

# **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



# The Tremendous Potential

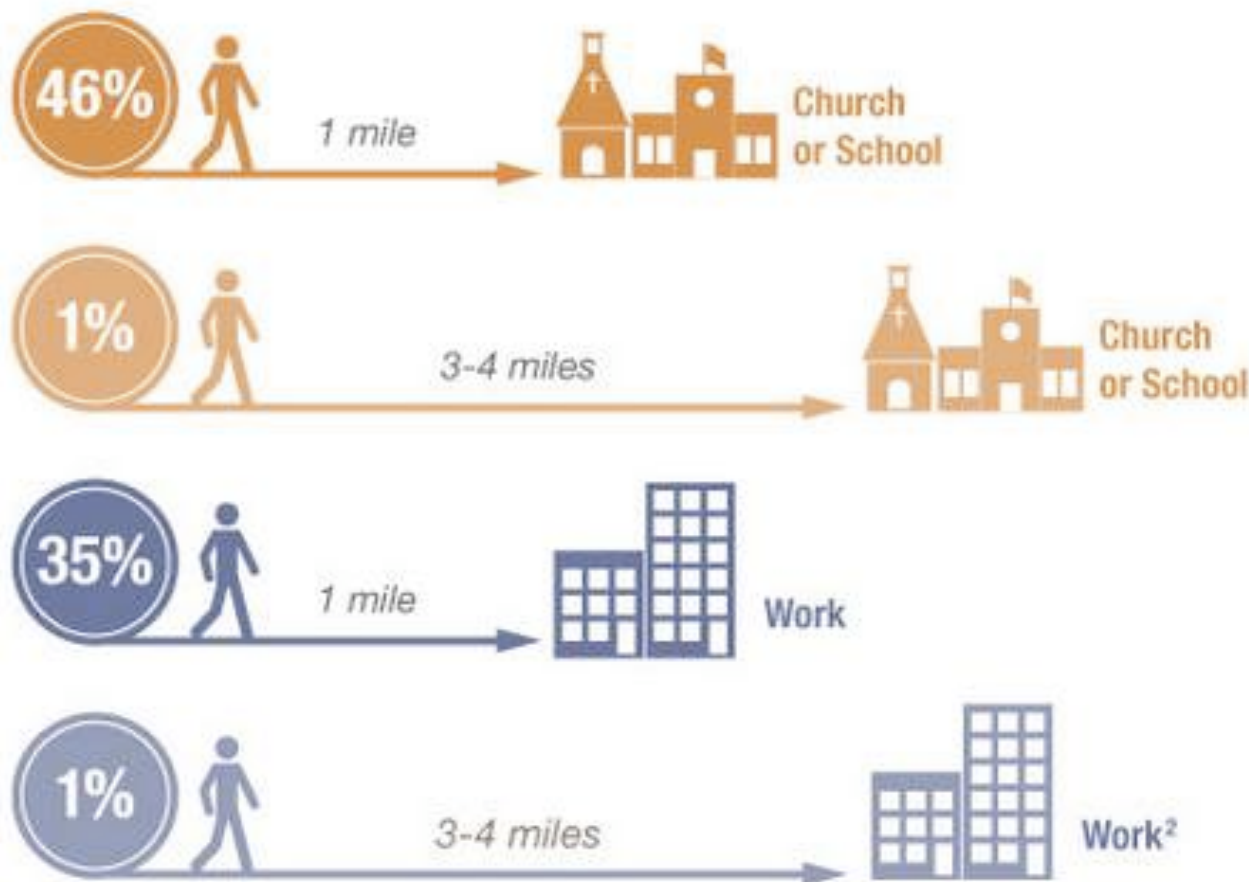
## El enorme potencial

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:



Centers for Disease Control and  
Prevention 2012,  
[newpublichealth.org](http://newpublichealth.org)



Walkability in  
Oak View:  
 $\frac{1}{2}$  mile,  
10 minute walk

Caminabilidad  
en Oak View:  
 $\frac{1}{2}$  milla,  
Caminata de 10  
minutos





Walkability in  
Casitas Springs:  
 $\frac{1}{2}$  mile,  
10 minute walk

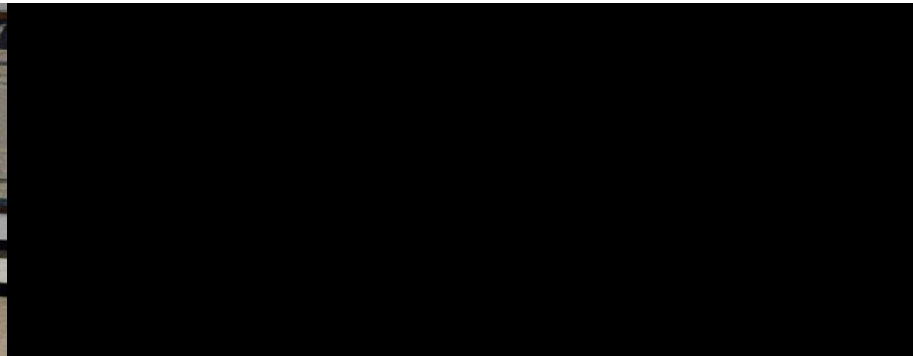
Caminabilidad en  
Casitas Springs:  
 $\frac{1}{2}$  milla,  
Caminata de 10  
minutos





# **Community Engagement Process**

## **Proceso de Participación de la Comunidad**



Advisory Group Meetings

Reuniones del Grupo Asesor





Walkability Audit



Caminata de Asesoría





Workshop #1 — July 25, 2018

Taller #1 — 25 de julio de 2018



# Vision Cards

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.



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

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



Design Tables Exercise

Actividad de Mesas de Diseño





Design Tables Exercise

Actividad de Mesas de Diseño



# CASITAS SPRINGS



Design Table #1 — Casitas Springs

Mesa de Diseño #1





CASITAS SPRINGS

My Home Town



Design Table #4 — Casitas Springs

Mesa de Diseño #4





CASITAS SPRINGS

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

Hwy. 33 Flood Control Needed in Casitas Springs

33 Flood Control Needed in Casitas Springs

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

Flood Zone

Crossing

Design Table #5 — Casitas Springs

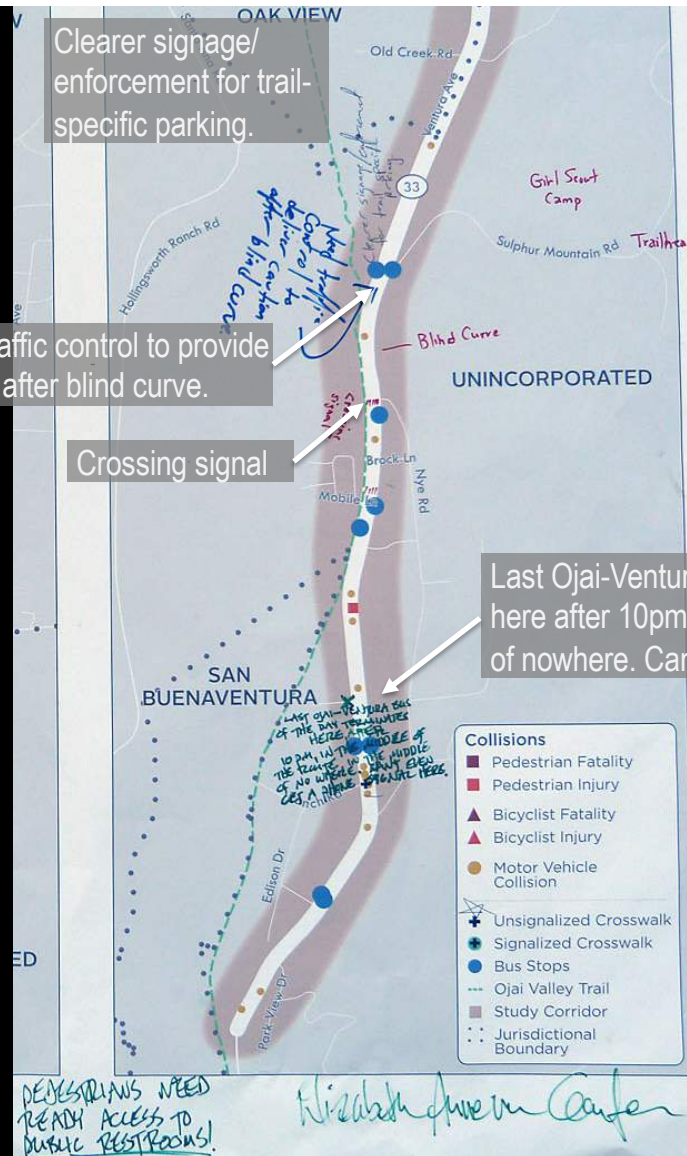
Mesa de Diseño #5





## Design Table #5 — Casitas Springs

## Mesa de Diseño #5 — Casitas Springs











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

WE WOULD LOVE CONSIDERING 3 ROUNDABOUTS IN OAK VIEW:  
@ LARMIER  
@ OAK VIEW BL  
@ SANTA ANA  
MAYBE ALSO @ KUNKLE  
AT LEAST CONSIDER IT

