CITY OF SIMI VALLEY

Simi Valley Bicycle Master Plan

DRAFT ◆ March 2026

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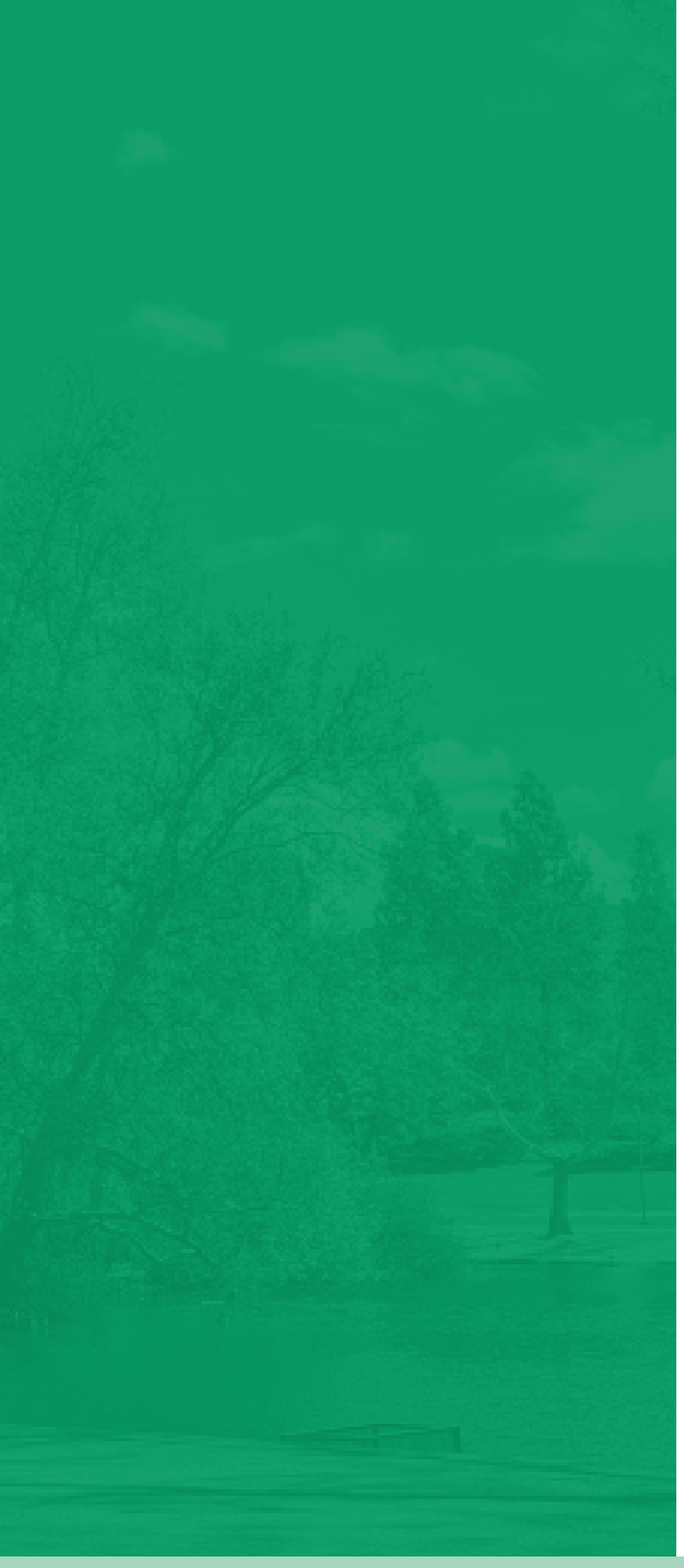
Acronyms

AB	Assembly Bill
ACS	American Community Survey
ATP	Active Transportation Plan
BMP	Bicycle Master Plan
CA	California
Caltrans	California Department of Transportation
CAMUTCD	California Manual on Uniform Traffic Control Devices
CBG	Census Block Group
CEQA	California Environmental Quality Act
CIP	Capital Improvement
D7	District 7, Local Caltrans District
DIB	Design Information Bulletins
DWS	Detectable Warning Surface
E-bike	Electric Bicycle
EQI	Equity Index, Caltrans
FHWA	Federal Highway Administration
FLM	First/Last Mile
GHG	Greenhouse Gas
HDM	Highway Design Manual
LEHD	Longitudinal Employer-Household Dynamics
LPI	Leading Pedestrian Interval
LTS	Level of Traffic Stress
MPH or mph	Miles per hour
MUTCD	Manual on Uniform Traffic Control Devices
PA&ED	Project Approval and Environmental Document
ROW	Right-of-way
RRFB	Rectangular Rapid Flashing Beacons
RSRPD	Rancho Simi Recreation and Park District
SWG	Stakeholder Working Group
SB	Senate Bill
SCAG	Southern California Association of Governments
SHS	State Highway System
SR-118	State Route 118, also known as Ronald Reagan Freeway
SRTS	Safe Routes to School
SS4A	Safe Streets and Roads for All
TDM	Transportation Demand Management
US	United States
USDOT	US Department of Transportation
VCTC	Ventura County Transportation Commission
VCWPD	Ventura County Watershed Protection District



Executive Summary

What is the Bicycle Master Plan?

The Simi Valley Bicycle Master Plan (BMP) is a planning tool that includes recommendations for implementation of expanded and improved bicycle facilities and programs. The BMP does not commit any financial resources to the recommendations but rather lays the foundation for future bicycle infrastructure and programmatic improvements should funding sources be identified.

This update builds on the City's previous planning efforts by providing a modernized set of goals, bicycle network, list of prioritized projects, and potential funding sources. The intent is to enhance Simi Valley bicycle infrastructure to be more comfortable and inviting for people of all ages and abilities who bike or walk on existing and future facilities.

How This Plan Will Be Used

The Simi Valley BMP provides the City with a framework to implement bicycle-oriented improvements during street resurfacing, restriping, or while conducting other Capital Improvement Program (CIP) projects. It further unifies the goals, policies, and recommendations with local and regional plans and overarching legislative direction.

The BMP documents the current and anticipated bicycle-related needs of Simi Valley residents, employees, and visitors, while positioning the City to competitively pursue grant funding. The plan provides a snapshot that community members can use to determine where existing bicycle facilities are located, as well as planned facilities and priority projects. This record can also be used to measure changes over time, such as shifts in safety and collision history.

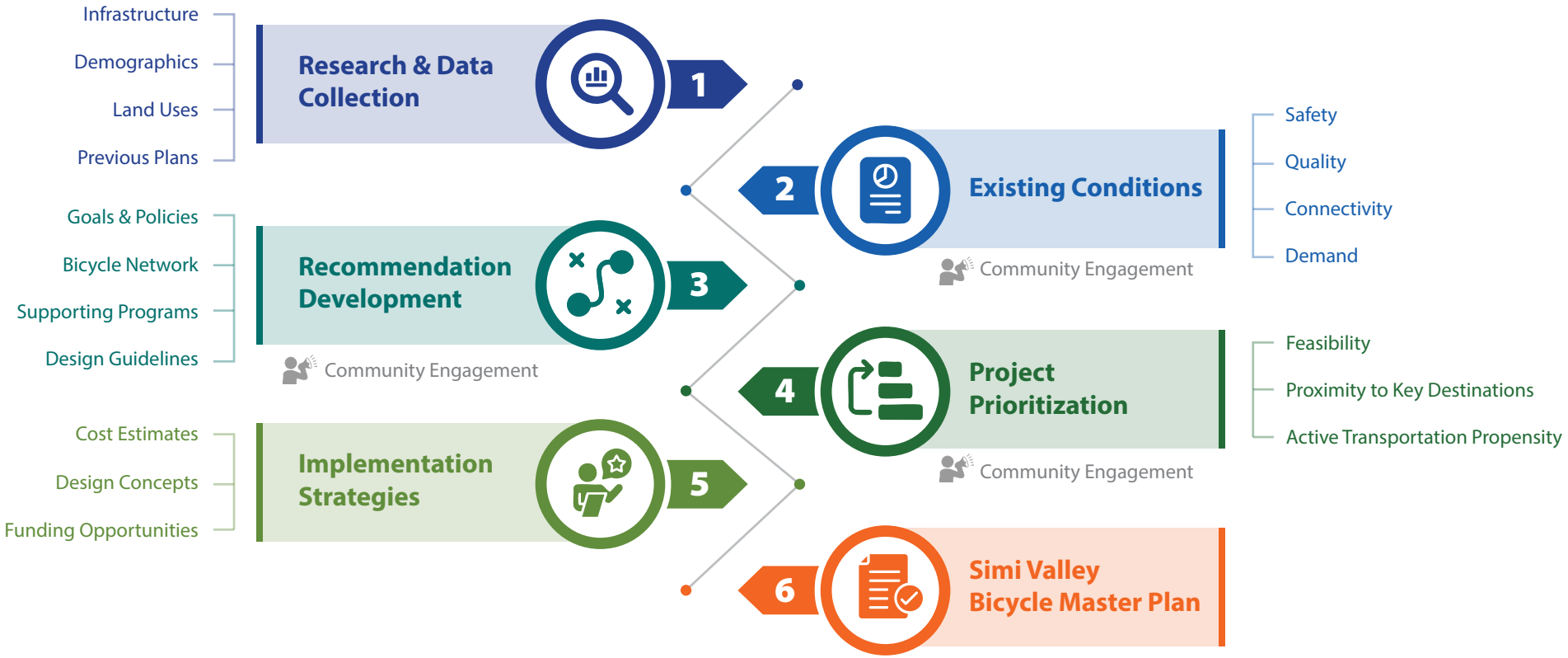
The information in the Plan can support future grant applications, such as the State of California Active Transportation Program, a significant bi-annual grant funding pool dedicated specifically to bicycle and pedestrian-oriented projects.

Plan Development Process

The BMP development process, graphically depicted as **Figure ES.1**, was multi-faceted, involving several parallel activities. It combined public engagement and agency stakeholder input with a research-driven methodology focused on assessment and refinement. This process was further informed by the local expertise of City staff.

The process included research and data collection to establish a snapshot of the existing conditions, developing goals and recommendations based on the previous BMP (2008) and other City plans, then refining the goals and recommendations based on community and City staff input. Infrastructure recommendations were prioritized to serve as a guide for implementation. Conceptual designs and cost estimates were developed for the highest ranking projects. Funding sources, maintenance information, and design guidelines were also documented to aid Simi Valley in developing and maintaining bicycle infrastructure. The findings and outcomes of this process were then compiled into this Plan.

Figure ES.1 Plan Development Process



Plan Organization

The BMP documents the lifecycle of the plan development, starting with an overview of the legislative and policy context and summary of the community engagement activities. Community needs were identified through demographic, land use, and infrastructure related assessments. Proposed recommendations were identified and prioritized. Information relevant to project implementation was developed for the ten highest priority projects. Funding opportunities and maintenance considerations were summarized. Following the Executive Summary, the BMP is organized into the following seven chapters and supporting appendices:

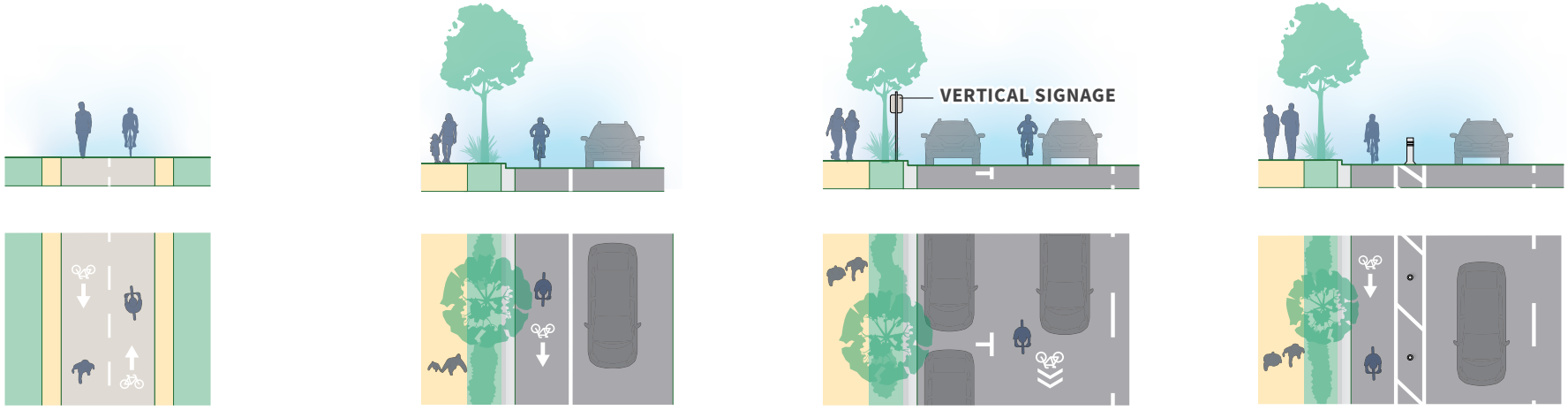
- **Chapter 1:** Introduction
- **Chapter 2:** Demographics & Community Profile
- **Chapter 3:** Needs Analysis
- **Chapter 4:** Recommendations
- **Chapter 5:** Prioritization & Implementation
- **Chapter 6:** Funding Opportunities
- **Chapter 7:** Bicycle Facility Maintenance

Appendices expand on the information presented in the BMP, including a more exhaustive list of guiding legislation (Appendix A), the complete Existing Conditions Assessment (Appendix B), documentation of the prioritization scoring inputs (Appendix C), cost estimate backup (Appendix D), specific design guidelines and applicable resources for reference (Appendix E), and a comprehensive table of current grant funding opportunities (Appendix F).

Existing Bicycle Facilities, Needs, and Opportunities

The existing bikeway network forms the foundation for how people travel by bicycle in Simi Valley today with the Arroyo Simi Greenway acting as the City's active transportation backbone. **Figure ES.2** displays the standard design classifications for bicycle facilities in California, including Class I (bike paths), Class II (bike lanes), Class III (bike routes), and Class IV (cycle tracks). **Figure ES.3** displays the existing bicycle facilities currently in Simi Valley at the time of this plan preparation. The existing network consists of Class I, II, and III facilities, while Class IV cycle tracks are not currently present.

Figure ES.2 Bicycle Facility Design Classifications



Class I, Bike Path

Also referred to as shared-use or multi-use paths, Class I facilities provide a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Multi-use paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way path is considered to be eight-feet (ten-feet preferred), with a two-foot-wide graded area adjacent to each side of the pavement.

Class II, Bike Lane

Provides a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Bike lanes are one-way facilities located on either side of a roadway. Pedestrian and motorist crossflows are permitted. Additional enhancements such as painted buffers, green paint, and signage may be applied. The minimum bike lane width is five-feet when adjacent to on-street parking, or six-feet when posted speeds are greater than 40 miles per hour.

Class III, Bike Route

Provides shared use of traffic lanes with bicyclists and motor vehicles, identified by signage and/or street markings such as “sharrows”. Bike routes are best suited for low-speed, low-volume roadways. Bike routes provide network continuity or designate preferred routes through corridors with high demand.

Class IV, Cycle Track

Also referred to as a separated or protected bikeway, cycle tracks provide a right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic. Cycle tracks can provide one-way or two-way travel. Types of separation include, but are not limited to, grade separation, flexible posts, or on-street parking.

The existing conditions assessment and initial community engagement activities helped build an understanding of current needs and opportunities related to network connectivity, demand potential, safety conditions, and the quality of experience. Some of the key findings and major themes include:

Overcoming Barriers to Bicycle Connectivity:

Simi Valley's bikeway network primarily consists of Class II bike lanes and Class III bike routes along major corridors, resulting in conditions that may discourage bicycle use. Physical barriers like SR-118, the rail corridor, and flood channels, along with dropped bike lanes at intersections, further interrupt safe and continuous travel.

Challenges to Safety for Bicyclists and Pedestrians:

Over a five-year period, 116 bicycle-involved collisions were reported, with key corridors including Cochran Street, Los Angeles Avenue, First Street, and Erringer Road. A significant share resulted in severe or fatal injuries, and many collisions were linked to improper bicycling behaviors such as riding against traffic.

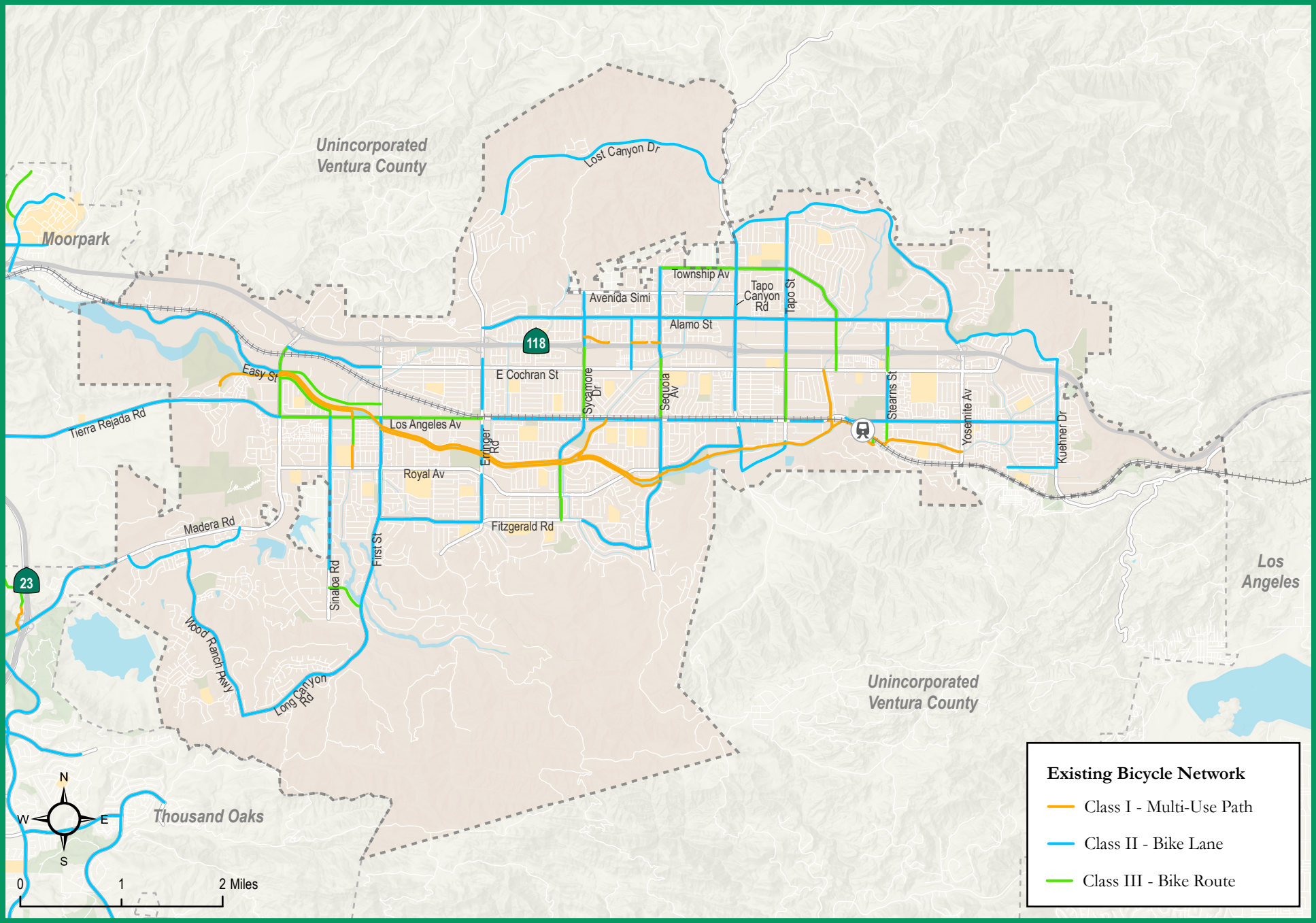
High Active Transportation Activity Areas:

Central Simi Valley shows high potential for active transportation, particularly along Los Angeles Avenue and Cochran Street. While demand is evident, many high-propensity areas lack comfortable infrastructure.

The Arroyo Simi Greenway:

Spanning roughly 12 miles east to west, the Arroyo Simi Greenway is the city's most comfortable bicycle facility. Recent upgrades and planning efforts under the Arroyo Simi Greenway Specific Plan (2018) support its role as a regional connector and recreational amenity, with additional segments still planned for completion. However, challenges exist related to speed differentials between pedestrians and bicyclists (especially E-bicyclists) and at-grade street crossing locations. Access and user comfort along the Arroyo Simi Greenway can be enhanced through additional connections, educational signage, and improved street crossings, encouraging more Simi Valley residents to utilize this community asset.

Figure ES.3 Simi Valley's Existing Bikeways



Recommendations

Recommendation development was based on findings from the existing conditions analysis, public and stakeholder input, and a review of current and planned improvements. Together, they form a comprehensive approach to improving bicycling in Simi Valley.

Recommendations are organized within the following framework:

- **Goals and Policies** provide the overarching direction for the plan recommendations, prioritization, and implementation.
- **Network Recommendations** identify corridors and connections that will enhance local and regional bicycle mobility.
- **Specific Recommendations** outline infrastructure upgrades and design strategies for particular conditions to improve safety and comfort across the network, such as intersection approaches, Arroyo Simi Greenway access improvements, and connecting across SR-118.
- **Treatments** include infrastructure elements, such as bicycle parking and signage, and measures to address e-bikes and scooters.
- **Programs** support bicycling through measures such as education and encouragement programs to facilitate everyday bicycle use.

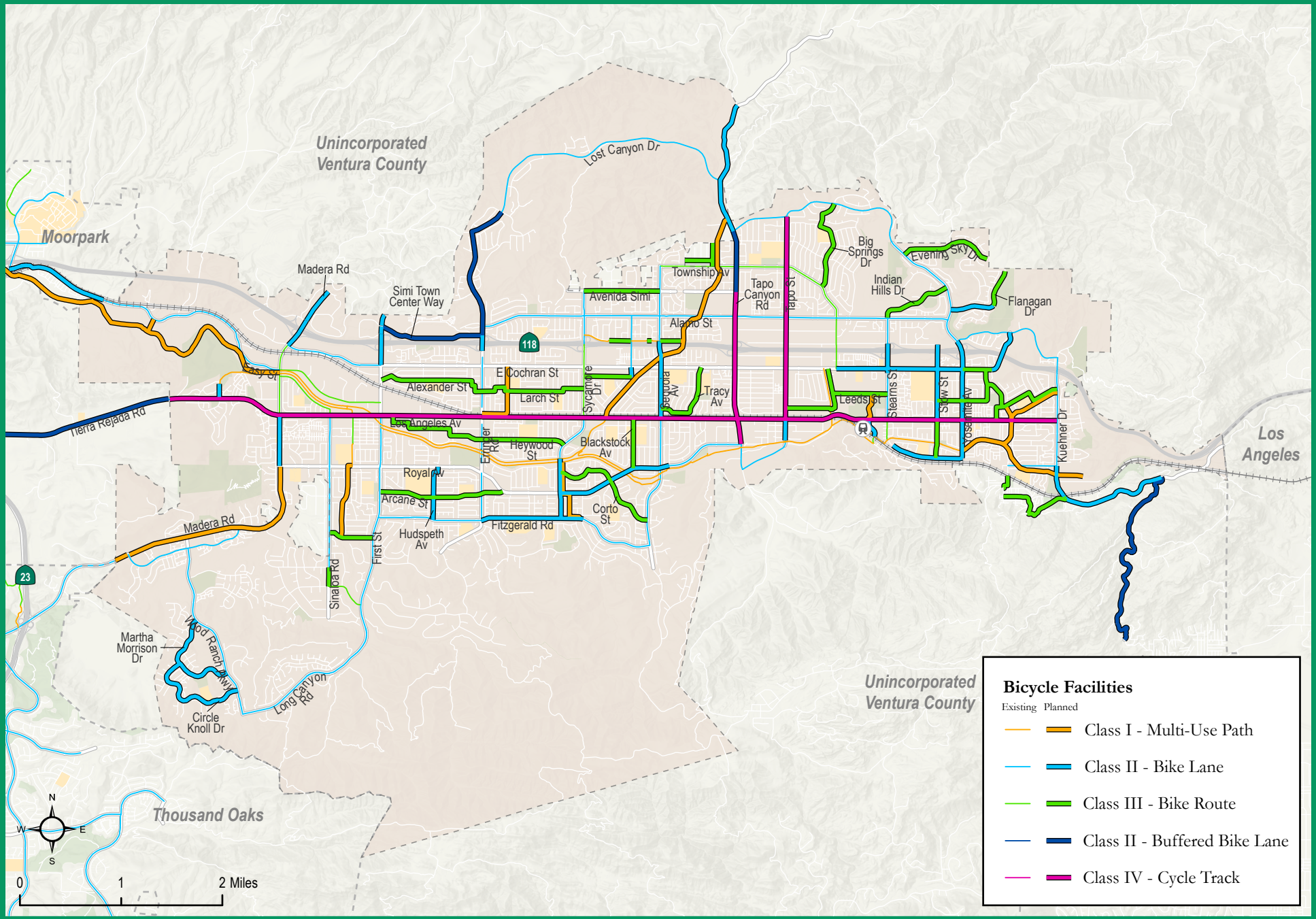
Goals provide a long-term vision of the plan. They are broad statements of the desired end state, defining the plan's overall direction while providing context for more specific policies and recommendations discussed in the BMP. Policies provide a bridge between goals and actual implementation measures, shaping recommendation development while offering direction.

The resulting framework includes four goals, each with supporting policies:

- **Goal 1:** A bicycle network that is well connected to schools, parks and recreational spaces, workplaces, shopping, and other community resources.
- **Goal 2:** Transportation infrastructure and behaviors that support safe bicycle travel.
- **Goal 3:** An accessible and comfortable bicycle network for riders of all ages and abilities.
- **Goal 4:** Bicycling as a viable and integrated travel option of the transportation system, reinforced by dedicated infrastructure and programs.

The recommended bicycle facilities are intended to create a network that can serve recreational and everyday travel needs. The facilities were selected to be context sensitive and respond to voiced community desires while considering the realities of the environment. The intended outcome is a connected network that serves the needs of users of varying skills, ages, and abilities. The proposed network is displayed in **Figure ES.4**, including Class I bike paths, Class II bike lanes, Class III bike routes, and Class IV cycle tracks.

Figure ES.4 Planned Bicycle Network



Prioritization & Implementation

A prioritization process was developed to inform implementation of BMP infrastructure recommendations. Proposed inputs were developed to help emphasize projects anticipated to provide the greatest benefit to bicyclists as well as variables that align with competitive grant funding applications, including criteria related to network connections, adjacent land uses, active transportation demand, and safety.

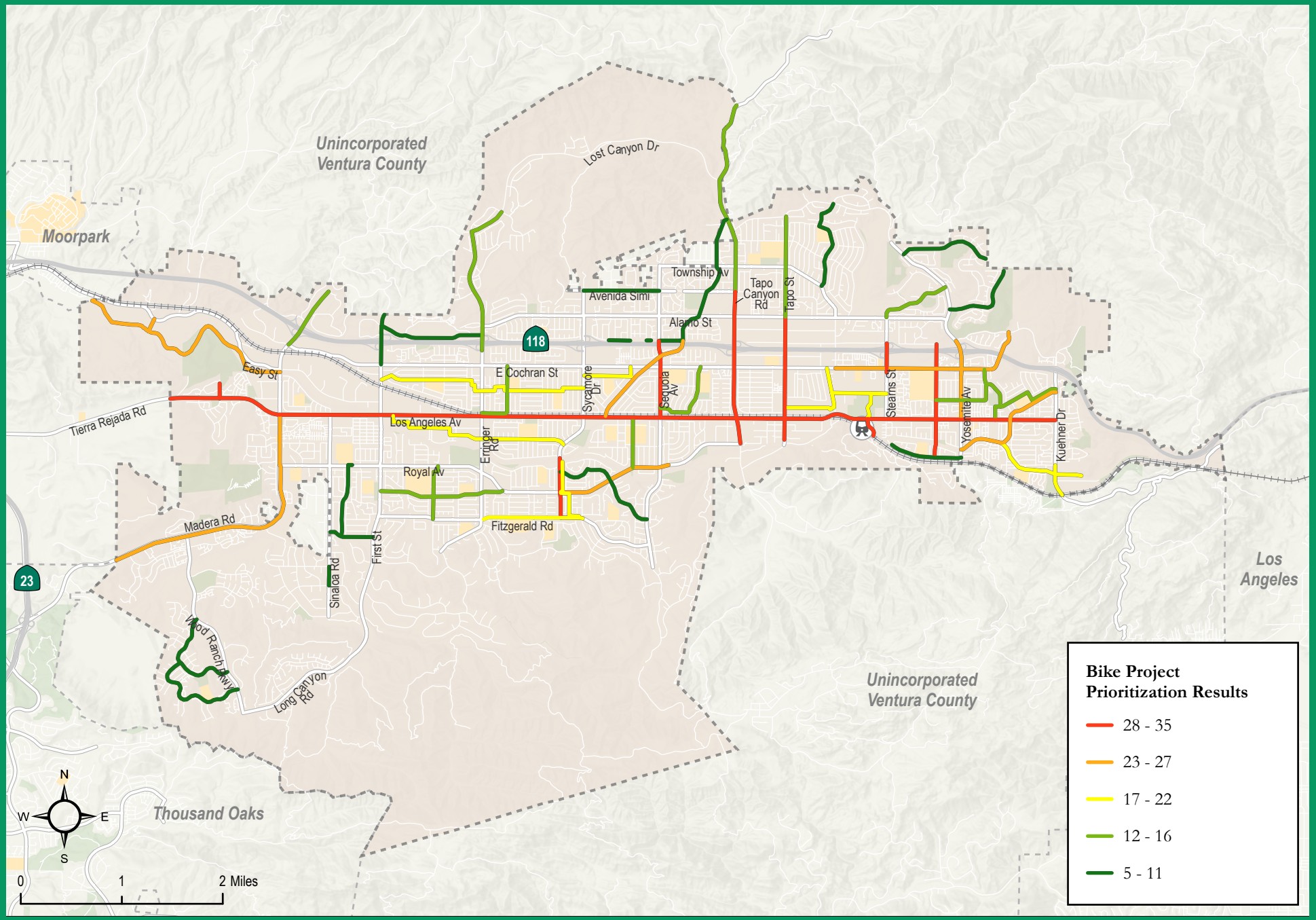
In addition to the prioritization inputs and scoring values, the determination of project limits or extents also influenced the results. A combination of approaches or considerations were used to define project limits, such as:

- Using the full length of a single proposed facility
- Breaking or segmenting a single proposed facility to reflect changes in the facility/ environment or to reduce the length to create a more manageable project size
- Grouping multiple small projects together (considering facility type, location, and/or potential cost)

The prioritization results, depicted in **Figure ES.5**, represent a snapshot in time, reflecting the most current data available during the development of the BMP. While the prioritization results are intended to help guide selection of which projects to implement, the actual determination of which project(s) to bring through design and construction will also be influenced by several other factors, including, but not limited to, new data (e.g., collisions), available budget, grant schedules and scoring criteria, direction from City Council, and consistency or alignment with other projects (e.g., roadway resurfacing).

Project sheets were developed for the ten highest scoring projects, consisting of a brief project narrative, map depicting project location within the City, plan view image, cross-section image, and cost estimate. The information presented in the project sheets is intended to serve as inspiration and reference for potential design options. Should implementation be pursued, specific features will be determined at the project level and may require subsequent study. For example, conducting traffic analyses of anticipated future conditions that account for foreseeable future development projects will provide the best understanding of forecast roadway and intersection operational needs. Additionally, project specific public engagement should be considered to ensure community members are informed and have the opportunity to provide input on design aspects. Conducting project level analysis and engagement will aid in the development of improvements that maintain vehicular operations, improve multimodal mobility, and have the support of the community.

Figure ES.5 Prioritization Results



Chapter 1: **Introduction**

1.1 What is the Bicycle Master Plan?

The Simi Valley Bicycle Master Plan is a planning tool that includes recommendations for implementation of expanded and improved bicycle facilities and programs. The plan includes short term recommendations and long term recommendations. The BMP does not commit any financial resources to the recommendations but rather lays the foundation for future bicycle infrastructure and programmatic improvements should funding sources be identified. The plan focuses on enhancing comfort and reducing bicycle-vehicle conflicts, as well as increasing regional connectivity and access to Simi Valley destinations, such as schools, employment and retail centers, and the City's abundant recreational areas.

This update builds on the City's previous planning efforts by providing a modernized set of goals, bicycle network, list of prioritized projects, and potential funding sources. The intent is to enhance Simi Valley bicycle infrastructure to be more comfortable and inviting for people of all ages and abilities who bike or walk on existing and future facilities. The recommendations outlined in this plan consider the unique context of the City of Simi Valley, input from community members, best practices, and current legislative direction.

This plan, funded by the State of California Active Transportation Grant Program through a grant administered by the Ventura County Transportation Commission (VCTC), updates the 2008 Simi Valley Bicycle Master Plan to reflect the evolving population and land use, alongside the changing landscape of community desires and legislative framework.

1.2 Why Update the Bicycle Master Plan?

The City of Simi Valley, along with legislative direction and design standards, has evolved since the last BMP was adopted in 2008.

Simi Valley's population and employment have grown, so travel needs and patterns are shifting. Between the year 2000 and 2020 – the dates of the decennial US Censuses that preceded and succeeded the current BMP – the population increased by more than 13%; or approximately 15,000 . Connect SoCal (2024), the Southern California Association of Governments' Regional Transportation Plan, further estimates from a 2019 baseline that the City will be home to an additional 5,000 households and add approximately 1,500 jobs by 2035.

Since the adoption of the Complete Streets Act in September 2008, the State of California passed several pieces of legislation requiring agencies to plan for active transportation users, as well as providing guidance on how to implement plans and create safer conditions. For instance, Assembly Bill (AB) 1293, the Separated Bikeways Act (2014) permitted a new kind of bicycle facility – Class IV separated bikeways or "cycle tracks" – and increased local autonomy when designing and implementing bicycle facilities.

This BMP meets and complies with the State of California's complete streets plan requirements and is intended to provide a fair assessment of current and future active transportation needs, implementation costs, and funding opportunities for bicycle facilities. Consistent with the Complete Streets Act, and to formalize their commitment to users of all modes and abilities, the City of Simi Valley enshrined a complete streets mindset into its General Plan Mobility Element in 2009.

1.2.1 Legislative Framework

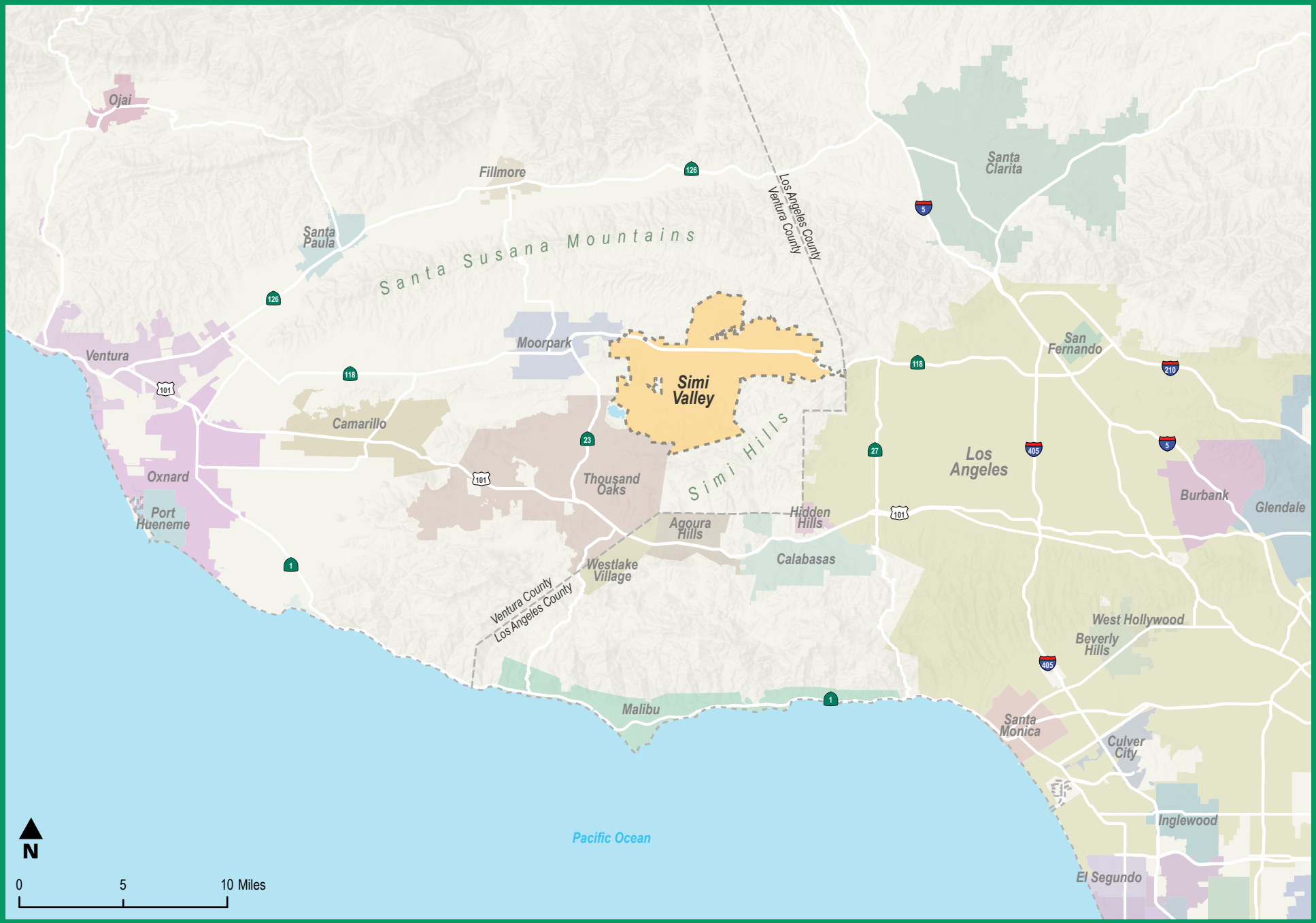
This section summarizes the legislative and policy context at the federal and state levels that shapes active transportation planning in Simi Valley. Understanding these frameworks helps ensure consistency with adopted regional and statewide priorities and supports the City's eligibility for funding programs. A more comprehensive list of legislation, policies, and guidelines, can be found in **Appendix A**, Legislative Framework.

Planning projects such as this document are exempt from California Environmental Quality Act (CEQA) analysis since they are planning and conceptual recommendations per AB 1218 CEQA for Bicycle and Pedestrian Plans (2017). As individual recommendations move forward toward further design and implementation, the City will then need to determine if the improvements may warrant further environmental evaluation.

1.2.2 Federal Legislation and Guidelines

- **Federal Highway Administration (FHWA) Bikeway Selection Guide (2019)**: Complements the Separated Bike Lane Guide with tools to support bikeway design for all ages and abilities. Includes matrices, flow charts, and graphs to help select appropriate bikeways based on roadway characteristics and rider types.
- **Interim Approval for Optional Use of an Intersection Bicycle Box (IA-18) (2016)**: Allows transportation agencies to install intersection bicycle boxes at signalized intersections to improve bicyclist visibility and positioning during red light phases. While still considered experimental, this interim approval permits optional use of the treatment prior to potential incorporation into future updates of the Manual on Uniform Traffic Control Devices (MUTCD).
- **FHWA Separated Bike Lane Planning and Design Guide (2015)**: Captures the national state of practice for separated bike lane design within the street right-of-way. Offers design options for one- and two-way cycle tracks and provides detailed guidance on intersection design, including turning movements, signalization, signage, and pavement markings.

Figure 1.1 Simi Valley's Regional Context



1.2.3 **State Legislation and Policies**

State legislation and policies govern a wide range of topics that affect and inform the development of Simi Valley's bicycle network and associated improvements.

Planning & Complete Streets

- **Senate Bill (SB)-960 – Complete Streets Facilities**: Transit Priority Facilities (2024): Requires Caltrans to include the needs of people biking, walking, and taking transit, including setting targets, performance metrics, and quantifiable accomplishments, when developing plans, programs, and repairing state highways
- **SB-932 General Plans: Circulation Element: Bicycle and Pedestrian Plans and Traffic Calming Plans (2022)**: Requires cities and counties updating their circulation elements to adopt and implement bicycle, pedestrian, and traffic calming plans.
- **California Transportation Plan 2050 (2021)**: Long-range plan outlining strategies for accessible, low-emission, and economically sustainable transportation.
- **AB-1358 Complete Streets Act (2008)**: Requires local General Plan circulation elements to accommodate all roadway users including drivers, pedestrians, bicyclists, individuals with disabilities, seniors, and public transit users.

Bicycle Facilities & Bicycling

- **Design Information Bulletin (DIB) 94 (2024)**: Provides context-sensitive guidance for recommended bicycle facilities based on Average Daily Traffic (ADT) and posted speed limit.
- **SB-1216 Limits on Class III Bikeways (2024)**: Prohibits use of Class III bikeways on roads over 30 mph, with limited exceptions near intersections for the purpose of connecting a Class I, Class II, or Class IV bikeway through the intersection; restricts state funding for such uses.
- **AB-1909 Vehicles: Bicycle Omnibus Bill (2022)**: Revises multiple provisions in the California Vehicle Code (CVC) to enhance bicyclist rights and safety, including safe vehicular passing, Class 3 e-bike trail access, limiting license requirements, and permitting bicycles to cross with pedestrian signals.
- **AB-2863 Green Building Standards: Bicycle Parking (2022)**: Directs future updates to the California Green Building Standards Code (CALGreen) to include mandatory standards for short- and long-term bicycle parking.
- **Design Information Bulletin (DIB) 89-02 (Updated in 2022)**: Provides flexible statewide design guidance and criteria for separated bikeways aligned with the Caltrans Highway Design Manual and CAMUTCD.
- **AB-1266 Traffic Control Devices: Bicycles (2019)**: Requires Caltrans to develop standards for lane striping, pavement markings, and appropriate regulatory signs to support bicycle riding through busy intersections.
- **SB-672 Traffic-Actuated Signals: Motorcycles and Bicycles (2017)**: Indefinitely extends requirements to install traffic-actuated signals to detect lawful bicycle or motorcycle traffic on the roadway as a state-mandated local program. Existing law requires the state to reimburse local agencies and school districts for certain costs mandated by the state.
- **AB-1096 Vehicles: Electric Bicycles (2015)**: Defines three e-bike classes and clarifies their legal treatment under the California Vehicle Code (CVC).

Traffic Safety, Speed, and Enforcement

- AB-43 Traffic Safety (2021): Grants local agencies expanded authority to reduce speed limits in high-injury or high-activity areas limits to make streets safer for people who walk and ride a bicycle. It further establishes a prima facie speed limit of 25 miles per hour on state highways located in any business or residence district.
- AB-902 Traffic Violations and Diversion Programs (2015): Allows jurisdictions to offer education programs in lieu of fines for certain walking and biking violations.

Environmental Regulations

- Per SB-922 California Environmental Quality Act Exemption: Transportation-related Projects (2022). Extends California Environmental Quality Act (CEQA) exemptions through 2030 for sustainable transportation projects including biking, walking, transit, rail stations, and zero-emission refueling facilities.
- SB-743 CEQA Reform (2013): Replaces Level of Service (LOS) with VMT as the standard metric under CEQA, supporting active transportation as mitigation.

1.3 Local and Regional Document Review

The BMP is intended to complement many of the foregoing planning efforts undertaken by aligning and incorporating established recommendations, goals, and policies. Multiple public agencies prepare documents that guide multimodal transportation within Simi Valley and the surrounding region. Some of the influential planning documents are summarized within this section. **Figure 1.2** graphically depicts some of the jurisdictional influences within and around Simi Valley.

1.3.1 **Regional**

SCAG Connect SoCal (2024)

This document provides a framework for comprehensive transportation planning, investment, and development throughout Southern California. The plan's vision is to create a more connected, healthier, and prosperous California. It compiles the regional priority bicycle, pedestrian, and complete streets projects to facilitate regional coordination and implementation; Arroyo Simi Greenway extension is one of these projects. Additionally, it provides guidelines and regional examples to better integrate bicycle infrastructure.

Ventura County Active Transportation Plan (2024)

The Ventura County Active Transportation Plan (ATP) is a long-range document that provides active transportation guidelines aimed at creation a cleaner, accessible bicycle and pedestrian friendly environment in the County of Ventura. The ATP provides an analysis of existing conditions, a list of prioritized projects, and available funding sources to guide future implementation. There are five active transportation projects that emphasize pedestrian recommendations within the unincorporated Ventura County areas adjacent to the City of Simi Valley: Santa Rosa Valley, West Simi, Santa Susana Knolls, North Simi Valley, and Box Canyon.

Ventura County Comprehensive Transportation Plan (2023)

The VCTC plan guides the long-range plan for implementing its transportation and mobility vision by outlining existing conditions, needs, and proposed projects. Its goals include sustainability, balancing transportation and land use, safety, increasing multimodal travel, and increasing economic opportunity. Simi Valley specific projects include the Simi Valley Transit Center Hub, bus stop improvements, and a new Community Service micro transit route.

Caltrans Active Transportation Plan – District 7 (2022)

The Caltrans Active Transportation Plan for District 7, which covers Ventura and Los Angeles Counties, provides a framework for improving areas with pedestrian and bicycle needs along the CA State Highway System (SHS), informed by data analysis, public engagement, and agency partners. For Simi Valley, the plan identifies multiple locations along SR-118 that would benefit from bicycle and pedestrian crossings.

1.3.2 **Local Plans**

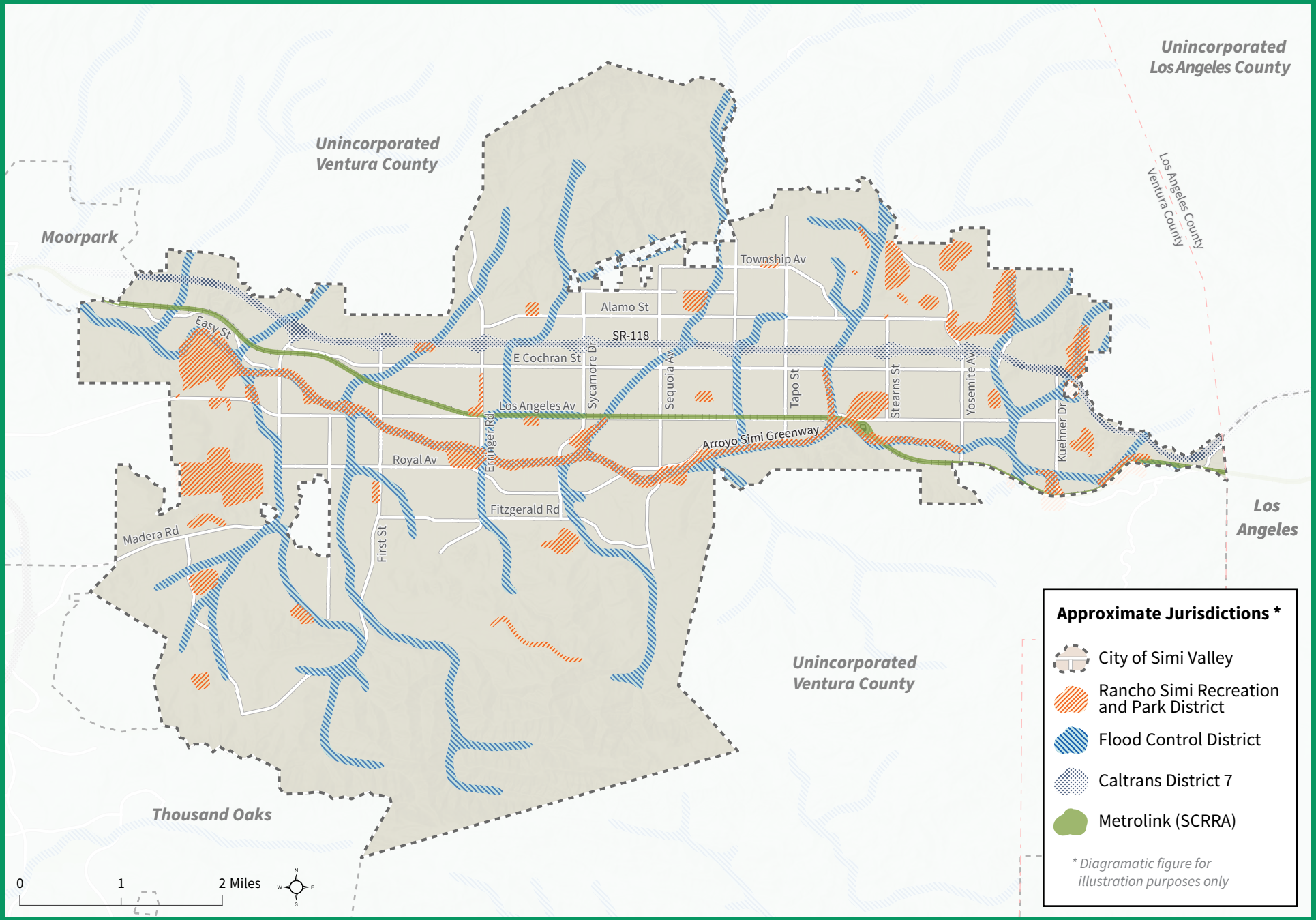
Envision Simi Valley: Los Angeles Avenue Corridor & Tapo Street Area Specific Plan (2024)

The Envision Simi Valley Specific Plan guides the development, transportation, and zoning standards for the Los Angeles Avenue Corridor and Tapo Street Area while building on the Simi Valley General Plan framework. The plan provides transit, pedestrian, bicycle, and vehicular mobility recommendations that create a safer, engaging multi-modal environment. The plan recommends Class IV cycle tracks along Tapo Street and Los Angeles Avenue, though all recommendations for bicycle facilities are subject to confirmation through the BMP. Broader Complete Streets improvements include tactile curb ramps, high-visibility crosswalks, street trees, and wayfinding.

City of Simi Valley Local Roadway Safety Plan (2022)

The Simi Valley Local Road and Safety Plan (LRSP) is focused on increasing the overall safety of the transportation network while identifying high risk areas and addressing factors that negatively impact all users. Infrastructure and design recommendations for bicyclists, pedestrians, and vulnerable users include intersection control, crosswalks, bike lanes, lighting, and signage.

Figure 1.2 Jurisdictional Influences



Simi Valley Mobility and Infrastructure Element (2012)

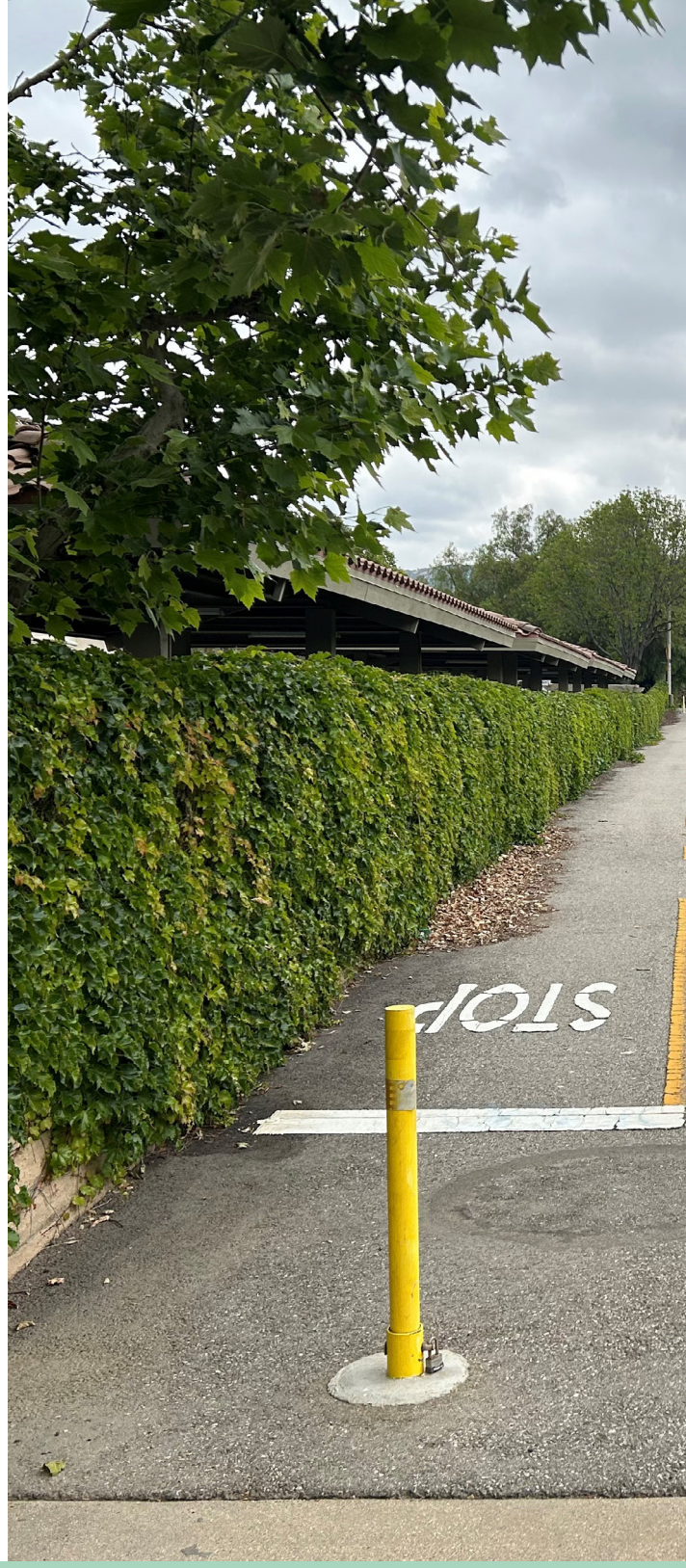
The Simi Valley Mobility Element provides a smart and complete streets approach, centered on technology and design, to create a safe and efficient transportation system that reduces reliance on automobiles. There is a focus on alternative modes of transportation and the need to provide bicycle and pedestrian facilities at the local and regional scale through coordination with local agencies, such as the VCTC. Project recommendations include streetscape enhancements, bike paths and trails, and cohesive infrastructure.

Arroyo Simi Greenway Specific Plan (2011, Amended in 2018)

The Arroyo Simi Greenway runs through the city and connects to activity hubs such as schools, parks, and businesses, making it an ideal link for multimodal transportation. The Arroyo Simi Greenway Specific Plan was developed by the Rancho Simi Recreation and Park District in partnership with the City of Simi Valley. The document provides a framework to transform and extend the Arroyo Simi Greenway cohesively while providing environmental, recreational, and educational opportunities. The plan proposes new connections to the bike network and trails, schools, and public transportation. City and regional agency collaboration is highlighted as being key to coordinating and implementing the projects.

Simi Valley Bicycle Master Plan (2008)

The Simi Valley Bicycle Master Plan provides project and program recommendations to make alternative modes of transportation – particularly bicycling – safe and accessible for all users. The plan includes a planned bicycle network, comprised of Class I, II, and III bicycle facilities, priority projects and opportunities for implementation and funding. Additionally, it provides programmatic and education opportunities, such as a Safe Routes to School program, Bicycle Light Campaign, and a staff training program.



1.3.3 **Local Regulations**

Simi Valley Municipal Code

The Simi Valley Municipal Code provides the relevant regulatory, penal, and administrative laws for the City, including accepted bicycle use. Title 4, Chapter 3, Bicycles, of the Simi Valley Ordinance details the process of obtaining and maintaining a required bicycle license, definitions of bicycle-related terms, such as "bicycle lanes," as well as requirements for bicycle usage.

Title 9, Development Code, Chapters 9-34, Parking and Loading Standards, 9-39, Transportation Demand Management, and 9-44, Standards for Specific Land Uses, have regulations related to facilitating bicycling. Depending on the land use, different bicycle parking requirements apply. In commercial and industrial projects with 20 or more required parking spaces and non-residential developments with 50 or more employees, bike racks or other secure devices are required at a rate of one bicycle parking space for every 20 vehicular parking space (9-24.070.D; 9-39.020.B). Residential projects within the Mixed-Use Overlay District, which are primarily near the Metrolink/Amtrak Station, must also provide one covered and secure bicycle parking space at a ratio of one bicycle per residential unit without a garage (99-44.105.G).

Information and access are also informed by land use. Any non-residential developments with 50 or more employees must also provide bicycle route and facility information, including regional and/or local bicycle maps and bicycle safety information (9-39.020.B). Additionally, for non-residential developments with 50 or more employees or residential developments with 500 or more units must demonstrate "safe and convenient access and circulation for pedestrians and bicyclists as determined by a review of the project by the Commission and/or the Council" (9-39.020.D).

Rancho Simi Recreation and Park District: Ordinance No. 3, Rules and Regulations for Use of District Parks and Facilities and Participation in District Programs (2021)

The established Rules and Regulations of the Rancho Simi Recreation and Park District describe the accepted behavior regarding bicycles and bicycle facilities within their jurisdiction, which includes Simi Valley parks along with the Arroyo Simi Greenway. Rule 9 allows bike use within District property on designated paths and during designated hours while maintaining a safe speed. Rule 11 prohibits bicycle, scooter, and skates, and skateboards inside facility buildings while Rule 22 prohibits the alteration of parks to create ramps or bike courses without any approval.

1.4 How This Plan Will Be Used

The Simi Valley BMP provides the City with a framework to implement meaningful small and large bicycle-oriented improvements. It is a blueprint for implementing smaller-scale bicycle facilities and associated infrastructure during street resurfacing, restriping, or while conducting other Capital Improvement Program (CIP) projects.

It further unifies the goals, policies, and recommendations from the overarching legislative framework with local and regional plans. This allows the City to stay current in meeting the needs of its residents, employees, and visitors, while positioning the City to competitively pursue grant funding.

The plan provides a snapshot of the City that community members can use to determine where existing bicycle facilities as well as planned facilities and priority projects are located. This record can be used to measure changes over time, such as shifts in safety and collision history.

The plan can support future grant applications, such as the State of California Active Transportation Program administered by California Transportation Commission (CTC), a significant bi-annual grant funding pool dedicated specifically to bicycle and pedestrian-oriented projects.

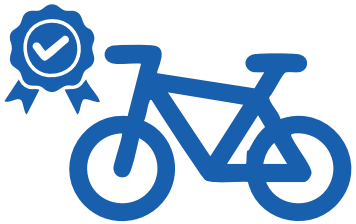
1.5 Benefits of Bicycling

As previously noted, recent planning legislation mandates a more balanced, multimodal transportation system with an emphasis on walking and biking. This has been, in part, due to the physical and environmental benefits that walking and biking provide.

Areas with increased levels of bicycling and walking experience improved public health, reduced traffic congestion, reduced emissions, and enhanced economic growth. **Figure 1.3** presents a snapshot of recent research regarding the potential benefits of walking and bicycling.

Figure 1.3 Benefits of Bicycling

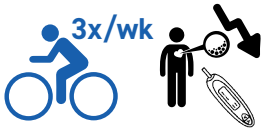
Benefits of Bicycling



Improve Quality of Life

Bicycling improves cognitive functions, self-esteem, positive mood, and focus while promoting healthy aging and increasing well-being[1]

Improve Health



People who ride a bike 3 times per week have an average of 20% fewer risk factors for heart disease and diabetes[2]

Increase Property Value

Bicycle trails and lanes increase the value of nearby properties[3]

Supports the Economy

Street improvements that increase bike and pedestrian traffic boost retail sales[4]

Decreasing congestion overall, including at schools

Cycling can reduce congestion and the journey times of other road users[5]

Saves Lives

Bicycle lanes can reduce between 30 and 49 % of crashes on urban local roads[6]

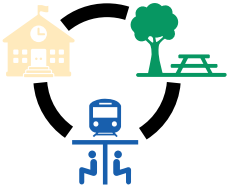
Addresses Community Demand

#1 theme of the BMP public engagement process was the need for well-connected, safe facilities across the City – Over 1/3 of all comments received!

Creates connections to Simi Valley's unique assets, like recreational trails

Access to recreational trails improves local economies[7]

Creates connections to community resources, like schools, parks and Metrolink/Amtrak station



1 Andersen, L. B., et al. (2019). Health benefits of cycling: a systematic review. Frontiers in Public Health, 7, 64. https://pmc.ncbi.nlm.nih.gov/articles/PMC6388745/

2 Oja, P., et al. (2017). Associations of cycling with risk factors for cardiovascular disease and diabetes: findings from the Active Transportation and Health (ATH) Study. American Journal of Health Promotion, 31(4), 274–282. https://journals.sagepub.com/doi/10.1177/0890117117710735

3 PeopleForBikes. (n.d.). Retailer Guide: How to promote bicycling as an economic driver. https://prismic-io.s3.amazonaws.com/peopleforbikes/3c15cb07-87f4-44de-b622-84c92fce8638_PFB-0454-Retailer-Guide-v05.pdf

4 PeopleForBikes. (n.d.). Retailer Guide: How to promote bicycling as an economic driver. [Same as above]

5 Share the Road. (n.d.). Environmental and traffic congestion benefits of cycling. https://sharetheroad.ca/environmental-and-traffic-congestion-benefits-of-cycling/

6 Federal Highway Administration (FHWA). (2022). Bicycle Lanes: Proven Safety Countermeasures. https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes; also see: https://highways.dot.gov/sites/fhwa.dot.gov/files/Bicycle%20Lanes_508.pdf and https://www.fhwa.dot.gov/publications/research/safety/21012/21012.pdf

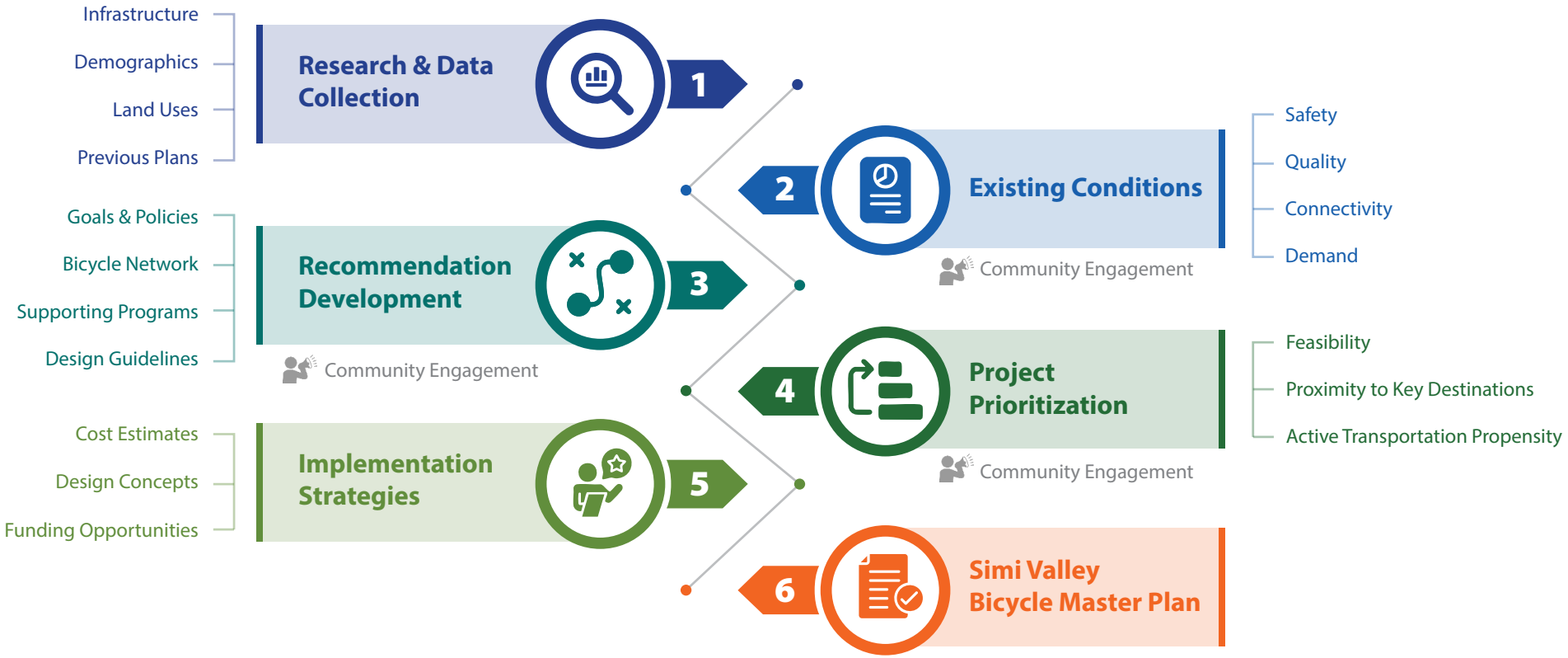
7 Trust for Public Land. (2025). The Economic Impact of Mountain Biking. https://www.tpl.org/wp-content/uploads/2025/04/040225_Green-Paper_Mountain-Biking_FINAL3.pdf

1.6 Plan Development Process

The BMP development process, graphically depicted as **Figure 1.4**, was multi-faceted, involving several parallel activities. It combined public engagement and stakeholder working group input with a research-driven methodology focused on assessment and refinement. This process was further informed by the local expertise of City staff.

The process included a series of steps that included research and data collection to establish a snapshot of the existing conditions, developing goals and recommendations based on the previous BMP (2008) and other City plans, then refining the goals and recommendations based on community and City staff input. The findings and outcomes of this process were then compiled into this Plan.

Figure 1.4 Plan Development Process



1.7 Community & Stakeholder Engagement

Throughout the life of the BMP development, Simi Valley community members and agency stakeholders were engaged to learn about their preferences and opinions, to help inform decision making. A variety of engagement methods were used, including a fact sheet, a website, social media posts, online surveys with mapping exercises, pop-up workshops at events and along the Arroyo Simi Greenway, three community workshops at City Hall, and attendance at Youth and Neighborhood Council meetings.

Engagement was organized and phased following three topics that aligned with the plan development schedule.

Phase 1: Existing Conditions

This phase had two goals: 1) notifying the public about the plan process, schedule, and intent; and 2) listening and learning about priorities, goals, and experiential insights to inform the BMP's recommendations.

Phase 2: Draft Recommendations

The second phase shared the draft recommendations for the planned bicycle network, programs, and priorities. The information and findings from this stage informed how the BMP developed and how projects and programs were prioritized.

Phase 3: Project Priorities

The final phase of engagement presented the proposed priority projects and used localized outreach to gather targeted feedback and finalize the recommendations.

1.7.1 **Public Input**

Community engagement for the Bicycle Master Plan (BMP) focused on listening and learning from residents about their experiences, needs, and priorities related to bicycling in Simi Valley. It also sought feedback on recommendations on the planned bicycle network and treatment options. Engagement activities included pop-up events, public workshops, Youth and Neighborhood Council presentations, and online surveys. Promotional materials were distributed at City Hall and in partnership with the Share the Road Ride to help broaden outreach and participation.

Input from the multi-pronged engagement process guided the development of goals, policies, and helped refine the recommendations and priorities presented in this plan.

Pop-Up Events:

Four pop-ups were held at high-traffic locations including farmers markets and a major trailhead of the Arroyo Simi Greenway. Community members shared input on where they felt comfortable or uncomfortable biking, identified desired destinations, and discussed major concerns such as facility gaps, intersection safety, and maintenance of the Arroyo Simi Bike Path.

Workshop:

Open-house workshops provided residents with the opportunity to review existing conditions findings in Phase 1, and recommendations for the network priorities and projects in Phases 2 and 3 respectively. It also provided the opportunity for the public to dialogue with the project team and provide detailed feedback on connectivity, safety, and comfort. Participants expressed strong support for improvements to key corridors and the Arroyo Simi Bike Path, while highlighting issues at intersections and barriers like the railroad and SR-118.

Youth Engagement:

A presentation to the Simi Valley Youth Council helped capture input from students about biking to school and places of interest. Key themes included the need for safer access to schools, parks and recreation centers, and local gathering spots like restaurants.

Neighborhood Council Presentations:

The project team presented project updates along with the planned bicycle network and project recommendations to all four Simi Valley Neighborhood Councils to garner feedback on localized refinements.

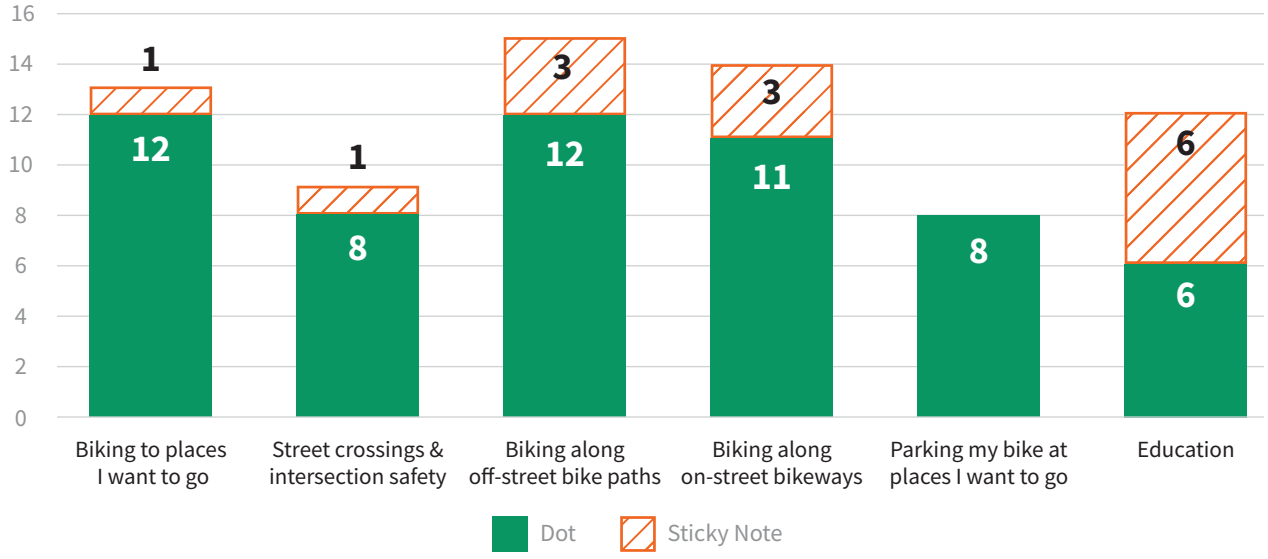
Online Engagement:

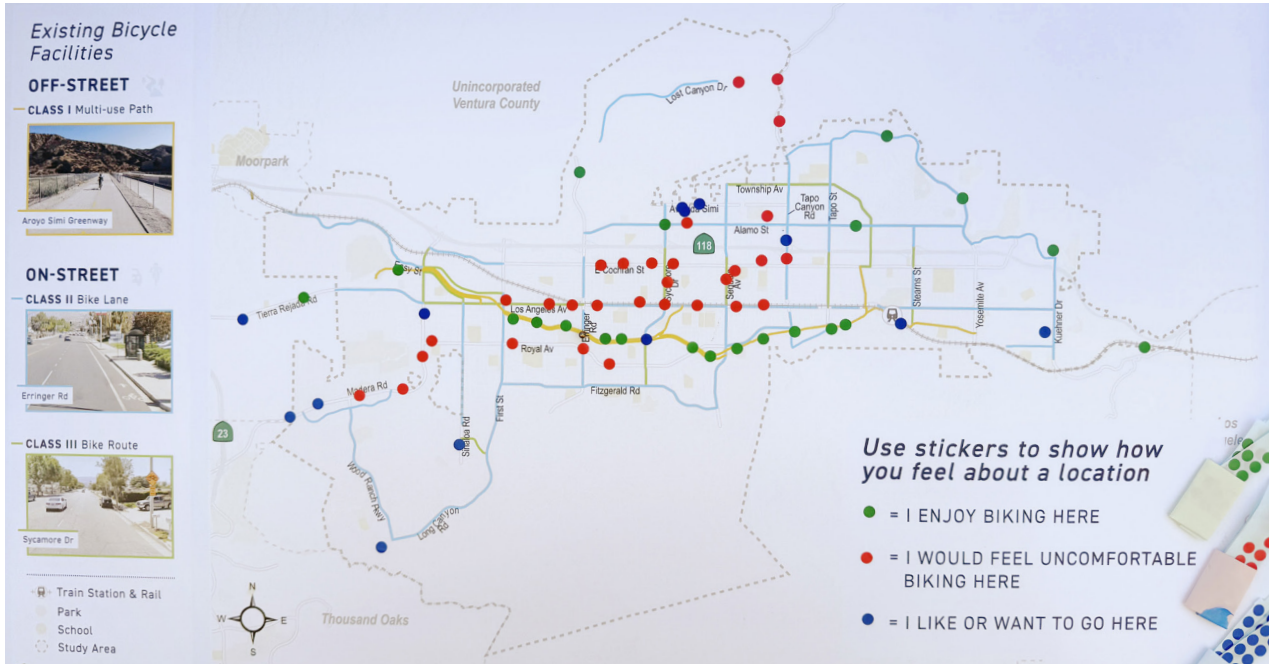
The project website included a map-based survey and served as an information hub throughout the outreach process. The two surveys were hosted in Phases 1 and 2 that mirrored the content in the pop-up boards. This allowed a wider range of participants to provide their input.

