Designing Livable, Healthy Communities
Diseñando Comunidades Vivibles y Saludables

Highway 33 Multimodal and Community Enhancement Study
Estudio para Mejoras para Medios de Transporte en la Carretera 33

Ventura County in partnership with the Local Government Commission
Nelson\Nygaard and Sargent Town Planning
Funded by a Caltrans Sustainable Transportation Planning Grant.
6 miles from Casitas Springs through Oak View to Mira Monte

6 millas desde Casitas Springs por Oak View hasta Mira Monte
Every trip starts and ends with walking.

Cada viaje empieza o termina a pie.
People will walk

La gente sí caminará

STUDIES SHOW PEOPLE WILL WALK TO DESTINATIONS:

- 46% walk 1 mile to Church or School
- 1% walk 3-4 miles to Church or School
- 35% walk 1 mile to Work
- 1% walk 3-4 miles to Work

Centers for Disease Control and Prevention 2012, newpublichealth.org
Walkability in Oak View: ½ mile, 10 minute walk

Caminabilidad en Oak View: ½ milla, Caminata de 10 minutos
Walkability in Casitas Springs:
½ mile, 10 minute walk

Caminabilidad en Casitas Springs:
½ milla, Caminata de 10 minutos
Community Engagement Process

Proceso de Participación de la Comunidad
Beautiful “Main Street” – Complete Street – area with traffic calming techniques to slow high speed vehicles, bioswales, shade trees, lots of public spaces for people to gather – “gateway” entrance on each end of town, with roundabouts, and safe crosswalks and bicycle lanes.

A beautiful, tree-lined street Parisian street with cafes, outdoor seating along with all the existing amenities already there:
- Robobank, library, car wash, gym, bars, restaurants, gallery

Walkable, tree-lined streets, connected pedestrian network, small business districts (off highway), new mixed use development in Oak view on highway

Highway 33 Dream:
1) places to safely walk, bike (strollers and wheelchairs) and drive
2) Public transport, easy to access
3) Mix of natural beauty and vibrant businesses/community services
4) welcoming for neighbors and visitors alike
5) easy access parking

Safe travel for pedestrian, bicyclist and cars, more aesthetic, welcoming, more greenery and slower traffic, Business friendly

Welcoming big shade trees with prosperous small business and plenty of parking for tourists and community
Design Tables Exercise

Actividad de Mesas de Diseño
Design Tables Exercise

Actividad de Mesas de Diseño
Design Table #4 — Casitas Springs

- Lighting
- ADA compliant crosswalk with flashing light
- Speed Bumps on Nye Road (Not a bypass for highway)
- Slow traffic down Crossing

Mesa de Diseño #4
Design Table #5 — Casitas Springs

Flood Zone

Weekends: Trail gets busy; Fast riders move to Hwy. 33

Hwy. 33 Flood Control Needed in Casitas Springs

Crossing

Mesa de Diseño #5
Mesa de Diseño #5 — Casitas Springs

Last Ojai-Ventura bus of day terminates here after 10pm in middle of route, middle of nowhere. Can't get phone signal.

Need traffic control to provide caution after blind curve.

Clearer signage/enforcement for trail-specific parking.

Crossing signal
Crosswalk
Better visibility, Shorter crossing
Wacky red & green signals on 33
More school zone signs
Box blocking sidewalk in front of Rabobank
Fewer driveways
Better visibility, Shorter crossing
Bus stops out of travel lane
Mile use/ Town center development
Complete pedestrian network continued from South due to brewery and other, maybe near
Mixed use/ Town center development
More lighting for bus stops

Design Table #1 — Oak View
Mesa de Diseño #1
Design Table #2 — Oak View

We would love considering 3 roundabouts at Larmier, Oak View, Santa Ana (maybe also Kunkle or xwalk)

Roundabout
2 lanes

Reorganize parking, reduce curb cuts
Park and Ride, Trail to bike trail

“The Oak View” sign approved by MAC

Extra lane for expanded landscaping and parking

Design Table #2 — Oak View

Mesa de Diseño #2 — Oak View
Accidents occur at signalized intersections.

Electrical box in middle of sidewalk (not ADA compliant).

Design Table #3 — Oak View
Design Table #5 — Oak View

Mesa de Diseño #5 — Oak View

Synchronize lights and post ideal speed.

Maintenance of shoulders from brush.

Shrubs need trimming for visibility.

Motor vehicle culture creates additional challenges for pedestrians. Enforcement?
Alternative bicycle route to avoid 33

Design Table #5 — Oak View
Complete Network
Connect Pedestrian Network
Area was landfilled in 1950s. Can wetland be restored?

Design Table #1 — Miramonte

Mesa de Diseño #1
Crosswalk needs median @150/Old Baldwin Road

Children walk to McDonald’s and Taco Bell after school

Design Table #3 — Miramonte

Mesa de Diseño #3
Design Table #5 — Miramonte

Mesa de Diseño #5 — Miramonte

Public gazebo/bird sanctuary? May need maintenance.

Feral homeless habitat

Sidewalk?

Lighting along path and roadways to make streets safer/more walkable in evening. Low light? Protect dark skies.

