like to walk for pleasure and 3,710 would like to bicycle for pleasure. If nothing else, this indicates a latent demand for facilities and a potent constituency to push for better facilities. Another way of saying this is, "if you build it, they will come."

Table 2 provides a detailed summary of bicycle and pedestrian demand and benefits.

Table 2
Demographics and Bicycle/Pedestrian Transportation in Ojai

Population (1997)	8,066
Estimated Ojai Residents who would like to Bicycle and/or Walk for Pleasure	3,710 (bike) 6,775 (walk)
Current Bicycle/Walk Commute Mode Share (1990)	243 commuters (4.3%)
Future Bicycle/Walk Commute Mode Share	486 commuters (8.6%)

Table 2 Demographics and Bicycle/Pedestrian Transportation in Ojai	
School-related bicycle/walk commuters	322 commuters
Total future bicycle/walk commuters	808 commuters
Reduced Vehicle Trips/Year	260,000
Reduced Vehicle Miles/Year /1	388,000
Reduced PM10/lbs./Year	7,142
Reduced NoX/lbs./Year	19,354
Reduced ROG/lbs./Year	28,177

1 Assume 1.5 mile average round trip, and average of 200 commute days/year bike/walk commute

3.1.2 Recreational Needs

The needs of recreational bicyclists in Ojai must be understood prior to developing a system or set of improvements. While it is not possible to serve every neighborhood street and every need, a good plan will integrate recreational needs to the extent possible. The following points summarize recreational needs:

- Recreational bicycling in Ojai typically falls into one of three categories: (1) exercise, (2) non-work destination such as a park or shopping, or (3) touring.
- Recreational users range from healthy adults to children to senior citizens. Each group has their own abilities, interests, and needs.
- Directness of route is typically less important than routes with less traffic conflicts. Visual interest, shade, protection from wind, moderate gradients, or other features are more important.
- People exercising or touring often (though not always) prefer a loop route rather than having to back-track.

3.2 Accident Analysis

Bicycle-related accidents were collected for the past three years (1995-1997) in Ojai. A total of four (4) bicycle-related accidents occurred in 1995, six (6) in 1996, and seven (7) in 1997. While the low number of incidents and a variety of other potential factors make it difficult to draw a conclusion from

this data, it is apparent that bicycle-related incidents are at the very least stable if not growing. Compared to other communities in California on the number of incidents per 1,000 persons, Ojai's rate (.875 incidents per 1,000 persons) is slightly above the average of .67 incidents per 1,000 persons. This rate does not account for the fact that in some communities, such as Ojai, there are more people bicycling than average and therefore there will be a higher accident rate. In other words, the accident rate per bicycle trip in Ojai is likely to be at or above average, though this may be explained a higher number of cyclists.

As bicycle accidents may be directly related to street conditions and traffic patterns, the City should actively work with local law enforcement and property owners to minimize or eliminate various left-hand vehicle turns that are currently deemed unsafe or illegal.

4.0 Recommended System & Improvements

The recommended system and improvements consists of three distinct components:

- Bicycle System
- Pedestrian System
- Bicycle & Pedestrian Programs

4.1 Bicycle System

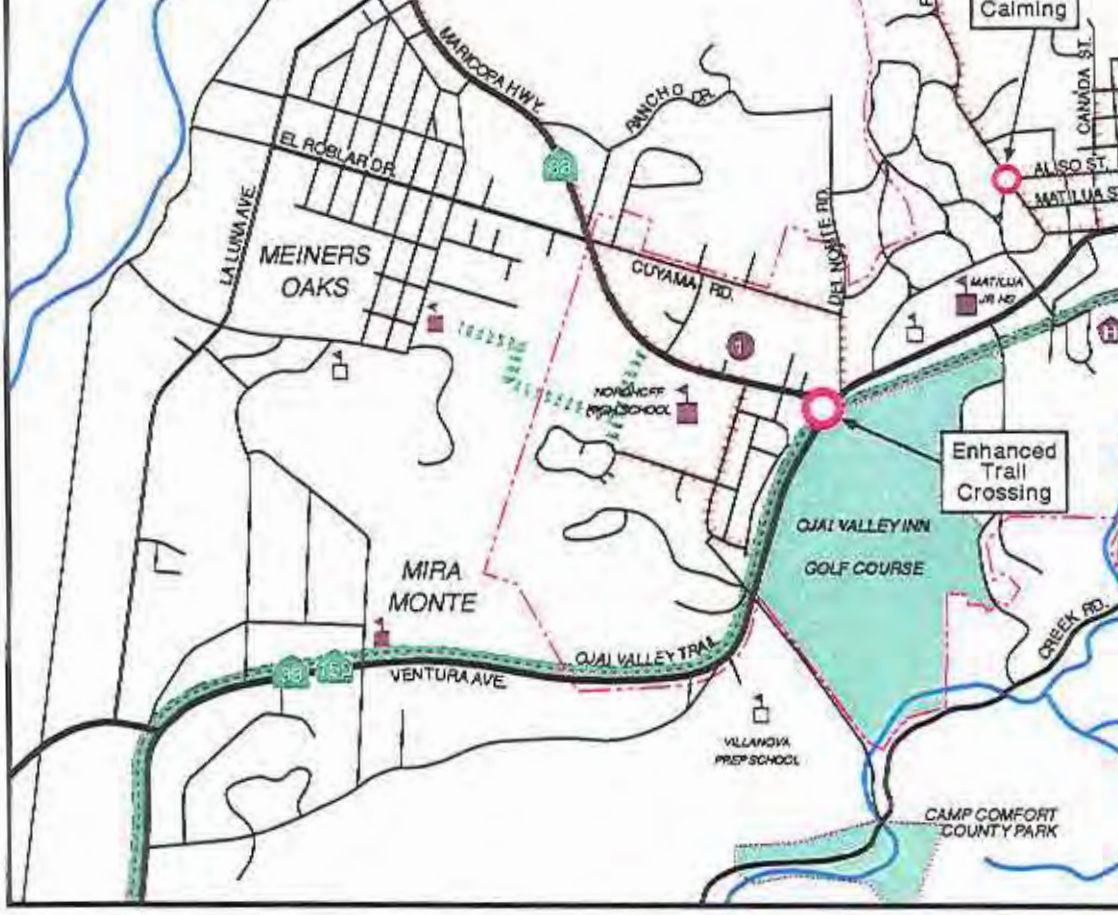
The recommended bicycle circulation strategy consists of a system of routes, lanes, and paths connecting residential neighborhoods in Ojai with the schools, parks, library, downtown, and other destinations. The proposed bikeway system is shown in Figure 3.

The proposed Ojai Bikeway system is characterized by (1) the Ojai Valley Trail extending from the western City limits through the heart of the city and into Soule County Park, with a new under crossing of Highway 150 at the 'Y', (2) a bikeway corridor to the north of Ojai Avenue consisting of Cuyama Road, Arbolada traffic calming measures, and a bicycle boulevard on Aliso Street, and (3) a variety of other bike paths, lanes, and routes. At a minimum, all bicycle routes identified on the Plan will be Class III bike routes and include intersection protection where needed, wider curb lanes where possible, traffic calming where needed to slow traffic, shoulder striping where feasible, and signing. Finally, new bicycle support facilities and programs are proposed for the City which are detailed later in this report.

A long term 'vision' for more bicycle and pedestrian-friendly treatments of local streets through the downtown area are also proposed. The top short term bikeway projects were selected by City staff, the public, and bikeway specialists based on their local knowledge and cycling experience, the orientation of funding programs, and the planning criteria outlined in the Master Plan (coverage, connectivity, user groups, implementation, local input, funding sources). The scoring mechanism for selecting the top priority corridors is shown below.

4.2 Creating a Bikeway System

A bikeway 'system' is a network of bicycle routes that, for a variety of reasons including safety and convenience, provide a superior level of service for bicyclists and/or are targeted for improvements by the City due to existing deficiencies. It is important to recognize that, by law, bicyclists are allowed on all streets and roads regardless of whether they are a part of the bikeway system. **The bikeway system is a tool that allows the City to focus and prioritize implementation efforts where they will provide the greatest community benefit.**



Ojai Bike/Pedestrian Master Plan

FIGURE 3

RECOMMENDED BIKEV

There is an established methodology for selecting a bikeway system for any community. The primary method is to receive input from the local bicycling community and local staff familiar with the best routes and existing constraints and opportunities. Input can be received through a variety of means, but typically is through the public workshop format. Two public workshops were held in Ojai on April 27 and June 29, 1998, where citizens were asked to identify the routes they regularly ride plus corridors they saw as either opportunities or constraints. In addition, an extensive survey was conducted and over 100 responses collected that helped identify the types and locations of improvements designed to meet citizen's needs.

The following criteria are typically used to develop a bicycle system:

1. Existing Bicycling Patterns
   a. Connectivity
2. Traffic volumes and travel speeds
3. Amount of side friction (driveways, side streets)
4. Curb-to-curb width
5. Pavement condition
6. Access from residential areas
7. Number of destinations served
   a. Schools
   b. Parks
   c. Employment Centers
8. Topography
9. Integration into the regional system
10. Adjacent land use
11. On-street parking
12. Accident data and safety concerns
13. Existing bottlenecks or constraints
14. Existing opportunities such as planned roadway improvements

The Ojai bikeway system was developed focusing on connecting existing segments of bike lane, addressing routes used by bicyclists, and focusing on specific opportunities and constraints. The street grid pattern offered several distinct through corridors which connected residential areas with activity centers such as downtown, schools, and parks.

Once a bikeway system has been identified, the greatest challenge is to identify the top segments that will offer the greatest benefit to bicyclists in the next five years. Aside from the criteria used in developing the system as a whole, selection of these top projects is based on:

(1) The number of schools served;

(2) The number of recreational centers served. If the segment is a Class I bike path, the pathway itself may qualify as a recreational destination.
(3) The number of employment centers served;
(4) The number of areas where bicycle safety is addressed, i.e., corridors with high traffic volumes and narrow travel lanes; and
(5) Segments which help overcome existing gaps in the bicycling system.

Table 3A provides a summary of this scoring system for each of the proposed corridors, while Table 3B presents the proposed improvements in order from highest to lowest priority.

Table 3A
Ranking of Bicycle Improvements

Corridor name	Schools	Recreation	Employment	Safety	Connectivity	TOTAL
Aliso Street	1	0	0	2	2	5
Arbolada	2	0	0	2	2	6
Canada	0	0	0	1	2	3
Cuyama	2	0	0	2	2	6
Foothill	0	1	0	0	1	2
Fox Barancca	1	1	1	1	0	4
Grand Ave. - Summer St.	0	1	0	1	2	4
Grandview-Mt.View	1	0	0	1	0	2
Gridley	0	1	0	0	0	1
Maricopa	1	1	1	0	1	4
Montgomery	1	0	2	0	1	4
Nordhoff HS - Meiners Oaks	2	1	0	0	1	4
Ojai Ave. - Soule Park	0	2	1	2	1	6
Ojai Valley Trail (the 'Y')	2	1	0	2	2	7
Shady Lane Pathway (Allison St.)	0	2	0	1	0	3
Signal	0	1	0	0	1	2
Criteria:						
schools= number of schools within 2 blocks						
recreation=number of parks within 2 blocks, plus 2 pts. Per mile of rec. trail						
employmnt=1 pt. Indirect, 2 pts. Direct employment connection						
safety=1-2 pts. For safety concerns resolved						
connectvy=1-2 pts. For gap closure projects						

Table 3B
Bicycle Improvements, By Priority

1. Ojai Valley Trail (the 'Y')
2. Arbolada Traffic Calming Study
3. Cuyama Road Shoulders/Pathway
4. Ojai Avenue - Soule Park Pathway/Bridge
5. Aliso Street Bike Route/Lanes
6. Fox Barancca Pathway
7. Grand Avenue - Summer St. Bike Lanes
8. Maricopa Bike Lanes
9. Montgomery Bike Route
10. Nordhoff High School - Meiners Oaks Pathway
11. Canada Street Bike Lanes
12. Shady Lane Pathway
13. Signal Street Bike Route
14. Foothill Rd. Bike Route
15. Grandview - Mtn. View Bike Route
16. Gridley Bike Route

Finally, it is important to remember that the bikeway system and the top projects are flexible concepts that serve as guidelines to those responsible for implementation. The system and segments themselves will change over time as a result of changing bicycling patterns and implementation constraints and opportunities.

4.3 Description of Proposed Bikeway Improvements

Using the scoring mechanism in Table 3A, the top priority short term bikeway projects in Ojai are:

Bikeway Project	Location
Ojai Valley Trail "Y" Crossing	**near the "Y"**
Arbolada Traffic Calming Measures	**lower Arbolada**
Ojai Valley Trail-Soule Park	**Fox Street-Soule Park**
The Aliso Bicycle Boulevard	**Foothill - Montgomery**
Cuyama Road	**Del Norte - Maricopa Hwy.**

These five projects meet immediate needs in Ojai, help overcome existing barriers, serve virtually all of the City's activity centers, and link all four quadrants of the community. Each project is presented on its own Project Sheet, which provides key information on the proposal including cost, location, and sample cross sections. The Project Sheets are designed to be used as a direct resource and addendum to funding applications.

A short description of each project is presented below. A detailed description of how bike lane or route treatments were selected is presented in the Implementation chapter.

Bikeway Project	Limits
Aliso Street Bike Boulevard	**Foothill - Fox Barranca**

This street was identified as a major east-west connecting route in the City, and an alternate route to using Ojai Avenue or Grand Avenue. Like most older streets it has a very narrow curb-to-curb width of between 34 and 36 feet. Bike lanes or shoulders could only be provided by eliminating parking on one side of the street. A bike boulevard treatment is recommended that includes enhanced crossing protection (at Signal Street), traffic diverters (to be determined), and neck-downs and roundabouts to help slow traffic and discourage through traffic. The exact location of the traffic calming improvements will be established with a traffic analysis of potential impacts.

Arbolada Improvements	**Sierra - Foothill**

The lower Arbolada is one of the oldest neighborhoods in Ojai, with narrow, winding streets lined with native stones and closely bordered by numerous oak trees and shrubbery. Over the years, motorists, bicyclists and pedestrians have managed to coexist on Arbolada streets by exercising caution and extending common courtesies. Even so, some bicyclists and pedestrians feel endangered by the narrow rights-of-way, and most residents feel that motor vehicles move through the area too fast for safety. There is also concern that the lower Arbolada is becoming an alternative traffic corridor for drivers wishing to avoid West Ojai Avenue.

For a variety of reasons (including the presence of two schools in the neighborhood), the Arbolada in recent years has attracted increased through traffic, prompting residents to press for additional traffic calming measures. Since the neighborhood's unique features make the widening of streets or the addition of sidewalks or curbs unacceptable to local residents, most calming measures to date have the form of additional stop signs at many intersections.

A recent survey of Arbolada residents, taken in response to the draft Bicycle and Pedestrian Master Plan, found almost no support for measures that would disturb the configuration of existing streets (e.g., widening) or disrupt traffic patterns (e.g., one-way streets), but showed

overwhelming support for further traffic calming measures. Therefore, it is recommended that a traffic calming study be conducted that analyzes the impact of various proposals (speed humps, stop signs, additional police patrol, etc.) and that workshops be conducted to measure public views and inform residents on various traffic calming alternatives. It is further recommended that the City work with the schools to address the needs and impacts associated with each school facility. It is understood that any measure that effectively lowers traffic volumes and speeds throughout the Arbolada will also benefit bicyclists and pedestrians.

Cuyama Road **Maricopa Hwy. - Del Norte**

Cuyama Road near Bonita already provides a 4' decomposed granite pathway on the south side of the road, which had been heavily eroded but was recently improved. A more permanent solution is to pave and widen the pathway to at least 6 feet. As Cuyama is such a major bike route between Ojai and Meiners Oaks, it would be preferable to widen the pavement from 26 feet to 30 feet and provide two 4 feet striped shoulders for cyclists. This will require relatively extensive drainage and earth work.

Foothill Road **Ojai Ave. - National Forest**

Foothill can provide 4' shoulders/bike lanes for most of its length while maintaining 11' travel lanes and no parking. Upper Foothill beyond Fairview does not warrant full bike lanes but could provide wider shoulders with narrower travel lanes.

Fox Barranca Pathway **Ojai Valley Trail - Grand Ave.**

Fox Barranca is a seasonal stream that is partially in a culvert running through residential neighborhoods in Ojai. The corridor could provide a good off-road connection to the Ojai valley Trail, as well as a route for school children and neighbors to walk or bicycle. The feasibility of the pathway is largely dependent on the neighbors and the Ventura County Flood Control District. It is proposed that the project be implemented in the mid-term (5-10 years) to allow for adequate input and planning.

Grand Ave. - Summer St. Bikeway **Canada - San Antonio Creek**

The current shoulder stripe provides a bike lane-type facility on Grand when there are no cars parked between Signal and Gridley. Parked vehicles require bicyclists to use the 12'-6" travel lanes. The proposed re-stripe narrows the travel lanes to 11 feet and provides a combination 9 feet bike/parking lane. The bridge over San Antonio Creek should be programmed to provide shoulders in the short term. Summer Street has significantly less traffic than Grand (1,900 v. 5,600 vehicles per day), and also a narrower width (31 v. 40 feet). Traffic calming devices, such

as 'neck-downs', are proposed for Summer to help manage traffic speeds and volumes to make a Class III bike route more acceptable.

Nordhoff High School - Meiners Oaks Pathway

This pathway provides a critical linkage between the high school, Ojai Valley Trail, and Meiners Oaks. Informal pathways are already well used in this area. A pathway was studied and rejected previously due to neighbor concerns about safety and crime. It may be possible to address those concerns through proper enforcement, fencing, and other measures, and should be pursued as a mid-term project (5-10 years) to allow for adequate neighbor input and planning.

Ojai Ave. - Soule Park **Fox St. to Boardman Rd.**

This project consists of two distinct improvements linking Ojai with the Soule County Park. The Ojai Valley Trail will be improved to accommodate bicyclists and pedestrians from Fox Street east to Bryant Street, requiring acquisition of additional right-of-way to provide a paved surface.

Bicyclists will be directed up Bryant Street to Ojai Avenue, where a new pathway on the south side of the highway will continue east to Boardman Road. The existing bridge over San Antonio Creek will either be widened to accommodate the pathway, or a new independent bridge will be constructed.

Ojai Valley Trail ('Y' Trail Under crossing)

The Ojai Avenue/Maricopa Highway intersection, or the 'Y', is a major impediment for bicyclists and pedestrians in the Ojai area because of the high traffic volumes and turning movements. Other traffic-related problems exist at this intersection which should be addressed through a traffic analysis including a possible roundabout configuration. While many bicyclists and pedestrians will continue having to cross at this intersection, a grade separated crossing was identified as the top priority in the user surveys and public workshop. The best location for the under crossing is approximately 500 feet west of the "Y" where the highway is about seven feet higher than the trail--thereby eliminating about 100 feet of excavation in each direction. The under crossing would be short (about 50 feet), accommodate equestrians, and be designed to maximize natural light and safety. The under crossing would be designed to discourage people from 'hanging-out', be visible from the roadway, and possibly be designed with a light-well and other security features. The under crossing would be similar to other existing successful facilities, including one at the U.C. Santa Barbara campus. Conceptual plans and sections of the crossing are shown in the Project Description Sheets. The existing crosswalks at the "Y" will be maintained and enhanced as part of any future roadway or landscaping work at the intersection.

Shady Lane Pathway **Ojai Ave. - Grand**

A city-owned right-of-way (identified as Alison Lane--a future City SD) runs parallel to and east of Shady Lane and could provide excellent local access to Topa Topa School and Soule Park. The easement stops about 100 feet short of Ojai Avenue and would require a new dedicated connection. The pathway could result in people trying to cross Ojai Avenue and Grand Avenue at unprotected locations.

City of Ojai

Ojai Valley Trail: 'Y' Crossing Improvements

Length:

Ramps	**420'**
Under crossing	**45'**
Ojai Ave. Shoulders	**.57 miles**

Activity Centers Served:

Schools	**2**
Parks	**1**
Community Centers	**0**
Employment Centers	**0**
Transit Connections	**0**

Potential Usage:

Commuter use 280 persons/day

Responsibility:

Dept. of Public Works (Design & Construction)
County Parks & Recreation (maintenance)

Timing:

1998-2000

Cost Estimate:

Under Crossing
Planning/design $60,000
Construction/Contingency $340,000

Ojai Ave. Shoulders
Striping/Signing $5,700

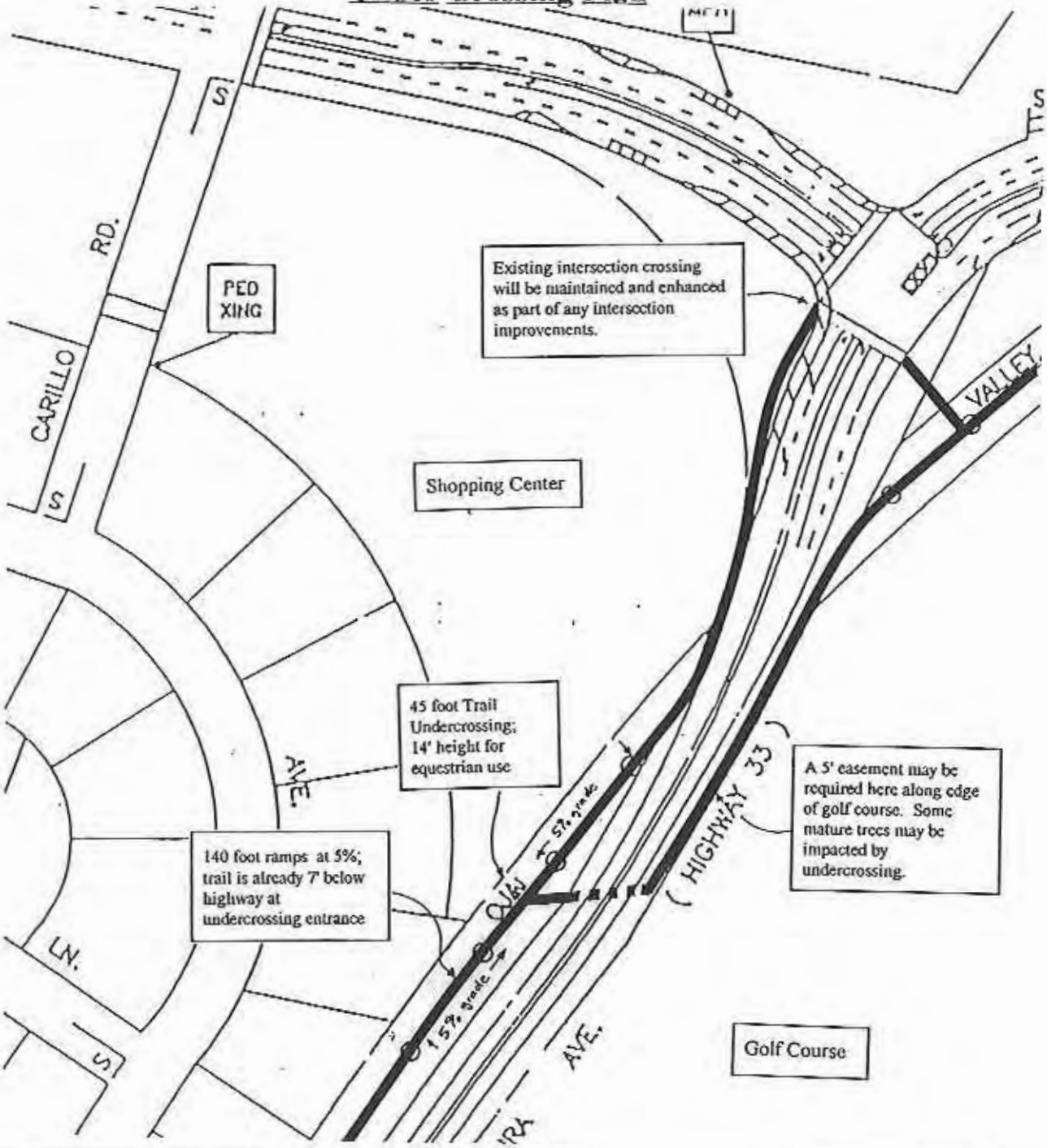
Enhanced Crossing
Signal and Crosswalk Modifications
$25,000

(Note: Important design criteria to be included as part of this project include public safety and nuisance issues, adequate emergency access, security, acquisition, usage, and visibility. Design solutions on these issues to the satisfaction of public safety officials must be developed prior to project initiation.