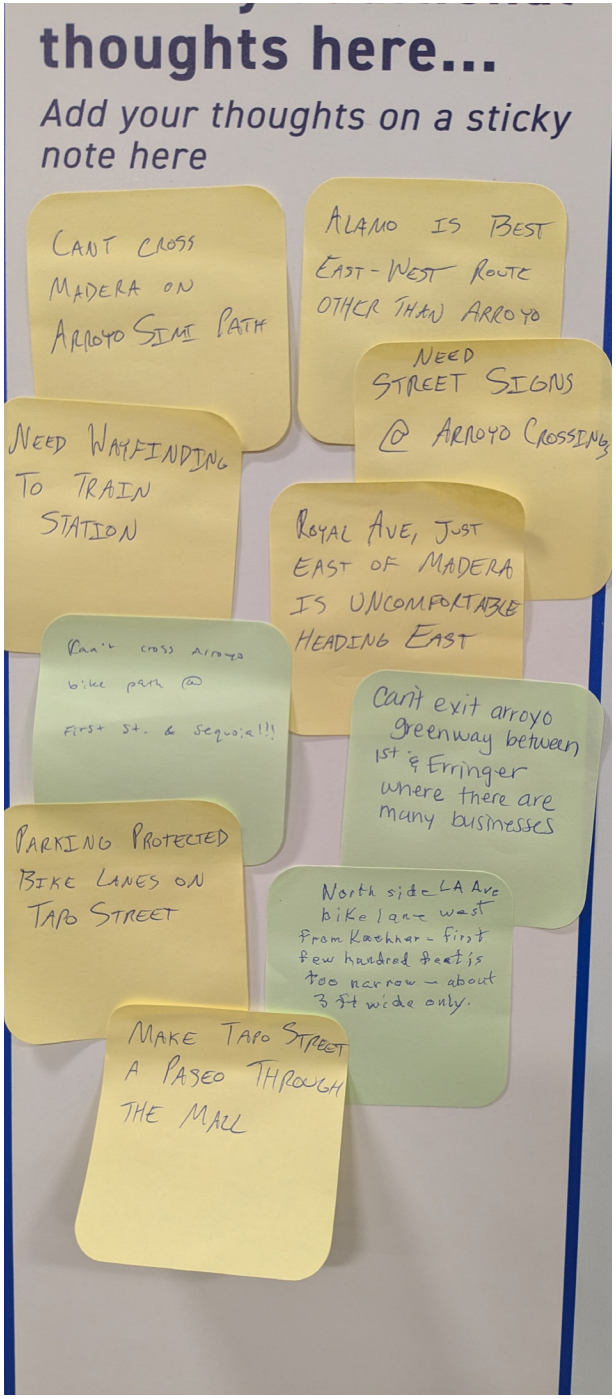
The chart to the right (**Figure 1.5**) highlights priorities for the Bicycle Master Plan identified by community members during the initial phase of outreach. This outreach phase consisted of three pop-up events, one workshop, and an online survey. The input was used to shape the understanding of community needs and topics to focus on during recommendation development.

Recurring themes across all engagement activities included the need for a more connected and comfortable bicycle network, complete intersections, targeted education and encouragement programs, and continued investment in the Arroyo Simi Bike Path as a key east-west corridor. Feedback directly shaped the plan's recommendations.

Figure 1.5 Community Identified Priorities







1.7.2 **Stakeholder Input**

At each phase of plan development, representatives from City of Simi Valley departments, Simi Valley Police Department, Ventura County Fire Department, Rancho Simi Recreation and Park District, along with representatives from outside parties, including Caltrans District 7 (D7) and VCTC, provided their input. Simi Valley Unified School District was also invited to participate. Representatives provided their unique input on plan goals, ongoing projects, and potential concerns. Trends emerged through these discussions that informed the plan development process and recommendations.

Each phase highlighted the need for interjurisdictional and interdepartmental coordination as multiple bicycle supporting efforts are ongoing simultaneously. This includes Caltrans' efforts to update intersections and streets that cross SR-118 throughout the City, RSRPD's trail improvement plans, and VCTC and Metrolink/ Amtrak's efforts to improve first-last mile transit access, as well as educational and signage/wayfinding efforts.

Representatives supported the plan development, particularly efforts to improve conditions that currently result in frequent collisions and near misses, such as Arroyo Simi Greenway intersections with surface streets and Easy Street. They also supported Arroyo Simi Greenway improvements and extensions.

A frequently mentioned concern was related to the use of and education surrounding e-bikes on streets and trails. The share of e-bike usage has increased within Ventura County from 2.3% of bike trips in 2019 to nearly 13% in 2023 (Strava, 2024). While e-bikes can assist with non-vehicular mobility, they also have speeds that exceed Arroyo Simi Greenway speed limits, create discomfort for other users if ridden on sidewalks, and require extra care in relation to battery maintenance. The two strategies identified as paramount were enforcement and education via enhanced signage.

1.8 Plan Organization

The chapters following this introduction are organized by topic and the process of developing a project from Simi Valley's contextual framework, which informed the plan goals, policies, and recommendations. Project recommendations were then prioritized. To be implemented, projects must also be funded and maintained to support facility quality and longevity.

2

Demographics & Community Profile

Provides an overview of Simi Valley's population, land use, and key community characteristics to inform context-sensitive bicycle planning.

3

Needs Analysis

Identifies challenges and opportunities for bicycling in Simi Valley informed by data analysis, field assessments, and public input.

4

Recommendations

Presents the BMP's goals and policies along with the proposed citywide bikeway network and associated facility upgrades and supporting programmatic recommendations.

5

Prioritization & Implementation

Shares the prioritization process and results. Project sheets are presented for the top ten highest priority projects.

6

Funding & Opportunities

Provides information on common funding strategies and grants to finance the development of bicycle-supporting infrastructure.

7

Bicycle Facility Maintenance

Includes information on maintenance considerations and opportunities.

Chapter 2: **Demographics & Community Profile**

2.1 Overview

The City of Simi Valley encompasses approximately 42 square miles in eastern Ventura County, situated in Southern California's Transverse Ranges. Bounded by the Santa Susana Mountains to the north and the Simi Hills to the south, the City's natural topography shapes its development patterns and offers residents and visitors a distinct scenic setting and recreational opportunities. The surrounding hills and mountains contribute to a sense of enclosure and identity, reinforcing Simi Valley's character as a cohesive, self-contained community.

The City is bordered by several distinct jurisdictions, including the cities of Moorpark and Thousand Oaks, the Chatsworth neighborhood of Los Angeles, and unincorporated areas of Ventura County. These neighboring communities influence regional travel patterns and land use dynamics, while also offering opportunities for coordination on future bicycle infrastructure and multimodal planning.

Figure 2.6 illustrates the City's geographic setting, highlighting its physical boundaries, topographical features, and the major transportation routes that traverse the valley. State Route 118 (SR-118), also known as the Ronald Reagan Freeway, serves as the primary regional connection, running east-west through the City and linking it to the San Fernando Valley and greater Los Angeles to the east, and Moorpark and Ventura County to the west.

Figure 2.6 Geographical Setting and Topography

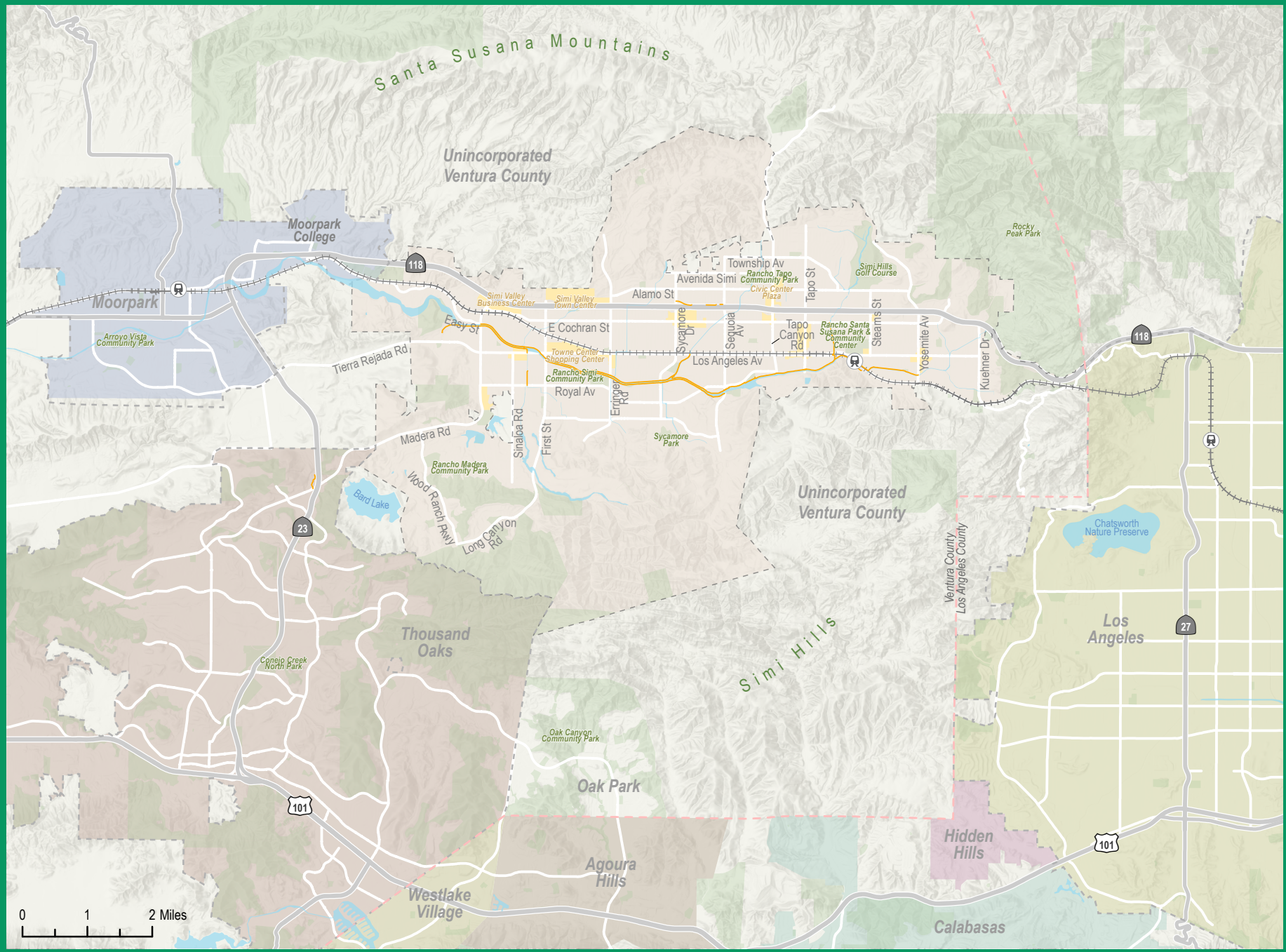
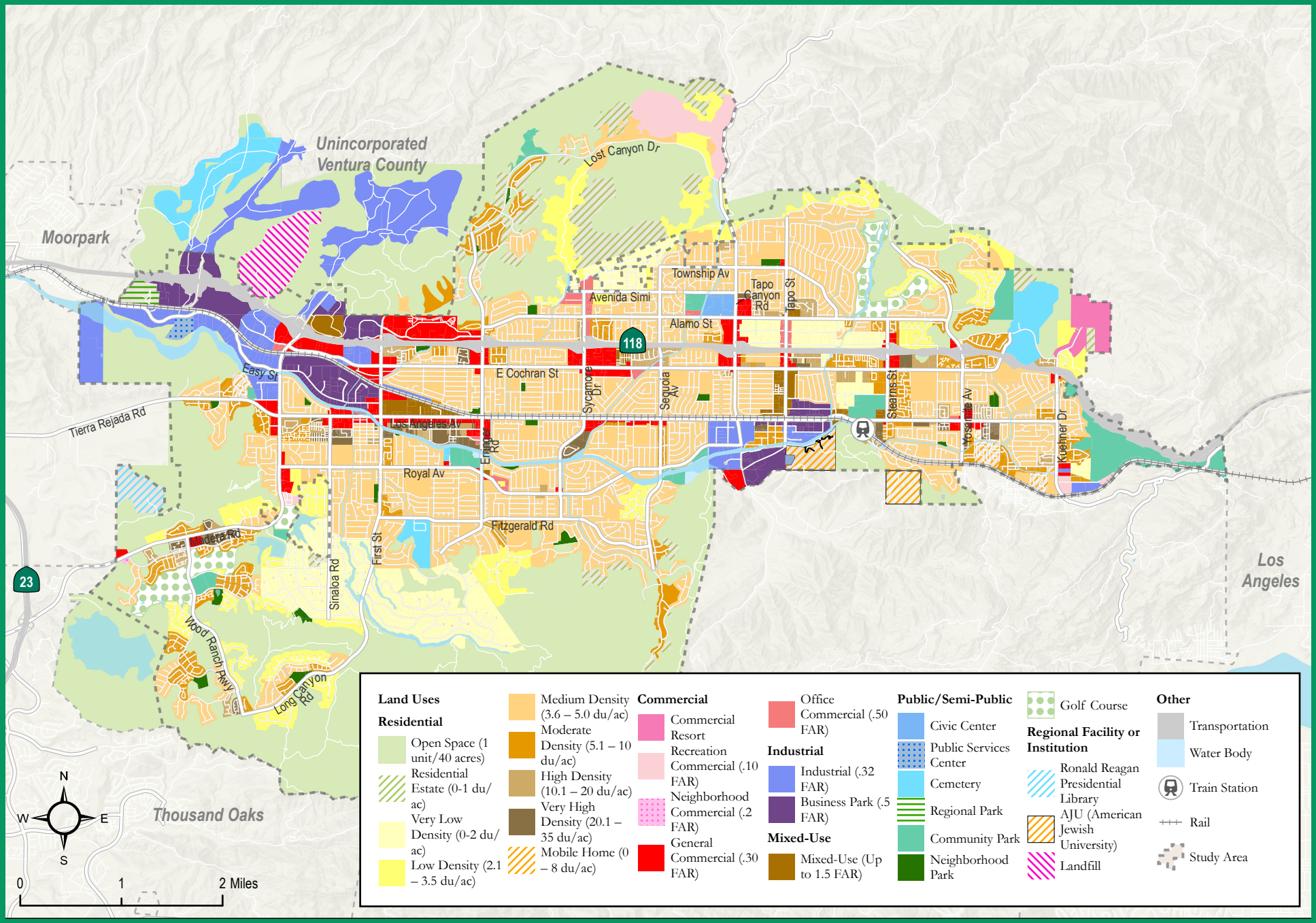


Figure 2.7 presents land use designations within Simi Valley, showing the distribution of residential neighborhoods, commercial centers, parks, schools, and industrial zones. Much of the City's land use is residential in character, with commercial and civic destinations concentrated along key arterials and nodes such as Cochran Street and Los Angeles Avenue. Open space and natural areas provide additional recreational opportunities and highlight the need for safe and accessible bicycle connections to and through these areas.

Together, the City's topography, land use, and regional context underscore the importance of a comprehensive bicycle network that can accommodate daily travel needs while supporting recreation, connectivity, and environmental sustainability.

Figure 2.7 Land Use Designations

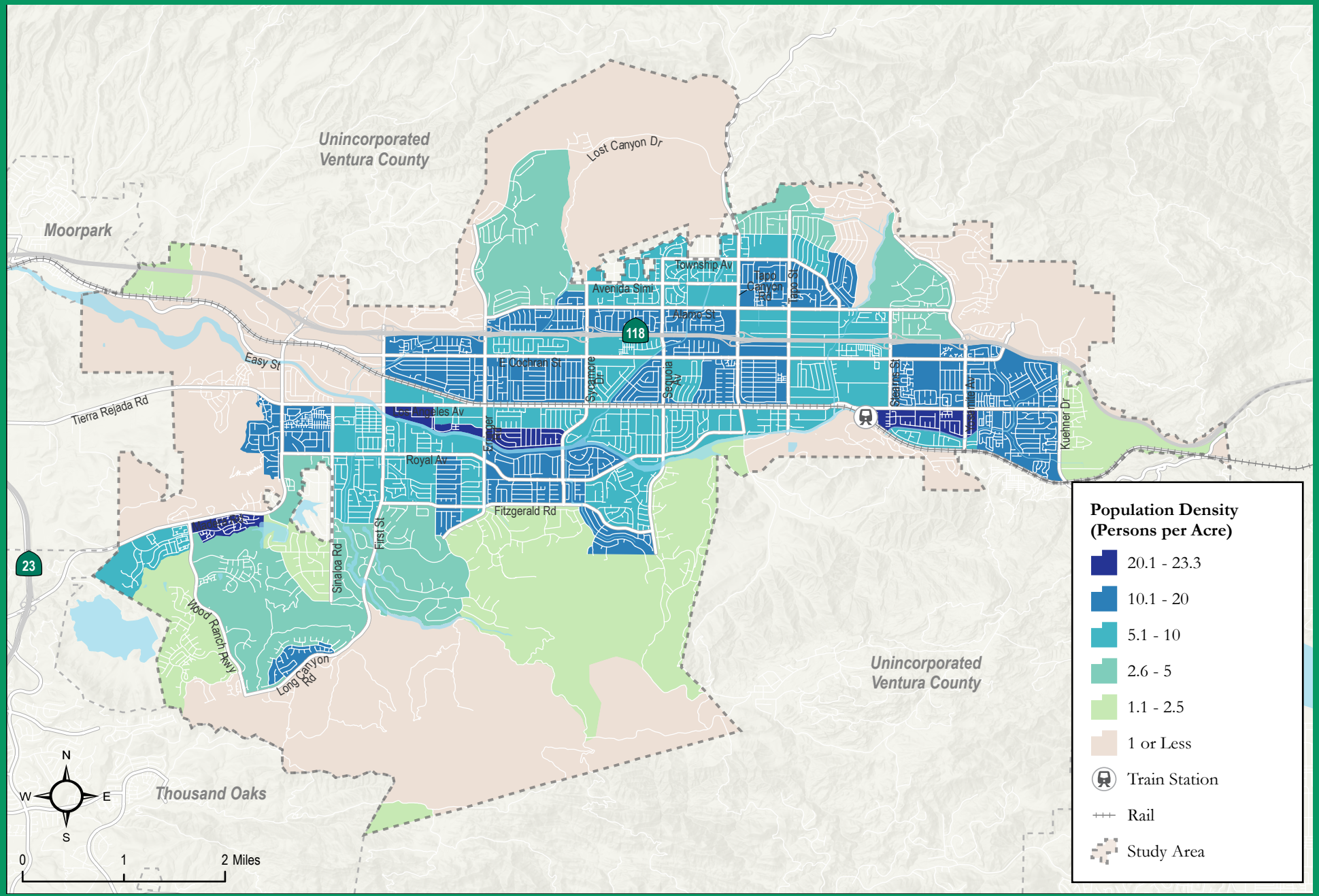


2.2 Population Characteristics

Population characteristics provide important context for planning bicycle infrastructure. Knowing where people live and how different age groups are distributed throughout the City can help identify areas with greater potential for bicycling activity and ensure that proposed improvements align with the community's travel patterns and needs. Key indicators such as population density, access to a personal vehicle, and age distribution provide a foundation for identifying where bicycle trips are most likely to occur and where investments in infrastructure may have the greatest impact. Data was obtained from the US Census 2018-2022 American Community Survey (ACS) 5-Year Estimates and US Census Longitudinal Employer-Household Dynamics (LEHD). Note, some Census Block Groups located on the periphery of Simi Valley include a mix of developed land and several square miles of open space which influences the level of population density and employment density depicted in those areas. Additionally, the employment data accounts for people that work-from-home, resulting in low levels of employment density appearing in some residential neighborhoods.

Figure 2.8 shows the distribution of population density by Census Block Group across Simi Valley. Higher density neighborhoods are generally located near Los Angeles Avenue, the Ronald Reagan Freeway (SR-118), Royal Avenue, and Madera Road, particularly in the areas surrounding the City's main commercial and civic destinations. These areas may see increased benefit from enhanced bicycle connectivity due to their proximity to residential concentrations.

Figure 2.8 Population Density



The breakdown of Simi Valley's population by age group and sex is shown in **Figure 2.9**. Youth under 18 make up approximately 20% of the population, while adults aged 65 and older represent about 17%. These age groups often have more limited transportation options and may benefit from improved bicycle facilities that offer safe, low-stress access to schools, parks, and community destinations.

Figure 2.10 illustrates the proportion of households without access to a personal vehicle. While the majority of households in Simi Valley own at least one vehicle, there are small pockets—particularly near the core of the city and along major transit routes—where zero-vehicle households are more prevalent. These areas may have greater demand for safe and reliable bicycle infrastructure to support everyday travel needs.

Figure 2.9 Simi Valley Demographics by Age and Sex

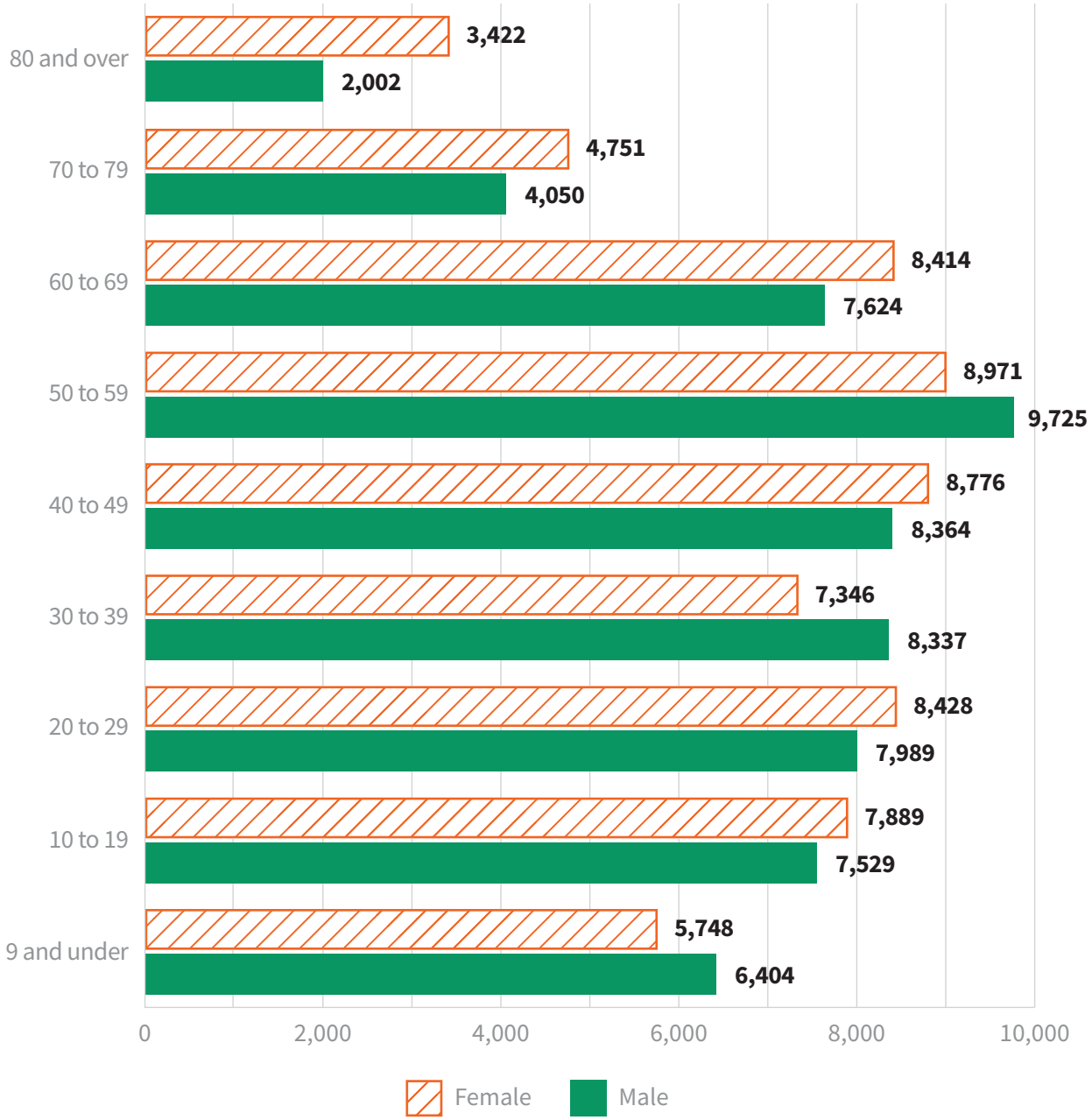
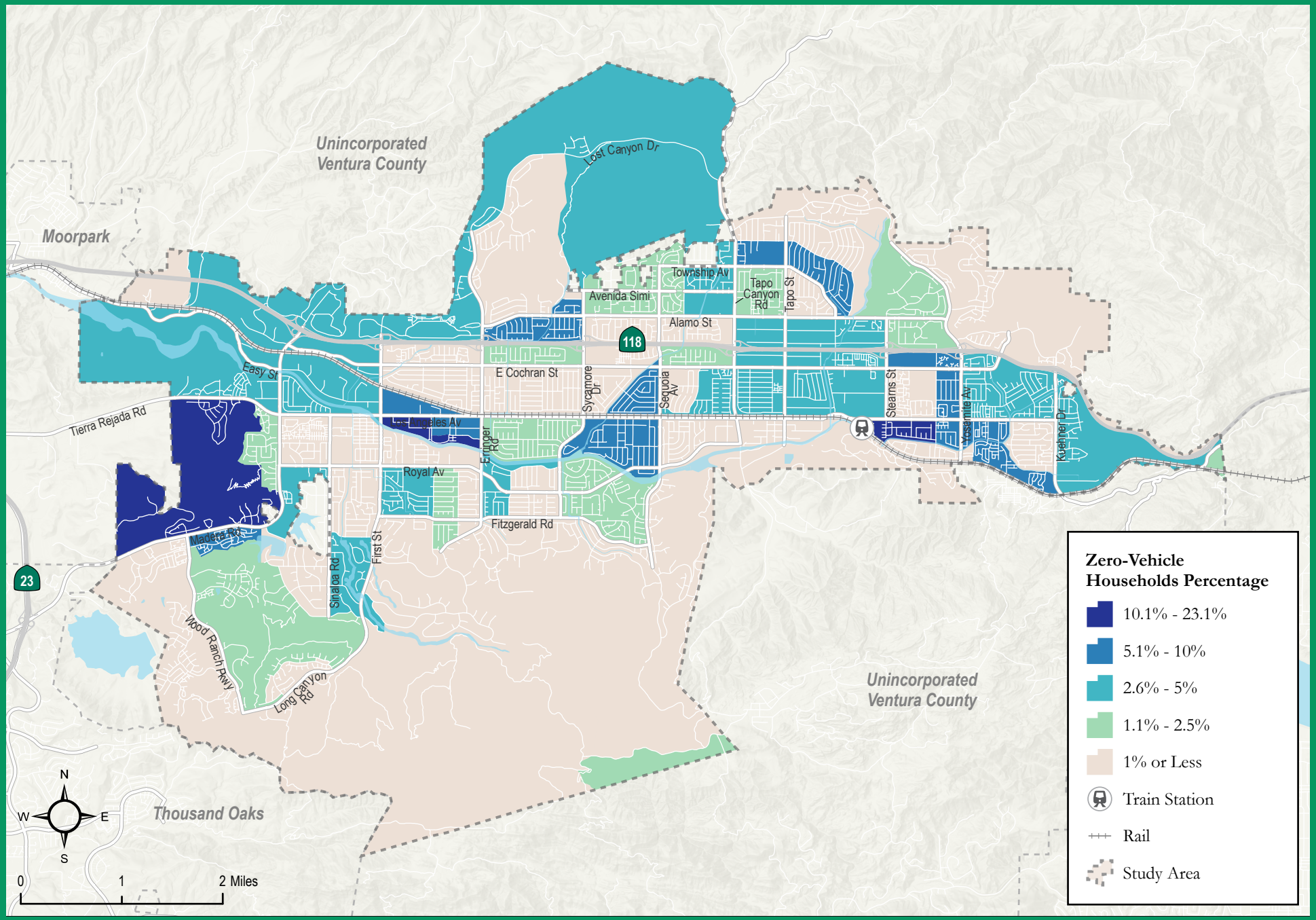


Figure 2.10 Zero Vehicle Households



2.2.1 **Commuting In and Around Simi Valley**

Commuting patterns help identify key corridors and destinations that may benefit from improved bicycle connectivity. Understanding employment density, commute destinations, and transportation mode share helps prioritize investments that support local and regional access.

Figure 2.11 maps employment density by Census Block Group (CBG). Higher concentrations of employment are primarily located along the Los Angeles Avenue corridor, in the Simi Valley Town Center area, and in industrial zones near Easy Street and Madera Road. These areas serve as common commute destinations and may benefit from enhanced bicycle connections to surrounding neighborhoods.

Figure 2.11 Employment Density

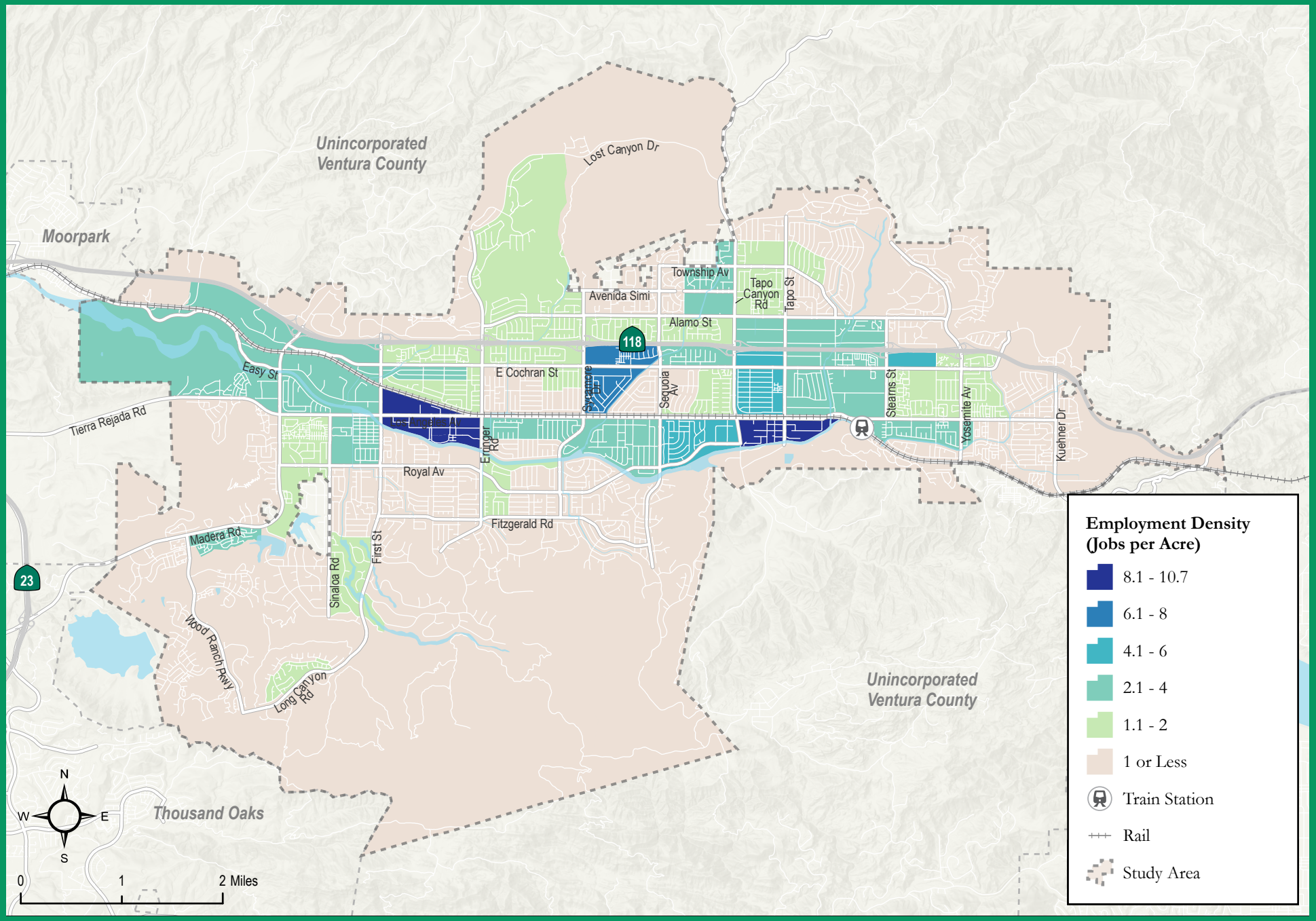


Figure 2.12 illustrates, the most common work destinations for Simi Valley residents, based on US Census LEHD data. While some residents work locally, the map shows a substantial portion of commuters travel outside the city to employment centers in Los Angeles and Ventura Counties. This pattern highlights the importance of planning for first/last-mile (FLM) connectivity to regional transit and park-and-ride facilities.

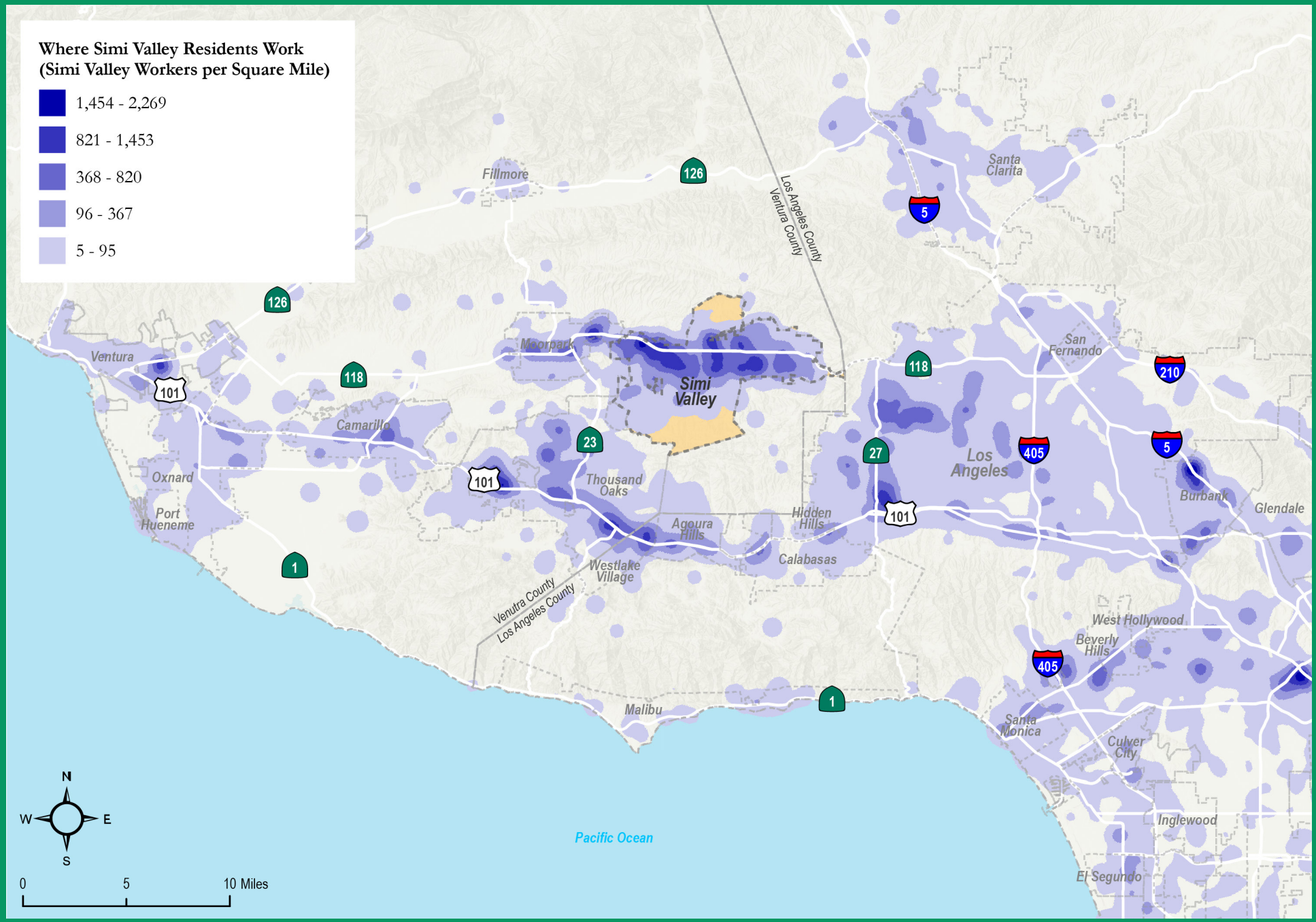
Table 2.1 presents commute mode share data from the U.S. Census American Community Survey. As of the most recent estimates, approximately 76% of workers in Simi Valley commute by driving alone, with small shares using public transit, carpooling, walking, or biking. Improving local bicycle connections to key destinations and transit access points may help shift some local trips away from single-occupancy vehicle travel.

Table 2.1 Commute Mode Share

Means of Transportation	Simi Valley		Ventura County	
	# of Commuters	Commute Mode Share	# of Commuters	Commute Mode Share
Drove Alone	48,078	74.4%	298,220	74.1%
Carpooled	5,692	8.8%	39,782	9.9%
Public Transportation	569	0.9%	3,366	0.8%
Bicycle	134	0.2%	1,451	0.4%
Walked	426	0.7%	6,329	1.6%
Other Means	552	0.9%	3,525	0.9%
Worked from Home	9,211	14.2%	49,966	12.4%
Total	**64,662**		**402,639**	

Source: US Census, 2018-2022 American Community Survey 5-Year Estimate (2024)

Figure 2.12 Where Simi Valley Residents Work



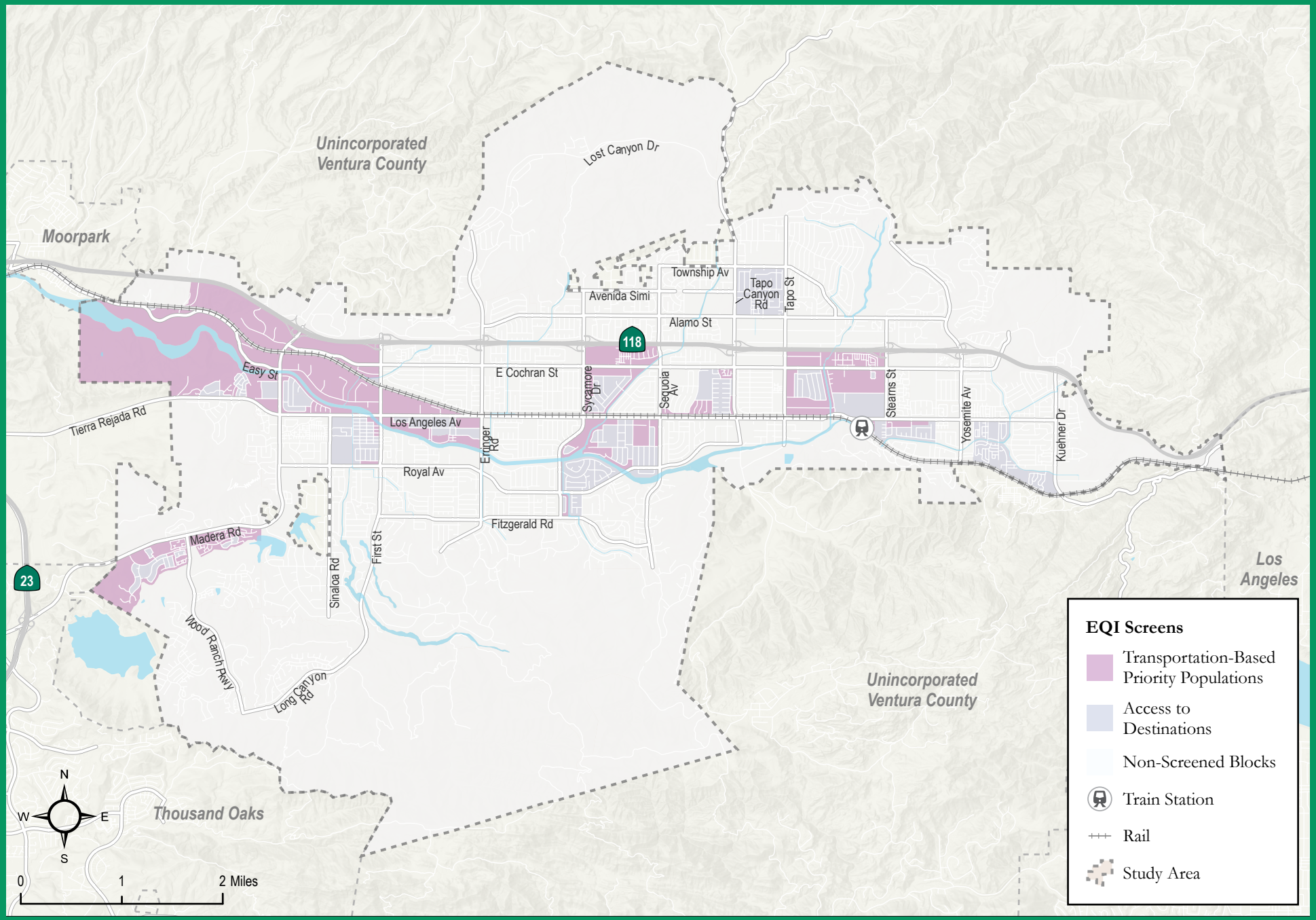
2.2.2 **Grant Competitive Areas**

Funding opportunities from state and federal programs often prioritize locations that meet specific criteria related to transportation access, mobility needs, and infrastructure gaps. Identifying areas of grant competitiveness helps identify locations where proposed bicycle investments may align with funding priorities and score well in applications.

There are a number of grants and other funding opportunities for bicycle and active transportation improvements, including Caltrans' Active Transportation Program and FHWA Safe Streets and Roads for All (SS4A) program. These grant programs weigh safety needs and collision history (discussed in Section 3.3) among their top priorities. As grant criteria evolve each funding cycle, Simi Valley staff should stay abreast of new metrics and applicability to the City.

Figure 2.13 presents the Caltrans Equity Index (EQI), which highlights areas with characteristics that may align with future Caltrans' grant evaluation criteria. In Simi Valley, these areas are generally located in the western part of the city and along corridors such as Los Angeles Avenue. The demographic component of the EQI – which in Simi Valley aligns with the "Transportation-Based Priority Populations" and "Access to Destinations" areas shown in **Figure 2.13** – is used as the definition of "Underserved Communities" for the purpose of inclusive engagement during the planning and delivery of projects with complete streets facilities funded by the State Highway Operation and Protection Program (SHOPP) in compliance with SB 960 (2024). While Caltrans is not currently using EQI as a grant evaluation criteria, Simi Valley staff can use this assessment to support grant applications and should stay apprised of any future applicability.

Figure 2.13 Caltrans Equity Index (EQI)




PARKING ONLY
MINIMUM FINE $250
ACCESS RAMP
PARKING ONLY
MINIMUM FINE $250
PARKING ONLY
MINIMUM FINE $250
PARKING ONLY

Chapter 3: **Needs Analysis**

An effective bicycle network should provide comfortable and connected facilities that link key destinations and accommodate riders of all ages and abilities. This chapter documents the state of Simi Valley bicycle infrastructure and support facilities observed during development of this BMP. The chapter also identifies where improvements can help meet community travel needs. Topics include the existing network, multimodal connections, demand indicators, collision history, and the level of stress experienced by bicyclists. Together, these analyses inform the development of recommended improvements expanded on in Chapter 4.

3.1 Network Connectivity

Understanding the structure and condition of the City's transportation network is critical to identifying where bicycle travel is currently feasible and where it could be improved. This section describes the current status of Simi Valley's bicycle infrastructure, its integration with the City's transit system, and the availability of support facilities that make active transportation more viable for everyday and recreational trips. Building on the framework established in the 2008 Simi Valley Bicycle Master Plan, this analysis identifies what types of facilities exist today and where improvements can be made to support the goals of this plan.

3.1.1 **Existing Bikeways**

The existing bikeway network forms the foundation for how people travel by bicycle in Simi Valley today with the Arroyo Simi Greenway acting as the City's active transportation backbone. Understanding the layout, types, and distribution of these facilities is essential to identifying gaps in access and opportunities for improvement. This section provides a comprehensive overview of current bikeway classifications, total mileage by type, and observed usage patterns.

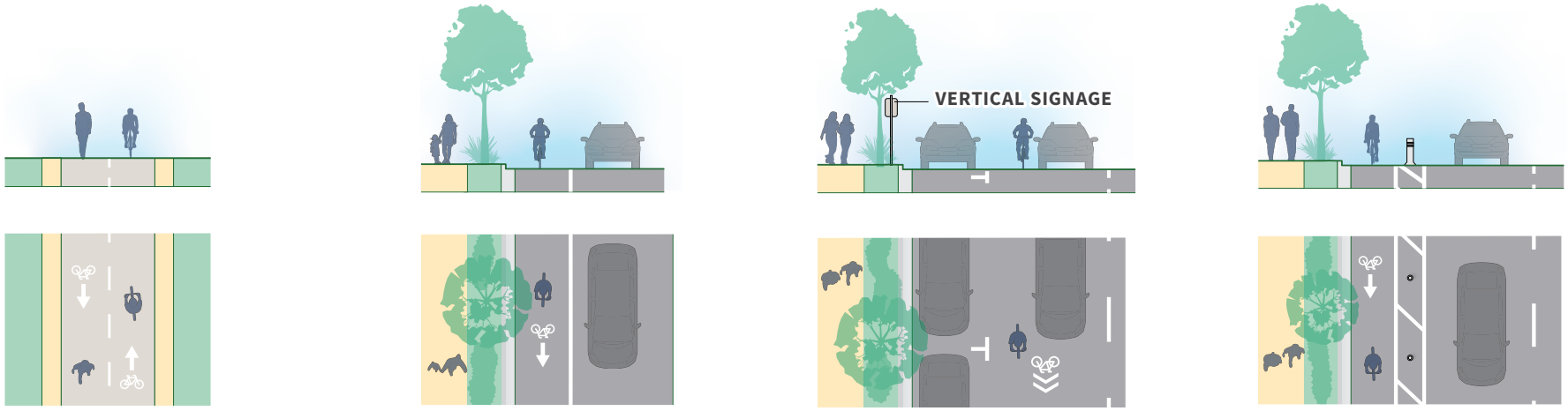
Together, these elements inform how well the existing system supports seamless and comfortable bicycle travel for users of all ages and abilities. The analysis also serves as a baseline for evaluating where future investments—particularly lower-stress facilities such as shared-use paths and cycle tracks—can strengthen connectivity, comfort, and access to key destinations across the city.

Figure 3.1 displays the standard design classifications for bicycle facilities in California, including Class I (bike paths), Class II (bike lanes), Class III (bike routes), and Class IV (cycle tracks).

The first three of these classifications are currently used in Simi Valley, while Class IV cycle tracks are not currently present in the city.

Since the adoption of the 2008 BMP, Caltrans has standardized Class IV cycle tracks. Cycle tracks provide a facility physically separated from vehicles for the exclusive use by bicyclists, which can greatly improve user comfort along roadways with relatively higher traffic volumes and speeds. This BMP update will examine the feasibility of implementing separated facilities along higher volume and higher speed arterials as a mechanism to improve safety and increase ridership.

Figure 3.1 Bicycle Facility Design Classifications



Class I, Bike Path

Also referred to as shared-use or multi-use paths, Class I facilities provide a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Multi-use paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way path is considered to be eight-feet (ten-feet preferred), with a two-foot-wide graded area adjacent to each side of the pavement.

Class II, Bike Lane

Provides a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Bike lanes are one-way facilities located on either side of a roadway. Pedestrian and motorist crossflows are permitted. Additional enhancements such as painted buffers, green paint, and signage may be applied. The minimum bike lane width is five-feet when adjacent to on-street parking, or six-feet when posted speeds are greater than 40 miles per hour.

Class III, Bike Route

Provides shared use of traffic lanes with bicyclists and motor vehicles, identified by signage and/or street markings such as “sharrows”. Bike routes are best suited for low-speed, low-volume roadways. Bike routes provide network continuity or designate preferred routes through corridors with high demand.

Class IV, Cycle Track

Also referred to as a separated or protected bikeway, cycle tracks provide a right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic. Cycle tracks can provide one-way or two-way travel. Types of separation include, but are not limited to, grade separation, flexible posts, or on-street parking.

Figure 3.2 shows the locations of existing bikeways in Simi Valley by facility type. The network is comprised of Class I, II, and III facilities. The overall network extends through most of the main roads within the City, and is largely comprised of bike lanes, with some bike route connections and the Class I multi-use path along Arroyo Simi Greenway. The main east-west connections run along Alamo Street, Los Angeles Avenue, Fitzgerald Road, and the Arroyo Simi Greenway. State Route 118, the flood channels, and rail corridor act as barriers to the transportation network, limiting local connections for all travel modes and placing a greater importance on the north-south running roadways traversing these features.

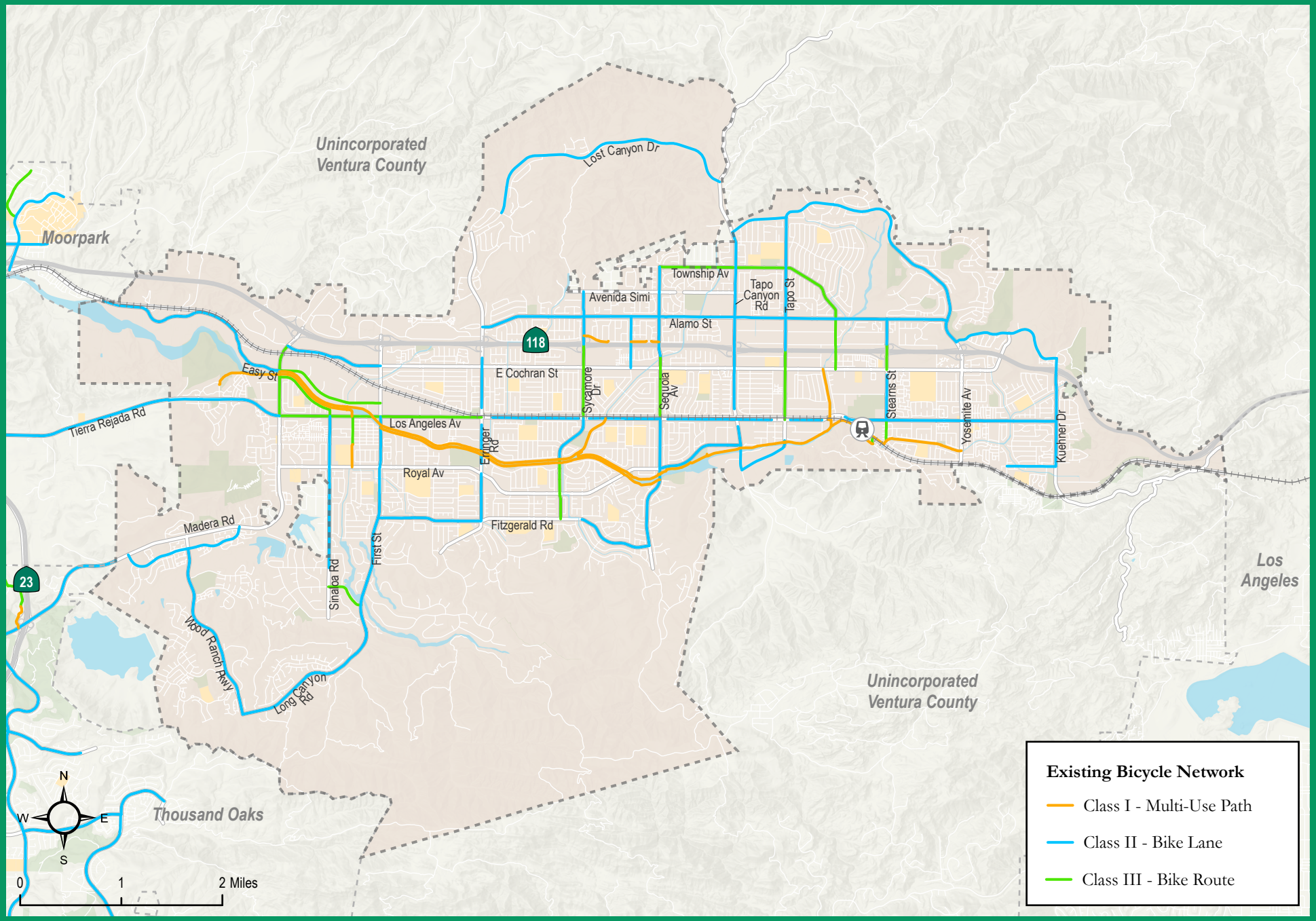
The breakdown of existing bicycle mileage by facility type is shown in **Table 3.1**. Class II bike lanes account for the largest share of mileage, with a smaller but notable presence of Class I paths.

Table 3.1 Existing Bicycle Facility Mileage by Classification

Classification	Mileage
Class I - Multi-Use Path	13.8
Class II - Bike Lane	43.2
Class III - Bike Route	10.9
Total	**67.9**

Source: City of Simi Valley (2024); CR Associates (2024)

Figure 3.2 Simi Valley's Existing Bikeways



3.1.2 **Existing Transit Network**

Transit plays a vital role in extending the reach of the bicycle network, especially for longer trips and for users who combine biking with transit for daily travel.

Figure 3.3 presents the existing transit network in Simi Valley, including local service operated by Simi Valley Transit and regional connections via Metrolink, Amtrak and the VCTC Intercity bus service. Bus routes and key stops align with many of the city's bicycle facilities, reinforcing opportunities for first- and last-mile (FLM) connections. The Simi Valley Metrolink/Amtrak Station, located in the eastern portion of the City adjacent to the Arroyo Simi Greenway, serves as a regional transit access point and is well-positioned to benefit from enhanced bicycle access.

3.1.3 **Existing Support Facilities**

Support infrastructure such as bicycle parking and transit amenities are essential for creating a practical and convenient cycling environment. These elements make it easier for riders to store bicycles safely and integrate cycling with transit, shopping, work, or school trips.

Bicycle Parking

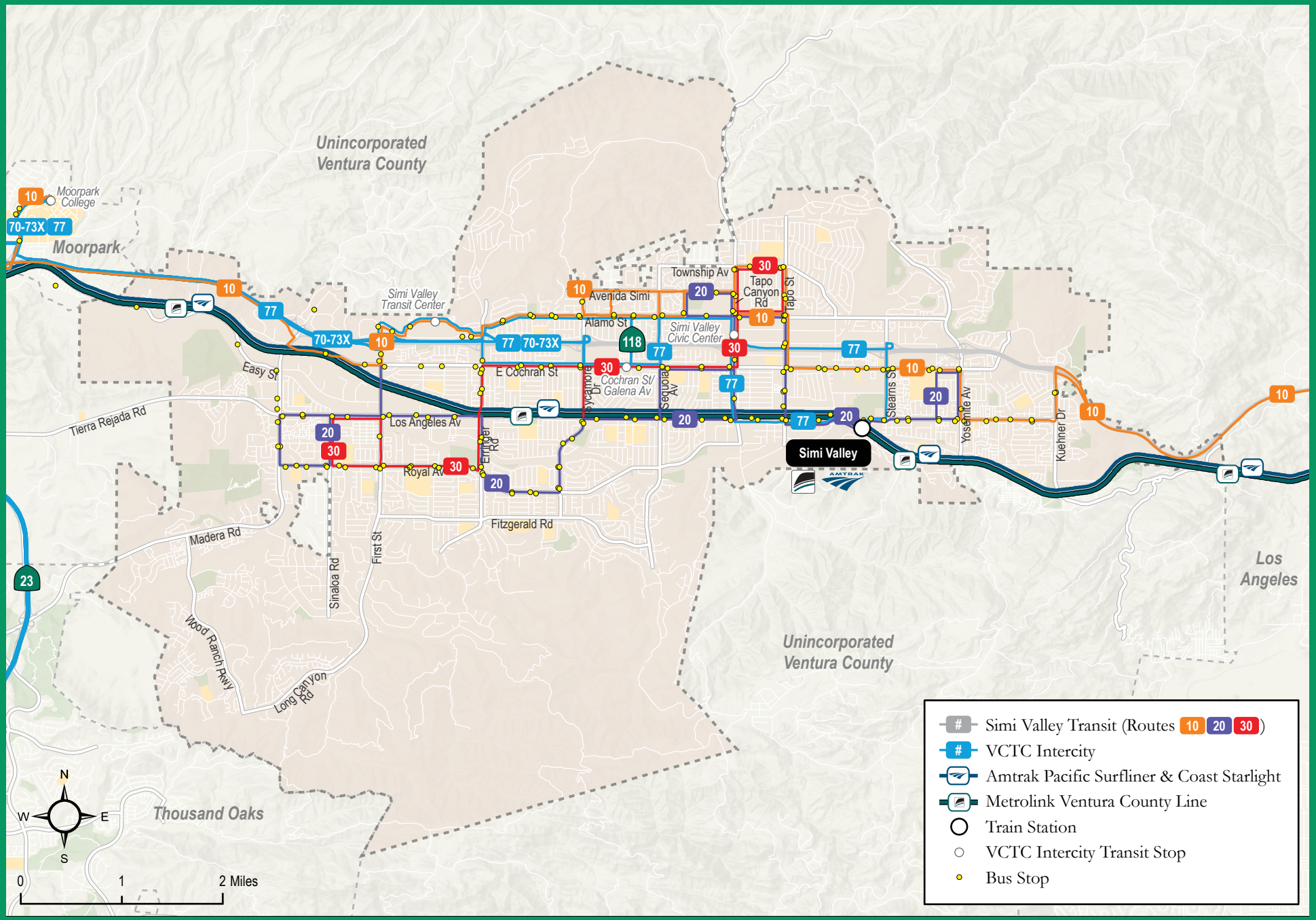
Bicycle parking is a critical aspect of the bicycle network. Having secure and accessible parking options helps promote bicycling by enabling users to leave their bicycle in a convenient location. Bicycle parking is currently available at many public facilities, such as City Hall, parks, schools, as well as some commercial shopping centers, and at the Simi Valley Metrolink/Amtrak Station.

These facilities allow commuters to securely store their bicycles at one end of their trip while riding regional rail to work or other destinations.

Simi Valley does not currently have a comprehensive inventory of bicycle parking. It is recommended that the City conduct an inventory with geographic coordinates, available parking information, and maintenance status.

Simi Valley Transit Station bicycle parking

Figure 3.3 Existing Transit Network (February 2026)



Biking & Transit

For bicycle riders who need or want to take their bicycle with them, bicycle storage on transit vehicles is paramount. Simi Valley Transit's buses are all equipped with a front-mounted bicycle rack. Educational and encouragement campaigns, such as the Bikes on Buses brochure, are intended to increase ridership, facilitate multimodal trips, and inform riders of appropriate use.

All Metrolink trains have a designated Bike Car, which is designed to accommodate up to nine bikes. The Bike Car is identified by a yellow "Bike Car" decal on the side of the train. These special train cars are in addition to the regular Metrolink train cars, which accommodate up to three bikes.

While riders are currently allowed to take bicycles onboard both buses and rail, the availability and configuration of onboard space can influence the ease of making longer-distance multimodal trips.

BIKES ON BUSES

INTRODUCTION

Getting around Simi Valley has never been easier thanks to Bikes on Buses, a City of Simi Valley sponsored program that allows you and your bike to travel on all Simi Valley Transit (SVT) buses. This is made possible because all SVT buses are equipped with bike racks that enable most kinds of bicycles to be secured to the front of the bus. So wherever the bus goes, you and your bike can go too!

PROGRAM RULES

- Each bike rack can carry up to three bikes on a first-come, first served basis. If there are three or more bicyclists ahead of you at a bus stop, please wait for the next bus.
- Passengers are responsible for loading and unloading their own bikes. Bus drivers do not assist with the loading or unloading of bikes.
- Ensure bicycle accessories are secured or removed from your bike before boarding the bus.
- Bikes are only permitted on the front exterior of the bus; they are not allowed inside the bus.
- Only single seat, two-wheeled bikes with standard size wheels can be accommodated by the bicycle racks. Bikes with less than 16-inch diameter wheels cannot be accommodated. Motor-powered bikes are not allowed.
- Children 11 and under may use the rack when accompanied by an adult.

Regular fares apply for each passenger.

- The City of Simi Valley/Simi Valley Transit is not responsible for bicycle theft or damage, or for the loss of bicycle accessories.
- Bikes left on SVT buses will be turned into Lost and Found at the end of the day. Unclaimed bikes will be held for 7 days at the Transit office. Call (805) 583-6456 and ask for Lost and Found. An operator will assist you.

CITY OF SIMI VALLEY

LOADING YOUR BIKE

1 LOWER THE RACK

While holding the rack handle, slightly push in on the rack to unlock and release it from its folded position, then lower the rack.

2 LOAD YOUR BIKE

Lift the bike into the rack, placing the wheels in the proper slot. One wheel slot is labeled “front tire”. The first bike loaded should be placed in the position closest to the bus.

3 SECURE THE BIKE

Your bike is secured in the rack when the support arm is raised over the top of the bike’s front tire. Release the support arm handle so that it rests on the tire.

YOUR BIKE IS NOW SECURE AND YOU CAN BOARD THE BUS.

3.2 Demand

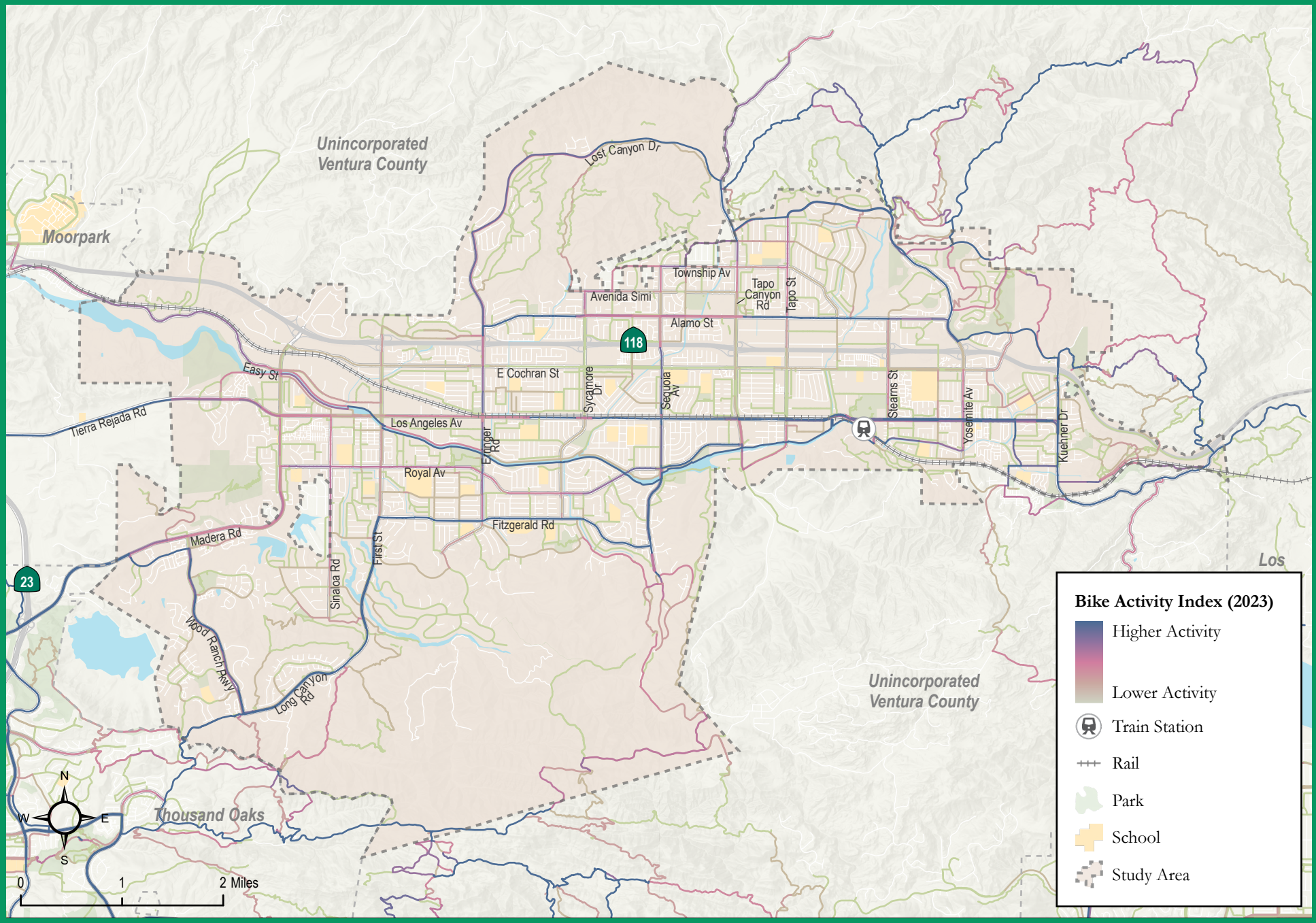
Understanding current and projected demand for bicycling helps prioritize locations where infrastructure investment is most needed and where the greatest benefits may be realized. This section compiles data sources that indicate where people are already biking and where they are most likely to bike in the future. These tools include travel activity data, trip generation models, and proximity-based analyses that evaluate origins, destinations, and areas of high potential for active transportation trips.

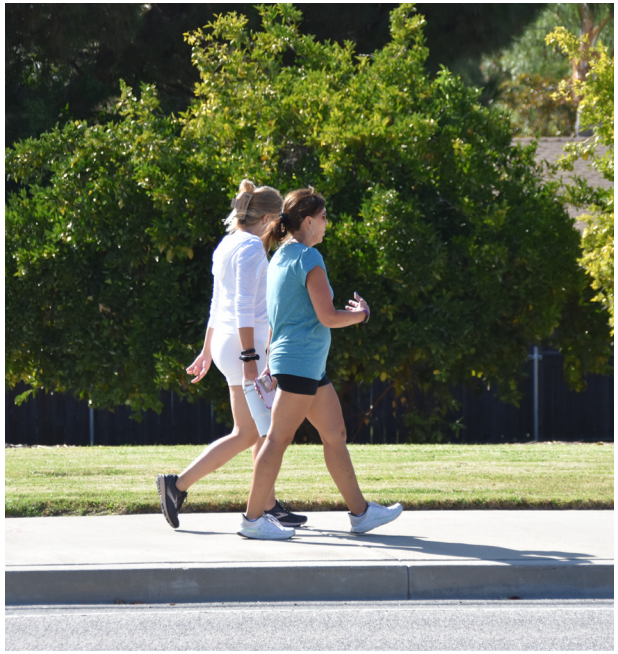
Figure 3.4 presents Strava activity data for Simi Valley. While this data is skewed toward recreational and fitness-oriented riders, it shows high levels of usage along the Arroyo Simi Greenway and other key corridors such as Fitzgerald Road, Los Angeles Avenue, Long Canyon Road/First Street, Sycamore Drive, and Sequoia Avenue.

A common analysis technique used to understand latent demand for cycling and walking – or the likelihood to make a walk or bike trip – is through an assessment of population and land use characteristics unique to the Simi Valley community. This latent demand is depicted in an active transportation propensity model. The propensity model combines walk and bike trip generator inputs – population, employment, zero-vehicle households, pedestrian commuters, and bicycle commuters – with walk and bike trip attractors – schools, retail, parks, recreational spaces, and civic uses. When combined, the active transportation generators and attractors provide a foundation for understanding active transportation demand across Simi Valley. The complete assessment, including the attractor and generator submodels, can be found in the Existing Conditions Assessment provided as **Appendix B**.

Generator inputs are based on higher population and employment densities, which are associated with potentially higher levels of active transportation trip generation. Bicycle and pedestrian commute rates, as well as zero-vehicle households, are also contributing factors to trip generation propensity. There is a linear east-west pattern of higher active transportation trip generators in the central area of the City, along Los Angeles Avenue, Cochran Street, and SR- 118. This is consistent with the findings of **Section 2.2 Population Characteristics**, which noted these areas for higher rates of population and employment density. An additional pocket of relatively higher trip generators is located in the southwest of the city, where there is a mix of residential units (high and low density) and open space.

Figure 3.4 Strava Bicycle Activity

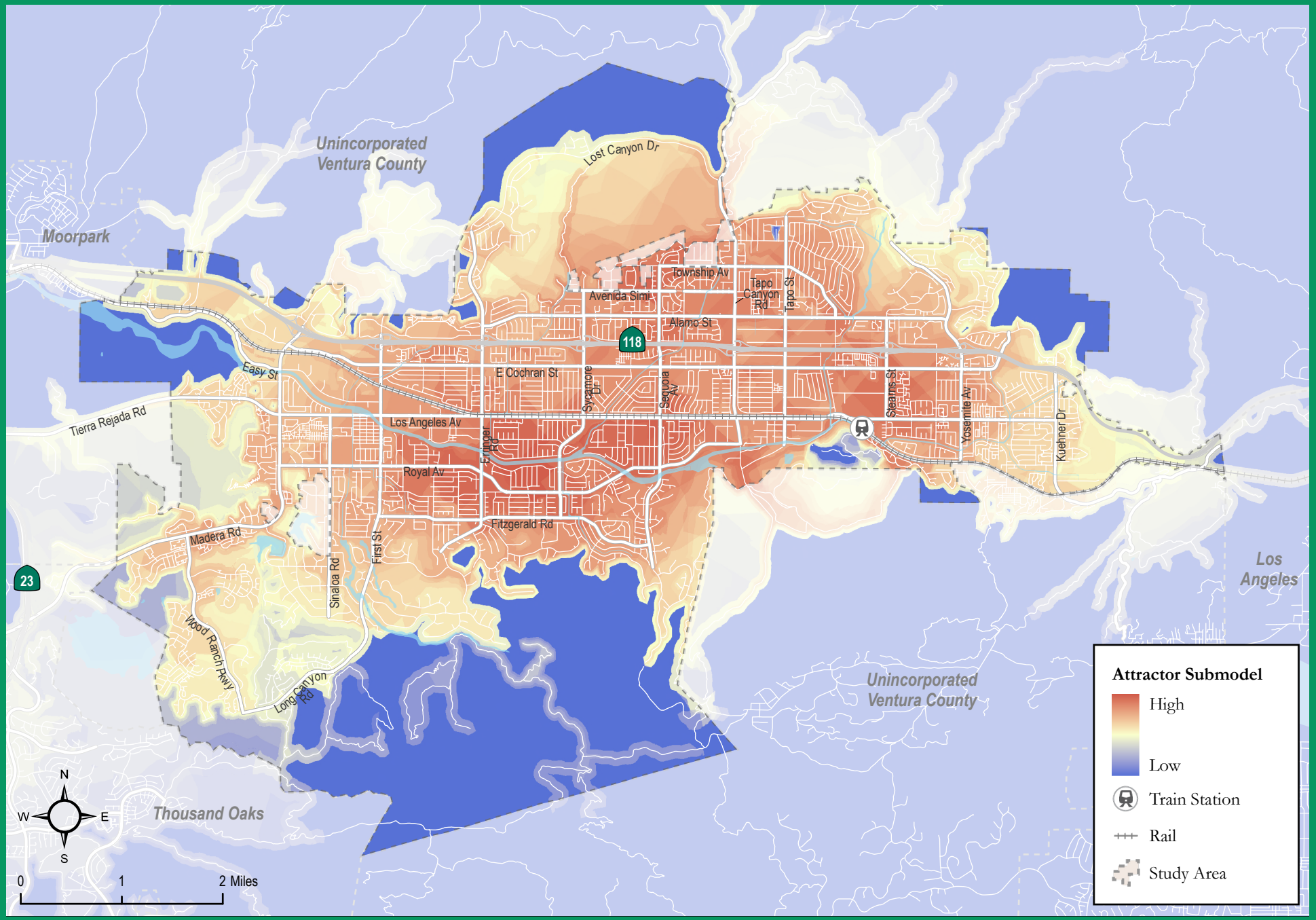




Attractors are places that people want to go to within Simi Valley and include places such as schools, commercial and civic land uses, and parks. Specific areas include retail centers such as Simi Valley Town Center and Towne Center Shopping Center, community parks and recreation centers, such as Rancho Tapo Community Park and Rancho Santa Susana Community Park, along with community assets like City Hall, the Ronald Reagan Presidential Library, and the Simi Valley Cultural Arts Center. The highest concentration of attractors can be found on the western side of central Simi Valley, roughly bound by Los Angeles Avenue, Fitzgerald Road, First Street, and Sequoia Avenue. This area includes Royal High School, Berylwood Elementary School, and Rancho Simi Community Park, among other attractors.

