

**MOORPARK CITY COUNCIL
AGENDA REPORT**

TO: Honorable City Council

FROM: Barry K. Hogan, Deputy City Manager 

DATE: October 3, 2008 (CC Meeting of 10/15/2008)

SUBJECT: Consider the Moorpark Bicycle Transportation Plan Developed as Part of the Ventura Countywide Bicycle Master Plan

BACKGROUND/DISCUSSION

The Moorpark Bicycle Transportation Plan (MBTP) was developed as part of the Ventura Countywide Bicycle Master Plan process and was included as an Appendix to the Ventura Countywide Bicycle Master Plan (VCBMP). The MBTP serves as a guide to enhance and expand the City's existing network of bicycle facilities, connect gaps, address constrained areas, provide for greater local and regional connectivity, and encourage more residents to bicycle.

For the City of Moorpark to be eligible for the Caltrans Bicycle Transportation Account (BTA) funding, compliance with BTA requirements must be demonstrated. The Caltrans Bicycle Transportation Account (BTA) is a significant source of funding for bicycle facility construction. In the attached MBTP Table BT-1 outlines the components within the Ventura County Bicycle Master Plan that comply with the BTA requirements. The table contains brief answers to the required components for the BTA and provides references to relevant tables, figures and sections within the Ventura Countywide Bicycle Master Plan document and notes where a BTA requirement is not applicable.

Acceptance of the MBTP at this point in time will allow the City to use the document in applications for funding improvements to the bikeway system. It is staff's intent to fold the MBTP into the Circulation Element as part of the General Plan Update later this year.

FISCAL IMPACT

Acceptance of the MBTP will allow the City to apply for Caltrans Bicycle Transportation Account funding for improvements to the City's bikeway system.

STAFF RECOMMENDATION

Accept the Moorpark Bicycle Transportation Plan as presented in the Attachment.

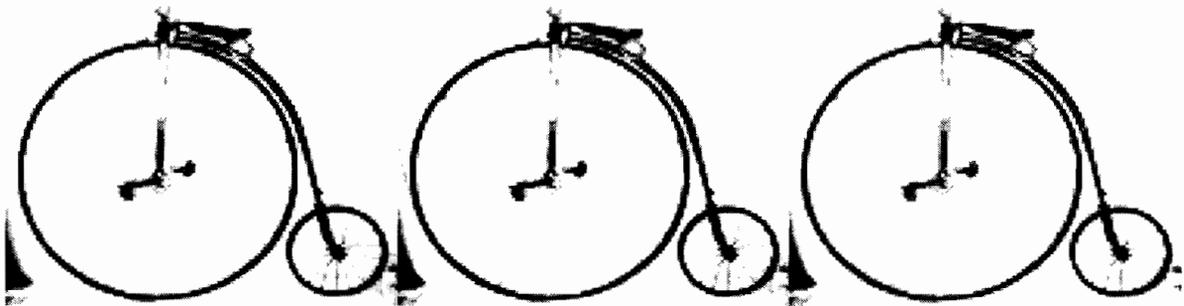
ATTACHMENT:

1. Moorpark Bicycle Transportation Plan

Draft

MOORPARK

BICYCLE TRANSPORTATION PLAN



ACKNOWLEDGEMENTS

City Council

Mayor, Patrick Hunter
Mayor Pro Tem, Janice Parvin
Councilmember, Mark Van Dam
Councilmember, Roseann Mikos
Councilmember, Keith Millhouse

Planning Commission

Chair, Robert Peskay
Vice Chair, Bruce Hamous
Commissioner, Mark DiCecco
Commissioner, Kipp Landis
Commissioner, Mark Taillon

City Staff

City Manager, Steven Kueny
Deputy City Manager, Barry K. Hogan
Planning Director, David A. Bobardt
Principal Planner, Joseph Fiss
Principal Planner, Joseph Vacca
Planning Technician, Freddy Carrillo
Administrative Assistant, Joyce Figueroa

TABLE OF CONTENTS

Chapter		Page
1	INTRODUCTION	BT-1
	1.1 Background	BT-1
	1.2 Regional Context	BT-1
2	EXISTING CONDITIONS AND TRENDS	BT-3
	2.1 Major Generators and Attractors of Bicycle Trips	BT-3
	2.2 Educational Facilities	BT-3
	2.3 Commuter Characteristics	BT-5
	2.4 Existing Bicycle Facilities	BT-7
	2.5 Trip Reduction Potential/Air Quality Benefits	BT-8
	2.6 Safety and Education	BT-10
	2.7 Public Participation	BT-12
3	POLICY CONFORMANCE	BT-13