City of Ojai

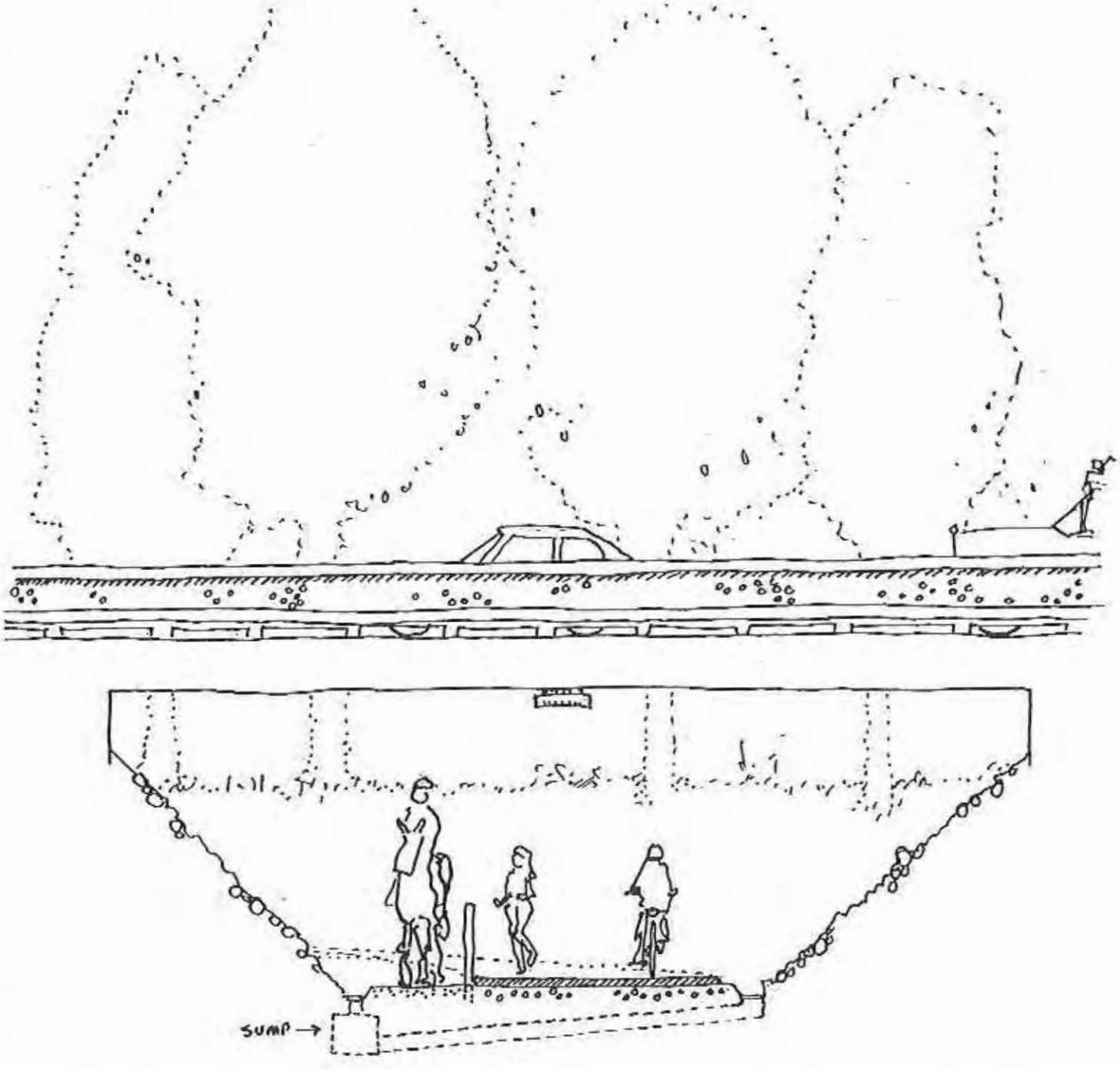
Ojai Valley Trail: 'Y' Crossing

Under Crossing Plan



City of Ojai Ojai Valley Trail: 'Y' Crossing

Under Crossing Section



City of Ojai

Arbolada/Matilija Jr. High Traffic Calming Study

Length: **5280' (1.0 miles)**

Activity Centers Served:

Schools	**2**
Parks	**0**
Community Centers	**0**
Employment Centers	**0**
Transit Connections	**0**

Potential Usage:

Commuter use 320 persons/day

Responsibility:

Dept. of Public Works (Design & Construction)

Timing:

1999-2000

Cost Estimate:

Traffic Calming Study $15,000

City of Ojai

Ojai Valley Trail - Soule Park Trail & Bikeway

Length:

Paved pathway/Bridge	**1.05 miles**
Bryant St. Bike Lanes	**.2 miles**

Activity Centers Served:

Schools	**0**
Parks	**2**
Community Centers	**1**
Employment Centers	**1**
Transit Connections	**0**

Potential Usage:

Commuter use 120 persons/day

Responsibility:

County Parks & Recreation
Dept. Of Public Works

Timing:

1998-2000
Future Roadway Improvements

Cost Estimate:

Paved Pathway/Bridge
Planning/Design $70,000
Construction/Contingency $392,500

Bike Lanes
Striping/Signing $5,000

City of Ojai

Ojai Valley Trail - Soule Park Trail & Bikeway

Cross Sections

Ojai Valley Trail near Fulton Street

New Pathway on South Side of Ojai Avenue near Fairway Lane

New Ojai Avenue Bridge Crossing of San Antonio Creek

Scale: 1"=10'
M=Median
BL = Class II Bike Lane
RR=Railroad Tracks

T= Travel Lane
F=Fence
CL=Center Turn Lane
S=Sidewalk

City of Ojai

Aliso Street Bicycle Boulevard

Length: .75 mile

Activity Centers Served:

Schools	**1**
Parks	**0**
Community Centers	**0**
Employment Centers	**0**
Transit Connections	**0**

Potential Usage:

Commuter use 400 persons/day

Responsibility:

Dept. of Public Works (Design & Construction)

Timing:

1999-2000

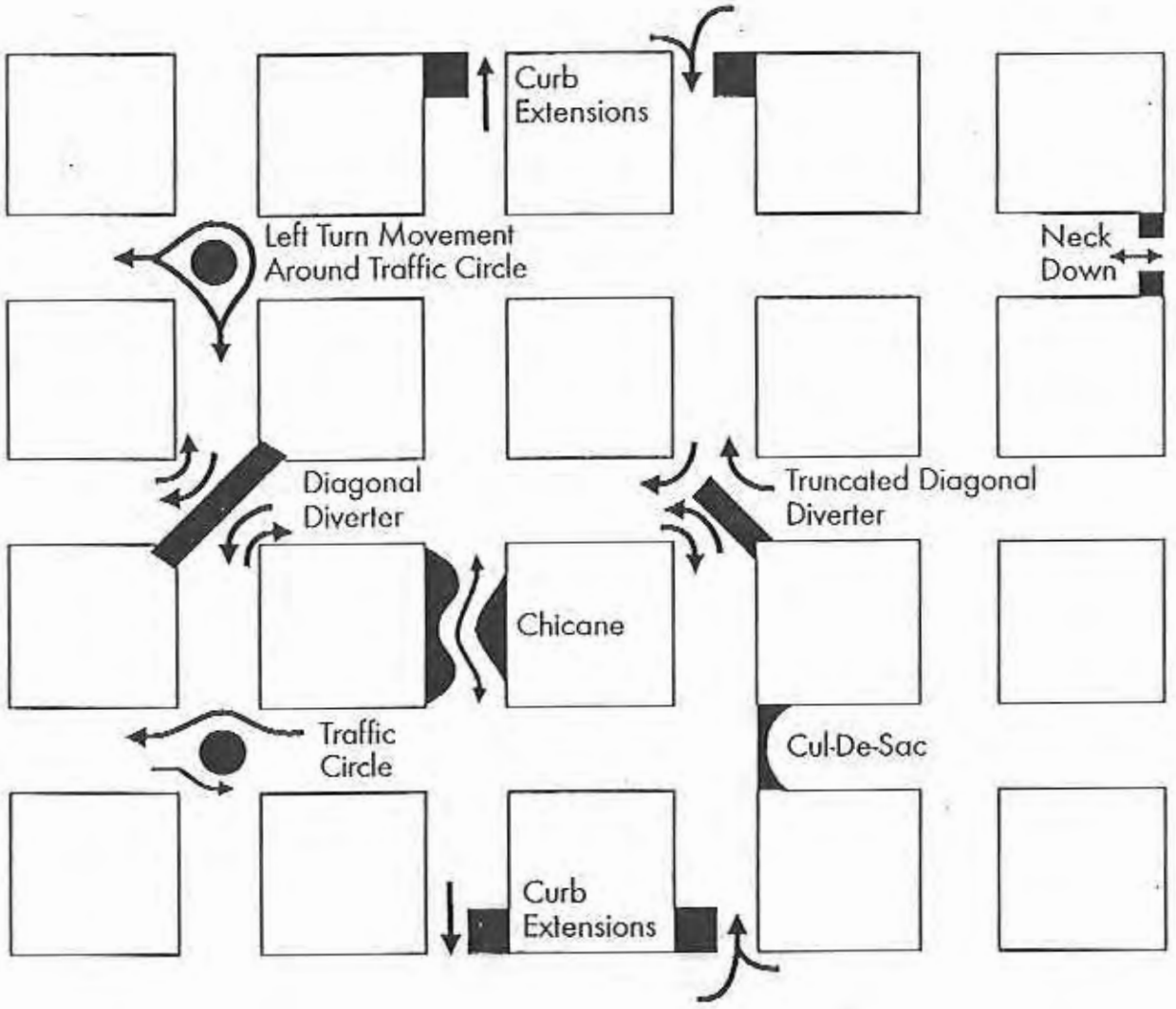
Cost Estimate:

Signing/Striping	$3,750
Traffic Calming	$50,000

City of Ojai

Aliso Street Bicycle Boulevard

Potential Types of Traffic Calming Improvements



City of Ojai

Cuyama Road Bikeway

Length: .62 mile

Activity Centers Served:

Schools	**2**
Parks	**0**
Community Centers	**0**
Employment Centers	**0**
Transit Connections	**0**

Potential Usage:

Commuter use 280 persons/day

Responsibility:

Dept. of Public Works (Design & Construction)

Timing:

2000-2001

Cost Estimate:

Shoulder Improvements	$50,000
Signing/Striping	$3,100

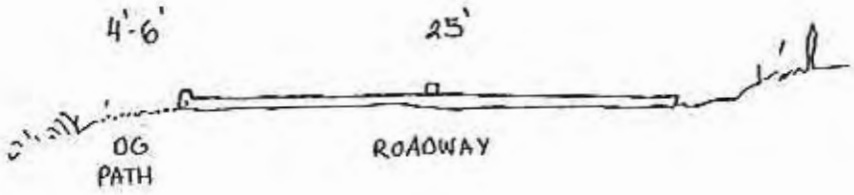
City of Ojai

Cuyama Road Bikeway

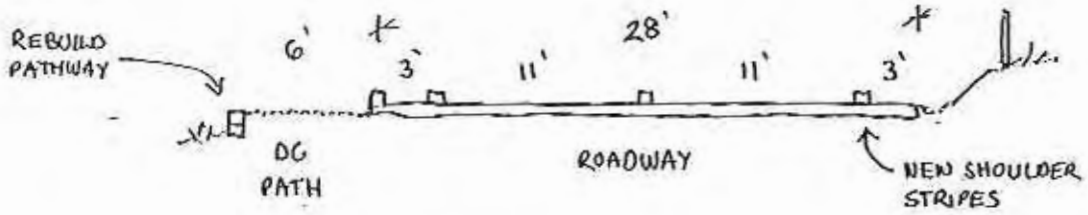
Cross Section

Cuyama near Bonita

Existing



Proposed



Scale: 1"=10'
M=Median
BL = Class II Bike Lane
RR=Railroad Tracks

T= Travel Lane
F=Fence
CL=Center Turn Lane
S=Sidewalk

4.4 Bicycle Parking and Other Support Facilities

A systematic program to improve the quality and increase the quantity of bicycle parking facilities would be beneficial to Ojai . The proposed performance standards are presented in the following recommendations:

Recommendation #1:

Bike parking should be provided at all public destinations, including the community center, parks, schools, the downtown area, and City Hall. All bicycle parking should be in a safe, secure, covered area (if possible). The Bicycle Parking Plan, prepared by the Ojai Bicycle Coalition will be used as a resource guide to program bicycle improvements. These improvements will be incremental and as demand warrants.

Recommendation #2:

All new commercial development or redevelopment in excess of 5,000 gross leasable square feet should be required to provide one approved bicycle rack per 30 employees. All bicycle racks should be located in a safe, secure, covered areas (if possible), be anchored to the ground, and allow bicycles to lock both frame and wheels. Figures 4 and 5 illustrate the recommended Class I (bike locker) and Class II (bike rack) configurations. Class I facilities will generally not be located in unsupervised public areas. (As aesthetic concerns have been expressed about bike lockers and covered bike shelters in Ojai, future development will have to be carefully approached to satisfy such concerns).

Recommendation #3:

Bicycle parking for existing non-residential uses should be implemented through one or a combination of the following two methods. (1) Require existing non-residential uses to provide bicycle parking per the requirements described above as part of the building permit process. (2) Subsidize the cost of bicycle parking through private partnerships or sponsorships and/or through grants from public or private sources (see Funding section).

Recommendation #4:

A special program to construct bicycle corrals where needed at all elementary, the middle school, and high school in Ojai should be continued and enhanced where needed. These simple enclosed facilities are locked from the beginning to the end of school, and address the theft and vandalism concerns of students.

Recommendation #5:

The City should develop design standards, by resolution or ordinance, addressing issues of bicycle parking, signage, and facilities.

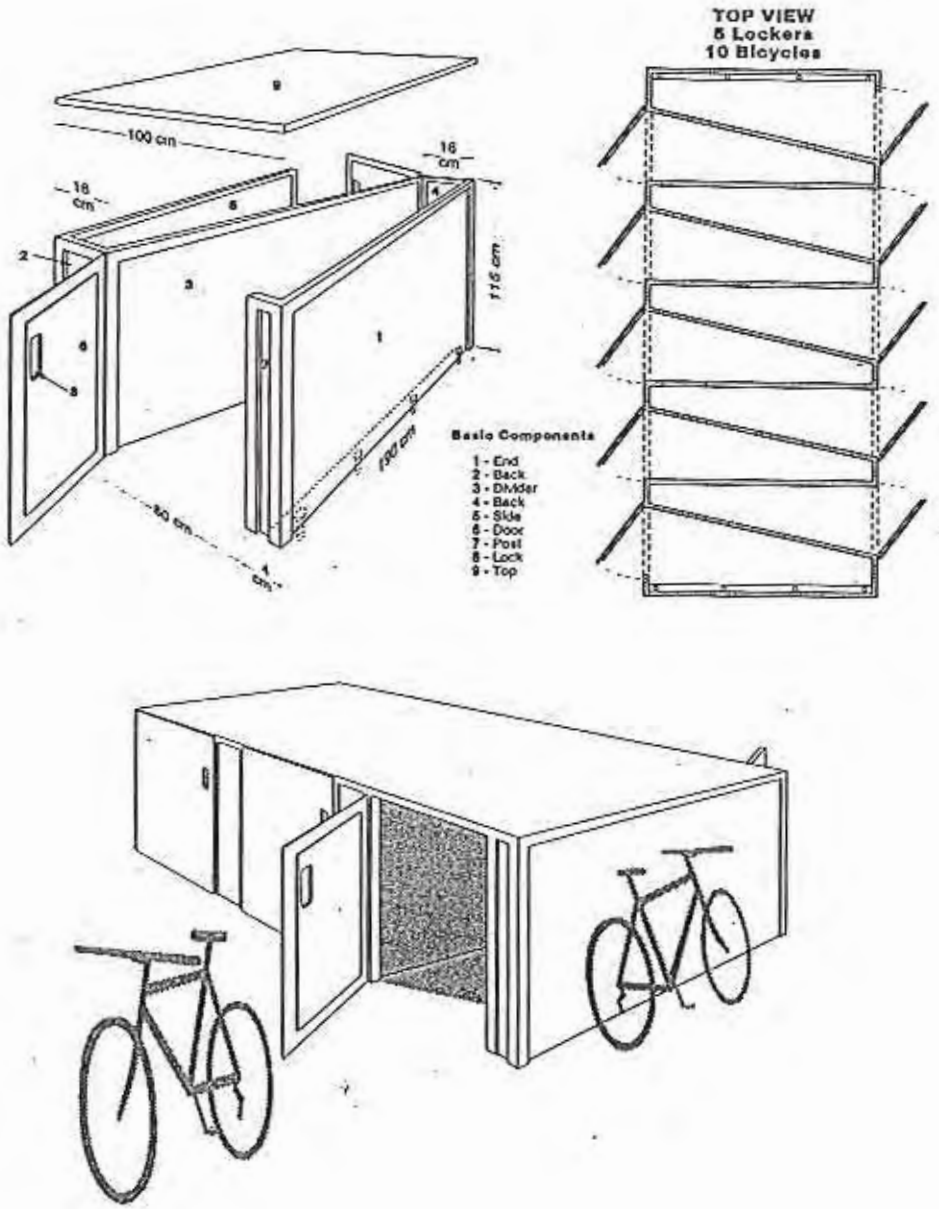


Figure 4: Class I Bike Locker Designs

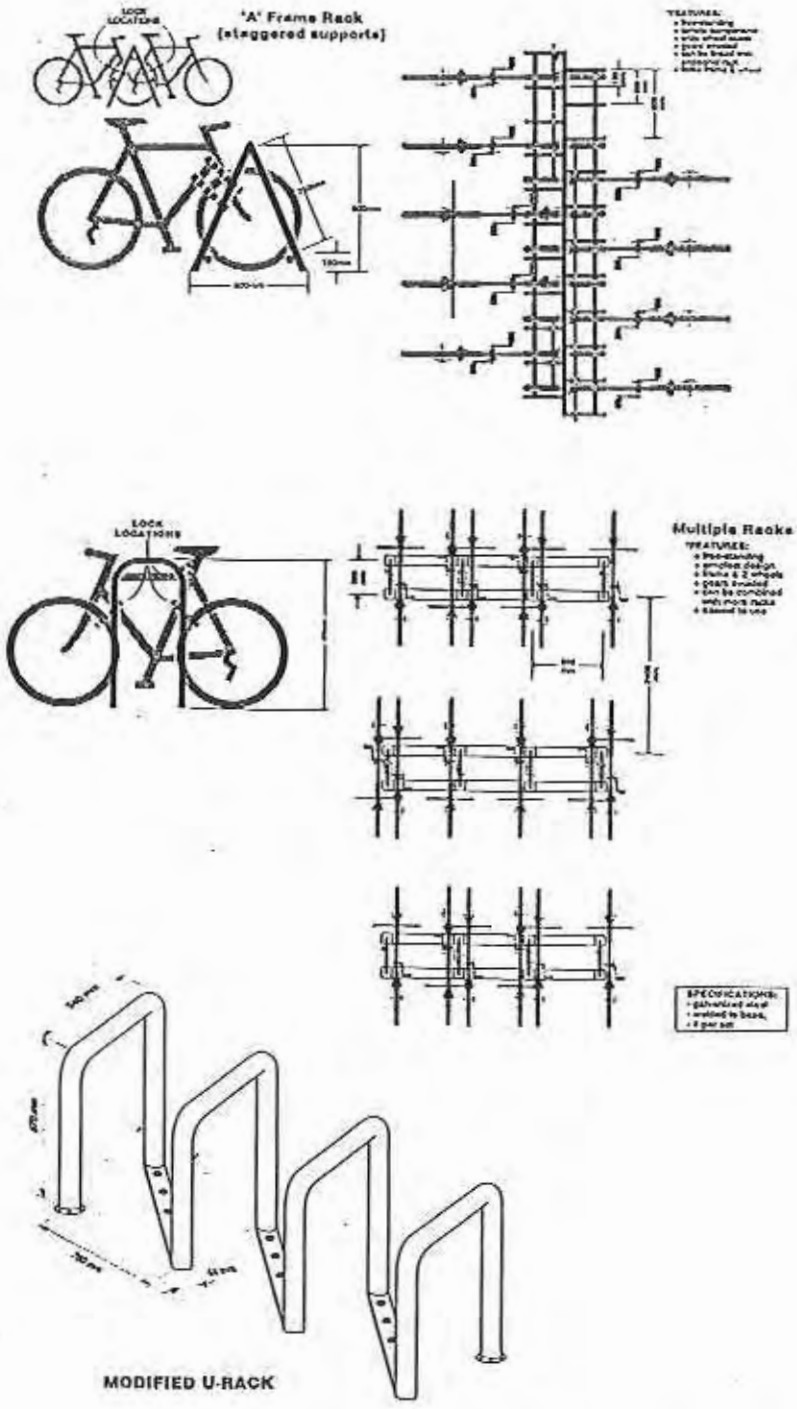


Figure 5: Class II Bike Rack Designs

Recommendation #6:

A new program to provide closed-in secure bicycle corrals at all major special events in Ojai, to encourage residents and visitors to bicycle rather than attempt to drive should be instituted. The City should sponsor this corral and seek volunteers to staff the corral during the events.

4.5 Bicycle and Pedestrian Safety Education Programs

The Ojai Bicycle and Pedestrian Master Plan provides both physical recommendations (such as bike lanes) and program recommendations. Some of the program recommendations, such as changes in zoning requirements for bicycle parking, have already been covered. This section covers future efforts to educate bicyclists and motorists, and efforts to increase the use of bicycles as a transportation alternative.

4.5.1 Education

The Ojai Unified School District, Police Department, and the Department of Public Works have a long history of trying to improve safety conditions for bicyclists and pedestrians. Unfortunately, the lack of education for bicyclists, especially younger students, continues to be a leading cause of accidents. For example, the most common type of reported bicycle accident in California involves a younger person (between 8 and 16 years of age) riding on the wrong side of the road in the evening hours. Studies of accident locations around California consistently show the greatest concentration of accidents is directly adjacent to elementary, middle, and high schools. Many less-experienced adult bicyclists are unsure how to negotiate intersections and make turns on city streets.