The Active Transportation Propensity Model, displayed as **Figure 3.5**, was created by combining the trip generator and trip attractor submodels with equal weighting. As shown, the greatest propensity is displayed in the central portion of Simi Valley, with concentrations along Los Angeles Avenue and SR-118. Higher propensity is indicative of areas with increased potential for active transportation due to relatively higher levels of trip attractors and trip generators. However, these areas may also have increased barriers related to active transportation, including higher posted speed limits and traffic volumes, more bicycle and pedestrian collisions, and more travel lanes.

Figure 3.5 Active Transportation Propensity



3.3 Safety

Collision data can be used to identify potential deficiencies, indicate areas of bicycle use, and discern common unsafe behaviors that may benefit from educational or enforcement related intervention. The collision review draws from five years of data (June 30, 2019 – June 30, 2024) obtained from the City's Crossroads Collision Database. The analysis was used to identify trends and patterns related to collision locations, injury severity, causes, violation codes, and victim age.

A total of 116 bicycle-involved collisions were reported during the five-year period. Section 3.3 of Appendix B provides a more detailed assessment of collision records, including a California Office of Traffic Safety comparison to other similarly sized cities throughout the region and California. Simi Valley was generally found to rank more favorably than peer cities in the region in terms of bicycle collisions yet ranks towards the lower half of statewide rankings.

Bicycle-involved collision locations are displayed in **Figure 3.6**. Approximately 10% of bicycle-involved collisions included a youth bicyclist (younger than 18) and 10% involved a senior bicyclist (older than 65). Eighteen crashes resulted in fatalities or severe injuries, accounting for 16% of the recorded collisions. Collisions were most concentrated in the central area of Sim Valley, along Cochran Street, Los Angeles Avenue, First Street, and Erringer Road.

The location with the highest number of collisions is the intersection of Erringer Road and Cochran Street, with five collisions reported. At this intersection, the southbound Erringer Road bike lane is dropped on the north and south legs to provide for dedicated right-turn lanes. There are no bicycle facilities along Cochran Street (east-west direction) in the vicinity.

Figure 3.6 Simi Valley Bicycle Collisions

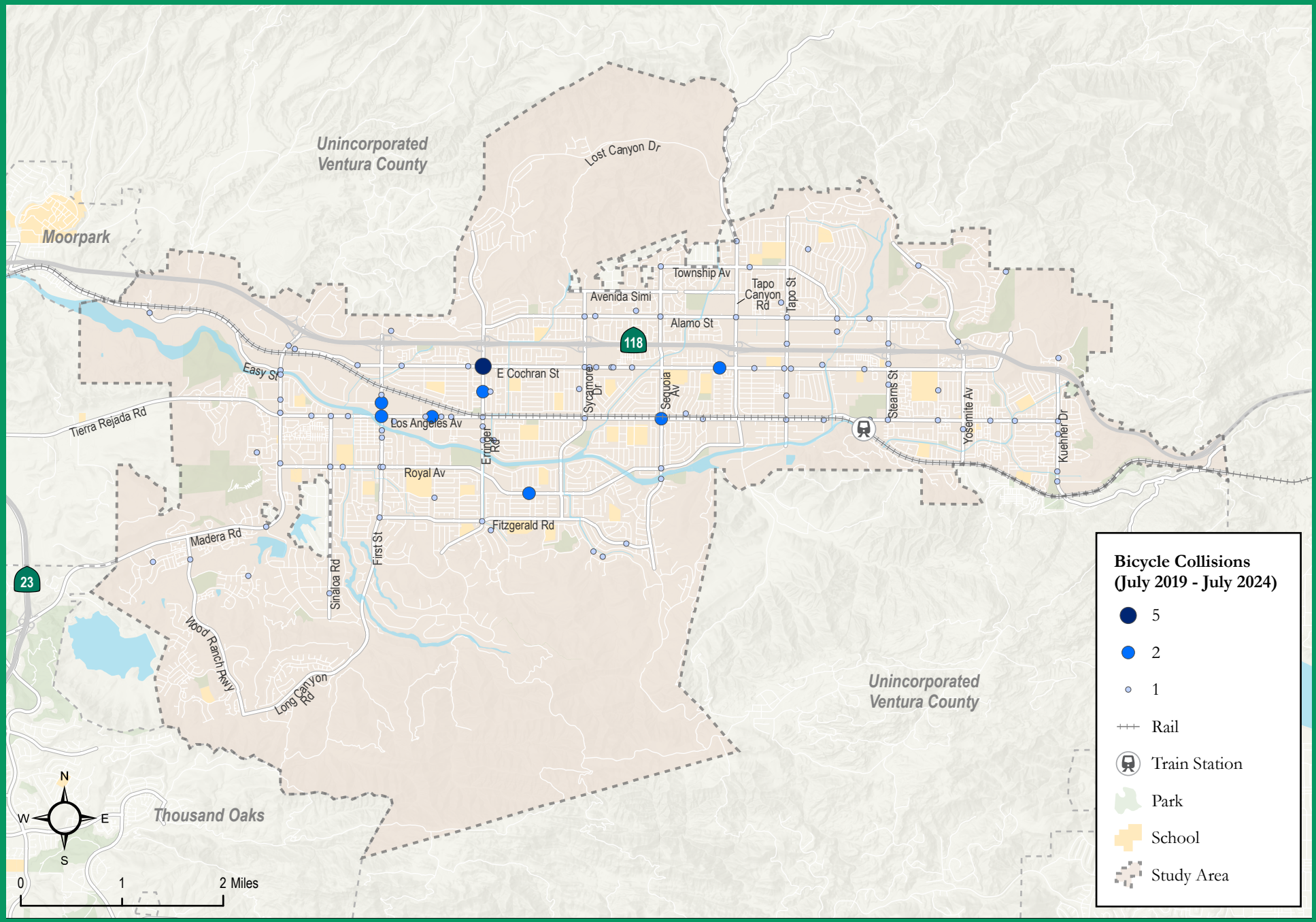
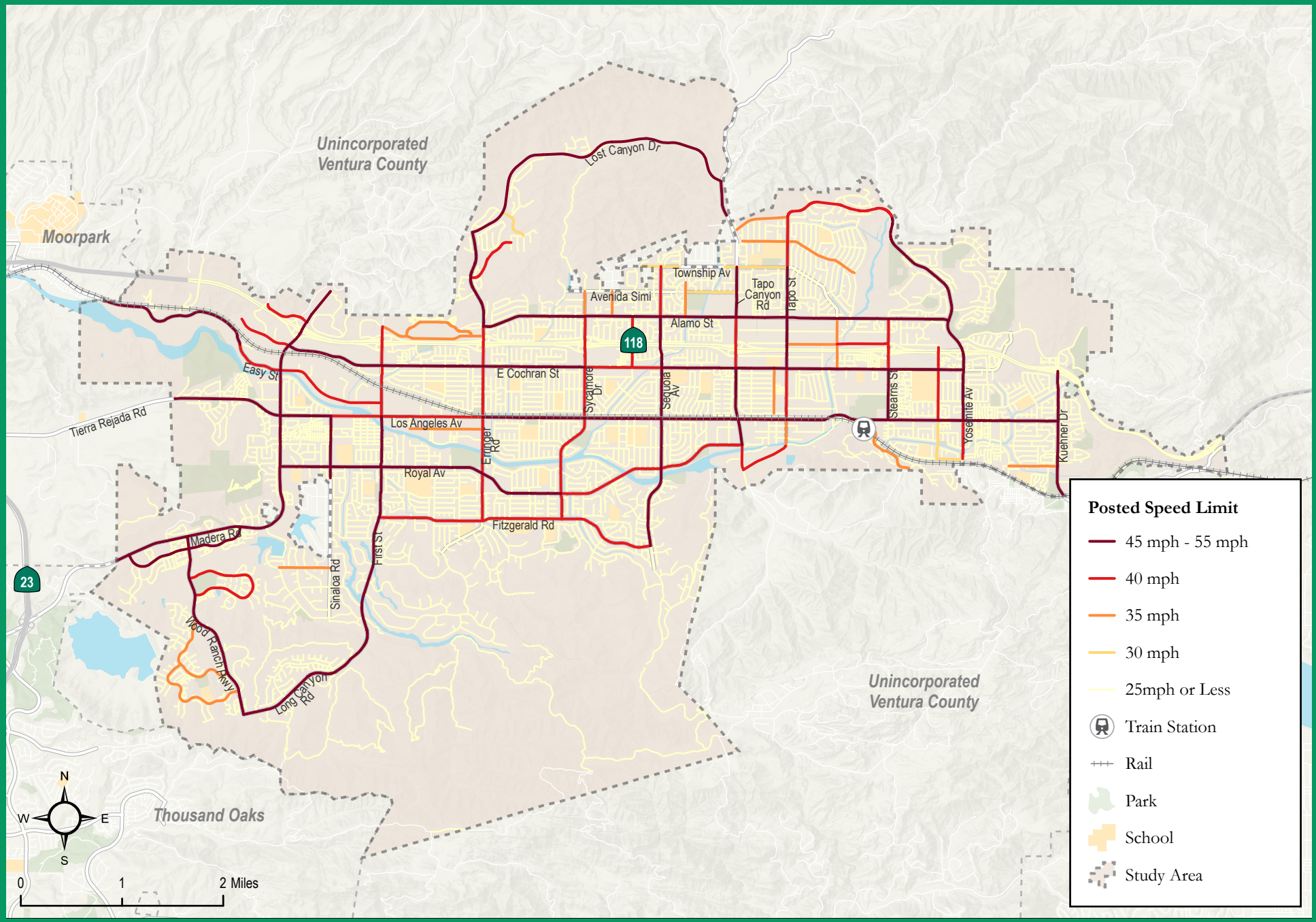


Figure 3.7 identifies posted speed limits. Many of the arterial roadways comprising the citywide street grid are 40 to 55 MPH. These arterials are the backbone of the roadway network and are often the only option to make connections between neighborhoods and traverse major infrastructure features such as SR-118 and the railroad tracks, emphasizing the need for context appropriate bicycle facilities.

Figure 3.7 Posted Speed Limits



3.4 Quality

The quality of the bicycle network was assessed using the bicycle Level of Traffic Stress (LTS) methodology for characterizing cycling environments, as developed by Mekuria, et al. (2012) of the Mineta Transportation Institute and reported in Low-Stress Bicycling and Network Connectivity[1]. LTS classifies the street network into categories according to the level of stress it causes bicyclists, taking into consideration a bicyclist's physical separation from vehicular traffic, vehicular traffic speeds along the roadway segment, number of travel lanes, and factors related to intersection approaches with dedicated right-turn lanes and unsignalized crossings.

Table 3.2 identifies the four LTS categories and provides a description of the traffic stress experienced by the bicyclist and the environmental characteristics consistent with the category. LTS scores range from 1 (lowest stress) to 4 (highest stress) and correspond to roadways that different populations may find suitable for riding on, considering their stress tolerance.

1 *Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon. "Low-Stress Bicycling and Network Connectivity" Mineta Transportation Institute (2012). https://transweb.sjsu.edu/research/Low-Stress-Bicycling-and-Network-Connectivity.*

Table 3.2 Existing Bicycle Facility Mileage by Classification

Score	LTS Description	Description of Environment
LTS 1	Presenting little traffic stress and demanding little attention from bicyclists; suitable for almost all bicyclists, including children trained to safely cross intersections.	◆ Facility that is physically separated from traffic or an exclusive cycling zone next to a slow traffic stream with no more than one lane per direction ◆ A shared roadway where bicyclists only interact with the occasional motor vehicle with a low-speed differential ◆ Ample space for bicyclist when alongside a parking lane ◆ Intersections are easy to approach and cross
LTS 2	Presenting little traffic stress but demanding more attention than might be expected from children.	◆ Facility that is physically separated from traffic or an exclusive cycling zone next to a well-confined traffic stream with adequate clearance from parking lanes ◆ A shared roadway where bicyclists only interact with the occasional motor vehicle (as opposed to a stream of traffic) with a low-speed differential ◆ Unambiguous priority to the bicyclist where cars must cross bike lanes (e.g., at dedicated right-turn lanes); design speed for right-turn lanes comparable to bicycling speeds ◆ Crossings not difficult for most adults
LTS 3	Presenting enough traffic stress to deter the Interested but Concerned demographic	◆ An exclusive cycling zone (lane) next to moderate-speed vehicular traffic ◆ A shared roadway that is not multi-lane and has moderately low automobile travel speeds ◆ Crossings may be longer or across higher-speed roadways than allowed by LTS 2, but are still considered acceptably safe to most adult bicyclists
LTS 4	Presenting enough traffic stress to deter all but the Strong & Fearless demographic	◆ An exclusive cycling zone (lane) next to high-speed and multi-lane vehicular traffic ◆ A shared roadway with multiple lanes per direction with high traffic speeds ◆ Bicyclist must maneuver through dedicated right-turn lanes containing no dedicated bicycling space and designed for turning speeds faster than bicycling speeds

Figure 3.8 displays the bicycle LTS results for all roadways and paths in Simi Valley. Most roadways with existing bicycle facilities exhibit LTS 3 or 4 conditions, with the exception of the following:

- Township Avenue/Kadota Street between Sequoia Avenue and Alamo Street (LTS 1-2)
- Mt Sinai Drive between Yosemite Avenue and Kuehner Drive (LTS 1-2)
- Arroyo Simi Greenway (LTS 1-2)

All east-west and north-south arterials are LTS 4 environments due to high traffic volumes, high posted speed limits, and the presence of right-turn only lanes. These LTS 4 roadways include connections along the three major physical barriers: SR-118, the rail corridor, and the flood channels.

Outside of the bicycle network, roadways with an LTS 1 or 2 environment are generally residential streets and collectors, characterized as having one lane in each direction while providing adequate width for cyclists and vehicles, with a low posted speed and low traffic volumes. The Class I bike path along Arroyo Simi Greenway also received LTS 1 ratings, however it does have some at-grade street crossings that some users may deem uncomfortable.

3.5 Summary of Needs & Opportunities

Chapter 3 presents key characteristics of Simi Valley's existing bikeway network, demand potential, safety conditions, and quality of experience. Together, these factors highlight the areas where gaps, barriers, or limitations prevent the network from fully serving residents and visitors. Major themes included:

Overcoming Barriers to Bicycle Connectivity:

Simi Valley's bikeway network primarily consists of Class II and Class III facilities along major corridors, many of which have LTS 4 conditions that discourage bicycling. Physical barriers like SR-118, the rail corridor, and flood channels, along with dropped bike lanes at intersections, further interrupt safe and continuous travel.

Challenges to Safety for Bicyclists and Pedestrians:

Over a five-year period, 116 bicycle collisions were reported, with key corridors including Cochran Street, Los Angeles Avenue, First Street, and Erringer Road. A significant share involved severe of fatal injuries, and many were linked to improper bicycling behaviors such as riding against traffic.

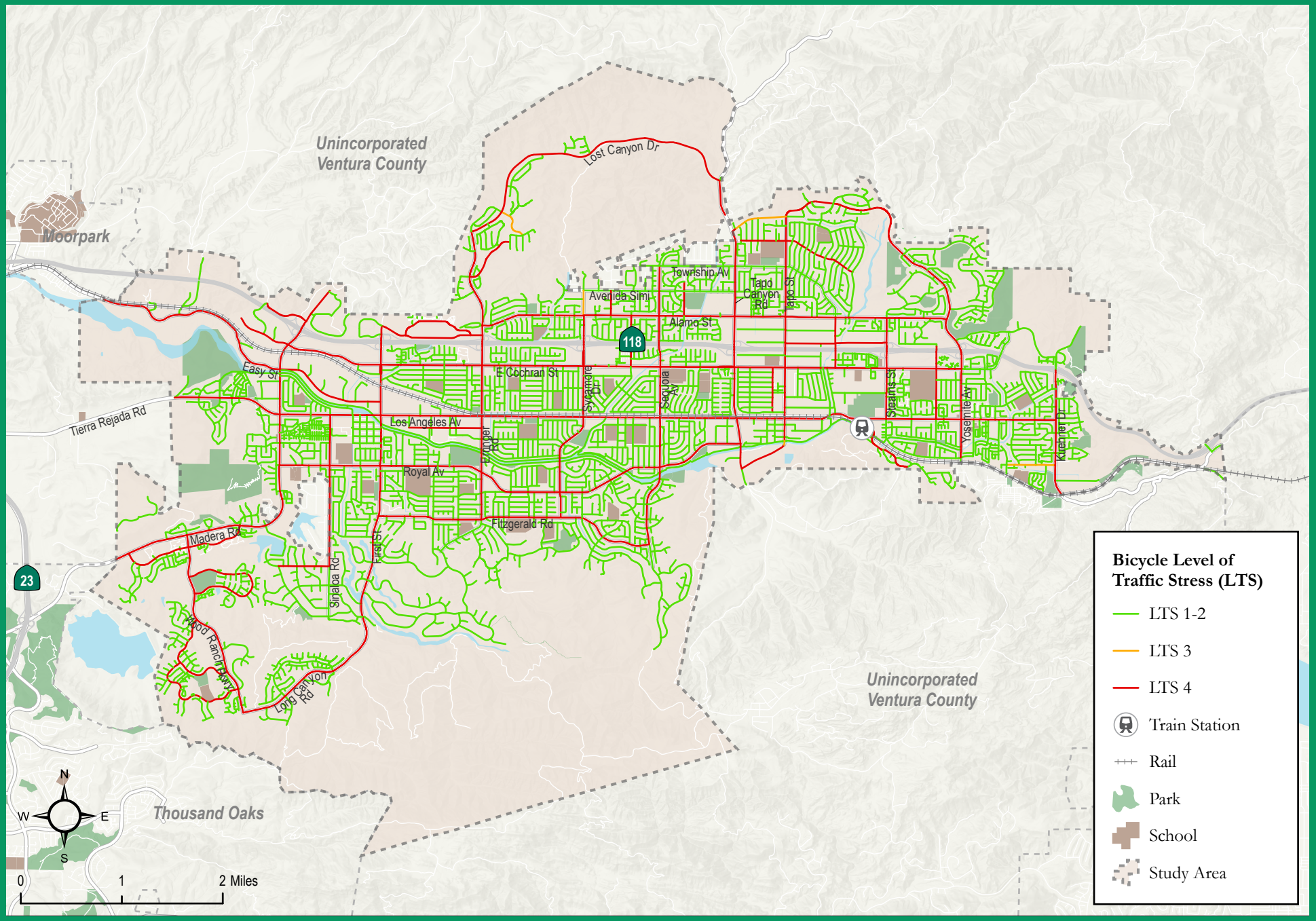
High Active Transportation Activity Areas:

Central Simi Valley shows high potential for active transportation, particularly along Los Angeles Avenue and Cochran Street. While demand is evident, many high-propensity areas lack comfortable infrastructure.

The Arroyo Simi Greenway:

Spanning roughly 12 miles east to west, the Arroyo Simi Greenway is the city's most comfortable bicycle facility. Recent upgrades and planning efforts under the Arroyo Simi Greenway Specific Plan (2018) support its role as a regional connector and recreational amenity, with additional segments still planned for completion.

Figure 3.8 Bicycle Level of Traffic Stress (LTS)




BIKE PATH
NO
MOTOR
VEHICLES
OR
MOTORIZED
BICYCLE

Chapter 4: **Recommendations**

This chapter presents the BMP goals and policies intended to guide development of the recommended bikeway network, treatments, and support strategies. The recommendations are based on findings from the existing conditions analysis, public and stakeholder input, and a review of current and planned improvements. Together, they form a comprehensive approach to improving bicycling in Simi Valley.

Recommendations are organized within the following framework:

- **Goals and Policies** (Section 4.1) provide the overarching framework for the plan recommendations, prioritization, and implementation.
- **Network Recommendations** (Section 4.2) identify corridors and connections that will enhance local and regional bicycle mobility.
- **Specific Recommendations** outline infrastructure upgrades and design strategies for particular conditions to improve safety and comfort across the network, such as intersection approaches (Section 4.3), Arroyo Simi Greenway access improvements (Section 4.4), and connecting across SR-118 (Section 4.5).
- **Treatments** (Section 4.6) include infrastructure elements, such as bicycle parking and signage, and measures to address e-bikes and scooters.
- **Programs** (Section 4.7) support bicycling through measures such as education and encouragement programs to facilitate everyday bicycle use.

The proposed network includes a range of facility types, including Class I bike paths, Class II bike lanes, Class III bike routes, and Class IV cycle tracks, with the goal of connecting residential neighborhoods to destinations such as schools, parks, civic institutions, and commercial centers. These recommendations provide a roadmap for creating a safer and more convenient and comfortable bicycle system citywide.

4.1 Goals and Policies

Goals provide a long-term vision of the plan. They are broad statements of the desired end state, defining the plan's overall direction while providing context for more specific policies and recommendations discussed in the BMP. Policies provide a bridge between goals and actual implementation measures, shaping recommendation development while offering direction.

The resulting framework includes four goals, each with supporting policies.

Goal 1

A bicycle network that is well connected to schools, parks and recreational spaces, workplaces, shopping, and other community resources.

"Simi could be the forerunner of a bicycle based economy/industry. Bikes as a mode of transportation, being cheaper and requiring no license, have a much lower barrier to entry than cars. Good bike infrastructure means teens without licenses can go the mall and adults can save on gas. In addition many companies make electric cargo bikes, which coupled with a strong bike path network allow businesses to transport goods (food, parts, etc.) cost effectively. Thus bikes are not merely recreational, they have economic utility."

- Community Member

Policy 1.1 Bicycle Master Plan	Maintain and update the City's Bicycle Master Plan to determine desired improvements and supporting programs that reflect current community needs, new developments, and changes in travel patterns and behaviors.
Policy 1.2 Bicycle Network Connections	Provide a continuous bicycle network, including the Arroyo Simi Greenway, that connects community facilities and other public and private buildings to each other, to the street, and to transit facilities.
Policy 1.3 Capital Improvements Program	Maintain a prioritized list of bicycle improvements for orderly implementation coordinated with the capital improvement program that is reflective of community needs.
Policy 1.4 Network Completion	Actively promote the completion of the bicycle network through the construction of missing links, while exploring opportunities to improve the safety and comfort of existing bicycle facilities.
Policy 1.5 Regional Bikeway System	In cooperation with the adjacent cities and the Ventura County Transportation Commission, plan and provide a system of bicycle lanes and trails within Simi Valley, including the Arroyo Simi Greenway, that links the City to the surrounding region.
Policy 1.6 Coordinated Improvements	Coordinate with Caltrans and the Rancho Simi Recreation and Park District to improve, implement, and maintain bicycle facilities in areas not controlled by the City.
Policy 1.7 Wayfinding Signage	Consider developing a wayfinding program to direct users to/from the Arroyo Simi Greenway and surrounding destinations.

Goal 2

Transportation infrastructure and behaviors that support safe bicycle travel.

"Simi Valley is a great biking town with the Arroyo Simi Bike Path, and it is great to see proposals to make Simi an even more bike friendly town."

- Community Member

Policy 2.1 Bicycle Signal Detection	Ensure existing and future traffic signals are capable of detecting bicycles and provide sufficient timing to safely cross.
Policy 2.2 Design Guidelines	Maintain and update bicycle facility design guidelines in accordance with best practices and regional efforts, while considering local context.
Policy 2.3 Railroad Grade Crossings	Encourage the railroad entities to continue to improve and maintain their railroad grade crossing surfaces and safety devices in a manner that is supportive of bicycle travel.
Policy 2.4 Safe Intersections and Facilities	Plan, design, implement, and retrofit intersections improvements and bicycle facilities that help provide safe bicycle mobility.
Policy 2.5 Bicycle Education	Coordinate with local and regional partners on educational and training programs intended to teach safe bicycling practices.
Policy 2.6 Electric Bicycle Speed Limits	Designate speed limits for electric bicycles and coordinate with Simi Valley Police Department and Rancho Simi Parks District Rangers to enforce and educate users.
Policy 2.7 Driveways	Limit driveway access on roadways with bicycle facilities to reduce potential conflicts between drivers and bicyclists. Wherever possible, consolidate driveways and implement access controls during redevelopment of adjacent parcels.
Policy 2.8 Multi-Use Trails	In cooperation with Rancho Simi Recreation and Park District, design multi-purpose trails with sufficient width to accommodate visitors seeking access to nature by bicycle or other environmentally sustainable travel modes.
Policy 2.9 Enforcement	Coordinate with local law enforcement and community members to identify safety concerns and locations that may benefit from increased enforcement.

Goal 3

An accessible and comfortable bicycle network for riders of all ages and abilities.

"As someone raised in Simi, and now reside here again as an adult, and a cycle enthusiast, all these proposals look great. Let's make this plan a reality and make this city safer, fitter, and more enjoyable for all."

- Community Member

Policy 3.1 Enforcement	Work with schools to ensure that bikes and vehicles are not in conflict during school arrival and dismissal.
Policy 3.2 Supporting Facilities	Encourage owners of commercial centers, business parks, and industrial projects to incorporate facilities that promote customer and employee access by bicycles, such as secure storage, connections to the street, and showers and lockers for employees.
Policy 3.3 Bicycle Amenities	Continue to require new development projects to provide bicycle-support facilities, such as bicycle parking and storage facilities, and connections to adjacent bicycle facilities where appropriate, to promote bicycle use.
Policy 3.4 Bicycle Parking	Coordinate with transit operators to provide for secure short- and long-term bicycle parking at primary transit stations.
Policy 3.5 Up-to-Date Parking Requirements	Periodically review and update bicycle parking requirements for development projects to ensure they are sufficient for the respective uses.
Policy 3.6 Access from High Density Uses	Connect Mixed Use, and High Density and Very High Density Residential development projects to bicycle facilities to provide residents with travel options.

Goal 4

Bicycling as a viable and integrated travel option of the transportation system, reinforced by dedicated infrastructure and programs.

"We are active users of the Arroyo Simi Greenway bike path for family recreation, so I'm very excited by the proposed extensions and connections to the trail. It's great that it goes north of the 118 freeway in the proposal. This makes it much easier to get to the bike path and adds new routes."

- Community Member

Policy 4.1 Funding Sources	Identify, pursue, and allocate funding for development and maintenance of bicycle facilities, including the Arroyo Simi Greenway.
Policy 4.2 Regional Funding	Work with the Ventura County Transportation Commission to increase the share of regional funding for bicycle, pedestrian, transit, and transportation systems management projects.
Policy 4.3 Incorporate Bicycle Facilities	Incorporate bicycle facilities in the design plans for new streets and highways and, where feasible, in plans for improving existing roads.
Policy 4.4 Safe Routes to School	Work with schools and other departments and agencies to evaluate the need, pursue funding, and implement safe routes to school programs.
Policy 4.5 Cost-Effective Implementation	Utilize roadway maintenance activities, such as roadway resurfacing/restriping, as cost-effective methods to implement planned bicycle improvements.
Policy 4.6 Promote Bicycle Usage	Promote bicycling as an option for short trips and to connect to transit.
Policy 4.7 Transportation Demand Management (TDB) Programs	Encourage existing major employers to develop and implement TDM programs to reduce peak period trip generation that include considerations for bicyclists, such as bicycle parking, bicyclist changing/shower facilities, and employee education.
Policy 4.8 Complete Streets	Accommodate and balance the needs of bicyclists with other users of the transportation system, with a focus on the corridors identified in the Planned Bicycle Network. Bicyclist safety and mobility should be considered through all phases of transportation and development projects, where relevant.

4.2 Recommended Bikeway Network

Consistent with the goals and objectives set forth in the previous section, the recommended bicycle facilities are intended to create a network of varying classifications that can serve recreational and everyday travel needs. The facilities were selected to be context sensitive and respond to voiced community desires while considering the realities of the environment, resulting in a connected network that is intended to serve the needs of users of varying skills, ages, and abilities.

Figure 4.1 again depicts the existing bicycle facilities in Simi Valley for comparison to **Figure 4.2**, the recommended bicycle network. The bicycle network envisioned for Simi Valley consists of the four formal bikeway classifications recognized by Caltrans and expanded on in Figure 3.1, Bicycle Facility Design Classifications:

- Class I, Bike Path
- Class II, Bike Lane
- Class III, Bike Route
- Class IV, Cycle Track

Table 4.1 summarizes the existing and planned centerline mileage of bicycle facilities by class for this plan along with the 2008 Simi Valley BMP. As shown, the City implemented over 10 miles of new bicycle facilities between 2008 and 2026. The updated BMP capitalizes on this momentum and recommends a planned increase of 48 miles, which would bring Simi Valley's bicycle and multimodal network from 68 to 116 miles.

The recommendations include both new facilities and enhancements of existing facilities. Existing facilities proposed for enhancements include:

- Los Angeles Avenue: existing Class II bike lanes and Class III bike routes are proposed to be improved to Class IV cycle tracks
- Tapo Canyon Road: existing Class II bike lanes are proposed to be improved to Class II buffered bike lanes and Class IV cycle tracks
- Tapo Street: existing Class II bike lanes and Class III bike routes are proposed to be improved to Class IV cycle tracks
- Sycamore Drive: existing Class III bike routes are proposed to be improved to Class II bike lanes

Table 4.1 Change in Existing and Planned Bicycle Facility Miles (2008 and 2026)

Class	2008 BMP		Built since 2008 BMP	2026 BMP		
	Existing (2008)	Planned		Existing (2026)	Planned Increase	Planned Network **
Class I – Multi-use Path	7.6	10.1	6.3	13.9	12.4	26.3
Class II – Bike Lane	39.3	21.2	4.7	44.0	15.6	49.6
Class II - Buffered Bike Lane	-	-	-	-	3.2	3.2
Class III – Bike Route	10.6	27.9	0.3	10.9	17.1	24.7
Class IV – Cycle Track *	-	-	-	-	12.6	12.6
Total	**57.5**	**59.2**	**11.3**	**68.8**	**60.9**	**116.4**

**Class IV, Cycle Tracks, were not an approved class of bicycle facility when the 2008 BMP was adopted.*
*** The Planned Network includes conversions of existing facilities, for example from Class II to Class IV, so the total values of the planned network may not equal the sum of the Existing and Planned Network.*

Figure 4.1 Simi Valley's Existing Bikeways

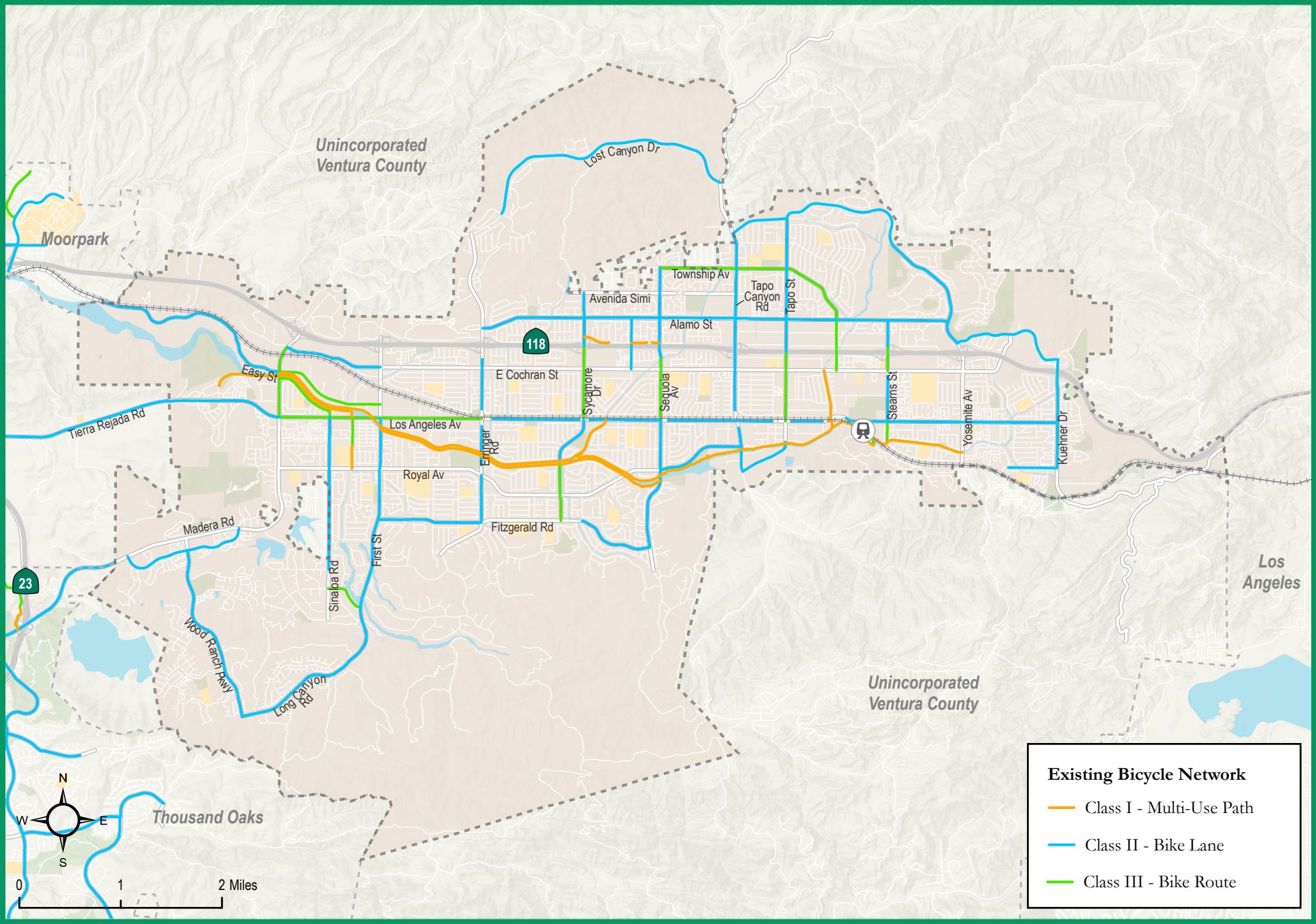
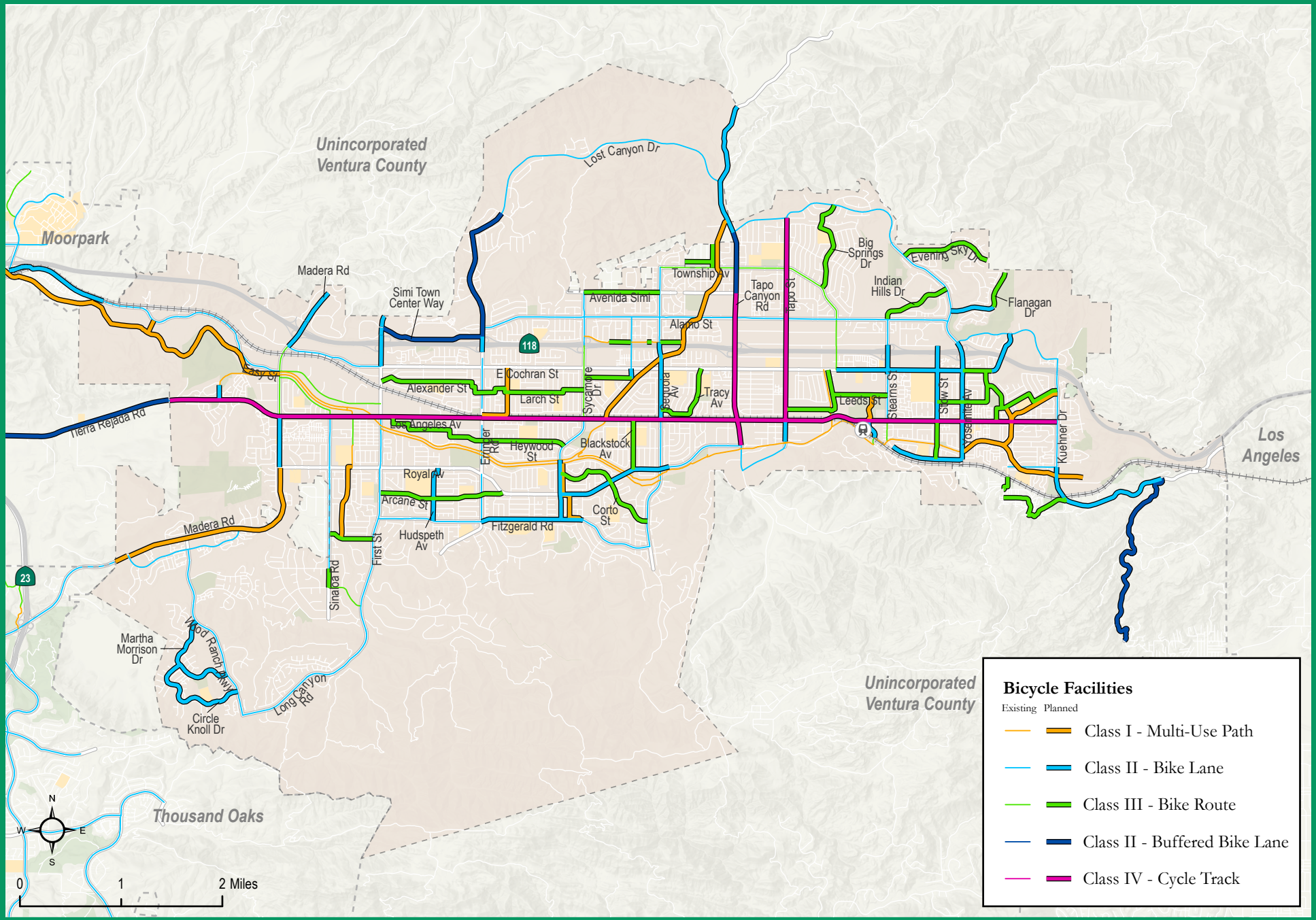


Figure 4.2 Planned Bicycle Network



4.3 Intersection Approaches

Intersection approaches are some of the more constrained locations along roadways. Vehicular demand can necessitate the need for right and left turn lanes, which may limit the ability for dedicated bicycle facilities, such as Class II bike lanes and Class IV cycle tracks, to continue to the intersection. For example, bike lanes frequently drop at the approach to many signalized intersections on Los Angeles Avenue and Cochran Street. This is frequently due to ROW widths limiting the capacity to include turn lanes and bicycle lanes without road widening. The termination of bicycle facilities at these locations can create confusion and challenges for both bicyclists and drivers, which increases the chances of conflict. There are approaches that can be considered on a case-by-case basis to better direct the paths for all road users thereby increasing understanding and predictability with the intent of decreasing potential conflicts and the chance of collisions.

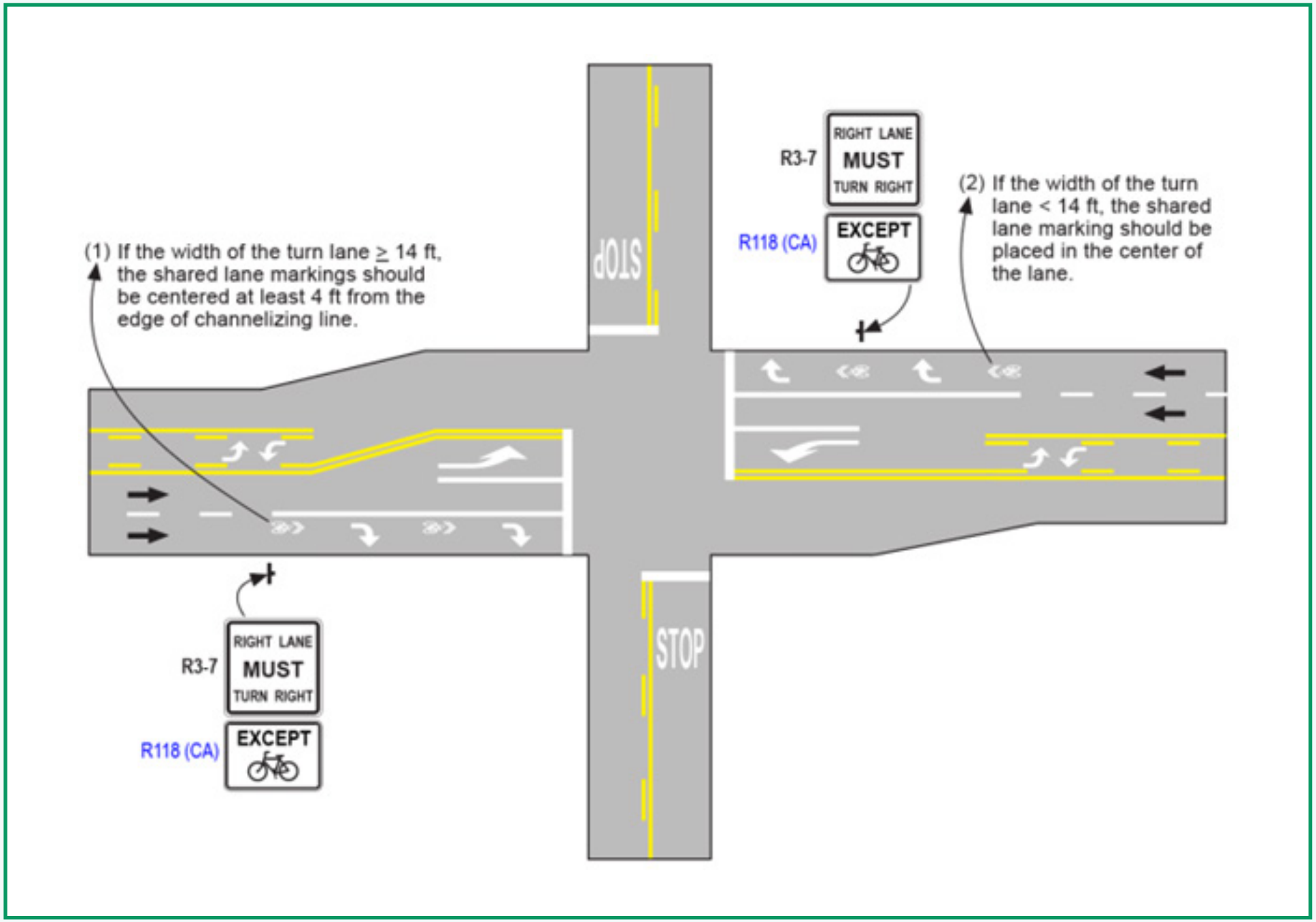
Option 1: Narrow Vehicle Travel Lanes

The first option is to reduce the width of vehicular travel lanes while still meeting minimum design standards for the respective roadway classification and speed. The additional width may be sufficient to continue a dedicated bicycle facility up to the intersection. For example, 14-foot lanes can typically be reduced to 10 to 12 feet, which would maintain existing operations and travel lanes while freeing up width for the bicycle lane to continue to the intersection. This option can be implemented where existing lane and ROW widths permit. This can be implemented by restriping during scheduled maintenance and repaving. Design should consider access for all vehicle types anticipated to use the roadway, including emergency vehicles, transit, and trucks.

Option 2: Shared Lanes

Where ROW widths are insufficient to continue the bicycle lane to the intersection, an alternative approach is to create a shared lane within the existing right turn pocket or through lane, as illustrated in **Figure 4.3**. Senate Bill 1216, which generally prohibits the installation of sharrow marking (Class III bike routes) along roadways with a posted speed limit greater than 30mph, was crafted with these constrained environments in mind. The legislation has flexibility, permitting sharrows “at or near an intersection for the purpose of connecting a Class I, Class II, or Class IV bikeway through the intersection” (California Streets and Highways Code Section 891.9). This approach is typically characterized by striping and signage to alert both drivers and bicyclists where to go. Restriping can be implemented during scheduled maintenance and repaving.

Figure 4.3 Example shared right-turn pocket



4.4 Arroyo Simi Greenway Access Improvements

Erringer Road: The crossing here is signalized with standard crosswalks.

Figure 4.4 Arroyo Simi Greenway Access Points

● Existing Arroyo Simi Greenway Access Point

The Arroyo Simi Greenway (ASG) acts as the backbone of Simi Valley's bicycle network, crossing from east to west across the City from Stargaze Place to Yosemite Avenue. The Class I path traverses the City connecting to neighborhoods, destinations, transit services, and the greater bicycle network. It is a unique asset that is widely appreciated and used by the community, as voiced throughout the Plan development process. As it is such an integral part of the City's bicycle network, it is important to have safe and convenient access to the many ASG access points shown in **Figure 4.4**.

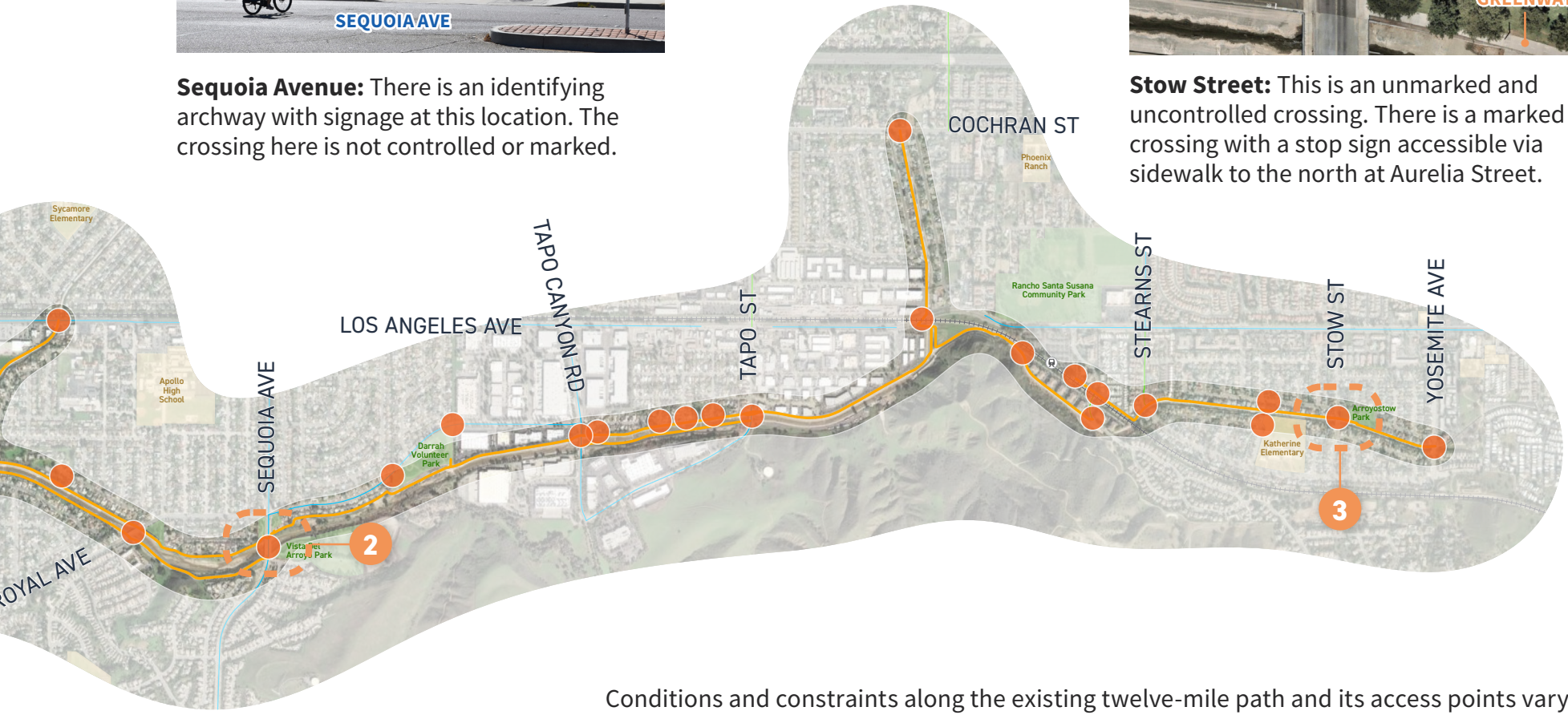
Existing Bicycle Facilities

- Class I Multi-Use Path
- Class II Bike Lane
- Class III Bike Route

- Park
- School
- Train Station & Rail

Sequoia Avenue: There is an identifying archway with signage at this location. The crossing here is not controlled or marked.

Stow Street: This is an unmarked and uncontrolled crossing. There is a marked crossing with a stop sign accessible via sidewalk to the north at Aurelia Street.



Conditions and constraints along the existing twelve-mile path and its access points vary. Some have signalized crossings, some have no controlled crossings, while others are grade-separated or are at the end of dead-end roads. Speeds vary from slow, neighborhood-oriented local streets signed as 25 mph while others are higher-speed arterials signed as 40 mph or higher. The number of lanes also vary from two to four or more. All of these varying conditions affect the comfort and usability of the access points.

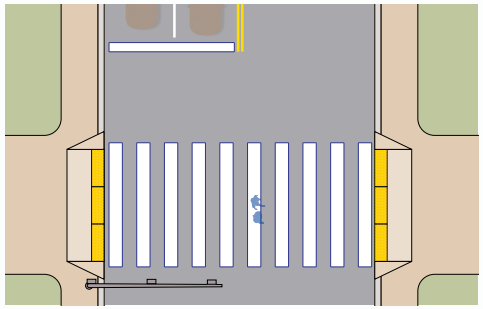
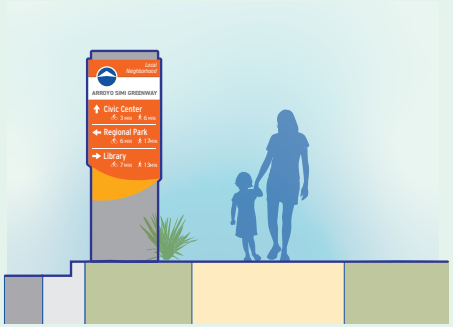
4.5 Intersection and Access Improvements

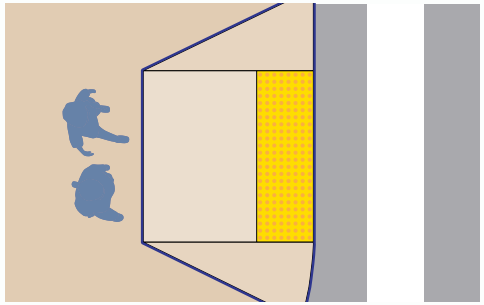
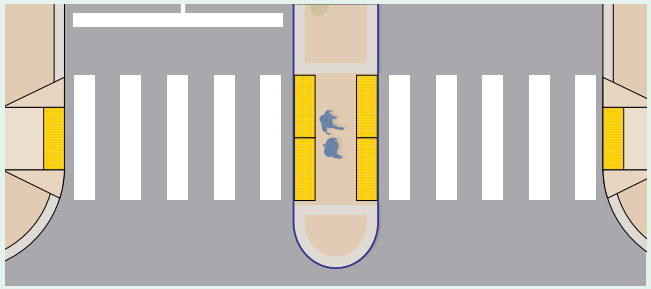
This section provides a toolbox of infrastructure, signing, and striping enhancements intended to improve safety and mobility at intersections and/or access locations.

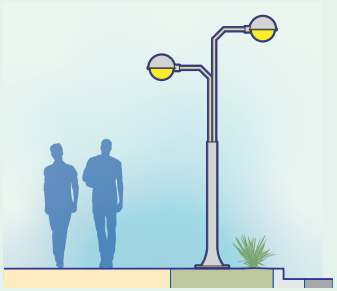
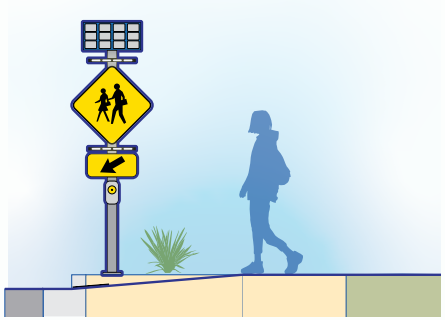
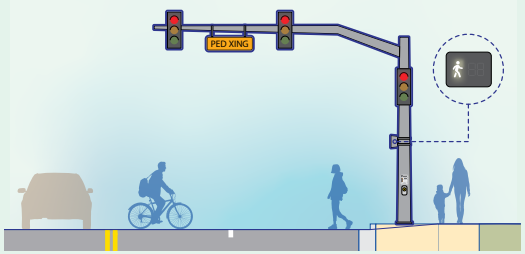
Potential treatments will be based on the type of environment at each individual access point, while considering cost, constructibility, operations, sight distance, and other variables to be evaluated at the individual project level.

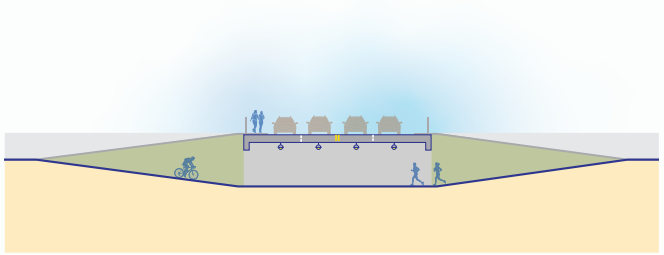
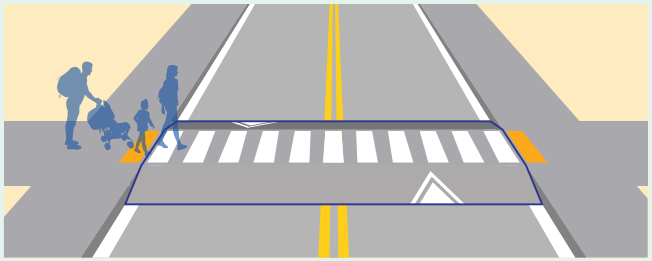
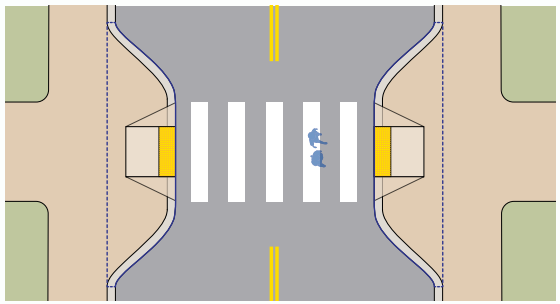
Different conditions require different approaches. Some of the variables that will factor into determining improvements include, but are not limited to, posted speed limit, number of travel lanes, traffic volumes, proximity to intersections, crossing type (intersection or mid-block), and nearby land uses.

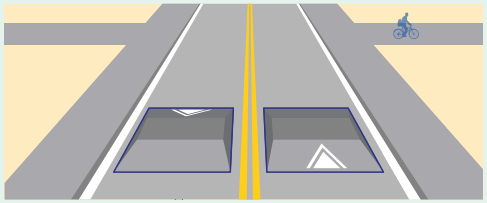
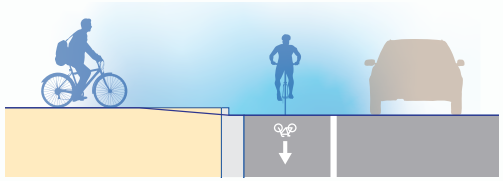
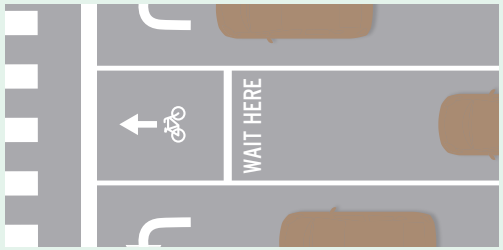
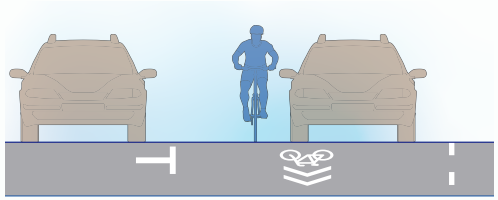
Some improvements can be placed at the access point and crossing area, while others may be considered for nearby signalized intersections.

Feature	Description
High Visibility Crosswalk & Advanced Stop Bar 	The combination of advanced stop bars and high visibility crosswalks can create a more comfortable and safer crossing space for pedestrians. High Visibility crosswalks are marked with reflective paint and provide increased visibility to areas where pedestrians cross. Advanced stop bars increase the distance between a car's stopping point and designated pedestrian crossing points. This can reduce cars' encroachment onto crosswalks. Stop bars should be reflective, solid white, and have a width between 12 and 24 inches.
Wayfinding 	Wayfinding signage can make trails and routes more accessible and enjoyable by providing information on the route, access points, and destinations. It can make people feel less lost or encourage them to take a new route. Information depicted can include maps, time to destination, or distance. Signage should be easy to read, cohesive, and clear in its directions. While specific design can vary, it should avoid using colors already designated for traffic control signage. Signage should also be posted at pedestrian level, and be easy to find along the route. Visually, the information should be easy to read and maintain consistent icons throughout the length of the route.

Feature	Description
Curb Ramps 	Curb Ramps are flared curb cuts that grade slope from the sidewalk towards the street providing a smooth continuous path. This allows people using mobility devices, strollers, or scooters to cross the street without having to find a different path or risk the sidewalk drop. ADA accessible curb ramps have a detectable warning surface (DWS), or truncated domes, which can provide people with visual impairments with a warning when they are approaching the street. Curb ramps can be individually placed at each corner or on both sides of the ramp. Placement and grading of curb ramps should take into consideration drainage to prevent the flooding of ramps.
Median Refuge 	Median Refuges provide pedestrians a place to wait and safely stand mid-intersection when a light change is not long enough to cross. Instead of rushing or risking cars not seeing them when they are halfway, the median refuge gives them sufficient space to stand and wait until the next signal cycle. Median refuges can be placed at midblock crossings or multi-lane intersections and can be used in roadways with more than four lanes, high speeds, or high volumes. Median refuges are raised and should be a minimum of 6 feet wide or 8 to 10 feet if possible. Truncated domes should be placed on both sides of the island.
Advisory Signage 	Advisory signage calls attention to roadway conditions and increases drivers' awareness of a potential change in situations. Potential signs include speed limits, speed reminders, pedestrian crossings, and school zones. Placement can vary between permanent, seasonal, or temporary. Signage should adhere to its respective design guidelines based on the intended advisory.

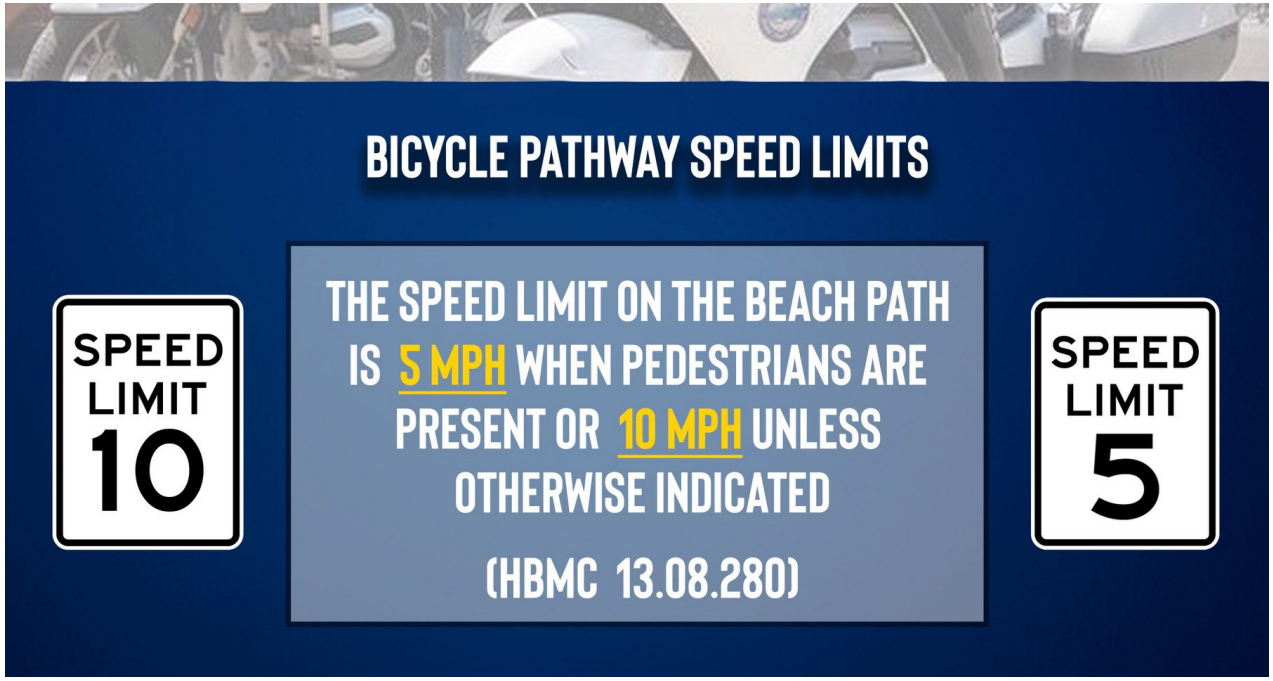
Feature	Description
Enhanced Lighting 	Installing lighting can help create a safer environment that encourages trail use among pedestrians. Lighting increases visibility for pedestrians as well as drivers, as they can more easily see pedestrians along the route. Pedestrian scale lighting that is closer to pedestrian height provides direct light compared to the overhead lighting. This can help pedestrians identify and navigate any obstructions or challenges along the route.
Rapid Rectangular Flashing Beacon (RRFB) 	Rectangular Rapid Flashing Beacons (RRFBs) provide a designated flashing that alerts cars that a pedestrian is crossing or waiting to cross at unsignalized crossing points. The flashing lights are part of a pedestrian crossing sign and typically a high visibility crosswalk. They are placed on both sides of the crossing point and have a button for pedestrians or bicyclists to activate the flashing lights.
Pedestrian Signal 	Pedestrian specific signals prioritize pedestrians at intersections and provide sufficient time for crossing. Signal buttons can provide auditory information on when or when not to cross. Countdown signals show the time left in the crossing period. Leading Pedestrian Intervals, or LPIs, allow pedestrians to cross before traffic is allowed to turn, giving pedestrians a chance to establish their presence in the intersection first.

Feature	Description
Grade Separation 	Grade separations physically distance the modes of transit from pedestrians and bicyclists. The separation can reduce stress on riders and pedestrians as they do not have to constantly interact with vehicles.
Raised Crosswalk 	Raised crosswalks provide two benefits. By being the height of the sidewalk, raised crosswalks act like speed bumps and encourage drivers to slow down. Their increased height compared to traditional crosswalks also makes pedestrians more visible.
Curb Extensions 	Curb extensions, often called bulb outs, provide two functions, to reduce the distance in which pedestrians cross traffic and to slow traffic down. The ramps extend into the roadway and reduce the space vehicles can use, causing them to slow down. In streets with existing parking, they should extend the width of the parking lane. Additional considerations include existing bike lanes and drainage, in which the design of the extension can accommodate. Curb extensions can be combined with additional landscape elements to create a more pedestrian friendly environment.

Feature	Description
Speed Humps or Cushions 	Speed bumps can be used to reduce the speed of cars where high speeds are a safety hazard to pedestrians. Implementing these cushions at set intervals signal to drivers to maintain a slow speed throughout the street segment. Speed humps are typically placed in residential streets and should be avoided in main streets.
Additional Connections 	Expanding the existing bicycle network by increasing the number of connections can provide riders with more route and destination options. A well-connected bicycle network can be convenient for riders and reduce short car trips.
Bike Boxes 	Bike boxes can be created with paint treatments at the front of intersection approaches before the limit line, giving priority idling spaces for bicyclists. This treatment can provide bicyclists a dedicated space at intersections in instances where a bike lane needs to be dropped on the approach to provide space for a right-turn only lane.
Bike Sharrows 	A "sharrow" is a shared lane marking intended to assist bicyclists with lateral positioning in a lane intended to be shared with motor vehicles. Sharrows can be applied along Class III bike routes to supplement post-mounted signage and alert road users to anticipate bicyclists. Sharrows can also be applied at intersection approaches for the purpose of connecting a Class I, Class II, or Class IV bikeway through the intersection.

In addition to access improvements, Simi Valley community members voiced challenges with the speed of bicyclists, particularly e-bicyclists, along the Arroyo Simi Greenway. The Arroyo Simi Greenway falls within the Rancho Simi Recreation and Park District's jurisdiction. The City of Simi Valley has held discussions with District representatives, ensuring they are aware of the concern. Bike speeds along the pathway may be addressed through enhanced signage, educational and outreach efforts, and potentially through targeted enforcement.

E-bike speeds are a common concern in communities throughout Southern California and the nation. The issue can be more prevalent along facilities shared by pedestrians and bicyclists due to their greater speed differentials. Jurisdictions are confronting the issues through a variety of approaches and campaigns such as safety reminders via social media and changeable message signs, speed limit and radar signs, and signage reminding bicyclists to yield to pedestrians.



4.6 Local Roadway Connections across SR-118

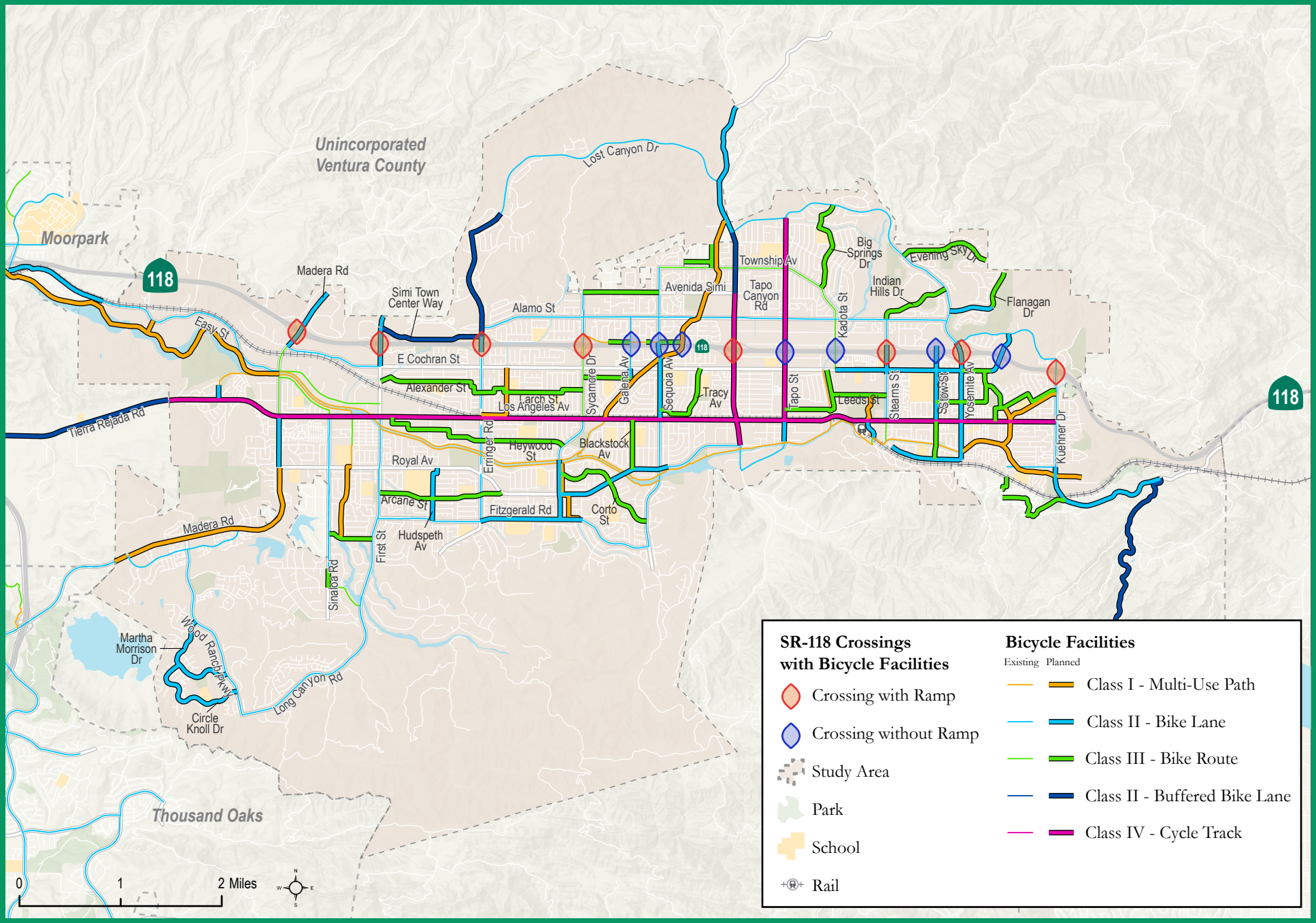
SR-118 crosses the northern half of the City in an east-west direction, acting as a barrier to active transportation users due to limited crossing opportunities. Where crossing opportunities do exist, SR-118 ramps often intersect with the local City streets, drawing relatively high volumes of vehicular traffic and resulting in uncomfortable bicycling conditions. These conditions emphasize the importance of providing dedicated bicycle facilities along the north-south running roadways traversing SR-118, where feasible.

Figure 4.5 identifies SR-118 crossing locations, distinguishing between those with and without on- or off-ramps. Notable intersections with freeway on- and off-ramps include those at Erringer Road, Tapo Canyon Road, Stearns Street, and Kuehner Drive.

Opportunities also exist to emphasize bicycle travel on city streets that traverse SR-118 without ramps. These streets, including Galena Avenue, Sequoia Avenue, and Tapo Street, provide north-south travel routes without the stress of crossing freeway ramp entrances and exits on a bicycle.

Caltrans District 7 has jurisdiction over these intersections and is working on initiating ramp and intersection projects that will include improvements to bicycle striping and signal updates, where applicable. The City of Simi Valley staff will continue to coordinate with Caltrans staff to help achieve consistency with facilities on the local streets and provide for the comfortable and efficient mobility of all roadway users.

Figure 4.5 SR-118 Bicycle Crossing Locations



4.7 Bicycle Parking and Supporting Features

The City of Simi Valley Municipal Code includes regulations related to bicycle parking, information, and access as part of Chapter 9-34 – Parking and Loading Standards, and 9-39 – Transportation Demand Management (TDM). This section is intended to build on the standards with guidance to support end of trip facility implementation.

4.7.1 Bicycle Parking

Providing bicycle parking at different locations encourages riders to use their bicycle more as there will be a secure location to park their bicycles at their destination. The parking provided should be accessible and ensure the relative safety of the bicycle. Locations that are frequently visited and may benefit from bicycle parking include parks, shopping areas, schools, and community centers.

City of Simi Valley Municipal Code Section 9-34.070 – Miscellaneous Provisions provides the following bicycle parking requirements:

D. Bicycle parking facilities.

1. In commercial and industrial projects with 20 or more required parking spaces, a rack or other secure device for the purpose of storing and protecting bicycles from theft shall be installed.
2. The devices shall be provided with a minimum capacity of one bicycle for each 20 required off-street parking spaces.
3. The devices shall be located so as not to interfere with pedestrian or vehicular traffic.

Short Term Parking Options

Bicycle racks are low-cost options for short-term parking, intended for riders that are expected to depart within two hours. These require riders to provide their own locking mechanisms. A standard U-shaped rack allows for two bicycles to be parked while other designs could accommodate additional bicycles.