More trees please! Native oaks, drought tolerant, don’t burn!
Strategies and Opportunities

Estrategias y Oportunidades
OJAI VALLEY HIGHWAY 33 CORRIDOR
VISION FOR A MORE LIVABLE CORRIDOR
ISSUES, OPPORTUNITIES AND STRATEGIES

CORRIDOR-WIDE ISSUES

• Lack of multimodal access along HWY 33

• High Traffic Speeds
ISSUES, OPPORTUNITIES AND STRATEGIES
CORRIDOR-WIDE ISSUES

Pedestrian Infrastructure
• Missing sidewalk
• Inconsistent shoulder width
• Lack of marked crossings
• Lack of ADA compliance
• Missing connections to community
Bicycle Infrastructure

- Ojai Trail is good facility, but connections are lacking or difficult in areas

- No bike lanes on Hwy 33 for local bike access
ISSUES, OPPORTUNITIES AND STRATEGIES
CORRIDOR-WIDE ISSUES

Missing Transit Infrastructure

• Stops not off roadway

• Many stops not ADA accessible

• Stops block parking and private access

• Stops hard to get to
ISSUES, OPPORTUNITIES AND STRATEGIES

CORRIDOR-WIDE STRATEGIES

• **More complete multimodal access along HWY 33** to provide enhancements to pedestrian, bike, and transit options as well as improving safety

• **Moderate traffic speeds** without significantly impacting throughput capacity

• **Improve transit stops** including access, and visibility for increased ridership

• **Create Gateways** for each community along HWY 33
ISSUES, OPPORTUNITIES AND STRATEGIES

CORRIDOR-WIDE STRATEGIES

• **Widen shoulders** will improve access and reduce pedestrian risk; can be used by bicycles and pedestrians

• **Reduce vehicle lanes through Oak View** will help reduce pedestrian exposure, moderate high traffic speeds, and create opportunities for bike lanes

• **Use excess roadway space** for better edge treatments and landscaping

• **Create Pathways** connecting access to transit stops and access to the bike path

• **Create Gateways** to provide sense of entry to community areas

Reducing lanes from 5 lanes to 3 lanes will increase travel time. But, only 25 Seconds in the morning and 10 seconds in the evening
Caltrans Sidewalk and Shoulder Widening project

- Widen shoulders
- No details about any tree removal at this time
Caltrans Sidewalk and Shoulder Widening project

- Widen shoulders to 8-feet
- Add 6-foot and 8-foot sidewalk
- Fix existing sidewalk and access ramps
- Relocate utilities and signs to meet ADA requirements
- Add audible push buttons
Caltrans Sidewalk and Shoulder Widening project

- Widen shoulders to 8-feet
- Add 6-foot and 8-foot sidewalk
- Fix existing sidewalk and access ramps
- Relocate utilities and signs to meet ADA requirements
- Add audible push buttons
Caltrans Sidewalk and Shoulder Widening project

- Widen shoulders to 8-feet
- Add 6-foot and 8-foot sidewalk
- Fix existing sidewalk and access ramps
- Relocate utilities and signs to meet ADA requirements
- Add audible push buttons
- Build retaining walls
ISSUES, OPPORTUNITIES AND STRATEGIES

CORRIDOR-WIDE STRATEGIES

• More complete multimodal access along HWY 33 to provide enhancements to pedestrian, bike, and transit options as well as improving safety;

• Moderate traffic speeds without significantly impacting throughput capacity;

• Improve transit stops including access, and visibility for increased ridership;

• Create Gateways for each rural village along HWY 33;
CASITAS SPRINGS
STRATEGIES & OPPORTUNITIES

• **Establish Gateways** entering Casitas Springs from the south and north integrating pedestrian and transit improvements and public open space;
• **Improve “the bend”** at Nye Rd and Hwy 33 by introducing a neighborhood entry green
• **Organize commercial frontages and parking** in the commercial village stretch along HWY 33 just past the bend at Nye Rd;
• **Look for additional pedestrian access routes** from HWY 33 through to Nye Road to the east;
CASITAS SPRINGS
ESTABLISH GATEWAYS

• Sycamore Drive & Hwy 33:
  • Improve existing bus stops for better visibility;
  • Add formal pedestrian crosswalk for safe crossing into the neighborhoods to the west;
  • Potential for public open space (trailhead park) on Watershed Protection District Site
  • These improvements in conjunction with groupings of new major trees and potentially a “Welcome to Casitas Springs” sign combine to form gateway that lets motorists know they are entering a community and should slow down
CASITAS SPRINGS
HWY 33 AT SYCAMORE DR – CROSSWALK AND IMPROVED BUS STOPS
CASITAS SPRINGS
COMMERCIAL VILLAGE ENTRY GREEN

• Entry Green at Nye Rd:
  • Improves access/visibility for turning movement at intersection;
  • Creates a new gateway open space for the commercial village;
  • Private drive for residents fronting the new open space
CASITAS SPRINGS
VILLAGE “MAIN STREET”