Reorganize parking,  
reduce curb cuts

2 lanes

Roundabout

Roundabout

Roundabout

OAK VIEW

Design Table #2 — Oak View

Mesa de Diseño #2





**Design Table #2 — Oak View**



**Mesa de Diseño #2 — Oak View**



# OAK VIEW

Accidents occur @  
signalized intersections

Accidents occur-  
@ signalized  
intersections

Electrical box  
in middle of  
sidewalk  
→ not ADA  
compliant

Electrical box in  
middle of sidewalk  
(not ADA compliant)

slow down  
stop

Sidewalks

Crosswalks

Crosswalks

Sidewalks

Crosswalks

Boccali's ②  
no sidewalk

Left-turn lane  
→ no arrow

Design Table #3 — Oak View

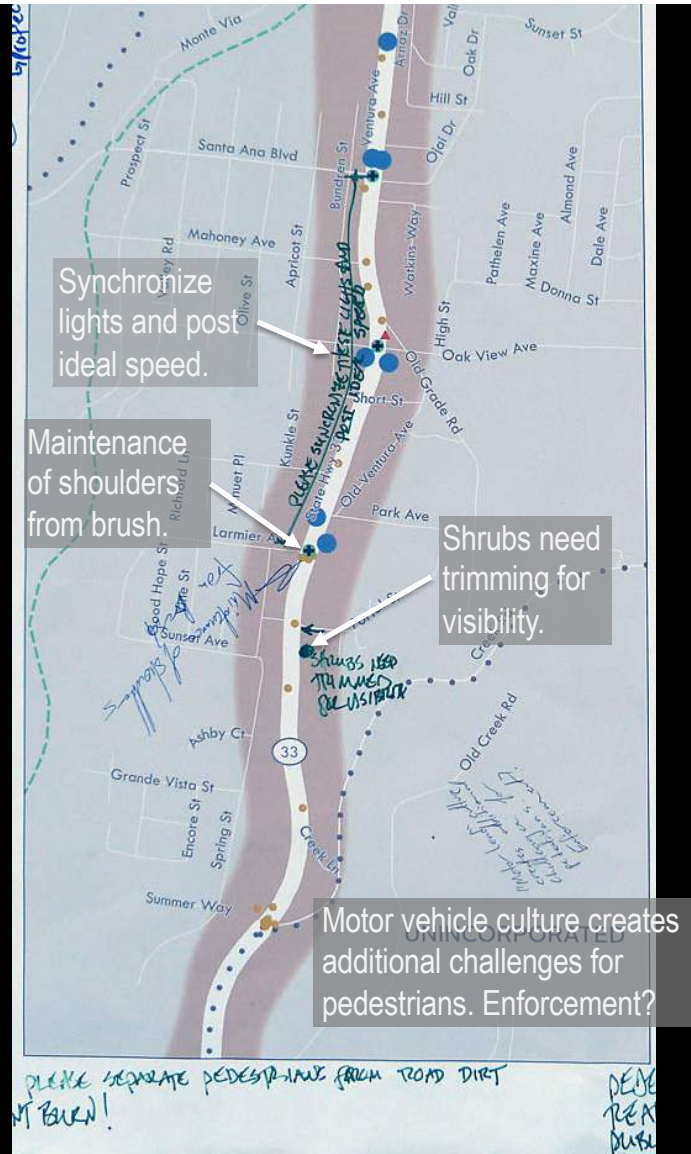
Mesa de Diseño #3





## Design Table #5 — Oak View

## Mesa de Diseño #5 — Oak View



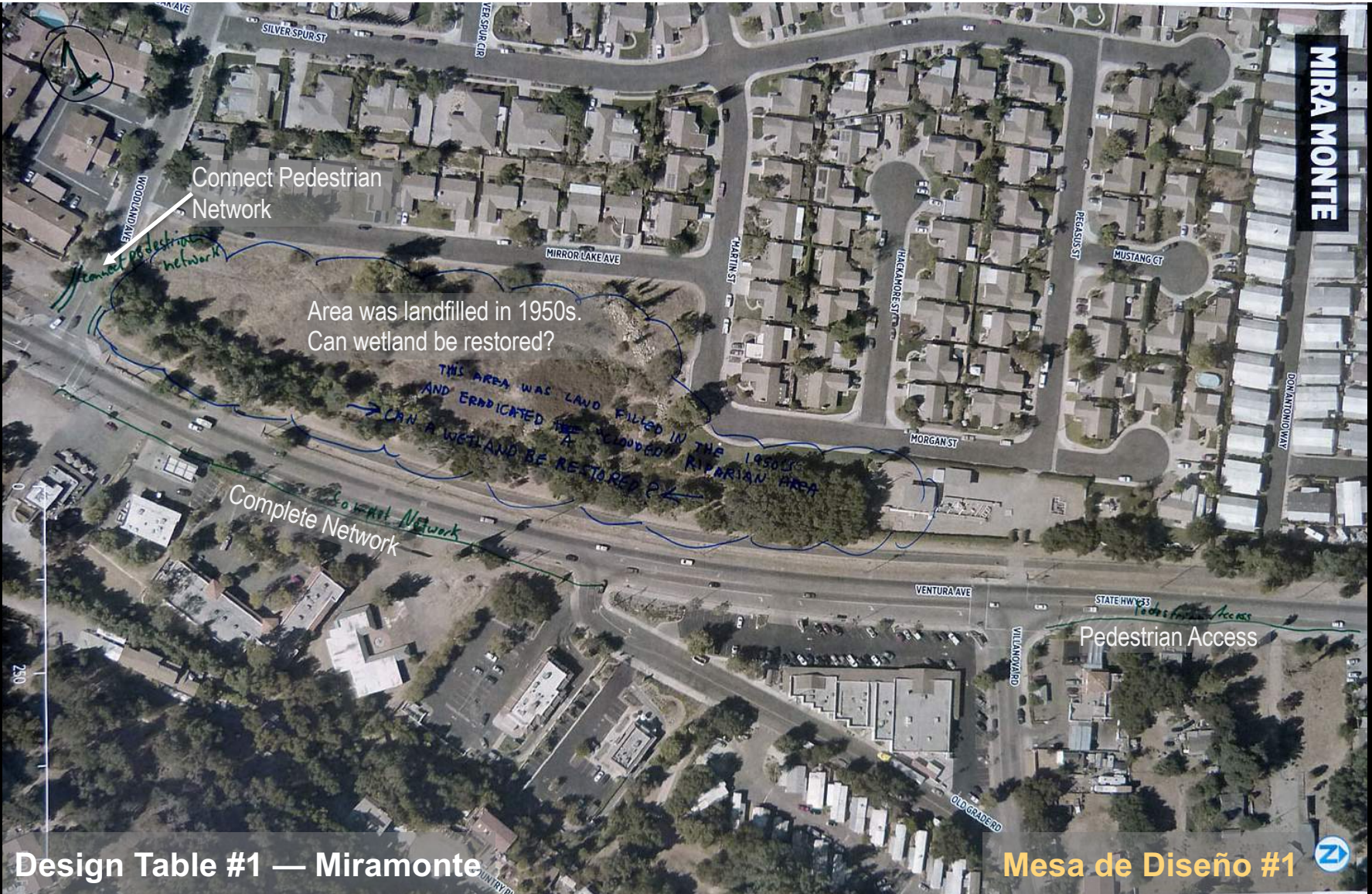


OAK VIEW





MIRA MONTE



Design Table #1 — Miramonte

Mesa de Diseño #1





MIRA MONTE

Crosswalks

Sidewalk

Crosswalk  
needs median  
@150/Old  
Baldwin Road

Crosswalk  
needs median  
@ 150/Old Baldwin Rd

Children walk  
to McDonald's  
and Taco Bell  
after school

Children walk to  
McDonald's &  
Taco Bell  
(after school)