Motorist education on the rights of bicyclists and pedestrians is virtually non-existent. Many motorists mistakenly believe, for example, that bicyclists do not have a right to ride in travel lanes and that they should be riding on sidewalks. Many motorists do not understand the concept of 'sharing the road' with bicyclists, or why a bicyclist may need to ride in a travel lane if there is no shoulder or it is full of gravel or potholes.

Existing education programs in schools are generally taught once a year to 3rd, 4th, and 5th graders. Curriculum is generally derived from established programs developed by groups such as the California State Automobile Association, and taught by members of the Ojai Police Department. Budget cuts, demands on students' time, and liability concerns limit the extent of bicycle education to school children. Formal adult bicycle education is virtually non-existent.

Recommended Program: Expand Current Education Programs

Existing educational programs in Ojai schools should be expanded in a cooperative effort between the City and the Unified School District, and supported by a secure, regular funding source. A Joint City/School District Safety Committee should be formed consisting of appointed parents, teachers, administrators, police, an active bicyclist, and public works staff whose task it is to identify problems and solutions, ensure implementation, and submit recommendations to the School Board or City Council.

Recommended Program: Develop New Educational Program Materials and Curriculum.

Education materials should be expanded to promote the benefits of bicycling, the need for education and safety improvements, the most recent educational tools available in the country (including the use of low-cost safety videos), and directives to parents on the proper school drop-off procedure for their children. Educational pamphlets for children should be designed to be exciting and readable. Incentive programs to reward good behavior should be developed. Educational programs, and especially on-bike training, should be created for many grades and for as many hours per year as schools will permit. Education curriculum should, at a minimum, cover the following lessons:

- on-bike training or bicycle 'rodeos'
- the use and importance of bicycle helmets
- how to adjust and maintain a bicycle
- night riding (clothes, lights)
- rules of the road
- riding on sidewalks
- how to negotiate intersections
- riding defensively
- use of hand signals

A standard safety handbook format should be developed incorporating the best elements of those currently in use, and made available to each school on disk so they may be customized as needed. Each school should develop a circulation map of the campus and immediate environs to include in the handbooks, clearly showing the preferred circulation and parking patterns and explaining in text the reason behind the recommendations. This circulation map should also be a permanent feature in all school newsletters. Bicycle helmet subsidy-programs are available in California, and should be used to provide low-cost approved helmets for all school children bicyclists.

Recommended Program: Develop an Adult Education Program.

Establish an adult bicycle education program through the Parks and Recreation Department

4.6 Community and Employer Outreach

Without community support, a bicycle and pedestrian plan lacks the key resources that are needed to ensure implementation over time. While the City Public Works Department may be responsible for designing and constructing physical improvements, strategies for community involvement will be important to ensure broad-based support--which translates into political support--which can help secure financial resources. Involvement by the private sector in raising awareness of the benefits of bicycling and walking range from small incremental activities by non-profit groups, to efforts by the largest employers in the City. Specific programs are described below.

4.6.1 Bicycle Donation Program

A fleet of lender bicycles available to employees to use as a commute alternative has proved successful in Portland and other U.S. cities. The bicycle may be purchased new or obtained from police auctions, repaired, painted and engraved with ID numbers, and made available free of charge to employees. Depending on demand, bicycles may be made available through reservations or on a rotating basis. The bicycles themselves should be lower-end heavy-duty bicycles that have minimal re-sale value. Employer's responsibilities would be limited to an annual maintenance inspection and repairs as necessary. The objective of the program is to encourage employees to try bicycling to work as an alternative, without making a major investment. Employers may wish to allow bicycle commuters to leave 15 minutes early from work, or some other type of incentive to encourage use of the bicycles. The City of Ojai may consider such a program and may wish to encourage private employers to follow suit by offering TDM credits or subsidized purchases of bicycles.

4.6.2 Bicycle Clunker and Parts Program, Bicycle Repair Program

This program ties directly into the previous program by obtaining broken, stolen, or other bicycles and restoring them to working condition. The program's dual mission is also to train young people (ages 12-18) how to repair bicycles as part of a summer jobs training effort. Bicycles are an excellent medium to teach young people the fundamentals of mechanics, safety, and operation. Young people can use these skills to maintain their own bicycles, or to build on related interests. The program is often staffed by volunteers from local cycling organizations and bicycle shops, who can help build an interest in bicycling as an alternative to driving. The seed money to begin this program often comes from a local private funding source. The proposal submitted to this source should clearly outline the project objectives, operating details, costs, effectiveness evaluation, and other details. The bicycles themselves could be derived from unclaimed stolen bicycles from the police department, or from donated bicycles. The program will need to qualify as a Section 501C(3) non-profit organization to offer tax deductions.

4.6.3 Bicycle Facilities Map

Work with the Parks & Recreation Department, the School District, Chamber of Commerce, and local businesses to produce a bicycle/walking map that shows existing and recommended touring and commuting bicycle routes, access to regional mountain bike trails, historic walking tours, and school commute routes.

4.6.4 Community Adoption

Programs to have local businesses and organizations 'adopt' a pathway similar to the adoption of segments of the Interstate Highway system. Supporters would be identified by small signs located along the pathway, acknowledging their contribution. Support would be in the form of an annual commitment to pay for the routine maintenance of the pathway, which in general costs about $8,500 per mile. This program may be administered by Parks & Recreation or other groups.

4.6.5 Bike Fairs and Races

The City is well positioned to capitalize on the growing interest in on-road and off-road bicycle races and criteriums. Events would need to be sponsored by local businesses, and involve some promotion, insurance, and development of adequate circuits for all levels of riders. It is not unusual for these events to draw up to 1,000 riders, which could bring some additional expenditures into the town.

The City can assist in developing these events by acting as a co-sponsor, and expediting and possibly underwriting some of the expense of--for example--police time. The City should also encourage these events to have races and tours that appeal to the less experienced cyclist. For example, in exchange for underwriting part of the costs of a race the City could require the event promoters to hold a bicycle repair and maintenance workshop for kids, short fun races for kids, and/or a tour of the route lead by experienced cyclists who could show less experienced riders how to safely negotiate city streets.

4.6.6 Employer Incentives

Beyond programs described earlier such as the Bicycle Donation Program, employer incentives to encourage employees to try bicycling or walking to work include sponsoring bike fairs and races, providing bicycle lockers and shower facilities, and offering incentives to employees who commute by bicycle or walk by allowing for more flexible arrival and departure times, and possibly paying for transit or taxis during inclement weather. The City may offer incentives to employers to institute these improvements through air quality credits, lowered parking requirements, reduced traffic mitigation fees, or other means.

4.6.7 Bike-to-Work and Bike-to-School Days

In addition to the existing bike-to-work day in Ojai, have local bike-to-work days on a more regular basis and in combination with over events to help promote bicycling as a commute alternative. Bike-to-work days could be sponsored by the City, possibly in conjunction with other agencies such as VCTC. Bike-to-school days could be jointly sponsored with the School District, possibly in conjunction with bicycle education programs.

4.7 Pedestrian Plan

The pedestrian plan is composed of four distinctive components: (a) a sidewalk management plan, (b) specific pedestrian improvements and programs, (c) design guidelines (in Chapter 5), and, (d) implementation recommendations (in Chapter 6).

4.7.1 Sidewalk Management Plan

An inventory of existing sidewalks in the older part of Ojai (roughly bounded by Foothill, the Ojai Valley Trail, Shady Lane, and Grand) resulted in the conclusion that few streets provide continuous adequate sidewalks on both sides of the streets. Even in the Pedestrian Enhancement District identified in the General Plan, sidewalks facilities are at best intermittent. A more in-depth analysis of Aliso Street between Montgomery and Foothill indicated that of the 61 parcels, only 18 (30%) provide sidewalks. While there is an argument that suburban sidewalk standards run counter to the rural Ojai environment, the lack of sidewalks also has direct safety implications on people who walk--especially school children and the elderly.

The City of Ojai has been requiring that curb, gutter, and sidewalks be installed through the permit approval process, which means that many streets have short 50' long sections of sidewalk which serve no practical purpose. The Sidewalk Management Plan is intended to address this issue and give the City and residents options which will address the implementation and design issues. The following sections describe the general planning options for pedestrian improvements in Ojai, one or more of which can be selected by neighborhoods based on local preference and consensus. It is recommended that treatment be provided for a minimum of two block segments. Localized designs must be reviewed by the Public Works Department to verify engineering concerns. **An underlying policy behind these options is that all streets in the Pedestrian Enhancement District should provide continuous pedestrian facilities** (Please see the Pedestrian Zone Map from Ojai's Circulation Element on page 20). Figure 6 illustrates the range of typical constraints and conditions on streets in the central part of Ojai.

The Plan recommends that the City provide for a complete sidewalk system in the PED zone, in commercial, industrial, and residential areas (where the density is zoned R-1 or greater). In residential areas where the zoning is less dense, the City should encourage a system of existing and improved informal walkways and footpaths.

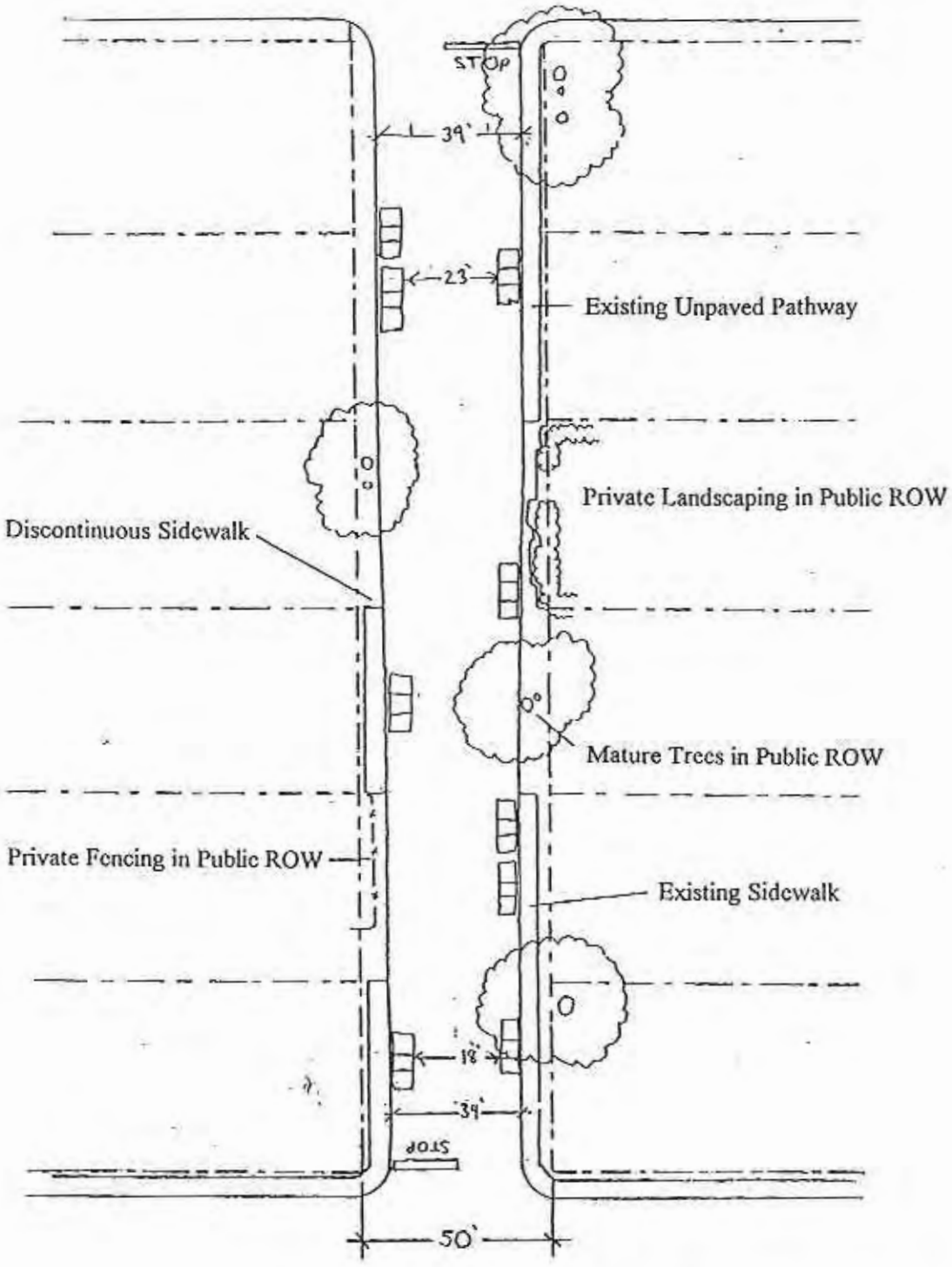


Figure 6: Typical Existing Sidewalk Conditions

4.7.2 Sidewalk Implementation Options

Option 1: Standard Sidewalk Option. Figure 7 illustrates how a standard sidewalk implementation program would be applied to an Ojai Street. The option results in uniform curb, gutter, and sidewalks and preserves 100% of existing on-street parking. The option may result in the loss of some mature street trees and require existing private landscaping and fencing in the public right-of-way be removed.

Option 2: Utilize Roadway for Sidewalk. Figure 8 illustrates how this option would be applied to a typical street. Instead of removing street trees, the sidewalk would be pushed out into the parking lane to provide a continuous pedestrian link. On-street parking spaces would be lost at these locations. Where there have been private landscaping/fencing in the public right-of-way, the property owner would be given a choice of removing these infringements or of losing on-street parking to a new sidewalk in the old parking lane. The City would need to make a determination of parking impacts before approving this option.

Option 3: Figure 9 illustrates this option, which consists of the center 20 feet of the roadway (or 10 feet on either side of the centerline) being striped with paint. This striping would function like a bike lane, providing a visual cue for the driver to stay within the vehicular travel area of the right-of-way. Other functions, such as walking, would be implied for the area outside of the striped two lane area. This striping would formalize the informal use of the streets themselves by pedestrians. Pedestrians would need to share the approximately 10 feet wide lanes on each side of the street with parked vehicles, which could be restricted in certain areas. This option does not provide a standard sidewalk which is separate from vehicle traffic, but a less formal area that intermingles parked vehicles and pedestrians.

Details. The paint color should be extended on both sides of each local street, from the corner radius of each intersecting block. The color could be tan, to match the color of the Libbey Plaza pedestrian area. Such a color scheme would provide another visual cue that the zone demarcated will be used by pedestrians.

Option 4: Figure 10 illustrates this option, which formalizes some of the previous options into a true 'pedestrian street.' The travel way for vehicles becomes a curvilineal street to help slow traffic. On-street parking is located in parking bays, with roughly 50% of the inventory available depending on the amount of curve extensions. Enhanced sidewalks, planting areas, neck downs, and traffic circles all provide the opportunity to plant additional landscaping and street trees, and return a substantial amount of the public right-of-way back to the residents for