These racks should be placed in highly visible areas and should allow for enough space to maneuver but not block walkways. While the standard is the U-shaped rack, other options include post and loop, and decorative racks. Recommended bike racks should have enough support to lock both the wheels and the frame, not just the wheel. Potential locations in Simi Valley include the shopping center at the intersection of Sycamore Street and Los Angeles Street.

Long Term Parking Options

For riders looking to park for more than two hours, bicycle lockers can provide a more protective option. This option is ideal for commuters who may leave their bicycle in one place for extended periods of time and for people with e-bikes that may have concerns regarding battery theft. The locker's box shape provides protection from the elements and guards against vandalism. There are various types of locker designs with some accommodating more than one bike. Common locker materials include plastic, fiberglass, and metal, and designs can be selected to align within the aesthetics of the environment they are placed. Access to the lockers can vary with options including a subscription based model or physical keys. Within Simi Valley, bike lockers would be most appropriate at the Metrolink/Amtrak Station and City Hall complex.

4.7.2 **Repair Stations**

Repair stations provide access to maintenance tools allowing riders to make adjustments and minor repairs without the need to return home. The stations include a bicycle stand, an air pump and an assortment of tools that facilitate a range of repairs. Public installation allows for greater accessibility throughout the day. One of the challenges with repair stations is tool preservation and maintenance. Stations should be placed in public, well-lit, activated areas such as fire stations, community centers, or parks. The stations should be installed in areas with enough room to allow for lifting and dismounting a bicycle. There are two existing repair stations in Simi Valley located at Fire Station #43 and #44, both installed and maintained by the County of Ventura.

"Simi Valley is big and long and an E bike makes it so much easier. Put chargers along with the self-repair areas so people can do maintenance and charge."

- Community Member

4.8 E-bike Considerations

E-bikes have become a popular method of transport in recent years. E-bike technology is rapidly evolving, while legislation and guidance attempt to keep pace. One of the greatest challenges faced by local agencies is the speed differential between e-bikes, standard bicycles, pedestrians, and other mobility modes. With higher speeds being achievable than traditional bicycles, setting and enforcing standard speed limits can decrease the potential conflicts with pedestrians. While the State of California provides some guidelines on the type of bicycle classes allowed on specific trail types, the City of Simi Valley may consider implementing signage and/or restrictions to encourage safe riding practices, such as those discussed in **Section 4.4 Arroyo Simi Greenway Access Improvements**.

Relevant State regulations include:

- **SB-1271 Electric Bicycles, Powered Mobility Devices, and Storage Batteries (2024):** Requires all e-bike batteries sold in California to have their batteries tested and certified for safety standards starting in 2026.
- **AB-1774 E-Bike Modification (2024):** Prohibits the sale and use of devices that override speed (maximum of 28 mph) or power (750 watts) limitations of e-bikes.
- **AB-712 Tenancy:** Personal Micromobility Devices (2023): Requires landlords to allow tenants to store and charge micromobility devices in their units.
- **AB-1096 Vehicles:** Electric Bicycles (2015): Defines three e-bike classes and clarifies their legal treatment under the California Vehicle Code (CVC).

The City may consider working with the Ventura County Transportation Commission and/or surrounding cities, school districts, and advocacy organizations such as Bike Ventura County (BikeVC) to establish consistent regional approaches to education and enforcement of e-bike related topics.

Section 312.5 of the California Vehicle Code defines electric bikes and three classifications based on speed and pedal capabilities:

312.5. (a) An "electric bicycle" is a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power.

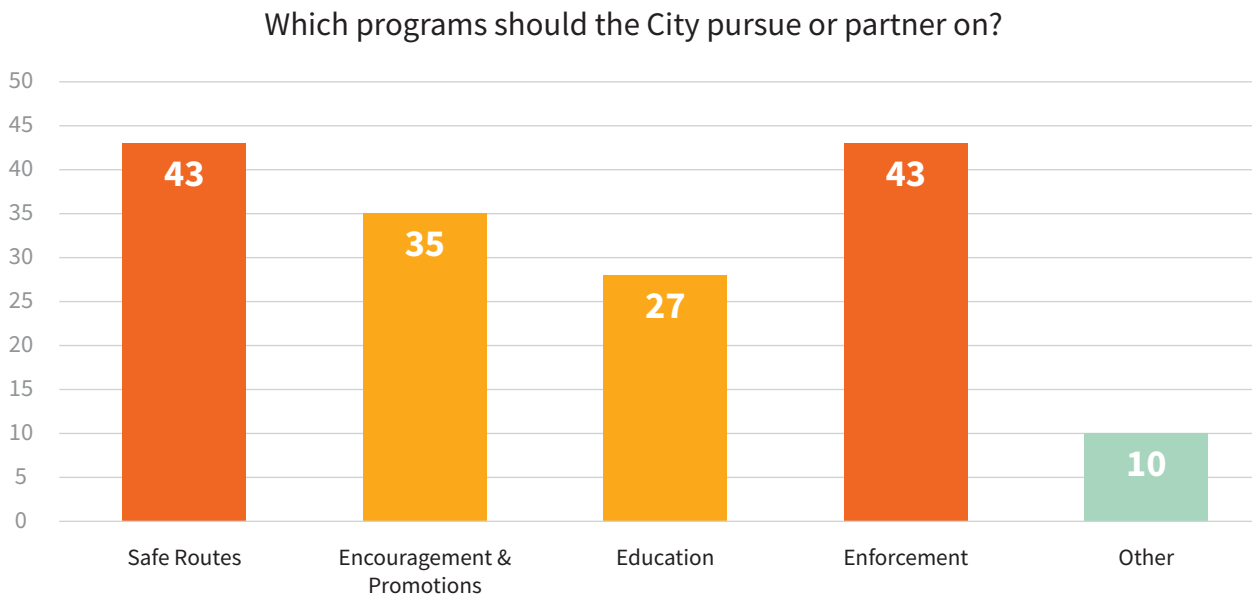
1	A "class 1 electric bicycle," or "low-speed pedal-assisted electric bicycle," is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, except as provided in paragraph (4), that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour, and that is not capable of providing assistance to reach speeds greater than 20 miles per hour.
2	A "class 2 electric bicycle," or "low-speed throttle-assisted electric bicycle," is a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.
3	A "class 3 electric bicycle," or "speed pedal-assisted electric bicycle," is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, except as provided in paragraph (4), and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour, and equipped with a speedometer.
4	A class 1 or class 3 electric bicycle may have start assistance or a walk mode that propels the electric bicycle on motor power alone, up to a maximum speed of 3.7 miles per hour. a. A person riding an electric bicycle, as defined in this section, is subject to Article 4 (commencing with Section 21200) of Chapter 1 of Division 11. b. On and after January 1, 2017, manufacturers and distributors of electric bicycles shall apply a label that is permanently affixed, in a prominent location, to each electric bicycle. The label shall contain the classification number, top assisted speed, and motor wattage of the electric bicycle, and shall be printed in Arial font in at least 9-point type. c. The following vehicles are not electric bicycles under this code and shall not be advertised, sold, offered for sale, or labeled as electric bicycles: 1. A vehicle with two or three wheels powered by an electric motor that is intended by the manufacturer to be modifiable to attain a speed greater than 20 miles per hour on motor power alone or to attain more than 750 watts of power. 2. A vehicle that is modified to attain a speed greater than 20 miles per hour on motor power alone or to have motor power of more than 750 watts. 3. A vehicle that is modified to have its operable pedals removed.

4.9 Program Recommendations

To complement infrastructure investments, the BMP identifies a set of programs and policies to support safe, convenient, and enthusiastic bicycling as funds and need arise. Supporting programs can help educate people on safe behaviors, encourage people to ride bikes, deter risky behaviors, and support future bicycle infrastructure development.

This section describes programs suited for Simi Valley and its bicycle system. **Figure 4.6** documents community input on potential supporting program topics, as collected during the second phase of public engagement which consisted of two pop-up events, one workshop, and an online survey. Community members showed broad support for safe routes programs and enforcement with encouragement and general education as lower priorities.

Figure 4.6 Community Preferred Supporting Program Categories



These efforts fall into four inter-related categories: education, encouragement and promotions, enforcement, and evaluation/monitoring. These, along with engineering, or the physical bicycle network, are frequently referred to as the 5E's. Together, these programs can help shape a bicycle-friendly culture and reinforce the City's investments.

"Educate more people on the alternate routes. Biking on the main roads is a bit intimidating next to all the cars especially on rush hour traffic. A lot of cars don't see bikes on the roads and makes it scary when riding."

- Community Member

"More frequent community arroyo clean-ups to ensure our bike paths are always clean and free of debris."

- Community Member

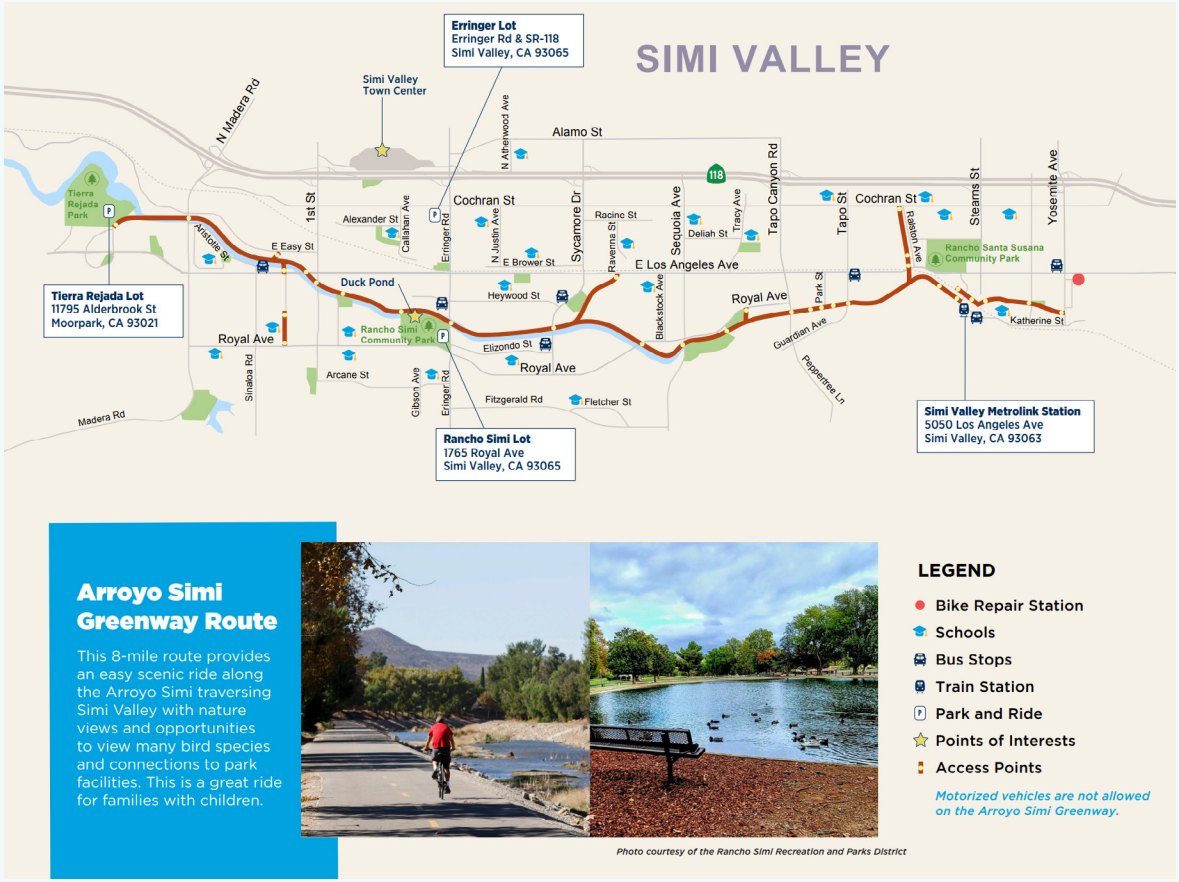
"There needs to be more enforcement of rules for e-bikes. There are so many kids/ teens flying down sidewalks on e bikes and it is very dangerous for them and people walking."

- Community Member

4.9.1 **Education**

Education programs share information about safe riding practices, how to access and use existing facilities and amenities, about the rules of the road, and about benefits associated with walking and biking investments. Education programs enable bicyclists, pedestrians, and motorists alike to understand how to travel safely in the roadway environment and interact with one another according to the law. Education programs are available in an array of formats, from long-term courses with detailed instruction, to single sessions or bite-sized social media posts focusing on a specific topic. Curricula should be appropriate to the target audience and to the format of instructions.

The purpose of the following education approaches is to teach participants the “rules of the road” and basic safe bicycling skills. Equipping residents who drive or bike with additional knowledge and skills can help reduce collisions and increase comfort.



Education efforts include sharing information about how to access and use existing facilities and amenities, such as the map from VCTC’s Biking Ventura County: Routes & Tips for Beginners & Families.

"I really think it would be beneficial if people were informed about the biking infrastructure that we have, and how to use it safely. I would love to see a program that would encourage students to bike to school since I want to do that too!"

- Community Member

Safety Messaging Campaigns

Safety messaging campaigns are an effective way to build awareness of people walking and biking and to encourage safe driving behavior. The subject matter and the channels of communication can be adjusted depending on the target audience and the budget. Changeable Message Signs (CMS), safety banners, existing billboards, or even yard signs can be used.

Signs raise awareness of pressing safety issues and can be sited at strategic locations throughout the City. Advertising on bus shelters and benches can also be an interesting part of safety campaigns to expand the reach of messaging.

Example messages targeted at people biking can include text such as “Ride predictably – Wrong way biking is dangerous!” or “Bicycles must follow the rules of the road – obey traffic signals and stop signs.” These differ from messages targeted at drivers, which can include “Check your blind spot for bikes before turning or opening your car door” and “Slow down for our kids.”

“Get the word out about safe biking. Especially electric bike riders without helmets that ride on the sidewalk and don't obey traffic laws.”

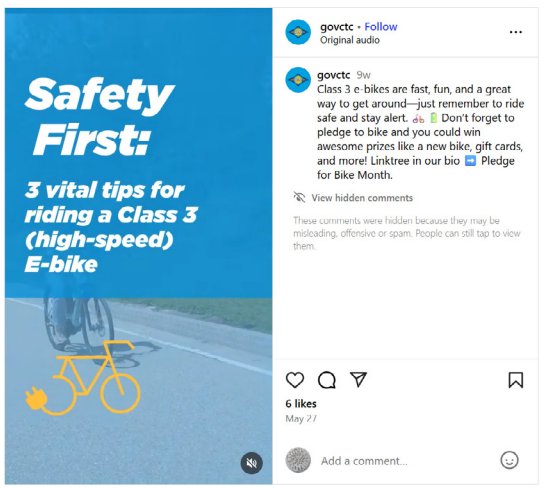
- Community Member

Safe Riding Practices

Most bicyclists do not receive comprehensive instructions on safe and effective bicycling techniques, laws, or bicycle maintenance. Bike skills training courses are an excellent way to improve bicyclists’ confidence and safety. The City can partner with local bicycle groups and other non-profit community-based organizations, such as the Old Kranks Bicycle Club or Bike Ventura County, to offer League of American Bicyclist certified bicycle skills courses, incorporating them into recreation center or police or fire department-led education programs.

The Rancho Simi Recreation and Park District periodically hosts a Smart Cycling Class featuring hands-on instruction to educate riders about biking safely and sharing the road. The class covers the ABCs of cycling, including proper helmet usage, bike handling skills, and more, to empower bicyclists of all levels, from beginners to experienced riders, with practical tools and confidence to navigate the roads safely. Students who arrive early can have their bikes inspected by a bike specialist to ensure their equipment is in optimal condition to enhance safety. Bike Ventura County also hosts free monthly sessions for bike riders to improve their skills and learn about safe riding.

E-bike Education & Enforcement



VCTC shared an educational video on e-bike riding on their social media page.

E-bikes are a great way for people to get around, particularly in hilly areas or to cover long distances. E-bike usage has increased over the past few years in Simi Valley, the region, and the country. However, e-bike safety, education, and enforcement of existing laws is of concern to stakeholders, officials, and the community. E-bikes, which are heavier and faster than standard bikes, require additional attention to safe riding practices, hazard-avoidance, and bicycle and battery maintenance. Speeding on the Arroyo Simi Greenway, riding on sidewalks, and unsafe riding practices are among the concerns that both education and enforcement can help address to make streets safer for everyone.

Safe Routes Programs

Safe Routes to School (SRTS) is a national movement that aims to make it safer and easier for students to walk and bike through school-focused community programs, education, engagement, and forward-looking planning. Safe routes for seniors (focused on the needs of seniors and older adults), to transit (focused on transit stops for rail or bus), and Safe Streets and Roads for All (SS4A) programs are modeled on the SRTS framework.

Simi Valley has taken initial steps to promote bicycle safety through child-focused events such as the Bicycle Safety Rodeo, organized by the Simi Valley Police Department. At an event in April 2023, community partners, including All Pro Bike Shop, worked alongside law enforcement to educate on safe riding habits. Children ages 3 to 13 participated in practice riding courses, received helmet safety instruction, and had their bicycles inspected by volunteers and staff from local bike shops.

4.9.2 Encouragement & Promotions

Encouragement programs inspire more people to try walking or biking through fun and inviting activities. Programs typically encourage bicycling within a specific time period/location or reduce barriers to bicycling. There are multiple groups in and around Simi Valley with encouragement and promotion events throughout the year including Soaring Spirits' annual Share the Road Ride and Ventura Coastal Cleanup Day, which hosts an annual cleanup of the Simi Valley Greenway.

Sample encouragement programs to consider include:

Bike to Work Day & National Bike Week and Month

Bike to Work Day and National Bike Month are nationally scheduled annual events hosted locally that promote bicycling as an option for commuting to work, school, and other daily trips.

Locally, VCTC promotes annual Bike to Work Month events in May, that typically include bicycle-related prizes or gift cards for pledging to bike to work on at least one day of the month. In 2025, 515 Ventura County residents, students, and employees made the pledge. During Bike Month, Simi Valley Transit and other Ventura County transit agencies – including Metrolink – participate in Bike to Work Day, providing free transit rides to people with bikes.

VCTC and the Ventura Cycling Center promote the 2025 Bike Month pledge and raffle on their on their social media pages.

Community Bicycle Events

Community events promote cycling and socialization for children, adults, families, or people of all ages. Multiple cycling groups such as the Old Kranks Club, PedalVibe Foundation, Simi Valley YMCA Bicycle Club, and The Simi Ride host events throughout the year.

Bicycle/ Accessory Giveaways:

Giveaways are promotions that help make cycling more accessible by providing bicycles, helmets, bike lights, locks, or other related items. This serves to build enthusiasm and excitement around bicycling and provides individuals with equipment they may be lacking, which hinders their ability to ride a bike. An existing example of a giveaway is the Rotary Club Simi Valley, which hosts an annual Holiday Bike Build to construct and donate bicycles.

4.9.3 **Enforcement**

Enforcement programs often include coordinating with local law enforcement for targeted enforcement of specific traffic safety laws like speed limits, parking regulations, and safe roadway behavior from all users. Enforcement of traffic laws for drivers, bicyclists, motorcyclists, E-bike riders, and pedestrians were all widely supported by the community as a reinforcement method.

Bicycle Speeding on the Arroyo Simi Greenway

Bicyclists, particularly E-bike riders, exceed the speed limit set for parks and trails – 15 mph – within RSRPD's jurisdiction. Enforcing existing speed limits would increase comfort and usability of the trail for all riders and pedestrians.

Kids Wearing Helmets

California law requires all bicyclists under the age of 18 to wear a properly fitted and fastened helmet. Enforcing helmet use among youth not only promotes safety but also reinforces positive riding habits and helps prevent serious head injuries in the event of a crash.

Posted Speed Limits

Community input emphasized the need for stricter enforcement of posted speed limits on City streets. Targeted enforcement can help reduce speeding, improve safety for all roadway users, and support a more comfortable environment for bicyclists and pedestrians.

Automated bike counters are one way of monitoring bicycle levels and can get the public interested and excited about being part of a bicycle community. Bike counters let bicyclists see the active role they play and allows the City to use the data to plan for and apply for funding for future investments.

4.9.4 Evaluation + Monitoring

This BMP is a snapshot in time. The collision data analyzed and discussions with agency stakeholders and community members reflect current needs and issues, however, these can change. New developments and roadway modifications may alter travel patterns, new technologies and services may change how people travel, and behaviors may change.

Evaluating and monitoring multiple metrics serves to track and measure performance of investments over time and to assess the effectiveness of implemented projects. It can strengthen City staff and community member understanding of behaviors, active travel patterns, and related responses to investments in cycling infrastructure and programmatic efforts. The data can also be used to pursue grant funding sources by giving City staff the necessary justification for a project.

Tracking data enables agencies to build an understanding of emerging issues and trends compared to past performance, inform identification of future recommendations, and support funding and grant applications.

Table 4.2 identifies recommended performance measures and data that can be tracked annually or bi-annually. The information can then be used to inform future Simi Valley BMP updates and project prioritization.

Table 4.2 Performance Measures to Monitor

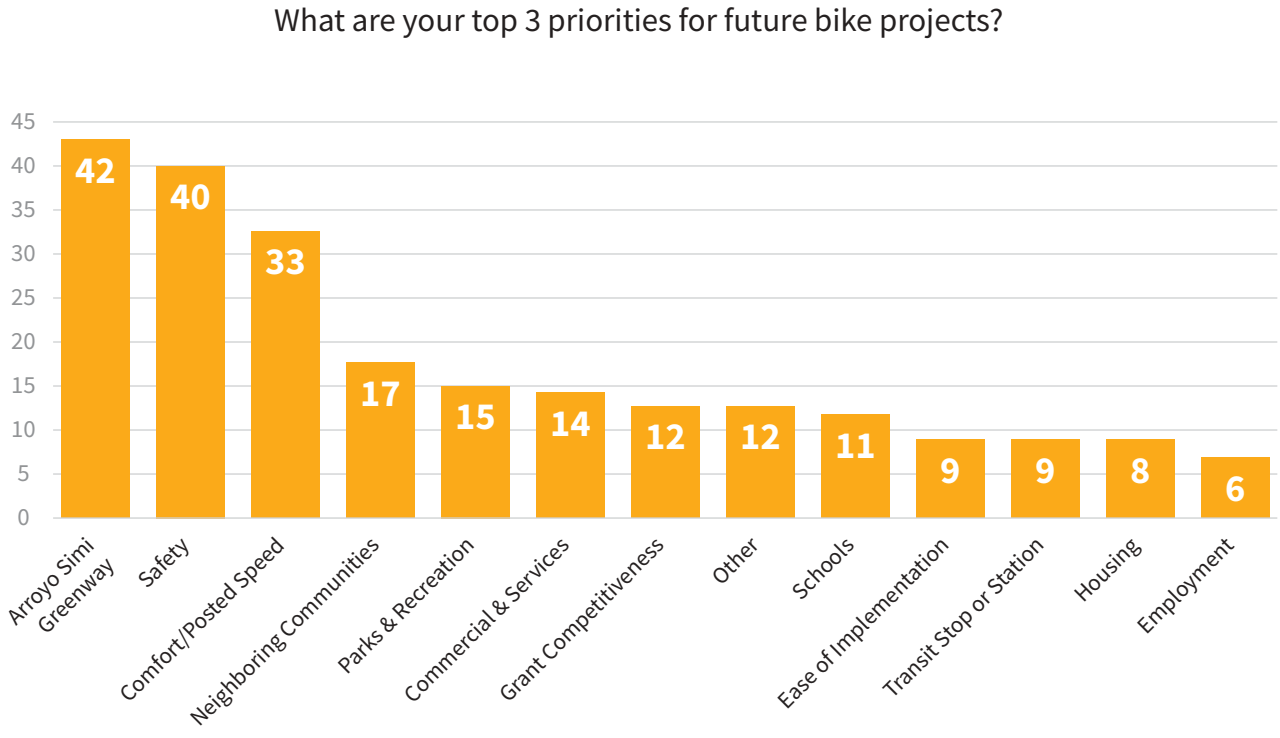
Performance Measure	Purpose	Potential Data Source(s)
Bicycle-involved collision data	Understand where collisions are occurring, injury severity, leading causes, and victim demographics which may inform future infrastructure or programmatic recommendations	Simi Valley Police Department, SWITRS, UC Berkeley TIMS
Multimodal activity levels (General)	Understand preferred travel routes and high demand locations. May be used to prioritize future improvements.	Temporary counters, Big Data sources such as Replica and Strava
Pre- and post-project counts and surveys	Tracks the efficacy of infrastructure and education, encouragement, and enforcement programs	Administer surveys; temporary counters, Big Data sources such as Replica and Strava
Community and stakeholder traffic safety issues	Supplements collision data with specific concerns from the people who use, operate, and maintain the facilities	Communications with agency stakeholders, City of Simi Valley departments, Neighborhood Councils, school district representatives
Transportation infrastructure improvements: Tracking mileage and implementation in GIS	Tracks what has been improved and when to better understand potential safety benefits	Capital improvement project records, maintenance project records, GIS
Enforcement efforts	Understanding enforcement frequency and goals in relation to collision frequency and community and stakeholder concerns	Citations and discussions with Simi Valley Police Department and California Highway Patrol
Community outreach and education	Tracking educational efforts aimed at improving roadway safety and active transportation activity levels with the intent of understanding their efficacy	Communications with outreach and education teams: Community Based Organizations, community partners, City of Simi Valley staff, etc.

Chapter 5: **Prioritization & Implementation**

A prioritization process was developed to inform implementation of BMP infrastructure recommendations. Proposed inputs were developed to help emphasize projects anticipated to provide the greatest benefit to bicyclists as well as variables that align with competitive grant funding applications, including criteria related to network connections, adjacent land uses, active transportation demand, and safety. The proposed network includes a range of facility types, including Class I bike paths, Class II bike lanes, Class III bike routes, and Class IV cycle tracks, with the goal of connecting residential neighborhoods to destinations such as schools, parks, civic institutions, and commercial centers. These recommendations provide a roadmap for creating a safer and more convenient and comfortable bicycle system citywide.

Draft prioritization inputs were shared with members of the public for consideration at pop-up events, through a project survey, and during a formal project workshop at City Hall. Community members were provided with a list of topics and asked to identify their top three priorities when considering future bike projects. **Figure 5.1**summarizes the public input collected on prioritization through the activities described above, with the Arroyo Simi Greenway, Safety, and Comfort receiving the most support.

Figure 5.1 Community Priorities for Implementation



5.1 Prioritization Process

Table 5.1 presents the proposed prioritization inputs, including brief descriptions and the proposed approach to operationalize and score each input. Each project was scored for each prioritization input and then summed together, resulting in a final prioritization score for each project.

The associated ranges for the individual input point values were informed by the feedback received from community members. For example, Arroyo Simi Greenway Connection was identified as the top priority by participating community members and therefore has the highest point range (0 to 9); a single project can be awarded the most possible points (9) if it directly connects to the Arroyo Simi Greenway.

The breaks in point values for each input were generally determined using one of two approaches:

1. The input is binary with only two options (e.g., the project connects to the Arroyo Simi Greenway, or it does not connect to the Arroyo Simi Greenway); or
2. Breaks in the data and point allocations were determined with the intent of creating four categories made up of roughly the same number of projects.

In addition to the prioritization inputs and scoring values, the determination of project limits or extents also influenced the results. A combination of approaches or considerations were used to define project limits, such as:

- Using the full length of a single proposed facility
- Breaking or segmenting a single proposed facility to reflect changes in the facility/ environment or to reduce the length to create a more manageable project size
- Grouping multiple small projects together (considering facility type, location, and/or potential cost)

"The Simi Valley Bicycle Master Plan should prioritize comprehensive connectivity across all areas of the city, ensuring seamless links to the Arroyo Simi Greenway and similar watershed ditches to create a safe, accessible, and integrated bicycle network."

- Community Member

"Prioritize bike path network improvements near metrolink [sic]."

- Community Member

Table 5.1 Prioritization Inputs and Point Values

Prioritization Input	Point Value
Arroyo Simi Greenway Connection: This criterion assigns a point value of zero or nine based on whether the project connects to an existing or planned Arroyo Simi Greenway access point. ◆ Project connects to an Arroyo Simi Greenway access point = 9 points ◆ Project does not connect to an Arroyo Simi Greenway access point = 0 points	0-9
Collisions: This criterion assigns a point value between zero and six, based on five years of bicycle collision data (July 2019 – July 2024) along project segments. The score reflects both the collision frequency and severity, with more points awarded to locations with reported severe or fatal collisions and higher collisions per mile. ◆ One or more severe or fatal collisions reported along the segment or greater than 4 collisions/mile = 6 points ◆ 2 – 4 collisions/mile = 4 points ◆ 0.01 – 2 collisions/mile = 2 points ◆ No collisions = 0 points	0-6
Posted Speed: This criterion assigns a point value ranging from zero to six, based on the roadway's posted speed limit. More points are assigned for higher posted speeds with the intent of emphasizing projects along segments where conditions are relatively more uncomfortable for bicyclists. For Class I projects, the posted speed limit of parallel streets was used to determine the values. ◆ Greater than 35 mph = 6 points ◆ 35 mph = 4 points ◆ 30 mph = 2 points ◆ Less than or equal to 25 mph = 0 points	0-6
Project Readiness / Ease of Implementation: This criterion assigns a point value ranging from zero to six, based on the anticipated ease of implementation. Points were allocated considering the challenges associated with implementing various facility types and typical cost magnitude. Project-specific factors were also considered, such as whether the project would be dependent on a fronting property to redevelop (thus allowing the roadway to be built to the designated General Plan roadway classification) or if a reduction in vehicular travel lanes were necessary. ◆ Class III Bike Route = 6 points ◆ Class II Bike Lane or Buffered Bike Lane = 4 points ◆ Class IV Cycle Track = 2 points ◆ Class I Shared Use Path; or if the project dependent on property	0-6

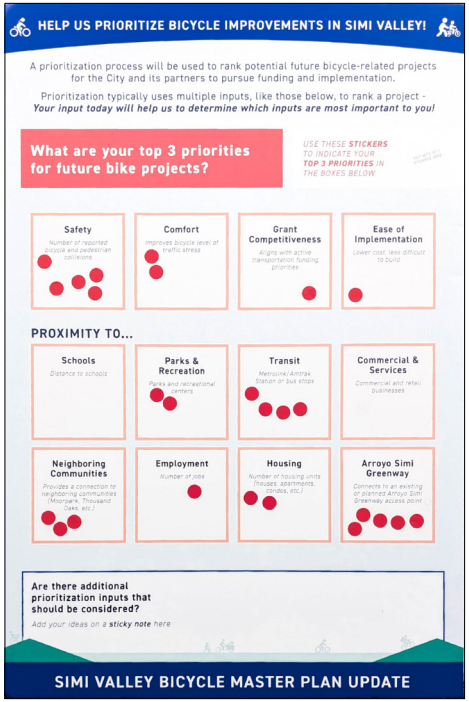
Prioritization Input	Point Value
Project has Regional Significance: Regional significance was defined as a facility that connects to an adjacent jurisdiction, connects to the Simi Valley Amtrak/Metrolink Station, or is located within 500' of a bus stop. ◆ Project connects to an adjacent jurisdiction or the Simi Valley Amtrak/Metrolink Station = 3 points ◆ Bus stop(s) present = 1 point ◆ Project does not have regional significance = 0 points	0-3
Gap Closure: This criterion assigns a point value of zero or three points based on whether the project is a continuation of an existing facility, including instances where the new project/extension is a different classification than existing. Projects converting an existing facility to a higher classification facility (e.g., from a Class II Bike Lane to a Class IV Cycle Track) do not qualify as gap closures. ◆ Project closes a gap = 3 points ◆ Project does not close a gap = 0 points	0-3
School Proximity: The number of schools located within 500' of the project or along the corridor were identified. The more schools present within the project vicinity, the more points were awarded. ◆ 3 – 11 schools present = 3 points ◆ 2 schools present = 2 points ◆ 1 school present = 1 point ◆ No school present = 0 points	0-3
Park Proximity: The number of parks located within 500' of the project or along the corridor were identified. The more parks present within the project vicinity, the more points were awarded. ◆ 3 – 7 parks present = 3 points ◆ 2 parks present = 2 points ◆ 1 park present = 1 point ◆ No park present = 0 points	0-3
Physical Barrier: This criterion assigns a point value of zero or three based on whether the project crosses one of the two major physical barriers identified during development of the Bicycle Master Plan: SR-118 and the railroad tracks. ◆ Project traverses a physical barrier = 3 points ◆ Project does not traverse a physical barrier = 0 points	0-3

Prioritization Input	Point Value
Active Transportation Propensity Model (Generators + Attractors) Value: The active transportation propensity model analyzes population and land use characteristics to identify areas with relatively greater potential for active transportation trips. The propensity model combines walk and bike trip generators (population, employment, zero-vehicle households, and pedestrian and bicycle commuters) with trip attractors (schools, commercial/retail centers, recreational resources, and civic buildings). The combination of inputs provides an understanding as to where people walking and biking are likely to come from (generators) and go to (attractors). Additional model information can be found in the Existing Conditions Assessment, provided as **Appendix B**. An average weighted propensity model score was calculated for each project by intersecting the project extents with the propensity model coverage. Higher points were awarded for areas with higher active transportation trip propensity. ◆ Highest quartile of projects' average propensity score (125 – 152.6) = 3 points ◆ Third quartile of projects' average propensity score (109 – 124.9) = 2 points ◆ Second quartile of projects' average propensity score (82 – 108.9) = 1 point ◆ Lowest quartile of projects' average propensity score (41.8 – 81.9) = 0 points	0-3
Staff Input: City of Simi Valley staff have unique knowledge of community needs, infrastructure, growth patterns, current grant criteria, and direction from City Council. This input enables City staff to award points based on how projects align with City goals and objectives. ◆ Additional points based on Staff input = 3 ◆ No additional points based on Staff input = 0	0-3
Total Points Available	**48**

5.2 Prioritization Results

Figure 5.2 presents the grouping approach used to prioritize the projects and assigns IDs to each project group.

Each project group from **Figure 5.2** was scored using the methodology presented in **Table 5.1**. The prioritization results are provided as **Figure 5.3** and **Table 5.2**, while **Appendix C** provides the individual scoring input values for each project group.



The prioritization results represent a snapshot in time, reflecting the most current data available during the development of the BMP. While the prioritization results are intended to help guide selection of which projects to implement, the actual determination of which project(s) to bring through design and construction will also be influenced by several other factors, including, but not limited to, new data (e.g., collisions), available budget, grant schedules and scoring criteria, direction from City Council, and consistency or alignment with other projects (e.g., roadway resurfacing).

Figure 5.2 Prioritization Project Groupings

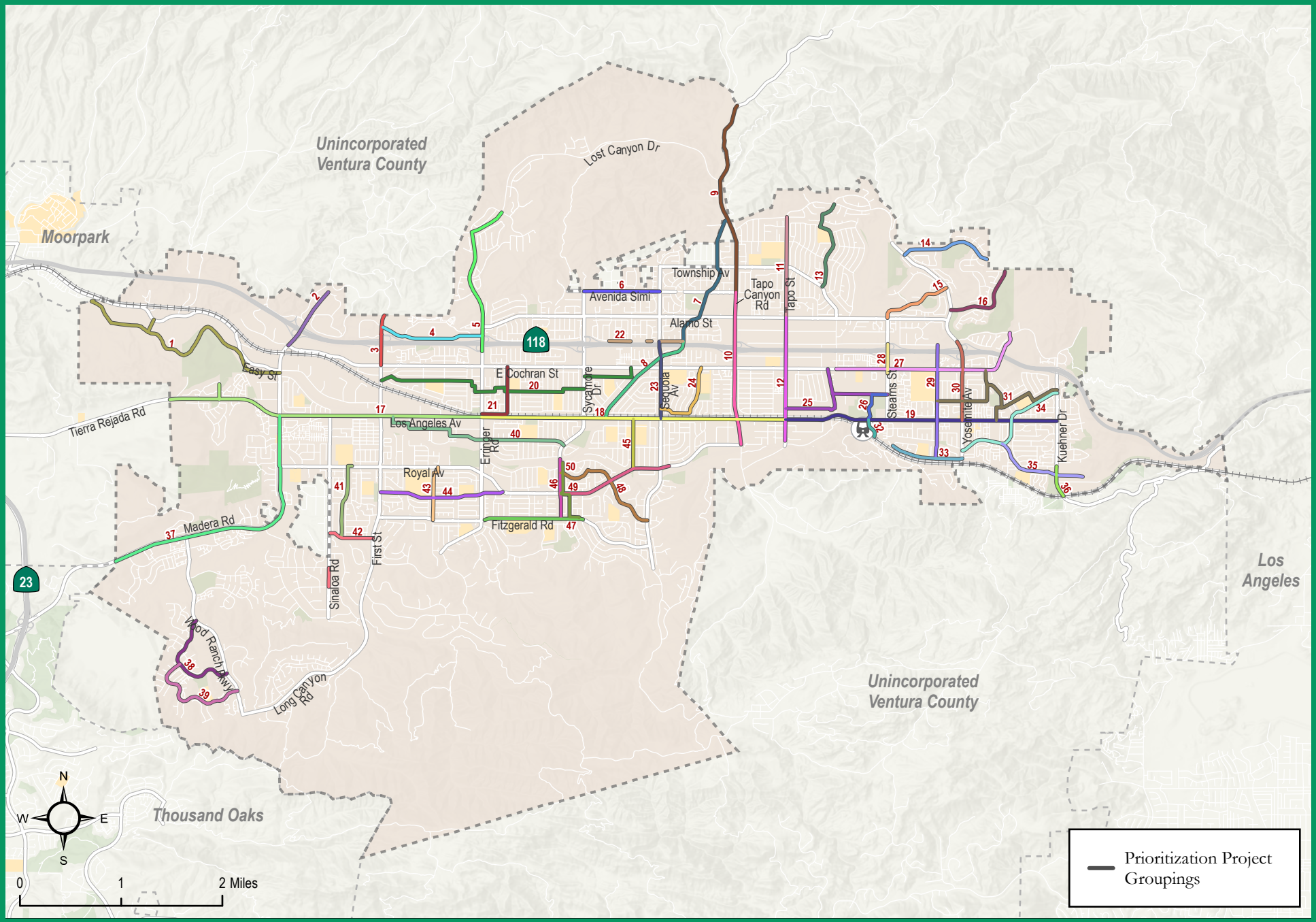


Figure 5.3 Prioritization Results

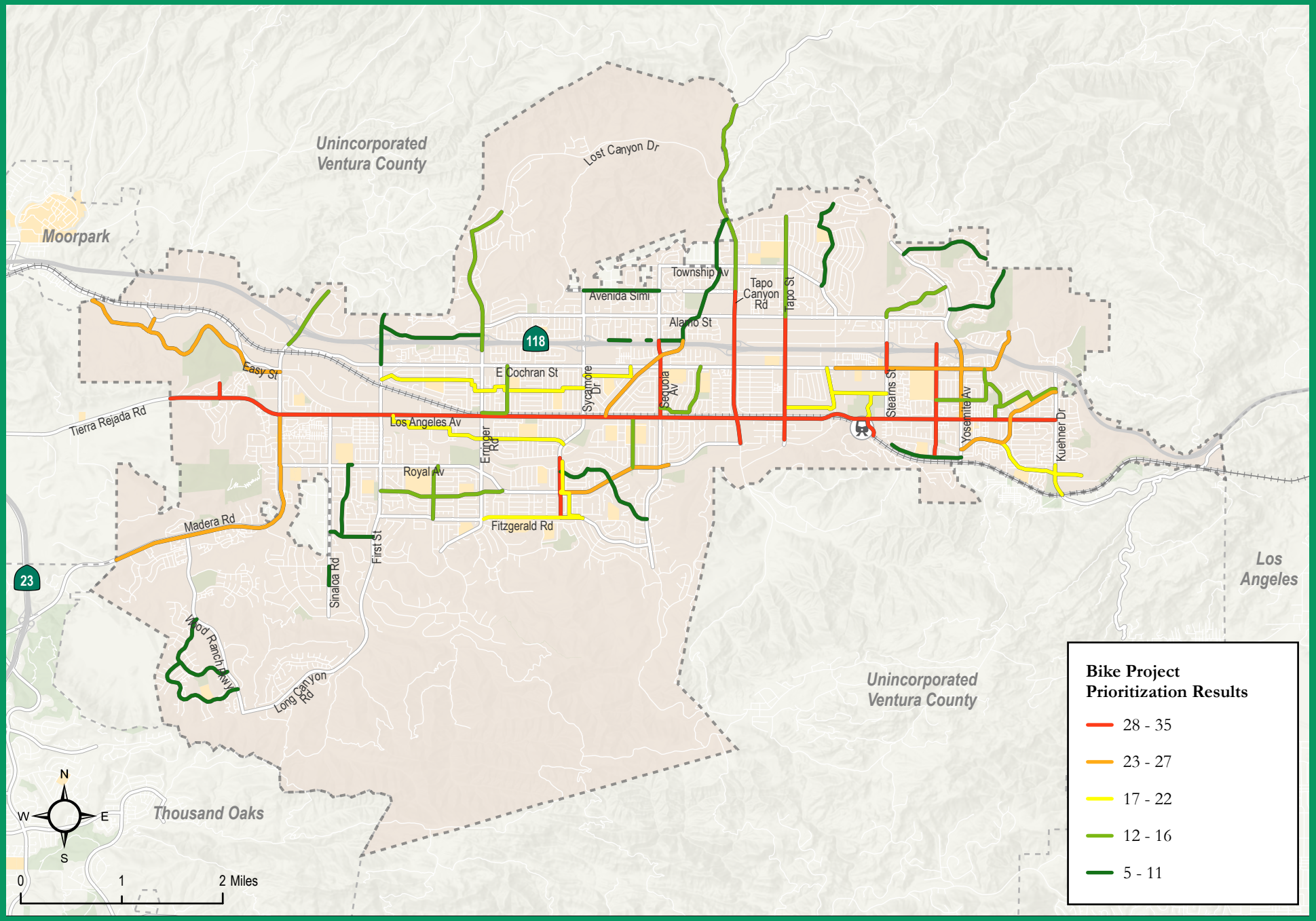


Table 5.2 Prioritization Results

Score	Group ID	Project	Extent	Prevailing Facility	Mileage
35	12	Tapo Street (south)	Alamo Street to Ish Drive	Class IV	1.22
33	29	Stow Street	Barnard Street to Katherine Street	Class II	1.12
31	28	Stearns Street	Barnard Street to Cochran Street	Class II	0.29
31	19	Los Angeles Avenue (east)	Tapo Street to Kuehner Drive	Class IV	2.70
31	10	Tapo Canyon Road (south)	Avenida Simi to Royal Avenue	Class IV	1.51
30	32	Hidden Ranch Drive	Los Angeles Avenue to Arroyo Simi Greenway	Class II	0.19
30	18	Los Angeles Avenue (central)	Erringer Road to Tapo Street	Class IV	3.00
29	23	Sequoia Avenue	Copperfield Street to Los Angeles Avenue	Class II	0.76
29	46	Sycamore Drive	Arroyo Simi Greenway North to Fitzgerald Road	Class II	0.59
29	17	Los Angeles Avenue (west)	West City Limit to Erringer Road	Class IV	3.27
Project sheets were prepared for the ten (10) projects above this line					
27	8	Flood Channel	Los Angeles Avenue to Copperfield Street	Class I	1.12
27	49	Royal Avenue	Sycamore Drive to Sitka Avenue	Class II	1.14
27	30	Yosemite Avenue	Mt Sinai Drive to Los Angeles Avenue	Class II	0.79
25	34	Arroyo Simi Greenway Extension	Yosemite Avenue to Kuehner Drive	Class I	1.26

Score	Group ID	Project	Extent	Prevailing Facility	Mileage
25	1	Arroyo Simi Greenway Extension	Moorpark to Madera Road	Class I	2.60
24	37	Madera Road	West City Limit to Los Angeles Avenue	Class I	2.71
23	27	Cochran Street	Kadota Street to Mt Sinai Drive	Class II	1.97
22	40	Patrica Avenue-Heywood Street	Los Angeles Avenue to Sycamore Drive	Class III	1.89
21	50	Flood Channel (Sycamore Drive)	Arroyo Simi Greenway South to Fitzgerald Road	Class I	0.74
21	20	Alexander St-Larch St-Racine St	First Street to Galena Avenue	Class III	2.79
21	35	Arroyo Simi Greenway Extension	Davidson Lane to Eastern Terminus	Class I	0.94
20	26	Rancho Santa Susana Park	Stearns Street to Los Angeles Avenue	Class I	0.40
20	25	Industrial St-Ralston St-Leeds St	Tapo Street to Stearns Street	Class III	1.44
18	47	Fitzgerald Road	Erringer Road to Appleton Road	Class II	0.22
17	36	Kuehner Drive	Katherine Road to Southern City Limit	Class II	0.31
16	9	Tapo Canyon Road (north)	Bennett Road to Avenida Simi	Class II	1.94
15	45	Blackstock Avenue	Los Angeles Avenue to Royal Avenue	Class III	0.49
15	24	Tracy Avenue-Rosalie Street	Cochran Street to Sequoia Avenue	Class III	0.77
15	2	Madera Road	Northern Terminus to Cochran Street	Class II	0.66

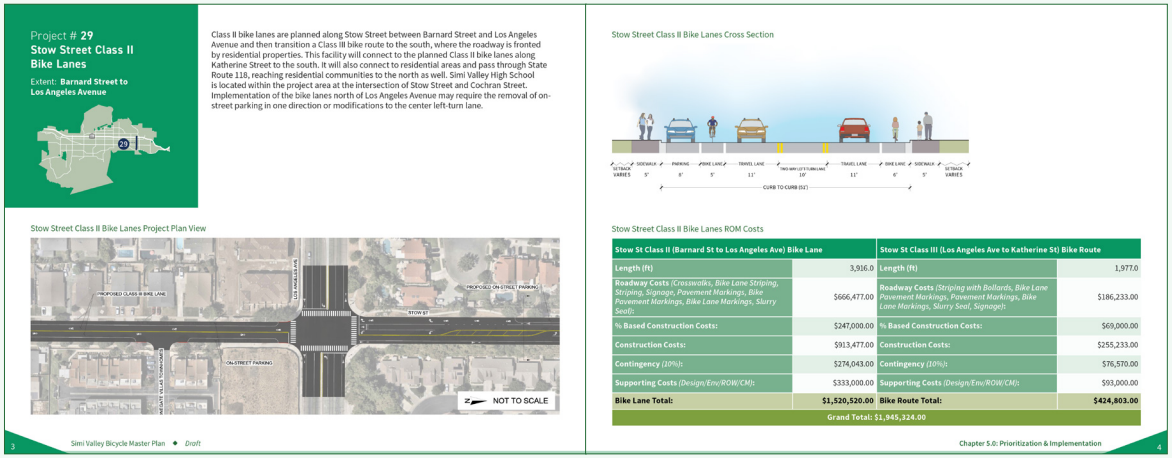
Score	Group ID	Project	Extent	Prevailing Facility	Mileage
14	31	Fearing St-Nelda St-Menlo St	Stow Street to Kuehner Drive	Class III	1.94
14	44	Arcane Street	First Street to Royal Avenue	Class III	1.22
13	21	Flood Channel (Bigelow Avenue)	Erringer Road to Cochran Street	Class I	0.71
12	43	Hudspeth Avenue	Royal Avenue to Fitzgerald Road	Class II	0.56
12	11	Tapo Street (north)	Presidio Drive to Alamo Street	Class IV	0.99
12	15	Indian Hills Drive	Alamo Street to Yosemite Avenue	Class III	0.71
12	5	Erringer Road	Legends Drive to SR-118 EB	Class II Buffered	1.58
11	22	Sojka Drive-Copperfield Street	Reservoir Drive to Lemon Drive	Class III	0.48
11	7	Flood Channel	Tapo Canyon Road to Copperfield Street	Class I	1.39
11	33	Katherine Street	Mildred Street to Yosemite Avenue	Class II	0.71
11	39	Circle Knoll Drive	Martha Morrison Drive to Wood Ranch Parkway	Class II	1.14
10	42	Bennett Street-Sinaloa Road	Sinaloa Road to First Street	Class III	0.62
10	3	First Street	Northern Terminus to Cochran Street	Class II	0.48
10	38	Martha Morrison Drive	Wood Ranch Parkway to Wood Ranch Parkway	Class II	1.06
9	48	Elizondo Avenue-Corto Street	Sycamore Drive to Sequoia Avenue	Class III	1.17
9	16	Flanagan Drive	Yosemite Avenue to Terminus	Class II	0.80

Score	Group ID	Project	Extent	Prevailing Facility	Mileage
9	14	Evening Sky Drive	Yosemite Avenue to Terminus	Class III	0.92
8	6	Avenida Simi	Sycamore Drive to Sequoia Avenue	Class III	0.75
8	4	Simi Town Center Way	First Street to Erringer Road	Class II Buffered	1.01
8	13	Westwood St-Big Springs Avenue	Cottonwood Drive to Kadota Street	Class III	0.98
5	41	Flood Channel (El Monte Drive)	Royal Avenue to Bennett Street	Class I	0.76

5.3 Priority Project Sheets

Project sheets were developed for the ten highest scoring projects. The project sheets are presented in the following pages, each consisting of a brief project narrative, map depicting project location within the City, plan view image, cross-section image, and cost estimate. Additional cost estimate details are provided as **Appendix D**.

The information presented in the project sheets is intended to serve as inspiration and reference for potential design options. Should implementation be pursued, specific features will be determined at the project level and may require subsequent study. For example, conducting traffic analyses of anticipated future conditions that account for foreseeable future development projects will provide the best understanding of forecast roadway and intersection operational needs. Additionally, project specific public engagement should be considered to ensure community members are informed and have the opportunity to provide input on design aspects. Conducting project level analysis and engagement will aid in the development of improvements that maintain vehicular operations, improve multimodal mobility, and have the support of the community.



Project # 29
Stow Street Class II Bike Lanes
Extent: Barnard Street to Los Angeles Avenue

Class II bike lanes are planned along Stow Street between Barnard Street and Los Angeles Avenue and then transition a Class III bike route to the south, where the roadway is fronted by residential properties. This facility will connect to the planned Class II bike lanes along Katherine Street to the south. It will also connect to residential areas and pass through State Route 118, reaching residential communities to the north as well. Simi Valley High School is located within the project area at the intersection of Stow Street and Cochran Street. Implementation of the bike lanes north of Los Angeles Avenue may require the removal of on-street parking in one direction or modifications to the center left-turn lane.

Stow Street Class II Bike Lanes Project Plan View

NOT TO SCALE

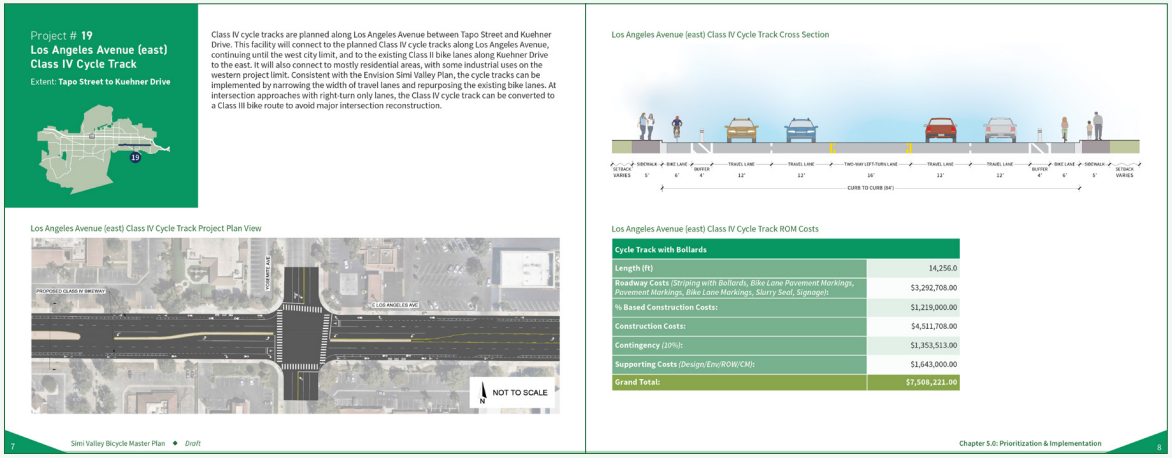
Simi Valley Bicycle Master Plan ◆ Draft

Stow Street Class II Bike Lanes Cross Section

Stow Street Class II Bike Lanes ROM Costs

Stow St Class II (Barnard St to Los Angeles Ave) Bike Lane		Stow St Class III (Los Angeles Ave to Katherine St) Bike Route	
Length (ft)	3,916.0	Length (ft)	1,977.0
Roadway Costs (Crosswalks, Bike Lane Striping, Striping, Signage, Pavement Markings, Bike Pavement Markings, Bike Lane Markings, Slurry Seal):	$666,477.00	Roadway Costs (Striping with Bollards, Bike Lane Pavement Markings, Pavement Markings, Bike Lane Markings, Slurry Seal, Signage):	$186,233.00
% Based Construction Costs:	$247,000.00	% Based Construction Costs:	$69,000.00
Construction Costs:	$913,477.00	Construction Costs:	$255,233.00
Contingency (10%):	$274,043.00	Contingency (10%):	$76,570.00
Supporting Costs (Design/Env/ROW/CM):	$333,000.00	Supporting Costs (Design/Env/ROW/CM):	$93,000.00
Bike Lane Total:	$1,520,520.00	Bike Route Total:	$424,803.00
Grand Total: $1,945,324.00			

Chapter 5.0: Prioritization & Implementation



Project # 19
Los Angeles Avenue (east) Class IV Cycle Track
Extent: Tapo Street to Kuehner Drive

Class IV cycle tracks are planned along Los Angeles Avenue between Tapo Street and Kuehner Drive. This facility will connect to the planned Class IV cycle tracks along Los Angeles Avenue, continuing until the west city limit, and to the existing Class II bike lanes along Kuehner Drive to the east. It will also connect to mostly residential areas, with some industrial uses on the western project limit. Consistent with the Envision Simi Valley Plan, the cycle tracks can be implemented by narrowing the width of travel lanes and repurposing the existing bike lanes. At intersection approaches with right turn only lanes, the Class IV cycle track can be converted to a Class III bike route to avoid major intersection reconstruction.

Los Angeles Avenue (east) Class IV Cycle Track Project Plan View

NOT TO SCALE

Simi Valley Bicycle Master Plan ◆ Draft

Los Angeles Avenue (east) Class IV Cycle Track Cross Section

Los Angeles Avenue (east) Class IV Cycle Track ROM Costs

Cycle Track with Bollards	
Length (ft)	14,256.0
Roadway Costs (Striping with Bollards, Bike Lane Pavement Markings, Pavement Markings, Bike Lane Markings, Slurry Seal, Signage):	$3,292,708.00
% Based Construction Costs:	$1,219,000.00
Construction Costs:	$4,511,708.00
Contingency (10%):	$1,353,513.00
Supporting Costs (Design/Env/ROW/CM):	$1,643,000.00
Grand Total:	$7,508,221.00

Chapter 5.0: Prioritization & Implementation

Samples of Priority Project Sheets

5.4 Design Guidelines

Transportation facility design standards and guidance are continually evolving. New studies and innovations contribute to shifts in best practices and design approaches. City staff should continue to stay current in their knowledge and application of relevant standards and guidelines to maximize user comfort and safety throughout the transportation network.

A sample of prominent resources include:

- The **California Manual on Uniform Traffic Control Devices (CAMUTCD)** is the official state manual providing standards and guidelines for the design and operation of traffic signs, signals, pavement markings, and other traffic control devices acceptable for use on public roads in California.
- **Caltrans Highway Design Manual (HDM)** establishes policies, standards and criteria for the geometric design of transportation facilities in California.
- **Caltrans Design Information Bulletins (DIBs)** further specify procedures and design guidelines that may supersede the HDM as temporary or interim updates.
- The **National Association of City Transportation Officials (NACTO)** regularly updates and provides new guidance on multimodal transportation facility design and best practices, such as the Bikeway Design Guide.
- Relevant excerpts are included in **Appendix E, Design Guidelines**.

Cover pages of some of NACTO's design guides

Project #12: Tapo Street (south) Class IV Cycle Track

Overview

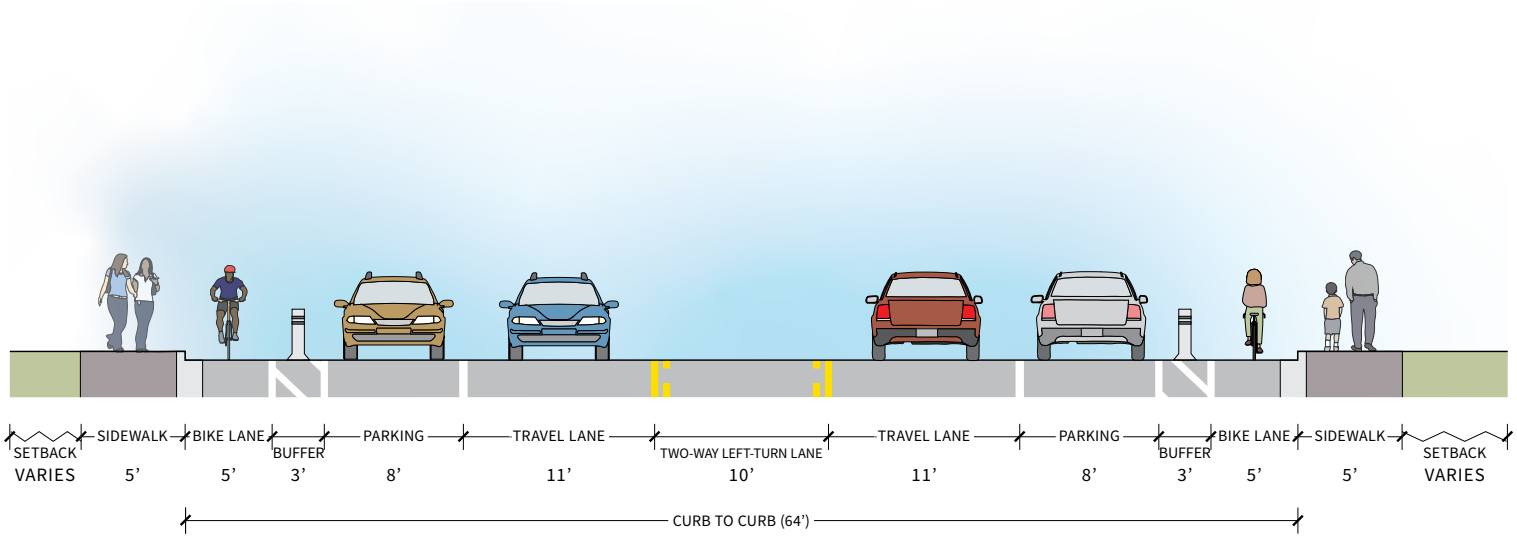
Class IV cycle tracks are recommended along Tapo Street between Alamo Street and Los Angeles Avenue and then transition to a Class II bike lane between Los Angeles Avenue and Ish Drive, where the roadway is adjacent to industrial parks. The Class IV cycle track continues along Tapo Street north of Alamo Street as a separate project (#11), connecting to the existing Class II bike lanes along Presidio Drive and Cottonwood Drive. It will also connect to the existing Class II bike lanes along Tapo Street to the south, which provide access to the Arroyo Simi Greenway. It will be adjacent to mainly commercial and residential uses. Santa Susana Elementary School is located on Apricot Road, only 300 feet west of the recommended cycle track.

Constraints Analysis

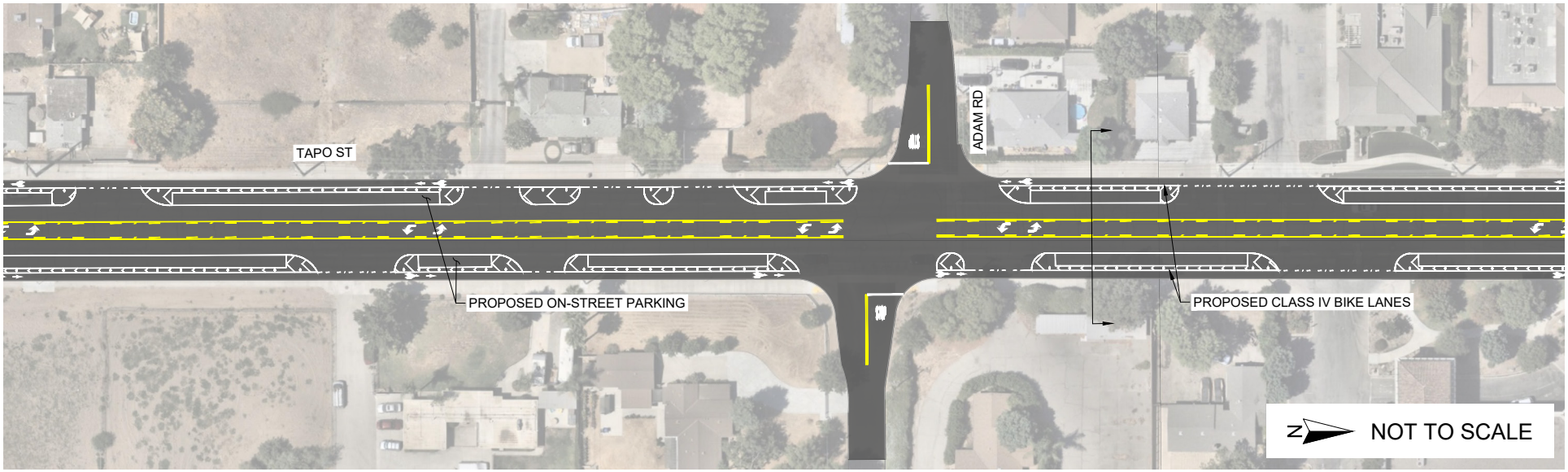
Based on a preliminary near-map satellite imagery review only, the existing curb-to-curb width appears sufficient to accommodate the proposed cycle tracks. This evaluation is conceptual and has not been verified through aerial photogrammetry, field survey, or detailed topographic mapping. Final geometric feasibility will require confirmation through field-verified survey data. No roadway widening or right-of-way acquisition is anticipated at this time; however, this determination remains subject to topographic and right-of-way validation.

Consistent with the Envision Simi Valley Plan, implementation between Alamo Street and Los Angeles Drive would remove one vehicle travel lane in each direction and add parallel on-street parking between the bike facility and travel lane. A formal traffic operations analysis should be completed using updated traffic counts and forecast volumes to assess operational feasibility and long-term performance. Bus stops located adjacent to the cycle tracks can be treated with a segment of shared bus/bike lane. Coordination with Caltrans will be required within the vicinity of State Route 118.

Tapo Street (south) Class IV Cycle Track Typical Cross Section



Tapo Street (south) Class IV Cycle Track Project Plan View



Tapo Street (south) Class IV Cycle Track ROM Costs

Class IV Cycle Track with Bollards	
Length (ft)	6,442.0
Roadway Costs *(Striping with Bollards, Bike Lane Pavement Markings, Pavement Markings, Bike Lane Markings, Slurry Seal, Signage)*:	$1,363,514.00
% Based Construction Costs:	$505,000.00
Construction Costs:	$1,868,514.00
Contingency *(10%)*:	$560,554.00
Supporting Costs *(Design/Env/ROW/CM)*:	$681,000.00
Grand Total:	**$3,110,068.00**

Extent: **Alamo Street to Los Angeles Avenue**

Project #29: Stow Street Class II Bike Lanes

Overview

Class II bike lanes are recommended along Stow Street between Barnard Street and Los Angeles Avenue and then transition a Class III bike route to the south, where the roadway is fronted by residential properties. This facility will connect to the recommended Class II bike lanes along Katherine Street to the south. It will also connect to residential areas and pass over State Route 118, reaching residential communities to the north as well. Simi Valley High School is located within the project area at the intersection of Stow Street and Cochran Street.

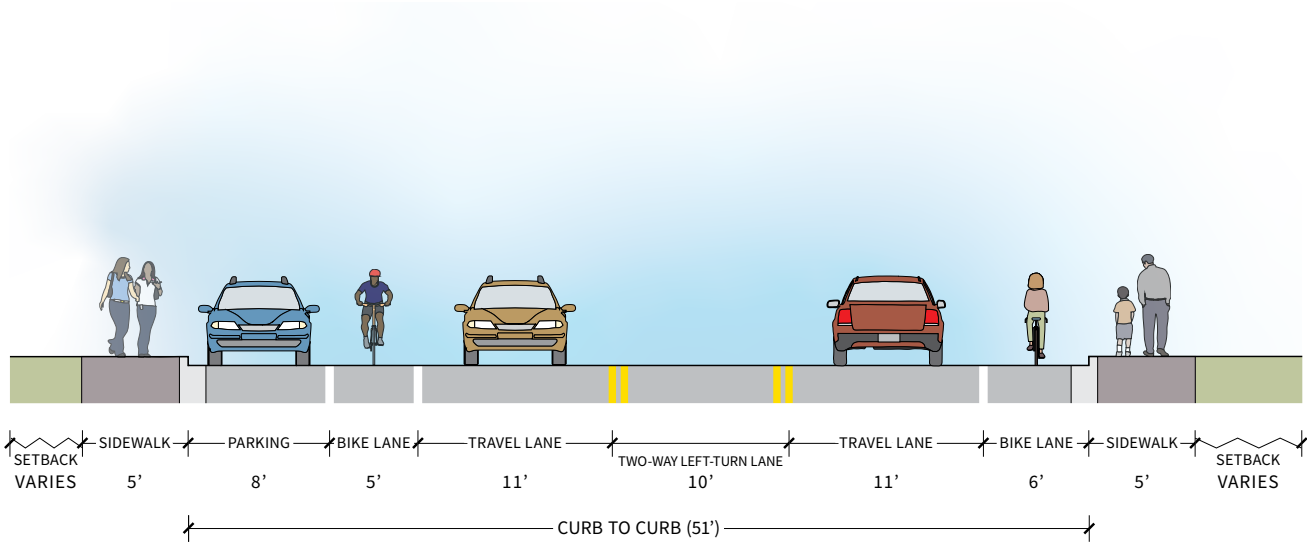
Constraints Analysis

Based on a preliminary near-map satellite imagery review only, the existing curb-to-curb width appears sufficient to accommodate the proposed bike lanes, with the exception of the bridge over State Route 118 where the facility may need to transition to Class III bike routes in one, or both directions. Implementation of the bike lanes north of Los Angeles Avenue may require the removal of on-street parking in one direction or modifications to the center left-turn lane. School arrival and dismissal operations at Simi Valley High School should be considered when assessing potential turn lane and parking modifications. Residential properties front Stow Street along the east side of the roadway only, between Fearing Street and Pittman Street.

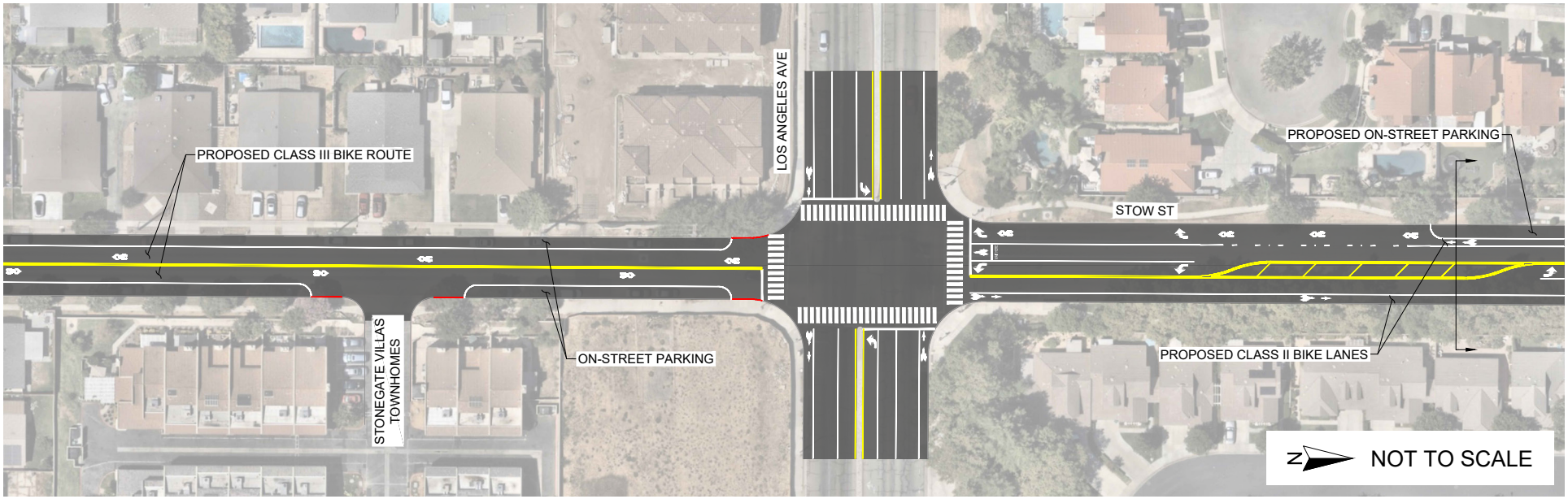
Maintaining the on-street parking along the east side would keep the parking on the same side as the residential properties, while maintaining it on the west side would result in a greater supply of available parking due to fewer driveways. Noticing and/or discussions with fronting property owners and Simi Valley High School should be considered at the project level to inform project features and design. Coordination with Caltrans will be required within the vicinity of State Route 118.

This evaluation is conceptual and has not been verified through aerial photogrammetry, field survey, or detailed topographic mapping. Final geometric feasibility will require confirmation through field-verified survey data. No roadway widening or right-of-way acquisition is anticipated at this time; however, this determination remains subject to topographic and right-of-way validation.

Stow Street Class II Bike Lanes Typical Cross Section



Stow Street Class II Bike Lanes Project Plan View



Stow Street Class II Bike Lanes ROM Costs

Stow St (Barnard St to Los Angeles Ave) Class II Bike Lane		**Stow St (Los Angeles Ave to Katherine St) Class III Bike Route**	
Length (ft)	3,916.0	**Length (ft)**	1,977.0
Roadway Costs *(Crosswalks, Bike Lane Striping, Striping, Signage, Pavement Markings, Bike Pavement Markings, Bike Lane Markings, Slurry Seal)*:	$666,477.00	**Roadway Costs** *(Striping with Bollards, Bike Lane Pavement Markings, Pavement Markings, Bike Lane Markings, Slurry Seal, Signage)*:	$186,233.00
% Based Construction Costs:	$247,000.00	**% Based Construction Costs:**	$69,000.00
Construction Costs:	$913,477.00	**Construction Costs:**	$255,233.00
Contingency *(10%)*:	$274,043.00	**Contingency** *(10%)*:	$76,570.00
Supporting Costs *(Design/Env/ROW/CM)*:	$333,000.00	**Supporting Costs** *(Design/Env/ROW/CM)*:	$93,000.00
Bike Lane Total:	**$1,520,520.00**	**Bike Route Total:**	**$424,803.00**
Grand Total: $1,945,324.00			

Extent: **Barnard Street to Los Angeles Avenue**

Project #28: Stearns Street Class II Buffered Bike Lanes

Overview

Class II buffered bike lanes are recommended along Stearns Street between Barnard Street to Cochran Street. This facility will close a network gap by connecting the existing Class II bike lanes along Stearns Street to the north of Barnard Street and to the south of Cochran Street. The project limit includes an underpass to State Route 118 and is adjacent to commercial uses.