Crosswalk

3



Design Table #3 — Miramonte

Mesa de Diseño #3



## Design Table #5 — Miramonte

## Mesa de Diseño #5 — Miramonte





# **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





# ISSUES, OPPORTUNITIES AND STRATEGIES

## CORRIDOR-WIDE ISSUES

### 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

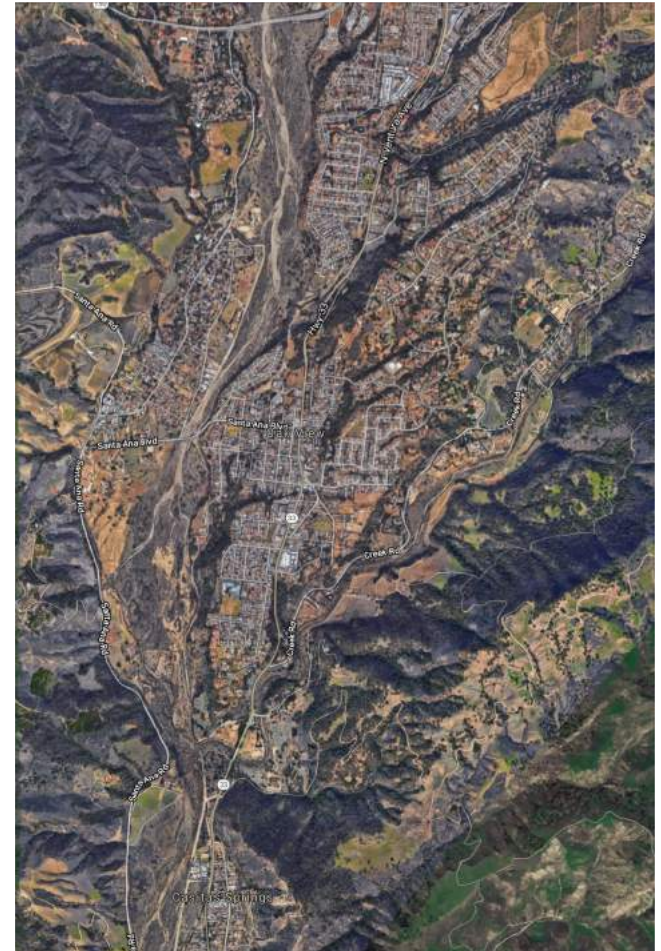




# ISSUES, OPPORTUNITIES AND STRATEGIES

## 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

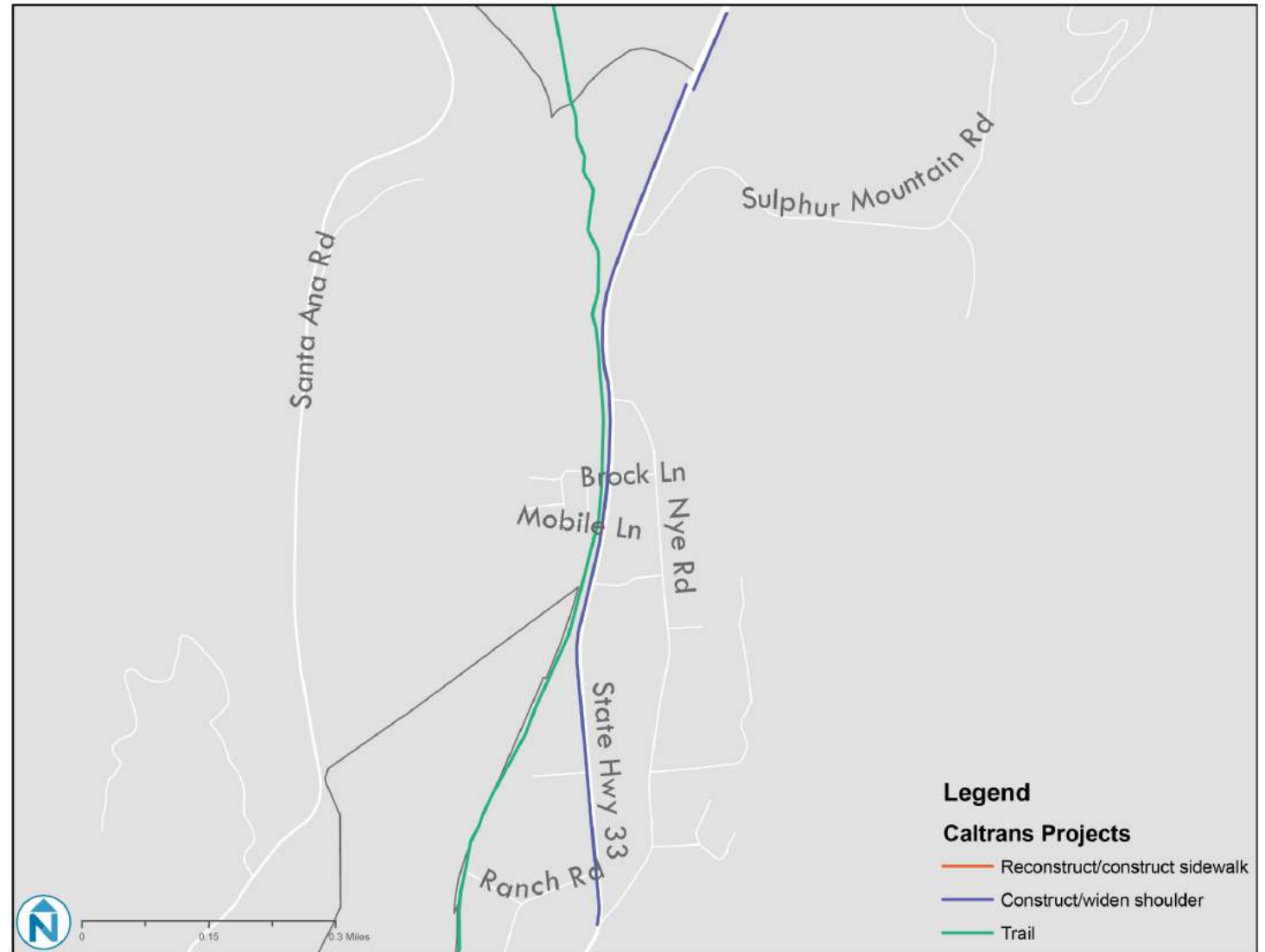
- **Widen shoulders** will improve access and reduce pedestrian risk; can be used by bicycles and pedestrians
- **Reduce vehicle lanes through Oak View** will help reduce pedestrian exposure, moderate high traffic speeds, and create opportunities for bike lanes
- **Use excess roadway space** for better 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



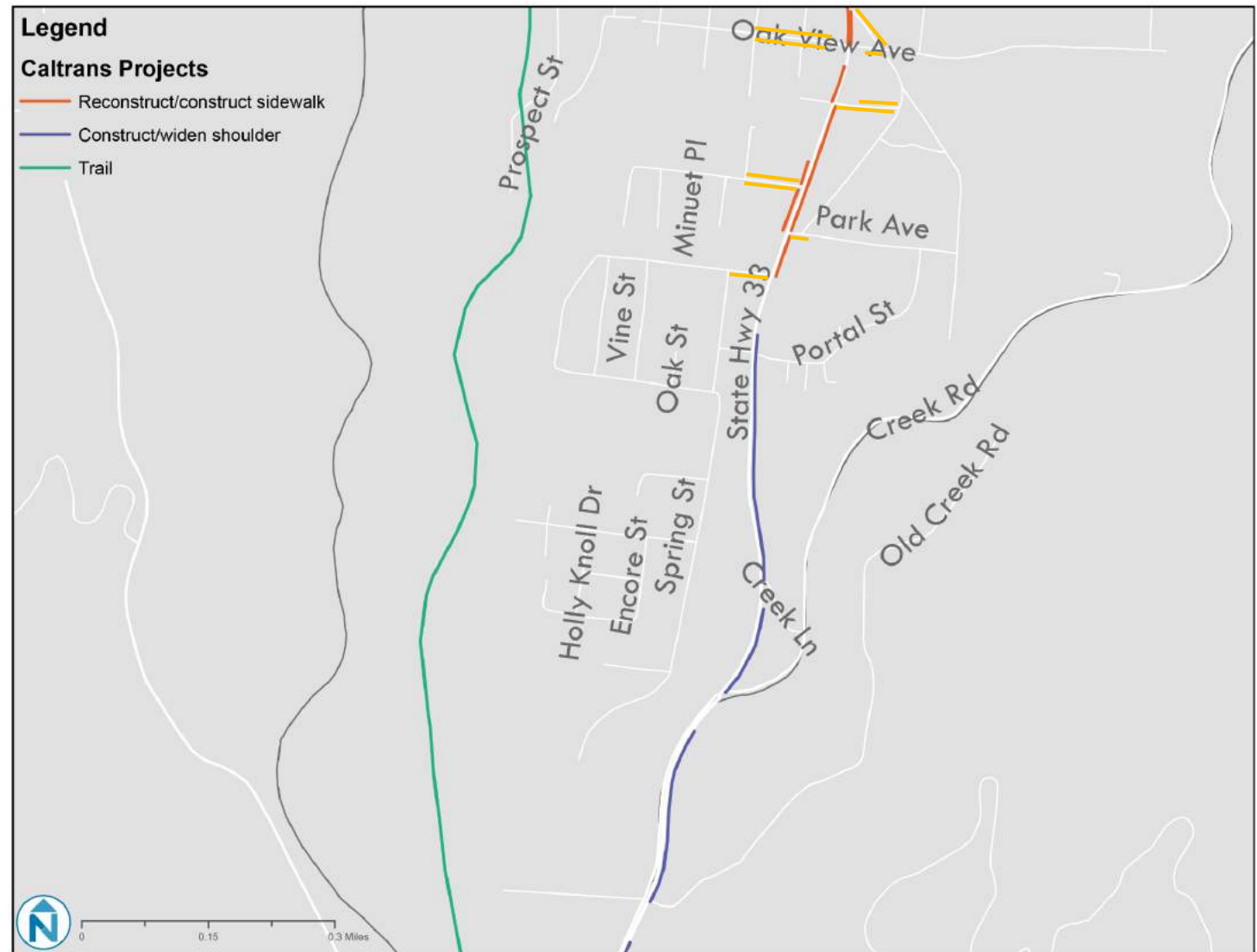
## Caltrans Sidewalk and Shoulder Widening project