LIST OF FIGURES

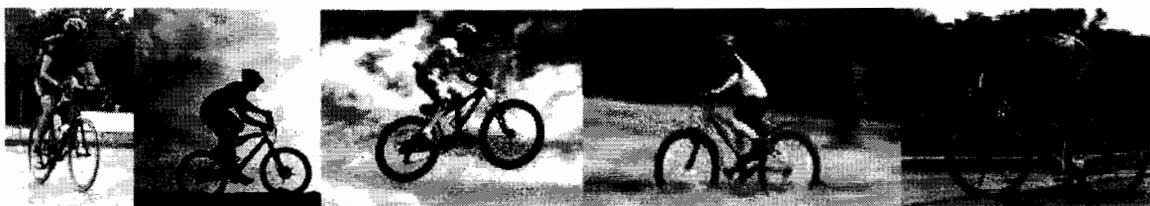
Figure	Title	Page
BT-1	Land Uses	BT-4
BT-2	Existing Bikeway Map	BT-9

LIST OF TABLES

Table	Title	Page
BT-1	BTA Compliance Table for Moorpark Bicycle Transportation Plan	BT-2
BT-2	Schools in Moorpark	BT-3
BT-3	Moorpark Journey to Work Data	BT-5
BT-4	Time Travel to Work Data	BT-6
BT-5	Current Bicycle Commuters	BT-6
BT-6	Existing Bikeways	BT-7
BT-7	Future Bicycle Commute and Air Quality Projections	BT-10
BT-8	Reported Bike Collisions	BT-11

CHAPTER ONE

INTRODUCTION



1.1 BACKGROUND

The Moorpark Bicycle Transportation Plan (MBTP) was developed as part of the Ventura Countywide Bicycle Master Plan process and was included as an Appendix to the Ventura Countywide Bicycle Master Plan (VCBMP). The MBTP serves as a guide to enhance and expand the City's existing network of bicycle facilities, connect gaps, address constrained areas, provide for greater local and regional connectivity, and encourage more residents to bicycle.

For the City of Moorpark to be eligible for the Caltrans Bicycle Transportation Account (BTA) funding, compliance with BTA requirements must be demonstrated. The Caltrans Bicycle Transportation Account (BTA) is a significant source of funding for bicycle facility construction. Table BT-1 outlines the components within the Ventura County Bicycle Master Plan that comply with the BTA requirements. The table contains brief answers to the required components for the BTA and provides references to relevant tables, figures and sections within the Ventura Countywide Bicycle Master Plan document and notes where a BTA requirement is not applicable.

1.2 REGIONAL CONTEXT

The City of Moorpark is located in southeastern Ventura County with the City of Simi Valley five miles to the east and Thousand Oaks seven miles to the south. The current SOAR Initiative effectively prohibits urban development outside of the City's CURB line, which is coterminous with the City's boundaries. As a result the land around Moorpark is in agricultural production, nursery use or undeveloped.

The major east/west and north/south highways are SR-118 and SR-23 respectively, both of which have access-controlled freeway segments that join in the central portion of Moorpark. The SR-118 freeway enters the east side of Moorpark from Simi Valley, and in central Moorpark makes a sweeping curve to join the freeway segment of SR-23 heading south toward Thousand Oaks. Past this junction SR-118 continues as a primary arterial highway through Moorpark to the west toward Oxnard, and SR-23 continues as a local collector north toward Fillmore. With the exception of SR-118 west

toward the Oxnard Plan, every route out of Moorpark traverses hilly terrain when entering and exiting the city.

Moorpark has a two-route local transit service that runs Monday through from 6:00AM to 6:00 PM, with dial-a-ride service available to both seniors and the disabled. Bus service to Simi Valley and Thousand Oaks is provided by VISTA-East, a Ventura County inter-city express bus route, with transfer points in those two cities providing access to the rest of the VISTA network. The Moorpark Amtrak/Metrolink Station offers daily Amtrak service, as well as eight roundtrip Metrolink commuter trains providing access into the Los Angeles basin.