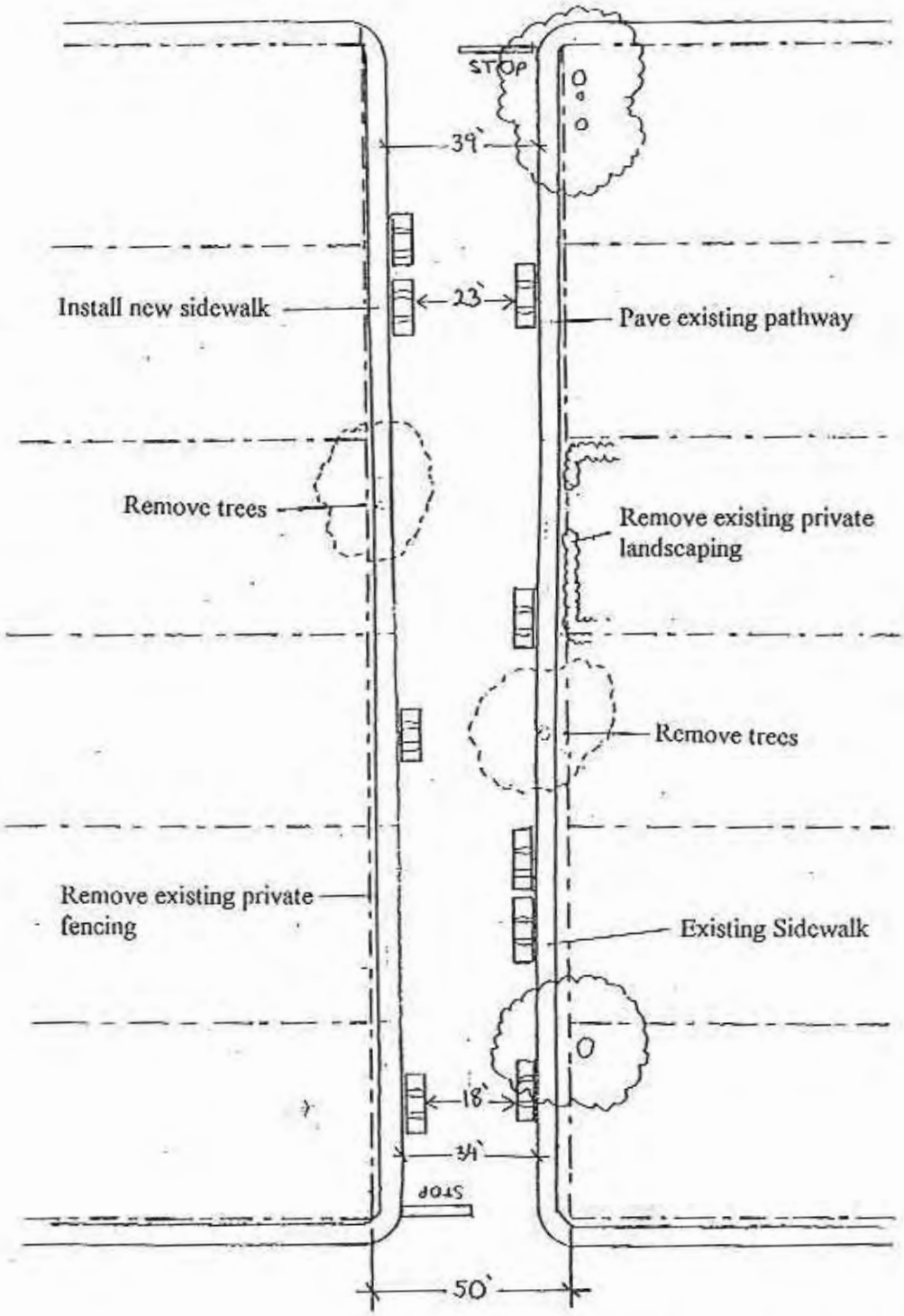


Figure 7: Sidewalk Option #1

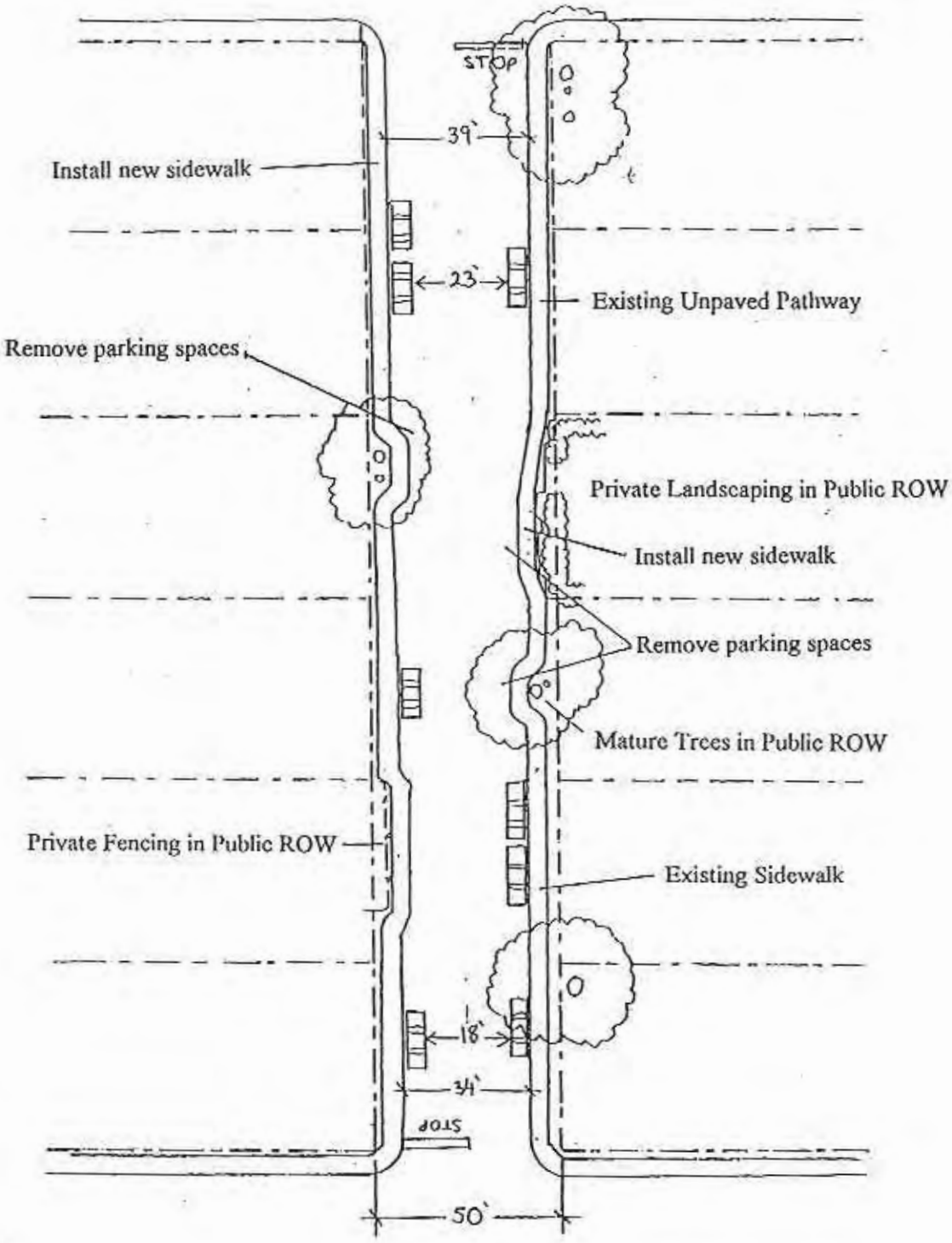


Figure 8: Sidewalk Option #2

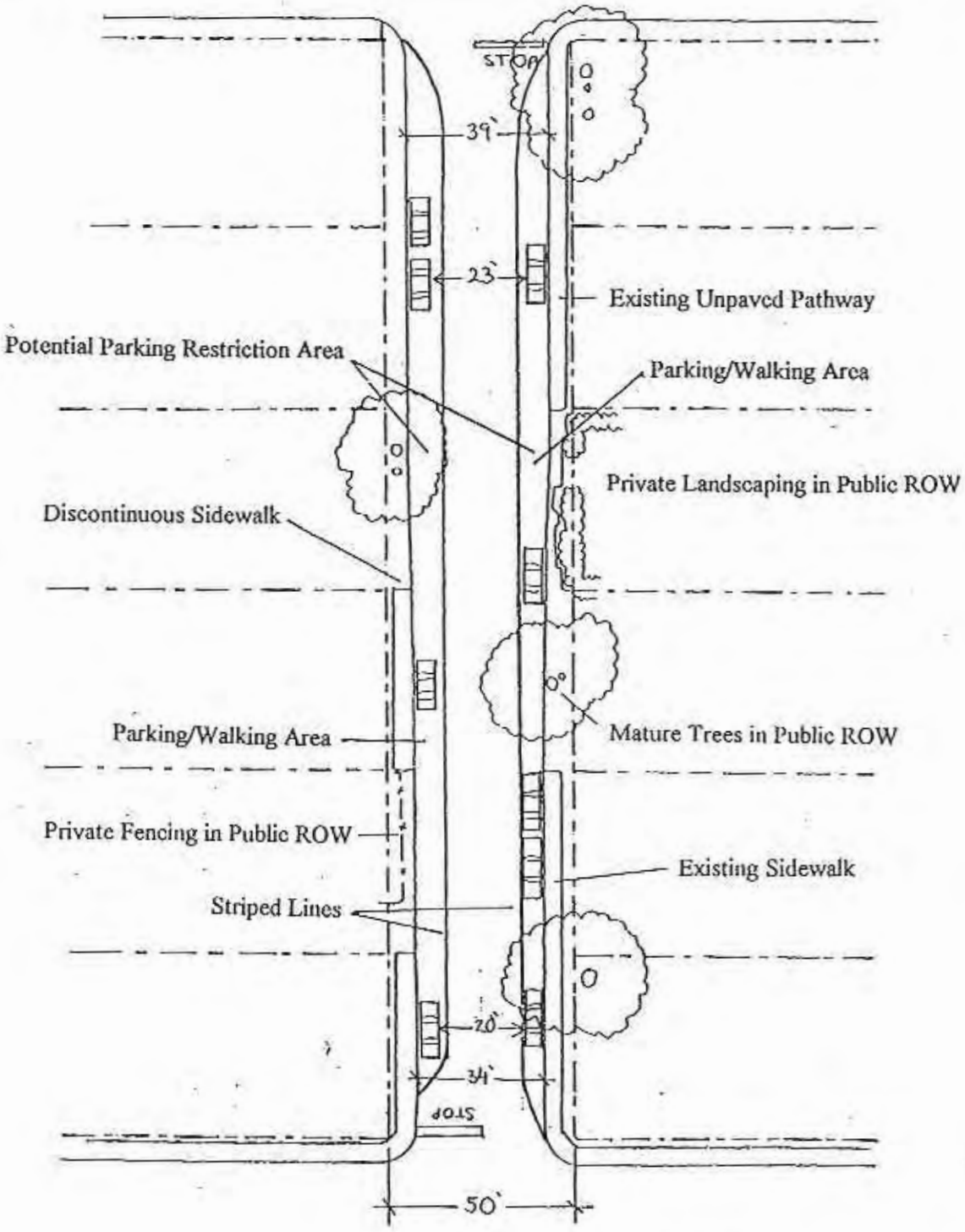


Figure 9: Sidewalk Option #3

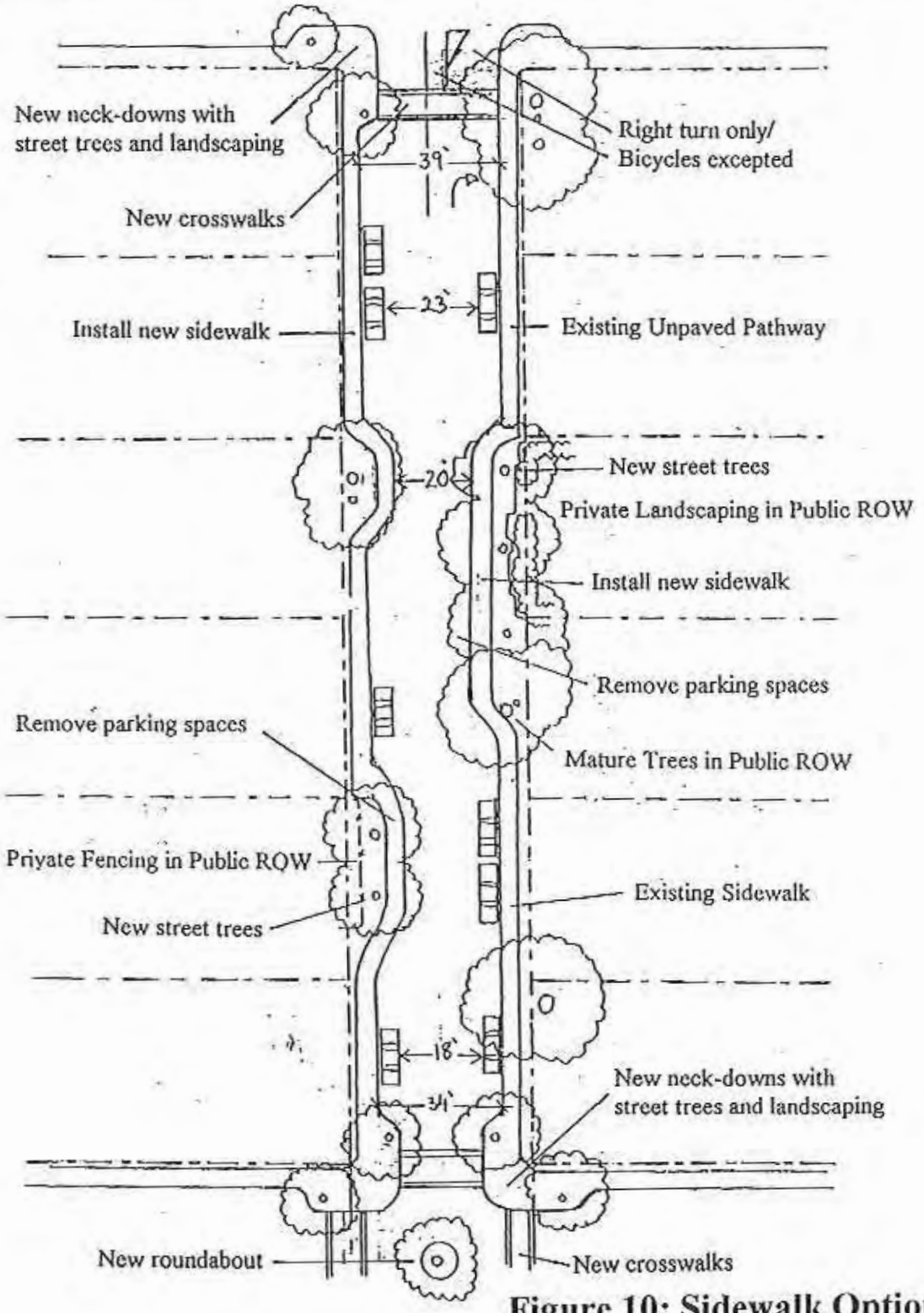


Figure 10: Sidewalk Option #4

walking and cycling. Traffic and parking impacts would need to be studied by the City prior to approving this option.

Option 5: For rural neighborhoods zoned R-O we should recognize the use of footpaths/walkways as a safe and appropriate pedestrian option. Existing pathways should be enhanced/maintained and new ones encouraged.

4.7.3 Other Pedestrian Improvements

The following list describes the other top pedestrian enhancements for Ojai:

1. Remove Mail Boxes from Curbside Locations, (in residential zones of R-1 or where mailbox locations impede pedestrian access).
2. Install Crosswalks with stop bars at each stop sign.
3. Redesign Mid-block Crossing of Ojai Avenue at Libbey Plaza.
4. Retrofit Pedestrian ADA ramps at Intersections along Ojai Avenue and Matilija Street.
5. Install Tree Planters in parking strip where curbs and sidewalks occur back to back.
6. Implement a new Streetscape for Matilija between Signal and Montgomery.

This list should be updated every two years and be considered along with other public works projects when the City adopts its annual budget. The following details the improvements:

1. Remove Mail Boxes from Curb Side Locations: Ojai currently has a rural mail delivery designation, which allows mail to be delivered directly from postal service vehicles. Mail boxes at these locations are standard for rural areas where residents typically drive to pick up their mail and there are relatively few people walking along the streets. They are not appropriate for a developed area such as Ojai, and represent a public nuisance and hazard. Research indicates that the decision on the rural designation for Ojai rests with the local Postmaster. As a federal agency, it is recommended that the City file a formal request with the Postmaster with copies sent directly to the City's U.S. Congressman and U.S. Senator.

2. Install Crosswalks with stop bars at each stop sign. Though pedestrians have the right of way at every intersection under the California State Vehicle Code, many motorists are unaware or unknowingly disrespectful of pedestrian spaces such as crosswalks. Ojai's streets are generally lacking crosswalks. At each stop-signed intersection within the pedestrian enhancement district (PED), the City shall provide a striped crosswalk for all crossing directions.

3. Redesign Mid-block Crossing of Ojai Avenue at Libbey Plaza. The City recently implemented improvements to the design of the Libbey Plaza at the Ojai Avenue edge. A mid-

block crosswalk is located immediately east of the improved Plaza area. The mid-block crosswalk should be redesigned to form an alignment with the center of Libbey Plaza and the extended Ojai Valley Trail terminus.

4. Retrofit Pedestrian ADA curb ramps at Intersections. Along Ojai Avenue and Matilija Street, single public sidewalk curb ramps serving two street crossing directions shall be retrofitted. New ramps shall include a two-foot section of straight curb next the ramp and within the crosswalk to give people with visible impairments a include as to what direction to walk, and to avoid a diagonal orientation into intersection traffic.

5. Install Tree Planters in parking strip. For parcels where street standards are being implemented due to new construction activity, installation of tree planters shall be specified within the PED. The planters would be required in the parking lane of the curb-to-curb area of the right-of-way. These planters would serve as physical buffers between the sidewalk and the un-buffered parking lane, a situation that occurs throughout Ojai. They would also serve as an opportunity to enhance Ojai's urban forest. Such treatment is encouraged throughout the City where neighborhoods desire such retrofit treatment.

6. Matilija Streetscape Project. Figures 11A and 11B show two possible options for how the public right-of-way could be reconfigured to provide more public space and landscaping, while maintaining on-street parking. Both designs would help to moderate traffic flow and speeds, but the preferred option (Figure 11B) would result in no significant loss of on-street parking and was done in consultation with downtown business owners, as part of the Arcade Plaza renovation design project.

4.7.4 Long-Range Improvements

Ojai Avenue Pedestrian Treatment. Ojai Avenue through the heart of Ojai serves many functions, including a through regional state highway and a downtown 'Main Street' for the City. A long term vision for the City may be to reconsider the basic premise of Ojai Avenue as primarily a through state highway and more as a traditional Main Street although to accomplish this shift, an alternative route should first be identified and implimented. This change would entail a fundamental shift for the Ojai Avenue public right-of-way from providing roadway and parking capacity to more pedestrian and bicycle-friendly designs including plazas, landscaping, outdoor dining, bicycle parking, benches, public art, and other features (see Figure 12). The major impacts, advantages, and disadvantages of this vision are presented below. The following discussion is not meant to outline a specific recommended project, but rather to highlight some hypothetical advantages and disadvantages of making Ojai Avenue more "pedestrian friendly" and to suggest an approach for future study.

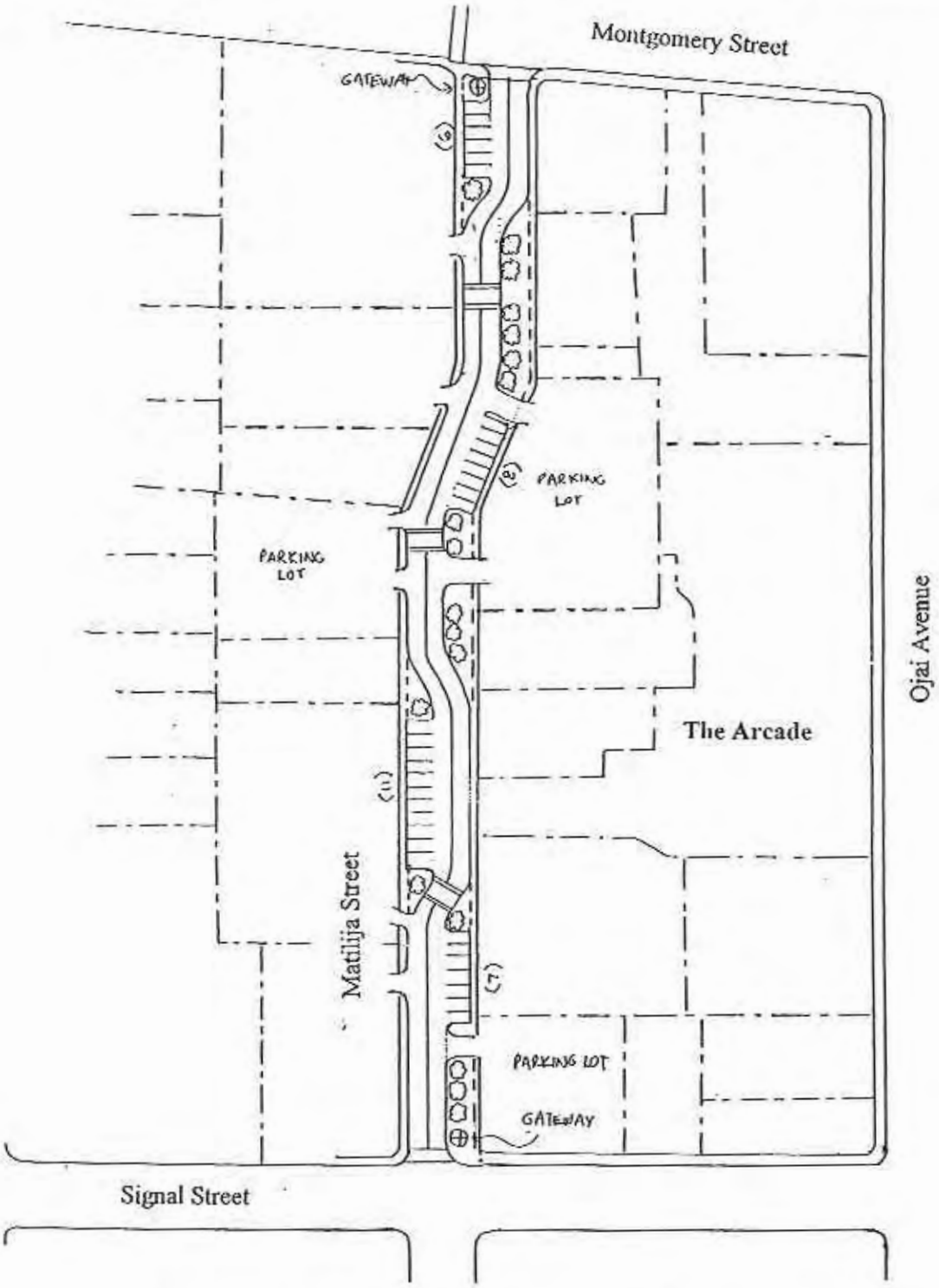


Figure 11A: Matilija Streetscape Project Alternative A

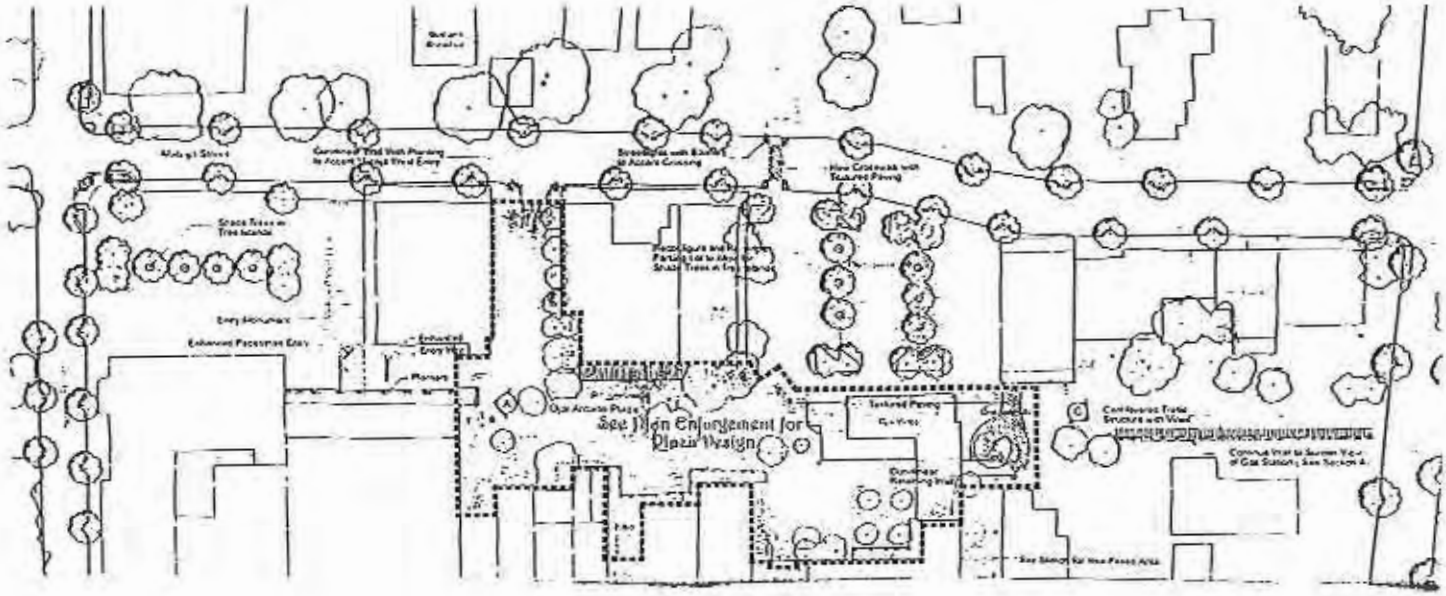


Figure 11B: Matilija Streetscape Project Alternative B

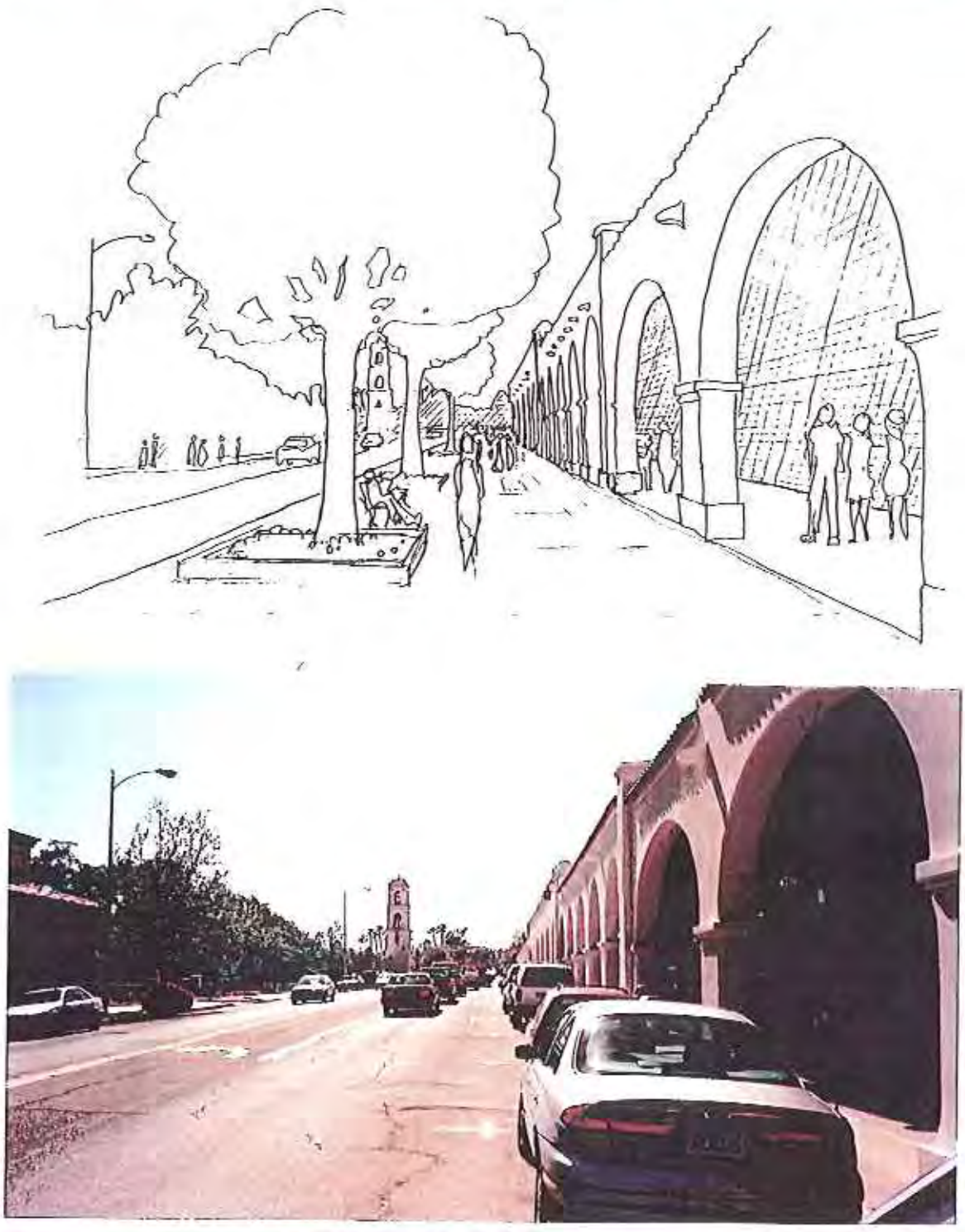


Figure 12: Ojai Avenue Long Term Vision

Advantages

There are two major advantages to implementing the vision of a pedestrian-friendly Ojai Avenue in the downtown area. First, it would return what is essentially an asphalt parking lot and roadway to the residents of Ojai. Currently, what should be the best place to walk, bicycle, dine, or shop in Ojai--not to mention the historic core of the community--becomes a noisy, polluted corridor during peak periods. What should be prime pedestrian areas such as the Arcade and Libbey Park become refuges for pedestrians scrambling across Ojai Avenue.

Second, making Ojai Avenue more pedestrian-friendly could be part of a larger effort to fundamentally change the town as a tourist destination. People drive hours to visit Ojai because it is a quiet, beautiful village--but in the process of driving through and around town these very visitors destroy the ambience they drove hours to experience. Should Ojai de-emphasize the automobile on Ojai Avenue it could be part of a larger strategy to make Ojai a center of eco-tourism where visitors leave their vehicles in remote lots and walk, bicycle, or take shuttles into the heart of the town. It is possible that Ojai could actually enhance the visitor experience and attraction by de-emphasizing automobile access and transforming the heart of the town into a truly enjoyable destination.

In summary, the chief advantages are:

a. Return downtown to the residents as a place to walk, ride, dine, or shop
b. Create a pedestrian-friendly linkage between the Arcade and Libbey Park
c. Establish a new eco-tourism strategy with Ojai as a place where visitors can experience the community as it once was, and walk, bicycle, or shuttle around rather than drive

Disadvantages

The chief disadvantages of reducing vehicle parking or travel capacity on Ojai Avenue are that (a) the street is a state highway which many residents and visitors rely on for through connections, and (b) it flies in the face of the traditional concept that visitors and residents want to park as close as possible to their destination and want as little congestion as possible. In order to make major changes to Ojai Avenue, it is likely that the City would need to take over responsibility of the street from Caltrans which would entail additional maintenance costs from the City. It is also likely that Caltrans would require the City to provide an alternate or reliever route should the City make any significant reductions in capacity. The City would need to take significant steps to protect local streets as any constriction on Ojai Avenue would result in additional traffic using alternate routes through residential neighborhoods.