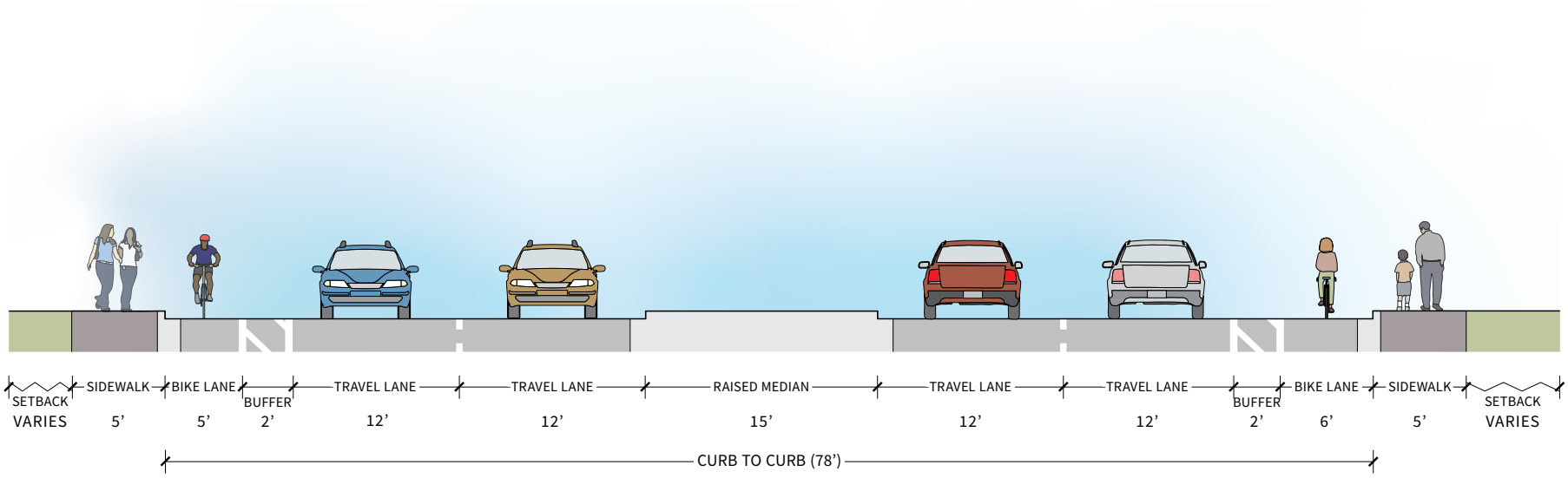
Constraints Analysis

Based on a preliminary near-map satellite imagery review only, the existing curb-to-curb width appears sufficient to accommodate the proposed buffered bike lanes. The buffered bike lanes can be implemented by restriping and narrowing the existing vehicular travel lanes to 12' wide between Barnard Street and Cochran Street, which would provide a 5' bike lane with a 2' buffer in each direction. This evaluation is conceptual and has not been verified through aerial photogrammetry, field survey, or detailed topographic mapping. Final geometric feasibility will require confirmation through field-verified survey data.

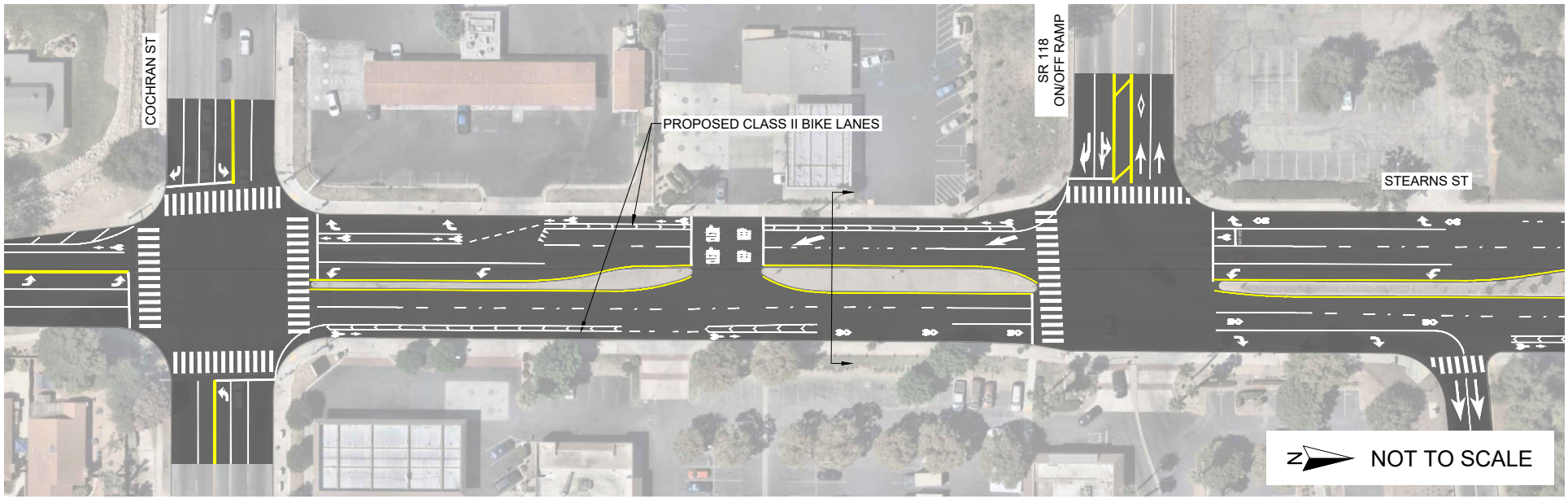
No roadway widening or right-of-way acquisition is anticipated at this time; however, this determination remains subject to topographic and right-of-way validation.

At the SR-118 on-off ramp approaches where right-turn only lanes are present, the bike lanes can be briefly converted to a Class III bike route to avoid major intersection reconstruction. Bike boxes can be installed at these locations to help cyclists navigate through the intersection. Bus stops located adjacent to the bike lanes can be treated with a segment of shared bus/bike lane. Coordination with Caltrans will be required within the vicinity of State Route 118.

Stearns Street Class II Buffered Bike Lanes Typical Cross Section



Stearns Street Class II Buffered Bike Lanes Project Plan View



Stearns Street Class II Buffered Bike Lanes ROM Costs

Class II Buffered Bike Lanes	
Length (ft)	1,531.0
Roadway Costs *(Crosswalks, Bike Lane Striping, Signage, Pavement Markings, Bike Lane Markings, Slurry Seal)*:	$368,450.00
% Based Construction Costs:	$137,000.00
Construction Costs:	$505,450.00
Contingency *(10%)*:	$151,635.00
Supporting Costs *(Design/Env/ROW/CM)*:	$184,000.00
Grand Total:	**$841,086.00**

Extent: **Barnard Street to Cochran Street**

Project #19: Los Angeles Avenue (east) Class IV Cycle Track

Overview

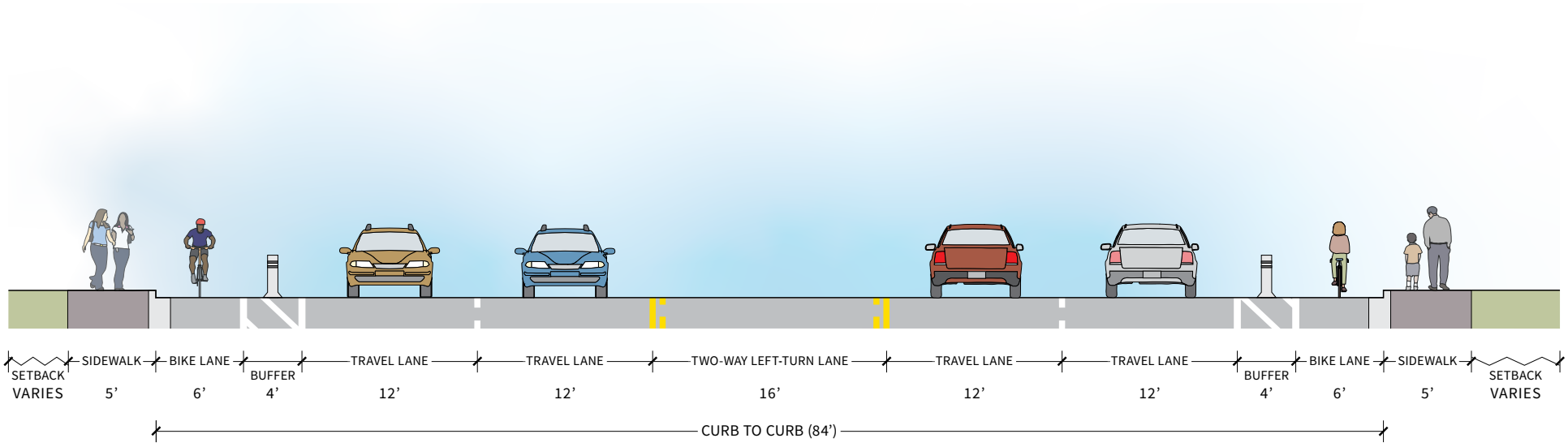
Class IV cycle tracks are recommended along Los Angeles Avenue between Tapo Street and Kuehner Drive. This facility will connect to the recommended Class IV cycle tracks along Los Angeles Avenue, continuing until the west city limit, and to the existing Class II bike lanes along Kuehner Drive to the east. This stretch of Los Angeles Avenue provides access to multiple residential neighborhoods, commercial shopping centers, the Rancho Santa Susana Community Center and Park, Simi Valley Amtrak Station, and some industrial uses on the western project limit.

Constraints Analysis

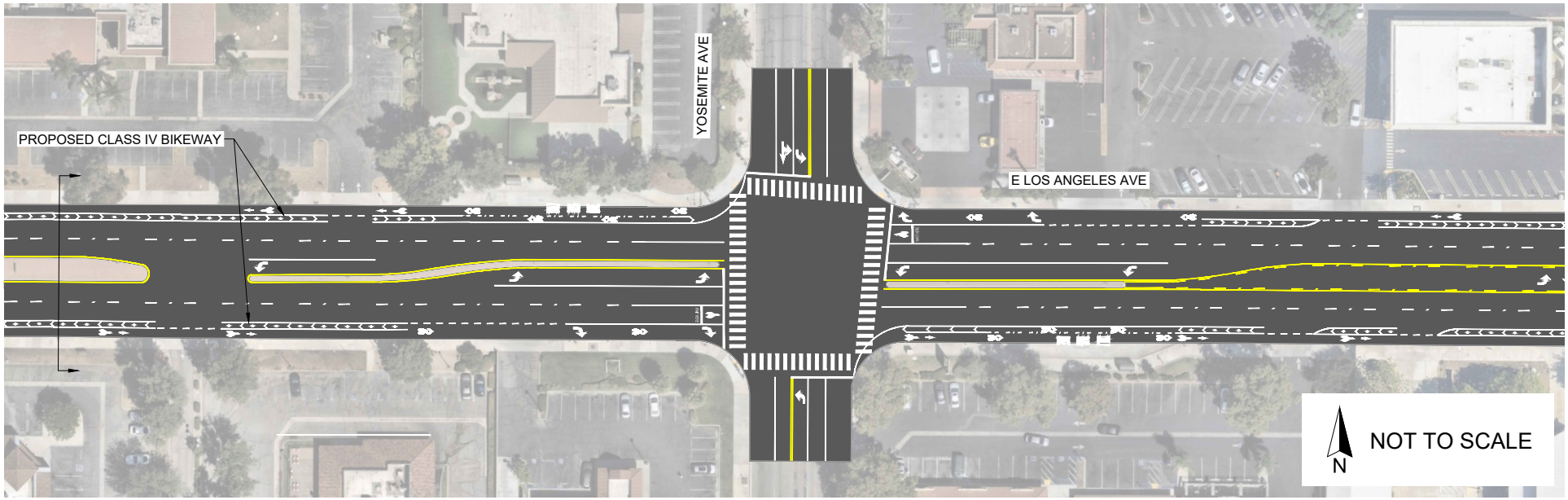
Based on a preliminary near-map satellite imagery review only, the existing curb-to-curb width appears sufficient to accommodate the proposed cycle tracks. Consistent with the Envision Simi Valley Plan, the cycle tracks can be implemented by narrowing the width of travel lanes and repurposing the existing bike lanes. This evaluation is conceptual and has not been verified through aerial photogrammetry, field survey, or detailed topographic mapping. Final geometric feasibility will require confirmation through field-verified survey data. No roadway widening or right-of-way acquisition is anticipated at this time; however, this determination remains subject to topographic and right-of-way validation.

At intersection approaches with right-turn only lanes, the Class IV cycle track can be converted to a Class III bike route to avoid major intersection reconstruction. Bike boxes can be installed at these locations to help cyclists navigate through the intersection. Bus stops located within the cycle track can be treated with a segment of shared bus/bike lane.

Los Angeles Avenue (east) Class IV Cycle Track Typical Cross Section



Los Angeles Avenue (east) Class IV Cycle Track Project Plan View



Los Angeles Avenue (east) Class IV Cycle Track ROM Costs

Class IV Cycle Track with Bollards	
Length (ft)	14,256.0
Roadway Costs *(Striping with Bollards, Bike Lane Pavement Markings, Pavement Markings, Bike Lane Markings, Slurry Seal, Signage)*:	$3,292,708.00
% Based Construction Costs:	$1,219,000.00
Construction Costs:	$4,511,708.00
Contingency *(10%)*:	$1,353,513.00
Supporting Costs *(Design/Env/ROW/CM)*:	$1,643,000.00
Grand Total:	**$7,508,221.00**

Extent: **Tapo Street to Kuehner Drive**

Project #10: Tapo Canyon Road (south) Class IV Cycle Track

Overview

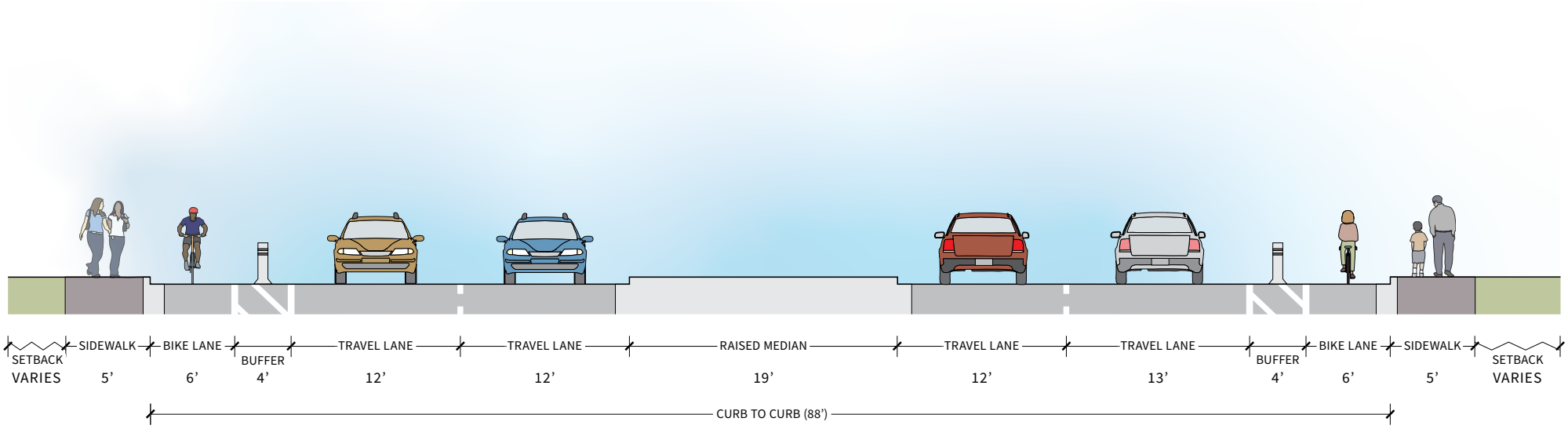
Class IV cycle tracks are recommended along Tapo Canyon Road between Avenida Simi and Royal Avenue. This facility is recommended to continue as Class II buffered bike lanes along Tapo Canyon Road, north of Avenida Simi and will connect to the existing Class II bike lanes along Royal Avenue to the south, which provide access to the Arroyo Simi Greenway. This facility will also connect to multiple civic uses, such as City Hall, Simi Valley Senior Center, and the Simi Valley Public Library, as well as multiple commercial shopping centers, residential neighborhoods, and industrial uses.

Constraints Analysis

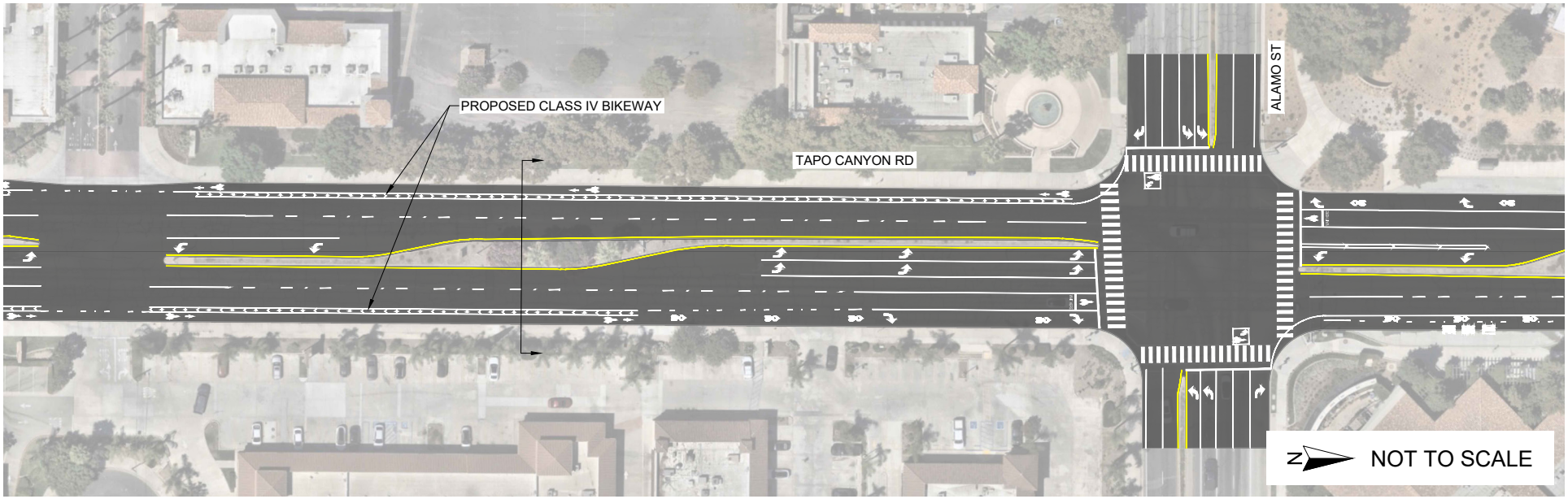
Based on a preliminary near-map satellite imagery review only, the existing curb-to-curb width appears sufficient to accommodate the proposed cycle tracks. The cycle tracks can be implemented by narrowing the width of travel lanes and repurposing the existing bike lanes. This evaluation is conceptual and has not been verified through aerial photogrammetry, field survey, or detailed topographic mapping. Final geometric feasibility will require confirmation through field-verified survey data. No roadway widening or right-of-way acquisition is anticipated at this time; however, this determination remains subject to topographic and right-of-way validation.

At intersection approaches with right-turn only lanes, the Class IV cycle track can be converted to a Class III bike route to avoid major intersection reconstruction. Bike boxes can be installed at these locations to help cyclists navigate through the intersection. Bus stops located within the cycle track can be treated with a segment of shared bus/bike lane. Coordination with Caltrans will be required within the vicinity of State Route 118.

Tapo Canyon Road (south) Class IV Cycle Track Typical Cross Section



Tapo Canyon Road (south) Class IV Cycle Track Project Plan View



Tapo Canyon Road (south) Class IV Cycle Track ROM Costs

Class IV Cycle Track with Bollards	
Length (ft)	7,973.0
Roadway Costs *(Striping with Bollards, Bike Lane Pavement Markings, Pavement Markings, Bike Lane Markings, Slurry Seal, Signage)*:	$1,902,597.00
% Based Construction Costs:	$704,000.00
Construction Costs:	$2,606,597.00
Contingency *(10%)*:	$781,979.00
Supporting Costs *(Design/Env/ROW/CM)*:	$949,000.00
Grand Total:	**$4,337,576.00**

Extent: **Avenida Simi to Royal Avenue**

Project #32: Hidden Ranch Drive Class II Bike Lanes

Overview

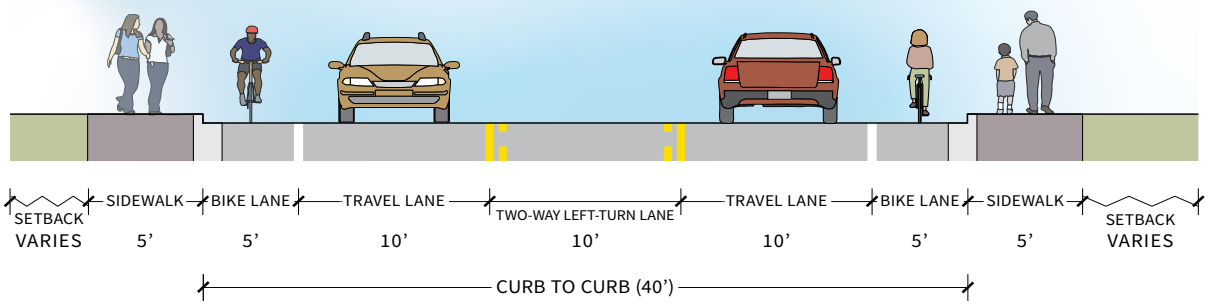
Class II bike lanes are recommended along Hidden Ranch Drive between Los Angeles Avenue and the Arroyo Simi Greenway. This facility will create a connection between multiple key destinations, including Rancho Santa Susana Community Center and Park, the Simi Valley Amtrak Station, the Arroyo Simi Greenway, and residential areas.

Constraints Analysis

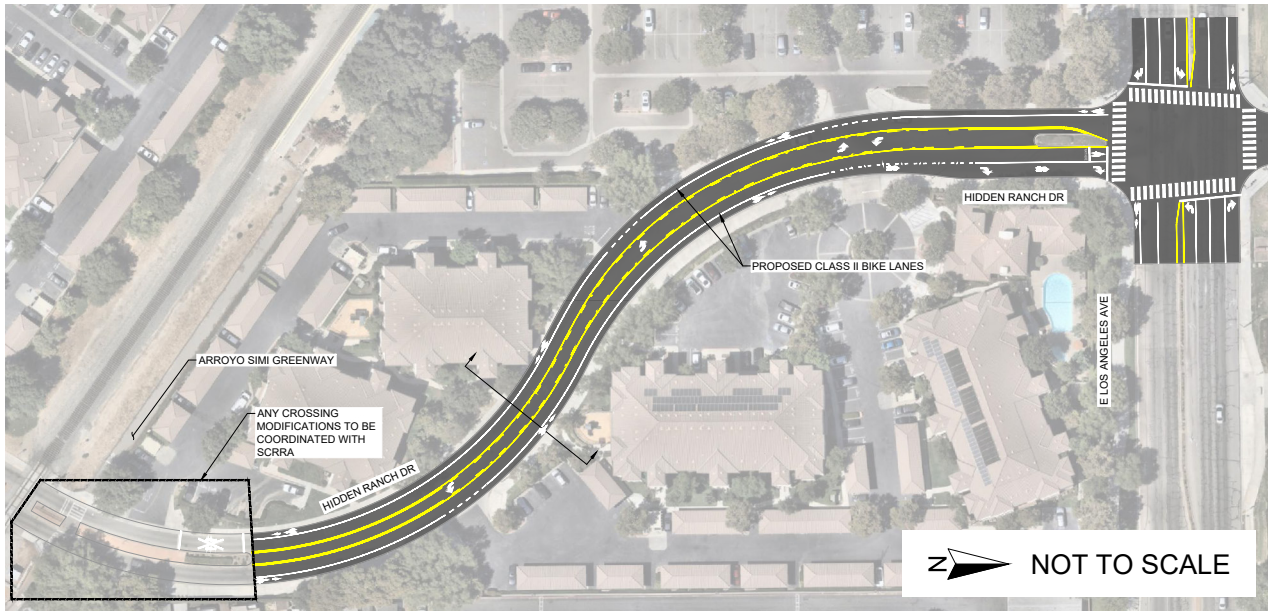
Based on a preliminary near-map satellite imagery review only, the existing curb-to-curb width appears sufficient to accommodate the proposed bike lanes. The bike lanes can be implemented by restriping and narrowing the existing travel lanes. Approaching the intersection with Los Angeles Avenue, the northbound Class II bike lane can be converted to a Class III bike route to avoid median disruption. The design of the connection to the Arroyo Simi Greenway will require coordination with Southern California Regional Rail Authority due to the rail crossing.

This evaluation is conceptual and has not been verified through aerial photogrammetry, field survey, or detailed topographic mapping. Final geometric feasibility will require confirmation through field-verified survey data. No roadway widening or right-of-way acquisition is anticipated at this time; however, this determination remains subject to topographic and right-of-way validation.

Hidden Ranch Drive Class II Bike Lanes Typical Cross Section



Hidden Ranch Drive Class II Bike Lanes Project Plan View



Hidden Ranch Drive Class II Bike Lanes ROM Costs

Class II Bike Lanes	
Length (ft)	1,003.0
Roadway Costs *(Crosswalks, Bike Lane Striping, Signage, Pavement Markings, Bike Lane Markings, Slurry Seal)*:	$147,474.00
% Based Construction Costs:	$55,000.00
Construction Costs:	$202,474.00
Contingency *(10%)*:	$60,742.00
Supporting Costs *(Design/Env/ROW/CM)*:	$74,000.00
Grand Total:	**$337,217.00**

Extent: **Los Angeles Avenue to the Arroyo Simi Greenway**

Project #18: Los Angeles Avenue (central) Class IV Cycle Track

Overview

Class IV cycle tracks are recommended along Los Angeles Avenue between Erringer Road and Tapo Street. This facility will connect to the recommended Class IV cycle tracks along Los Angeles Avenue to the west which extend to the western city limit, and to the recommended Class IV cycle tracks along Los Angeles Avenue to the east, terminating at Kuehner Drive. This stretch of Los Angeles Avenue provides access to multiple residential neighborhoods, commercial shopping centers, the Rancho Santa Susana Community Center and Park, Simi Valley Amtrak Station, and some industrial uses on the western project limit. This project builds on the Envision Simi Valley Plan recommendation for a cycle track, yet recommends maintaining the facility as one-way bikeways on each side of the roadway.

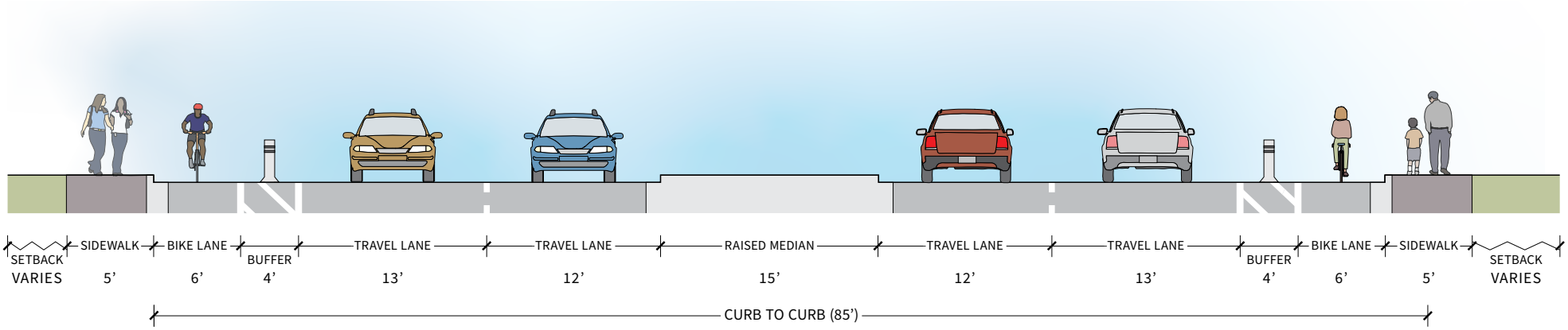
Constraints Analysis

Based on a preliminary near-map satellite imagery review only, the existing curb-to-curb width appears sufficient to accommodate most of the proposed cycle tracks, however, there are two constrained segments where the roadway width narrows and has not been built to the final roadway classification design standard. These segments include from approximately 280’ east of Orchid Avenue to approximately 270’ west of Sycamore Drive and from approximately 850’ east of Sycamore Drive until Blackstock Avenue. Implementation of the cycle tracks within these extents may be reliant on the roadway classification buildout or acquiring additional right of way. An alternative option to consider is implementing the cycle track along the north side of Los Angeles Avenue in the westbound direction only and maintaining the existing Class II bike lanes in the eastbound direction, which would not rely on roadway classification buildout.

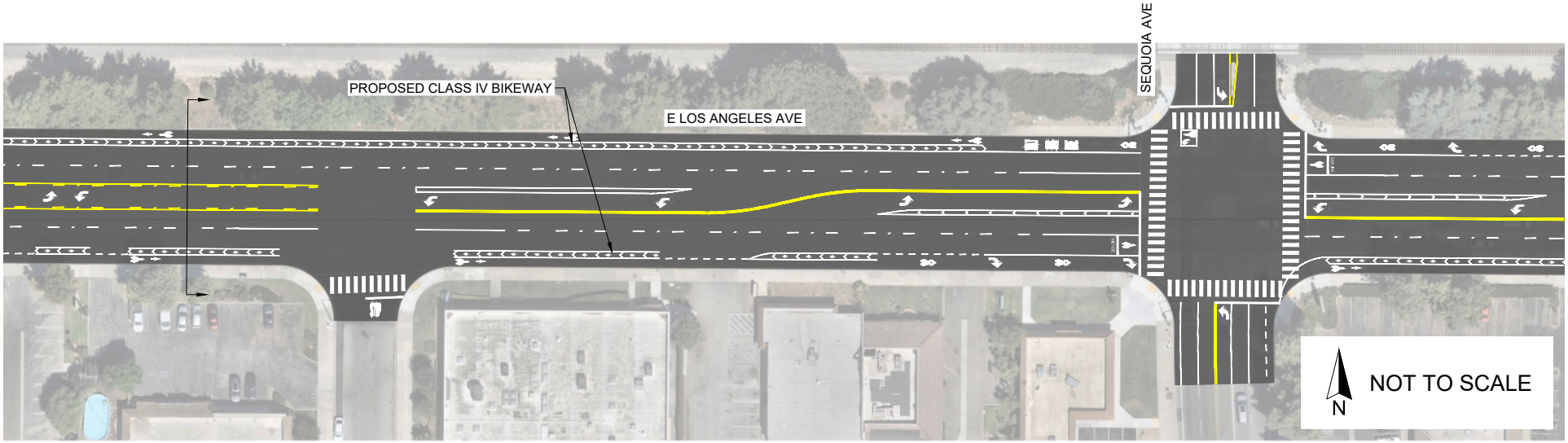
Consistent with the Envision Simi Valley Plan, the cycle tracks can be implemented by narrowing the width of travel lanes and repurposing the existing bike lanes. This evaluation is conceptual and has not been verified through aerial photogrammetry, field survey, or detailed topographic mapping. Final geometric feasibility will require confirmation through field-verified survey data.

At intersection approaches with right-turn only lanes, the Class IV cycle track can be converted to a Class III bike route to avoid major intersection reconstruction. Bike boxes can be installed at these locations to help cyclists navigate through the intersection. Bus stops located within the cycle track can be treated with a segment of shared bus/bike lane.

Los Angeles Avenue (central) Class IV Cycle Typical Track Cross Section



Los Angeles Avenue (central) Class IV Cycle Track Project Plan View



Los Angeles Avenue (central) Class IV Cycle Track ROM Costs

Class IV Cycle Track with Bollards	
Length (ft)	15,840.0
Roadway Costs *(Striping with Bollards, Bike Lane Pavement Markings, Pavement Markings, Bike Lane Markings, Slurry Seal, Signage)*:	$3,654,605.00
% Based Construction Costs:	$1,353,000.00
Construction Costs:	$5,007,605.00
Contingency *(10%)*:	$1,502,281.00
Supporting Costs *(Design/Env/ROW/CM)*:	$1,823,000.00
Grand Total:	**$8,332,886.00**

Extent: **Erringer Road to Tapo Street**

Project #23: Sequoia Avenue Class II Bike Lanes

Overview

Class II bike lanes are recommended along Sequoia Avenue between Copperfield Street and Los Angeles Avenue. This project will close the gap between existing bike lanes along Sequoia Avenue to the north and south of the project limits. It will also provide connections to the recommended Arroyo Simi Greenway extension, in addition to mostly residential uses. It will be adjacent to Santa Susana High School, located on Cochran Street, east of Sequoia Avenue.

Constraints Analysis

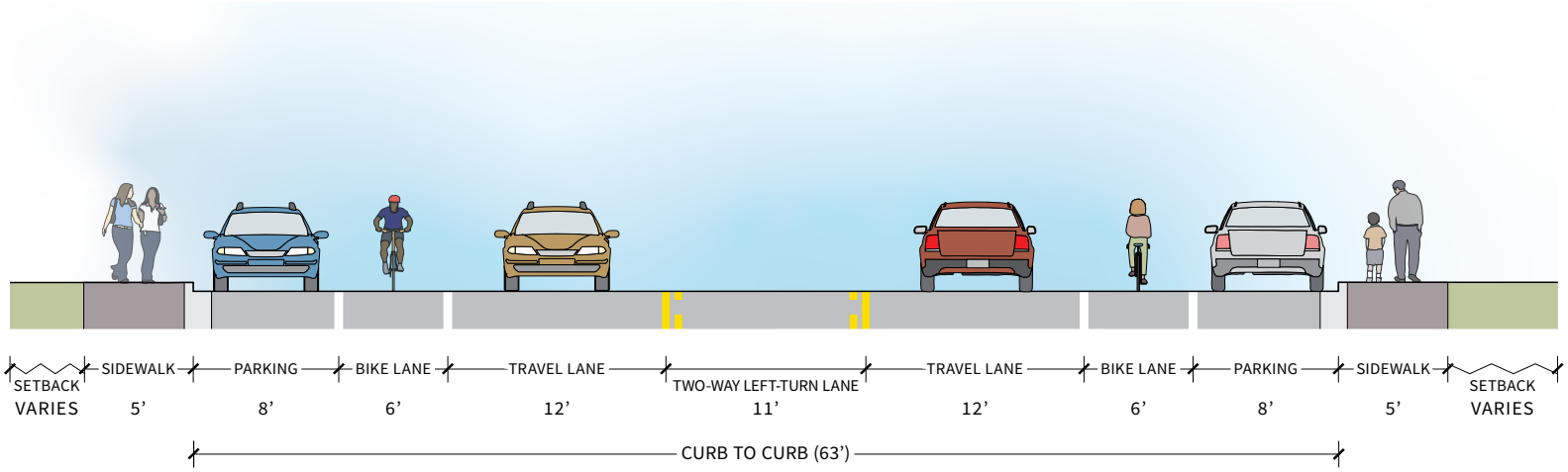
Based on a preliminary near-map satellite imagery review only, the existing curb-to-curb width appears sufficient to accommodate the proposed bike lanes with a street reconfiguration by restriping, removing one travel lane in each direction, and continuing the two-way-left-turn lane for the project full extent. The two-way-left-turn lane will improve safety and operations for left-turning vehicles accessing residential properties. An alternative approach could be to maintain all four travel lanes and implement the facility in place of on-street parking.

Project specific analyses and community engagement may be required prior to initiating design. A formal traffic operations analysis should be completed using updated traffic counts and forecast volumes to assess operational feasibility and long-term performance. Coordination with the school and additional field observations should be performed as part of the operations analysis.

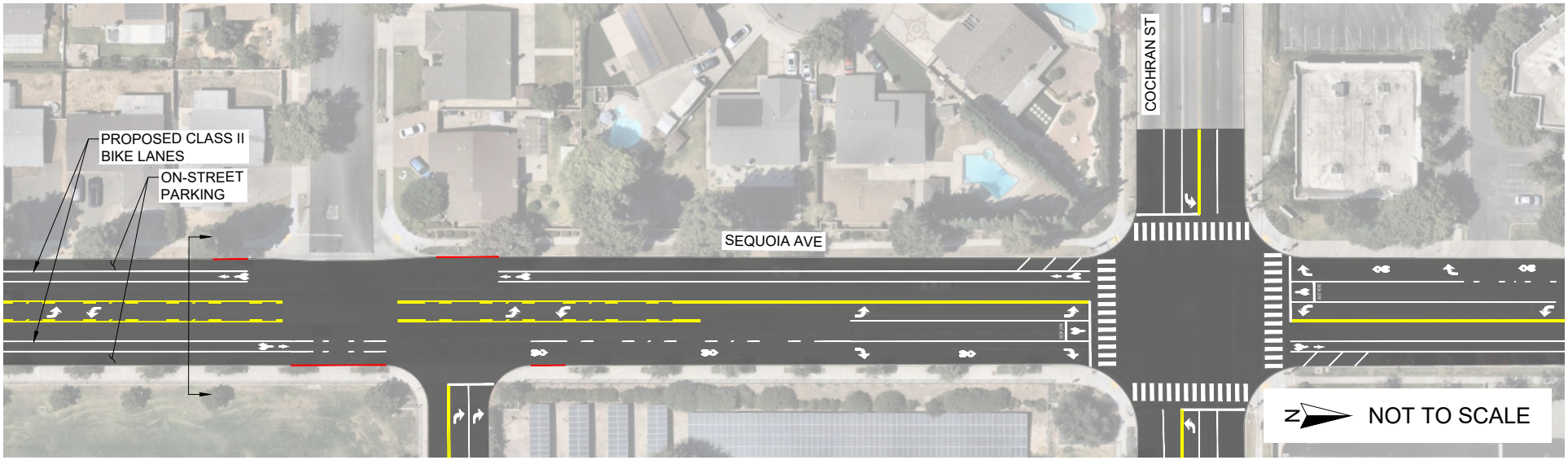
This evaluation is conceptual and has not been verified through aerial photogrammetry, field survey, or detailed topographic mapping. Final geometric feasibility will require confirmation through field-verified survey data. No roadway widening or right-of-way acquisition is anticipated at this time; however, this determination remains subject to topographic and right-of-way validation.

At intersection approaches with right-turn only lanes, the Class II bike lane can be converted to a Class III bike route to avoid major intersection reconstruction. Bike boxes can be installed at these locations to help cyclists navigate through the intersection. Bus stops located adjacent to the bike lanes can be treated with a segment of shared bus/bike lane.

Sequoia Avenue Class II Bike Lanes Typical Cross Section



Sequoia Avenue Class II Bike Lanes Project Plan View



Sequoia Avenue Class II Bike Lanes ROM Costs

Class II Bike Lanes	
Length (ft)	4,013.0
Roadway Costs *(Crosswalks, Bike Lane Striping, Signage, Pavement Markings, Bike Lane Markings, Slurry Seal)*:	$789,732.00
% Based Construction Costs:	$293,000.00
Construction Costs:	$1,082,732.00
Contingency *(10%)*:	$324,819.00
Supporting Costs *(Design/Env/ROW/CM)*:	$395,000.00
Grand Total:	**$1,802,551.00**

Extent: **Copperfield Street to Los Angeles Avenue**

Project #46: Sycamore Drive Class II Bike Lanes

Overview

Class II bike lanes are recommended along Sycamore Drive between the Arroyo Simi Greenway and Fitzgerald Road. This facility will connect to the Arroyo Simi Greenway and existing Class II bike lanes along Sycamore Drive to the north, and to recommended Class II bike lanes along Fitzgerald Road to the south, as well as residential uses.

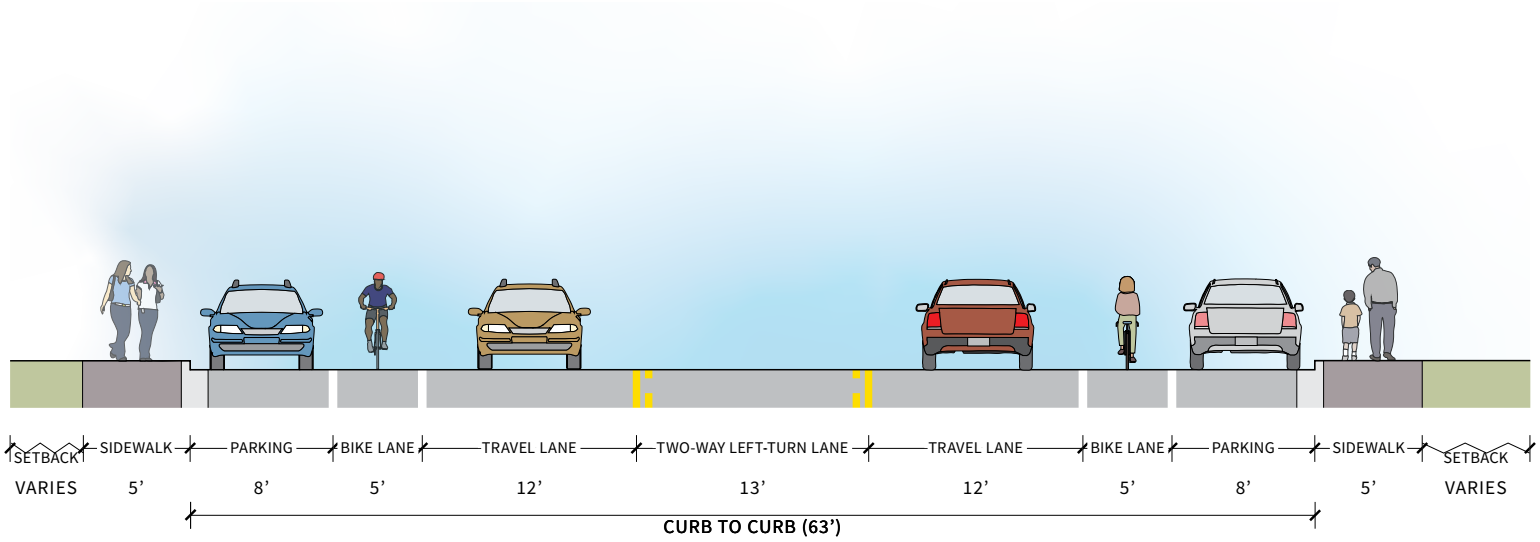
Constraints Analysis

Based on a preliminary near-map satellite imagery review only, the existing curb-to-curb width appears sufficient to accommodate the proposed bike lanes with a street reconfiguration by restriping, removing one travel lane in each direction, and adding a two-way-left-turn lane. The two-way-left-turn lane will improve safety and operations for left-turning vehicles accessing residential properties. Project specific analyses and community engagement may be required prior to initiating design. A formal traffic operations analysis should be completed using updated traffic counts and forecast volumes to assess operational feasibility and long-term performance.

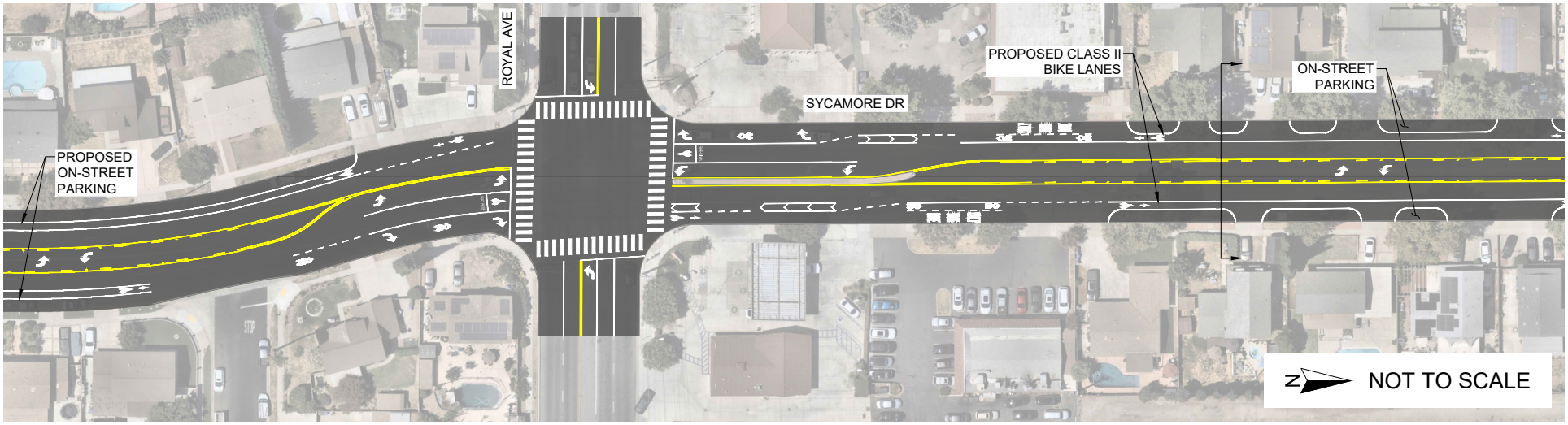
This evaluation is conceptual and has not been verified through aerial photogrammetry, field survey, or detailed topographic mapping. Final geometric feasibility will require confirmation through field-verified survey data. No roadway widening or right-of-way acquisition is anticipated at this time; however, this determination remains subject to topographic and right-of-way validation.

At intersection approaches with right-turn only lanes, the Class II bike lane can be converted to a Class III bike route to avoid major intersection reconstruction. Bike boxes can be installed at these locations to help cyclists navigate through the intersection. Bus stops located adjacent to the bike lanes can be treated with a segment of shared bus/bike lane.

Sycamore Drive Class II Bike Lanes Typical Cross Section



Sycamore Drive Class II Bike Lanes Project Plan View



Sycamore Drive Class II Bike Lanes ROM Costs

Class II Bike Lanes	
Length (ft)	3,115.0
Roadway Costs *(Crosswalks, Bike Lane Striping, Signage, Pavement Markings, Bike Lane Markings, Slurry Seal)*:	$611,578.00
% Based Construction Costs:	$227,000.00
Construction Costs:	$838,578.00
Contingency *(10%)*:	$251,574.00
Supporting Costs *(Design/Env/ROW/CM)*:	$306,000.00
Grand Total:	**$1,396,152.00**

Extent: **Arroyo Simi Greenway to Fitzgerald Road**

Project #17: Los Angeles Avenue (west) Class IV Cycle Track

Overview

Class IV cycle tracks are recommended along Los Angeles Avenue between the western city limit and Erringer Road. This facility will connect to the existing Class II bike lanes along Tierra Rejada Road (outside of city limit) to the west and also connect to the recommended Class IV cycle tracks along Los Angeles Avenue to the east that continue until the terminus at Kuehner Drive. The cycle tracks will connect to multiple commercial uses, including Mountain Gate Plaza and Simi Valley Plaza, to residential uses west of Sinaloa Road, and to the Arroyo Simi Greenway approximately 400 feet west of First Street.

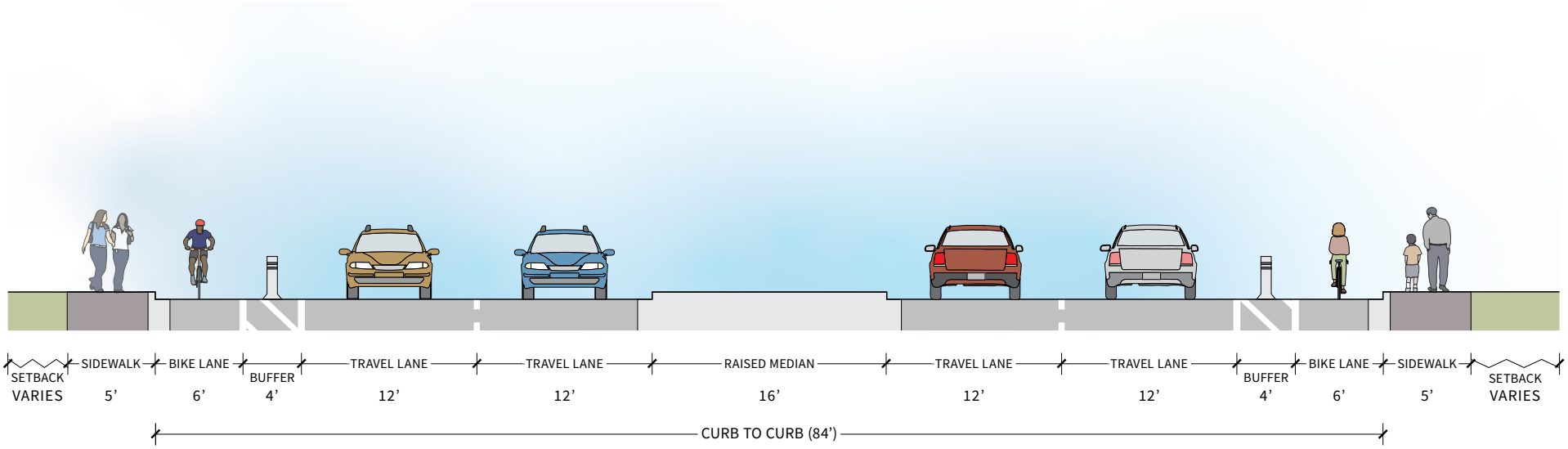
Constraints Analysis

Based on a preliminary near-map satellite imagery review only, the existing curb-to-curb width appears sufficient to accommodate the proposed cycle tracks with a street reconfiguration by removing one travel lane in each direction, which will match the Los Angeles Avenue roadway cross-section adjacent to the east. The eastbound approach to First Street will require travel lanes to narrow to 10' wide and the westbound bicycle facility to transition to a 6' bike lane. This evaluation is conceptual and has not been verified through aerial photogrammetry, field survey, or detailed topographic mapping. Final geometric feasibility will require confirmation through field-verified survey data.

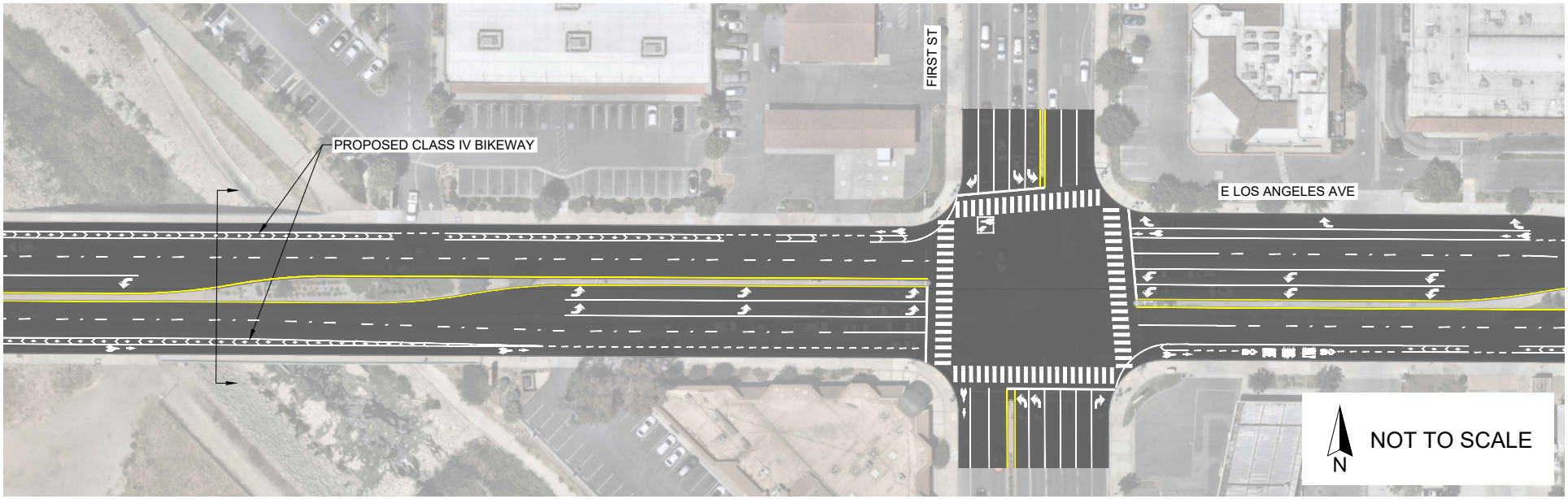
No roadway widening or right-of-way acquisition is anticipated at this time; however, this determination remains subject to topographic and right-of-way validation. A formal traffic operations analysis should be completed using updated traffic counts and forecast volumes to assess operational feasibility and long-term performance.

At intersection approaches with right-turn only lanes, the Class IV cycle track can be converted to a Class III bike route to avoid major intersection reconstruction. Bike boxes can be installed at these locations to help cyclists navigate through the intersection. Bus stops located within the cycle track can be treated with a segment of shared bus/bike lane.

Los Angeles Avenue (west) Class IV Cycle Track Typical Cross Section



Los Angeles Avenue (west) Class IV Cycle Track Project Plan View



Los Angeles Avenue (west) Class IV Cycle Track ROM Costs

Class IV Cycle Track with Bollards	
Length (ft)	17,266.0
Roadway Costs *(Striping with Bollards, Bike Lane Pavement Markings, Pavement Markings, Bike Lane Markings, Slurry Seal, Signage)*:	$4,190,113.00
% Based Construction Costs:	$1,551,000.00
Construction Costs:	$5,741,113.00
Contingency *(10%)*:	$1,722,334.00
Supporting Costs *(Design/Env/ROW/CM)*:	$2,090,000.00
Grand Total:	**$9,553,447.00**

Extent: **Western city limit to Erringer Road**


IF YOUR

Chapter 6:
Funding Opportunities

Planning efforts can be constrained by limited implementation resources; however, projects that are part of comprehensive plans, such as this BMP, often have a competitive advantage over stand-alone projects when pursuing grant funding sources.

There are also cost-effective methods to implement bicycle facilities and programs by conjoining them with ongoing City street maintenance efforts or through other adjacent roadway projects. Striping Class II and III facilities during road restriping or resurfacing is an easy to implement and low-cost method to build out the planned bicycle network facilities. Additionally, supporting existing bicycle programs, as discussed in **Section 4.9 Program Recommendations**, is an effective way to build support, knowledge, and enthusiasm for safe bicycling for all Simi Valley residents.

There are many ways to combine funding and other resources. For instance, funding for bicycle and active transportation projects can be drawn from the General Fund, designated through the annual budget. Planned projects can be tied to ongoing development as a condition for approval for large scale developments and development impact fees for smaller scale developments. Further, grant funding provides external sources of funds from the Federal, State, regional level, and non-profit organizations which can be necessary to cover the costs of more intensive projects.

There are multiple avenues to secure funding for different aspects of bikeway planning, engineering, construction, and maintenance. It should be noted, however, that grant funds are competitive and granting authorities receive more applications for funding each year than there are funding dollars available. **Chapter 5: Prioritization & Implementation** , has taken Caltrans' and VCTC's Active Transportation Plan grant application criteria and other frequently used metrics into account.

Appendix F outlines relevant grant and allocation programs that the City can consider pursuing. This list is not exhaustive, and it is recommended City staff stay current on funding sources and eligibility criteria. Each funding source includes a brief description, example project types, and additional details are provided along with a link to the funding source, current as of BMP adoption.


Arroyo Simi Greenway
Project - Phase Two
Another project funded by Proposition 84
through the California Natural Resources Agency
to improve River Parkways
EDMUND G. BROWN, JR., GOVERNOR
John Laird, Secretary for Natural Resources


Arroyo Simi
Greenway

Chapter 7: **Bicycle Facility Maintenance**

7.1 Maintenance of Bicycle Facilities

Well-maintained streets and bicycle facilities are essential for bicyclist safety and comfort. Potholes, cracks, loose gravel, and other debris can be hazardous to bicycle mobility. Bicyclists are typically more vulnerable to maintenance issues than motor vehicles due to the narrow tire width and less stability.

The City should continue to consider bicycle facilities in its ongoing street maintenance, including monthly citywide street sweeping. To further support efforts to maintain said facilities, bicycle facility maintenance should be added as a Request Type to the **Public Works Maintenance Request Form**. This could aid in the identification of potentially hazardous roadway conditions and locations where there is regular debris buildup that may be considered for more frequent sweeping.

7.2 Arroyo Simi Greenway & Class I Maintenance

Class I facilities require ongoing maintenance outside of the City's ROW. Class I bike path maintenance entails trash removal, sweeping, resurfacing, cleaning, re-striping of asphalt paths, repairs to crossings, cleaning drainage systems, trash removal, landscaping, underbrush and weed abatement.

The following actions are suggested:

- Coordinate with RSRPD on facility maintenance at the jurisdictional boundaries, particularly at Arroyo Simi Greenway access points. The RSRPD should track long-term bike path maintenance, and scheduled repairs, and respond to calls from the public or staff regarding maintenance needs. The Park District receives annual Article 3 funding to help with this effort.
- Support events and organizations, such as Ventura Coastal Cleanup Day, which hosts an annual cleanup of the Simi Valley Greenway during Coastal Cleanup Day.
- Identify a reliable source of funding to cover maintenance costs of new Class I bike paths.
- All proposed Class I bike path designs should consider approaches that minimize future maintenance costs.

7.3 Class IV Facility Maintenance

Class IV cycle tracks require more specialized maintenance than traditional bike lanes or bike routes due to their physical separation from vehicle traffic and unique design features. Cycle tracks are typically too narrow to accommodate standard street sweeping vehicles, yet they can still collect roadway and landscaping debris. Sweeping of cycle tracks can be provided by specialized cycle track street sweepers which are narrow vehicles designed specifically for these environments. Alternatively, various sweeping attachments exist that can be towed or mounted to other small maintenance vehicles that may be suitable for cycle tracks.

Appendix A: **Legislative Framework**

This document summarizes the legislative and policy context at the federal and state levels that shapes active transportation planning in Simi Valley. Understanding these frameworks helps ensure consistency with adopted regional and statewide priorities and supports the City's eligibility for funding programs.

Federal Legislation and Guidelines

- **Infrastructure Investment and Jobs Act (2021):** Federal legislation allocating significant funding to reduce greenhouse gas (GHG) emissions and increase the resilience of transportation infrastructure. Includes $1.4 billion for the Transportation Alternatives Program and $1 billion for the Safe Streets and Roads for All program, supporting projects that improve safety and access for people walking, biking, and rolling.
- **Federal Highway Administration (FHWA) Bikeway Selection Guide (2019):** Complements the Separated Bike Lane Guide with tools to support bikeway design for all ages and abilities. Includes matrices, flow charts, and graphs to help select appropriate bikeways based on roadway characteristics and rider types.
- **Interim Approval for Optional Use of an Intersection Bicycle Box (IA-18) (2016):** Allows transportation agencies to install intersection bicycle boxes at signalized intersections to improve bicyclist visibility and positioning during red light phases. While still considered experimental, this interim approval permits optional use of the treatment prior to potential incorporation into future updates of the Manual on Uniform Traffic Control Devices (MUTCD).
- **FHWA Separated Bike Lane Planning and Design Guide (2015):** Captures the national state of practice for separated bike lane design within the street right-of-way. Offers design options for one- and two-way cycle tracks and provides detailed guidance on intersection design, including turning movements, signalization, signage, and pavement markings.

State Legislation and Policies

State legislation and policies govern a wide range of topics that affect and inform the development of Simi Valley's bicycle network and associated improvements.

Planning and Complete Streets

- **Senate Bill (SB)-960 – Complete Streets Facilities:** Transit Priority Facilities (2024): Requires Caltrans to include the needs of people biking, walking, and taking transit, including setting targets, performance metrics, and quantifiable accomplishments, when developing plans, programs, and repairing state highways
- **SB-932 General Plans:** Circulation Element: Bicycle and Pedestrian Plans and Traffic Calming Plans (2022): Requires cities and counties updating their circulation elements to adopt and implement bicycle, pedestrian, and traffic calming plans.
- **California Transportation Plan 2050 (2021):** Long-range plan outlining strategies for accessible, low-emission, and economically sustainable transportation.
- **AB-285 California Transportation Plan (2019):** Adds GHG reduction actions, environmental justice, and anticipated technology to future California Transportation Plan (CTP) updates.
- **SB-1000 Planning for Healthy Communities Act (2016):** Requires General Plans to identify disadvantaged communities and include environmental justice (EJ) goals and policies.
- **Caltrans' Deputy Directive 64-R2 (2014):** Policy that emphasizes the integration of bicycle, pedestrian, and transit modes into all aspects of transportation planning, design, and construction within California's state highway system using Complete Streets foundations.

- **Active Transportation Program (2013):** Create by Senate Bill 99 and Assembly Bill 101 to encourage the increased use of active transportation modes. Funds from this program are competitively awarded through statewide grant cycle periods led by Caltrans.
- **AB-1358 Complete Streets Act (2011):** Requires local General Plan circulation elements to accommodate all roadway users including drivers, pedestrians, cyclists, individuals with disabilities, seniors, and public transit users.
- **SB-375 Redesigning Communities to Reduce Greenhouse Gases (2008):** Requires regional transportation plans to include preferred growth scenarios that reduce vehicle miles traveled (VMT) and incentivizes local adoption through general plans.

Bicycle Facilities & Bicycling

- **Design Information Bulletin (DIB) 94 (2024):** Provides context-sensitive guidance for recommended bicycle facilities based on Average Daily Traffic (ADT) and posted speed limit.
- **SB-1216 Limits on Class III Bikeways (2024):** Prohibits use of Class III bikeways on roads over 30 mph, with limited exceptions near intersections for the purpose of connecting a Class I, Class II, or Class IV bikeway through the intersection; restricts state funding for such uses.
- **AB-413 Daylighting to Save Lives Bill (2023):** Prohibits stopping, standing, or parking a vehicle within 20 feet of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present.
- **AB-1909 Vehicles:** Bicycle Omnibus Bill (2022): Revises multiple provisions in the California Vehicle Code (CVC) to enhance bicyclist rights and safety, including safe vehicular passing, Class 3 e-bike trail access, limiting license requirements, and permitting bicycles to cross with pedestrian signals.
- **AB-2863 Green Building Standards:** Bicycle Parking (2022): Directs future updates to the California Green Building Standards Code (CALGreen) to include mandatory standards for short- and long-term bicycle parking.
- **Design Information Bulletin (DIB) 89-02 (Updated in 2022):** Provides flexible statewide design guidance and criteria for separated bikeways aligned with the Caltrans Highway Design Manual and CAMUTCD.
- **AB-773 Street Closures and Designations (2021):** Authorizes local authorities to adopt slow streets programs, including street closures for vehicles on neighborhood streets that connect to bicycle networks, local destinations, or green space.
- **AB-1266 Traffic Control Devices:** Bicycles (2019): Requires Caltrans to develop standards for lane striping, pavement markings, and appropriate regulatory signs to support bicycle riding through busy intersections.
- **SB-672 Traffic-Actuated Signals:** Motorcycles and Bicycles (2017): Indefinitely extends requirements to install traffic-actuated signals to detect lawful bicycle or motorcycle traffic on the roadway as a state-mandated local program. Existing law requires the state to reimburse local agencies and school districts for certain costs mandated by the state.
- **AB-1193 Bikeways (2014):** Recognizes Class IV separated bikeways (cycle tracks). It further requires Caltrans to establish minimum safety design criteria for each type of bikeway and authorizes local agencies to utilize alternative minimum safety criteria if adopted by resolution at a public meeting.
- **AB-1371 Passing Distance/Three Feet for Safety Act (2013):** Requires a minimum three-foot passing distance for vehicles overtaking bicyclists.

E-Bikes and Micromobility

- **SB-1271 Electric Bicycles, Powered Mobility Devices, and Storage Batteries (2024):** Requires all e-bike batteries sold in California to have their batteries tested and certified for safety standards starting in 2026.
- **AB-1774 E-Bike Modification (2024):** Prohibits the sale and use of devices that override speed (maximum of 28 mph) or power (750 watts) limitations of e-bikes.
- **AB-712 Tenancy:** Personal Micromobility Devices (2023): Requires landlords to allow tenants to store and charge micromobility devices in their units.
- **SB-400 Clean Cars 4 All Program (2019):** Expands Clean Cars 4 All (CC4A) to include electric bikes and bike sharing as eligible mobility options to reduce emissions from older vehicles.
- **AB-1096 Vehicles:** Electric Bicycles (2015): Defines three e-bike classes and clarifies their legal treatment under the California Vehicle Code (CVC).

Traffic Safety, Speed, and Enforcement

- **AB-361 Vehicles:** Photographs of Bicycle Lane Parking Violations (2023): Authorizes use of forward-facing cameras on transit and public works vehicles to enforce bike lane violations.
- **AB-43 Traffic Safety (2021):** Grants local agencies expanded authority to reduce speed limits in high-injury or high-activity areas limits to make streets safer for people who walk and ride a bicycle. It further establishes a prima facie speed limit of 25 miles per hour on state highways located in any business or residence district.
- **AB-902 Traffic Violations and Diversion Programs (2015):** Allows jurisdictions to offer education programs in lieu of fines for certain walking and biking violations.

Environmental Regulations

- **AB-1279:** The California Climate Crisis Act (2022): Building on SB-32 and AB-32, it mandates that California reduce GHS emissions to 85% below 1990 levels by 2045.
- **SB-922 California Environmental Quality Act Exemption:** Transportation-related Projects (2022): Extends California Environmental Quality Act (CEQA) exemptions through 2030 for sustainable transportation projects including biking, walking, transit, rail stations, and zero-emission refueling facilities.
- **Executive Order N-19-19 (2019):** Directs the California State Transportation Agency to align investments with climate goals and reduce vehicle miles traveled (VMT) by supporting active modes of transportation such as biking and walking that also benefit public health.
- **SB-32 California Global Warming Solutions Act of 2016:** Emissions Limit (2016): Builds on AB-32 (2006) and mandates the reduction of GHGs to 40% below 1990 levels by 2030.
- **SB-743 CEQA Reform (2013):** Replaces Level of Service (LOS) with VMT as the standard metric under CEQA, supporting active transportation mitigation.
- **AB-32 California Global Warming Solutions Act (2006):** Establishes the target to reduce GHG emissions to 1990 levels by 2020.

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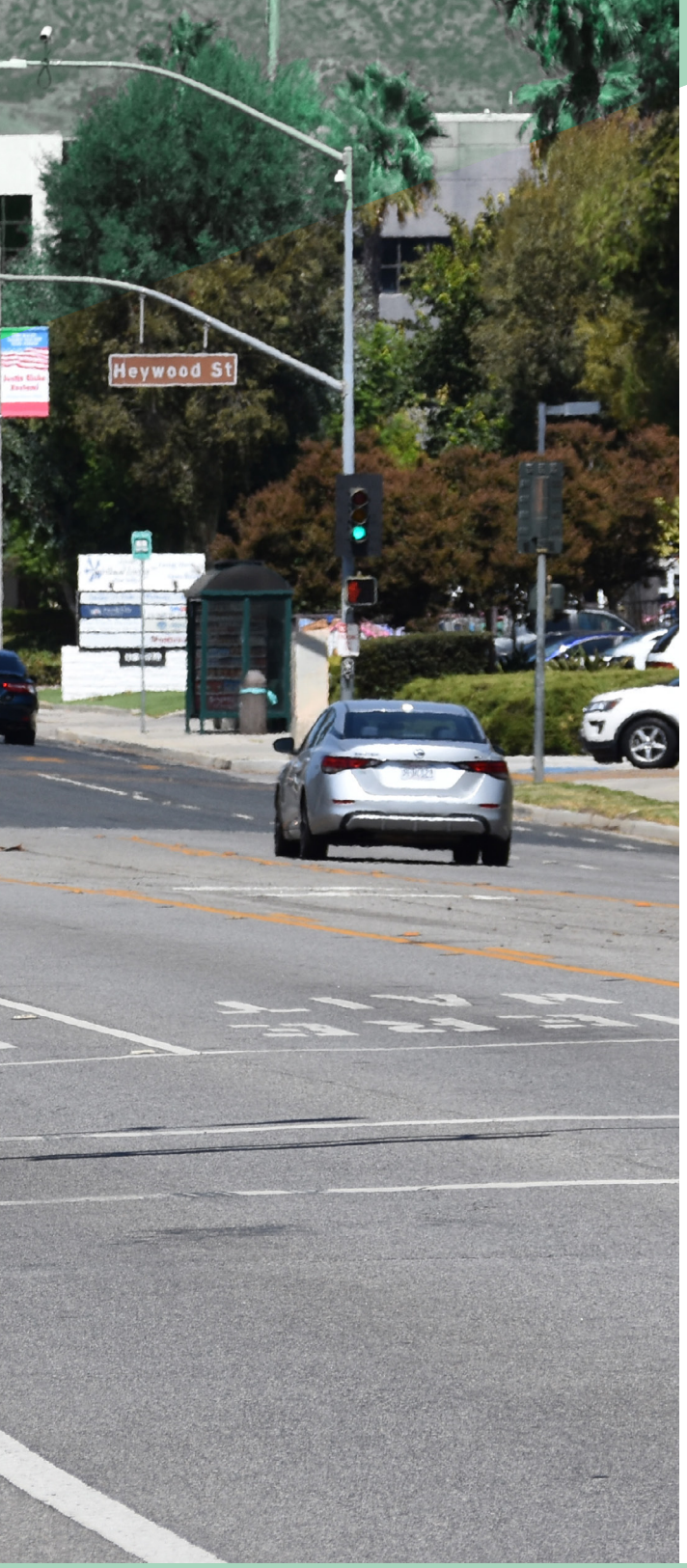
Patricia Av



Appendix B:
Existing Conditions

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Appendices

1.0 Introduction

Simi Valley's dedication to improving multimodal mobility is demonstrated by the successful pursuit of grant funding from the State of California to prepare an update to the City's Bicycle Master Plan (BMP). The updated BMP will serve as a framework to guide infrastructure implementation and programmatic recommendations that provide for safe, efficient, and enjoyable bicycle facilities and use throughout Simi Valley.

This Existing Conditions Report is one of the initial steps in the planning process. It serves to document the current state of bicycling within Simi Valley by examining the physical infrastructure, the quality of biking facilities in relation to the surrounding roadway environment, user safety, and the potential for demand.

This document will be supplemented with a series of public outreach activities that serve to learn about community perceived issues and opportunities related to riding a bike. The information and findings from this initial stage will inform the development of BMP recommendations.

1.1 Purpose/Background

The City's last BMP was adopted in 2008. It identified an updated bicycle network and recommended programs to provide residents and visitors with convenient and safe bicycling to, from, and within Simi Valley. This update effort will reexamine previous recommendations to identify a feasible bicycle network that is reflective of existing and forecasted land uses, development patterns, travel demands, safety issues, legislation, and community needs. The BMP will seek to provide cyclists with low stress travel options throughout Simi Valley that can be implemented with minimal trade-offs to other travel modes. This network should also be integrated with connections to neighboring communities and complement Ventura County's regional bikeway system.

1.2 Organization of Report

Following this introductory chapter, the remainder of this Existing Conditions Report is organized into the following chapters:

- ***Chapter 2: Demographics / Community Profile*** gives an overview of the existing land uses and roadway network, Simi Valley's demographics and the commuter characteristics of Simi Valley residents and employees.
- ***Chapter 3: State of Bicycling*** describes the existing bicycle environment in terms of connectivity, demand, safety, and quality of the infrastructure.
- ***Chapter 4: Opportunities and Constraints*** summarizes the key opportunities and constraints identified throughout the document.

1.3 Legislative Framework

Several key planning efforts and legislative actions have redefined the way community transportation planning is carried out, including Assembly Bill 1358 – The Complete Streets Act, Senate Bill 375 – The Sustainable Communities and Climate Protection Act, and Assembly Bill 32 – The Global Warming Solutions Act. A unifying theme among these documents is to achieve a more balanced, multimodal transportation system that increases travel mode options for all users, with an emphasis on active transportation and public transportation.

Assembly Bill 32 *The Global Warming Solutions Act* was adopted in 2006, which codified California's pursuit of a low-carbon, sustainable future. The Bill enacted a mandate of reducing California's greenhouse gas emissions to year 1990 levels by 2020, which would constitute a 15 percent overall reduction relative to baseline conditions.

In 2008, Senate Bill 375 was adopted, requiring California Metropolitan Planning Organizations (MPOs) to formulate a "sustainable communities strategy" (SCS) as part of their regional transportation plans, specifically identifying how the region will achieve targeted reductions in greenhouse gas emissions (GHG) from automobiles and light trucks.

Assembly Bill 1358 *The Complete Streets Act* went into effect in California on January 1, 2011, requiring the legislative body of a city or a county to plan for a balanced, multimodal transportation network that meets the needs of all roadway users, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

A statewide Active Transportation Program was created in 2013 by Senate Bill 99 and Assembly Bill 101 to encourage the increased use of active transportation modes. Funds from this program are competitively awarded through statewide grant cycle periods led by Caltrans.