**Table BT-1
BTA Compliance Table for the Moorpark Bicycle Transportation Plan**

Moorpark (based on 2000 US Census population of 31,415)			
Streets & Highways Code 891.2 BTP Requirements		Existing	Proposed
Section	Description		
a.	Estimated number of bicycle commuters based on 2000 US Census data	273	1128
b.	Land use and population density	12.4 Square Miles	2,522 persons/sq. mile
c.	Existing and proposed bikeways	See MBTP, Table BT-6 and Figure BT-2	See proposed projects list and map: VCBMP Table 9 p. 14 and Figure BT-2
d.	Existing and proposed bicycle parking	See VCBMP Section 4.2 p. 7 and Chapter 3 p. 3-15 & 3-16.	See VCBMP Section 9.3 p. 16 and Chapter 7 p. 7-1 & 7-2
e.	Existing and proposed multi-modal connections	See VCBMP Section 4.3 p. 7 and Chapter 3 p. 3-17 & 3-18.	See VCBMP Section 9.3 p. 16 and Chapter 7 p. 7-7 & 7-8
f.	Existing and proposed facilities for changing and storing clothes and equipment	See VCBMP Section 4.2 p. 7.	See VCBMP Section 9.3 p. 16
g.	Bicycle safety and education programs	See VCBMP Section 6 p. 8	See VCBMP, Ch 7 p. 7-9 to 7-10 & 7-12
h.	Citizen and community participation	Public outreach efforts included surveys, workshops, and Technical Advisory Committee meetings. See VCBMP Ch. 1 for more information.	
i.	Consistency with transportation, air quality, and energy plans	This Bicycle Transportation Plan is consistent with the Circulation Element of the Moorpark General Plan and all regional air quality and energy plans.	
j.	Project descriptions and priority listings	See VCBMP Section 9 p. 14	
k.	Past expenditures and future financial needs	\$78,000 for Capital Projects (Last 5 years)	See Section 9 p. 14 & 16

Note: VCBMP means Ventura County Bicycle Master Plan, 2008

CHAPTER TWO

EXISTING CONDITIONS

2.1 MAJOR GENERATORS AND ATTRACTORS OF BICYCLE TRIPS

Land Use and Employment: Land use and settlement patterns play a large role in determining travel behavior. Moorpark initially was founded as an agricultural community which has over time become a thriving community. There are still fields with a variety of crops situated adjacent to the city. Civic and public facilities such as the city offices, the civic center, the library, are located along Moorpark Avenue north of High Street. High Street is Moorpark's historic downtown area, with a variety of small commercial and retail uses. Several larger shopping plazas are located along Los Angeles Avenue. Light industrial areas are located along the Los Angeles Avenue, the freeway, and the rail corridor. Low density residential neighborhoods are dispersed throughout the remainder of the city, although there are some multi-unit higher density residential areas located near downtown. Land Uses are shown in Figure BT-1.