In the worst case, traffic congestion would increase tremendously on Ojai Avenue resulting in additional delays to all motorists and spillover impacts into Ojai neighborhoods. Local merchants might suffer as visitors and residents choose to visit other destinations rather than face the congestion and lack of parking. Lost on-street parking on Ojai Avenue would need to be replaced with other nearby parking lots which would have local environmental and fiscal impacts.

Recommended Steps

The basic concepts expressed in this long term vision require an in-depth study and extensive community involvement process to resolve the key issues. For example, a traffic and parking analysis need to be conducted which identify potential impacts and alternatives including the reduction in capacity. An economic analysis needs to be conducted which identifies the potential economic benefits/costs with various options. The 'eco-tourism' concept needs to be fleshed out including where remote parking could be located and how many visitors would be willing/able to walk, bicycle, or shuttle into town. Extensive community input would be required to see what support there is for various concepts and how concepts could be phased and financed over time. All of these efforts could be accomplished under a standard Downtown Specific Plan effort which would then be adopted as part of the General Plan.

Revise Standard Design for Local Streets. Most of Ojai's local streets have a dedicated 50 foot right-of way. When built to plan specification, local streets have a 40 feet curb-to-curb, with a four foot sidewalk immediately behind the curb, and one foot of property-owner maintained area. This profile results in overly wide vehicular areas at the expense of pedestrian and green area.

It is recommended that Ojai utilize the Traditional Neighborhood Design Guidelines prepared by the Institute of Transportation Engineers as well as the Street Design Guidelines for Healthy Neighborhoods published by the Center for Livable Communities, to guide future street design changes. These design guidelines are recommended by the California Local Government Commission.

4.7.5 Pedestrian Programs

Walking Tours. In concert with tourism and development and cultural and historical programs, develop an official walking tour of Ojai. A map with key points of interest relative to history, architecture, gardens, and aesthetic features could be highlighted. The map would be available at visitor offices, hotels, and other businesses on the route.

Safe-Route to School Program. A program developed in coordination with the Ojai Unified School District administration, faculty, parent, and student groups should be developed. Such a program would identify primary pedestrian pathways to each of the district's facilities. The implementation of the program would include:

Pedestrian design and traffic calming features of this plan could be prioritized to correspond with these routes;

- Local speed enforcement efforts could be assigned to problem linkages at high volume pedestrian time frames;
- Signage could be designed and placed along routes identifying safe-route-to-school designated corridors;
- Ongoing monitoring of the program could involve the City traffic officials and school committees.

Pedicabs. The City should authorize pedicabs to operate within Ojai. Such a service would be designed to serve pedestrians and visitors, and provide a way for the less-mobile to travel to downtown without using vehicles. The pedicabs would slow the pace of vehicle use on Ojai's streets, and provide some employment opportunities. The pedicabs could also use the Ojai Valley Trail as an alternative to using Ojai Avenue.

Street Closures for Special Events. Ojai currently closes a portion of Ojai Avenue on the 4th of July and Ojai Day. This practice encourages citizens to think of streets as public property to meet many functions. The City should encourage and support more regular street closure events. For example, the farmer's market could be moved from the parking lot into Matilija Street, freeing up an additional parking lot and making nearby segments of the street safer for pedestrians. Other events that could involve street closures could include Bowlful of Blues, the Ventura County Potter's Guild Show, Art Stroll, and other festivals.

Performance Spaces. At locations along Ojai Avenue and Matilija Street, designated street performance spaces could be accommodated. Such spaces would enable pedestrian gatherings to here and participate in music and other entertainment. The City could issue permits to regulate locations. Candidate spaces include Libbey Plaza, the Arcade and Arcade Plaza, and public parking lots along Ojai Avenue and Matilija Street.

Public Art. The City could commission public art designed for viewing by pedestrians. Locations could include public parking lots, Libbey Plaza, and along the Ojai Valley Trail. Sculptures could be placed in right-of-way planters, such as the Libbey Plaza mid-block crosswalk bulb-outs.

5.0 Design and Maintenance Standards

This chapter provides details on the recommended design and operating standards for the Ojai Bikeway and Pedestrian System.

5.1 Existing Bicycle Design Standards and Classifications

National design standards for bikeways have been developed by the American Association of Highway and Transportation Officials (AASHTO) and the California Department of Transportation (Caltrans). The Caltrans Highway Design Manual, Chapter 1000: Bikeway Planning and Design, serves as the official design standard for all bicycle facilities in California. Design standards in Chapter 1000 fall into two categories, mandatory and advisory. Caltrans advises that all standards in Chapter 1000 be followed, which also provides a measure of design immunity to the City. Not all possible design options are shown in Chapter 1000. For example, intersections, ramp entrances, rural roads, and a variety of pathway locations are not specified in the Caltrans Highway Design Manual.

The following section summarizes key operating and design definitions:

- **Bicycle** A device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having either two or three wheels in tandem or tricycle arrangement.
- **Class I Bikeway** Variously called a bike path or multi-use trail. Provides for bicycle travel on a paved right of way completely separated from any street or highway.
- **Class II Bikeway** Referred to as a bike lane. Provides a striped lane for one-way travel on a street or highway.
- **Class III Bikeway** Referred to as a bike route. Provides for shared use with pedestrian or motor vehicle traffic.

Graphic descriptions of Class I, II, and III bikeways are shown in Figure 1 on page 16.

5.2 General Design Recommendations

5.2.1 Conform to Caltrans Design Guidelines for All Bikeways

1. All designated Class I, II, or III bicycle facilities should conform to the Caltrans Highway

Design Manual Chapter. Where facilities do not meet this criteria, they should not be referred to as a Class I, II, or III.

5.2 Class I, II and III Bikeway Design Guidelines

The following guidelines present the recommended minimum design standards and ancillary support items for Class I bike paths (also referred to as multi-use trails), Class II bike lanes, and Class III bike routes.

5.2.1 All Class I bike paths should generally conform to the design recommendations in Table 4 and Figure 13.

1. Multi-use trails and unpaved facilities that serve primarily a recreation rather than a transportation function and will not be funded with federal transportation dollars may not need to be designed to Caltrans standards.

2. Class I bike path crossings of roadways require preliminary design review. A prototype design in presented in Figure 14. Generally speaking, bike paths that cross roadways with ADTs over 20,000 vehicles will require signalization or grade separation. No multi-use trails are proposed to cross a major arterial at an unprotected location with ADTs over 20,000 vehicles in Ojai.

3. Landscaping should generally be low water native vegetation.

4. Lighting should be provided where the bike path will be used by commuters.

5. Barriers at pathway entrances should be clearly marked with reflectors and ADA accessible (min. 5 feet clearance).

6. Bike path construction should take into account impacts of maintenance and emergency vehicles on shoulders and vertical requirements.

7. Provide 2 feet wide unpaved shoulders for pedestrians/runners, or a separate tread way where feasible. Direct pedestrians to right side of pathway with signing and stenciling.

8. Provide adequate trailhead parking and other facilities such as restrooms, drinking fountains) and appropriate locations.

Table 4: Class I Bicycle Path Specifications

Pavement Type:	Recycled Asphalt	3"	(75 mm)
	Asphalt[1]	3"	(75 mm)
	Concrete[2]	3"	(75 mm)
Sub-Base:	Granite	4-6"	(100-150 mm)
	Gravel	4-6"	(100-150 mm)
Shoulders:	Decomposed Granite	2-4"	(50-100 mm)
Width:	Minimum 1-way Path	5'	(1.5 m)
	Minimum 2-way Path	8'	(2.4 m)
	Preferred 2-way Path	12'	(3.6 m)
Shoulders:		2-3'	(0.6-1.0 m)
Lateral Clearance:		2-3'	(0.6-1.0 m)
Vertical Clearance:		8-10'	(2.5-3.0 m)
w/ Equestrians		12'	(3.6 m)
Striping:			
Centerline (none, dashed yellow, solid yellow)		4"	(100 mm)
Edgeline (none or solid white)		4"	(100 mm)
Signing:		See Caltrans Traffic Manual and MUTCD	
Minimum Cross Slope:		2%	2%
Minimum Separation from Roadway:[3]		5'	1.5 m
Design Speed			20-30 mph 40-50 kph
Maximum Superelevation:		5%	5%
Maximum Grades (over 100'):		5%	5%
Barrier Posts (minimum spacing):			5' 1.5 m
Lighting (if night use expected):		5-22 LUX	5-22 LUX

Source: Caltrans Highway Design Manual, Chapter 1000

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1 Asphalt may be unsuitable for bike paths in stream channels due to asphalt oils.

2 A 6" concrete thickness may be used directly on compacted native material.

3 Unless physical barrier provided.

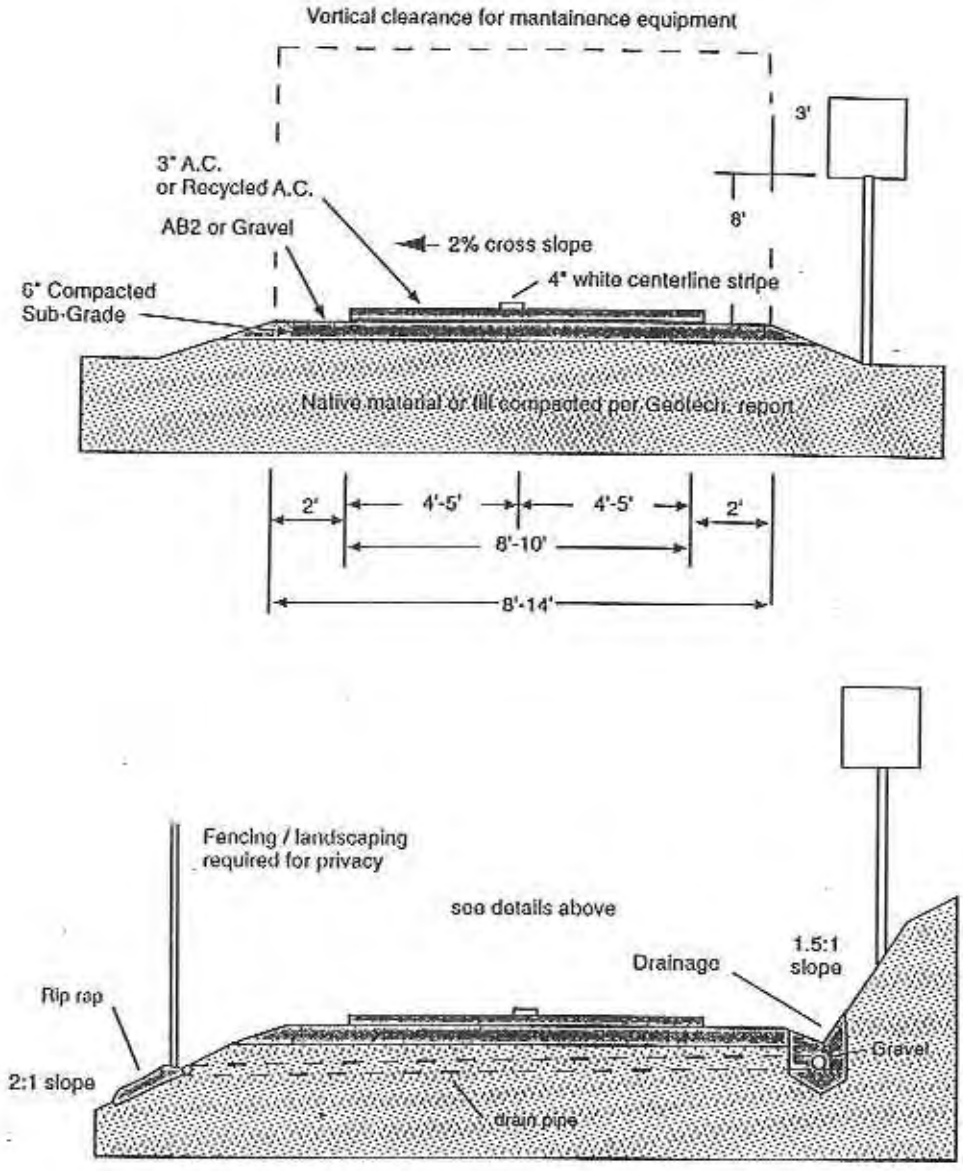


Figure 13: Class I Bicycle Path Cross Section

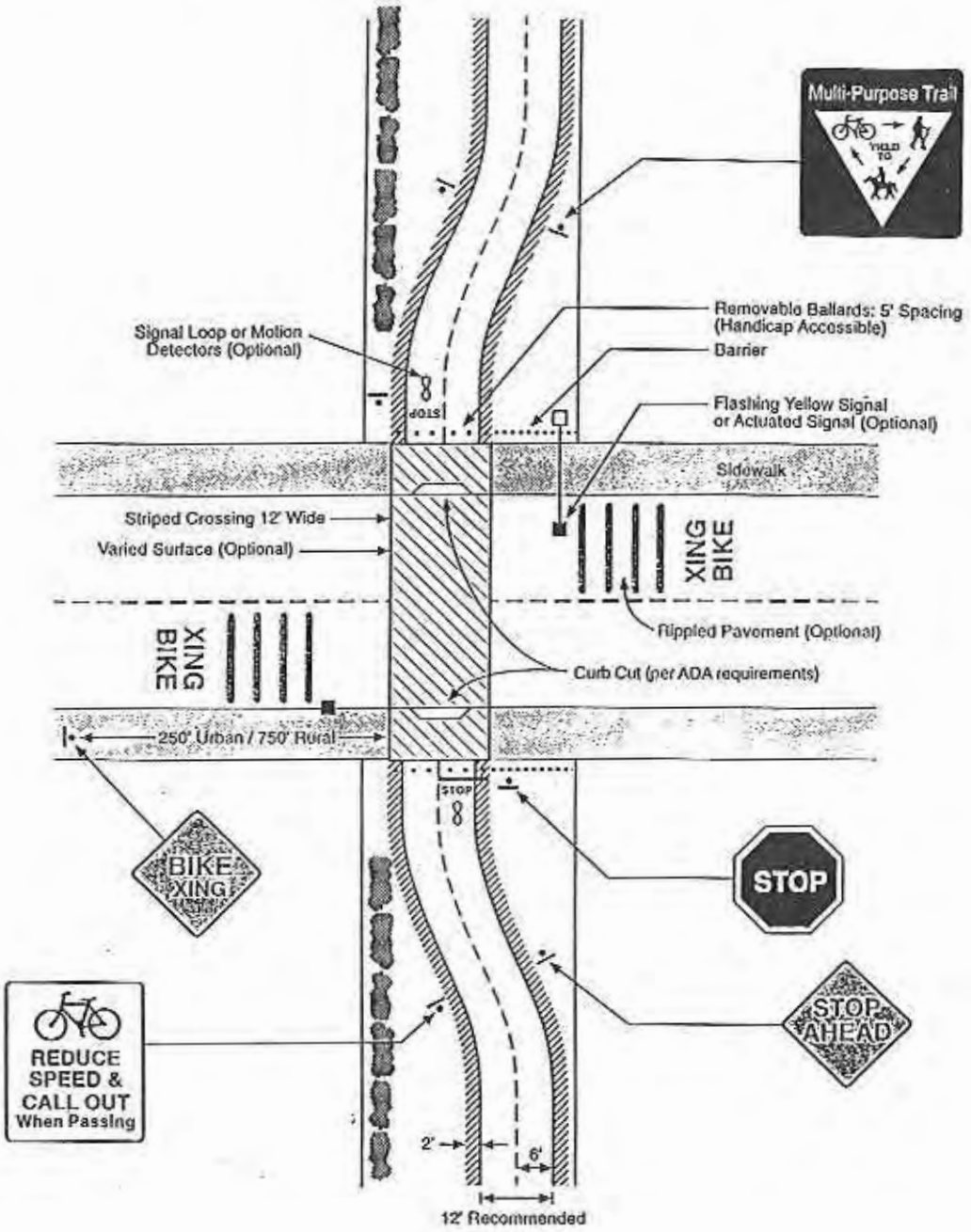


Figure 14: Class I Bicycle Path Crossing Prototype

5.2.2: All Class II bike lanes should generally conform to the design recommendations in Table 5 and Figure 15.

1. Intersection and interchange treatment. Caltrans provides recommended intersection treatments in Chapter 1000 including bike lane 'pockets' and signal loop detectors. The Department of Public Works should develop a protocol for the application of these recommendations, so that improvements can be funded and made as part of regular improvement projects. Figure 16 (Class II Bike Lanes at Intersections) and Figure 17 (Recommended Right Turn Channelization) provides details for recommended intersection treatments.

2. Signal loop detectors should be considered for all arterial/arterial, arterial/collector, and collector/collector intersections. The location of the detectors should be identified by a stencil of a bicycle and the words 'Bicycle Detector'.

3. Bike lane pockets (min. 4' wide) between right turn lanes and through lanes should be provided wherever available width allows, and right turn volumes exceed 150 motor vehicles/hour.

5.3 Other Facilities

In addition to those identified by Caltrans, there are a variety of improvements which will enhance the safety and attraction of streets for bicyclists.

Bicycle Boulevards. Palo Alto pioneered the concept of a bicycle boulevard, which in that city is a street directly parallel to a major commercial corridor that was designed to promote bicycle movement and discourage through vehicle movement. This was achieved by partial street closures and lack of coordinated signals. In addition, wider curb lanes and frequent signing as a 'Bicycle Boulevard' helps increase the motorists' awareness. A bicycle boulevard is proposed for Aliso Street to make it safer and more usable for residents and as a viable alternative route for pedestrians and bicyclists.

5.3.1: The bicycle boulevard concept should be implemented by the City on Aliso Street.

Sidewalks. The use of sidewalks as bicycle facilities is not encouraged by Caltrans, even as a Class III bike route. There are exceptions to this rule. The California Vehicle Code states: 'Local authorities may adopt rules and regulations by ordinance or resolution regarding the (...) operation of bicycles (...) on the public sidewalks.' (CA VC 21100, Subdiv. H). Caltrans adds in Chapter 1000: 'In residential areas, sidewalk riding by young children too inexperienced to ride in the street is common. With lower bicycle speeds and lower auto speeds, potential conflicts are somewhat

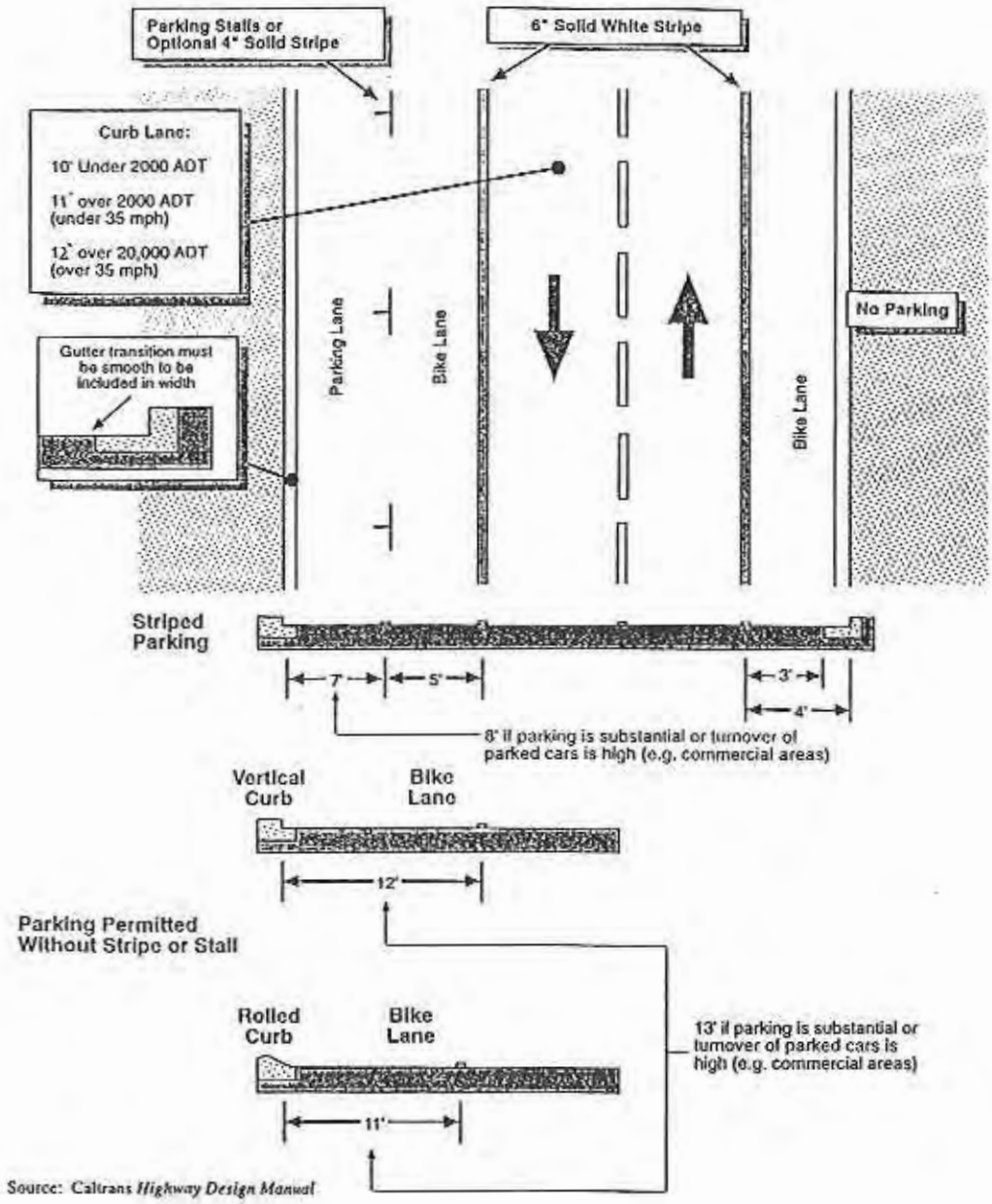


Figure 15: Class II Bike Lane Cross Section

Table 5: Class II Bike Lane Specifications

Minimum Widths	Adjacent Parking	5'	(1.5 m)
	No Parking[4]	4'	(1.2 m)
	Combination Parking Lane[5]	11-13'	(3.3-3.9 m)
Striping	Left side line: solid white stripe	6"	(150 mm)
	Right side line: solid white stripe	4"	(100 mm)
	Approach to intersections: Dashed white stripe	100-200'	(30 m-60 m)
Signing	R81 Bike Lane Sign		
	▪ beginning of all bike lanes ▪ far side of all bike path crossings ▪ at approaches and far side of all arterial crossings ▪ at major changes in direction ▪ maximum ½ mile (0.8 km) intervals		
	Custom Bike Route Sign with G33 Directional Arrow and destination signs (where needed)		
	▪ see items under R81 Bike Lane Sign ▪ at approach to arterial crossings		
Pavement Markings	"Bike" legend "Lane" legend Directional arrow		
	▪ see items under R81 Bike Lane Sign ▪ at beginning and end of bike lane pockets at approach to intersection		

Source: Caltrans Highway Design Manual, Chapter 1000, MUTCD, Caltrans Traffic Manual