The importance of planning for bicycling mobility is also evident in local policy. The Simi Valley General Plan – Mobility & Infrastructure Element highlights the importance of improving existing bicycle facilities and providing new infrastructure under the goal "Bicycling as a Travel Mode Option". The recently adopted Local Road Safety Plan (LRSP) identifies, in Emphasis Area #4, active transportation projects, traffic countermeasures and other strategies to improve safety for vulnerable road users (pedestrians and bicyclists). In addition, the LRSP includes potential future projects to be viewed as case studies that can be replicated throughout the City.

1.4 Document Review

This section summarizes the intent of the document and policy review and identifies the documents included. The full document review can be found in **Appendix A**. Reviewing adopted documents establishes a basis of guiding policies and infrastructure recommendations to build from. The BMP is intended to be complimentary to foregoing efforts by considering the recommendations and aligning with the goals and policies previously set forth.

The review is informative to the understanding of existing conditions, as several planning efforts identify needs/issues related to bicycling. The review will also be heavily utilized in the development of infrastructural recommendations, helping to ensure feasibility and consistency with adopted guiding documents, and connections to infrastructure in adjacent jurisdictions. The following documents are included in the review:

- Los Angeles Avenue Corridor & Tapo Street Area Specific Plan (Draft 2024)
- SCAG Connect SoCal (2024)
- Ventura County Active Transportation Plan (2023)
- Ventura County Transportation Commission Specific Plan (2023)
- City of Simi Valley Local Road Safety Plan (2022)
- Caltrans Active Transportation Plan – District 7 (2022)
- Arroyo Simi Greenway Specific Plan (2011, Amended in 2018)
- Simi Valley Mobility and Infrastructure Element (2012)
- Simi Valley Bicycle Master Plan (2008)

2.0 Demographics / Community Profile

This chapter provides an overview of the City of Simi Valley, including its locational setting in the region, built environment characteristics, demographics, and commuter information. The chapter concludes by identifying concentrations of disadvantaged populations within the City.

2.1 Overview

The City of Simi Valley is located in southern Ventura County, California. It is approximately 30 miles east of the City of Ventura and approximately 35 miles northwest of Downtown Los Angeles. Simi Valley is bordered almost in entirety by unincorporated Ventura County, with a small portion to the west bordering the City of Moorpark and a portion to the southwest bordering the City of Thousand Oaks. State Route 118 traverses the City in an east-west direction on the north area of Simi Valley. Simi Valley's location within the region can be seen in **Figure 2.1**.

There are several factors which make Simi Valley an ideal location for walking and riding bicycles, including a temperate Southern California climate, relatively flat terrain within the developed areas of the City, and approximately 67 miles of dedicated bicycle facilities, including the 12-mile-long Arroyo Simi Greenway.

The existing land uses are displayed in **Figure 2.2**. Like most cities in the region, Simi Valley is largely comprised of residential land uses, with commercial and industrial related uses concentrated along select corridors, such as Easy Street, Cochran Street, Los Angeles Avenue, and Tapo Canyon Road. Open space and recreational land uses are prominent on the periphery along the existing canyons, while parks are well distributed throughout the City. Parks are common attractors for active transportation trips. Simi Valley's four Community Parks (Rancho Simi, Rancho Tapo, Rancho Madera, and Rancho Santa Susana) are larger than the City's other parks and offer expanded amenities, such as community centers, swimming pools, baseball fields, soccer fields, basketball courts, volleyball courts, and/or tennis courts which may have a relatively higher draw. The Rancho Simi Community Park is particularly noteworthy due to its adjacency to the Arroyo Simi Greenway.

Figure 2.3 identifies posted speed limits. Many of the arterial roadways comprising the citywide street grid are 40 to 55 MPH. These arterials are the backbone of the roadway network and are often the only option to make connections between neighborhoods and traverse major infrastructure features such as State Route 118 and the railroad tracks, emphasizing the need for context appropriate bicycle facilities.

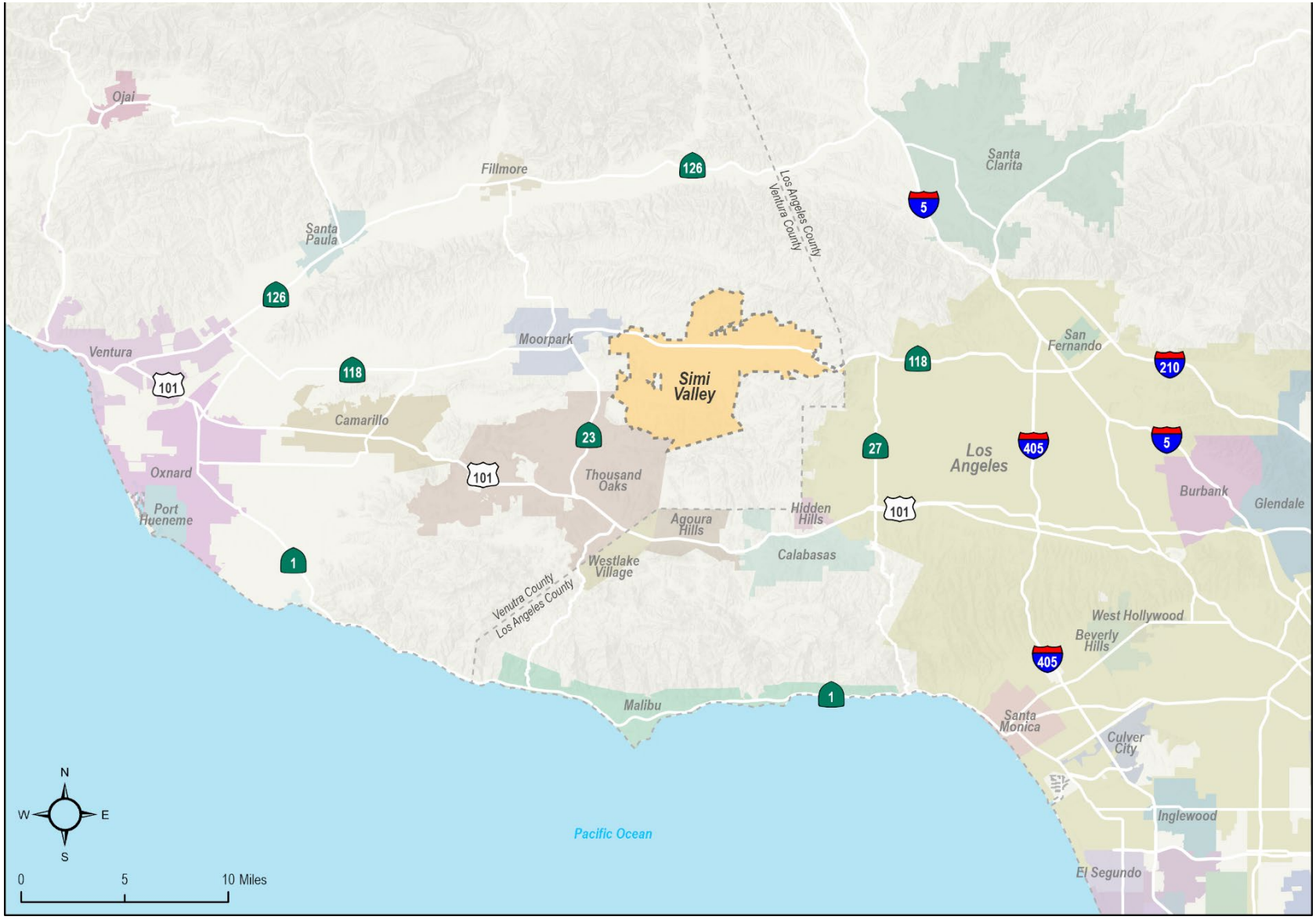
2.2 Demographic Summary

Demographic information is used to understand the people who live and work in Simi Valley today. Population and employment density, age groups, and vehicle ownership are described. Data was obtained from the US Census 2018-2022 American Community Survey (ACS) 5-Year Estimates and US Census Longitudinal Employer-Household Dynamics (LEHD).

Population and Employment Density

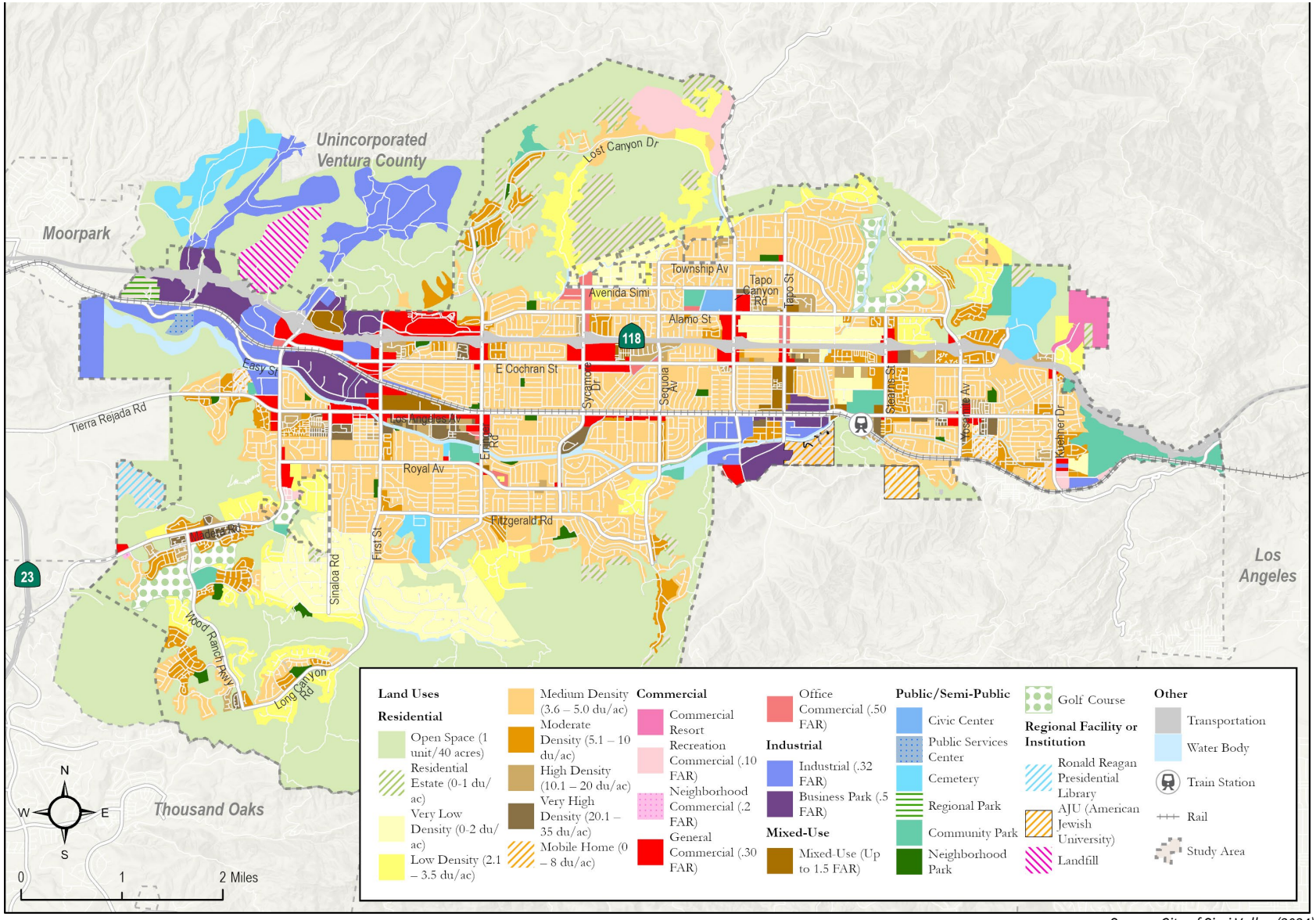
Residential and employment concentrations, or locations where people live and work, are important considerations in the planning process. Everyday bicycle trips frequently originate from residences, and commonly end at places of employment or schools. Identifying higher concentrations of these land uses can help build an understanding of travel patterns.

Figure 2.1 - Simi Valley within the Region



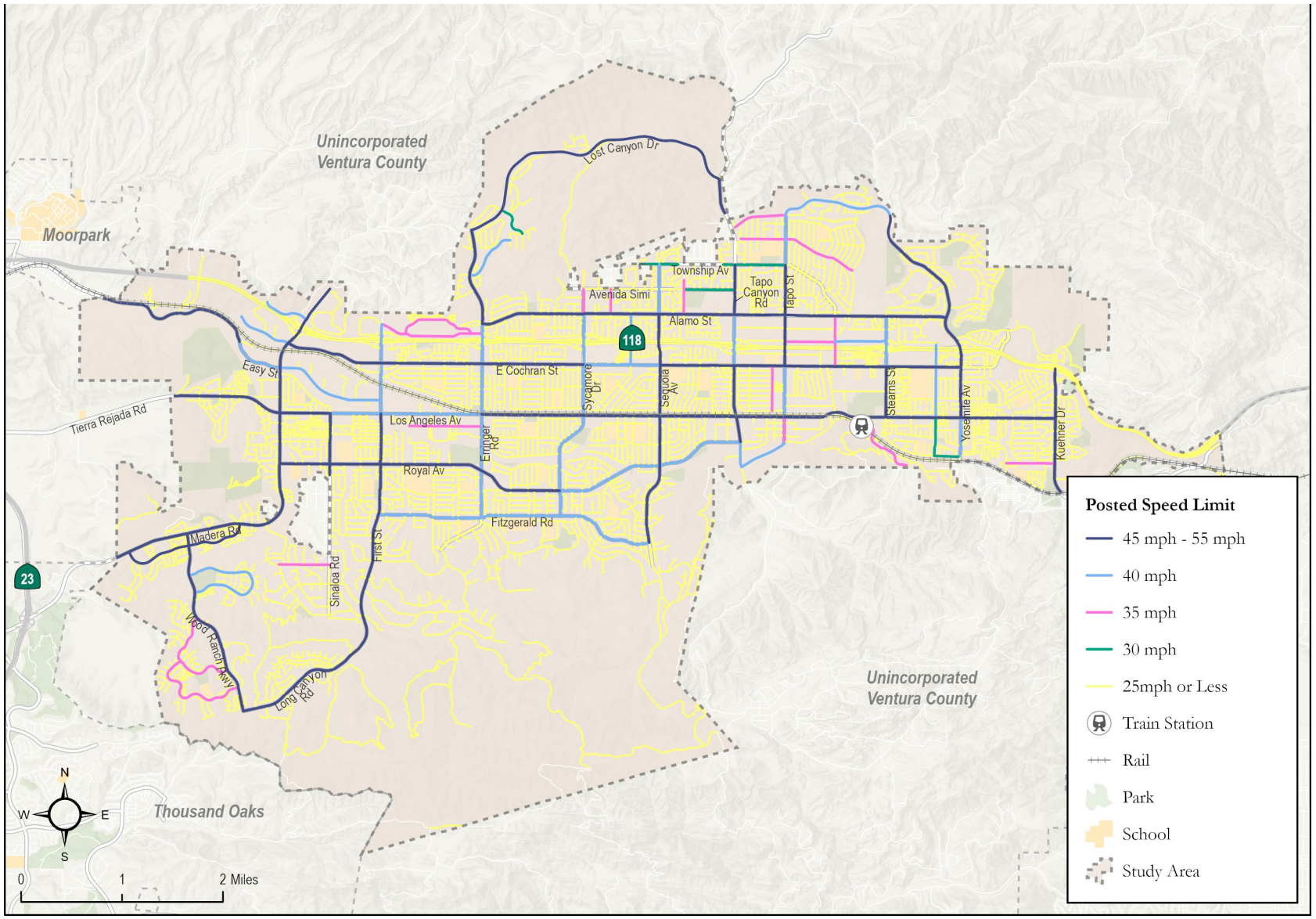
Source: CR Associates (2024)

Figure 2.2 - Existing Land Uses



Source: City of Simi Valley (2024)

Figure 2.3 - Posted Speed Limits



Source: City of Simi Valley (2021)

Figure 2.4 displays residential population density by Census Block Group within Simi Valley. Areas with higher densities tend to generate more trips. Residential population densities are fairly consistent across the City, with a few distinct clusters of higher density. Areas with relatively higher densities include southeast of the Wood Ranch Parkway and Madera Road intersection, southeast of the First Street and Los Angeles Avenue intersection, to the east of First Street, and south of Los Angeles Avenue between Stearns Street and Yosemite Avenue which is adjacent to the Simi Valley Amtrak/Metrolink station.

Figure 2.5 presents employment density by Census Block Group. As shown, areas of higher employment density are concentrated in the central parts of the City along Los Angeles Avenue, including between First Street and Erringer Road, east of Sycamore Drive, and between Tapo Canyon Road and the Amtrak/Metrolink Station. These areas are in close proximity to the higher residential population concentrations, giving potential for active transportation trips for commute purposes with the provision of supporting infrastructure.

Youth and Senior Populations

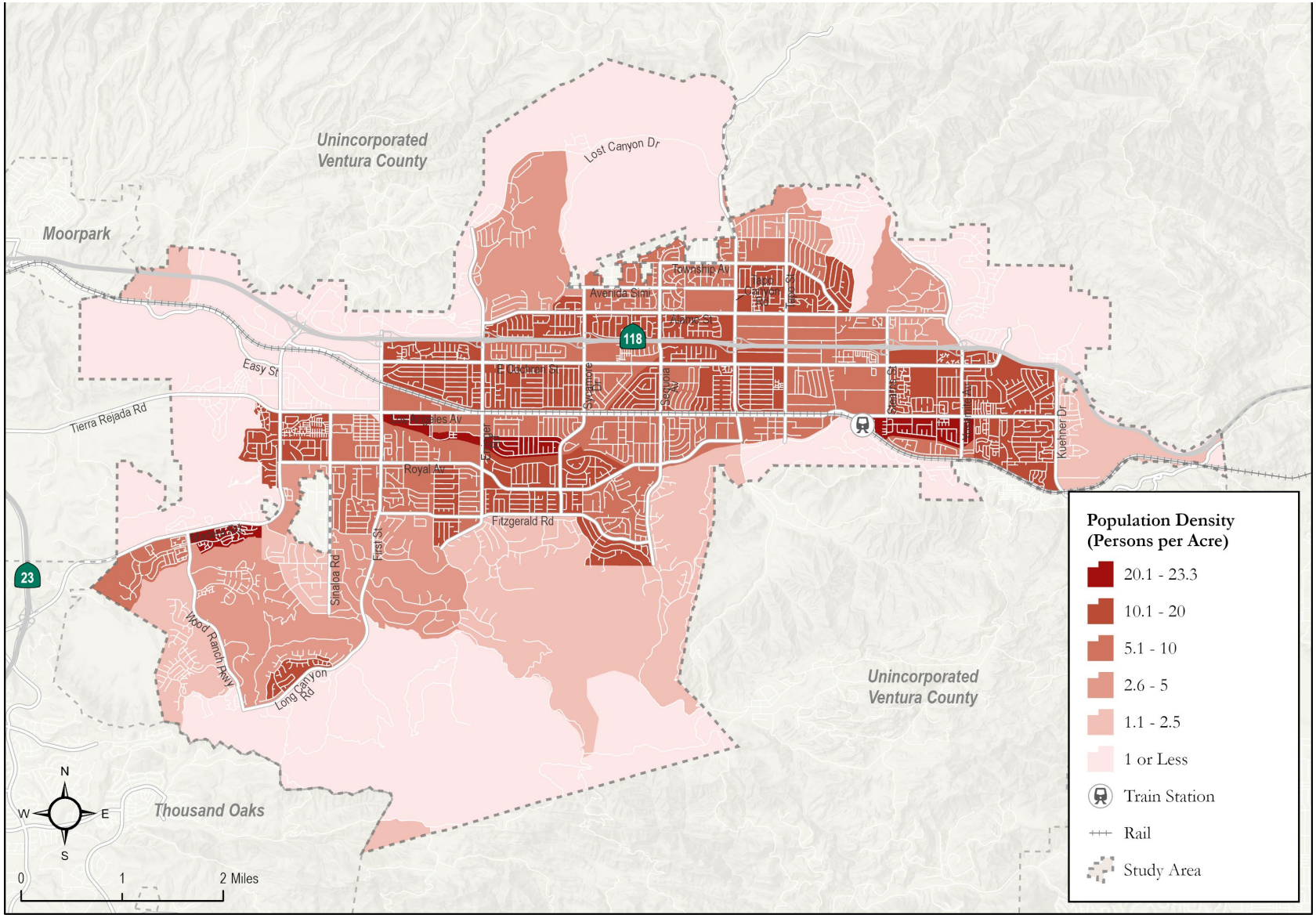
Youth (ages 5 – 17) and senior (age 65 and older) populations have more limited mobility options than the general adult population, making them more vulnerable and reliant on alternative transportation modes and infrastructure, and requiring additional consideration when planning transportation networks.

Figure 2.6 shows the percentage of the population that are youths by Census Block Group, while **Figure 2.7** presents the distribution of seniors. These trends tend to shift over time as neighborhoods age, with youths often having relatively higher representation in newer developments. Census data estimates youth comprised approximately 20 percent of the population in Simi Valley and seniors accounted for 17 percent.

Zero Household Vehicles

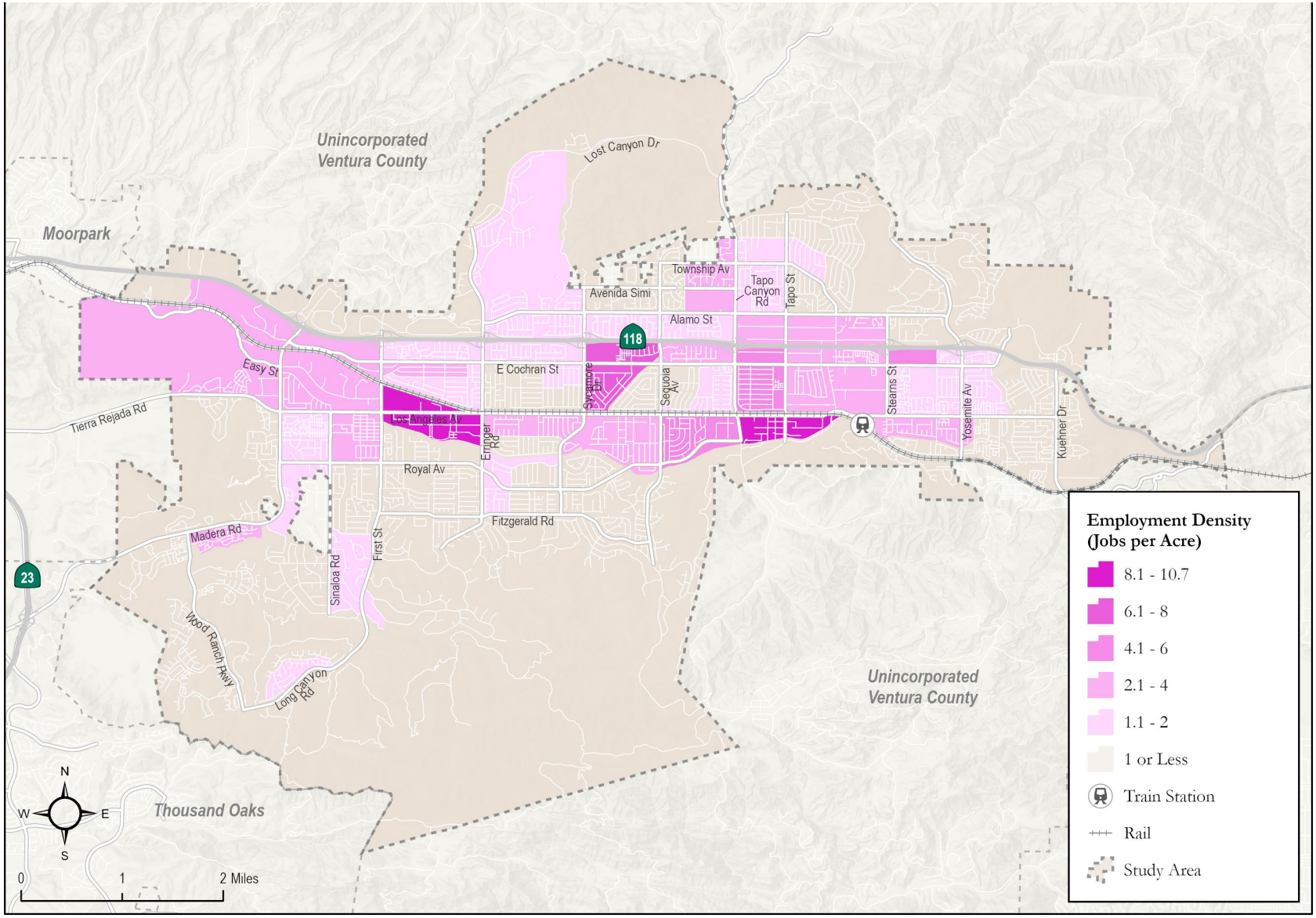
A well-considered multimodal mobility network serves the needs of all users, regardless of age, ability and socio-economic class. An indicator of social equity is access to vehicles. As shown in **Figure 2.8**, Census Blocks with more than 10% of households without a vehicle are located in the western portion of the City, and along Los Angeles Avenue, west of Erringer Street and west of Yosemite Avenue. These last two areas align with those exhibiting higher densities of residential populations (Figure 2.4) and senior populations (Figure 2.7). These areas are likely to have a relatively greater reliance on walking, bicycling, and/or transit for daily trips.

Figure 2.4 - Population Density



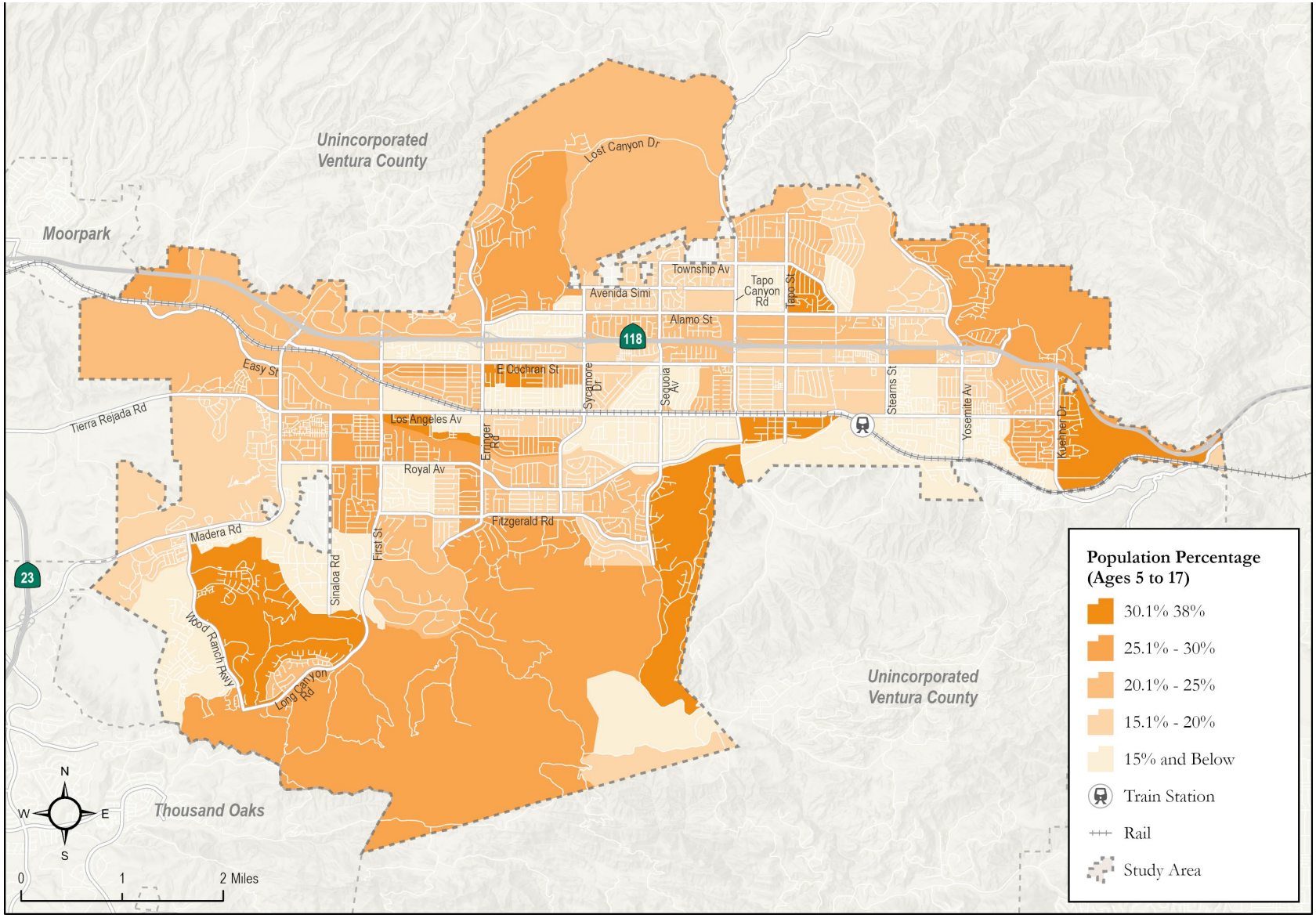
Source: US Census 2018-2022 American Community Survey 5-Year Estimates (2024)

Figure 2.5 - Employment Density



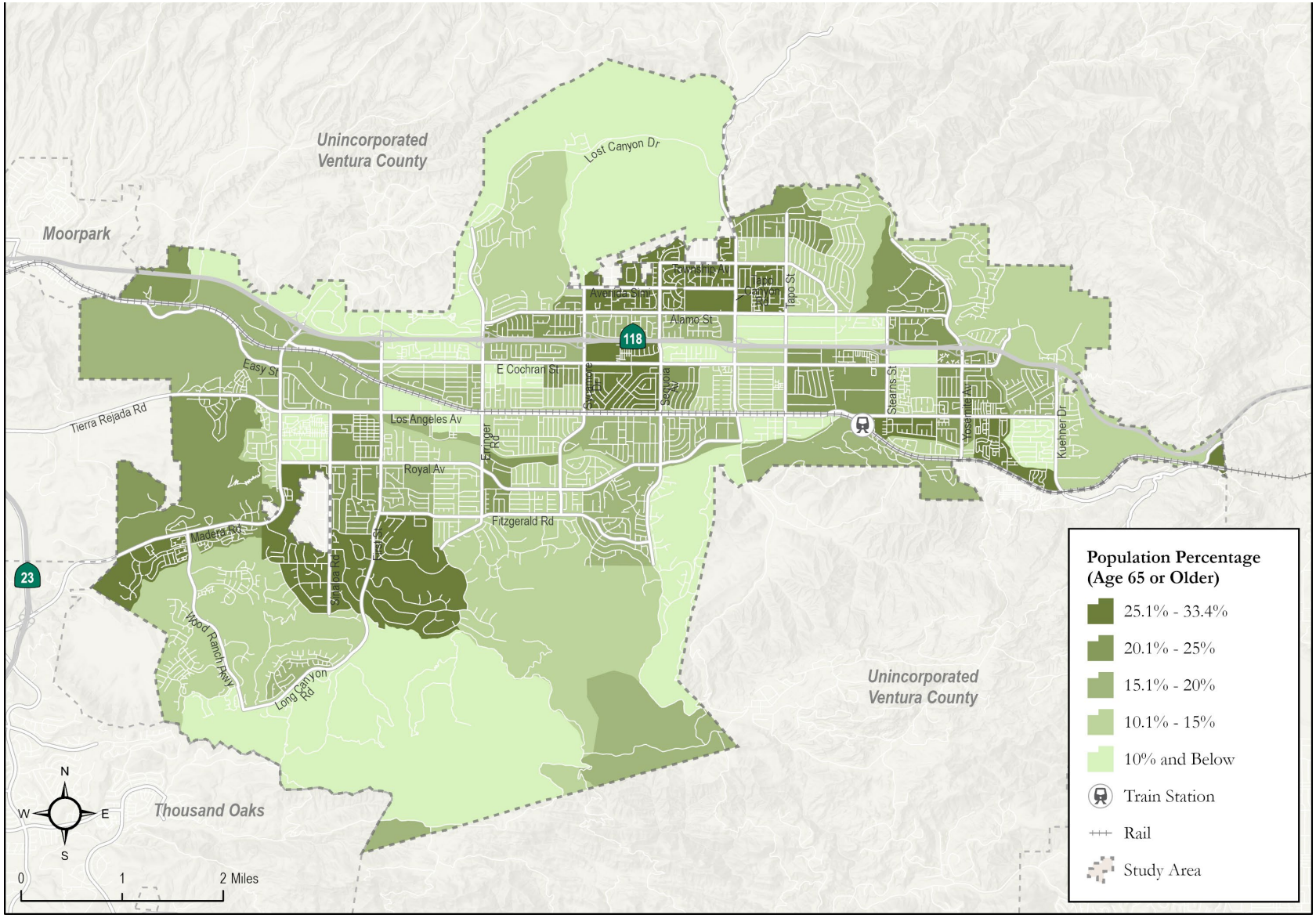
Source: US Census Longitudinal Employer-Household Dynamics (2021)

Figure 2.6 - Youth Population



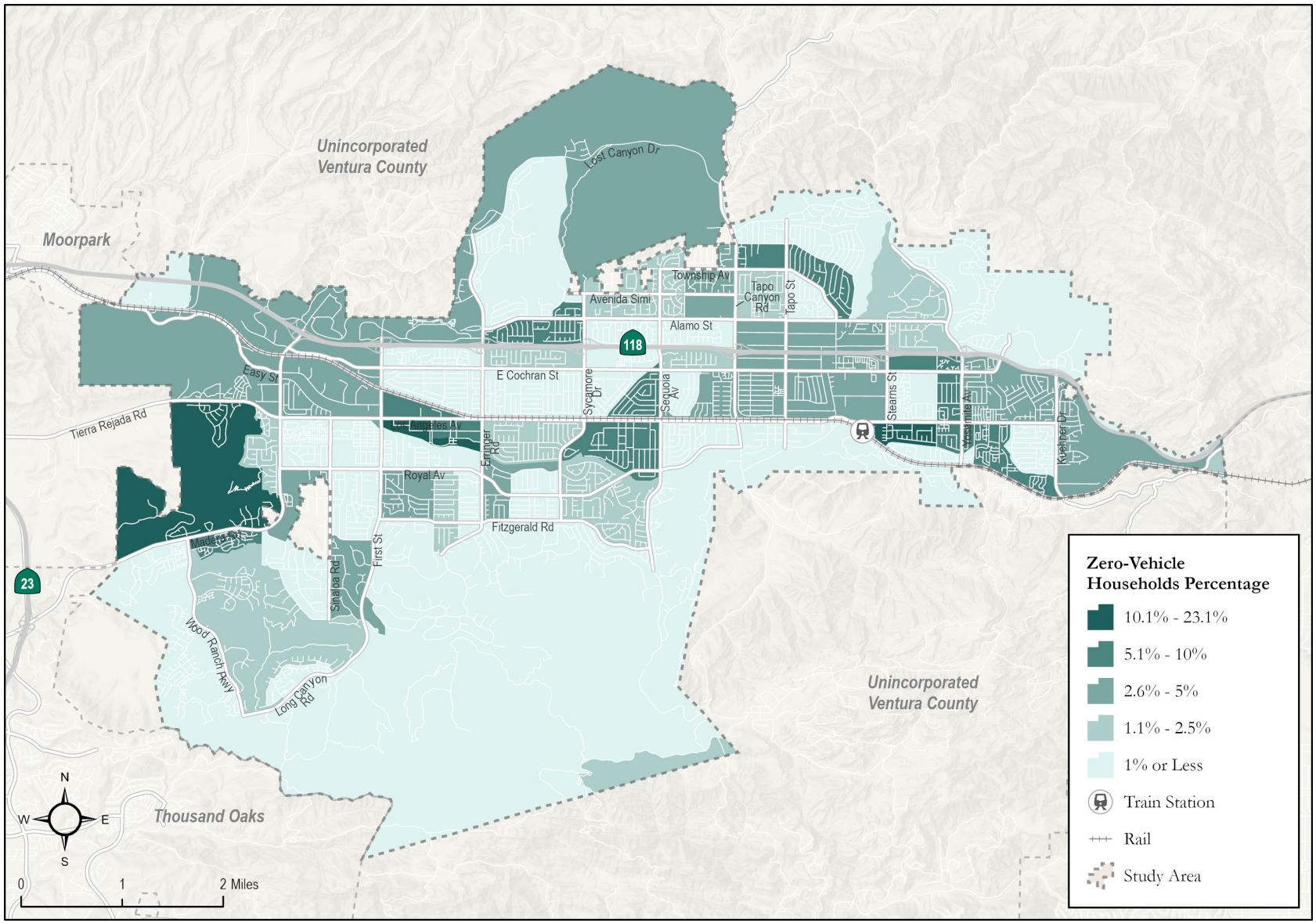
Source: US Census 2018-2022 American Community Survey 5-Year Estimates (2024)

Figure 2.7 - Senior Population



Source: US Census 2018-2022 American Community Survey 5-Year Estimates (2024)

Figure 2.8 - Zero Vehicle Households



Source: US Census 2018-2022 American Community Survey 5-Year Estimates (2024)

2.3 Commuter Profile

Examining the existing commuter patterns of residents and employees provides a deeper understanding of how people travel, and in turn, will inform the level of active transportation demand or the latent demand. **Figure 2.9** depicts work location density of Simi Valley residents, drawing from year 2021 US Census data. Approximately 43% of the Simi Valley working population is employed within 10 miles of their home Census Block, with the greatest concentrations located in the northern part of the City along State Route 118.

Figure 2.10 displays where people employed in Simi Valley live by Census Tract. Simi Valley employees are most concentrated in Census Tracts located within the City of Simi Valley and areas just to the north and northwest. Approximately 31% of people employed in Simi Valley also live within the City.

The short commute distances, primarily those that both live and work within Simi Valley, indicate potential for increased commutes by means other than personal automobile, however, people must feel comfortable with the environment and confident in their abilities and/or available services. These can be achieved through context appropriate infrastructure and educational and encouragement programs that teach and facilitate safe behaviors.

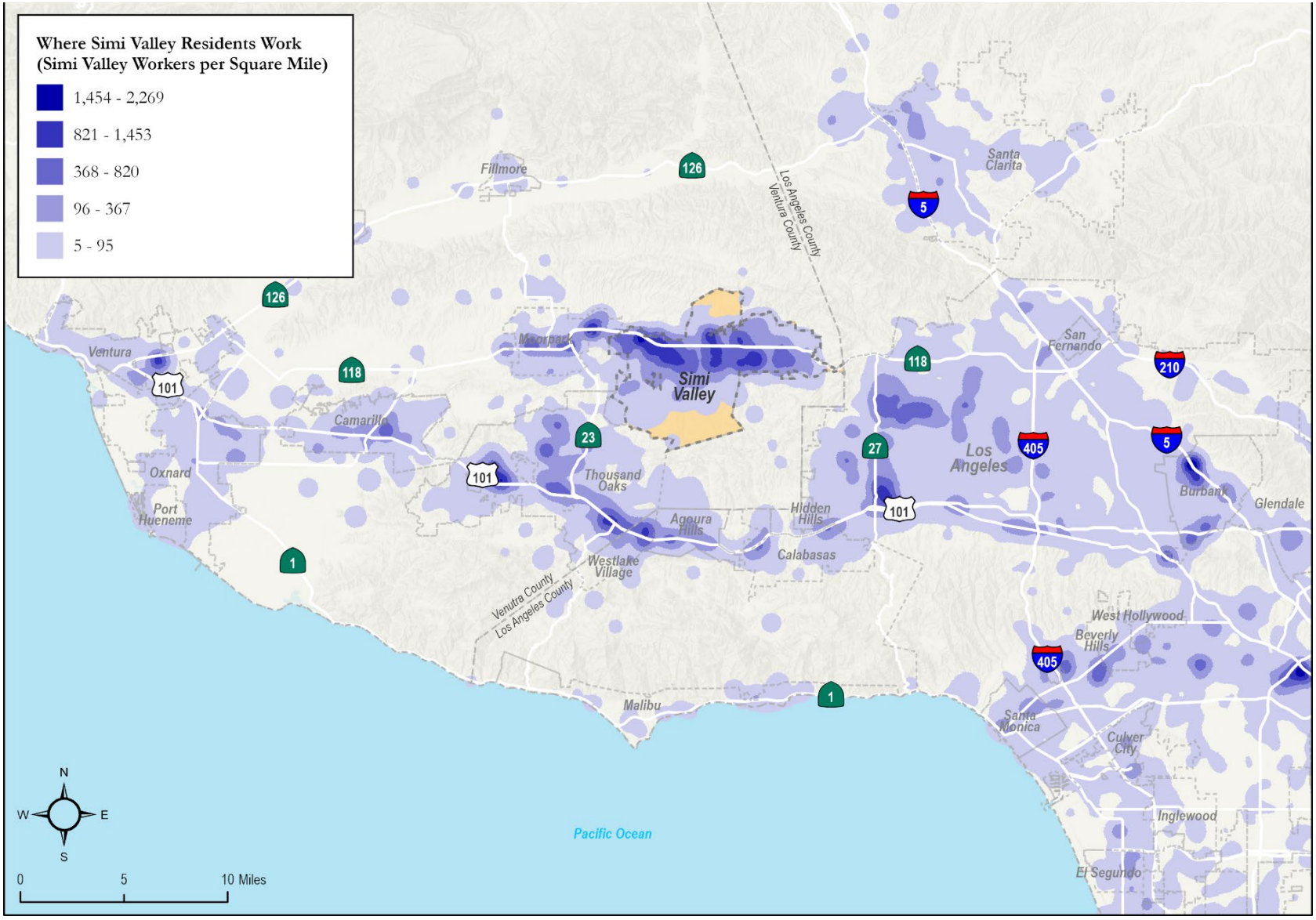
Table 2.1 compares commute mode shares for the City of Simi Valley and Ventura County. “Drove alone” rates and public transportation use are comparable. Active transportation commute trips are very low in both geographies, although walking/bicycling commutes in Simi Valley are approximately half of that reported for the County.

Table 2.1 - Commute Mode Share

Means of Transportation	Simi Valley Commuters	Simi Valley Commute Mode Share	Ventura County Commuters	Ventura County Commute Mode Share
Drove Alone	48,078	74.4%	298,220	74.1%
Carpooled	5,692	8.8%	39,782	9.9%
Public Transportation	569	0.9%	3,366	0.8%
Bicycle	134	0.2%	1,451	0.4%
Walked	426	0.7%	6,329	1.6%
Other Means	552	0.9%	3,525	0.9%
Worked from Home	9,211	14.2%	49,966	12.4%
Total	**64,662**		**402,639**	

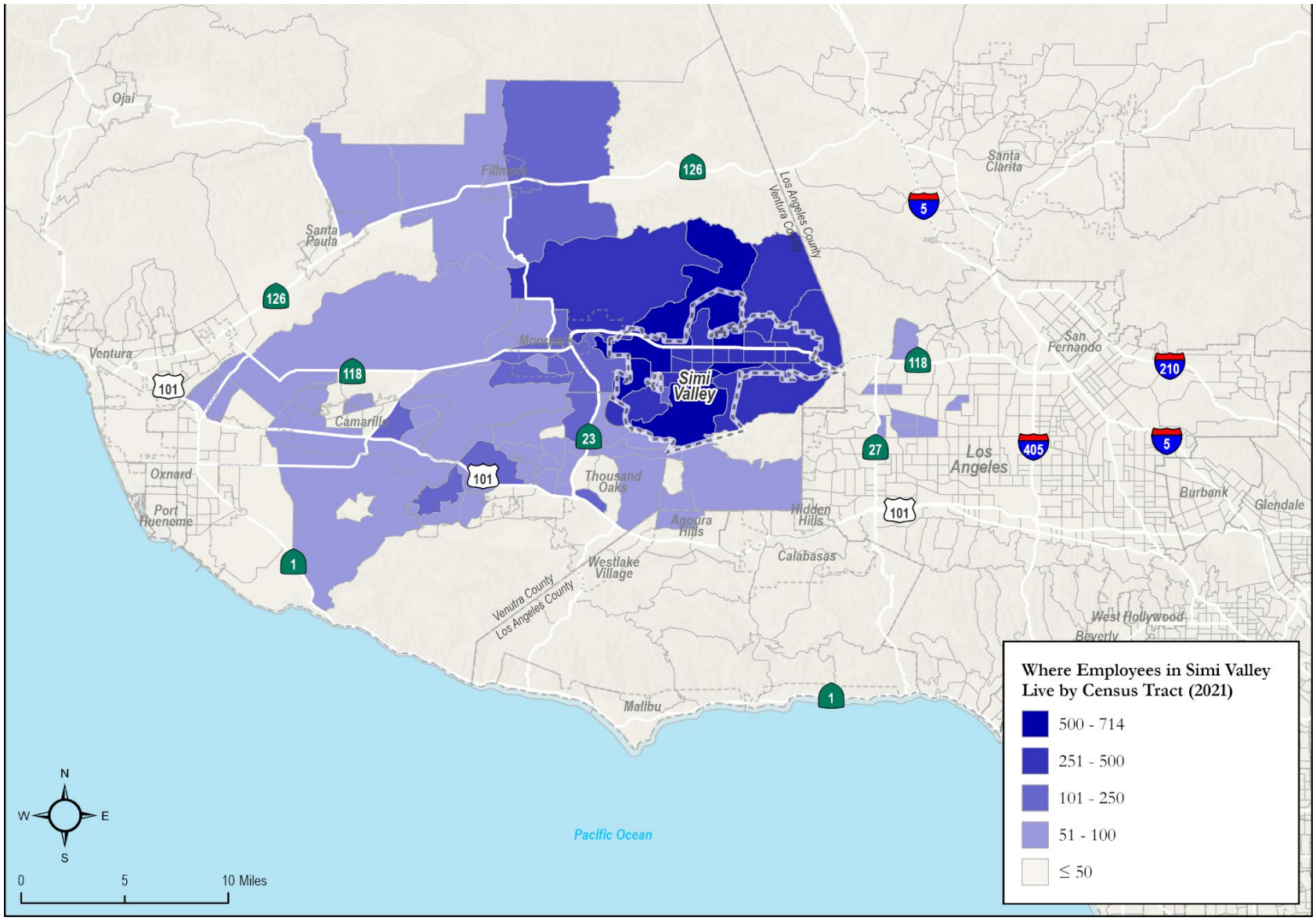
Source: US Census, 2018-2022 American Community Survey 5-Year Estimate (2024)

Figure 2.9 - Where Simi Valley Residents Work



Source: US Census Longitudinal Employer-Household Dynamics (2021)

Figure 2.10 - Where Employees in Simi Valley Live



Source: US Census Longitudinal Employer-Household Dynamics (2021)

2.4 Communities of Concern

Communities of concern are population groups that are disadvantaged in a socio-economic and/or environmental way. These groups may have greater burdens and may also have a greater reliance on alternative transportation modes for everyday trips. Therefore, it is important to identify them and include them in decision-making processes, especially because they may have historically been underrepresented in the planning process. The metrics included in this section are often used to determine grant eligibility or competitiveness.

CalEnviroScreen

CalEnviroScreen 4.0 is a California Environmental Protection Agency mapping tool that helps identify California communities that are most affected by pollution, and where people are often especially vulnerable to pollution's effects. It uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. An area with a high score is one that experiences a much higher pollution burden than areas with low scores.

CalEnviroScreen scores within Simi Valley are shown in **Figure 2.11**. Overall, the City scored lower than 60, which is relatively low for pollution burden when compared to Census Block Groups across California. The areas with the highest scores – or highest pollution burdens – are mostly located south of State Route 118 from west to east. The area with lowest scores is located southwest of the City, which is mostly comprised of open space.

US DOT Equitable Transportation Community (ETC) Explorer

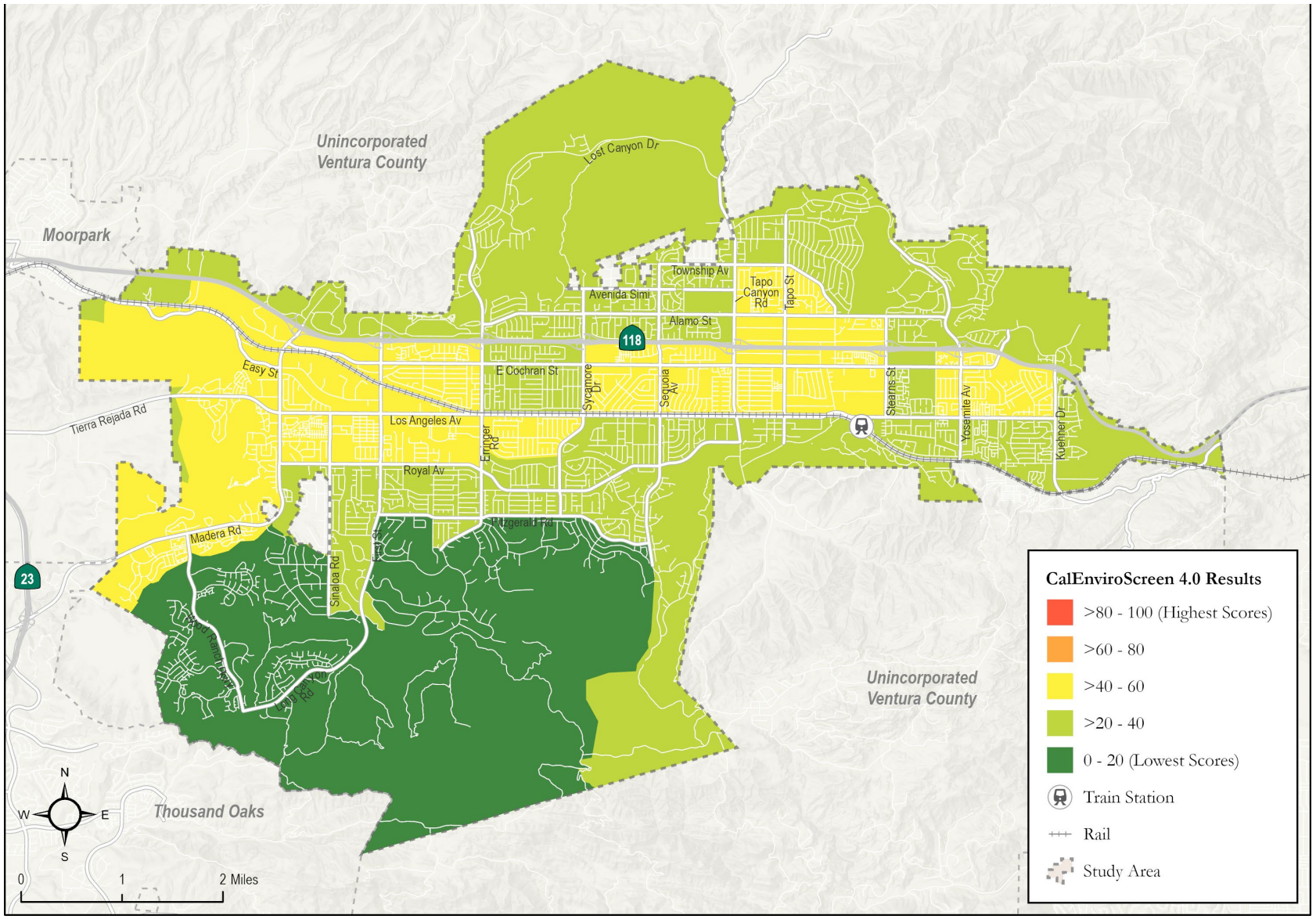
The US DOT ETC Explorer is an interactive web application that helps users understand how transportation underinvestment affects communities. The tool uses 2020 census tract data to calculate five disadvantaged components:

- Transportation Insecurity
- Health Vulnerability
- Environmental Burden
- Social Vulnerability
- Climate and Disaster Risk Burden

US DOT considers a census tract to be disadvantaged if the overall index score is in the 65th percentile (or higher) of all US census tracts. The 65% cutoff was chosen to be consistent with Climate and Economic Justice Screening Tool (CEJST), which prioritizes tracts at the 65th percentile or above for CEJST's low-income indicator.

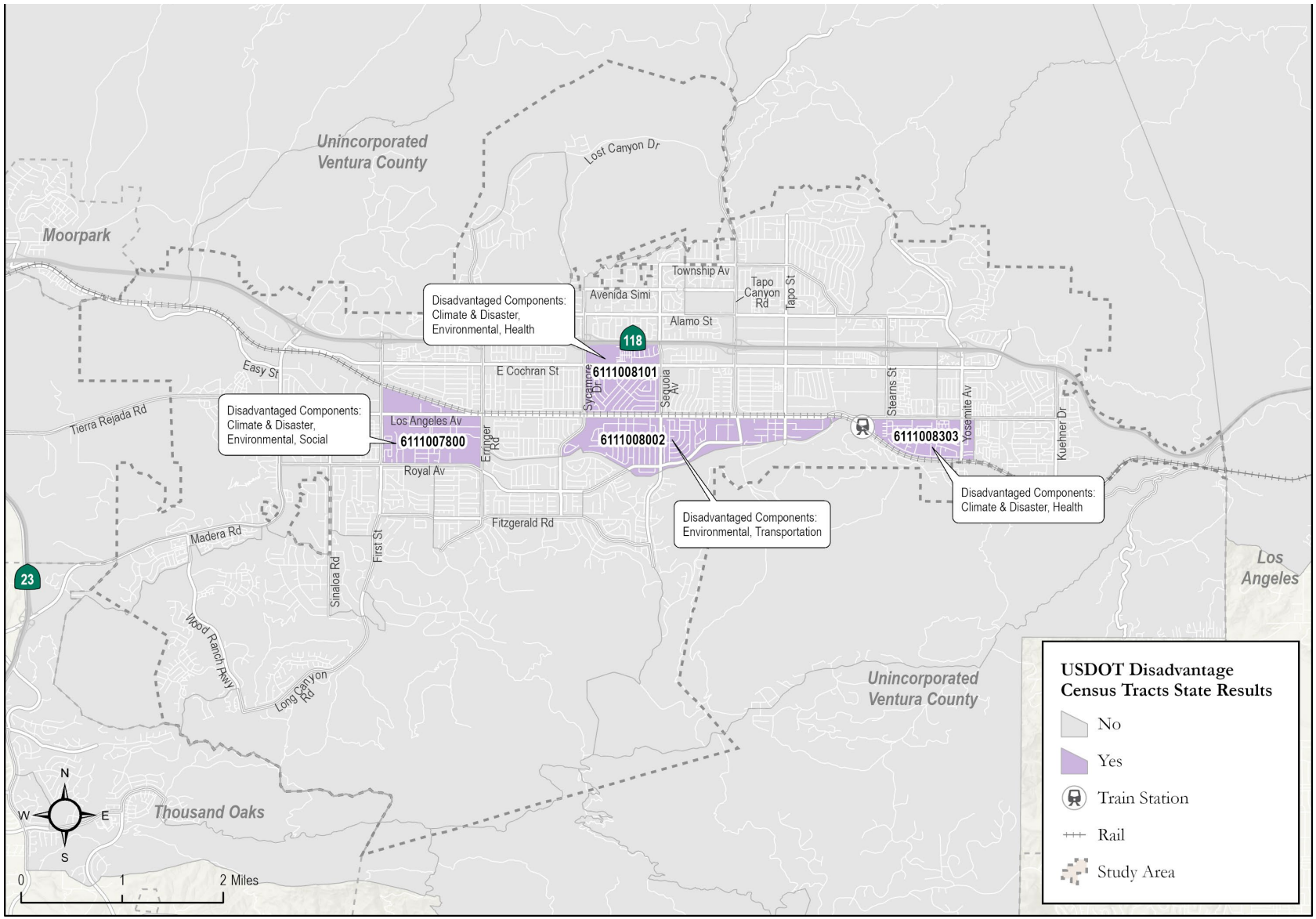
As shown in **Figure 2.12**, a total of four census tracts are considered disadvantaged, all located along Los Angeles Avenue, where some of the City's highest residential population densities were identified. Of the roughly 160,000 people living in the selected project area, which extends beyond the City boundary, about 10% are living in disadvantaged census tracts. All five disadvantage components are exhibited within Simi Valley.

Figure 2.11 - CalEnviroScreen 4.0



Source: California Office of Environmental Health Hazard Assessment, CalEnviroScreen (2024)

Figure 2.12 - USDOT Equitable Transportation Community



Source: USDOT Equitable Transportation Community (2020)

Caltrans Equity Index

The Transportation Equity Index (EQI) is a spatial screening tool designed by Caltrans to identify transportation-based priority populations at the census block level. The EQI integrates transportation and socioeconomic indicators into three screens, including:

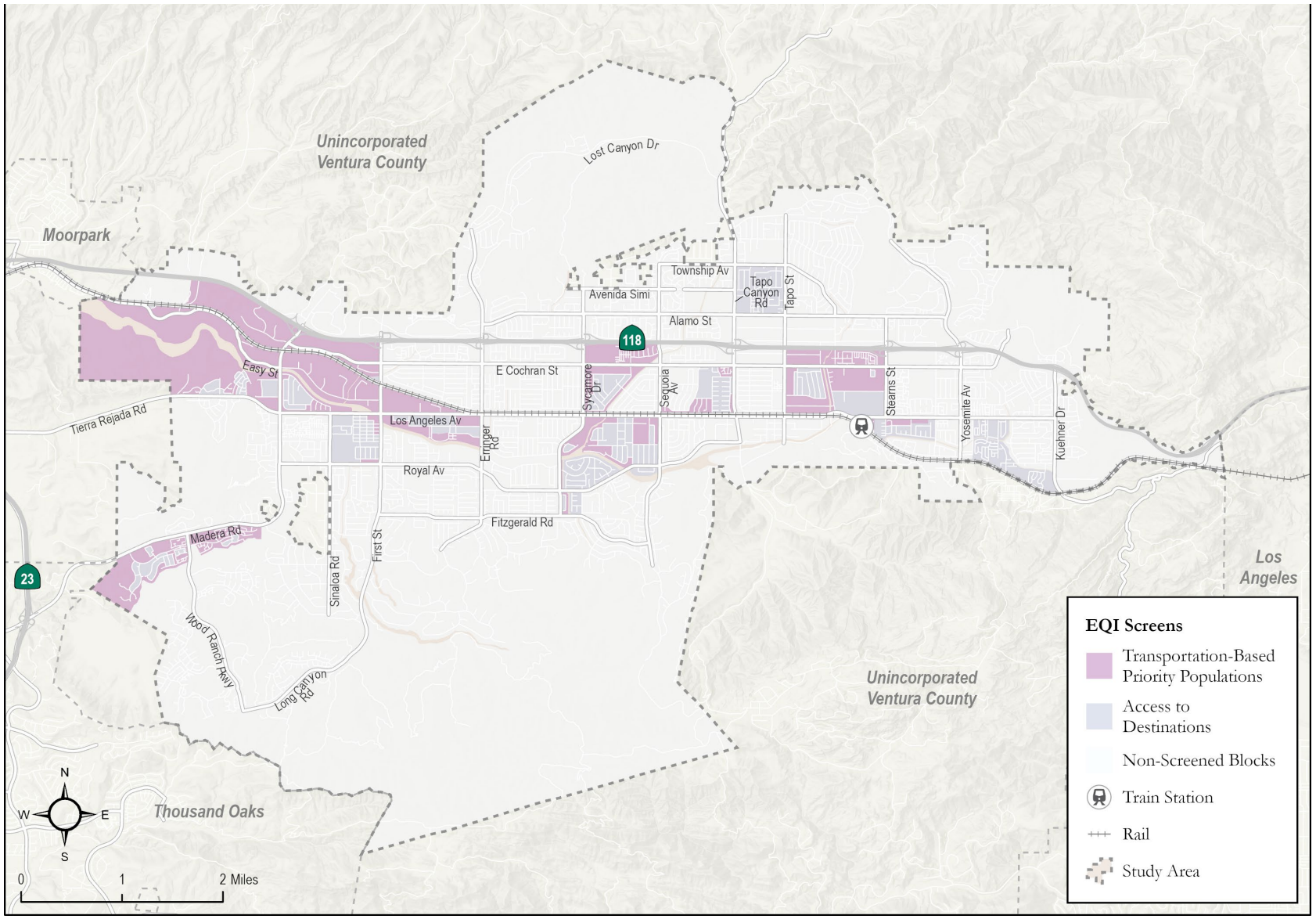
- Transportation-Based Priority Populations: Communities that are most burdened by the transportation system and receive the fewest benefits.
- Traffic Exposure: Communities that are the most burdened through high exposure to traffic and crashes.
- Access to Destinations: Communities that have the greatest gaps in multimodal access to destinations.

The EQI results are depicted in **Figure 2.13**. Transportation-based priority populations are spread across the central area of Simi Valley, between State Route 118 and Los Angeles Avenue, and a census block located in the western area, south of Madera Road. Communities with priority for access to destinations coincide with the same areas, with the addition of a census block located northeast of the Tapo Canyon Road and Alamo Street intersection.

SB 535 Disadvantaged Communities

As part of this Existing Conditions Report, SB 535-designated disadvantaged communities data was reviewed, however, no designated census tracts were found within, or adjacent to, Simi Valley.

Figure 2.13 - Caltrans Equity Index (EQI)

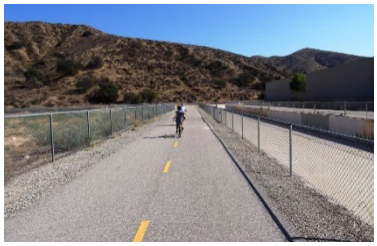
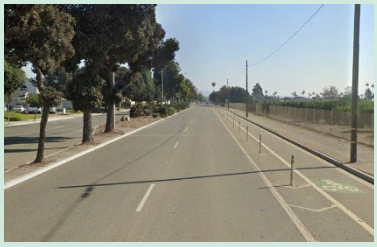


Source: Caltrans (2024)

3.0 State of Bicycling

This chapter provides an overview of bicycle facility classifications and describes the state of the existing bicycle environment as it relates to connectivity, demand, safety, and quality. **Table 3.1** identifies the four bicycle facility classifications recognized by Caltrans, including Class I bike paths, Class II bicycle lanes, Class III bicycle routes, and Class IV cycle tracks. These terms will be used throughout this chapter.

Table 3.1 - Bicycle Facility Design Classification

Image	Description
	**Class I Bike Path** – Also referred to as a multi-use path or shared-use path, Class I facilities provide a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Bike paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way bike path is considered to be eight-feet (ten-feet preferred), with a two-foot-wide graded area adjacent to each side of the pavement. *(Arroyo Simi Greenway in Simi Valley pictured)*
	**Class II Bike Lane** – Provides a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Bike lanes are one-way facilities located on either side of a roadway. Pedestrian and motorist crossflows are permitted. Additional enhancements such as painted buffers, green paint, and signage may be applied. The minimum bike lane width is considered to be five-feet when adjacent to on-street parking, or six-feet when posted speeds are greater than 40 miles per hour. *(Erringer Road pictured)*
	**Class III Bike Route** – Provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and/or street markings such as "sharrows". Bike routes are best suited for low-speed, low-volume roadways. Bike routes provide network continuity or designate preferred routes through corridors with high demand. *(Sycamore Drive pictured)*
	**Class IV Cycle Track** – Also referred to as a separated or protected bikeway, cycle tracks provide a right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic. Cycle tracks can provide for one-way or two-way travel. Types of separation include, but are not limited to, grade separation, flexible posts, or on-street parking. *(Telephone Drive in Ventura pictured)*

Source: Caltrans, Highway Design Manual (2016); CR Associates (2024)

Generally, when planning for bicycle facilities, various levels of bicyclist abilities are considered in relation to the community and environment in which they live and cycle. Advanced cyclists are oftentimes happily served by bicycle compatible roadways designed to accommodate shared use by bicycles and vehicles, such as a Class III bicycle route. Basic riders may be more comfortable riding on roadways with exclusive bicycle facilities (Class II bike lane) or facilities physically separated from vehicular traffic (Class I bike path or Class IV cycle track).

Importantly, bicycle facilities are only as comfortable as their weakest leak or weakest feature. Gaps in facilities – such as dropping a bike lane at an intersection approach – may cause bicyclists to not feel comfortable riding and thus avoid the route. Similarly, a lack of secure bike parking at a destination may also discourage trips by bike. Many factors are considered when determining bicycle facilities, such as available right-of-way, traffic volumes, number of vehicular lanes, speeds, on-street parking presence, adjacent land uses, and network connections. These topics will be considered throughout the recommendation development stage when seeking to improve the network.

3.1 Network Connectivity

Existing bicycle facilities are displayed in **Figure 3.1**. The network is comprised of Class I, II, and III facilities. The overall network extends through most of the main roads within the City, and is largely comprised of bike lanes, with some bike route connections and the Class I multi-use path along Arroyo Simi Greenway. The main east-west connections run along Alamo Street, Los Angeles Avenue, Fitzgerald Road, and the Arroyo Simi Greenway. State Route 118, the flood channels, and rail corridor act as barriers to the transportation network, limiting local connections for all travel modes and placing a greater importance on the north-south running roadways traversing these features.

A few facilities planned in the 2008 Bikeway Master Plan have been implemented, including the Class II bike lanes along Tapo Street and the Class I multi-use path extension along the Arroyo Simi Greenway between Ralston Street and Yosemite Avenue. However, some key facilities have not been realized, such as the multi-use path along Los Angeles Avenue and Medina Avenue, the bike lanes along Yosemite Avenue and Madera Road, and the bike routes along and south of Cochran Street.

Since the adoption of the 2008 BMP, Caltrans has recognized Class IV cycle tracks. As noted in Table 3.1, cycle tracks provide a facility physically separated from vehicles for the exclusive use by bicyclists, which can greatly improve user comfort along roadways with relatively higher traffic volumes and speeds. This BMP update will examine the feasibility of implementing separated facilities along higher volume and higher speed arterials as a mechanism to improve safety and increase ridership.

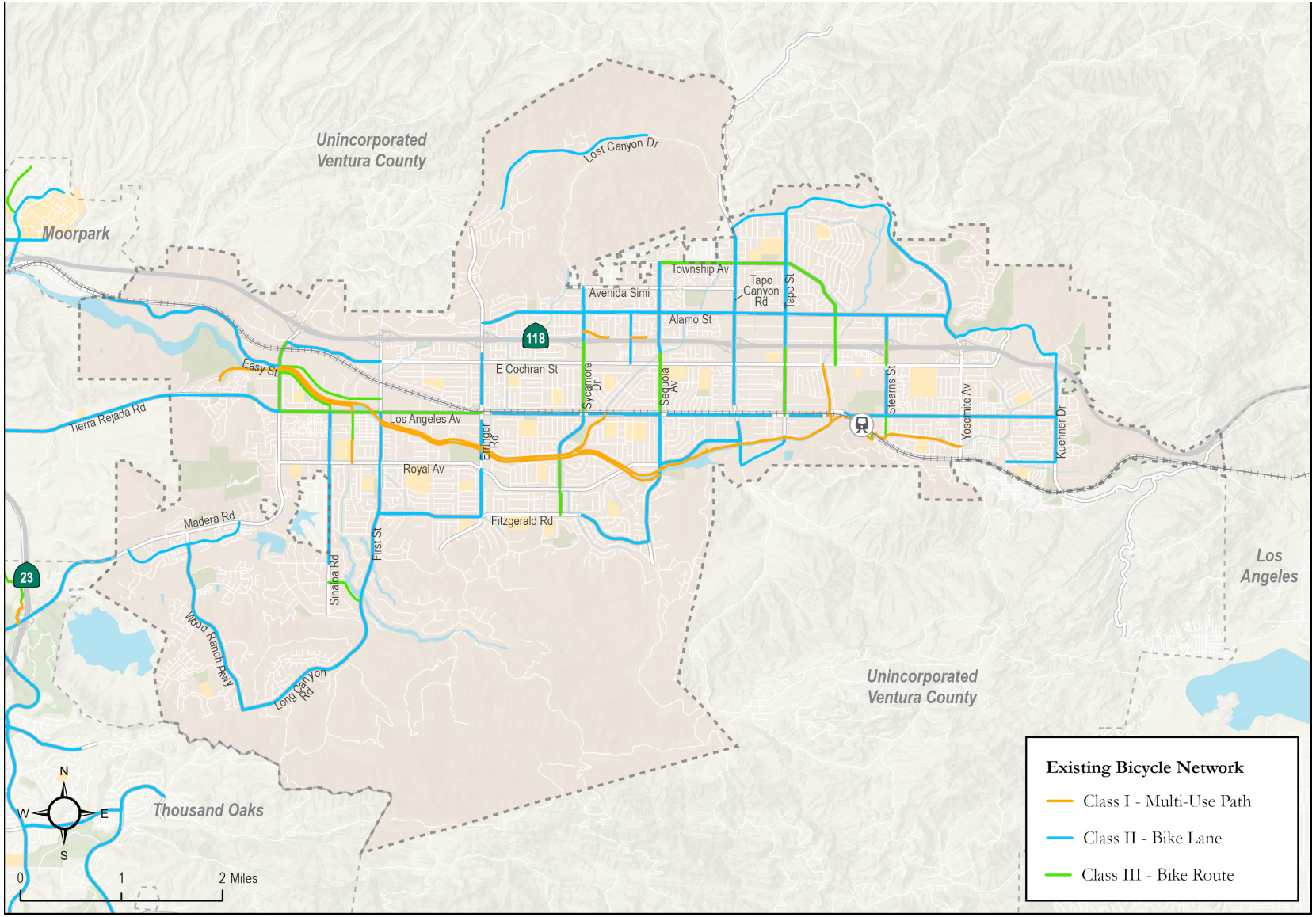
Existing bicycle network centerline mileage is summarized by facility type in **Table 3.2**. As shown, 67 miles are currently built in Simi Valley, with 66% being Class II bike lanes.

Table 3.2 - Existing Bicycle Facility Mileage by Classification

Classification	Mileage
Class I - Multi-Use Path	12.5
Class II - Bike Lane	44.1
Class III - Bike Route	10.7
Total	**67.3**

Source: City of Simi Valley (2024); CR Associates (2024)

Figure 3.1 - Existing Bicycle Facilities



Source: City of Simi Valley (2024), CR Associates (2024)

Bicycle parking is another critical aspect of the bicycle network. Having secure and accessible parking options helps promote bicycling by enabling users to leave their bicycle in a safe location. Bicycle parking is currently available at many public facilities, such as City Hall, parks, schools, as well as some commercial shopping centers, and at the Simi Valley Transit Stations.

Transit Network

As shown in **Figure 3.2**, Simi Valley is served locally by Simi Valley Transit Bus Routes 10, 20 and 30. These routes only extend through the central area of the City, working primarily as east-west connections. The northernmost roadway served by these routes is Township Avenue, while the southernmost roadway is Royal Avenue. No transit facilities extend to the peripheries of the City.

In addition, regional routes include the Ventura County Transportation Commission (VCTC) Intercity Bus Route 77-73X, Amtrak Pacific Surfliner, Amtrak Coast Starlight, and Metrolink Ventura County Line. Bus Route 77-73X connects to Moorpark and Thousand Oaks. It traverses Simi Valley via the State Route 118, Alamo Street, Cochran Street and a portion along Los Angeles Avenue. North-south connections are minimal. The Coast Starlight extends from Los Angeles to Seattle, and the Pacific Surfliner runs between San Diego and San Luis Obispo. The Metrolink Ventura County Line runs between Ventura and Los Angeles. All three rail lines stop at the Simi Valley Transit Station.

Existing bicycle facilities run along most bus routes, facilitating the first-/last-mile connection to/from the bus stops. Exceptions include Conchran Street, Royal Avenue, Yosemite Avenue. The Simi Valley Transit Station can be directly accessed from the east via the Arroyo Simi Greenway, as well as bike lanes along Los Angeles Avenue. Bicycle parking is present at the transit station, however, it is limited to bike racks which are more suitable for short-term parking.