- Widen shoulders
- No details about any tree removal at this time



## Caltrans Sidewalk and Shoulder Widening project

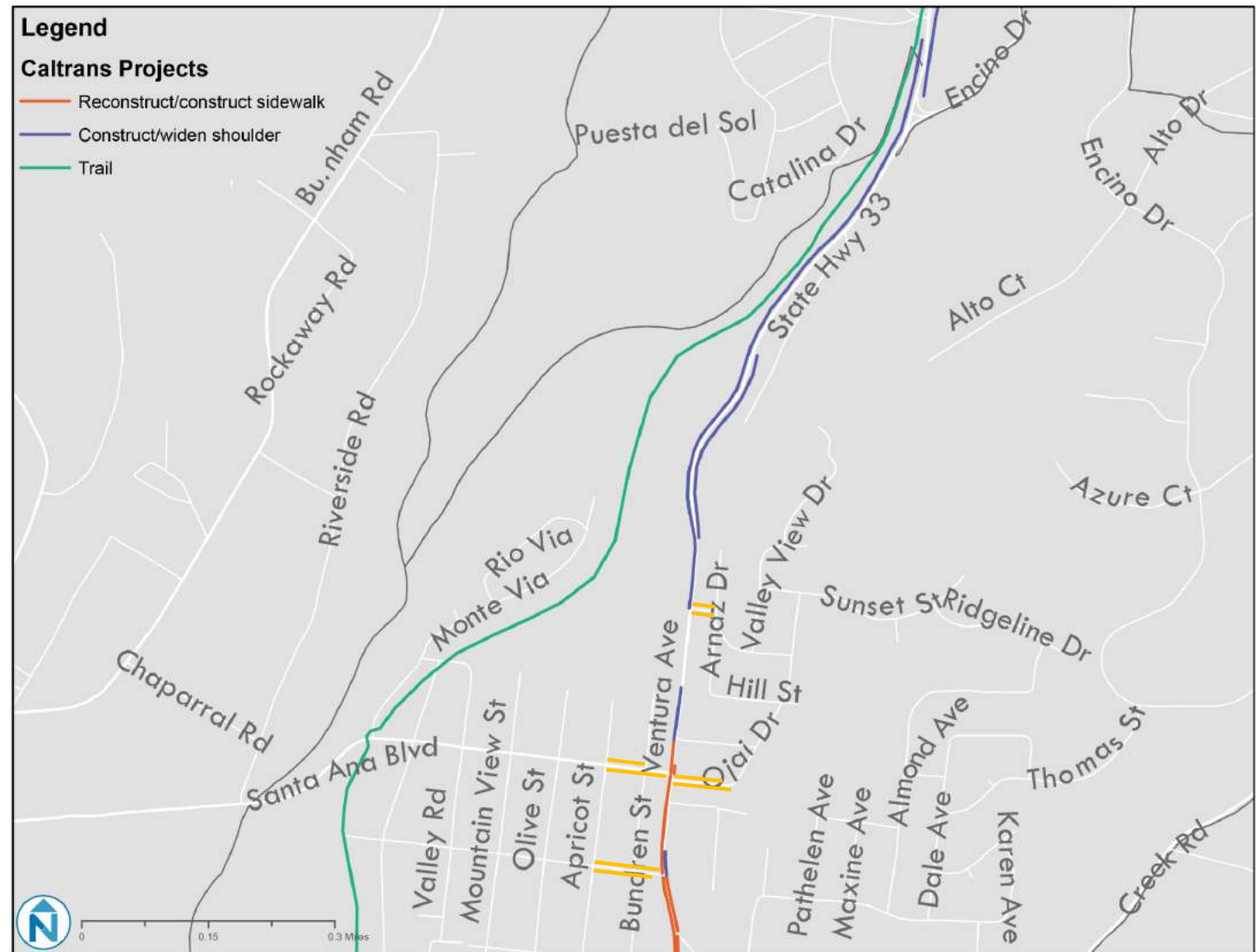
- Widen shoulders to 8-feet
- Add 6-foot and 8-foot sidewalk
- Fix existing sidewalk and access ramps
- Relocate utilities and signs to meet ADA requirements
- Add audible push buttons





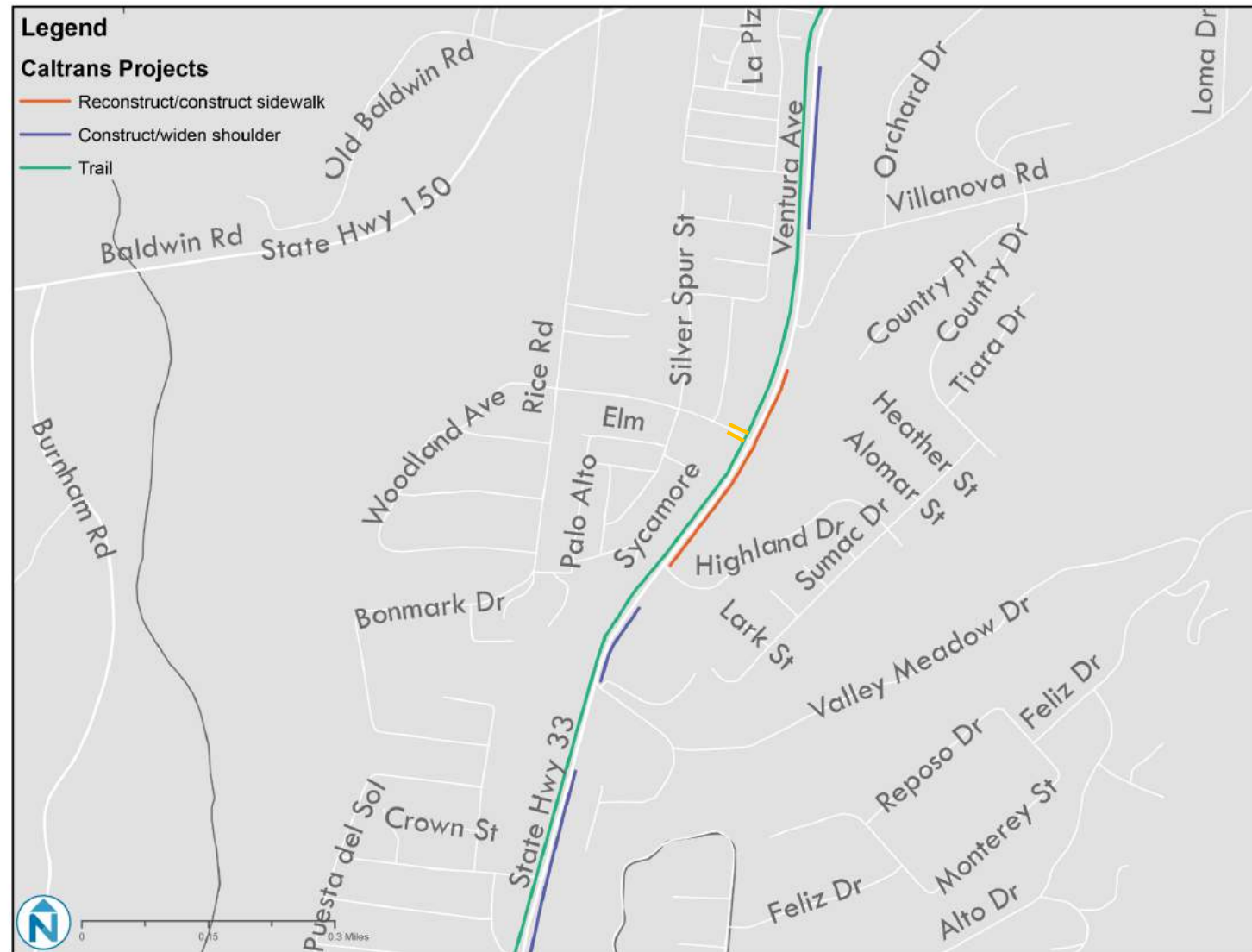
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## Caltrans Sidewalk and Shoulder Widening project

- 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

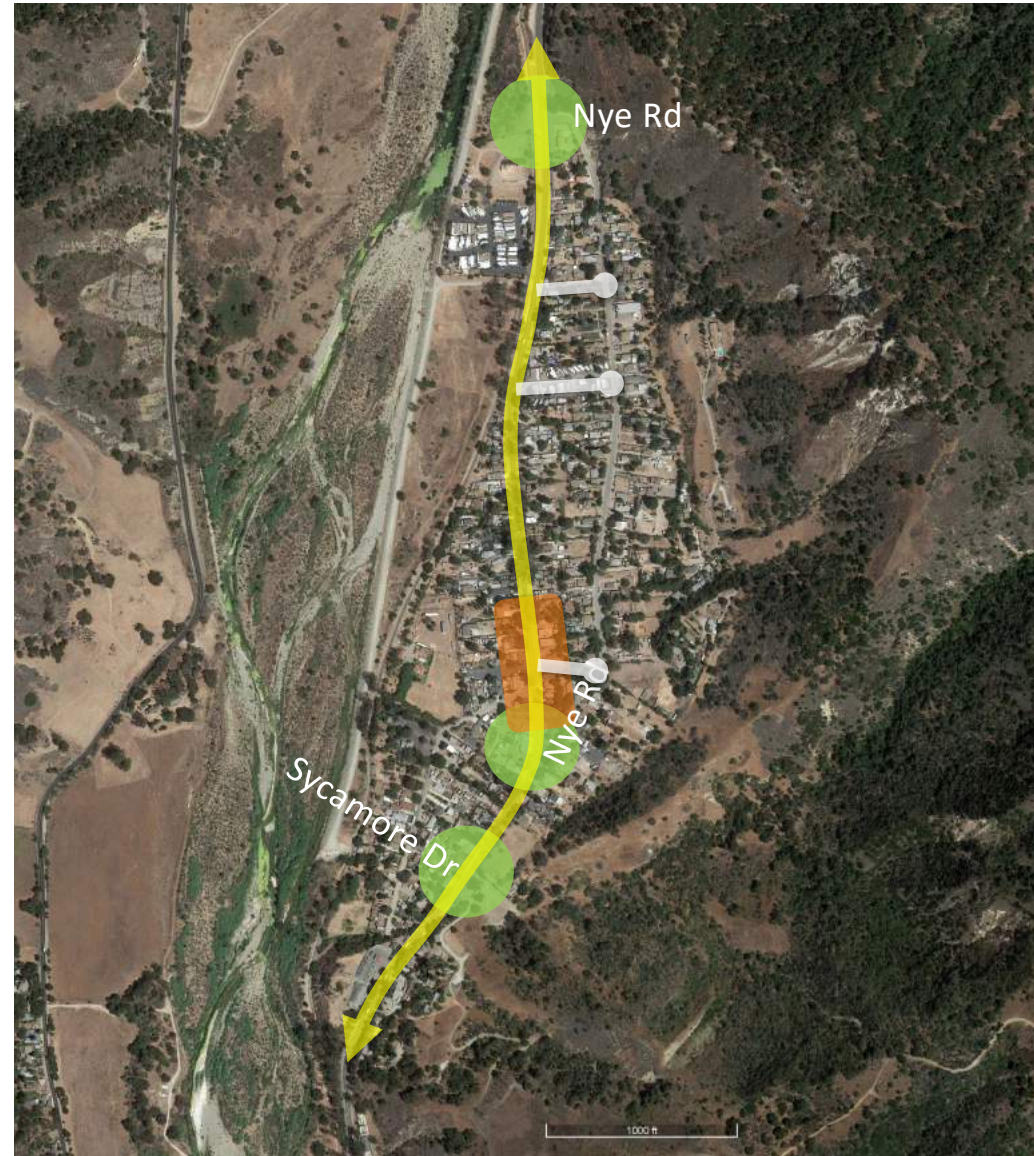
- **More complete multimodal access along HWY 33** to provide enhancements to pedestrian, bike, and transit options as well as improving safety;
- **Moderate traffic speeds** without significantly impacting throughput capacity;
- **Improve transit stops** including access, and visibility for increased 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;