4 Minimum 3' (.9 m) between stripe and gutter joint.

5 Rolled curb, 11' (3.3 m), vertical curb, 12' (3.6 m), 13' (3.9 m) recommended with significant parking or turnover.

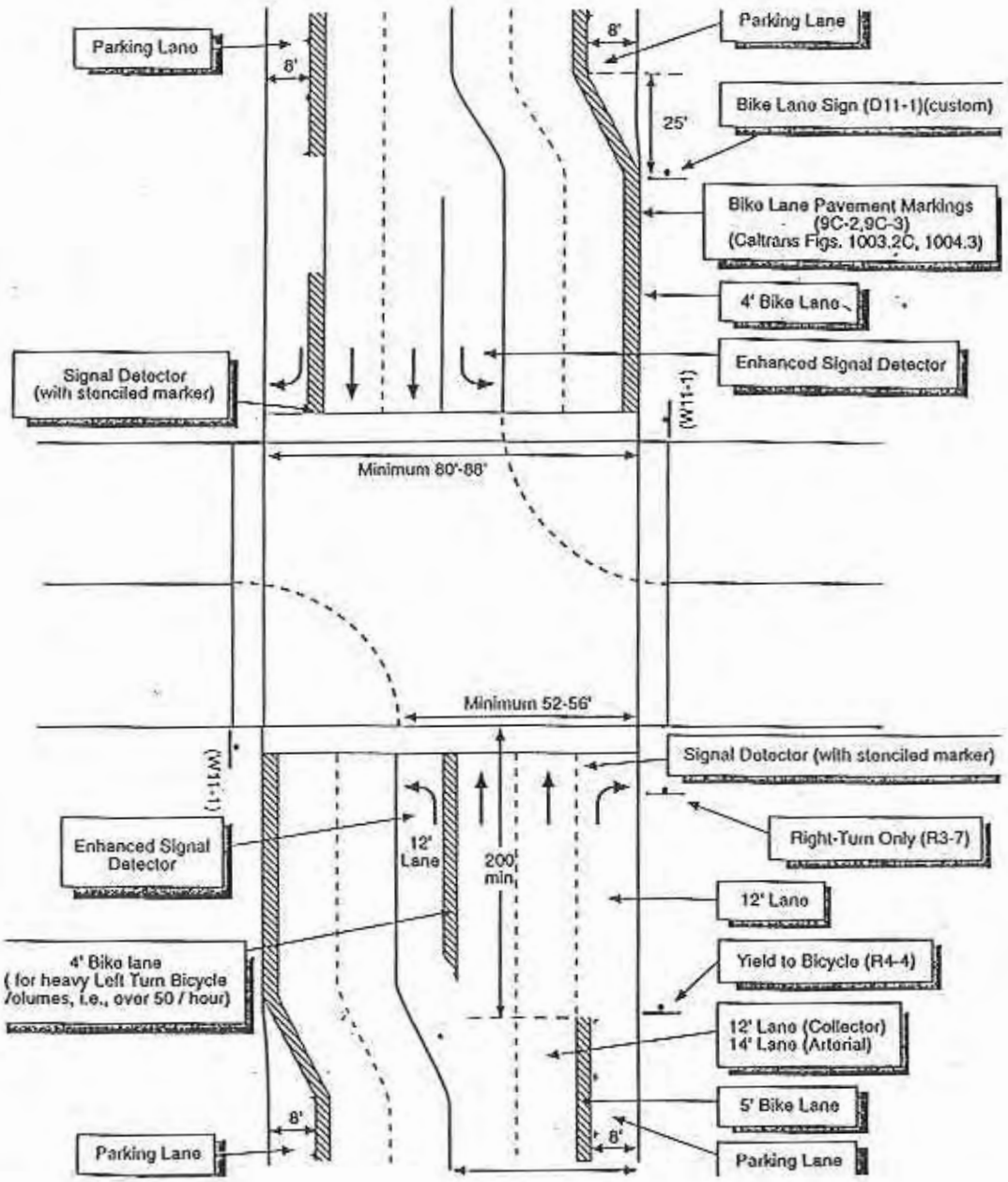
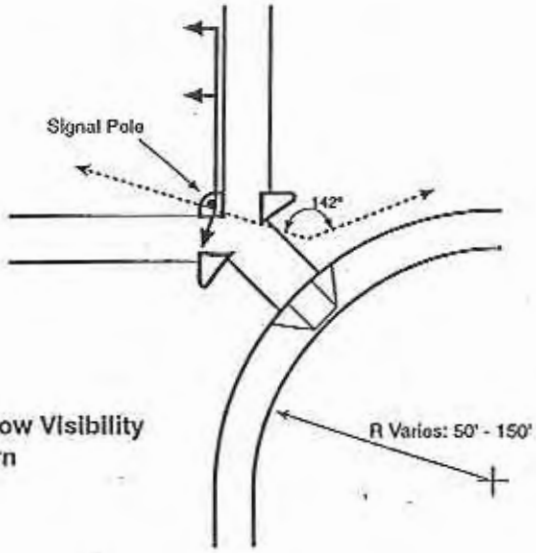
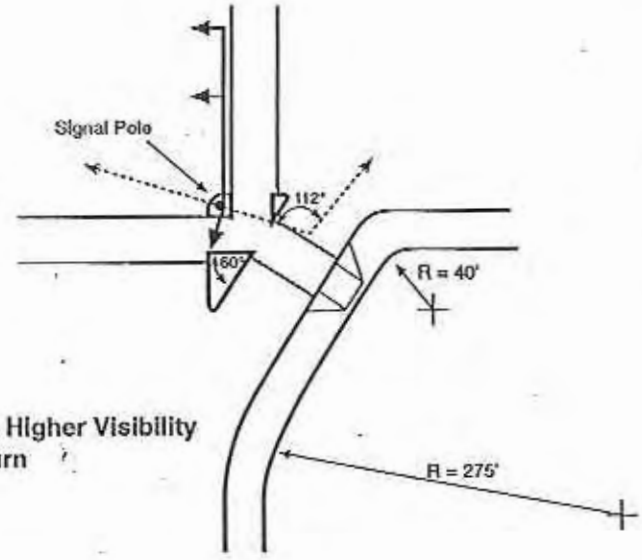


Figure 16: Bike Lane Intersection Design



Typical High-Speed, Low Visibility
Channelized Right Turn



Modified Low-Speed, Higher Visibility
Channelized Right Turn

Figure 17: Recommended Right Turn Channelization

lessened, but still exist. But it is inappropriate to sign these facilities as bikeways. Bicyclists should not be encouraged (through signing) to ride facilities that are not designed to accommodate bicycle travel.'

5.3.2: Adopt Caltrans recommendations.

Traffic Calming. This includes any effort to moderate or reduce vehicle speeds and/or volumes on streets where that traffic has a negative impact on bicycle or pedestrian movement. Because these efforts may impact traffic outside the immediate corridor, study of traffic impacts is typically required. For example, the City of Berkeley instituted traffic calming techniques by blocking access into residential streets. The impact was less traffic on local streets, and more traffic on arterials and collectors. Other techniques include installing traffic circles, intersection islands, partial street closings, 'bulb-out' curbs, pavement treatments, lower speed signal timing, and narrowing travel lanes. The City of Ojai already has a relatively continuous street grid system with some filtering of through traffic into residential neighborhoods. Traffic circles, roundabouts, and other measures may be considered for residential collector streets where there is a desire to control travel speeds and traffic volumes but not to install numerous stop signs or traffic signals.

Signing and Striping. All bikeway signing in Ojai should conform to the signing identified in the Caltrans Traffic Manual and/or the Manual on Uniform Traffic Control Devices (MUTCD). These documents give specific information on the type and location of signing for the primary bike system. A list of bikeway signs from Caltrans and the MUTCD are shown in Table 6 (List of Bikeway Signs). Typical signing for a school commute corridor is shown in Figure 18. A typical bike route sign is shown in Figure 19.

5.3.3: Develop a Ojai Bikeway System logo for use on the primary network. This sign may include a bikeway numbering system that is keyed into a publicly-produced bikeway map. An example of such a sign is shown in Figure 20.

5.3.4: Installing bikeway signs should be a high priority, and may begin immediately on Class III bike route portions of the bikeway network. Examples of bikeway signing at signalized and unsignalized intersections is shown in Figures 21 and 22. Examples of bikeway warning signs are shown in Figure 23.

5.3.5: The City should identify locations in downtown and other employment areas where centralized public covered bicycle parking can be installed, such as parking lots. These facilities may charge a small user fee and/or be subsidized by nearby employers.

Table 6: Recommended Signing and Marking

BIKE PATH SIGNS

For Use:	Sign Description	Location	Color	Caltrans Designation Designation	MUTCD
Yes	Bike Path-No Motor Vehicles or Motorized Bicycles	Entrance to trail	B on W	R44A	N/A
No	No Motor Vehicles	Entrances to trail	B on W	N/A	R5-3
Yes	Trail Logo sign	Trail logo: at all trail entrances and major access points	Varies	N/A	N/A
Yes	Trail Regulations	All trail entrances (where people reading sign will not block trail)	B on W	N/A	N/A
Yes	Trail Curfew 10PM - 5AM	Based on local ordinance	R on W	N/A	N/A
Yes	Multi-purpose Trail: Bikes Yield to Pedestrians/Horses	All trail entrances		N/A	N/A
Yes	Bikes Reduce Speed & Call Out Before Passing	Every 2,000 feet	B on W	N/A	N/A
Yes	Keep Left Peds Right Bikes Keep Right Peds Left Bikes	Every 1000-2000 feet where ped and bike areas are designated	B on W	N/A	R9-7
Yes	Please Stay on Trail	In environmentally-sensitive areas		N/A	N/A
Yes	Speed Limit Signs	Where speed limits should be reduced From the trails design speed	B on W	R2	R2-1
Yes	Caution: Storm Damaged Trail	Storm damaged locations	B on Y	N/A	N/A
Yes	Trail Closed: No Entry Until Made Accessible & safe for Public Use	Where trail or access points closed due to hazardous conditions	B on W	N/A	N/A
Yes	STOP	At trail intersections with roads and other primary trails	W on R	R1	R1-1
Yes	YIELD		W on R	R1-2	R1-2
Yes	Bicycle Push Button for Green Light	Above push button at signal	B on W	R62C	N/A
Yes	Bicycle Use Ped Signal	For ped signal at cross walks	B on W	N/A	R9-5
Yes	Bicycle Yield to Peds	Where facility is shared by peds	B on W	N/A	R9-6

Table 6 (cont'd): Recommended Signing and Marking

BIKE PATH SIGNS (cont.'d)

Yes	Bicycle Symbol	For motorists before/at uncontrolled trail crossings and roads with unexpected bikes	B on Y	W79	W11-1
Yes	STOP Ahead	Before unexpected STOP sign	B, R on Y	W17	W3-1a
Yes	YIELD Ahead	Before unexpected YIELD sign	B, R, W on	YW28	W3-2a
Yes	Signal Ahead	Before unexpected signal	B, R, G on	YW41	W3-3
Yes	Cross Traffic Does Not	Stop Below stop or yield using engineering judgment	B on W	SW1	N/A
Yes	Turns and Curves	Before turns and curves less than design speed specifications	B on Y	W1,2,3 W4,5,6,14 W56,57	W1-1,2 W1-4,5 W1-6,7
Yes	Trail Intersections	Before uncontrolled trail approach, or where visibility is limited	B on Y	W7,8,9	W2-1,2,3 W2-4,5
Yes	Bikeway Narrows	Before bikeway less than 8' wide	B on Y	W15 (mod)	W5-4
Yes	Narrow Bridge	Before bridge less than 12' wide	B on Y	W23	W5-2
Yes	Downgrade	Before sustained bikeway hill greater than 5%	B on Y	W29 (mod)	W7-5
Yes	Pedestrian Crossing	Where pedestrian walkway crosses trail	B on Y	W54	W11A-2
Yes	Restricted Vertical Clearance	Before vertical clearance less than 8'- 6"	B on Y	W34	W12-2
Yes	Railroad Crossing	Before trail crosses railway tracks	B on Y	W47	W10-1

BIKE LANE SIGNS

For Use:	Sign Description	Location	Color	Caltrans Design.	MUTCD Design.
Yes	Bike Lane	Far side of intersections, etc.	B on W	R81	N/A
Yes	Begin	Beginning of bike lane	B on W	R81A	N/A
Yes	End	End of bike lane	B on W	R81B	N/A
No	Bike Lane Ahead/Ends	At beginning/end of bike lanes	B on W	N/A	R3-16

Table 6 (cont'd): Recommended Signing and Marking

BIKE LANE SIGNS (cont'd)

For Use:	Sign Description	Location	Color	Caltrans Designation	MUTCD Designation
No	Right/Left/Curb Lane Bikes Only	Along bike lanes	B on W	N/A	R3-17
Yes	Right Lane Must Turn Right	At required vehicle right turns	B on W	R18	R3-7
No	Begin Right turn Here, Yield to Bikes	Where bike lanes end before intersection	B on W	N/A	R4-
Yes	No Parking Any Time	Where parking is prohibited	R on W	R26, 26A R28, 28A	R7-1
Yes	No Parking Bike Lane	Where parking is prohibited	B,R on W	N/A	R7-9, 9a
Yes	No Bikes Wrong Way	On back of signs visible to wrong way riders	B,R on W	N/A	N/A

BIKE ROUTE SIGNS

For Use:	Sign Description	Location	Color	Caltrans Designation	MUTCD Designation
Yes	Bike Route	Before intersections, etc.	W on G	G93	D11-1
Yes	Begin	Beginning of bike route	W on G	G93A	M4-11
Yes	End	End of bike route	W on G	G93B	M4-12
Yes	Arrows	Before intersections, etc.	W on G	G33-45	M7-1-7
Yes	Route Name	On primary named routes	W on G	S17	N/A
Yes	Logo Numbered Route	On logo numbered routes	W on G	SG45	M1-8, 9
Yes	Street name and Directional Signs (i.e., Beaches, Downtown, etc.)	At intersections where access to major destinations is available	W on G	G7 G8	D1-1 D1-1b(r/l)

OTHER BIKE SIGNS

For Use:	Sign Description	Location	Color	Caltrans Designation	MUTCD Designation
Yes	Bicycle Parking	At bike parking locations	G on W	G93C	D4-3
Yes	Hazardous Condition	Before slippery or rough pavement, such as steel deck, ford, etc.	B on Y	W42 (mod)	W8-10

Table 6 (cont'd): Recommended Signing and Marking

OTHER BIKE SIGNS (cont'd)

For Use:	Sign Description	Location	Color	Caltrans Designation	MUTCD Designation
Yes	Angled Railroad Crossing	Before angled tracks	B on W	SW27-1	N/A
Yes	No Bikes facility (sidewalks, etc.)	At entrance to prohibited	B, R on W	R95, 95A	R5-6
Yes	Pedestrians Bicycles Motor-Driven Cycles Prohibited	On Freeway on-ramps where bikes prohibited	B on W	R44	R5-10A,10B
Yes	Bicycles Motor-Driven Cycles Must Exit	At ramp where bikes must exit a freeway	B on W	R44B, 44C	N/A

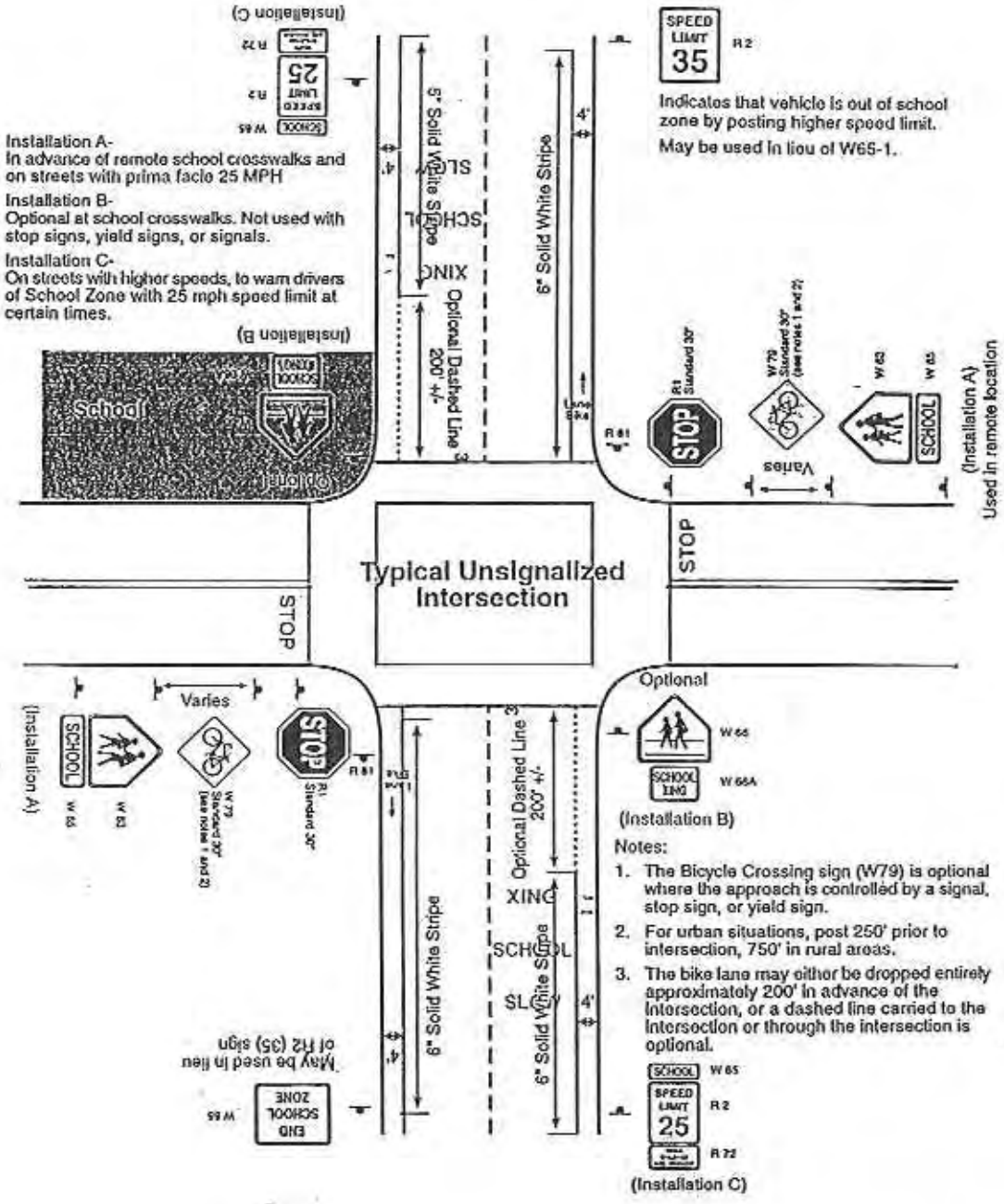


Figure 18: Signs and Marking within School Zones

Figure 19: Bike Route Sign

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

MUTCD NUMBER .None CODE SG45

SIGN SIZE	DIMENSIONS (INCHES)												
	A	B	C	D	E	F	G	H	J	K	L	M	N
12 x 18	12	18	1/4	1/4	1-1/2	10	16	1/4	4	3/4	4-1/2	4D	1-3/4
18 x 24	18	24	3/8	1/2	1-1/2	15	21	1/2	5	1	6	5D	2-1/2

COLORS
BORDER & LEGEND - GREEN (Reflective)
BACKGROUND - WHITE (Reflective)