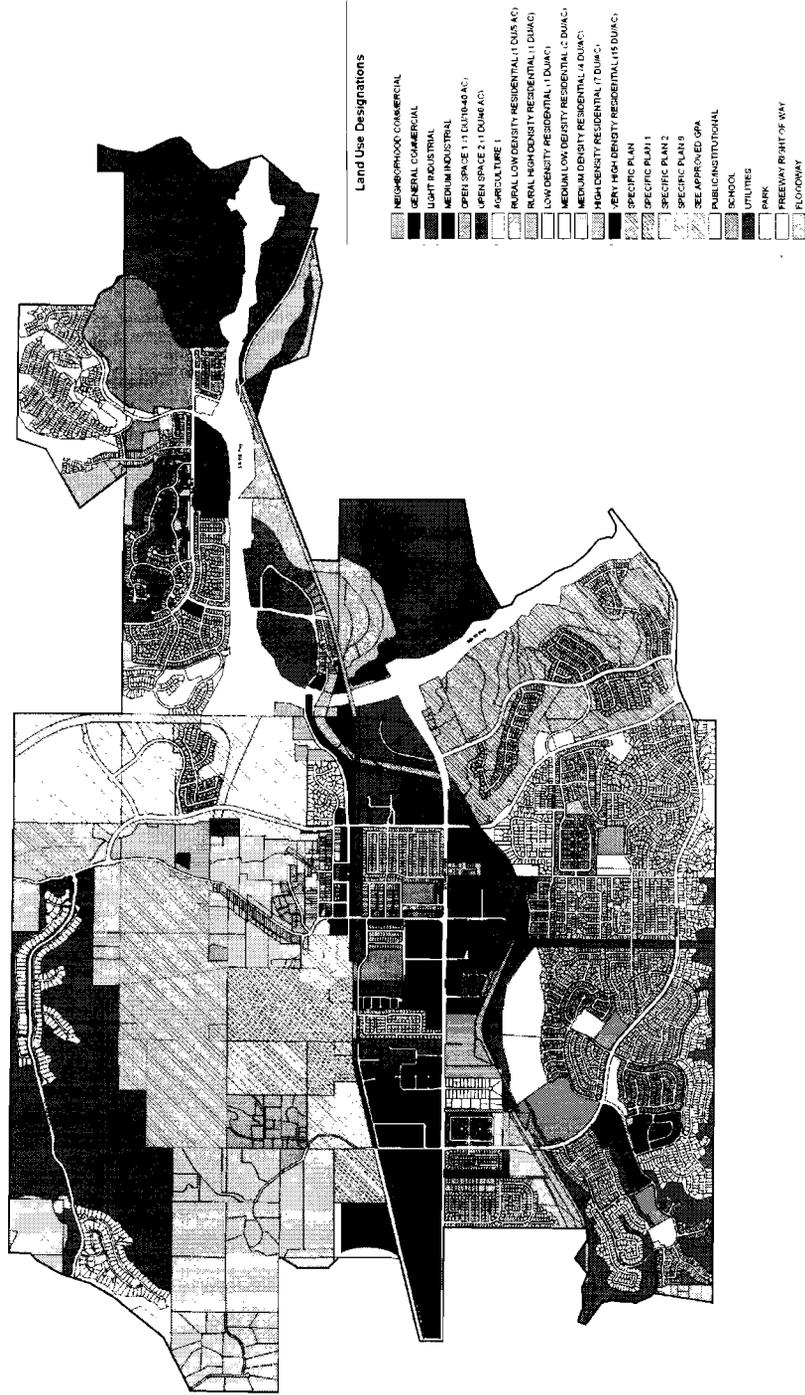
2.2 EDUCATIONAL FACILITIES

Primary, Secondary, and High Schools: The Moorpark Unified School District serves the city with six elementary schools and one middle school, one high school, a community high school and high school at Moorpark College. These schools are listed in Table BT-2.

Table BT-2
Schools in Moorpark

School Name	Address
Arroyo West Elementary School	4117 Country Hill Road
Campus Canyon Elementary School	15300 Monroe Avenue
Flory Elementary School	240 Flory Avenue
Mountain Meadows Elementary School	4200 Mountain Meadow
Peach Hill Elementary School	13400 Christian Barrett Drive
Walnut Canyon Elementary School	280 Casey Road
Chaparral Middle School	280 Poindexter Avenue
Mesa Verde Middle School	14000 Peach hill Road
Moorpark High School	4500 Tierra Rejada Road
Moorpark Community High School	5700 Condor Drive
High School at Moorpark College	7075 Campus Road

City of Moorpark General Plan Land Use Map



Draft Only - Please refer to adopted General Plan Map

Colleges and Universities: Moorpark College, a member of the Ventura Community College District, is located in Moorpark and has an enrollment of 13,704 full and part-time students. California State University Channel Islands (CSUCI), located outside Camarillo, a driving distance of approximately twenty miles from Moorpark away via SR-23 and US 101, has more than 3100 enrolled students. It is the newest university in the California State system and is projected to eventually have a student body of approximately 15,000.

2.3 COMMUTER CHARACTERISTICS

A central focus of presenting commute information is to consider the current “mode split” of people that live and work in Moorpark. Mode split refers to the choice of transportation a person selects to move to destinations, whether it is walking, bicycling, taking a bus, or driving an automobile or truck. A major objective of any bicycle facility improvement is to increase the “split” or percentage of people who choose to bike rather than drive or be driven. Every saved vehicle trip or vehicle mile represents quantifiable reductions in air pollution and helps to lessen traffic congestion.

Journey to work and travel time to work data were obtained from the 2000 U.S. Census for Moorpark, California, and the nation. Journey to work data is shown in Table BT-3.

**Table BT-3
Moorpark Journey to Work Data**

Mode	United States	California	Moorpark
Bicycle	0.4%	0.8%	0.4%
Drove Alone	75.7%	71.8%	78.5%
Carpool	12.2%	14.6%	14.2%
Public Transit	4.7%	5.1%	0.9%
Walked	2.9%	2.9%	1.5%
Other	4.1%	4.8%	0.3%

Source: U.S. Census 2000

Approximately 0.4% of employed residents in Moorpark commute by bicycle, a rate that is half that of the California average bicycle mode share of 0.8%, but consistent with the overall national rate of 0.4%. The low bicycle usage rate presents an opportunity for capturing a greater mode share for bicycles. The automobile, at a rate of nearly 95%, is the primary mode of transportation, although the percentage of commuters carpooling is a significant share at approximately double the state and national rates.