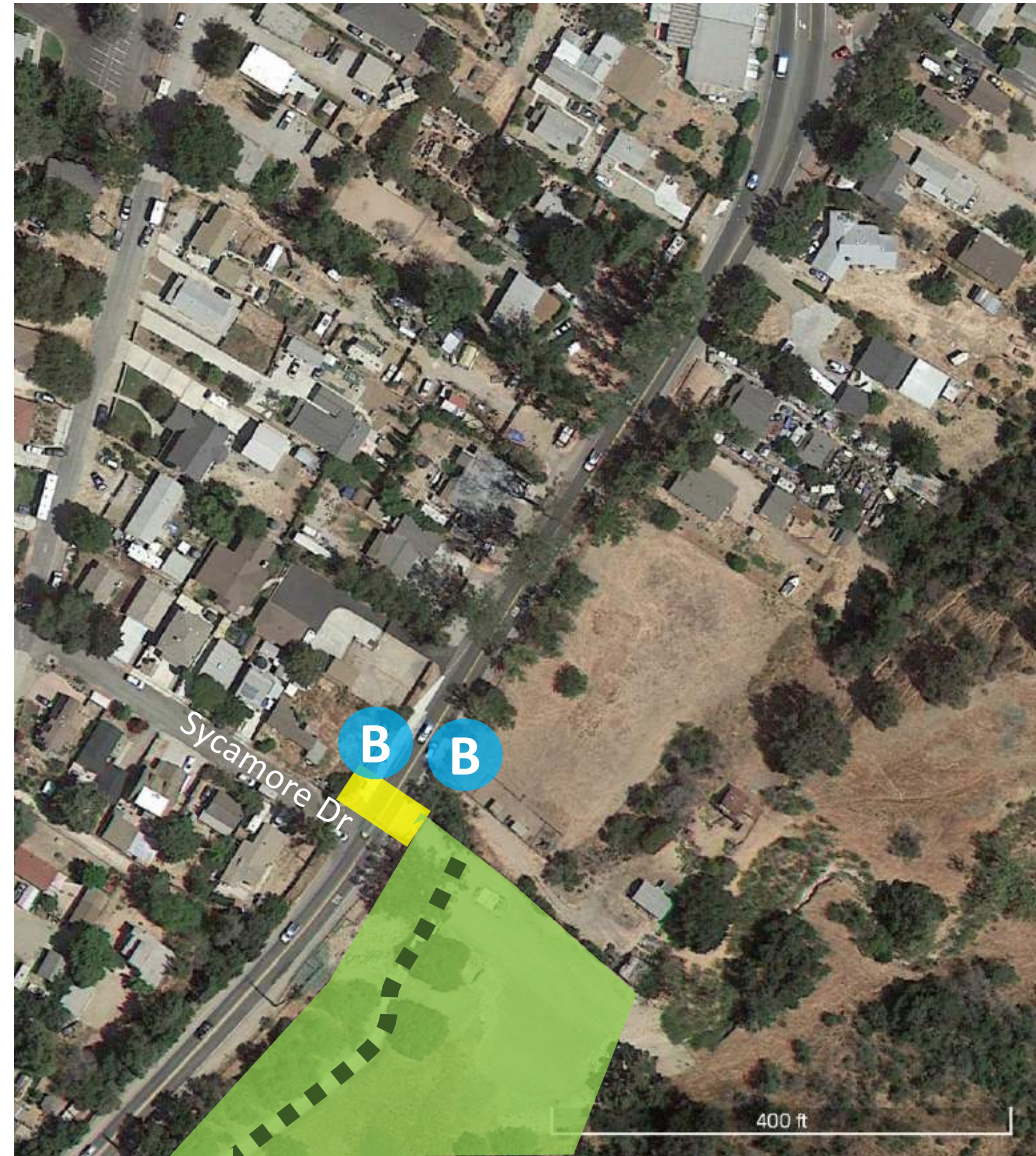




# CASITAS SPRINGS

## 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

## COMMERCIAL VILLAGE – PUBLIC AND PRIVATE FRONTAGE IMPROVEMENTS





# CASITAS SPRINGS

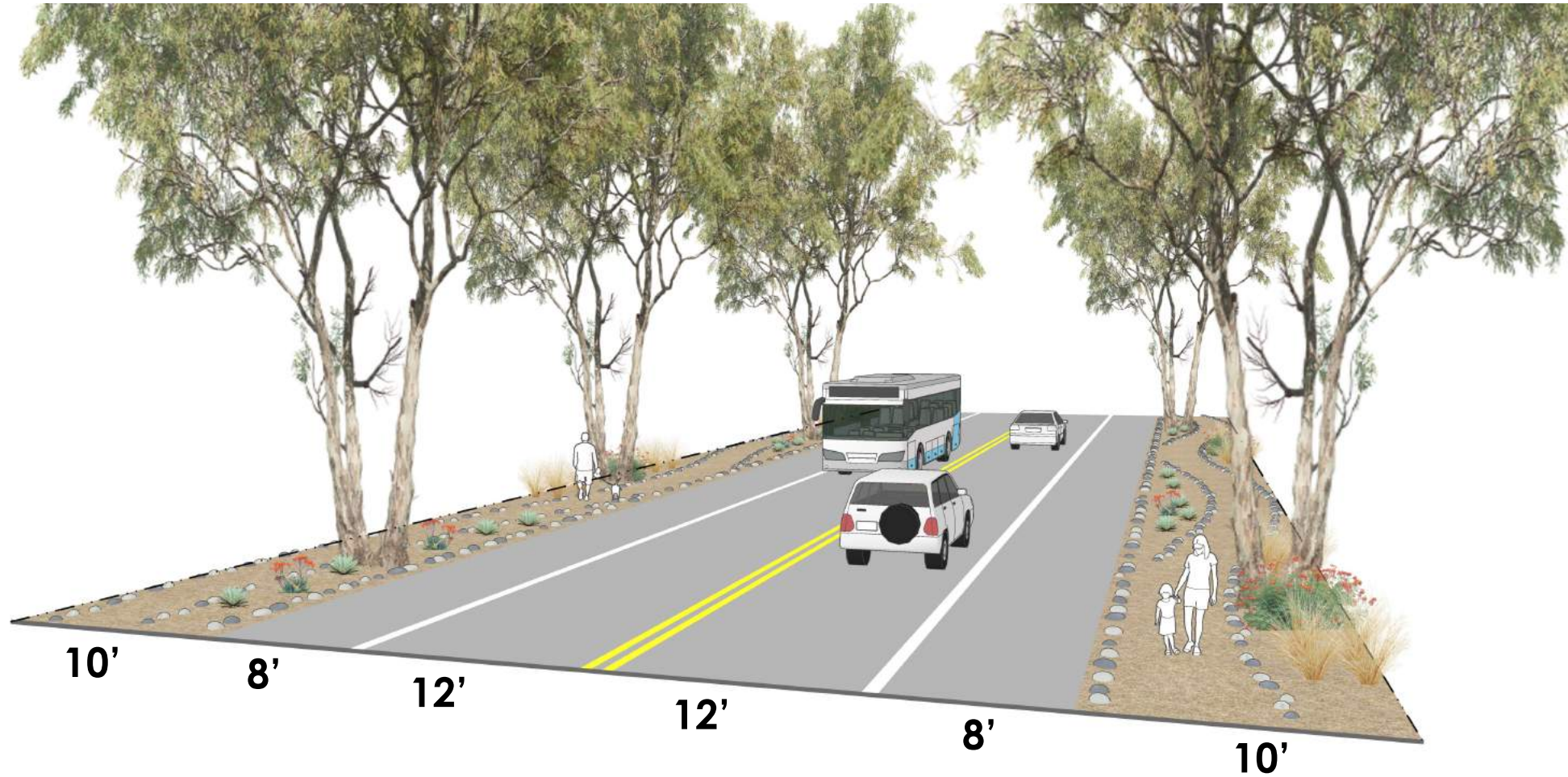
## “RURAL CHARACTER” PEDESTRIAN FACILITIES