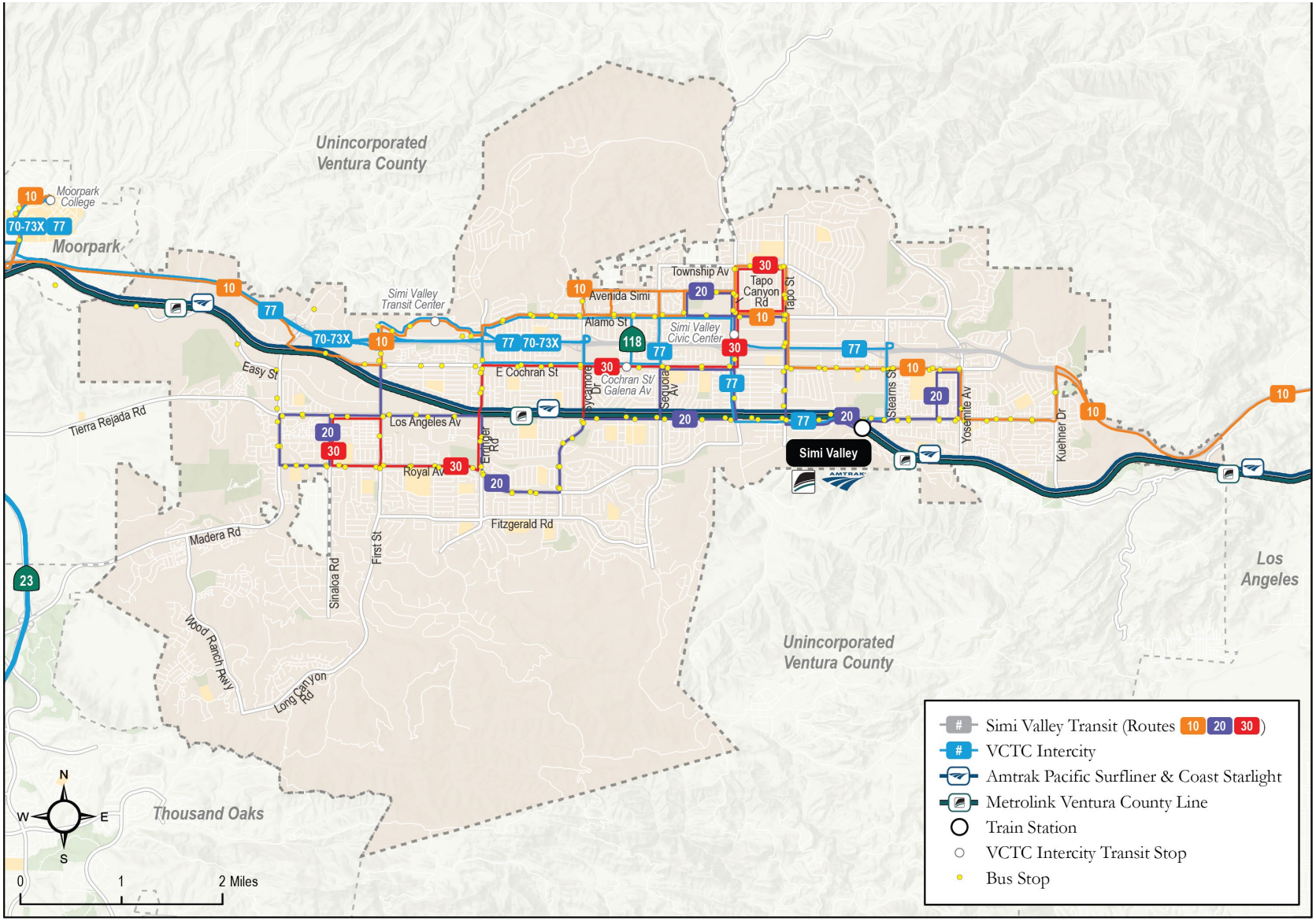
3.2 Demand

A common analysis technique used to understand latent demand for cycling and walking – or the likelihood to make a walk or bike trip – is through an assessment of population and land use characteristics. This latent demand is depicted in an active transportation propensity model. The propensity model combines walk and bike trip generator inputs – population, employment, zero-vehicle households, pedestrian commuters, and bicycle commuters – with walk and bike trip attractors – schools, retail, parks, recreational spaces, and civic uses. When combined, the active transportation generators and attractors provide a foundation for understanding active transportation demand across the City of Simi Valley.

Table 3.3 displays the inputs, thresholds, and multiplier values used to create the active transportation trip generator submodel. Generator input values listed as “high” reflect conditions with a greater likelihood of generating an active transportation trip. Generator input values in the “low” range are understood to generate relatively fewer trips. Higher population and employment densities are associated with potentially higher levels of active transportation trip generation. Bicycle and pedestrian commute rates, as well as zero-vehicle households, are also contributing factors to trip generation propensity.

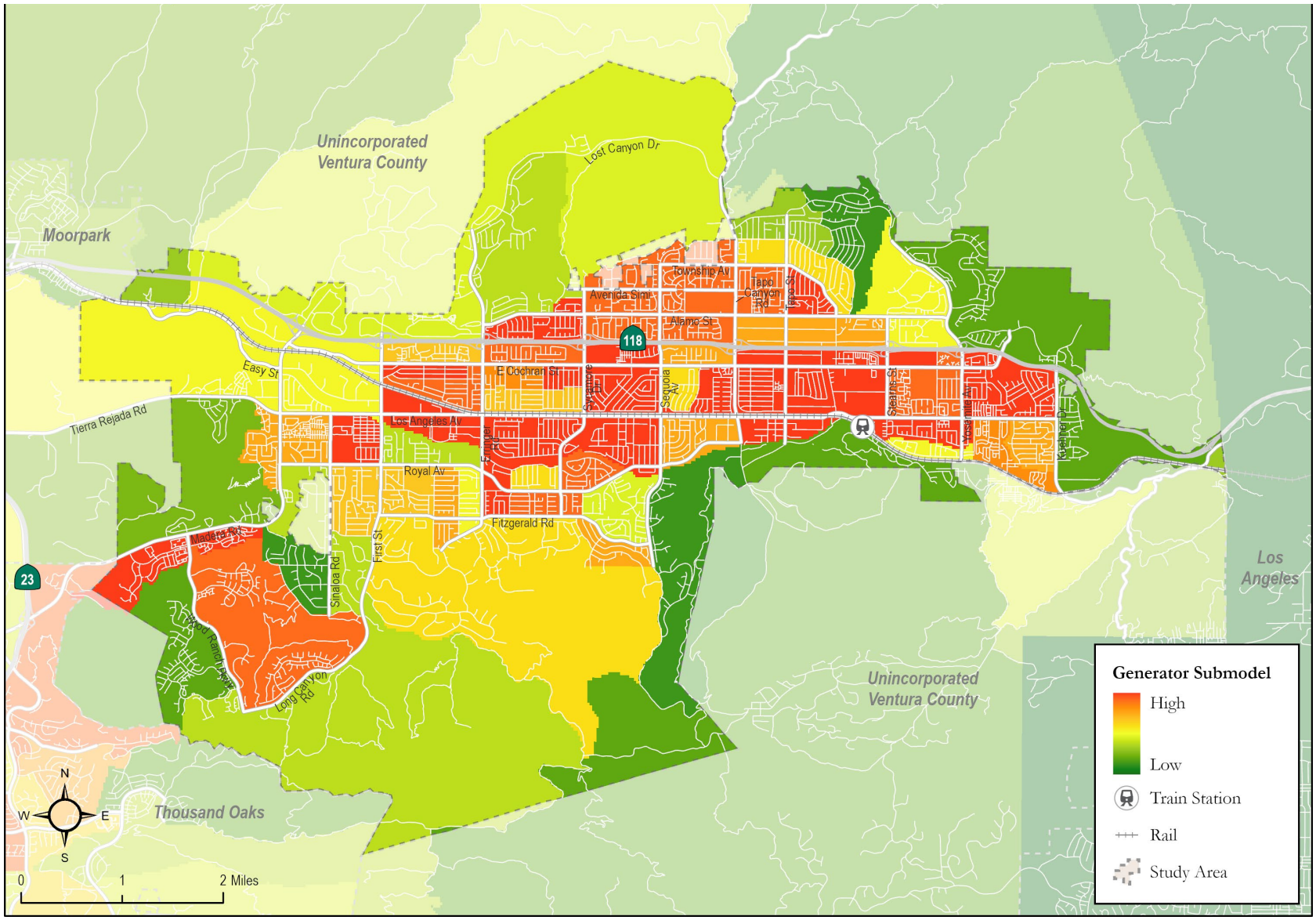
Figure 3.3 displays the Active Transportation Trip Generator Submodel results. As shown, a higher concentration of active transportation trip generators can be found in the central area of the City, along Los Angeles Avenue and State Route 118. This is consistent with the findings of Chapter 2, which noted these areas for higher rates of population and employment density. An additional pocket of relatively higher trip generators is located in the southwest of the City, where there is a mix of residential units (high and low density) and open space.

Figure 3.2 - Existing Public Transportation Routes & Stops



Source: Simi Valley Transit (2024), Ventura County Transportation Commission (2024)

Figure 3.3 - Active Transportation Trip Generator Submodel



Source: CR Associates (2024)

Table 3.3 - Active Transportation Trip Generator Submodel Inputs

Generator Inputs	Input Weight	Point Values			
		High	Medium	Low	Very Low
		3	2	1	0
Population Density (persons per acre)	3	>15.0	10.1 – 15.0	5.1 – 10.0	≤5.0
Employment Density (jobs per acre)	3	≥6.0	3.1 – 6.0	1.1 – 3.0	≤1.0
Bicycle Commuters (percent of commuters)	2	>2.0%	0.51% - 2.0%	0.01% - 0.5%	0%
Pedestrian Commuters (percent of commuters)	2	>5.0%	2.1% - 5.0%	1.1% - 2.0%	≤1.0%
Transit Commuters (percent of commuters)	2	>4.0%	2.1% - 4.0%	1.1% - 2%	≤1.0%
Median Annual Household Income	1	≤$60,000	$60,001 - $80,000	$80,001 - $100,000	>$100,000
Youth Population (percent of population)	1	>20%	15.1% - 20%	10.1% - 15%	≤10%
Senior Population (percent of population)	1	>20%	15.1% - 20%	10.1% - 15%	≤10%

Source: CR Associates (2024)

The Active Transportation Trip Attractor Submodel was created using the input variables displayed in **Table 3.4**. Each attractor is buffered by one-mile, with multipliers that decrease every quarter-mile interval away from the trip attractor. A point value is calculated by multiplying the distance multiplier by the weight assigned to each attractor. Identified land uses and destinations garner progressively lower weights in terms of their ability to attract active transportation trips as the distance required to travel along the roadway network to reach them increases.

Table 3.4 - Active Transportation Trip Attractor Submodel Inputs

Attractor Inputs	Input Weight	Distance Multipliers			
		Within ¼ mile	Between ¼ and ½ mile	Between ½ and ¾ mile	Between ¾ mile and 1 mile
		1.5	1	0.75	0.5
Retail Centers*	4	6	4	3	2
Community Parks**	3	4.5	3	2.25	1.5
Arroyo Simi Greenway Trailheads	3	4.5	3	2.25	1.5
Retail Land Uses	2	3	2	2.25	1.5
Civic Land Uses***	2	3	2	1.5	1
Adventist Health Simi Valley	2	3	2	1.5	1
Parks	2	3	2	1.5	1
High Schools	2	3	2	1.5	1
Middle & Elementary Schools	1	1.5	1	0.75	0.5

Source: CR Associates (2024)

*Commercial/Retail land use areas greater than 15-acres, (e.g., Simi Valley Town Center, Towne Center Shopping Center, El Paseo Simi, Santa Susana Plaza)
**Rancho Simi Community Park, Rancho Tapo Community Park, Rancho Madera Community Park, Rancho Santa Susana Community Park
***Libraries, City Hall, Ronald Reagan Presidential Library, Simi Valley Cultural Arts Center

Figure 3.4 displays the Active Transportation Trip Attractor Submodel. The greatest concentrations of trip attractors are in the central area of the City, south of Los Angeles Avenue. This area includes general commercial/retail uses, multiple schools and parks, two community parks, and Arroyo Simi Greenway access points. Additional attractors are found to the north near the Civic Center.

The Active Transportation Propensity Model, displayed as **Figure 3.5**, was created by combining the trip generator and trip attractor submodels with equal weighting. As shown, the greatest propensity is located in the central portion of Simi Valley, with concentrations along Los Angeles Avenue and State Route 118. Higher propensity is indicative of areas with increased potential for active transportation due to relatively higher levels of trip attractors and trip generators. However, these areas may also have increased barriers related to active transportation, including higher posted speed limits and traffic volumes, more bicycle and pedestrian collisions, and more travel lanes.

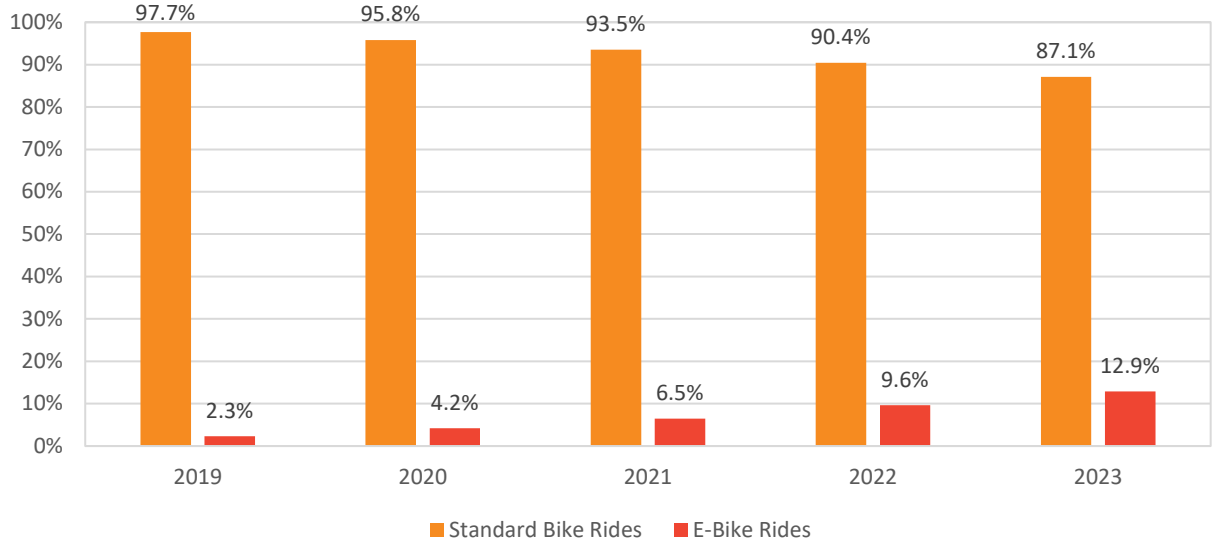
Big Data: Strava

Strava is an app-based platform for tracking physical exercise and sharing routes and performance. The data collected can aid in the comparison of bicycle activity levels across a study area, however, it should be noted the data is not intended to be representative of all cyclists and may underrepresent certain demographic groups such as youth, women, and lower socioeconomic populations.

Figure 3.7 shows a Strava heatmap in and around the City of Simi Valley. East-west routes generally show higher activity than north-south routes. Higher activity is also shown in the mountains surrounding Simi Valley, indicating recreational bicycling demand. East-west routes with higher levels of activity include Lost Canyons Drive, Alamo Street, Los Angeles Avenue, Arroyo Simi Greenway, and Fitzgerald Road, while higher activity north-south roadways include Wood Ranch Parkway, First Street, Erringer Road, Sequoia Avenue, and Kuehner Drive.

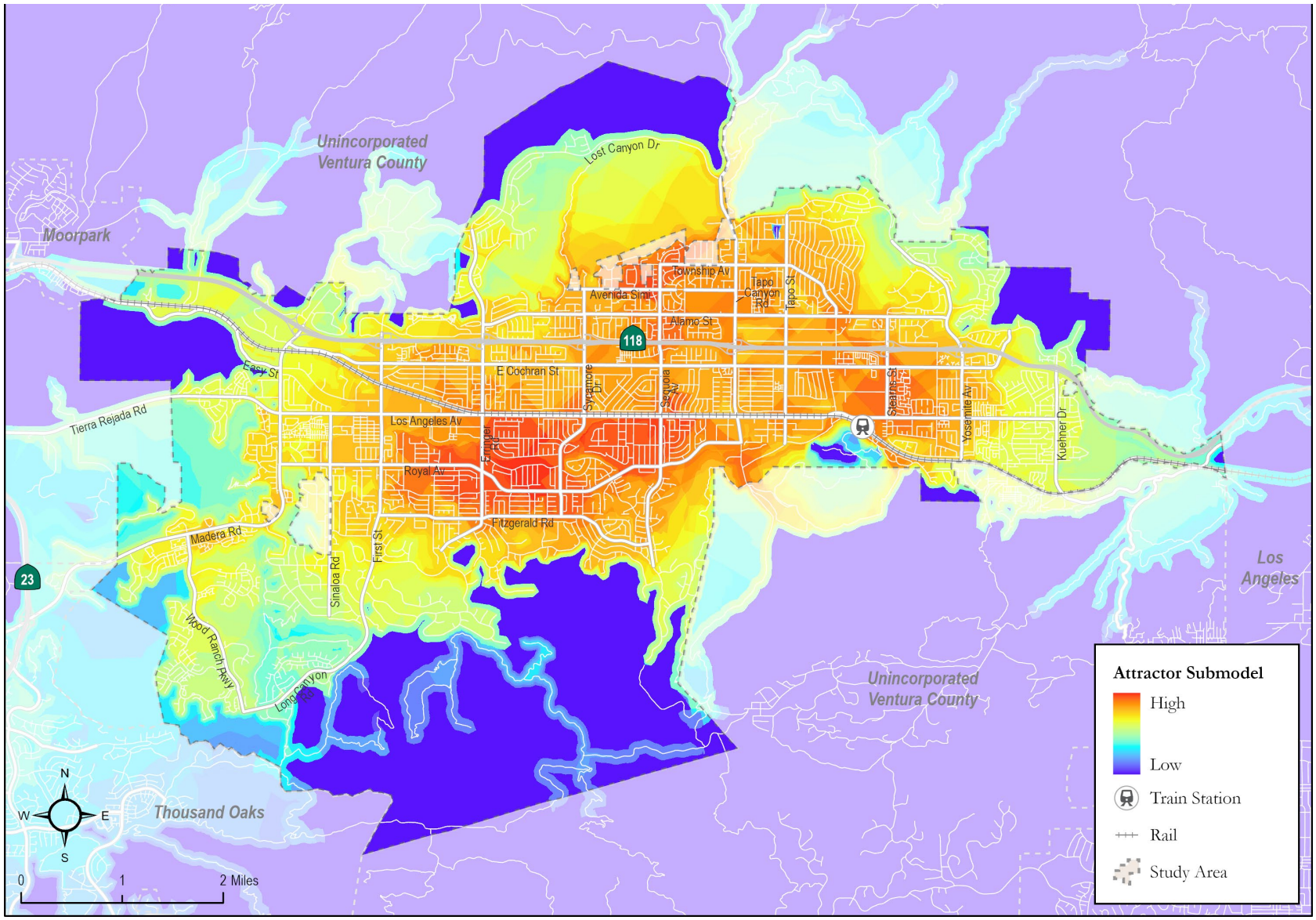
Strava data can also differentiate between electric bikes (e-bikes) and standard bikes. The data is reported for Ventura County as a whole. As shown in **Chart 3.1**, the share of e-bike usage across Ventura County has continued to grow each year, increasing from just 2.3% of Strava recorded bike rides in 2019 to 12.9% in 2023.

Chart 3.1 - Strava Reported Share of E-Bike Usage by year for Ventura County (2019 – 2023)



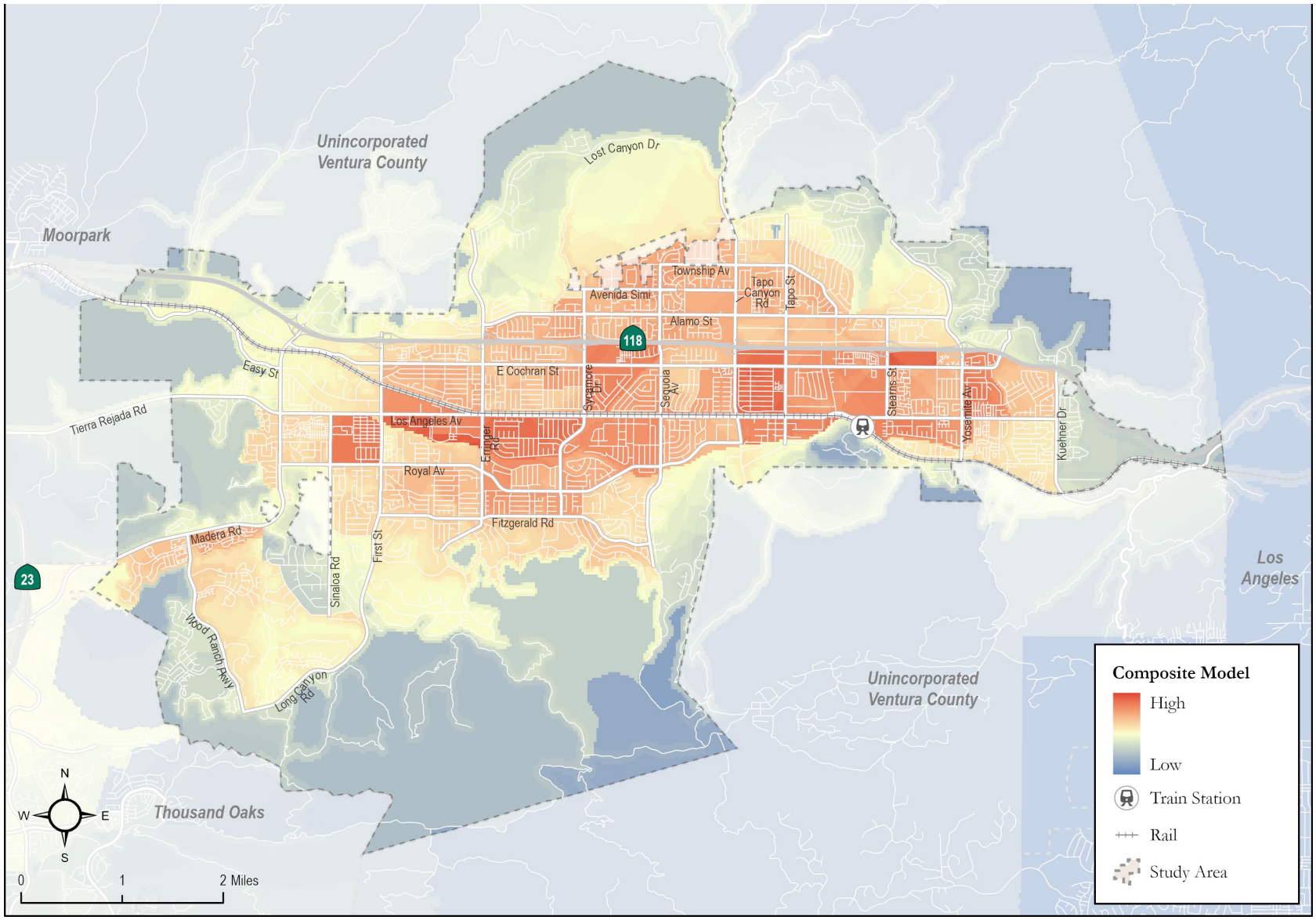
Source: Strava (2024); CR Associates (2024)

Figure 3.4 - Active Transportation Trip Attractor Submodel



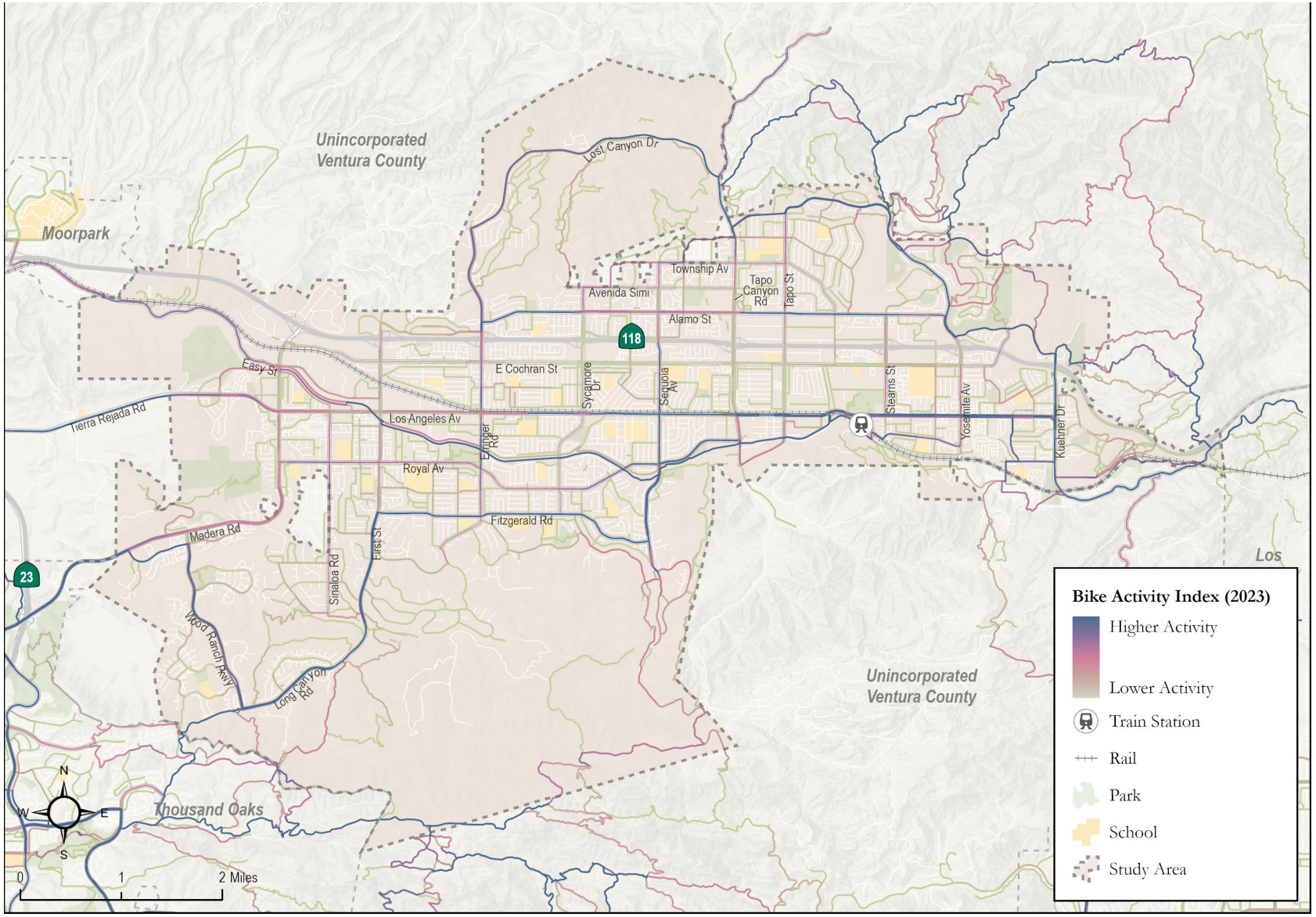
Source: CR Associates (2024)

Figure 3.5 - Active Transportation Propensity Model



Source: CR Associates (2024)

Figure 3.6 - Strava Bike Activity (2023)



Source: Strava (2024); CR Associates (2024)

3.3 Safety

California Office of Traffic Safety Rankings

The California Office of Traffic Safety (OTS) provides comparisons of traffic safety statistics between cities, using populations to categorize cities into similarly sized groups. This data can help build an understanding of which areas a city is performing well in or may need improvement in. The most recent year of OTS data is for 2021.

With an estimated population of 124,333 in 2021, the City of Simi Valley falls within Group B, which includes 60 cities with a population size between 100,001 – 250,000. Additional cities in Ventura County categorized in Group B include Ventura, Thousand Oaks, and Oxnard.

Table 3.5 displays the OTS rankings for Simi Valley and the other Group B cities in Ventura County. The rankings depict two numbers: the first number is the city's ranking in that category, while the second number is the total number of cities within that Group. Number 1 in the rankings is the worst, while 60 would be the best for Group B.

OTS provides the following description as to how the rankings are determined:

> *"Crash rankings are based on the Empirical Bayesian Ranking Method, which adds weights to different statistical categories including observed crash counts, population and vehicle miles traveled. The crash counts reflect the aggregated impacts of all influential factors containing even the unrecognized or unmeasurable ones (e.g. level of enforcement), and the population and vehicle miles traveled represent the important traffic exposure factors that affect crash occurrence. The weights are assigned to the three components in a way that maximizes the precision of estimated Bayesian crash counts."*

Simi Valley was generally found to rank more favorably than peer cities in the region in terms of active transportation safety. For the categories of collisions involving bicyclists and collisions involving pedestrians younger than 15 years old, Simi Valley ranked towards the middle of similarly sized cities in California, signifying potential for improvement. These issues may be addressed through a combination of engineering, education, and enforcement related measures.

Table 3.5 - CA Office of Traffic Safety Rankings (Bicycle and Pedestrian Categories)

Crash Category	# of Simi Valley Victims Killed & Injured	OTS Ranking out of 60 *1 (Worst) to 60 (Best)*			
		Simi Valley	Ventura	Thousand Oaks	Oxnard
Total Fatal and Injury	338	55	11	45	2
Bicycle	17	38	4	20	6
Bicyclist < 15	1	49	23	9	28
Pedestrians	19	49	14	46	7
Pedestrians < 15	2	36	31	49	10
Pedestrians 65+	2	43	37	55	16
Composite	146	54	12	55	3

Source: California Office of Traffic Safety (2021)

Bicycle-Involved Collision Data

Collision data can be used to identify potential deficiencies related to bicycle and pedestrian travel. The collision review draws from five years of data (June 30, 2019 – June 30, 2024) obtained from the City's database. The analysis was used to identify trends and patterns related to collision locations, causes, violation codes, and victim age.

A total of 116 bicycle-involved collisions were reported during the five-year period. Bicycle-involved collision locations are displayed in **Figure 3.7**. Approximately 10% of bicycle-involved collisions included a youth bicyclist (younger than 18) and 10% involved a senior bicyclist (older than 65). Collisions were most concentrated in the central area of Sim Valley, along Cochran Street, Los Angeles Avenue, First Street, and Erringer Road.

The location with the highest number of collisions is the intersection of Erringer Road and Cochran Street, with five collisions reported. At this intersection, the southbound Erringer Road bike lane is dropped on the north and south legs to provide for dedicated right-turn lanes. There are no bicycle facilities along Cochran Street (east-west direction) in the vicinity.

Of the 116 bicycle-involved collisions, 18 resulted in fatalities or severe injuries, accounting for 16% of the recorded collisions. **Figure 3.8** shows fatal and severe collision locations. These incidents were spread throughout the City. Multiple fatal or severe collisions were reported along Los Angeles Avenue, First Street, and Erringer Road, which coincide with the higher concentrated roadways for bicycle-involved collisions previously identified.

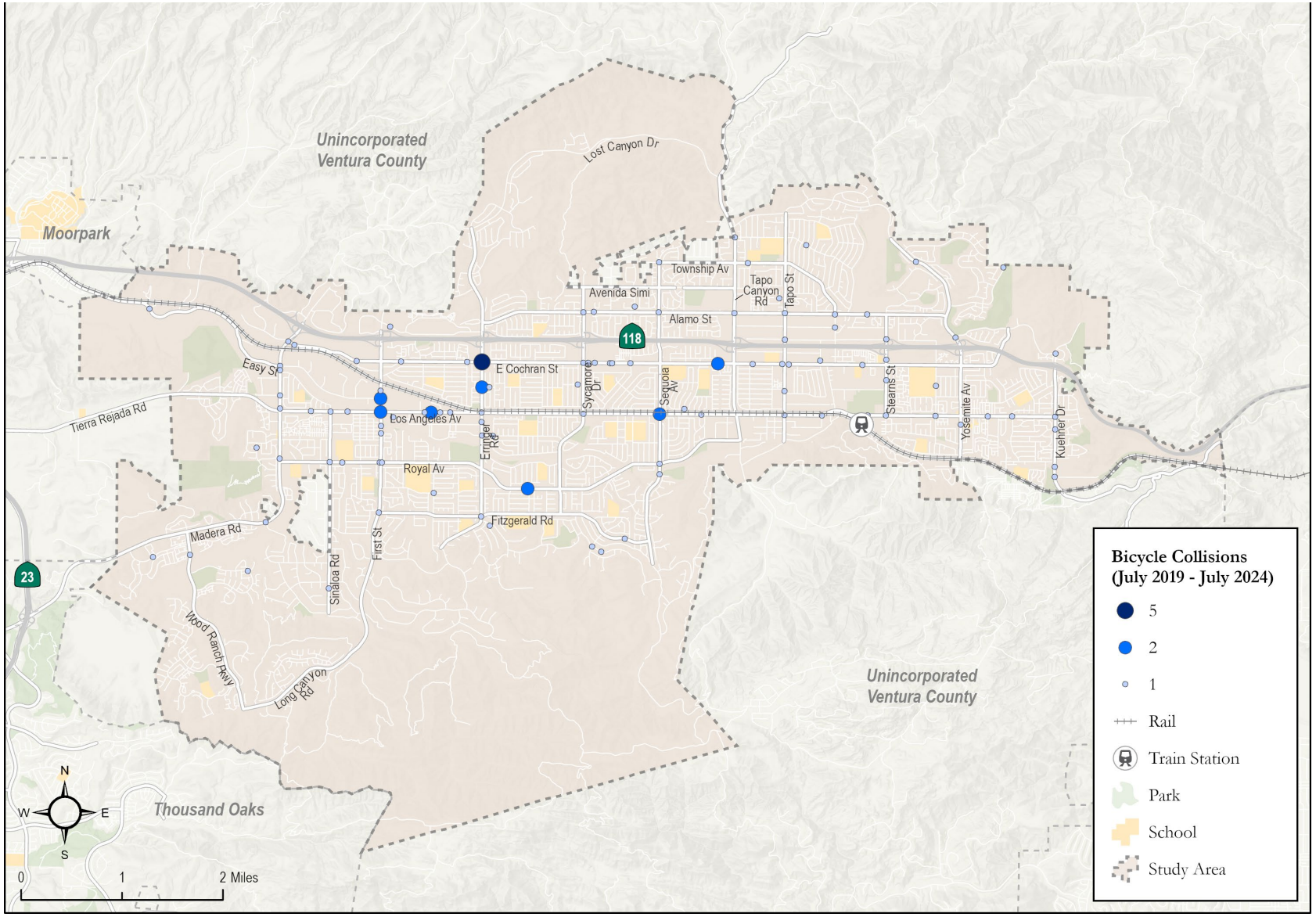
Table 3.6 lists the primary collision causes for the 116 bicycle-involved collisions. The most frequent cause was the party-at-fault traveling on the wrong side of the road (26%), followed by vehicle right-of-way violations (24%). Unsafe speed was the cause of 11% of the collisions.

Table 3.6 - Bicycle Collision Causes

Cause	Frequency	Percent of Total
Wrong Side of Road	30	25.9%
Automobile Right of Way Violation	28	24.1%
Unsafe Speed	13	11.2%
Improper Turning	11	9.5%
Traffic Signals and Signs	10	8.6%
Other Hazardous Movement	5	4.3%
Following Too Closely	2	1.7%
Other Improper Driving	2	1.7%
Pedestrian Right of Way Violation	2	1.7%
Impeding Traffic	1	0.9%
Other Equipment	1	0.9%
Other Than Driver	1	0.9%
Unsafe Starting or Backing	1	0.9%
Unknown/Not Stated	9	7.8%
Total	**116**	**100.0%**

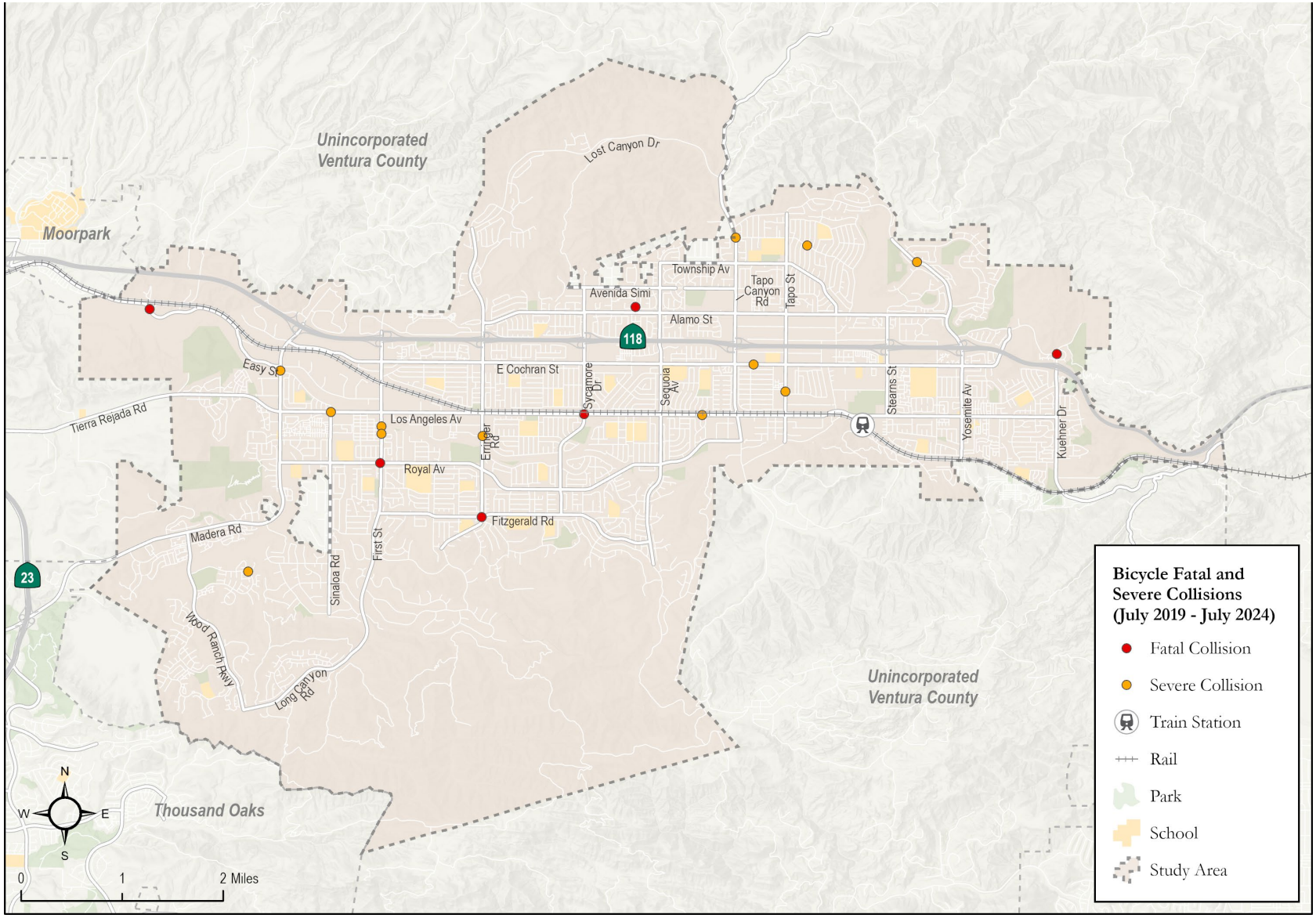
Source: City of Simi Valley (2024)

Figure 3.7 - Bicycle Collisions by Frequency



Source: City of Simi Valley (2024)

Figure 3.8 - Bicycle Collisions by Injury Severity



Source: City of Simi Valley (2024)

Table 3.7 presents the leading bicycle collision violation codes. The most frequent code was 21650.1, cyclists failing to operate in the same direction as vehicles (21%), which aligns with the leading collision cause reported in Table 3.6. The second most frequent code was 22350, vehicles failing to drive at a reasonable speed, which was assigned 13 records (11%). The third most frequent code was 21804(a), a driver failing to yield the right-of-way to all traffic while approaching a highway from a driveway, representing 10% of collision records.

Table 3.7 - Leading Bicycle Collision Violation Codes

Violation Code & Definition		Frequency	Percent of Total
21650.1	A bicycle operated on a roadway, or the shoulder of a highway, shall be operated in the same direction as vehicles are required to be driven upon the roadway.	24	20.7%
22350	No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property	13	11.2%
21804(a)	The driver of any vehicle about to enter or cross a highway from any public or private property, or from an alley, shall yield the right-of-way to all traffic, as defined in Section 620, approaching on the highway close enough to constitute an immediate hazard, and shall continue to yield the right-of-way to that traffic until he or she can proceed with reasonable safety.	11	9.5%
22107	No person shall turn a vehicle from a direct course or move right or left upon a roadway until such movement can be made with reasonable safety…	10	8.6%
21801(a)	The driver of a vehicle intending to turn to the left or to complete a U-turn upon a highway, or to turn left into public or private property, or an alley, shall yield the right-of-way to all vehicles approaching from the opposite direction which are close enough to constitute a hazard at any time during the turning movement, and shall continue to yield the right-of-way to the approaching vehicles until the left turn or U-turn can be made with reasonable safety.	9	7.8%
22450(a)	The driver of any vehicle approaching a stop sign at the entrance to, or within, an intersection shall stop at a limit line, if marked, otherwise before entering the crosswalk on the near side of the intersection.	6	5.2%
21453(a)	A driver facing a steady circular red signal alone shall stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and shall remain stopped until an indication to proceed is shown, except as provided in subdivision (b).	5	4.3%
21650	Upon all highways, a vehicle shall be driven upon the right half of the roadway.	5	4.3%
Other		27	23.3%
Unknown/Not Stated		6	5.2%
Total		**116**	**100.0%**

Source: City of Simi Valley (2024), California Department of Motor Vehicles (2024)

Pedestrian-Involved Collision Data

A total of 91 pedestrian-involved collisions were reported during the five-year period. Pedestrian-involved collision locations are displayed in **Figure 3.9**. Collisions were mostly spread out along Los Angeles Avenue and Cochran Street. Other concentrations can be seen along First Street and Erringer Road. These are the same roadway locations with most frequently reported bicycle-involved collisions, potentially signifying areas with relatively greater active transportation activity and/or safety challenges.

Of the 91 pedestrian-involved collisions, 23 resulted in fatalities or severe injuries, accounting for 25% of the records. **Figure 3.10** shows fatal and severe collision locations within the City. These incidents were spread throughout the City, with a bigger concentration in the western area. Roadways with multiple fatal or severe collisions are First Street, Erringer Road, Alamo Street, Cochran Street, Los Angeles Avenue, and Royal Avenue. Approximately 14% of pedestrian collisions involved youth (younger than 18) and 14% involved a senior (older than 65).

A total of four severe or fatal collisions (combining bicycle and pedestrian involved collisions) were reported on First Street, just south of Los Angeles Avenue. This finding may be indicative of a need for multimodal safety improvements in this area.

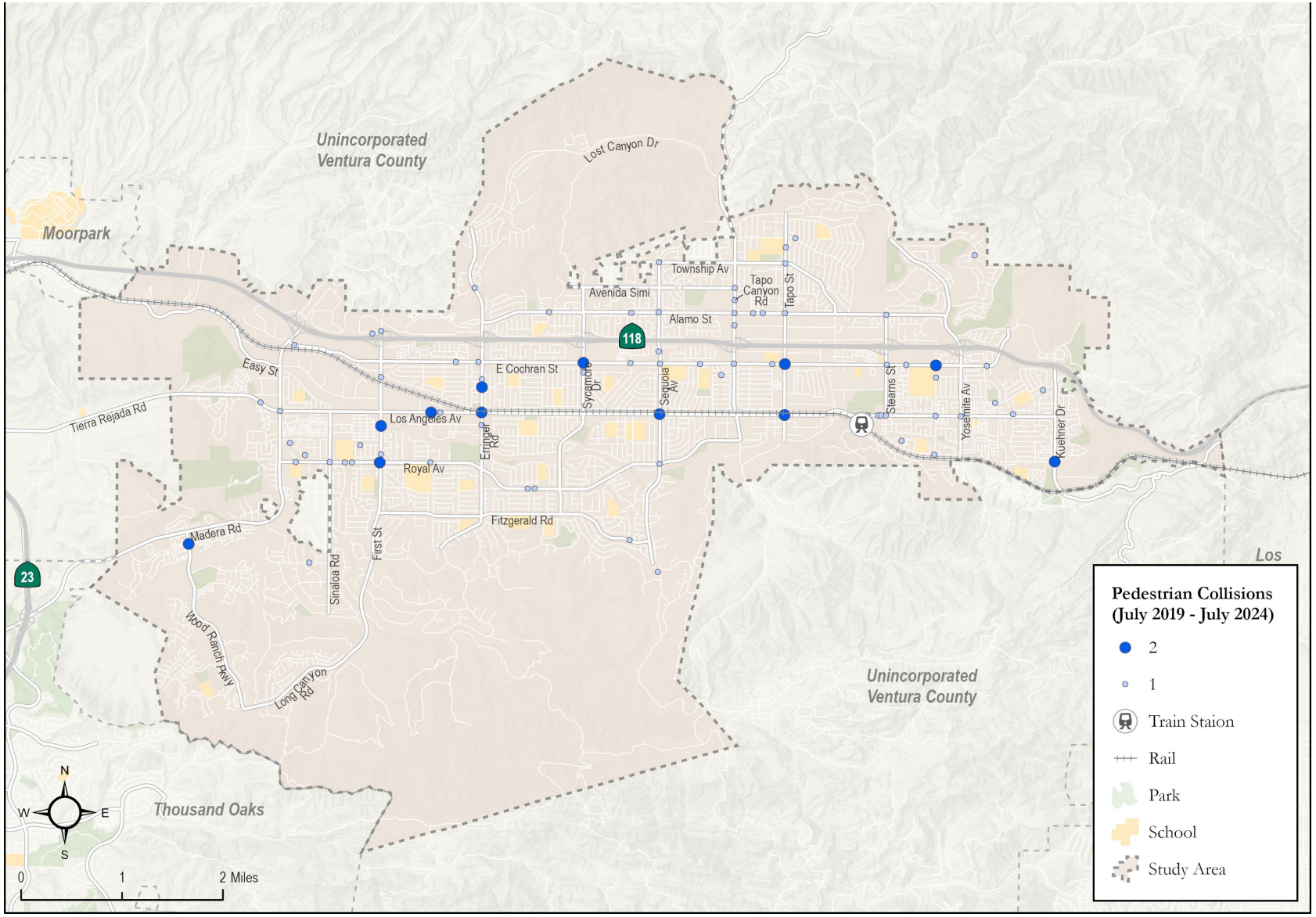
Table 3.8 lists the primary collision causes for the 91 pedestrian-involved collisions. The most frequent primary cause was the party-at-fault performing an "other hazardous movement" (28% of pedestrian collisions). The second most frequent collision cause was a pedestrian violation, accounting for 25% of the collisions. Motorists violating the pedestrian's right-of-way was the third most common cause, constituting 21% of the collisions.

Table 3.8 - Leading Pedestrian Collision Causes

Cause	Frequency	Percent of Total
Other Hazardous Movement	25	27.5%
Pedestrian Violation	23	25.3%
Pedestrian Right of Way Violation	19	20.9%
Traffic Signals and Signs	6	6.6%
Unsafe Starting or Backing	4	4.4%
Unsafe Speed	3	3.3%
Improper Turning	2	2.2%
Other Than Driver	2	2.2%
Driving Under Influence	1	1.1%
Unknown/Not Stated	6	6.6%
Total	**91**	**100.0%**

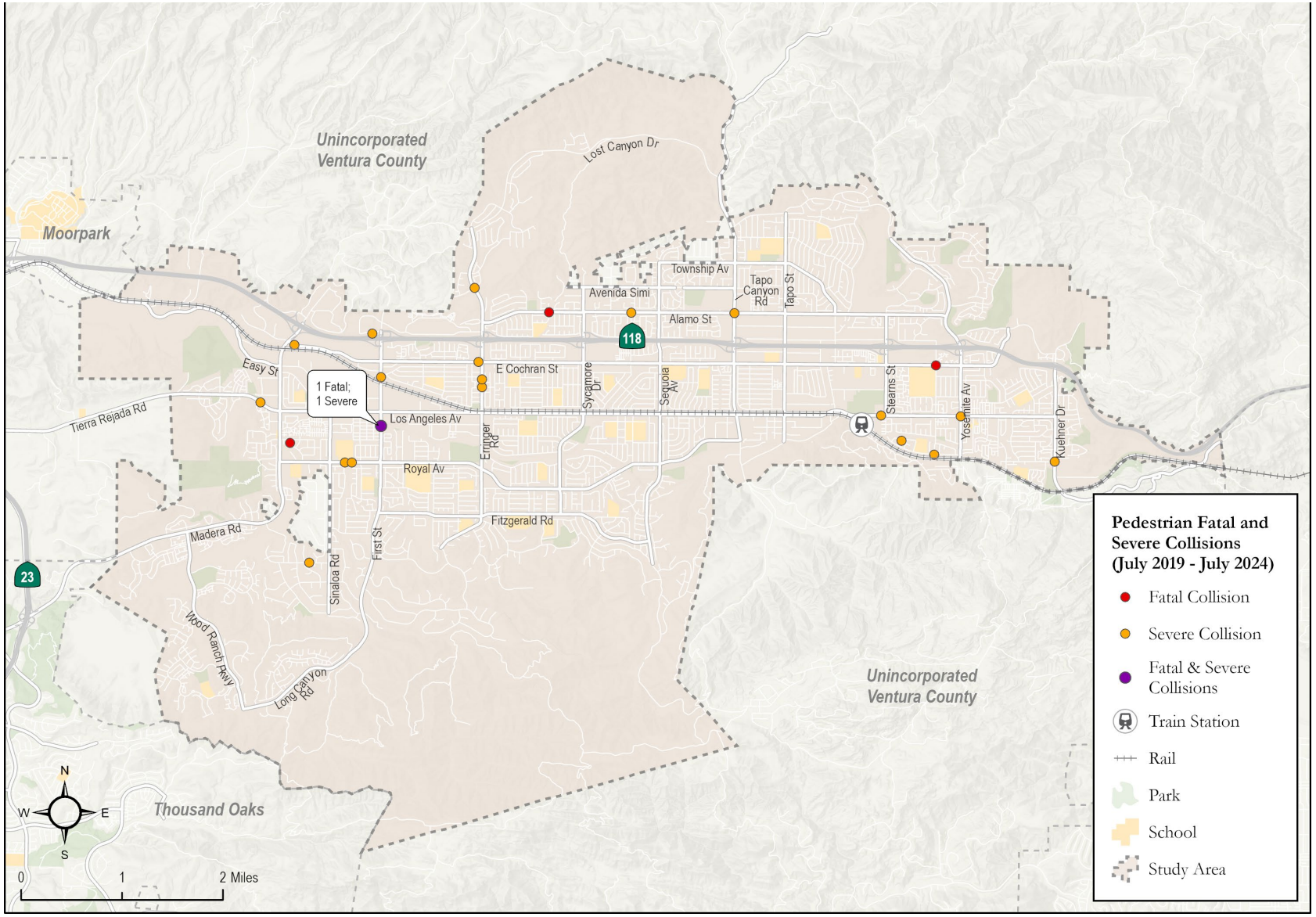
Source: City of Simi Valley (2024)

Figure 3.9 - Pedestrian Collisions by Frequency



Source: City of Simi Valley (2024)

Figure 3.10 - Pedestrian Collisions by Injury Severity



Source: City of Simi Valley (2024)

Table 3.9 presents the leading pedestrian collision violation codes. The most frequent code reported was 21950(a), vehicles failing to yield to pedestrians within a crosswalk, accounting for 45% (41/91) of all pedestrian-involved collisions. Of these 41 collisions, 8 were reported at multiple intersections along Cochran Street, and another 8 were reported at multiple intersections along Los Angeles Avenue. The second most frequent violation code reported was 21954(a), pedestrian failure to yield upon roadway outside of crosswalk, with 12% of pedestrian collisions attributed. The third most common violation code was 21950(b), pedestrians suddenly walking into the path of a vehicle (11%).

Table 3.9 - Leading Pedestrian Collision Violation Codes

Violation Code & Definition		Frequency	Percent of Total
21950(a)	The driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as otherwise provided.	41	45.1%
21954(a)	Every pedestrian upon a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway so near as to constitute an immediate hazard.	11	12.1%
21950(b)	No pedestrian may suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close as to constitute an immediate hazard. No pedestrian may unnecessarily stop or delay traffic while in a marked or unmarked crosswalk.	10	11.0%
21453(a)	A driver facing a steady circular red signal alone shall stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and shall remain stopped until an indication to proceed is shown.	4	4.4%
22106	No person shall start a vehicle stopped, standing, or parked on a highway, nor shall any person back a vehicle on a highway until such movement can be made with reasonable safety.	4	4.4%
22350	No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property	3	3.3%
Other		11	12.1%
Unknown/Not Stated		7	7.7%
Total		**91**	**100.0%**

Source: City of Simi Valley (2024), California Department of Motor Vehicles (2024)

3.4 Bicycle Network Quality

The quality of the bicycle network was assessed using the bicycle Level of Traffic Stress (LTS) methodology for characterizing cycling environments, as developed by Mekuria, et al. (2012) of the Mineta Transportation Institute and reported in *Low-Stress Bicycling and Network Connectivity*. LTS classifies the street network into categories according to the level of stress it causes cyclists, taking into consideration a cyclist's physical separation from vehicular traffic, vehicular traffic speeds along the roadway segment, number of travel lanes, and factors related to intersection approaches with dedicated right-turn lanes and unsignalized crossings.

Table 3.10 identifies the four LTS categories and provides a description of the traffic stress experienced by the cyclist and the environmental characteristics consistent with the category. LTS scores range from 1 (lowest stress) to 4 (highest stress) and correspond to roadways that different populations may find suitable for riding on, considering their stress tolerance.

Table 3.10 - Level of Traffic Stress Classifications and Descriptions

Category	LTS Description	Description of Environment
LTS 1	Presenting little traffic stress and demanding little attention from cyclists; suitable for almost all cyclists, including children trained to safely cross intersections.	• Facility that is physically separated from traffic or an exclusive cycling zone next to a slow traffic stream with no more than one lane per direction • A shared roadway where cyclists only interact with the occasional motor vehicle with a low-speed differential • Ample space for cyclist when alongside a parking lane • Intersections are easy to approach and cross
LTS 2	Presenting little traffic stress but demanding more attention that might be expected from children.	• Facility that is physically separated from traffic or an exclusive cycling zone next to a well-confined traffic stream with adequate clearance from parking lanes • A shared roadway where cyclists only interact with the occasional motor vehicle (as opposed to a stream of traffic) with a low-speed differential • Unambiguous priority to the cyclist where cars must cross bike lanes (e.g., at dedicated right-turn lanes); design speed for right-turn lanes comparable to bicycling speeds • Crossings not difficult for most adults
LTS 3	Presenting enough traffic stress to deter the Interested but Concerned demographic	• An exclusive cycling zone (lane) next to moderate-speed vehicular traffic • A shared roadway that is not multilane and has moderately low automobile travel speeds • Crossings may be longer or across higher-speed roadways than allowed by LTS 2, but are still considered acceptably safe to most adult pedestrians
LTS 4	Presenting enough traffic stress to deter all but the Strong & Fearless demographic	• An exclusive cycling zone (lane) next to high-speed and multilane vehicular traffic • A shared roadway with multiple lanes per direction with high traffic speeds • Cyclist must maneuver through dedicated right-turn lanes containing no dedicated bicycling space and designed for turning speeds faster than bicycling speeds

Source: Mekuria, et al., (2012); CR Associates (2024)

Figure 3.11 displays the bicycle LTS results for all roadways and paths in Simi Valley. Most roadways with existing bicycle facilities exhibit LTS 4 conditions, with the exception of the following:

- Township Avenue/Kadota Street between Sequoia Avenue and Alamo Street (LTS 1-2)
- Mt Sinai Drive between Yosemite Avenue and Kuehner Drive (LTS 1-2)
- Arroyo Simi Greenway (LTS 1-2)
- Presidio Drive between Tapo Canyon Road and Tapo Street (LTS 3)
- Katherine Road between River Wood Court and Kuehner Drive (LTS 3)
- Sycamore Drive between Avenida Simi and Alamo Street (LTS 3)
- Tapo Street between Los Angeles Avenue and Arroyo Simi Greenway (LTS 3)

All east-west and north-south arterials are LTS 4 environments due to high traffic volumes, high posted speed limits, and the presence of right-turn only lanes. These LTS 4 roadways include connections along the three major physical barriers previously identified: State Route 118, the rail corridor, and the flood channels.

Outside of the bicycle network, roadways with an LTS 1 or 2 environment are generally residential streets and collectors, characterized as having one lane in each direction while providing adequate width for cyclists and vehicles, with a low posted speed and low traffic volumes. The Class I bike paths along Arroyo Simi Greenway also received LTS 1 ratings, however it does have some at-grade street crossings that some users may deem uncomfortable.

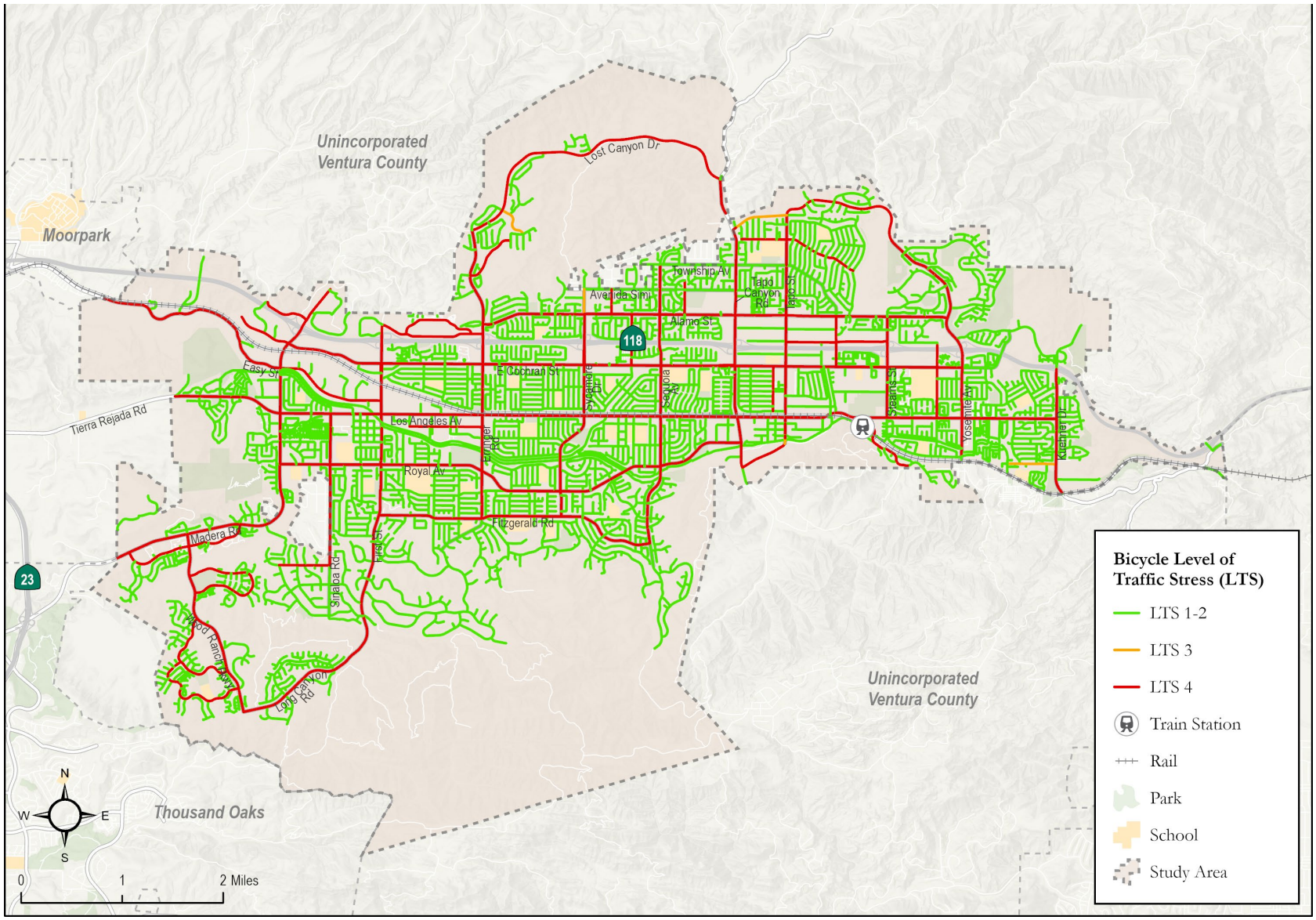
Table 3.11 presents the LTS score results by mileage. About 20% of all roadways are LTS 4, including all major streets within the network. It is worth noting that while the overwhelming majority of assessed roadways are LTS 1-2, these roadways are largely internal to neighborhoods without the ability to make inter-neighborhood connections without using LTS 4 roadways.

Table 3.11 - Mileage by LTS Score

LTS Score	Mileage
LTS 1-2	324.4
LTS 3	1.9
LTS 4	81.0
Total	**407.3**

Source: CR Associates (2024)

Figure 3.11 - Bicycle Level of Traffic Stress (LTS)



Source: CR Associates (2024)

4.0 Conclusion/Key Findings

Bicycle infrastructure should provide users with safe and comfortable environments while facilitating connections to destinations and between communities. Safety and comfort are paramount considerations for cyclists, since by nature, they are more sensitive to the characteristics of the roadway environment compared to those traveling by automobile. A slight gap in comfortable roadway conditions within a system or along a route can often be detrimental enough to deter the choice of making a trip by that mode. Similarly, the inability to safely secure one's bicycle at their destination can also discourage a bicycle trip. The findings from this Existing Conditions Report, combined with input from community members and agency stakeholders, will be used to inform the identification of infrastructure and programmatic recommendations that aid in the development of a bicycle network comprised of facilities that support and encourage trips for users of all ages and abilities.

Figure 4.1 shows areas of cycling needs within Simi Valley, identified by high-crash locations, gaps in the existing bicycle network, roadways with high stress environments for bicyclists, and high bicycle priority areas. The figure also depicts grant competitive areas – areas of the City with characteristics that align with potential grant sources that could be pursued to help fund implementation projects.

Overcoming Barriers to Bicycle Connectivity
The existing bicycle network runs along most of the main roads within Simi Valley, however, the network is largely comprised of Class II bike lanes and Class III bike routes. While the facilities are present, the major corridors within Simi Valley exhibit LTS 4 conditions, meaning the facilities do not feel adequate or comfortable for most cyclists due to high traffic volumes, high posted speed limits and the presence of right-turn only lanes. Examples of these roadways include Alamo Street, Cochran Street, Los Angeles Avenue, Royal Avenue, First Street, Erringer Road, Sycamore Drive, and Tapo Street. The Arroyo Simi Greenway, a Class I bike path facility, is one exception to the network, offering a comfortable bicycling option separated from vehicles, aside from at-grade street crossings.

State Route 118, the flood channels, and the rail corridor are three major barriers to bicycle mobility in Simi Valley, limiting continuous north-south travel to select roadways with LTS 4 characteristics. The bike network is further interrupted at several major intersection approaches where the bike lane discontinues to make room for vehicular turn lanes, examples include approaches to Los Angeles Avenue, Erringer Road, Tapo Street, and Stearns Street. Intersections are major points of conflicts. Dropping the bike lane at an intersection approach creates uncertainty as to where bicyclists should position themselves to safely navigate through. Combined, these barriers and facility gaps may deter bicycle trips, force out of direction travel, or contribute to improper bicycling behaviors.

There is an opportunity for improvement throughout the bicycle network, especially north-south connections. Improvements can consist of new facilities, upgrades to existing facilities, and education programs to teach proper and defensible bicycle riding.

Challenges to Safety for Cyclists and Pedestrians
A total of 116 bicycle-involved collisions and 91 pedestrian-involved collisions resulting in injury were reported during the five-year study period in Simi Valley. The corridors with the greatest number of collisions for both modes were Cochran Street, Los Angeles Avenue, First Street and Erringer Road.

The intersection with the most frequent bicycle-involved collisions (5) was Erringer Road and Cochran Street. Multiple bicycle-involved collisions were reported at several other intersections. From all records, 16% of the bicycle-involved collisions and 25% of the pedestrian-involved collisions resulted in fatal or severe injuries. Multiple fatal or severe collisions were reported along Los Angeles Avenue, First Street, and Erringer Road. Six severe or fatal collisions, including bicycle and pedestrian involvement, were reported on First Street, with five occurring between Los Angeles Avenue and Royal

Avenue. These locations will be given additional attention during the identification of recommendations.

The collision data review also indicates a high prevalence of improper bicycling behaviors, with the leading cause attributed to bicycle-involved collisions being due to riding on the wrong side of the road, reported for over 30% of collisions. This may also be an indication of bicyclists being uncomfortable with riding along in-road facilities, such as Class II bike lanes and Class III bike routes, in favor of riding on the sidewalk. Improving bicycle safety requires considerations for both infrastructure and programmatic recommendations to ensure the facilities are adequate and used properly.

High Active Transportation Activity Areas
Areas with a higher propensity, or higher likelihood, for active transportation trips were identified in the central portion of Simi Valley, with concentrations along Los Angeles Avenue and Cochran Street. Higher propensity is indicative of areas with relatively greater potential for active transportation trips due to higher concentrations of trip attractors and trip generators. However, the roadways in these areas are not inviting to bicyclists, even where bicycle facilities currently exist. Providing comfortable travel options in the areas where trips are likely and where there is higher demand may contribute to increased bicycle use for recreation and utilitarian trip purposes such as school and work commutes or to run errands. Approximately 31% of people employed in Simi Valley also live within the City, representing a large pool of people who could consider bicycling with the provision of comfortable and well-connected infrastructure.

The Strava results indicate roadways with higher bicycling activity which can also inform locations to consider for improvements. Lost Canyons Drive, Alamo Street, Los Angeles Avenue, Arroyo Simi Greenway, and Fitzgerald Road, Wood Ranch Parkway, First Street, Erringer Road, Sequia Avenue, and Kuehner Drive all exhibit relatively higher bicycle use in the Strava data. The north-south roads of Erringer Road, Sequia Avenue, and Kuehner Drive are particularly noteworthy due to the connections they offer across the three major barriers previously mentioned (State Route 118, rail corridor, and flood channels).

Areas identified as grant competitive in Figure 4.1 will also be given attention during recommendation development, as people residing in these areas may face relatively greater burdens and may have a greater reliance on alternative transportation modes for utilitarian trip purposes. Further, these areas also have higher residential populations and are near employment centers.

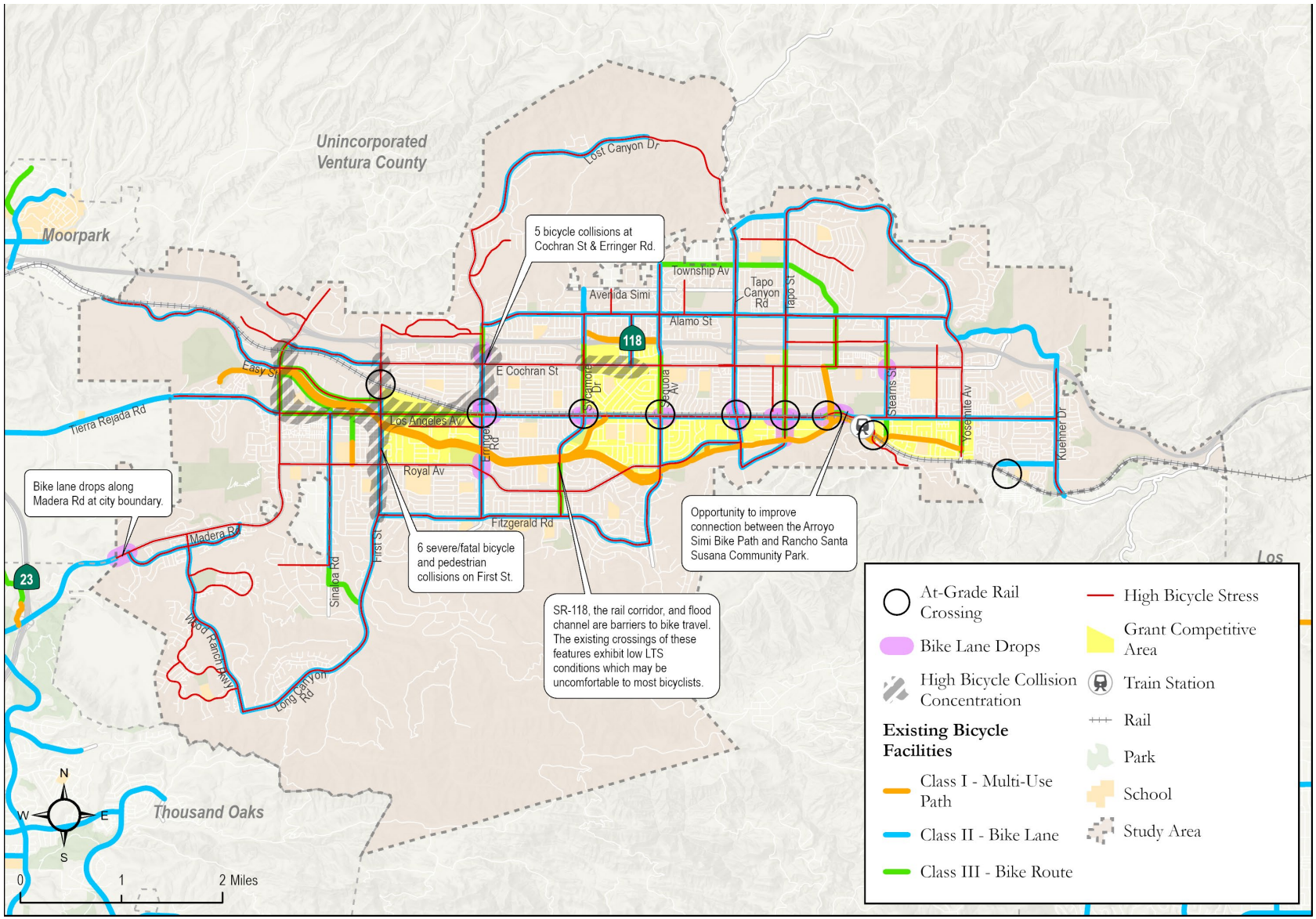
The Arroyo Simi Greenway
The Arroyo Simi Greenway is a significant east-west bicycle and pedestrian connection spanning most of Simi Valley, running approximately 12-miles from Stargaze Place in the west to Yosemite Avenue in the east. Some portions of the path have been recently upgraded with improved entrances located at Sequoia Avenue, Royal Avenue, Sycamore Drive, Erringer Road and Madera Road. The current Simi Valley BMP (2008) planned for extended Class I facilities along the Arroyo Simi Greenway to the west, until the City boundary, and to the east, until Corriganville Park.

The Arroyo Simi Greenway Specific Plan (Amended 2018) provides a plan with descriptive recommendations and illustrative examples of improvements to manage the Arroyo Simi Bikeway. The Plan seeks to serve bicycle and pedestrian commuter needs, provide increased recreational opportunities with nearby trail systems and parks, and protect natural resources by establishing standards that allow for the development of the path.