• Village Main St:
  • **Organize Parking** in front (slip lane) of and behind (shared parking lot) village shops;
  • **Enhanced Crosswalk at Ranch Rd** with Pedestrian Refuge in small median;
  • **Large Canopy Street Trees** along Village Frontage
CASITAS SPRINGS
“RURAL CHARACTER” PEDESTRIAN FACILITIES

Casitas Springs (north of village center)
PROTOTYPICAL IMPROVEMENTS
“RURAL CHARACTER” PEDESTRIAN FACILITIES
• Intersection Improvements at Nye Rd (north) and Hwy 33 for improved visibility & safety, and to provide a gateway into Casitas Springs;

• Relocate Bus Stops at a new mid-block crosswalk at Brock Ln for improved connectivity to neighborhoods and the Ojai Valley Trail;

• Intersection Improvements at Mobil Ln for safer entry/exit into mobile home park
CASITAS SPRINGS
NORTH GATEWAY

• Nye Rd Gateway (north):
  • **Protected free right-turn lane at Nye** to allow better site-lines north for later left-turns onto southbound HWY 33;
  • **Center Median at intersection** for left-turn lane protection and Gateway opportunities;

*Existing site lines from Nye Rd Intersection (northbound view obstructed)*
CASITAS SPRINGS
NORTH GATEWAY

• Brock Ln Crosswalk
  • Maintain center (3rd) median lane from Mobil Ln to Ny Rd;
  • Protected Crosswalk (with pedestrian refuge in center median) at Brock Ln for improved connectivity to neighborhoods and the Ojai Valley Trail;
  • Relocated Bus Stops for better access from neighborhoods, and Arroyo Mobile Home Park
  • Protected left-turn lane into Arroyo Mobile Home Park
PROTOTYPICAL IMPROVEMENTS
“RURAL CHARACTER” CROSSWALKS – PROVIDE ACCESS TO OJAI VALLEY TRAIL
OAK VIEW
STRATEGIES & OPPORTUNITIES

• **Streetscape Improvements** including possible lane reductions (5 to 3), landscape, bike and pedestrian improvements focused from Larmier Ave to Oak View Rd;

• **Gateways** potentially including new roundabouts at Larmier Ave and Oak View Rd;

•
OAK VIEW
PROPOSED STREET IMPROVEMENTS TO HWY 33

- Buffered Bike Lanes
- Parking Lane Planters and Curbside Parking
- Landscaped Median
- Large Tree Canopy
OAK VIEW
PROPOSED STREET IMPROVEMENTS TO HWY 33

“Slip Lane” and reconfigured parking on west side (private improvements)

Recommended new crosswalk at Kunkle St with pedestrian refuge and flashers
MIRA MONTE (SOUTH)
STRATEGIES & OPPORTUNITIES

• Improved Pedestrian Facilities at Highland Dr, Woodland Ave, Villanova Rd, and Baldwin Rd for better access to the Ojai Valley Trail;
MIRA MONTE (NORTH)
HIGHLAND DR TO WOODLAND AVE

• **CalTrans Planned improvements** include adding 6ft concrete sidewalks and on east side of HWY 33. This would require significant regrading and retaining.

• **Add signalized crosswalk at Highland Dr** with stair / ramp down to Oak Valley Trail (can cross back over to east side at Woodland Ave using existing crosswalks)

• **Complete sidewalk network north of Woodland Ave** (on east side of HWY 33)

• **(Re)locate Existing Bus Stops to Highland Dr** for improved access
MIRA MONTE
PROPOSED STREET IMPROVEMENTS AT HIGHLAND DR

- Avoid costly reconstruction of bank
- Intersection improvement / reconfiguration at Highland Dr
- Add new signalized crosswalk(s)
- Provide access to Ojai Valley Trail
• **Improved Pedestrian Facilities** including sidewalks completion and new crosswalks for safe access to the Ojai Valley Trail;

• **Improved Public and Private Frontages** along the Village Market (east) side including sidewalk and landscape improvements;

• **Improved Bus Stops** on both sides of HWY 33;

• **Village Gateway at Villanova Rd** – including intersection improvements;
MIRA MONTE
PROPOSED STREET IMPROVEMENTS TO HWY 33

- Oversized right-turn lane
- Incomplete sidewalks
- Poor access to Bus Stop and Ojai Valley Trail
- Enlarged Landscape Areas
- Improved Crosswalks and Village Gateway
- Improved Bus Stops
MIRA MONTE
VILLANOVA RD INTERSECTION IMPROVEMENTS

Corner bulb-outs and enhanced crosswalks

Improved Bus Stops
MIRA MONTE
VILLANOVA RD INTERSECTION IMPROVEMENTS
MIRA MONTE
VILLANOVA RD INTERSECTION IMPROVEMENTS
MIRA MONTE
VILLANOVA RD TO BALDWIN – PROTOTYPICAL IMPROVEMENTS

Mira Monte (North Villanova Rd)
MIRA MONTE
VILLANOVA RD TO BALDWIN – PROTOTYPICAL IMPROVEMENTS
For More Information
www.hwy33study.org
Supervisor Steve Bennett’s office
steve.bennett@ventura.org

Para más información
www.hwy33study.org
Oficina del Supervisor Steve Bennett
steve.bennett@ventura.org