# PROTOTYPICAL IMPROVEMENTS

## "RURAL CHARACTER" PEDESTRIAN FACILITIES



# CASITAS SPRINGS

## NORTH GATEWAY

- **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



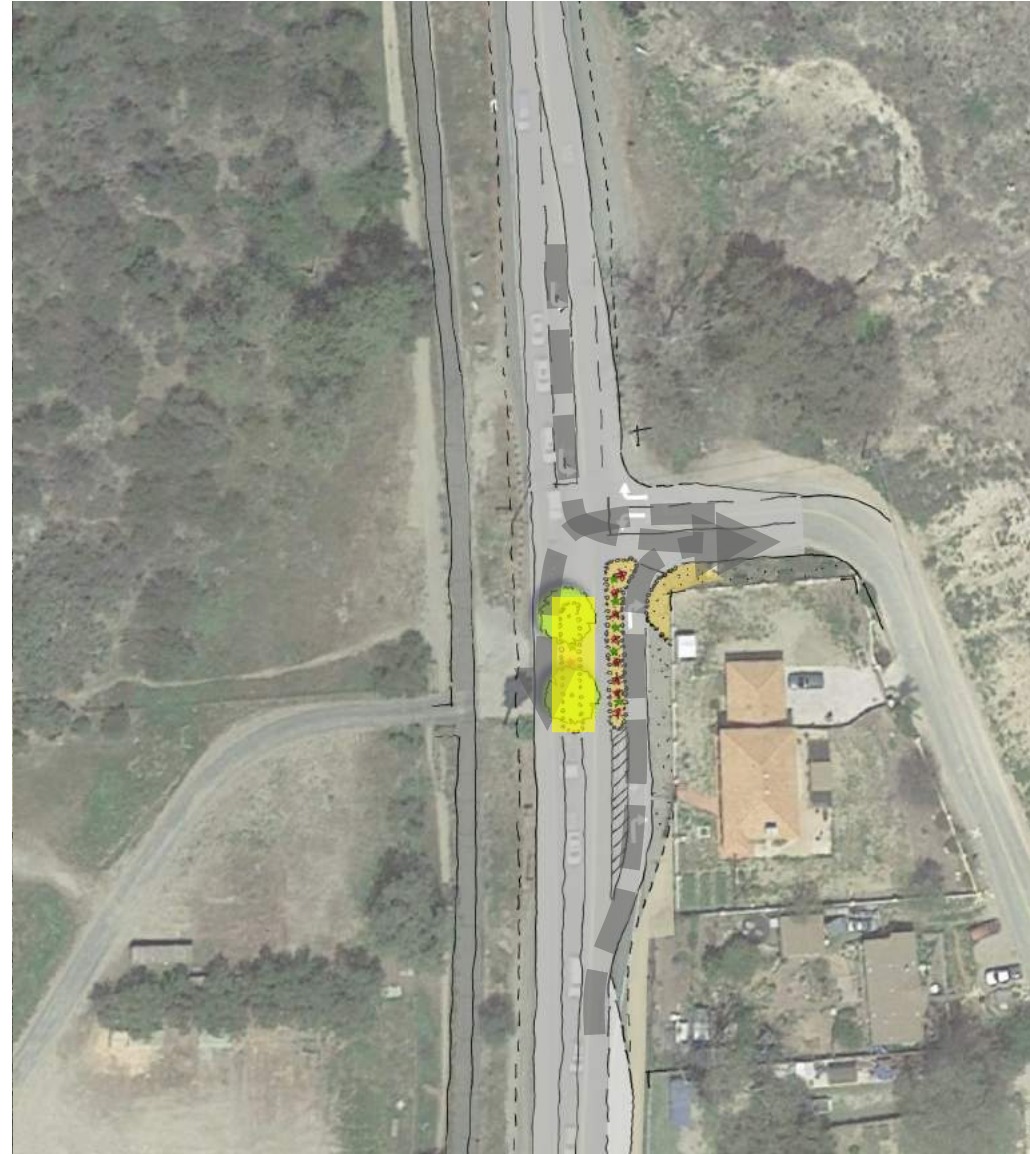
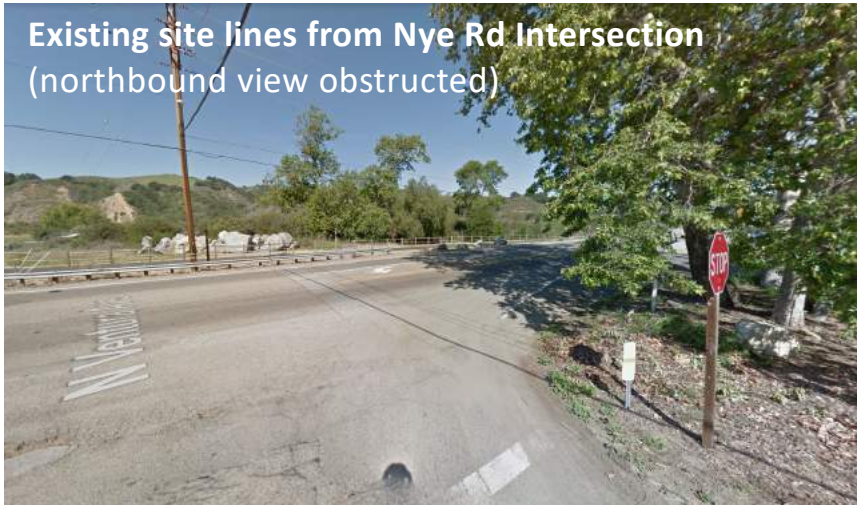