An analysis of commute travel times indicates that there is a potential for a number of new bicycle commuters. Compared to the state and the nation, at approximately 25% and 30% respectively, Moorpark falls in between at 28.7%, with a less than 15 minute commute. This percentage represents a reasonable opportunity for adding to the bicycling mode share in Moorpark. Travel time to work is shown in Table BT-4.

**Table BT-4
Travel Time to Work Data**

Travel Time to Work	United States	California	Moorpark
Less than 15 minutes	29.4%	25.3%	21.0%
15 to 29 minutes	36.1%	35.4%	35.5%
30 to 44 minutes	19.1%	20.9%	23.7%
45 to 59 minutes	7.4%	8.2%	9.8%
60 minutes or more	8.0%	10.1%	9.9%

Source: Census 2000

Census data on commuting patterns is limited and tends to underestimate the true number of cyclists in any community. First, commute trips only make up 20% of all trips, and people who bicycle to school, for recreation or for errands are not included in Census Journey to Work data. Second, Census survey forms only allow a person to choose one mode when answering. If a commuter uses more than one mode during their trip (e.g. bicycling to Metrolink), only the longest (transit) mode is recorded.

In order to establish a more representative estimate of Moorpark's total existing bicycle mode share, a model was developed to augment the Journey to Work figure of 0.18% with data on school children, college students, and transit commuters. As shown in Table BT-5 below, this model estimates the total number of existing commuter and students in Moorpark at 481 riders, making a total of 962 daily trips, and brings the estimated commute mode share to 2.1%, however, in all likelihood this model overestimates the overall bicycle mode share given the extremely low commuter mode share of Moorpark.

**Table BT-5
Current Bicycle Commuters**

Current Commuting Statistics	Source	
Moorpark Population	31,274	2000 US Census
Number of Commuters	14,247	2000 US Census (Employed persons less those working at home)
Number of Bicycle-to-Work Commuters	55	2000 US Census
Bicycle-to-Work Mode Share	0.39%	Mode share percentage of Bicycle to Work Commuters
School Children Grades K-8	6,486	2000 US Census, population ages 5-14
Estimated School Bicycle Commuters	324	Lamorinda School Commute Study (Fehr & Peers Associates, 1995) and San Diego County School Commute Study (1990). (5%)
Number of College Students	1,998	2000 US Census

Current Commuting Statistics		Source
Estimated College Bicycle Commuters	100	National Bicycling & Walking Study, FHWA, Case Study No. 1, 1995. Review of bicycle commute share in seven university communities (5%)
Average Weekday Transit Ridership	139	Public Transportation to Work, 2000 US Census
Number of Daily Bike-Transit Users	2	RTD (Denver) Bike-n-Ride Survey, December 1999 (1.4% of total boardings)
Estimated Total Number of Bicycle Commuters	481	Total of work, transit, school, and college bicycle commuters (does not include recreation).
Estimated Adjusted Mode Share	2.1%	Estimated Bicycle Commuters divided by commuting population
Estimated Current Bicycle Trips		
Total Daily Bicycle Trips	962	Total bicycle commuters x 2 (for round trips) plus total number of utilitarian bicycle trips
Reduced Vehicle Trips per Weekday	401	Assumes 73% of bicycle trips replace vehicle trips for adults/college students and 53% for school children
Reduced Vehicle Miles per Weekday	1,139	Assumes average one-way trip travel length of 4.6 miles for adults/college students and 0.5 mile for schoolchildren

2.4 EXISTING BICYCLE FACILITIES

Bikeways: There are a number of existing bikeways within Moorpark, with a total route mileage of 24.5 miles as shown in Table BT-6. Existing Class II bike lane facilities have a combined length of 18.3 miles, with the bike lanes along Tierra Rejada Road, providing a large share of the route mileage. Existing Class III bike routes total 5.8 miles in length. Moorpark's existing bikeways network is also shown in Figure BT-2.