- THE POLICY FOR INTENDED USAGE OF THIS SIGN IS SHOWN ON REVERSE SIDE -

Figure 20: Numbered Bike Route Sign

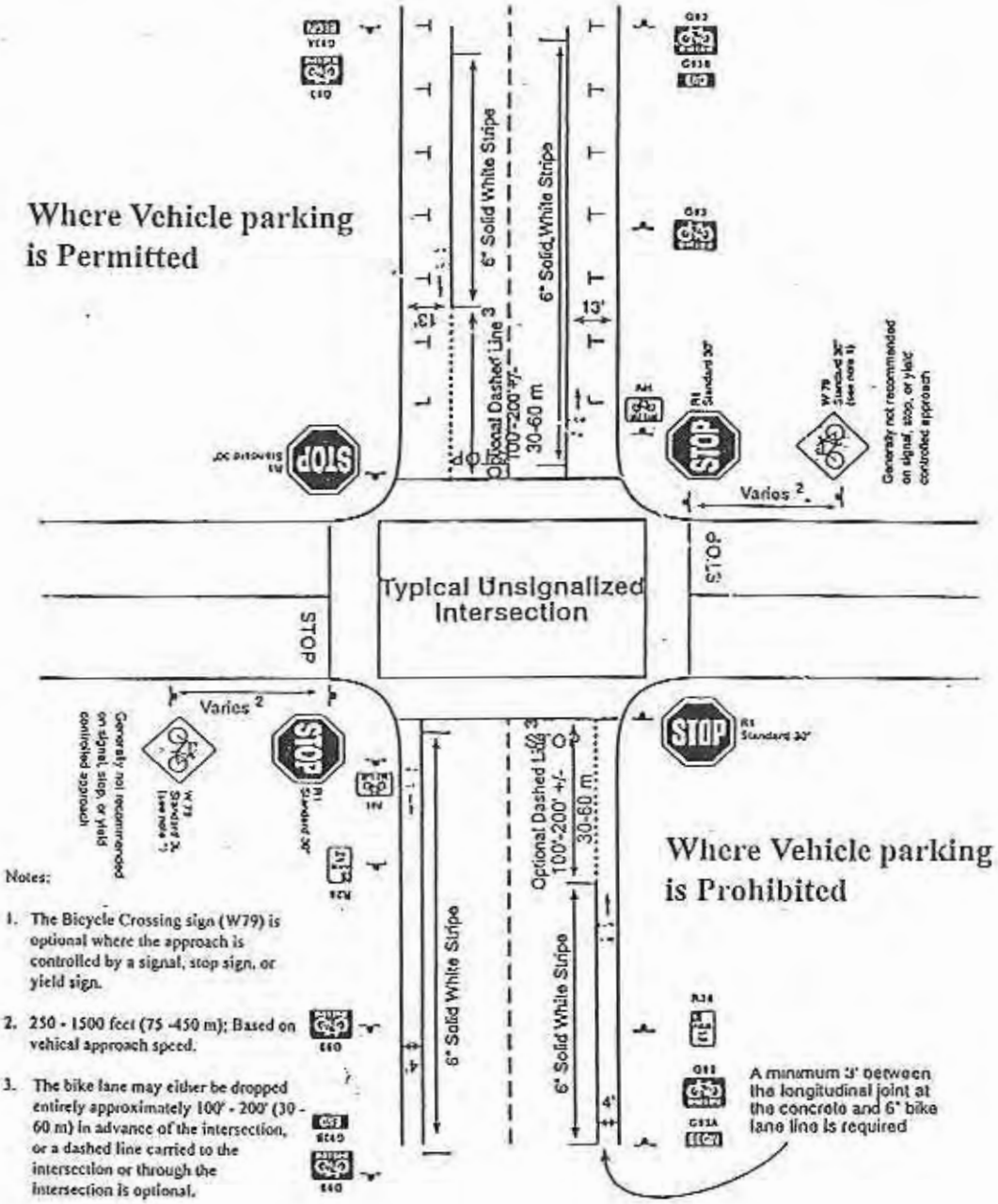


Figure 21: Signing at Unsignalized Intersections

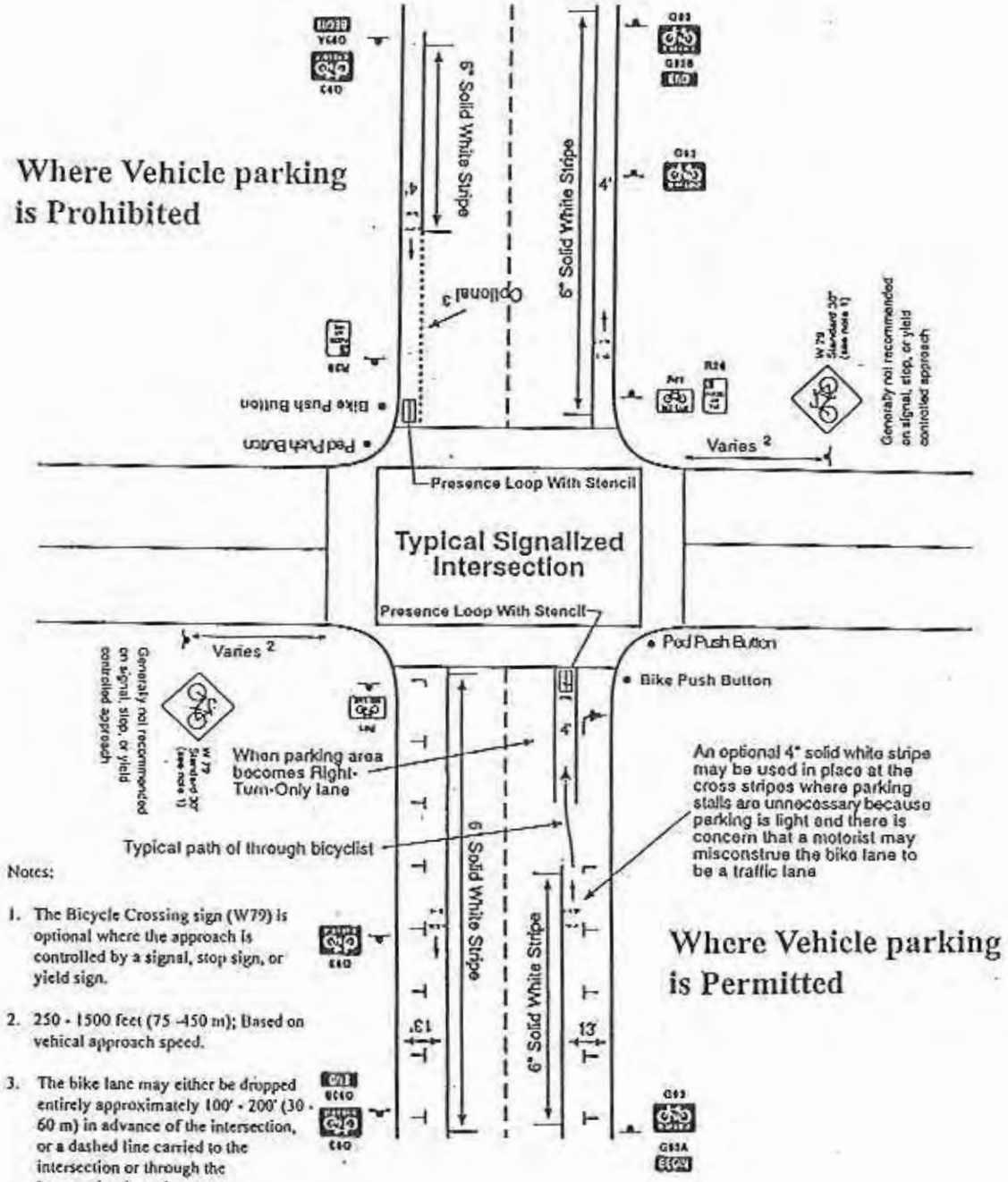


Figure 22: Signing at Signalized Intersections

WARNING SIGNS

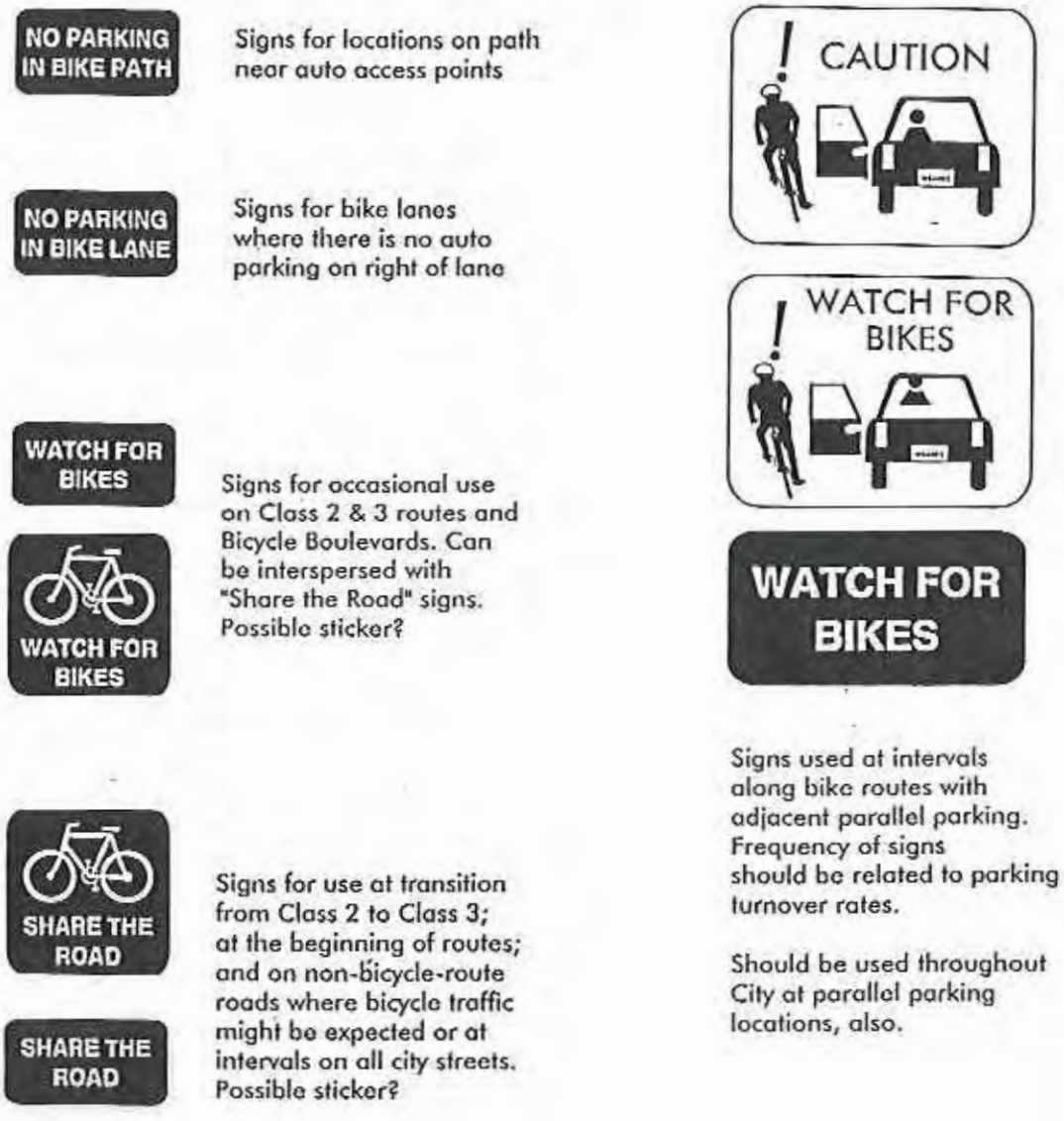


Figure 23: Warning Signs

5.4 Pedestrian Design Standards

Pedestrian design standards that are identified by Caltrans typically are limited to those that occur in the roadway, i.e., curb ramps for ADA requirements and crosswalks at protected (stop signs, signals) and unprotected (mid-block) locations. In addition, the City of Ojai has its own street design standards that include specifications on curb, gutter, and sidewalk facilities. This plan recommends additional standards for pedestrian facilities to supplement those already in existence, subject to review and approval by the Community Development and Public Works Departments.

5.4.1 Minimum sidewalk width should be 5 feet, clear of all obstructions including mail boxes, signs, and utility poles.

5.4.2 Sidewalk material may be one of two materials, depending on each neighborhood's requests. One material is concrete with the sub-option of using tinted an earth tone to match that being used in the Libbey Plaza project. The material selected must be consistent for an entire block, and approved by the majority of residents. The other material may be a decomposed granite composite mixed with emulsions to a specification approved by the City Engineer to form a durable surface that has the appearance of compacted decomposed granite. Neighbors may be asked to take on the responsibility of maintenance for this second option.

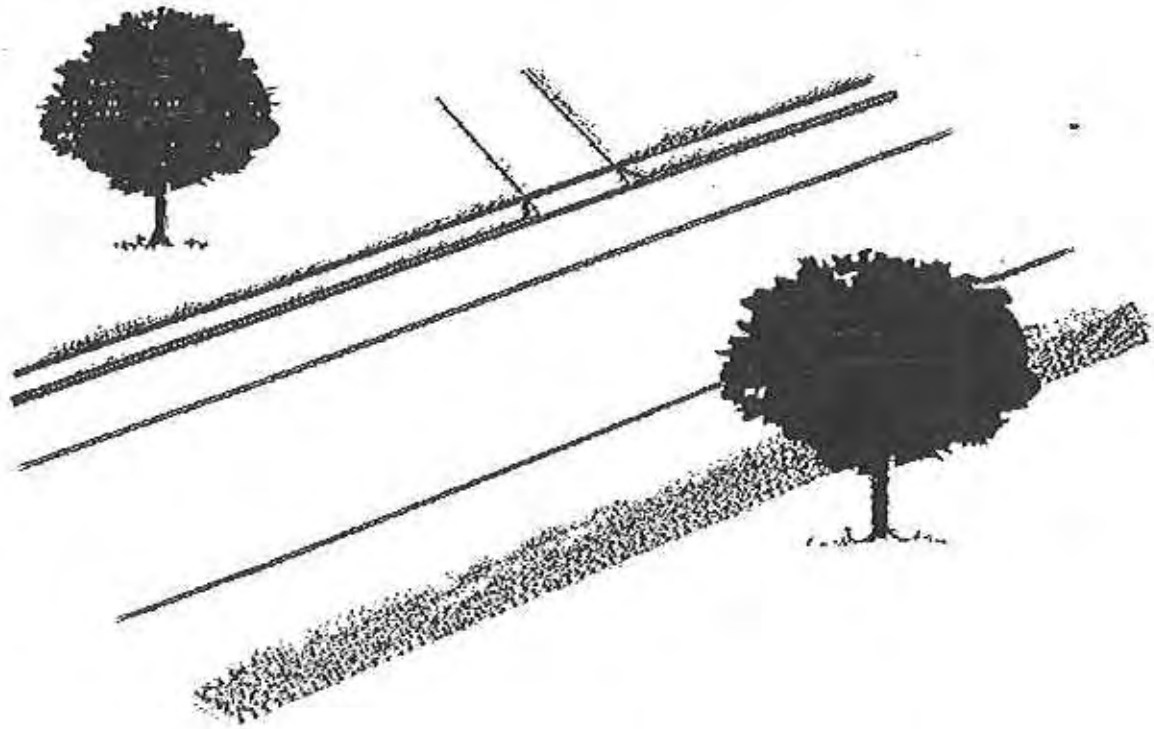
5.4.3 For Option #3 of the sidewalk management plan (striping a 20' travel way), the paint color should be extended on both sides of each local street, from the corner radius of each intersecting block. The color could be tan, to match the color of the Libbey Plaza pedestrian area. Such a color scheme would provide another visual cue that the zone demarcated will be used by pedestrians.

See Figure 24 (striping scheme illustrated on an aerial).

5.4.4 Crosswalks should be painted in a patterned of longitudinal lines, sometimes called a "ladder design" for ease of motorist viewing. Crosswalk stripe width should measure 12", and intervening spaces shall measure 24". Stop bars, broad stripes preceding the crosswalk perpendicular to the travel lane direction, shall be provided in front of each crosswalk. Stop bars shall measure 24 inches in width across the approach travel lane or lanes. It should measure 4 feet from the crosswalk.

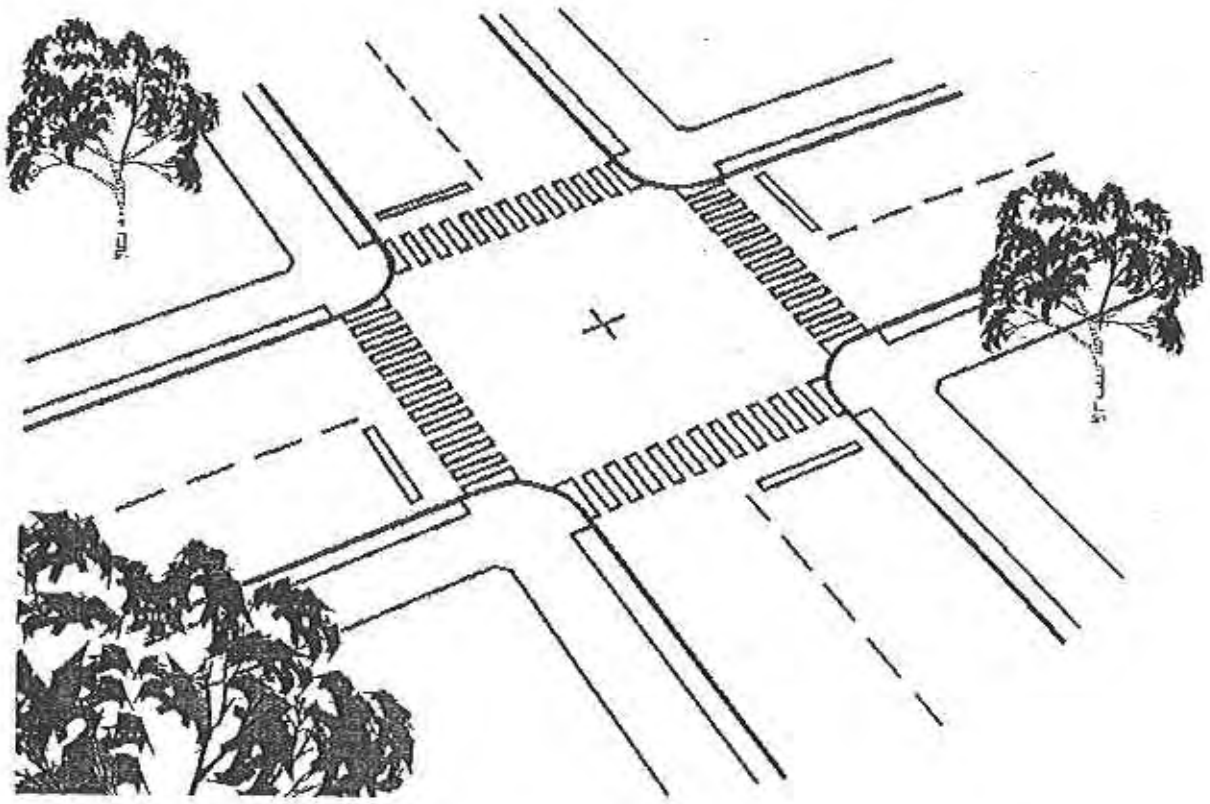
See Figure 25 (plan view of crosswalk treatment).

5.4.5 The realigned crosswalk across Ojai Avenue at the Arcade should be paved and scored to



1. Stripe travel lanes of "Local" streets.

Figure 24: Striping Scheme



2. Install crosswalks with *Stop Bars* at each intersection.

Figure 25: Crosswalk Treatment

match Libbey Plaza itself. Paving should be an ADA-compatible concrete material tinted in the same tan color as the Plaza. Crosswalk width should measure a minimum of twelve feet. Stop bars shall be painted on approach lanes. Bulb-out planter areas shall be provided on both flanks of the crosswalk where it intersects the curb. The planter should be designed to accommodate shade-producing trees on the Libbey Park side of Ojai Avenue, while still accommodating good sight-lines for pedestrians and motorists.

See Figure 26 (Ojai Avenue midblock crosswalk treatment).

5.4.6 *Along Ojai Avenue and Matilija Street, single public sidewalk curb ramps serving two street crossing directions shall be retrofitted. New ramps shall include a two-foot section of straight curb next to the ramp and within the crosswalk to give people with visible impairments an idea as to which direction to walk, and to avoid a diagonal orientation into intersection traffic.*

See Figure 27 (Lift-out of curb ramp locations).

5.4.7 *New planting areas shall be allowed to be developed in up to half of the linear footage of the frontage of any individual property, minus the driveway apron. Planters may not exceed the width of the parking lane (eight feet maximum). Planting should be consistent with Ojai street tree specifications.*

5.5 Monitoring, Maintenance, and Security

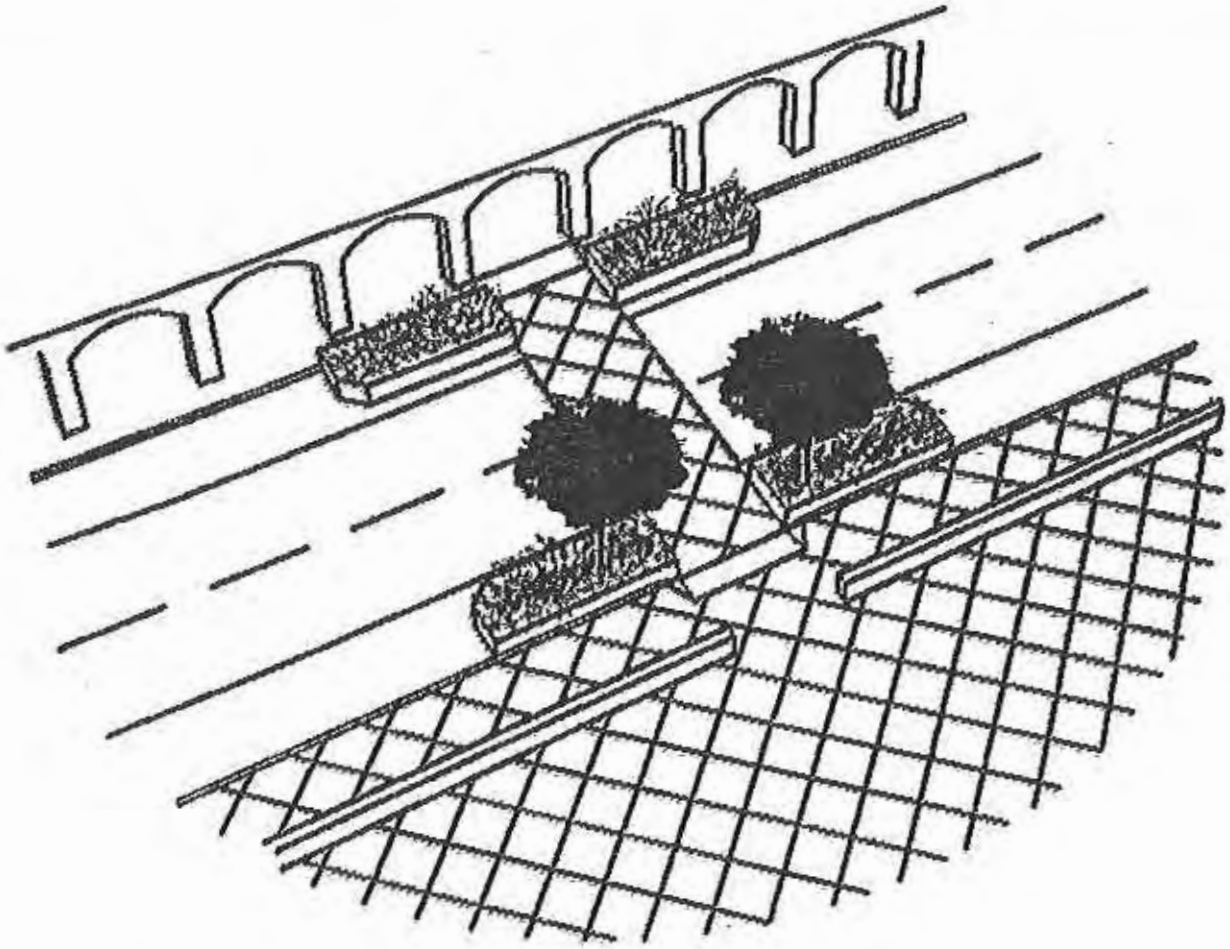
5.5.1 Monitoring

Once the plan has been adopted, a monitoring effort is required to ensure that the recommendations are enforced over time. The following actions are recommended to achieve this.

Action: *Identify a bicycle coordinator position, preferably located in the Public Works or General Services Department, who will be responsible for many of the monitoring responsibilities. They will also be responsible for coordinating with planning, parks and recreation, police, and other departments.*

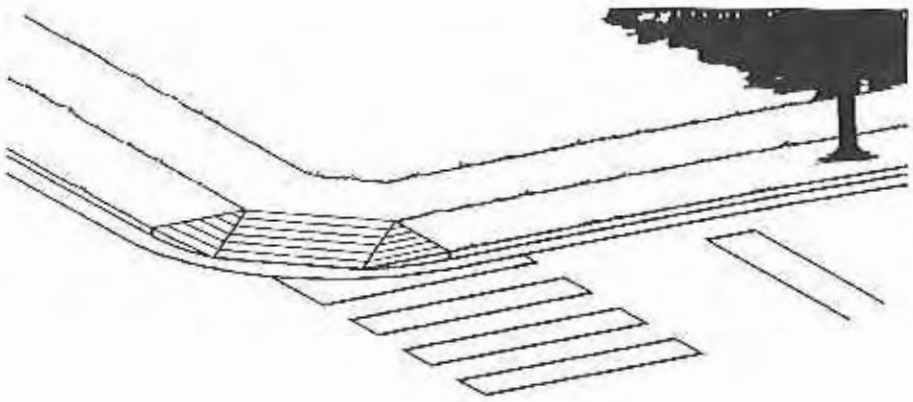
Action: *Plan Review. All development and infrastructure improvement plans should be routed through the bicycle coordinator to ensure that bikeway segments are implemented, developer requirements are being met, and design standards adhered to.*

Action: *Accident monitoring. Bicycle-related accident data should be collected annually*



3. Redesign mid-block crossing of Ojai Avenue at Libbey Park.

Figure 26: Potential Mid-Block Treatment



4. Retrofit ADA ramps along Ojai Avenue and Matilija Street.

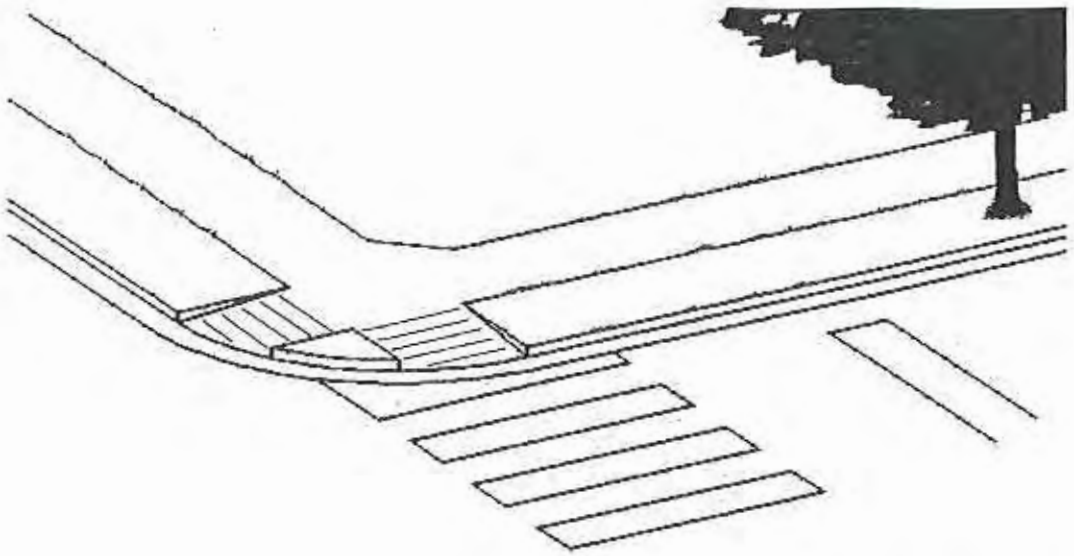


Figure 27: Curb Ramp

from the police department and evaluated to determine areas of concern.