# CASITAS SPRINGS

## 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

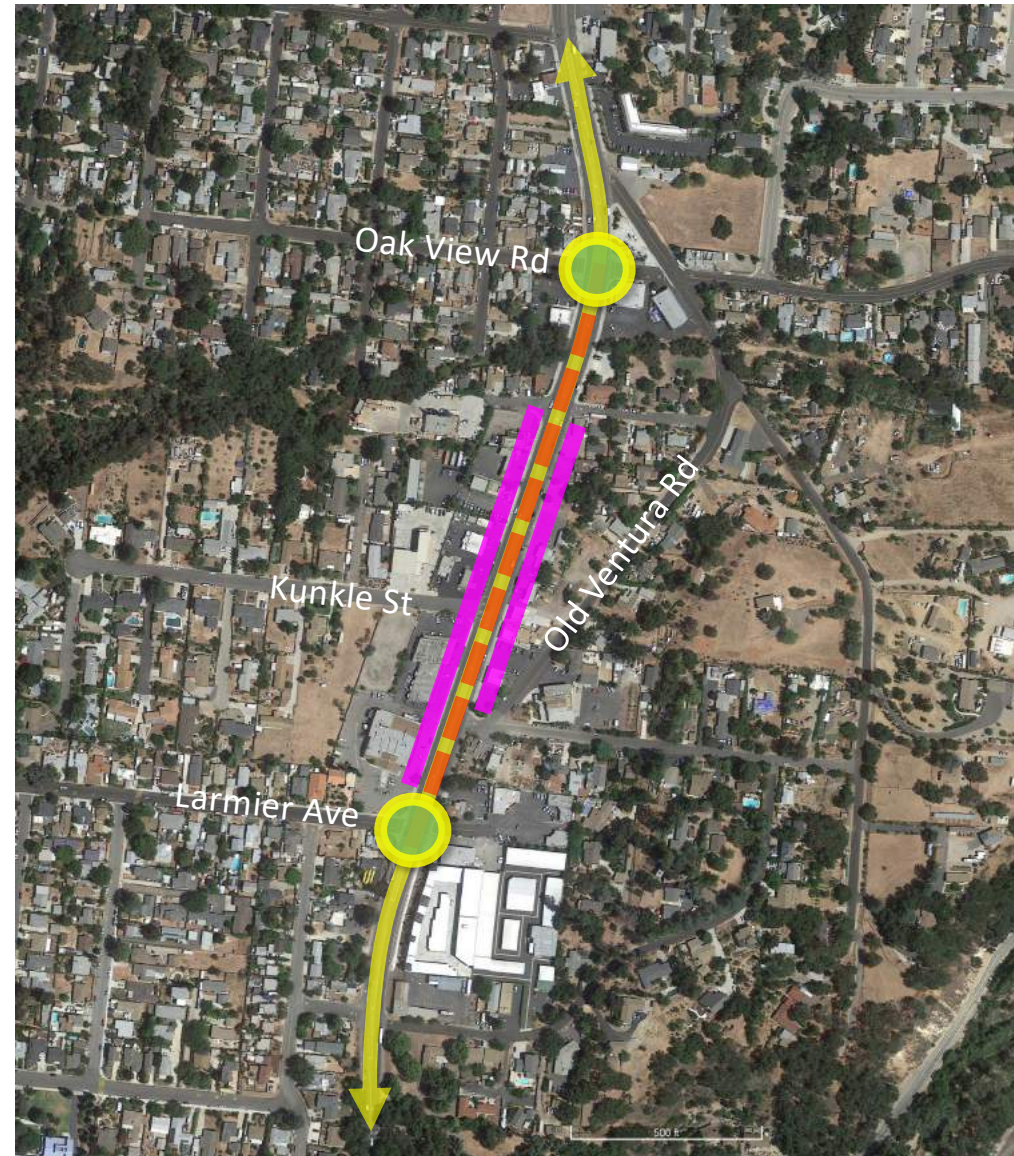




# OAK VIEW

## 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;





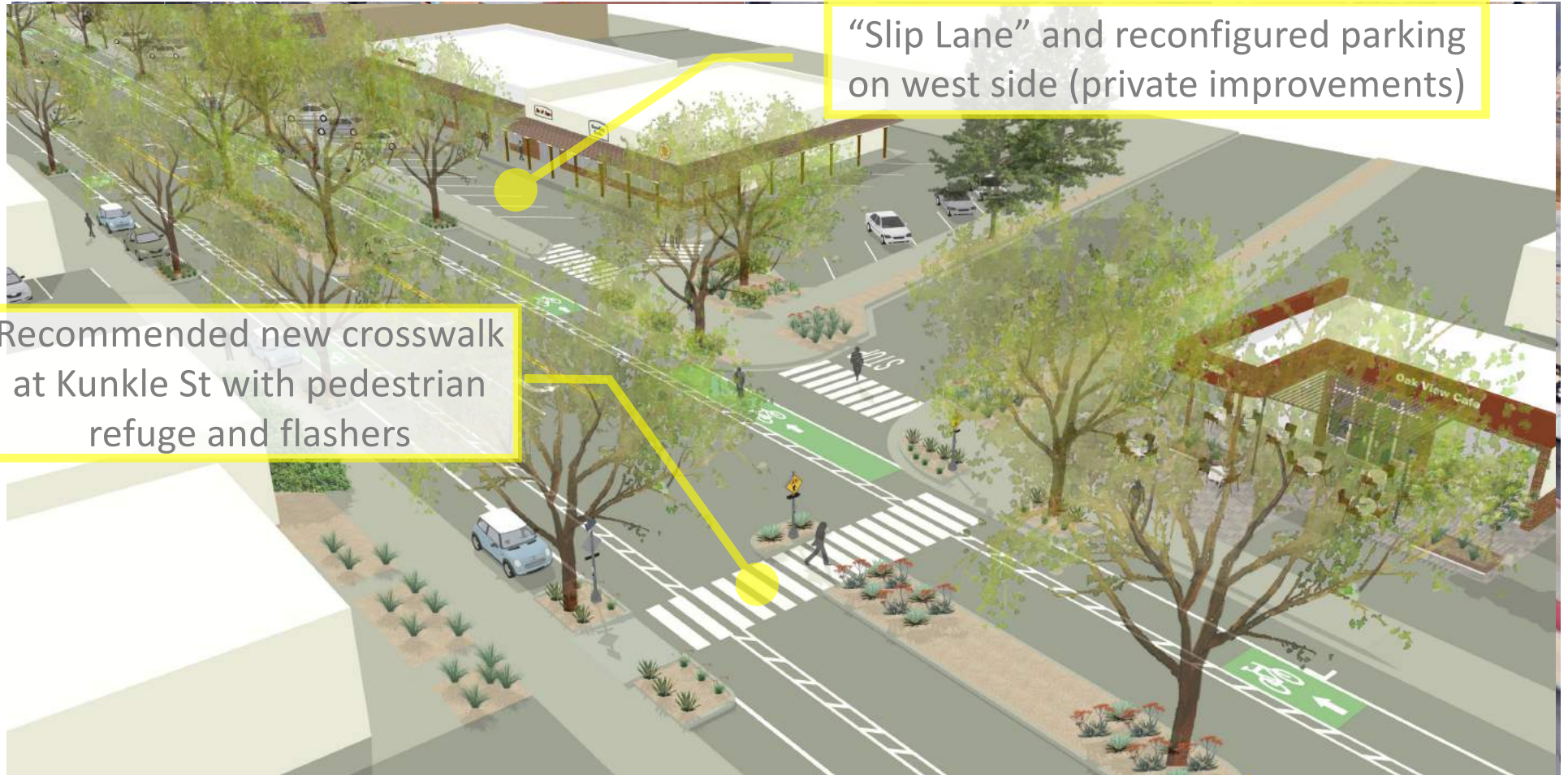
# OAK VIEW

## PROPOSED STREET IMPROVEMENTS TO HWY 33



# OAK VIEW

## PROPOSED STREET IMPROVEMENTS TO HWY 33

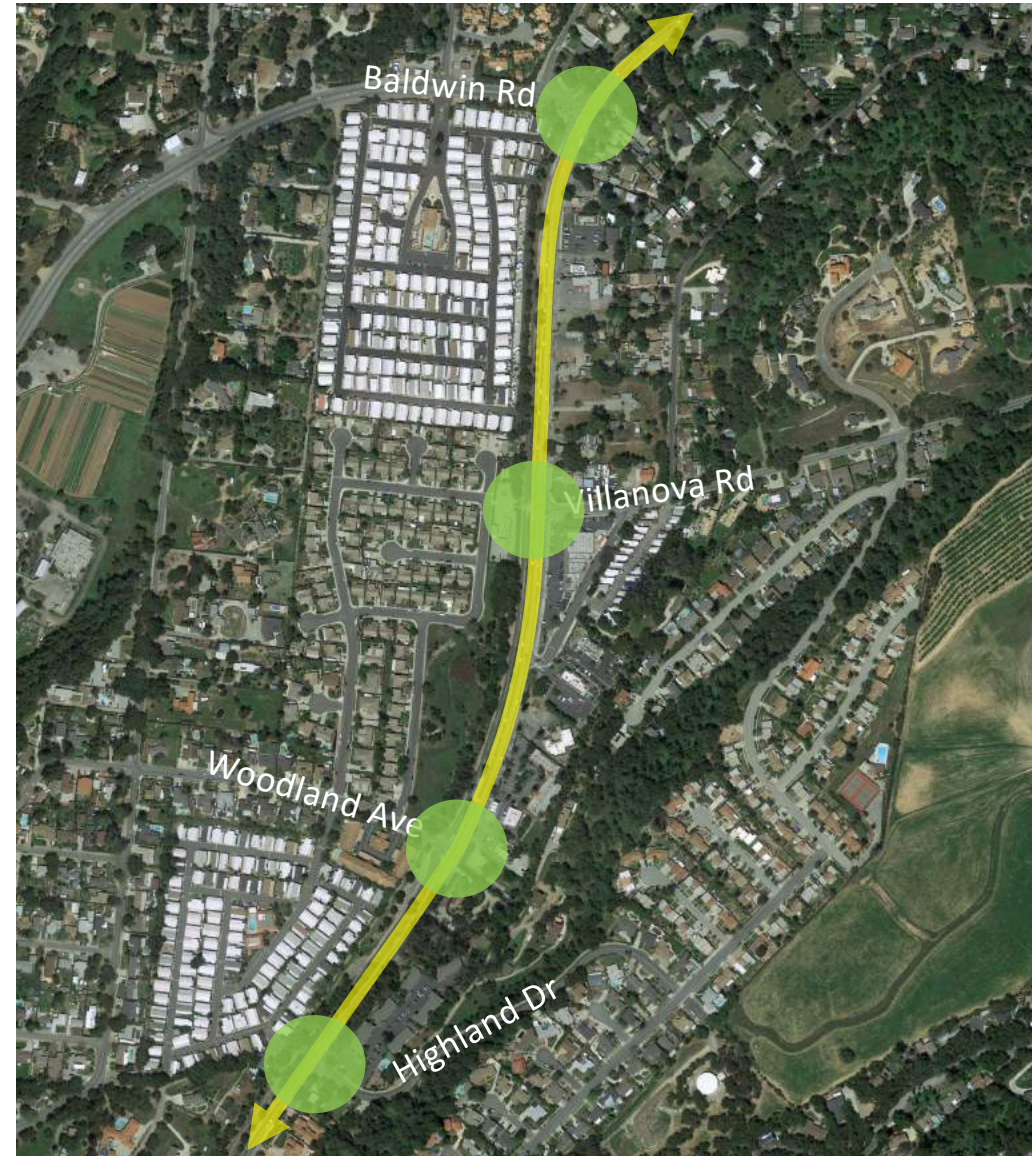




# MIRA MONTE (SOUTH)

## STRATEGIES & OPPORTUNITIES

- **Improved Pedestrian Facilities** at Highland Dr, Woodland Ave, Villanova Rd, and Baldwin Rd for better access to the Ojai Valley Trail;