**Table BT-6
Existing Bikeways**

Street	From	To	Class	Length (Miles)
Spring Rd	High St	Walnut Canyon Rd	I	1.1
Off Street	East of Countrywood Dr	West of Tierra Rejada Rd	I	0.5
TOTAL MILES		Class	I	1.6
Countrywood Dr/Mountain Trail St	Tierra Rejada Rd	Mountain Meadow Dr	II	2.2
Walnut Creek Rd	Mountain Trail St	Mountain Meadow Dr	II	1.4
Gabbert Rd/Poindexter	Los Angeles Ave	Moorpark Ave	II	1.4
Collins Dr	Campus Park Dr	University Dr	II	0.8
Spring Rd	Tierra Rejada Rd	Walnut Canyon Rd	II	3.0
Science Dr	Los Angeles Ave	Tierra Rejada Rd	II	1.3

Street	From	To	Class	Length (Miles)
Peach Hill Rd	Tierra Rejada Rd	Science Dr	II	1.8
Ridgecrest Drive	Spring Rd	SR-23 By-Pass	II	0.4
High St	Moorpark Ave	Spring Rd	II	0.4
Campus Park Dr	Moorpark CL north	Collins Dr	II	1.2
Tierra Rejada Rd	Los Angeles Ave	SR-23	II	3.9
Moorpark High access road	Tierra Rejada Rd	Moorpark High Gym	II	0.4
Mountain Meadow Dr	Mountain Trail St	Walnut Creek Rd	II	1.2
TOTAL MILES		Class	II	19.6
Leta Yancy	Los Angeles Ave	Arroyo Vista Park	III	0.4
Rustic View	Multi Use Trail	Mountain Trail St	III	0.2
TOTAL MILES		Class	III	0.6
TOTAL BIKEWAY MILES				21.8

Source: Alta Planning + Design field inventory, VCTC GIS data, November 2006.

End of Trip Bicycle Facilities: End of trip facilities consist of bicycle parking, changing areas, and showering facilities. Bicycle parking facilities can be found at the local schools and most government facilities. Moorpark Train Station provides bicycle lockers.

Transit Bicycle Facilities: The limited local transit service has front racks for bikes and the VISTA-East Commuter buses have bike storage underneath the coaches. Current local transit policy requires bicyclists to wait for the next bus with space on the bicycle rack to accommodate demand when approaching bus is already carrying two bicycles. Bicycles are not allowed on buses. The Moorpark Amtrak/Metrolink Station provides 16 bicycle lockers for use by bicycle commuters.

2.5 TRIP REDUCTION POTENTIAL/AIR QUALITY BENEFITS

With an estimated 481 existing daily bicycle commuters in Moorpark the next step is to determine how many future commuter cyclists could reasonably be expected in Moorpark once the proposed bikeway system is implemented. If it is assumed that all 326 commuters who bicycle and walk are traveling 15 minutes or less and subtract them from all 3,097 residents with commutes of this length, the result is that a potential of 2,666 residents could convert their short commute trip from a vehicle trip into a bicycle trip. Given these data, capturing even 15% of these short vehicle trips would produce an additional 400 bicycle commuters, as shown in Table BT-7. The net result of these additional bike riders would be improved air quality, with estimated daily reductions in Hydrocarbons (HC) of 17 kg, Carbon Monoxide (CO) of 127 kg, Nitrogen Oxide (NOX) 8 kg, and Carbon Dioxide (CO2) 671,598 kg.

**Table BT-7
Future Bicycle Commute and Air Quality Projections**

Potential Future Bicycle Commuters		
Item	No. of Trips	Source
Number of workers with commutes fifteen minutes or less	2,994	US Census 2000
Number of workers who already bicycle or walk to work	273	US Census 2000
Number of potential bicycle commuters	2,721	Calculated by subtracting number of workers who already bicycle or walk from the number of workers who have commutes 15 minutes or less
Future number of new bicycle commuters	408	Based on capture rate goal of 15% of potential bicycle riders
New Daily Bike-Transit Users	19	Based on capture rate goal of 15% of total transit riders
Total Future Daily Bicycle Commuters	908	Current daily bicycle commuters plus future bicycle commuters
Total Future Bicycle-to-Work Mode Share	6.4%	
Future Total Daily Bicycle Trips	1,816	Total bicycle commuters x 2 (for round trips)
Future Reduced Vehicle Trips per Weekday	1,326	Assumes 73% of bicycle trips replace vehicle trips
Future Reduced Vehicle Miles per Weekday	6,099	Assumes average one-way trip travel length of 4.6 miles for adults. Assumes 12 mph average bicycle speed; 23 minute average travel time. Travel time data from NHTS 2001 Trends, Table 26.
Future Reduced Vehicle Miles per Year	1,616,360	256 weekdays per year
Future Air Quality Benefits		
Reduction Item	No. of Trips	Reduction Result
Reduced HC (kg/weekday)	17	0.0028 kg/mile
Reduced CO (kg/weekday)	127	0.0209 kg/mile
Reduced NOX (kg/weekday)	8	0.00139 kg/mile
Reduced CO2 (kg/weekday)	671,598	0.4155 kg/mile
Reduced HC (metric tons/year)	4	1000 kg per metric ton; 256 weekdays/year
Reduced CO (metric tons/year)	33	1000 kg per metric ton; 256 weekdays/year
Reduced NOX (metric tons/year)	2	1000 kg per metric ton; 256 weekdays/year
Reduced CO2 (metric tons/year)	171,929	1000 kg per metric ton; 256 weekdays/year