Action: *Marketing/Public Awareness. The coordinator should assist with promotional and educational events, safety fairs, and programs.*

Action: *Maintenance. The coordinator should be responsible for an annual maintenance and operations budget, coordinating with the Public Works Department. The coordinator should track long term bike path maintenance, schedule repairs, and respond to calls from the public or staff regarding maintenance needs.*

Action: *Funding. The coordinator should work closely with agencies such as Caltrans to keep abreast of funding opportunities and prepare application packages.*

Action: *Enforcement/Security. The coordinator should be responsible for coordinating with the police department to provide needed enforcement and safety education along bike paths. Also, problems regarding security, privacy, vandalism, and crime along bike paths should be addressed through the coordinator.*

5.5.2 Maintenance

The total annual maintenance cost of the primary bikeway system is estimated to be $15,000 when it is fully implemented. All of the maintenance costs are associated with the proposed off-road bike paths, as bike lanes and routes are assumed to be maintained as part of routine roadway maintenance. Class I bike path maintenance costs are based on $8,500 per mile, which covers labor, supplies, and amortized equipment costs for weekly trash removal, monthly sweeping, and bi-annual resurfacing and repair patrols.

Maintenance access on the Class I bike path will be achieved using standard City pick-up trucks on the pathway itself. Sections with narrow widths or other clearance restrictions should be clearly marked. Class I bike path maintenance includes cleaning, resurfacing and restriping the asphalt path, repairs to crossings, cleaning drainage systems, trash removal, and landscaping. Underbrush and weed abatement should be performed once in the late spring and again in mid-summer.

Action: *Identify a reliable source of funding to cover all new Class I bike path construction. All proposed designs should be closely examined to minimize future maintenance costs.*

5.5.3 Security

Security may be an issue along portions of the proposed Nordhoff-Meiners Oaks, Fox Barancca, and

Shady Lane Class I bike paths. The following actions are recommended to address these concerns.

Action: *Enforcement of applicable laws on the bike path will be performed by the City of Ojai Police Department, using both bicycles and vehicles. Enforcement of vehicle statutes relating to bicycle operation will be enforced on Class II and Class III bikeways as part of the department's normal operations. No additional manpower or equipment is anticipated for Class II or III segments.*

Action: *Normal bike path hours of operation should be 6am to 9pm, unless otherwise specified.*

6.0 Implementation Strategy

This section identifies costs for the proposed bicycle and pedestrian improvements, plus strategies on funding and financing.

6.1 Cost Breakdown

Costs are separated between bicycle facilities, pedestrian facilities, and programs. A complete breakdown of costs for bicycle projects is presented in Table 8. The total cost over 20 years is estimated at $1.4 million, with the two Class I facilities (The 'Y' Under Crossing, Ojai Valley Trail Extension) representing 60% of the total costs. The costs do not include future bike lanes and/or shoulder improvements that will be constructed as part of new roadway projects. Table 9 presents a summary of pedestrian facility and program costs, which range between $2.1 and $3.2 million depending on the type of pedestrian treatment selected. Table 6 presents a more detailed breakdown of the funding sources by project over the next 20 years. Of the total project cost over 20 years, it is projected that the City will be responsible for about 45% and that pedestrian projects will account for 72% of those costs. The average cost per year to the City would be about $80,000. It is important to note that while many of the projects can be funded with federal, state, and regional transportation, safety, and/or air quality grants, others are recreational in nature and must be funded by local or private sources.

Short term improvements are recommended to be implemented over the next five years, or as funding is available. It also presents a 'best case' scenario for Ojai, providing a network of bicycle and pedestrian facilities and programs within the short term. Some of the more expensive projects may take longer to implement.

Table 11 presents a breakdown of projects by funding source, with the likely sequence of projects listed based on priority and sequencing in the capital improvement program. It is important to note that many of the funding sources are highly competitive, and therefore impossible to determine exactly which projects will be funded by which funding sources. Timing of projects is also difficult to pinpoint exactly, due to dependence on competitive funding sources, timing of roadway and development projects, and the overall economy.

Table 8
Bicycle Project Cost Estimates

Ojai Bikeway and Pedestrian System				
Cost Estimates				
Segment	Year	Length (miles)	Type	Cost
SHORT TERM (YEARS 1-5)				
1. Ojai Valley Trail				
Under-crossing	1999-00	465'	I -	$ 400,000
Ojai Avenue Shoulders	1999-00	0.57	III	$ 5,700
Enhanced Crossing	1999-00	0	I	$ 25,000
2. Arbolada/Matilija Jr.High Traffic Calming St	1999-00	0		$ 15,000
3. Ojai Valley Trail-Soule Park	1999-01			
Paved Pathway/Bridge	1999-01	1.05	I	$ 462,500
Bryant St. Bike lanes	1999-01	0.2	II	$ 5,000
4. Aliso Street	1999-00	0.75	III	$ 3,750
5. Cuyama Road	2000-01	0.62	III-shoulders	$ 53,100
Sub-Total				$ 970,050
MID - LONG TERM (YEARS 6-20)				
Canada	short-mid	0.34	III	$ 1,700
Foothill	mid-long	0.87	III	$ 4,350
Fox Barancca	short-mid	0.6	I	$ 150,000
Grand-Summer	short-mid	1.45	III	$ 7,250
Grandview-Mtn. View	mid-long	0.36	III	$ 1,800
Gridley	mid-long	1	III	$ 5,000
Maricopa	short-mid	0.74	II	$ 18,500
Montgomery	short-mid	0.39	III	$ 1,950
Nordhoff HS-Meiners Oaks	short-mid	0.81	I	$ 202,500
Shady Lane Pathway	mid-long	0.4	I	$ 100,000
Signal	mid-long	0.47	III	$ 2,350
Sub-Total				$ 495,400
GRAND TOTAL				**$ 1,465,450**
Note: bike lane, route, or shoulder costs for new roads are not identified.				
It is assumed that these facilities will be constructed as part of the larger roadway project.				

Table 9
Pedestrian Facility and Program Cost Estimates

Ojai Bicycle & Pedestrian Master Plan					
Pedestrian Improvement & Program Costs					
Pedestrian Improvement	**Estimated Cost**	**Unit**	**Amount**	**Total**	**Items**
Sidewalk Management Plan (for PED)					
Option 1	$ 45.00	LF/sidewalk	22,000	$ 990,000	New sidewalks, curb, gutter
Option 2	$ 45.00	LF/sidewalk	22,000	$ 990,000	New sidewalks, curb, gutter
Option 3	$ 3.00	LF/roadway	28,000	$ 84,000	New pavement striping
Option 4	$ 45.00	LF/sidewalk	27,000	$ 1,215,000	New sidewalks and traffic calming devices
New Crosswalks	$ 400.00	intersection	35	$ 14,000	New crosswalks
Libbey Plaza Crosswalk	$ 10.00	SF/crossing	1,400	$ 14,000	New pavement treatment plus neckdowns
ADA Ramp Retrofit	$ 2,000.00	intersection	35	$ 70,000	New ADA ramps
Tree Planters	$ 2,500.00	planter	200	$ 500,000	New tree planters
Matilija Streetscape	$ 500.00	LF/roadway	900	$ 450,000	New streetscape
Ojai Avenue Pedestrian Street	$ 600.00	LF/roadway	900	$ 540,000	New streetscape
		20-Year Cost			
		Maximum		$ 2,803,000	
		Minimum		$ 1,672,000	
Program Costs					
Bicycle Parking					
Class I Bike Lockers	$ 350.00	EA/2 bikes	10	$ 3,500	Public Locations
Class II Bike Racks	$ 150.00	EA/12 bikes	15	$ 2,250	Public Locations
Bicycle Corrals	$ 450.00	EA/40 bikes	2	$ 900	Schools
Bicycle Education					
Safety Grants	$ 5,000.00	Year	20	$ 100,000	Safety programs taught in 3rd/4th grades
Safety Materials	$ 2,000.00	Every 5 years	4	$ 8,000	Updated safety materials
School Commute Program	$ 2,500.00	Year	20	$ 50,000	Safety Coordinator
Bicycle Lender/Repair Program	$ 2,500.00	Year	20	$ 50,000	Coordinator
Bikeway Map	$ 5,000.00	Every 5 years	4	$ 20,000	5,000 color copies
Community Adoption Program	$ 2,500.00	Year	20	$ 50,000	Coordinator
Bike Fairs/Races	$ 2,500.00	Year	20	$ 50,000	Coordinator/Security
Employer Incentives	$ 2,500.00	Year	20	$ 50,000	Coordinator
Bike-to-Work Days	$ 2,500.00	Year	20	$ 50,000	Coordinator
		20-Year Cost		$ 434,650	

Table 10
Projects and Programs by Funding Source

Ojai Bikeway and Pedestrian System Funding & Financial Plan						
Segment	Local	Regional	State	Federal	Private/ Other	
SHORT TERM (YEARS 1-5)						
1. Ojai Valley Trail						
Under-crossing	$ 40,000	$ 60,000	$ 40,000	$ 260,000		$ 400,000
Ojai Avenue Shoulders	$ 570	$ 855	$ 570	$ 3,705		$ 5,700
Enhanced Crossing	$ 2,500	$ 3,750	$ 2,500	$ 16,250		$ 25,000
2. Arbolada/Matilija Jr. High Traffic Calming S	$ 1,500	$ 2,250	$ 1,500	$ 9,750		$ 15,000
3. Ojai Valley Trail-Soule Park						$ -
Paved Pathway/Bridge	$ 46,250	$ 69,375	$ 46,250	$ 300,625		$ 462,500
Bryant St. Bike lanes	$ 500	$ 750	$ 500	$ 3,250		$ 5,000
4. Aliso Street	$ 3,000	$ 750	$ -	$ -		$ 3,750
5. Cuyama Road	$ 5,310	$ 7,965	$ 5,310	$ 34,515		$ 53,100
Sub-Total						$ 970,050
						$ -
MID - LONG TERM (YEARS 6-20)						$ -
Canada	$ 1,700	$ -	$ -	$ -		$ 1,700
Foothill	$ 4,350	$ -	$ -	$ -		$ 4,350
Fox Barranca	$ 15,000	$ 22,500	$ 15,000	$ 97,500		$ 150,000
Grand-Summer	$ 7,250	$ -	$ -	$ -		$ 7,250
Grandview-Mtn. View	$ 1,800	$ -	$ -	$ -		$ 1,800
Gridley	$ 5,000	$ -	$ -	$ -		$ 5,000
Maricopa	$ 1,850	$ 2,775	$ 1,850	$ 12,025		$ 18,500
Montgomery	$ 1,950	$ -	$ -	$ -		$ 1,950
Nordhoff HS-Meiners Oaks	$ 20,250	$ 30,375	$ 20,250	$ 131,625		$ 202,500
Shady Lane Pathway	$ 70,000	$ 15,000	$ 15,000	$ -		$ 100,000
Signal	$ 2,350	$ -	$ -	$ -		$ 2,350
Pedestrian Improvement						
Sidewalk Management Plan (for PED)						
Option 1	$ 198,000	$ 198,000	$ 198,000	$ 396,000	$	$ 990,000
Option 2	$ 198,000	$ 198,000	$ 198,000	$ 396,000	$	$ 990,000
Option 3	$ 84,000	$ -	$ -	$ -	$ -	$ 84,000
Option 4	$ 243,000	$ 243,000	$ 243,000	$ 486,000	$	$ 1,215,000
New Crosswalks	$ 14,000	$ -	$ -	$ -	$ -	$ 14,000
Libbey Plaza Crosswalk	$ 14,000	$ -	$ -	$ -	$ -	$ 14,000
ADA Ramp Retrofit	$ 70,000	$ -	$ -	$ -	$ -	$ 70,000
Tree Planters	$ 500,000	$ -	$ -	$ -	$ -	$ 500,000
Matilija Streetscape	$ 225,000	$ -	$ -	$ -	$ 225,000	$ 450,000
Ojai Avenue Pedestrian Street	$ 270,000	$ -	$ -	$ -	$ 270,000	$ 540,000
Program Costs						
Bicycle Parking						
Class I Bike Lockers	$ 2,100	$ 1,400	$ -	$ -	$ -	$ 3,500
Class II Bike Racks	$ 1,350	$ 900	$ -	$ -	$ -	$ 2,250
Bicycle Corrals	$ 540	$ 360	$ -	$ -	$ -	$ 900
Bicycle Education						$ -
Safety Grants	$ 60,000	$ -	$ 40,000	$ -	$ -	$ 100,000
Safety Materials	$ 4,800	$ -	$ -	$ -	$ 3,200	$ 8,000
School Commute Program	$ 25,000	$ -	$ -	$ -	$ 25,000	$ 50,000
Bicycle Lender/Repair Program	$ 25,000	$ -	$ -	$ -	$ 25,000	$ 50,000
Bikeway Map	$ 10,000	$ -	$ -	$ -	$ 10,000	$ 20,000
Community Adoption Program	$ 25,000	$ -	$ -	$ -	$ 25,000	$ 50,000
Bike Fairs/Races	$ 25,000	$ -	$ -	$ -	$ 25,000	$ 50,000
Employer Incentives	$ 25,000	$ -	$ -	$ -	$ 25,000	$ 50,000
Bike-to-Work Days	$ 25,000	$ -	$ -	$ -	$ 25,000	$ 50,000
Total						
Maximum	$ 2,191,920	$ 658,005	$ 627,730	$ 2,147,245	$ (1,321,800)	
Minimum	$ 2,032,920	$ 615,005	$ 827,730	$ 2,147,245	$ (2,311,800)	
Average Per Year	$ 101,646	$ 30,750	$ 41,387	$ 107,362	$ (115,590)	

6.2 Funding

There are a variety of potential funding sources including local, state, regional, and federal funding programs that can be used to construct the proposed bicycle and pedestrian improvements. Many of the federal, state, and regional programs are competitive, and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits. Local funding for bicycle projects typically comes from Transportation Development Act (TDA) funding, which is prorated to each community based on gasoline taxes. Funding for many of the programs would need to be funded either with TDA, general fund (staff time), or possibly private grants. Table 7 presents a summary of available funding along with timing, criteria, and funding agency. Note that as of this writing (July 1998) ISTEA II has recently been re-authorized and the exact impact on funding programs for bicycle projects is being analyzed.

ISTEA/TEA-21

Federal funding through the ISTEA (Intermodal Surface Transportation Efficiency Act) program and TEA-21 (its new name as part of the re-authorization) program will provide the bulk of outside funding. ISTEA currently contains three major programs, STP (Surface Transportation Program), TEA (Transportation Enhancement Activities), and CMAQ (Congestion Mitigation and Air Quality Improvement) along with other programs such as the National Recreational Trails Fund, Section 402(Safety) funds, Scenic Byways funds, and Federal Lands Highway funds.

Table 11: Summary of Funding Programs			
Funding Programs	**Modes (Bicycle, pedestrian-walkways, trails)**	**Trip Types (Commute/Transportation, Recreational)**	**Project types (Construction, Non-construction, both)**
Federal Funding			
STP	Both	Transportation	Both
Transportation Enhancement Activities (ISTEA)	Both	Transportation	Construction
CMAQ	Both	Transportation	Both
National Highway System (NHS)	Both	Transportation	Both
Federal Lands Highway Funds	Both	Transportation	Construction
Scenic Byways Program	Both	Both	Construction (including planning design and development)
Bridge Repair and Replacement	Bicycle	Transportation	Construction
National Recreation Trails Fund	Both	Both	Both
Highway Safety Program	Both	Transportation	Non-construction
Highway Safety and Development	Pedestrian	Transportation	Non-construction
Recreational and Public Purposes Act	Both	Both (Primarily Recreational)	Both

Table 11 (cont.'d): Summary of Funding Programs

Funding Programs	Modes (Bicycle, pedestrian-walkways, trails)	Trip Types (Commute/Transportation, Recreational)	Project types (Construction, Non-construction, both)
Schools and Roads Grants to States	Both	Transportation	Construction
Section 3 Mass Transit Capital Grants	Both	Transportation	Both
Section 3 Mass Transit Capital Grants	Bicycle	Transportation	Construction
State Funding			
California Bikeways Act	Bicycle	Transportation	Construction
Environmental Enhancement and Mitigation program	Both	Transportation	Construction
Flexible Congestion Relief	Both	Transportation	Construction
Habitat conservation Fund Grant Program	Both	Both	Construction
Kapiloff Land Bank Funds	Both	Transportation	Construction (Land acquisition)
Office of Traffic Safety	Both	Both	Both
Land and Water conservation Fund	Both	Both	Construction (Including land acquisition)
Mello-Roos Community Facilities Districts	Both	Both	Both
Local Transportation Fund (LTF) TDA Article 3	Both	Transportation	Both

TEA-21 funding is administered through the state (Caltrans or Resources Agency) and regional governments (Ventura County Transportation Commission). Most, but not all, of the funding programs are transportation versus recreational oriented, with an emphasis on (a) reducing auto trips and (b) providing an inter-modal connection. Funding criteria often includes completion and adoption of a bicycle master plan, quantification of the costs and benefits of the system (such as saved vehicle trips and reduced air pollution), proof of public involvement and support, CEQA compliance, and commitment of some local resources. In most cases, ISTEA provides matching grants of 80 to 90 percent--but prefers to leverage other moneys at a lower rate.

With an active and effective regional agency such as the VCTC, Ojai should be in a good position to secure more than its fair share of ISTEA funding. It will be critical to get the local state assemblyman and senator briefed on these projects and lobbying Caltrans and the California Transportation Commission for these projects.

State

TDA Article III (SB 821)

Transportation Development Act (TDA) Article III funds are state block grants awarded annually to local jurisdictions for bicycle and pedestrian projects in California. These funds originate from the state gasoline tax and are distributed to local jurisdictions based on population.

AB 434

AB 434 funds are available for clean air transportation projects, including bicycle projects, in California.

Bicycle Lane Account

The state Bicycle Lane Account (BLA) is an annual program that is available for funding bicycle projects. Available as grants to local jurisdictions, the emphasis is on projects which benefit bicycling for commuting purposes. While the fund is currently very small ($700,000 available annually), it has been increased to $1 million/yr. starting in FY 1999 with an increase to $3 million/year by the state assembly and senate.

Regional

The Air Pollution Control District is a major potential source of funding for bicycle and pedestrian programs. The grants are generally in the $50,000 to $200,000 range and are highly competitive based on a cost-benefit formula developed by the District. Funding priorities also change annually with the District, between bicycle and other projects such as transit and electric bicycle/vehicle uses.

Local

New Construction

Future road widening and construction projects are one means of providing bike lanes. To ensure that roadway construction projects provide bike lanes where needed, it is important that an effective review process is in place to ensure that new roads meet the standards and guidelines presented in this master plan.

Impact Fees

Another potential local source of funding are developer impact fees, typically ties to trip generation rates and traffic impacts produced by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on- and off-site bikeway improvements which will encourage residents to bicycle rather than drive. In-lieu parking fees may be used to help construct new or improved bicycle parking. Establishing a clear nexus or connection between the impact fee and the project's impacts is critical in avoiding a potential lawsuit.

Mello Roos

Bike paths, lanes, and pedestrian facilities can be funded as part of a local assessment or benefit district. Defining the boundaries of the benefit district may be difficult unless the facility is part of a larger parks and recreation or public infrastructure program with broad community benefits and support.

Other

Local sales taxes, fees, and permits may be implemented, requiring a local election. Volunteer programs may substantially reduce the cost of implementing some of the proposed pathways. Use of groups such as the California Conservation Corp (who offer low cost assistance) will be effective at reducing project costs. Local schools or community groups may use the bikeway or pedestrian project as a project for the year, possibly working with a local designer or engineer. Work parties may be formed to help clear the right of way where needed. A local construction company may donate or discount services. A challenge grant program with local businesses may be a good source of local funding, where corporations 'adopt' a bikeway and help construct and maintain the facility.

Other opportunities for implementation will appear over time which may be used to implement the system.

6.3 Bikeway Financing

Proposed improvements and programs to be developed over the next 20 years in Ojai have been analyzed to determine the annual financing requirements, and to allow the City to budget its resources and target funding applications. It is important to note that the majority of funding for bicycle projects is expected to be derived from federal sources (ISTEA, and its successor, TEA-21). These funding sources are

extremely competitive, and require a combination of sound applications, local support, and lobbying on the regional and state level.

The City of Ojai has historically invested approximately $10,000 annually in bicycle and pedestrian facilities, in the form of sidewalk and bike lane construction and maintenance. Often these items are included in larger construction and maintenance projects, and specific line item accounts are not kept. Therefore, the annual expenditure figure is an estimate based on the City's Public Works Department review.

6.4 Pedestrian Improvement Design Process and Implementation Plan

Pedestrian improvements such as sidewalks and crosswalks have traditionally been locally funded, either by the City through its general fund or through property owner requirements through the permit process. The current form of implementation, requirements through the permit process, has resulted in a piecemeal installation. Therefore, the following options are recommended to ensure a more comprehensive approach to pedestrian improvements, designed to provide consistent facilities that meet each neighborhood's needs:

Prioritization of Pedestrian Facility Needs

1. The City should initiate prioritization of neighborhood sidewalk and pedestrian improvement needs taking into account:
   a. Density of the neighborhood
   b. Traffic volumes
   c. Relationship to schools and number of children in neighborhood
   d. Relative neighborhood support and the type of pedestrian facilities desired
   (Note: Neighborhoods would work with the City to determine the best type of pedestrian improvements for their street).

Funding and Implementation Approach

2. Initiate efforts to secure City and/or grant funding from the following sources:
   a. SB 821 funds
   b. Redevelopment funds
   c. TEA-21 (STP & CMAQ) funds
   d. Community Development Block Grant funds
   e. Impact Fees levied on new development for sidewalks, similar to existing storm drain fee program. (Such projects could proceed only after a neighborhood assessment election and public hearing, and approval by the City Council. As part of any such effort, explore potential assistance to be provided to low income owners via Community Development Block Grant funds).
   f. Neighborhood based assessment district

Streetscape Improvements

Other pedestrian improvements such as street trees, pavement treatments, and neck-downs are typically paid for by the City (through the Community Development Department or Public Works Department) or as part of larger re-development projects. Redevelopment Agencies have the financial ability through requirements, fees, and/or tax increments to pay for public improvements such as the Ojai Avenue or Matilija Street Pedestrian Street Treatments if the improvements are considered to being critical to increasing local sales taxes and property values.