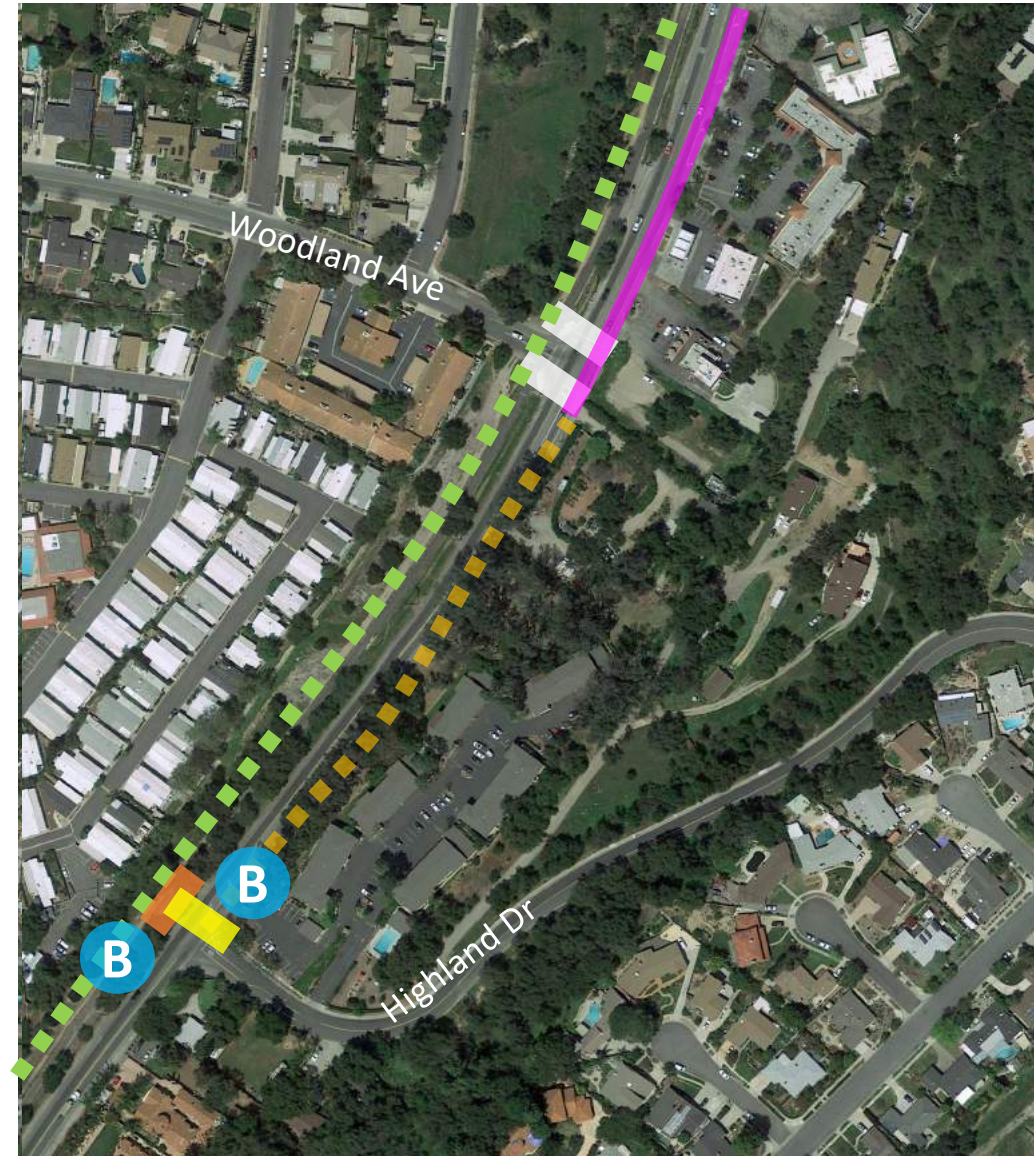




# MIRA MONTE (NORTH)

## 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 signaled 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

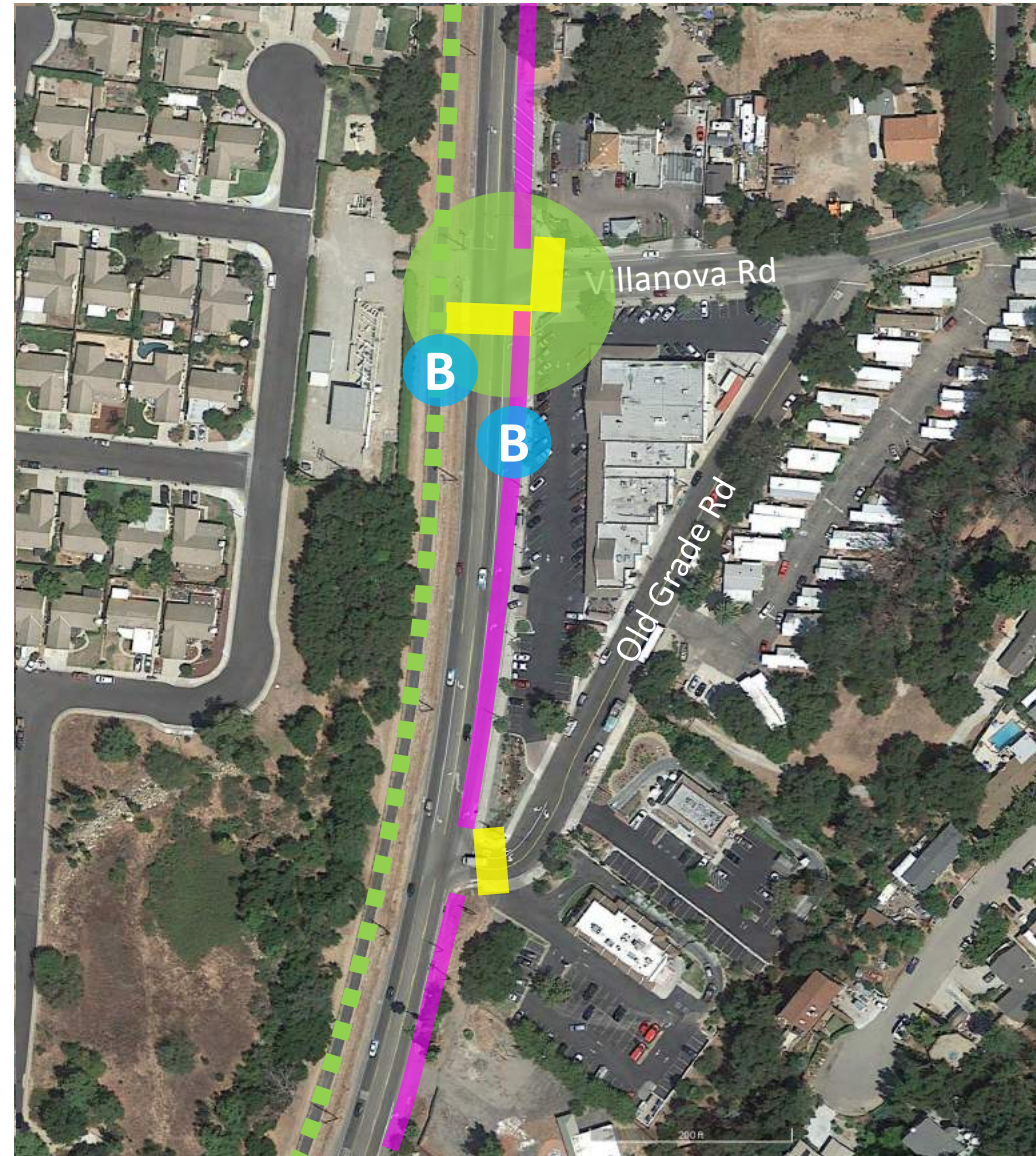




# MIRA MONTE (NORTH)

## VILLANOVA RD (VILLAGE CENTER)

- **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



# MIRA MONTE

## VILLANOVA RD INTERSECTION IMPROVEMENTS





# MIRA MONTE

## VILLANOVA RD INTERSECTION IMPROVEMENTS





# MIRA MONTE

## VILLANOVA RD INTERSECTION IMPROVEMENTS





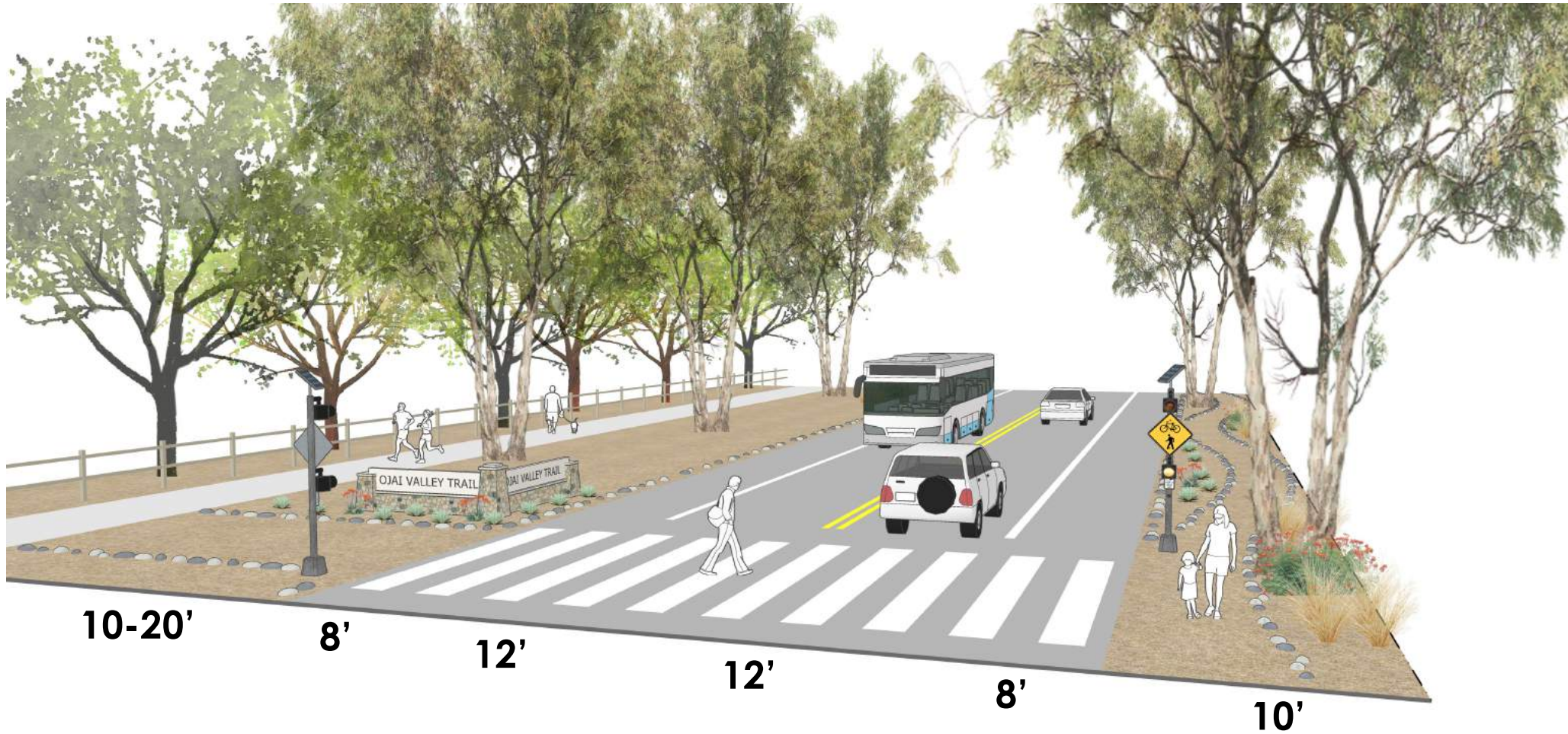
# MIRA MONTE

## VILLANOVA RD TO BALDWIN – PROTOTYPICAL IMPROVEMENTS



# MIRA MONTE

## VILLANOVA RD TO BALDWIN – PROTOTYPICAL IMPROVEMENTS





**Questions**

**Preguntas**

## **For More Information**

[www.hwy33study.org](http://www.hwy33study.org)

Supervisor Steve Bennett's office

[steve.bennett@ventura.org](mailto:steve.bennett@ventura.org)

## **Para más información**

[www.hwy33study.org](http://www.hwy33study.org)

Oficina del Supervisor Steve Bennett

[steve.bennett@ventura.org](mailto:steve.bennett@ventura.org)