2.6 SAFETY AND EDUCATION

Education: No bicycle safety programs are currently being offered in Moorpark.

Enforcement: The Moorpark Police Department is charged with enforcement of the

vehicle code within the City of Moorpark, applicable to both bicyclists and motor vehicles. Enforcement of vehicle codes on all state routes within the City of Moorpark are the jurisdiction of the California Highway Patrol (CHP).

Safety conditions/Collisions: An analysis of the Statewide Inventory of Traffic Related Statistics (SWITRS) data compiled by the California Highway Patrol (CHP) of collisions involving bicycles recorded by enforcement agencies revealed a total of 30 collisions over a four-year time frame from 2002 to 2005. These collisions resulted in a single fatality, 23 injuries, and a couple of property damage-only collisions, as represented in Table BT-8. For totals including listings primary road and secondary road within 25 feet of the intersection, the roadway with the largest number of collisions was SR-118 at nine total collisions, including the fatality in 2005. Spring Road also had a relatively high number at six total collisions. The intersection of SR-118 and Spring Road had the largest number of collisions with five collisions total.

**Table BT-8
Reported Bicycle Collisions**

Primary Road	Secondary Road	Distance from Intersection (feet)	Type	Collision Year
Los Angeles Avenue (SR 118)	Shasta Av	154	Injury	2002
Spring Rd	Peach Hill Rd	500	Injury	2002
RT 118	Spring Rd	0	Property Damage Only	2002
High St	Walnut St	10	Injury	2002
Golondrina St	Palomitas Cir	0	Injury	2002
2nd St	Bard St	0	Injury	2002
Walnut Canyon/Moorpark Avenue (SR 23)	Los Angeles Avenue (SR 118)	100	Property Damage Only	2002
2002 Summary:	7 total accidents	3 Intersection 4 Mid-block	5 Injury 2 Property Damage	
Los Angeles Avenue (SR 118)	Spring Rd	428	Injury	2003
Spring Rd	Los Angeles Avenue (SR 118)	250	Property Damage Only	2003
Leta Yancy Rd	James Weak Ave	0	Injury	2003
High St	Moorpark Ave	0	Injury	2003
Los Angeles Avenue (SR 118)	Flory Ave	2	Injury	2003
Gabbert Rd	Los Angeles Avenue (SR 118)	0	Injury	2003
Los Angeles Avenue	Park Lane	0	Injury	2003

Primary Road	Secondary Road	Distance from Intersection (feet)	Type	Collision Year
(SR 118)				
Charles St	Walnut St	0	Injury	2003
Spring Rd	Roberts Ave	0	Injury	2003
Spring Rd	Los Angeles Avenue (SR 118)	288	Injury	2003
2003 Summary:	10 total accidents	7 Intersection 3 Mid-block	9 Injury 1 Property Damage	
N Westwood St	E Purdue St	20	Injury	2004
High St	Spring Rd	528	Injury	2004
Moorpark Av	Los Angeles Avenue (SR 118)	21	Injury	2004
Mountain Meadow Dr	Mountain Trail St	24	Injury	2004
Peach Hill Rd	Honeybee St	0	Injury	2004
High St	Walnut Canyon/Moorpark Avenue (SR 23)	0	Property Damage Only	2004
Mountain Trail	Tierra Rejada Rd	0	Injury	2004
Millard St	Ruth Ave	0	Injury	2004
Walnut Canyon/Moorpark Avenue (SR 23)	3rd St	9	Injury	2004
2004 Summary:	9 total accidents	9 Intersection 1 Mid-block	8 Injury 1 Property Damage	
Spring Rd	Los Angeles Avenue (SR 118)	15	Injury	2005
Los Angeles Avenue (SR 118)	Gabbert Rd	427	Killed	2005
Sherman Av	Harry St	335	Injury	2005
Alley Way	1st St	168	Injury	2005
2005 Summary:	4 total accidents	1 Intersection 3 Mid-block	1 Killed 4 Injury 0 Property Damage	

2.7 PUBLIC PARTICIPATION

Public participation for Moorpark's Bicycle Plan was generated as part of the larger effort of the Ventura Countywide Bicycle Master Plan. In June 2006 two public outreach meetings were held, one for the west county in Ventura, and one for the east county in

Moorpark. Additionally, an online survey was conducted for the entire county, although only three respondents were identified as residents of Moorpark.

CHAPTER THREE POLICY CONFORMANCE

In accordance with Caltrans BTA requirements, an overview of local and regional planning documents and policies relevant to this Plan must to be provided. This chapter shows those Moorpark General Plan goals and policies which are consist with this Plan. Other relevant regional policies are summarized in Chapter 4 of the Ventura Countywide Bicycle Master Plan. The Moorpark General Plan Circulation Element acknowledges the need for a “continuous bikeway system” to make bicycling “an attractive means of transportation in the City”. In particular, this chapter shows where the Bicycle Transportation Plan is consistent with those Moorpark General Plan goals, policies and implementation measures from the Circulation Element. The following are the goals, policies and implementation measures of the Circulation Element that are consistent with the Bicycle Transportation Plan:

GENERAL

- Goal 1:** *Provide a transportation system that supports the land use plan in the General Plan and provides for the safe and efficient movement of people, goods, and services within, into, out of, and through the City of Moorpark*
- Policy 1.7:** Roadways, pedestrian areas, walks, street name sign and utilities in applicable outlying areas shall be designed to convey a rural appearance while providing for low maintenance costs and safe passage of vehicles, pedestrians, equestrians, and bicycles.

LEVEL OF SERVICE

- Goal 2:** *Provide a circulation system which supports existing, approved and planned land uses throughout the City while maintaining a desired level of service on all streets and at all intersections.*
- Policy 2.5** Driveway access points onto arterial roadways shall be limited in number and location in order to ensure the smooth and safe flow of vehicles and bicycles.

BICYCLE AND PEDESTRIAN FACILITIES

- Goal 5:** *Provide a citywide system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school, and recreational use.*

- Policy 5.1: New development and redevelopment projects shall be required to include safe, separate, and convenient paths for bicycles and pedestrians so as to encourage these alternate forms of non-polluting transportation.
- Policy 5.2: Plans for bicycle and pedestrian facilities shall give priority to providing continuity and closing gaps in the bikeway and sidewalk network.
- Policy 5.3: Proposed residential, commercial, and industrial developments shall be required to include bikeways in their street improvement plans, consistent with the Circulation Element Bikeway Network Plan, and to construct the bicycle paths, or lanes, or routes as a condition of project approval.
- Policy 5.4: Development projects shall be required to participate in the funding of planned bikeways which would allow employees to utilize bicycles as an alternative to automobiles.
- Policy 5.5: The provision and maintenance of off-street bicycle paths shall be encouraged.
- Policy 5.6: Bicycle Racks shall be required and storage facilities shall be encouraged at new and modified public, commercial, and industrial building sites.

TRANSPORTATION DEMAND MANAGEMENT

Goal 7: Develop and encourage a transportation demand management system to assist in mitigating traffic impacts and in maintaining a desired level of service on the circulation system.

Policy 7.1: To reduce energy consumption, noise pollution and air pollution, employment generating developments shall provide incentives to employees to utilize alternatives to the conventional automobile, such as walking, bicycles, carpools, vanpools, buses, and commuter rail.

Implementation Measures

4. The City Engineer's office shall prepare and maintain a circulation facility design manual containing roadway standards which specify right-of-way, number of lanes, typical cross-sections and parking restrictions according

to designated arterial classifications. Included will be design guidelines for driveway placement, intersection site distance, dedicated turn lanes, stop sign installation, medians, landscaping, bike lanes, bike paths, sidewalks, and equestrian trails. Rural and hillside road standards for road widths, grading, pathways, pedestrian areas, walks, landscaping, street name signs, and utilities shall also be included.