The previous recommendations can be carried into the updated BMP with additional considerations for further crossing enhancements and access opportunities. The Arroyo Simi Greenway Specific Plan identifies the following connections and improvements:

- 5th Street from Sinaloa Middle School to Los Angeles Avenue
- School Street from the Tapo Canyon Drain to signalized crossing at Church Street
- Cochran Street from the Tapo Canyon Drain to signalized crossing at Sequoia Avenue
- Alamo Street from the Tapo Canyon Drain to signalized crossing at Santa Ynez Avenue
- Los Angeles Avenue from Hidden Ranch Drive to proposed S-Curve Park
- Along Hidden Ranch Drive at the north side of the railroad
- Los Angeles Avenue from the drainage channel leading to White Oak School to the signalized crossing at Christine Avenue
- Smith Road to Corriganville Park

Figure 4.1 - Opportunities and Needs Summary



Source: CR Associates (2024)

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Appendix C: **Prioritization Scoring Inputs**

Appendix C: Prioritization Scoring Inputs

ID	Project	Prevailing Facility	Extent	Mileage	Arroyo Simi Greenway Points	Collision Points	Number of Collisions	Severe / Fatal Collisions	Collisions/Mile	Posted Speed Points	Posted Speed (mph)	Regional Points	Implementation Points	Gap Closure Points	School Proximity Points	Number of Schools	Park Proximity Points	Number of Parks	AT Propensity Points	Average Propensity Score	Staff Input Points (3 pts)	Physical Barrier Points	Total Points
12	Tapo St South	Class IV	Alamo St to Ish Dr	1.22	9	6	4	1	3.29	6	40	1	0	3	1	1	0	0	3	144.1	3	3	35
29	Stow St	Class II	Barnard St to Katherine St	1.12	9	2	2	0	1.79	6	40	1	4	0	2	2	1	1	2	117.7	3	3	33
28	Stearns St	Class II	Barnard St to Cochran St	0.29	0	6	2	0	6.90	6	40	1	4	3	2	2	0	0	3	133.4	3	3	31
19	Los Angeles Ave East	Class IV	Tapo St to Kuehner Dr	2.70	9	4	8	0	2.97	6	40	3	0	0	3	7	1	1	2	127.1	0	3	31
10	Tapo Canyon Rd South	Class IV	Avenida Simi to Royal Ave	1.51	9	4	5	0	3.31	6	40	1	2	0	0	0	1	1	2	125.3	3	3	31
32	Hidden Ranch Dr	Class II	Los Angeles Ave to Arroyo Simi Greenway	0.19	9	6	1	0	5.28	4	35	3	4	0	0	0	1	1	3	146.0	0	0	30
18	Los Angeles Ave Central	Class IV	Erringer Rd to Tapo St	3.00	9	6	6	2	2.00	6	40	1	0	0	3	4	2	2	3	138.3	0	0	30
23	Sequoia Ave	Class II	Copperfield St to Los Angeles Ave	0.76	0	4	2	0	2.62	6	40	1	4	3	2	2	0	0	3	133.5	3	3	29
46	Sycamore Dr	Class II	Arroyo Simi Greenway North to Fitzgerald Rd	0.59	9	0	0	0	0.00	6	40	1	4	3	1	1	0	0	2	122.5	3	0	29
17	Los Angeles Ave West	Class IV	West City Limit to Erringer Rd	3.27	9	6	11	1	3.36	6	40	3	0	0	1	1	3	7	1	95.8	0	0	29
8	Flood Channel	Class I	Los Angeles Ave to Copperfield St	1.12	9	0	0	0	0.00	6	40	0	0	3	3	3	0	0	3	135.4	0	3	27
49	Royal Ave	Class II	Sycamore Dr to Sitka Ave	1.14	9	2	1	0	0.88	6	40	1	4	0	0	0	3	3	2	125.7	0	0	27
30	Yosemite Ave	Class II	Mt Sinai Dr to Los Angeles Ave	0.79	0	2	1	0	1.27	6	40	1	4	3	2	2	1	1	2	117.8	3	3	27

ID	Project	Prevailing Facility	Extent	Mileage	Arroyo Simi Greenway Points	Collision Points	Number of Collisions	Severe / Fatal Collisions	Collisions/Mile	Posted Speed Points	Posted Speed (mph)	Regional Points	Implementation Points	Gap Closure Points	School Proximity Points	Number of Schools	Park Proximity Points	Number of Parks	AT Propensity Points	Average Propensity Score	Staff Input Points (3 pts)	Physical Barrier Points	Total Points
34	Arroyo Simi Greenway Extension	Class I	Yosemite Ave to Kuehner Dr	1.26	9	2	1	0	0.79	6	40	0	0	3	3	3	1	1	1	102.0	0	0	25
1	Arroyo Simi Greenway Extension	Class I	Moorpark to Madera Rd	2.60	9	6	2	1	0.77	6	40	3	0	0	0	0	1	1	0	42.2	0	0	25
37	Madera Rd	Class I	West City Limit to Los Angeles Ave	2.71	0	4	6	0	2.21	6	40	3	0	3	3	3	1	1	1	97.0	3	0	24
27	Cochran St	Class II	Kadota St to Mt Sinai Dr	1.97	0	2	1	0	0.51	6	40	1	4	0	3	4	1	1	3	131.5	0	3	23
40	Patrcia Ave-Heywood St	Class III	Los Angeles Ave St to Sycamore Dr	1.89	0	6	3	1	1.59	0	25	1	6	0	1	1	2	2	3	152.6	3	0	22
50	Flood Channel (Sycamore Dr)	Class I	Arroyo Simi Greenway South to Fitzgerald Rd	0.74	9	0	0	0	0.00	6	40	0	0	3	0	0	0	0	3	127.7	0	0	21
20	Alexander St-Larch St-Racine St	Class III	First St to Galena Ave	2.79	0	4	6	0	2.15	0	25	1	6	0	3	4	2	2	2	120.9	3	0	21
35	Arroyo Simi Greenway Extension	Class I	Davidson Ln to Eastern Terminus	0.94	9	0	0	0	0.00	4	35	0	0	3	2	2	3	3	0	73.9	0	0	21
26	Rancho Santa Susana Park	Class I	Stearns St to Los Angeles Ave	0.40	0	4	1	0	2.49	6	40	3	0	3	0	0	1	1	3	141.1	0	0	20
25	Industrial St-Ralston St-Leeds St	Class III	Tapo St to Stearns St	1.44	9	0	0	0	0.00	0	25	1	6	0	0	0	1	1	3	133.9	0	0	20
47	Fitzgerald Rd	Class II	Erringer Rd to Appleton Rd	1.00	0	0	0	0	0.00	6	40	0	4	3	1	1	0	0	1	111.3	3	0	18
36	Kuehner Dr	Class II	Katherine Rd to Southern City Limit	0.31	0	6	2	0	6.41	6	40	0	0	3	0	0	2	2	0	77.9	0	0	17

ID	Project	Prevailing Facility	Extent	Mileage	Arroyo Simi Greenway Points	Collision Points	Number of Collisions	Severe / Fatal Collisions	Collisions/Mile	Posted Speed Points	Posted Speed (mph)	Regional Points	Implementation Points	Gap Closure Points	School Proximity Points	Number of Schools	Park Proximity Points	Number of Parks	AT Propensity Points	Average Propensity Score	Staff Input Points (3 pts)	Physical Barrier Points	Total Points
9	Tapo Canyon Rd North	Class II	Bennett Rd to Avenida Simi	1.94	0	6	1	1	0.52	6	40	1	0	3	0	0	0	0	0	82.3	0	0	16
45	Blackstock Ave	Class III	Los Angeles Ave to Royal Ave	0.49	0	0	0	0	0.00	0	25	1	6	0	1	1	1	1	3	137.3	3	0	15
24	Tracy Ave-Rosalie St	Class III	Cochran St to Sequoia Ave	0.77	0	2	1	0	1.30	0	25	1	6	0	3	3	1	1	2	119.7	0	0	15
2	Madera Rd	Class II	Northern Terminus to Cochran St	0.66	0	2	1	0	1.52	6	40	1	0	3	0	0	0	0	0	68.8	0	3	15
31	Fearing St-Nelda St-Menlo St	Class III	Stow St to Kuehner Dr	1.94	0	0	0	0	0.00	0	25	1	6	0	2	2	2	2	3	128.0	0	0	14
44	Arcane St	Class III	First St to Royal Ave	1.22	0	2	1	0	0.82	0	25	0	6	0	3	3	1	1	2	114.6	0	0	14
21	Flood Channel (Bigelow Ave)	Class I	Erringer Rd to Cochran St	0.71	0	0	0	0	0.00	6	40	0	0	3	1	1	2	2	1	112.1	0	0	13
43	Hudspeth Ave	Class II	Royal Ave to Fitzgerald Rd	0.56	0	2	1	0	1.79	0	25	1	4	0	1	1	0	0	1	109.2	3	0	12
11	Tapo St North	Class IV	Presidio Dr to Alamo St	0.99	0	2	1	0	1.01	6	40	1	0	0	1	1	1	1	1	101.6	0	0	12
15	Indian Hills Dr	Class III	Alamo St to Yosemite Ave	0.71	0	0	0	0	0.00	0	25	0	6	3	0	0	3	4	0	84.1	0	0	12
5	Erringer Rd	Class II Buffered	Legends Dr to SR-118 EB	1.58	0	0	0	0	0.00	6	40	0	0	3	0	0	0	0	0	76.9	0	3	12
22	Sojka Dr-Copperfield St	Class III	Reservoir Dr to Lemon Dr	0.48	0	0	0	0	0.00	0	25	0	6	3	0	0	0	0	2	121.9	0	0	11
7	Flood Channel	Class I	Tapo Canyon Rd to Copperfield St	1.39	0	0	0	0	0.00	6	40	0	0	3	0	0	1	1	1	113.9	0	0	11
33	Katherine St	Class II	Mildred St to Yosemite Ave	0.71	0	0	0	0	0.00	2	30	0	4	0	1	1	0	0	1	87.1	3	0	11

ID	Project	Prevailing Facility	Extent	Mileage	Arroyo Simi Greenway Points	Collision Points	Number of Collisions	Severe / Fatal Collisions	Collisions/Mile	Posted Speed Points	Posted Speed (mph)	Regional Points	Implementation Points	Gap Closure Points	School Proximity Points	Number of Schools	Park Proximity Points	Number of Parks	AT Propensity Points	Average Propensity Score	Staff Input Points (3 pts)	Physical Barrier Points	Total Points
39	Circle Knoll Dr	Class II	Martha Morrison Dr to Wood Ranch Pwky	1.14	0	0	0	0	0.00	4	35	0	4	0	1	1	2	2	0	49.5	0	0	11
42	Bennett St-Sinaloa Rd	Class III	Sinaloa Rd to First St	0.62	0	0	0	0	0.00	0	25	0	6	3	0	0	0	0	1	84.6	0	0	10
3	First St	Class II	Northern Terminus to Cochran St	0.48	0	0	0	0	0.00	6	40	1	0	0	0	0	0	0	0	82.6	0	3	10
38	Martha Morrison Dr	Class II	Wood Ranch Pwky to Wood Ranch Pwky	1.06	0	0	0	0	0.00	4	35	0	4	0	0	0	2	2	0	49.8	0	0	10
48	Elizondo Ave-Corto St	Class III	Sycamore Dr to Sequoia Ave	1.17	0	0	0	0	0.00	0	25	1	6	0	1	1	0	0	1	107.9	0	0	9
16	Flanagan Dr	Class II	Yosemite Ave to Terminus	0.80	0	2	1	0	1.25	0	25	0	4	0	0	0	3	5	0	53.6	0	0	9
14	Evening Sky Dr	Class III	Yosemite Ave to Terminus	0.92	0	0	0	0	0.00	0	25	0	6	0	0	0	3	3	0	44.8	0	0	9
6	Avenida Simi	Class III	Sycamore Dr to Sequia Ave	0.75	0	0	0	0	0.00	0	25	0	6	0	0	0	0	0	2	124.8	0	0	8
4	Simi Town Center Way	Class II Buffered	First St to Erringer Rd	1.01	0	2	1	0	0.99	4	35	1	0	0	0	0	1	1	0	79.5	0	0	8
13	Westwood St-Big Springs Ave	Class III	Cottonwood Dr to Kadota St	0.98	0	0	0	0	0.00	0	25	0	6	0	2	2	0	0	0	77.3	0	0	8
41	Flood Channel (El Monte Dr)	Class I	Royal Ave to Bennett St	0.76	0	0	0	0	0.00	0	25	0	0	3	1	1	0	0	1	96.8	0	0	5


BIKE LANE

Appendix D:
Cost Estimates

TOP 10 PRIORITY PROJECTS

#	Project Name	Length	Total Project Cost (For Programming)	Cost Per PBL Project Foot
10	Tapo Canyon Rd Class IV Cycle Track	7973.0	$ 4,337,576.09	$ 238.63
12	Tapo Street Class IV Cycle Track	6442.0	$ 3,110,067.84	$ 211.66
17	Los Angeles Avenue West Class IV Cycle Track	17266.0	$ 9,553,446.74	$ 242.68
18	Los Angeles Avenue Class IV Cycle Track	15840.0	$ 8,332,886.24	$ 230.72
19	Los Angeles Avenue East Class IV Cycle Track	14256.0	$ 7,508,220.82	$ 230.97
23	Sequoia Avenue Class II Bike Lane	4013.0	$ 1,802,551.14	$ 196.79
28	Stearns Street Class II Bike Lane	1531.0	$ 841,085.60	$ 240.66
29	Stow St Class II (Barnard St to Los Angeles Ave) Bike Lane	3916.0	$ 1,520,520.22	$ 170.19
	Stow St Class III (Los Angeles Ave to Katherine St) Bike Route	1977.0	$ 424,803.42	$ 94.20
32	Hidden Ranch Drive Class II Bike Lane	1003.0	$ 337,216.76	$ 147.03
46	Sycamore Drive Class II Bike Lane	3115.0	$ 1,396,151.83	$ 196.33

Supporting Costs and Percent-Based Construction Costs

Supporting Costs (Design / Envir / R/W / CM)			
ITEM #	DESCRIPTION	% OF BID ITEMS	TOTAL COST
1	Construction Engineering / Inspection	5%	
2	Design PS&E	18%	
3	Environmental Clearance	1%	
4	Permitting	2%	
5	R/W Acquisition	2%	
TOTAL PERCENT:			28%
	Caltrans Impacts		2.00%

Percent-Based Construction Costs			
ITEM #	DESCRIPTION	% OF BID ITEMS	TOTAL COST
1	Mobilization	10%	
2	Traffic Control	8%	
3	Maintenance of Utilities	2%	
4	Clearing and Grubbing	1%	
5	Demolition of Misc. Structures	2%	
6	Maintain Construction Schedule	1%	
7	Construction Staking	6%	
8	Construction Storm Water BMPs	2%	
9	Erosion Control	2%	
10	Utility Relocations	2%	
11	Landscaping, Irrigation, and Amenities	1%	
TOTAL PERCENT:			37%
PROJECT CONTINGENCY:		30%	

Project #10: Tapo Canyon Road Class IV Cycle Track

#	Project Name	Length (ft)	Intersection Costs	Roadway Costs	Percent-Based Construction Costs	Construction Cost	Contingency Percent-Based Costs	Supporting Costs (Design/Env/ROW/CM)	Total Project Cost (For Programming)	Facility Type
10	Tapo Canyon Rd Class IV Cycle Track	7973.0	$ -	$ 1,902,596.99	$ 704,000.00	$ 2,606,596.99	$ 781,979.10	$ 949,000.00	$ 4,337,576.09	Class IV - cycle track

Elements	Quantity	Frequency	Uni	Assumptions	Unit Cost	Total	Notes
Striping with Bollards	4	1	LF	2 directions	$ 2 00	$ 9 00	Striping with bollards every 5'
Bike Lane Pavement Markings	76.5	500	SF	2 directions	10	765	bike marking = 7SF bike arrow marking = 3.5SF TOTAL=10.5SF PER MARKING SHARROW = 11.5 SF
Signage	2	750	EA	2 per intersection	$ 500.00	$ 000.00	Additional CA MUTCD Signs for Bicycle Facilities and lane configuration
Bus Stop Treatment	0	750	EA	2 per intersection	$ 6 000.00	$	Bike Ramp with Pedestrian Bus Stop Improvements with Amentities
Pavement markings	12	1000	EA	all directions/ arrows	$ 30 00	$ 600.00	average cost; LR/L/R/T
Green bike lanes	0	750	LF	2 directions	$ 10 00	$	conflict marking 50' long in advance of intersections; 6' wide
Slurry Seal	89	1	SF	40	$ 50	$ 13 50	

$238.63 cost per pbl project foot

Project #12: Tapo Street Class IV Cycle Track

#	Project Name	Length	Intersection Costs	Roadway Costs	Percent-Based Construction Costs	Construction Cost	Contingency Percent-Based Costs	Supporting Costs (Design/Env/ROW/CM)	Total Project Cost (For Programming)	Facility Type
12	Tapo St Class IV	6442.0	$ -	$ 1,363,513.72	$ 505,000.00	$ 1,868,513.72	$ 560,554.12	$ 681,000.00	$ 3,110,067.84	Class IV - Cycle Track

Elements	Quantity	Frequency	Uni	Assumptions	Unit Cost	Total	Notes
Striping with Bollards	4	1	LF	2 directions	$ 24.00	$ 96.00	Striping with bollards every 5'
Bike Lane Pavement Markings	63	500	SF	2 directions	$ 10.00	$ 630.00	bike marking = 7SF bike arrow marking = 3.5SF TOTAL=10.5SF PER MARKING SHARROW = 11.5 SF
Signage	8	750	EA	2 per intersection	$ 1,500.00	$ 12,000.00	Additional CA MUTCD Signs for Bicycle Facilities and lane configuration, 6 per segment for added on-street parking
Pavement markings	8	1000	EA	all directions/ arrows	$ 300.00	$ 2,400.00	average cost; LR/L/R/T
Slurry Seal	64	1	SF	40	$ 1.50	$ 96.00	

$211.66 cost per pbl project foot

Project #17: Los Angeles Avenue West Class IV

#	Project Name	Length	Intersection Costs	Roadway Costs	Percent-Based Construction Costs	Construction Cost	Contingency Percent-Based Costs	Supporting Costs (Design/Env/ROW/CM)	Total Project Cost (For Programming)	Facility Type
17	Los Angeles West Ave Class IV	17266.0	$ -	$ 4,190,112.88	$ 1,551,000.00	$ 5,741,112.88	$ 1,722,333.86	$ 2,090,000.00	$ 9,553,446.74	Class IV - Cycle Track

Elements	Quantity	Frequency	Uni	Assumptions	Unit Cost	Total	Notes
Striping with Bollards	4	1	LF	2 directions	$ 24.00	$ 96.00	Striping with bollards every 5'
Bike Lane Pavement Markings	84	500	SF	2 directions	$ 10.00	$ 840.00	bike marking = 7SF bike arrow marking = 3.5SF TOTAL=10.5SF PER MARKING
Signage	8	750	EA	2 per intersection	$ 1,500.00	$ 12,000.00	Additional CA MUTCD Signs for Bicycle Facilities and lane configuration, 6 per segment for added on-street parking
Pavement markings	10	1000	EA	all directions/ arrows	$ 300.00	$ 3,000.00	average cost; LR/L/R/T
Slurry Seal	84	1	SF	40	$ 1.50	$ 126.00	

$242.68 cost per pbl project foot

Project #18: Los Angeles Avenue Class IV

#	Project Name	Length	Intersection Costs	Roadway Costs	Percent-Based Construction Costs	Construction Cost	Contingency Percent-Based Costs	Supporting Costs (Design/Env/ROW/CM)	Total Project Cost (For Programming)	Facility Type
18	Los Angeles Ave Central Class IV	15840.0	$ -	$ 3,654,604.80	$ 1,353,000.00	$ 5,007,604.80	$ 1,502,281.44	$ 1,823,000.00	$ 8,332,886.24	Class IV - Cycle Track

Elements	Quantity	Frequency	Uni	Assumptions	Unit Cost	Total	Notes
Striping with Bollards	4	1	LF	2 directions	$ 24.00	$ 96.00	Striping with bollards every 5'
Bike Lane Pavement Markings	86	500	SF	2 directions	$ 10.00	$ 860.00	bike marking = 7SF bike arrow marking = 3.5SF TOTAL=10.5SF PER MARKING SHARROW = 11.5 SF
Signage	2	750	EA	2 per intersection	$ 1,500.00	$ 3,000.00	Additional CA MUTCD Signs for Bicycle Facilities and lane configuration, 6 per segment for added on-street parking
Safety Lighting	0	500	EA	2 directions	$ 5,000.00	$ -	
Pavement markings	10	1000	EA	all directions/ arrows	$ 300.00	$ 3,000.00	average cost; LR/L/R/T
Slurry Seal	84	1	SF	40	$ 1.50	$ 126.00	

$230.72 cost per pbl project foot

Project #19: Los Angeles Avenue East Class IV Cycle Track

#	Project Name	Length	Intersection Costs	Roadway Costs	Percent-Based Construction Costs	Construction Cost	Contingency Percent-Based Costs	Supporting Costs (Design/Env/ROW/CM)	Total Project Cost (For Programming)	Facility Type
19	Los Angeles Ave East Class IV	14256.0	$ -	$ 3,292,708.32	$ 1,219,000.00	$ 4,511,708.32	$ 1,353,512.50	$ 1,643,000.00	$ 7,508,220.82	Class IV - Cycle Track

Elements	Quantity	Frequency	Uni	Assumptions	Unit Cost	Total	Notes
Striping with Bollards	4	1	LF	2 directions	$ 24.00	$ 96.00	Striping with bollards every 5'
Bike Lane Pavement Markings	98.5	500	SF	2 directions	$ 10.00	$ 985.00	bike marking = 7SF bike arrow marking = 3.5SF TOTAL=10.5SF PER MARKING SHARROW = 11.5 SF
Signage	2	750	EA	2 per intersection	$ 1,500.00	$ 3,000.00	Additional CA MUTCD Signs for Bicycle Facilities and lane configuration, 6 per segment for added on-street parking
Pavement markings	10	1000	EA	all directions/ arrows	$ 300.00	$ 3,000.00	average cost; LR/L/R/T
Slurry Seal	84	1	SF	40	$ 1.50	$ 126.00	

$230.97 cost per pbl project foot

Project #23: Sequoia Avenue Class II Bike Lane

#	Project Name	Length	Intersection Costs	Roadway Costs	Percent-Based Construction Costs	Construction Cost	Contingency Percent-Based Costs	Supporting Costs (Design/Env/ROW/CM)	Total Project Cost (For Programming)	Facility Type
23	Sequoia Ave Class II	4013.0	$	789,731.65	$ 293,000.00	$ 1,082,731.65	$ 324,819.49	$ 395,000.00	$ 1,802,551.14	Class II - Bike Lane

Elements	Quantity	Frequency	Uni	Assumptions	Unit Cost	Total	Notes
Crosswalks	4	750	EA	4 per intersection	$ 10,000.00	$ 40,000.00	
Bike Lane Striping	4	1	LF	2 directions	$ 7.00	$ 28.00	Striping
Signage	8	750	EA	2 per intersection	$ 1,500.00	$ 12,000.00	Additional CA MUTCD Signs for Bicycle Facilities and lane configuration
Pavement markings	8	750	EA	all directions/ arrows	$ 300.00	$ 2,400.00	average cost; LR/L/R/T
Bike Lane Markings	88	500	SF	2 directions	$ 10.00	$ 880.00	bike marking = 7SF bike arrow marking = 3.5SF TOTAL=10.5SF PER MARKING SHARROW = 11.5 SF
Slurry Seal	63	1	SF	40	$ 1.50	$ 94.50	

$196.79 cost per bl project foot

Project #28: Stearns Street Class II Bike Lane

#	Project Name	Length	Intersection Costs	Roadway Costs	Percent-Based Construction Costs	Construction Cost	Contingency Percent-Based Costs	Supporting Costs (Design/Env/ROW/CM)	Total Project Cost (For Programming)	Facility Type
28	Stearns St Class II	1531.0	$	368,450.46	$ 137,000.00	$ 505,450.46	$ 151,635.14	$ 184,000.00	$ 841,085.60	Class II - Bike Lane

Elements	Quantity	Frequency	Uni	Assumptions	Unit Cost	Total	Notes
Crosswalks	6	750	EA	4 per intersection	$ 10,000.00	$ 60,000.00	
Bike Lane Striping	4	1	LF	2 directions	$ 7.00	$ 28.00	Striping
Signage	2	750	EA	2 per intersection	$ 1,500.00	$ 3,000.00	Additional CA MUTCD Signs for Bicycle Facilities and lane configuration
Pavement markings	6	750	EA	all directions/ arrows	$ 300.00	$ 1,800.00	average cost; LR/L/R/T
Bike Lane Markings	88	500	SF	2 directions	$ 10.00	$ 880.00	bike marking = 7SF bike arrow marking = 3.5SF TOTAL=10.5SF PER MARKING SHARROW = 11.5 SF
Slurry Seal	83	1	SF	40	$ 1.50	$ 124.50	

$240.66 cost per bl project foot

Project #29: Stow Street Class II Bike Lanes

#	Project Name	Length	Intersection Costs	Roadway Costs	Percent-Based Construction Costs	Construction Cost	Contingency Percent-Based Costs	Supporting Costs (Design/Env/ROW/CM)	Total Project Cost (For Programming)	Facility Type
29	Stow St Class II (Barnard St to Los Angeles Ave)	3916.0	$666,477.09		$ 247,000.00	$913,477.09	$ 274,043.13	$ 333,000.00	$ 1,520,520.22	Class II - Bike Lane
29	Stow St Class III (Los Angeles Ave to Katherine St)	1977	186233.4		69000	255233.4	76570.02	93000	424803.42	Class III - Bike Route
									$ 1,945,323.64	

Elements	Quantity	Frequency	Uni	Assumptions	Unit Cost	Total	Notes
Crosswalks	4	750	EA	4 per intersection	$ 10,000.00	$ 40,000.00	
Bike Lane Striping	3	1	LF	2 directions	$ 7.00	$ 21.00	Striping
Signage	8	750	EA	2 per intersection	$ 1,500.00	$ 12,000.00	Additional CA MUTCD Signs for Bicycle Facilities and lane configuration
Pavement markings	4	750	EA	all directions/ arrows	$ 300.00	$ 1,200.00	average cost; LR/L/R/T
Bike Lane Markings	88	500	SF	2 directions	$ 10.00	$ 880.00	bike marking = 7SF bike arrow marking = 3.5SF TOTAL=10.5SF PER MARKING SHARROW = 11.5 SF
Slurry Seal	51	1	SF	40	$ 1.50	$ 76.50	

$170.19 cost per bl project foot

Elements	Quantity	Frequency	Units	Assumptions	Unit Cost	Total	Notes
Slurry Seal	40	1	SF	40	$ 1.50	$ 60.00	40' wide street
Striping	3	1	LF	2 directions	$ 5.00	$ 15.00	Striping - Edge Line
Bike Pavement Markings	2	250	EA	2 directions	$ 200.00	$ 400.00	sharrows
Signage	8	750	EA	2 directions	$ 1,500.00	$ 12,000.00	bikes may use full lane sign at each intersection
Pavement markings	4	750	EA	all directions/ arrows	$ 300.00	$ 1,200.00	average cost; Stop/Limit Lines /LR/L/R/T

$94.20 cost per project foot

Project #32: Hidden Ranch Drive Class II Bike Lane

#	Project Name	Length	Intersection Costs	Roadway Costs	Percent-Based Construction Costs	Construction Cost	Contingency Percent-Based Costs	Supporting Costs (Design/Env/ROW/CM)	Total Project Cost (For Programming)	Facility Type
32	Hidden Ranch Dr Class II	1003.0	$ 147,474.43	$ 55,000.00	$ 202,474.43	$ 60,742.33	$ 74,000.00	$ 337,216.76	Class II - Bike Lane	

Elements	Quantity	Frequency	Uni	Assumptions	Unit Cost	Total	Notes
Crosswalks	4	750	EA	4 per intersection	$ 10,000.00	$ 40,000.00	
Bike Lane Striping	2	1	LF	2 directions	$ 7.00	$ 14.00	Striping
Signage	8	750	EA	2 per intersection	$ 1,500.00	$ 12,000.00	Additional CA MUTCD Signs for Bicycle Facilities and lane configuration
Pavement markings	6	750	EA	all directions/ arrows	$ 300.00	$ 1,800.00	average cost; LR/L/R/T
Bike Lane Markings	65	500	SF	2 directions	$ 10.00	$ 650.00	bike marking = 7SF bike arrow marking = 3.5SF TOTAL=10.5SF PER MARKING SHARROW = 11.5 SF
Slurry Seal	40	1	SF	40	$ 1.50	$ 60.00	

$147.03 cost per bl project foot

Project #46: Sycamore Drive Class II Bike Lane

#	Project Name	Length	Intersection Costs	Roadway Costs	Percent-Based Construction Costs	Construction Cost	Contingency Percent-Based Costs	Supporting Costs (Design/Env/ROW/CM)	Total Project Cost (For Programming)	Facility Type
46	Sycamore Dr Class II	3115.0	$	611,578.33	$ 227,000.00	$ 838,578.33	$ 251,573.50	$ 306,000.00	$ 1,396,151.83	Class II - Bike Lane

Elements	Quantity	Frequency	Uni	Assumptions	Unit Cost	Total	Notes
Crosswalks	4	750	EA	4 per intersection	$ 10,000.00	$ 40,000.00	
Bike Lane Striping	4	1	LF	2 directions	$ 7.00	$ 28.00	Striping
Signage	8	750	EA	2 per intersection	$ 1,500.00	$ 12,000.00	Additional CA MUTCD Signs for Bicycle Facilities and lane configuration
Pavement markings	8	750	EA	all directions/ arrows	$ 300.00	$ 2,400.00	average cost; LR/L/R/T
Bike Lane Markings	65	500	SF	2 directions	$ 10.00	$ 650.00	bike marking = 7SF bike arrow marking = 3.5SF TOTAL=10.5SF PER MARKING SHARROW = 11.5 SF
Slurry Seal	63	1	SF	40	$ 1.50	$ 94.50	

$196.33 cost per bl project foot


PED XING

Appendix E:
Design Guidelines

A-1. Introduction

This appendix provides basic planning and design guidelines for use in developing the bicycle and support facilities in the City of Simi Valley. Elements required by the State of California for compliance with Caltrans Highway Design Manual (HDM) Chapter 1000 “Bikeway Planning and Design” guidelines and supporting HDM sections, including requirements for minimum bikeway widths, horizontal and vertical alignment, cross slopes, pavement design, sight distance, intersection design, and clearance standards are noted.

All signing, striping, and pavement marking treatments must comply with the California Manual on Uniform Traffic Control Devices (CA-MUTCD) and, where applicable, the AASHTO Guide for the Development of Bicycle Facilities for supplemental national guidance. Optional design treatments such as buffered bike lanes, , enhanced crossing treatments, and wayfinding systems are presented for use by the City. Interim Approvals, which are new treatments not yet incorporated into the Federal or CA-MUTCD but approved by the Federal Highway Administration (FHWA), may be used by City and subject to design immunity as stipulated by FHWA. These include conflict-zone striping, two-stage left turn boxes, bicycle priority signals, and cycle tracks (Class IV).

This information is not intended to state a minimum or maximum accommodation, nor to replace any existing adopted roadway design guidelines or City standards. Also included in this document are. All facility designs are subject to engineering design review, agency approval, right-of-way verification, and consistency with ADA accessibility requirements.

A-2. Applicable Standards

A-2.1 Design Standards

All bicycle facilities within the City of Simi Valley shall conform to the most current editions of the following standards and manuals:

- Caltrans Highway Design Manual (HDM) Chapter 1000 – **Design standards for Class I, II, and III bikeways.**
- **Caltrans Design Information Bulletins 89-02 (DIB-89-02)** – Design standards and guidance for Class IV Separated Bikeways.
- **California Manual on Uniform Traffic Control Devices (CA-MUTCD)** – Signing, striping, and traffic control devices for all bikeway classes.
- **AASHTO Guide for the Development of Bicycle Facilities** – As adopted by Caltrans for supplemental best practices.
- **Adopted FHWA Interim Approvals (Applicable in California)**

  The following FHWA Interim Approvals have been approved statewide by Caltrans for use without experimentation:

  - **IA-16** – Bicycle Signal Faces.
  - **IA-18** – Bicycle Boxes.
  - **IA-20** – Two-Stage Turn Boxes.

These devices shall be designed and installed per CA-MUTCD and FHWA guidance.

A-2.2 Regulatory

Applicable **California Vehicle Code (CVC)** sections shall be referenced for operating rules affecting bicycle facility design include §§ 21200, 21202, 21208, 21209, and 21717.

A-2.3 Units

All design dimensions are expressed in **U.S. customary units** (feet, inches). Metric units from the 2008 Master Plan are no longer used.

A-2.4 Network Philosophy: Safe System and All-Ages-and-Abilities

Bikeway design shall apply a **Safe System** approach, prioritizing human life and minimizing crash severity. Design decisions shall emphasize **all-ages-and-abilities** comfort, using speed management, separation, and intersection control to mitigate conflict points.

A-2.5 Stormwater and Maintenance Coordination

Designers shall coordinate with Public Works and Environmental Services to ensure bikeway projects incorporate **Low-Impact Development (LID)** features (bioswales, infiltration basins) where feasible and maintain adequate drainage. Maintenance access, sweeper width, and debris/leaf clearance shall be considered for separated bikeways.

A-3 Bikeway Facility Classifications

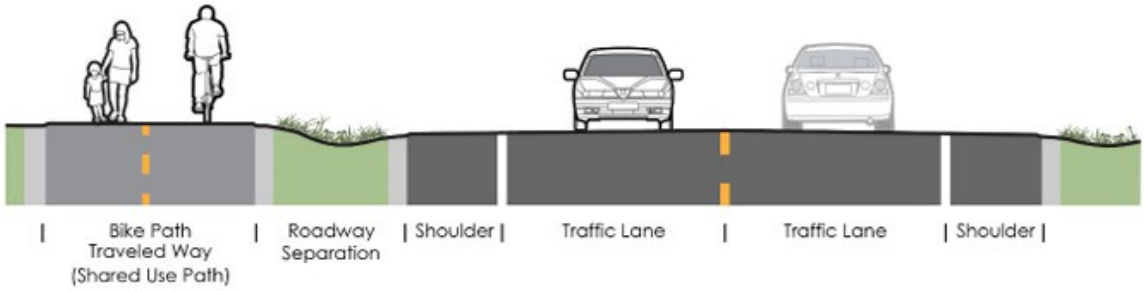
The term *bikeway* refers to any facility primarily designated for bicycle travel. Caltrans defines four bikeway classes:

- Class I (Bike Path): Fully separated from motor vehicle traffic.
- Class II (Bike Lane): Designated lane within the roadway, striped and signed for bicycle use.
- Class III (Bike Route): Shared lane on low-volume, low-speed streets identified by signs and/or pavement markings.
- Class IV (Separated Bikeway): Exclusive facility separated from motor traffic by physical barriers such as curbs, planters, or parking.

Design guidance for Class I–III facilities is provided in **Caltrans HDM Chapter 1000**; Class IV is governed by **Caltrans DIB-89-02**. All devices must conform to **CA-MUTCD**.
Bikeway selection shall not follow a strict hierarchy. Appropriate class selection depends on roadway context, speed, volume, and user type per HDM Topic 1002.
(Source: Caltrans HDM 1000, DIB-89-02)

A-3.1 Class I – Bike Path (also referred to as Shared Use Path)

A-3.1.1 Width and Clearances



Facility Subtype	Typical Placement	Configuration	Minimum Width (ft)	Preferred Width (ft)	Buffer / Separation	Key Design and Operational Notes
Class I-A: One-Way Shared Use Path	Parallel to major corridor or within separated right-of-way	One-way	6	8	2 ft graded shoulder on both sides	Use where one-way bicycle operation is desired due to limited ROW or steep grades. Include directional signage and pavement markings per CA-MUTCD 9C.04. Avoid pedestrian mixing; provide 2 ft lateral clearance to fixed objects and 8 ft vertical clearance.
Class I-B: Two-Way Shared Use Path	Independent corridor, parkway, or river trail	Two-way (bidirectional)	10	12–14	2 ft graded shoulder on both sides	Standard configuration for regional trails and corridor connectors. Stripe with centerline if usage exceeds 300 users/hr (HDM 1003.1). Maintain ≤2% cross slope; provide ADA-compliant surfaces. Use widened path (≥12 ft) where combined bike/ped volumes are high or include e-bike and micromobility use.
Class I-C: On-Structure (Bridge / Overcrossing)	On bridge deck or grade-separated structure	One- or Two-way	10 clear (min)	12–14	Physical barrier or railing ≥54 in height	Must provide continuous physical separation from traffic per HDM 309 and ADA standards. Handrails required on both sides with 54 in min height and ≤6 in opening between members. Use vertical curb or rail barrier if shared with pedestrians. Drainage scuppers shall not encroach into bikeway width.
Class I-D: Sidewalk-Level Shared Use Path	Behind curb or integrated with pedestrian zone	One- or Two-way	8 (one-way) / 10 (two-way)	10 (one-way) / 12–14 (two-way)	3–5 ft landscaped or vertical buffer from curb	Use only where full separation from traffic is achievable with clear horizontal offset from pedestrians. Provide delineation (texture/color) between pedestrian and bicycle zones. Maintain 2% max cross slope toward drainage. Coordinate curb returns and driveway crossings per DIB-89 and NACTO “Don’t Give Up at the Intersection” protected intersection guidance.

A-3.1.2 Crossings and Controls (CA-MUTCD)

Mid-block crossings shall include high-visibility crosswalks and warning signs. Multi-lane or high-speed crossings shall utilize **Rectangular Rapid Flashing Beacons (RRFB)** or **Pedestrian Hybrid Beacons (PHB)** as warranted. Median refuges and lighting shall be incorporated where feasible. A "Major Street Crossings" decision table shall guide treatment selection based on ADT, speed, and sight distance.

A-3.1.3 Grade Separations

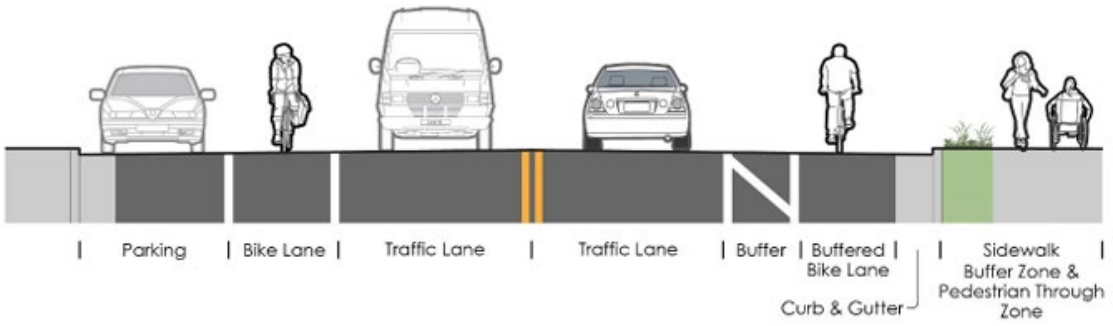
Bridges and undercrossings shall meet ADA accessibility, lighting, and drainage requirements. Handrails and protective screening are required on elevated structures.

A-3.1.4 Stormwater Integration

Design crossfall to prevent ponding and integrate bioswales or curb openings where possible.
(Sources: Caltrans HDM 1000, CA-MUTCD)

A-3.2 Class II – Bike Lanes / Bike Lanes with Buffers

Widths



Bicycle Facility Placement	Minimum (ft)*	Preferred (ft)	Practical Maximum (ft)	Design Context and Operational Notes
Adjacent to Edge of Pavement	5	6–7	7	Minimum width exclusive of gutter. Provide 6 ft min when posted speeds > 40 mph. Maintain positive drainage.
Adjacent to Curb	5	6–7	7	Maintain 5 ft min measured from face of curb; if gutter pan > 2 ft, measure from joint between gutter and pavement. Consider 6 ft min where heavy bicycle volumes or higher speeds exist.
Between Through Lanes and Turn Lanes	5	6	6	Use skip-striped separation and intersection markings per CA-MUTCD 9C.04. Provide advanced bicycle symbol and "BIKE LANE ENDS" or "BEGIN RIGHT TURN LANE YIELD TO BIKES" signage.

Adjacent to Buffers	5 (lane only) + 2–3 (buffer)	5–7 (lane) + 3 (buffer)	7 (lane) + 5 (buffer)	Buffered lanes preferred where speeds > 35 mph or heavy truck traffic. Stripe with diagonal hatching or chevrons; avoid raised treatments that limit maintenance.
Adjacent to Parking	5	6	7	Provide 1–2 ft door-zone buffer (striped or painted). Maintain total bike + buffer width ≥ 7 ft. Use green conflict-zone marking at driveways/intersections per CA-MUTCD 9C.
Raised Bike Lane (Class II Modified)	5 (min riding surface) + 3–5 (buffer/vertical separation)	6–7 + 4–5	8 + 5	Used on retrofit corridors with limited ROW. Physical separation per DIB-89 (Table 3-1). Coordinate drainage, clear zone, and maintenance access.

A-3.2.1 Intersection Design

At intersections with cycle tracks, designs shall reduce turn speeds, increase visibility, and clarify right-of-way. Elements for consideration include:

- **Protected intersection geometry:** 14–20 ft setback from crosswalk; small effective corner radii (≤10 mph design turn speed).
- **Daylighting:** 20–30 ft no-parking zones.
- **Signalization:** Bicycle signal faces (IA-16), leading bicycle intervals, protected/lagging phasing, and “No Turn on Red” as needed.
- **Bike Boxes (IA-18):** Advance waiting areas for bicyclists at signals.
- **Two-Stage Turn Boxes (IA-20):** Marked areas enabling safe left turns.
- Raised crossings and hardened centerlines to manage vehicle turning speeds.

A-3.2.2 Class II Right Turn Conflicts (Refer to CA-MUTCD Figures 9C-1 (CA) / 9C-4 (CA) / 9C-5 (CA) / 9C-6 (CA))

- Through bike-lane pocket between the right-turn lane and thru lane. Converts the conflict to a controlled weave upstream and keeps the through bicyclist visible. Example “Bike Lane Adjacent to Right-Turn Only Lane.” Use CA-MUTCD R4-4 “BEGIN RIGHT TURN LANE, YIELD TO BIKES” at the pocket start.
- Lateral shift (move bikes left of the RT lane) a short “mixing zone.” Where a dedicated bike signal is not feasible, shift the bikeway left before vehicles can move right; otherwise create a short, marked mixing zone so the merge happens before the intersection, not within it. Post R4-4 at the shift and stripe dotted extensions conflict pavement through the merge. When volumes are moderate (≈50–150 RT vph), mixing zones can work; otherwise favor pockets/protected treatments.
- Bike signals / phasing tools (LBIs or separate bike phase). Provide a short Leading Bicycle Interval or a bike-only phase to remove the turn conflict in time. (Adjust clearance intervals for bike speeds; use “NO TURN ON RED” where bikes run near-side.)

- Markings through conflict areas. Use dotted bike lane extensions and green colored pavement (IA-14) (Green Markings are subject to Simi Valley Public Works approvals on special occasions) through the pocket/mix zone, driveways, and the throat.

A-3.2.3 Driveways and Midblock Conflicts

At driveways, maintain separation using bend-outs, colorized pavement, daylighting, and raised bikeway segments. Maintain clear sight triangles.

A-3.2.4 Class IV vs. Class II Decision Framework

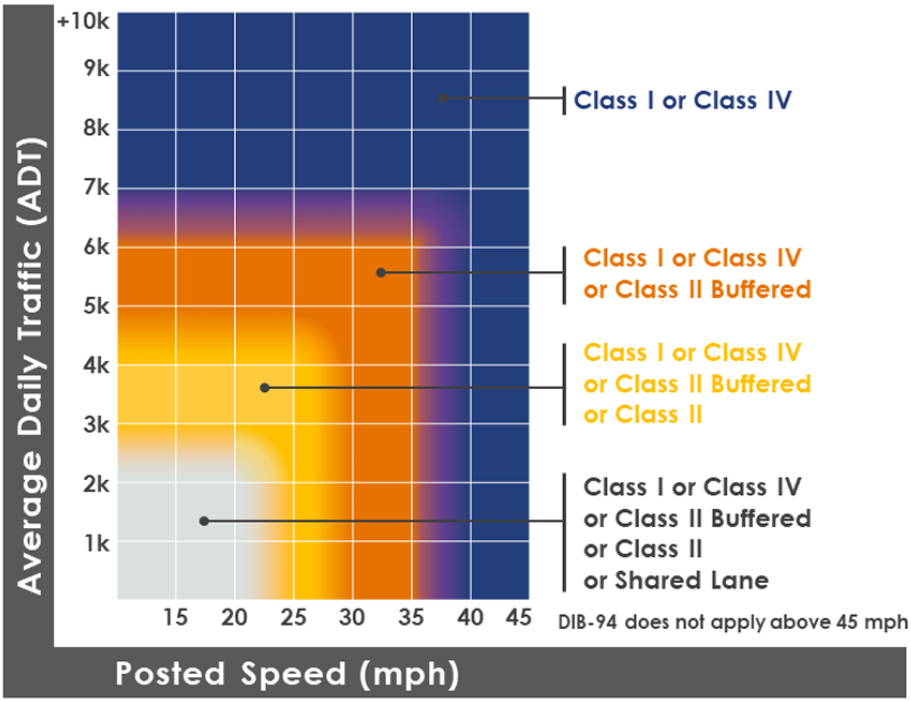
Class IV separated bikeways should be considered where:

- Operating speeds exceed 35 mph.
- Traffic volumes exceed 6,000 ADT.
- Frequent turning or parking conflicts occur.
- Facilities serve schools or high-demand corridors.

Supplemental traffic analysis may be required to understand operational feasibility, context sensitive concerns, and community engagement.

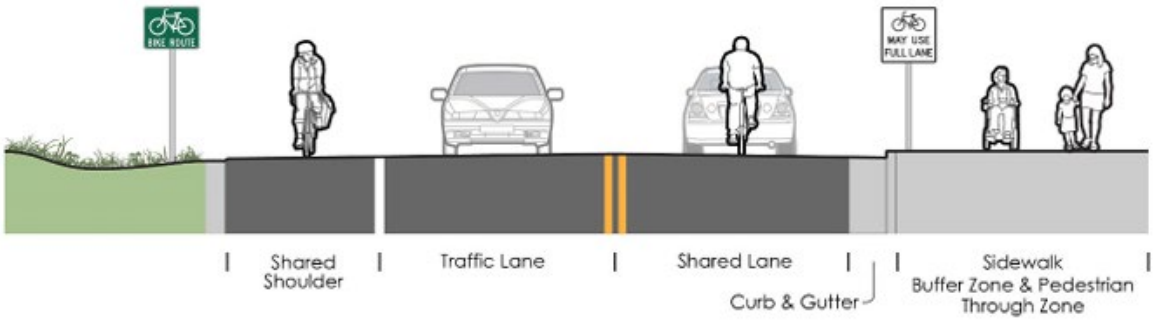
Design shall follow **Caltrans DIB-89** and **FHWA Separated Bike Lane Guide**. Trade-offs in reallocation shall be evaluated using the **TRB NCHRP 1036 Roadway Reallocation Framework**. See **Caltrans DIB-94** for additional guidance on selection of bicycle facilities and the Figure below for reference:

Figure 5-A - Recommended Bicycle Facilities for Urban Areas, Suburban Areas, and Rural Main Streets



A-3.3 Class III – Bike Routes and Neighborhood Greenways

Class III routes are low-stress shared streets with low speeds and volumes.



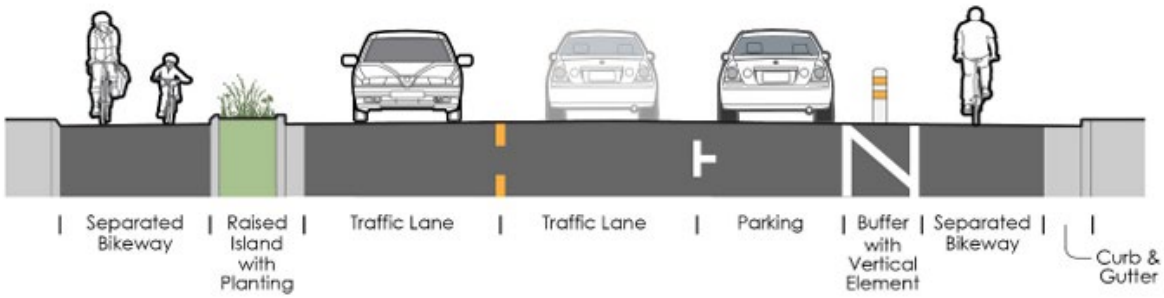
A-3.3.1 Operating Environment

- **Speed limit:** ≤25 mph preferred, ≤30 mph maximum.
- Speed Limit Restrictions under the CA-MUTCD and CVC
- Recent updates to the California Vehicle Code § 891.9 and corresponding CA-MUTCD (Part 9, Section 9C.07) prohibit installation of new Class III shared lane markings ("sharrows") on facilities with posted speed limits greater than 30 mph, except under very specific conditions.
- "No new Shared Lane Marking shall be installed for the development or operation of bikeways or highways with a posted speed limit greater than 30 mph, except at or near an intersection for the purpose of connecting a Class I, Class II, or Class IV bikeway through the intersection." – CVC § 891.9; CA-MUTCD § 9C.07
- This limitation effectively confines Class III treatments to low-speed corridors (≤ 30 mph) or to short transition segments that bridge separated or buffered bikeways through intersections where a continuous dedicated facility cannot be provided.
- A Class II or IV facility terminates prior to the intersection because of right-turn lanes, bus stops, or geometric constraints.
- Designers need to merge or weave bicycle and vehicular movements where a dedicated bike lane cannot be maintained safely. Sharrows may be used in combination at "Bike Bus Lane Only" conflict zones at Bus/Transit Stops.
- Physical separation elements are tapered out to restore visibility and turning space approaching a cross street.
- **Suggested Volume target:** ≤1,500 ADT.
- **Markings:** Shared lane markings (sharrows) only where speeds ≤30 mph (per CVC and HDM guidance).

A-3.3.2 Design Elements

- **Traffic calming:** Speed humps, curb extensions, mini-roundabouts, or chicanes.
- **Crossing upgrades at major streets:** Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (PHBs), medians, or offset crossings.
- Neighborhood branding and wayfinding per CA-MUTCD.
- *(Sources: CA-MUTCD, HDM 1000)*

A-3.4 Class IV – Separated Bikeways



Configuration	Typical Placement	Minimum Width (ft)	Preferred Width (ft)	Practical Maximum (ft)	Buffer / Separation (ft)	Design Context and Operational Notes
One-Way Separated Bikeway	On-street corridor, parallel to traffic (right- or left-side)	5	7	8	3–5 ft min (physical buffer)	Standard configuration per DIB-89 3.2. Provide vertical elements (e.g., flex posts, planters, curbs, or parking protection). Maintain 5 ft clear rideable width exclusive of gutter. Left-side installations reduce transit conflicts. Coordinate intersection treatments per NACTO "Don't Give Up at the Intersection."
One-Way at Sidewalk Level	Behind curb or within streetscape zone	6	7–8	10	3–5 ft landscaped or vertical buffer from curb face	Used where ROW is constrained and high bicycle comfort is desired. Provide distinct surface color or texture difference from pedestrian zone. Maintain 2% cross slope for drainage and ADA compliance. Ensure curb returns and driveway crossings are graded flush with detectable warning surfaces.
Two-Way Separated Bikeway	One side of street or median-adjacent corridor	10	12–14	15	3–5 ft min buffer or median separation	Used along arterials or limited-access corridors with balanced bike volumes in both directions. Provide centerline striping and directional arrows. Avoid placement with numerous driveways or uncontrolled crossings. Signalize crossings where traffic volumes are high. Provide intersection setback ≥ 20 ft for visibility.
Two-Way at Sidewalk Level (Mixed Use Cycle Track)	Integrated behind curb and buffered from traffic	10 (min)	12–16	20	5 ft min planter or furnishing zone	Often used in urban boulevards and transit corridors. Include detectable delineation between bike and pedestrian areas. Provide mountable curb and drainage inlets to prevent ponding. Coordinate with street lighting and furnishings to avoid encroachments in clear width.

Design shall follow **Caltrans DIB-89-02** for cross-sections, separation types, and barrier selection. CA-MUTCD compliance is required for signing and striping.

Protected intersections, bicycle signal faces, and two-stage turn boxes are encouraged wherever feasible. Maintenance plans shall address sweeping, debris removal, and barrier maintenance.

A-3.4.1 Class IV Right Turn Conflicts (Refer to CA-MUTCD Figures 9C-1 (CA) / 9C-4 (CA) / 9C-5 (CA) / 9C-6 (CA))

- Protected intersection with setback cross-bike. Add corner refuge islands, set the bikeway back to improve sight lines, and run a bike phase or LBI as needed.
- Bend-out vs. Bend-in approaches.
  Bend-out: creates a right-turn queue pocket before crossing the bikeway and aligns sight lines; add "Turning vehicles yield to bikes" on mast arm.
- Bend-in: pulls bikes closer to traffic near the stop line to increase mutual visibility when space is tight.
- Lateral shift or short mixing zone (only if constrained). For one-way Class IV with a dedicated RT lane but no signal phase, a lateral shift can bring bicyclists left of the RT lane well in advance; if ROW is tight, a compact mixing zone is a fallback. Include R4-4 at the end of parking restrictions.
- Note, the use of a pedestrian phase crosswalk for a protected bicycle facility is limited to one-way cycle tracks and additional considerations with right turn volumes and restrictions with No-Right Turn on Red allowed, with additional "Yield to Bicycles and Pedestrians" signs.

A-4 Roadway Reallocation Framework

Roadway reallocation, also known as lane reconfiguration or road diet, involves redistributing existing street space to better balance the needs of all roadway users. This process typically reduces the number or width of vehicle lanes to create space for multimodal elements such as bicycle facilities, wider sidewalks, transit lanes, landscaped medians, or parking-protected bike lanes. According to FHWA's *Road Diet Informational Guide*, the purpose of reallocation is to enhance safety, improve multimodal access, and calm traffic without necessarily diminishing corridor capacity when properly designed. Studies cited by FHWA indicate total crash reductions between 19%–47%, improved pedestrian visibility, and speed reductions that enhance safety for all users.

However, roadway reallocation requires a transparent, data-driven process that acknowledges tradeoffs and reflects community priorities. The *NCHRP 1036: Roadway Cross-Section Reallocation Guide* (2023) recommends that agencies adopt a "safety-first" approach prioritizing the needs of vulnerable users while making decisions through a clear decision-making framework that connects design choices to outcomes in mobility, safety, and livability.
Design of roadway reallocations must evaluate operational constraints, intersection performance, emergency access, and diversion impacts, particularly in corridors with high volumes. Meaningful community engagement and iterative analysis help ensure that reallocations are context-sensitive and equitable. When properly planned, roadway reallocation transforms overbuilt streets into complete streets that support safer, more efficient, and sustainable urban mobility.

A-5 Bicycle Actuated Signals and Adaptive Signal Timing

A-5.1 Bicycle Actuated Signals

- Bicycle-actuated signal control shall be provided at intersections where bicycle facilities cross major arterials, collector streets, or other locations where bicycle demand is anticipated to call a green phase or extend the green interval (30 to 100 feet upstream). Acceptable detection methods include inductive loops calibrated for bicycles (Quadrupole Loop/Type D), video detection, microwave or infrared sensors, or pedestrian-style push buttons located within reach of the bikeway. Detection areas shall be identified with the Caltrans-approved bicycle detection pavement stencil in accordance with the CA-MUTCD. Minimum green times shall be established to ensure that a bicyclist traveling at a design speed of 10 to 14 mph can safely clear the intersection before the onset of a conflicting movement. Bicycle actuation shall be integrated into the traffic signal controller to provide equitable service without requiring bicyclists to dismount or operate outside the designated bikeway.

A-5.2 Adaptive Signal Timing for Bicycles

- Where feasible, adaptive signal control technologies should be applied along bicycle corridors or at large signalized intersections to improve multimodal operations. Adaptive systems shall be capable of adjusting green intervals, offsets, and cycle lengths in real time based on detected demand from all users, including bicycles. When bicycle detection is present, adaptive timing shall prioritize safe clearance by extending green phases as necessary and by providing coordinated “green wave” progression for bicycles along designated corridors. Signal timing plans shall comply with Caltrans HDM Chapter 1000, Caltrans Traffic Operations Policy Directive 13-02, Caltrans Traffic Electrical Equipment Specifications, and CA-MUTCD requirements, while incorporating leading bicycle intervals (LBIs), two-stage turn phases, or bicycle-only phases where warranted to reduce conflicts. Adaptive signal strategies should be evaluated during traffic operations analysis to confirm benefits to bicyclist safety, delay reduction, and network performance.

A-6 On-Street Regulatory and Warning Bike Signs

Refer to CA-MUTCD Figures 9B-2 (CA) / 9B-3 (CA)

A-7 Bicycle Boulevards

Bicycle Boulevards are a low-stress, shared street designed to prioritize bicycle travel while maintaining local access for motor vehicles. Bicycle boulevards operate primarily on local or collector streets with low traffic volumes (typically under 1,500–3,000 ADT) and low operating speeds (20–25 mph or less). Through a combination of traffic calming, volume management, intersection safety treatments, and wayfinding, these corridors create a comfortable and intuitive environment for people of all ages and abilities to bicycle while coexisting safely with motor vehicles.

- Bicycle boulevards should be limited to roadways with speed limits of 25 mph or less (15 – 20 mph preferred), average daily traffic volumes of less than 3,000 vehicles per day (<1,500

preferred), and a generally continuous route for cyclists. If volumes are higher suggest a traffic study for potential re-routing / traffic diverters to lower volumes.

- Brand bicycle boulevards with unique logos and add them to a series of wayfinding signs throughout the route or include them as a part of the street name signs.
- Sharrow markings complement the signs and provide further emphasis of increased bicycle usage. Typical sign placement is every 500-FT to 1000-FT with additional locations at key decision points. Sharrows are placed at intervals of 250-FT.
- Volume reduction strategies may include vehicle diverters, intersection medians, and full road closures with supporting traffic study documentation.
- Speed reduction strategies include raised crosswalks/intersections, roundabouts, speed humps/speed tables, and roadway and/or intersection narrowing.
- Signing includes typical regulatory/warning signs, and optional specialty wayfinding and street name signs.
- Bicycle boulevards are developed as parallel routes to busy arterials to provide low stress network connections.

A-8 Bicycle Parking

A-8.1 Short-Term Bicycle Parking

- Intended for visitors, customers, messengers, or others parking less than two hours.
- Facilities consist primarily of inverted U or post-and-ring racks that:
    - Support the frame in two places and allow the frame/wheels to be locked.
- Are anchored to the ground, placed 15 inches minimum apart, and positioned outside pedestrian clear zones.
- Should be highly visible and, where feasible, covered for weather protection.
- Must not obstruct ADA pathways and can be integrated as functional public art or business branding so long as racks remain U-lock-compatible.

A-8.2 Long-Term Bicycle Parking

- Intended for employees, students, commuters, and residents needing parking longer than two hours.
- Recommended treatments include:
    - Fully enclosed bicycle lockers or secure caged rooms providing weather and theft protection.
    - Subscription-based e-lockers or smart access systems (magnetic cards, park-by-phone, or caller ID) to reduce administration and allow flexible multi-site access.
    - Should be located near building entrances or within parking structures, visibly signed, and designed with lighting and surveillance for safety.

A-9 Electric Bicycle Classifications and Allowed Usage

California Vehicle Code (CVC 312.5) defines three classes of electric bicycles (e-bikes), which are recognized by Caltrans and incorporated by reference into local ordinances such as the Simi Valley Municipal Code Title 4 (Public Safety).

E-Bike Class	Description	Top Assisted Speed	Throttle	Typical Facility Access
Class 1 – Pedal-Assist	Motor assists only when pedaling.	20 mph	No	Permitted wherever conventional bicycles are allowed, including Class I, II, III, and IV bikeways unless restricted.
Class 2 – Throttle-Assist	Motor can propel without pedaling (throttle).	20 mph	Yes	Generally permitted on Class I, II, III, and IV bikeways; may be restricted on trails posted "no motorized vehicles."
Class 3 – Speed Ped-electric	Pedal-assist only.	28 mph	No	Allowed in on-street facilities (Class II & IV) and some Class III routes; prohibited on Class I shared-use paths unless local ordinance allows. Riders must be 16 or older and wear a helmet.

See Section 4.7 of the Bicycle Master Plan for additional information.

Intersection Toolbox (for Plan Sheets)

Simi Valley Standard Bicycle Intersection Toolbox (2025)

Treatment	Purpose	Reference
Protected Intersection Geometry	Setback bikeway 14–20 ft; low-speed right turns; physical corner protection	NACTO, HDM 1000, DIB-89-02
Daylighting (No Parking Zone)	Improve visibility at crossings	CA-MUTCD 3B.18
Bike Signal Faces	Assign exclusive phases to bikes; reduce turning conflicts	FHWA IA-16, CA-MUTCD 4D.112
Leading Bicycle Interval (LBI)	Advance start for bicyclists before vehicles	FHWA IA-16
Bike Boxes	Position bikes ahead of vehicles at red signal	FHWA IA-18
Two-Stage Turn Boxes	Allow safe left turns across multi-lane intersections	FHWA IA-20
Raised Crossings / Speed Tables	Slow turning vehicles, prioritize bike/ped crossings	FHWA Separated Bike Lane Guide
Hardened Centerlines / Turn Wedges	Reduce high-speed right turns and angle conflicts	NACTO Intersection Guide
'No Turn on Red' (NTOR)	Eliminate vehicle-bicycle conflicts	CA-MUTCD 2B.53
Colored Pavement (Green)	Emphasize conflict areas (At this time Simi Valley does not support the use of Green Markings)	CA-MUTCD 3G.02

Design Objective: Reduce crash exposure and conflict severity; improve clarity of user priority and predictability.

References

- Caltrans HDM Chapter 1000 (Jan 2025)
- Caltrans DIB-89-02 – Class IV Separated Bikeway Guidance (2020)
- Caltrans DIB-94 – Complete Streets: Contextual Design Guidance
- FHWA Separated Bike Lane Planning and Design Guide (2015)
- FHWA Road Diet Informational Guide – FHWA Safety Program (2020)
- FHWA Interim Approvals IA-16, IA-18, IA-20
- NACTO Don’t Give Up at the Intersection (2019)
- TRB NCHRP 1036: Roadway Reallocation Guidelines (2020)
- CA-MUTCD (Rev. 2023)
- California Vehicle Code §§ 21200–21717

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Appendix F: **Funding Opportunities**

Name and Grantor	Description	Relevant Eligible Projects	Notes *
Federal Funding Sources			
Metropolitan, Statewide & Non-Metropolitan Planning Jointly administered by FTA and the Federal Highway Administration.	The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues planning programs that provide funding and set procedural requirements for multimodal transportation planning in metropolitan areas and states that result in long-range plans and short-range programs of transportation investment priorities.	Funds can be used for planning activities that support the economic vitality of a metropolitan area, increase the safety and security of transportation systems, increase mobility, protect the environment, or connect transportation systems. This includes: • Development of transportation plans and programs • Planning, design, and evaluation of a public transportation project • Technical studies related to public transportation	• Annual funding cycle through 2026
House Transportation & Infrastructure Committee Appropriations The House Transportation and Infrastructure Committee	The House Transportation and Infrastructure Committee invites Members of Congress to request funding for projects in their communities.	• Project funds can be used for planning, final design, and construction projects. Eligible projects include bicycle & pedestrian infrastructure projects that increase access, strengthen multimodal connections, reduce greenhouse gas emissions, and enhance environmental justice.	• These specific funds are requested by the State of California congress
Active Transportation Infrastructure Investment Program (ATIIP) Federal Highway Association (FHWA)	ATIIP is a new competitive grant program created by the Infrastructure Investment and Jobs Act to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines.	Two different categories of grants: • Planning and Design Grants: to develop plans for active transportation networks and active transportation spines. Planning and design costs must be at least $100,000 to be eligible. • Construction Grants: to construct projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine. Construction must have total costs of at least $15 million to be eligible.	• The last applications cycle closed on Monday, June 17, 2024 • Notice of Funding Opportunity will result in the distribution of up to $44,550,000.

Name and Grantor	Description	Relevant Eligible Projects	Notes *
Pilot Program for Transit-Oriented Development Planning – Section 20005(b) Federal Transit Administration	The Infrastructure Investment and Jobs Act continues the competitive Transit Oriented Development (TOD) planning program, which provides funding for efforts associated with an eligible transit project for which the project sponsor will seek funding through FTA's Capital Investment Grants Program.	Grants are available to assist in financing comprehensive or site-specific planning associated with eligible projects that seek to: • Enhance economic development, ridership, and other goals established during the project development and engineering processes • Facilitate multimodal connectivity and accessibility • Increase access to transit hubs for pedestrian and bicycle traffic • Enable mixed-use development • Identify infrastructure needs associated with the eligible project • Include private sector participation	• Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations. • The last applications cycle closed on August 2, 2024 • Annual funding cycle through 2026
The Reconnecting Communities and Neighborhoods (RCN) grants U.S. Department of Transportation (USDOT)	Supports transformative, community-led solutions that can turn aging infrastructure into opportunities for improving community connectivity and cohesion.	• Examples include capping or removing highways, adding new transit routes, and constructing sidewalks, bridges, bike lanes, and more • Study for the removal, retrofit or mitigation of a highway or transportation facility that acts as a barrier to community connectivity • Replacement or mitigation of a transportation barrier with a linear park and trail	• The last application cycle closed in September 2024 • Annual through 2026
U.S. DOT Reconnecting Communities Pilot Program	The Infrastructure Investment and Jobs Act established the Reconnecting Communities Pilot (RCP) Program to advance community-centered transportation connection projects, with	The RCP Program provides funding for two types of grants: • Planning Grants fund the study of removing, retrofitting, or mitigating an existing facility to restore community connectivity; conduct public engagement, and other transportation planning activities.	• Annual cycle, last cycle applications closed in September 2024 Scoring Criteria

Name and Grantor	Description	Relevant Eligible Projects	Notes *
U.S. Department of Transportation (USDOT)	priority for projects that benefit low-capacity communities.	• Capital Construction Grants are to carry out a project to remove, retrofit, mitigate, or replace an existing eligible facility with a new facility that reconnects communities.	• Planning applications are qualitatively scored on a low, medium and high rubric on the following criteria: Equity, Environmental Justice and Community Engagement; Mobility and Community Connectivity; Community-Based Stewardship, Management, and Partnerships; and Equitable Development and Shared Prosperity Equity • Projects that may benefit an area of persistent poverty or a historically disadvantaged community receive additional consideration
Safe Streets and Roads for All (SS4A) U.S. Department of Transportation (USDOT)	The Safe Streets and Road for All program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.	• Eligible Implementation Grant projects include developing bikeway networks, safety treatments, creating safe routes to school and public transit services, installing pedestrian safety enhancements, closing network gaps, running an education campaign, and more. • Eligible Planning and Demonstration Grants fund the development or supplementation of a comprehensive safety action plan. Project examples include: • Boulevard safety improvements • Complete Streets conversion: pedestrian and • bicycle infrastructure enhancements • Intersection re-configuration • Comprehensive Safety Action Plan	• The SS4A program is authorized at $1 billion in competitive grants per year through FY 2026. There is no statutory minimum or maximum but expected award sizes in fiscal year 2025 are between $100,000 and $25 million depending on the scope. • For Implementation Grants, projects and strategies that incorporate equity considerations are prioritized • Annual funding cycle

Name and Grantor	Description	Relevant Eligible Projects	Notes *
		• Safe Routes to School Action Plan • Vision Zero Plan	• Last deadline: June 26, 2025 • SS4A FY2026 anticipated to be open from March - June 2026 • Applicants must have an eligible comprehensive safety action plan to apply • Supplemental planning activities and demonstration activities in support of an Action Plan are also funded
Better Utilizing Investments to Leverage Development (BUILD) previously known as RAISE U.S. Department of Transportation (USDOT)	Program provides grants for surface transportation infrastructure projects with significant local or regional impact.	• Development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans • Trail and active transportation construction projects • Planning and engineering work for bicycles, pedestrian, and trail planning	• Application Deadline: January 30, 2025 • If a project type is not explicitly listed as eligible or ineligible, applicants should explain its necessity for advancing the BUILD program goals in their application. The Department will then determine eligibility individually. • Annual Funding Cycle • Prioritizes multi-modal and multi-jurisdictional projects that are more difficult to fund than through other grant programs
Surface Transportation Block Grant Program (STBG) State Department of Transportation	Extended by the BIL, these grants are used to fund projects that maintain and improve the transportation performance of federal-aid highways, bridges, and tunnels; install pedestrian and bicycle infrastructure; and implement transit capital projects. Additional	• To preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. • Activities: Maintenance and restoration of existing recreational trails, Planning and construction of projects that facilitate intermodal connections between emerging transportation	• The BIL continues all funding features that applied to STBG under the FAST Act • Annual funding cycle through 2026 • STBG is an apportioned (formula) program, which

Name and Grantor	Description	Relevant Eligible Projects	Notes *
(DOT) or local Metropolitan Planning Organizations (MPO)	Transportation Alternatives set aside funds are available for active transportation, and active transportation access to transit improvements.	technologies, such as magnetic levitation and hyperloop, Installation and deployment of current and emerging intelligent transportation technologies	means the funds are only made available to the States by a formula contained in law, which is different than a discretionary grant program where eligible applicants may competitively seek funding through a Notice of Funding Opportunity (NOFO).
Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program Federal Highway Administration	Provides funding for a variety of generally smaller-scale transportation	Bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as recreational trails; safe routes to school projects; and vulnerable road user safety assessments.	• The BIL requires the Secretary to set aside 10% of STBG funds for Transportation Alternatives, with State shares determined by statutory formula (See the "Transportation Alternatives" fact sheet for additional information) • Annual funding cycle

Name and Grantor	Description	Relevant Eligible Projects	Notes *
Road to Zero Community Traffic Safety Grant Program National Safety Council / U.S. Department of Transportation National Highway Traffic Safety Administration (NHTSA)	The Road to Zero Community Traffic Safety Grant Program is focused on supporting innovative and promising approaches for implementing evidence-based countermeasures, supporting a Safe System approach, and performing necessary research to address traffic fatalities and serious injuries, and disparities in mobility safety and access.	Project examples include: • Guide for quick-build countermeasures • Demonstration projects for traffic calming • E-bike education and safety training • Data analysis and reporting	• Annual cycle • Applications will be reviewed by an external review committee in early 2025. Grantees will be notified in March 2025. Who is eligible to receive a grant? • Applicants must be a Road to Zero Coalition Member; you can join here, membership is free • Applicant must be a nonprofit organization or other entity (i.e. a corporate entity); individuals cannot apply • Government entities (cities, states, counties governors' safety offices, etc.) also qualify • Proposed programs must operate within the United States • Federally-recognized Indian Tribes, Tribal Organizations and Urban Indian Organizations are also eligible
State Funding Sources			

Name and Grantor	Description	Relevant Eligible Projects	Notes *
Land and Water Conservation Fund (LWCF) California Department of Parks and Recreation's Office of Grants and Local Services (OGALS)	Provide funding for the acquisition or development of land to create new outdoor recreation opportunities for the health and wellness of Californians	• Acquisition projects: new outdoor recreation opportunity for the public within 3 years after the completion of the acquisition • Development projects: development must be for outdoor recreation	• In order to be eligible, project must meet at least one Statewide Comprehensive Outdoor Recreation Plan (SCORP) priority: New Park Access, Multi-Use Parks Designed for all Age Groups, Heath Design Goals, Safety and Beautification, and Preservation • Most recent cycle applications were due in August 2025
Recreational Trails Program (RTP) Non-Motorized California Department of Parks and Recreation (CDPR)	Provides funds annually to develop and maintain recreational trails and trails-related facilities for both non-motorized and motorized projects.	• Federal transportation funds benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.	• The Bipartisan Infrastructure Law of 2021 reauthorized the Recreational Trails Program (RTP) through Federal fiscal years 2022 through 2026 as a set-aside from the Transportation Alternatives Set-Aside under the Surface Transportation Block Grant (STBG). • The RTP is a state-administered local assistance program of the U.S. Department of Transportation's Federal Highway Administration (FHWA). RTP is administered by the California Department of Parks and Recreation (DPR). Motorized projects are administered by the Department's Off-

Name and Grantor	Description	Relevant Eligible Projects	Notes *
			Highway Motor Vehicle Recreation (OHMVR) Division and non-motorized projects are administered by the Department's Office of Grants and Local Services (OGALS).
2024 State Highway Operation and Protection Program (SHOPP) California Transportation Commission (CTC)	(SHOPP is a four-year document of projects that is adopted by the Commission after holding at least two public hearings and a finding of consistency with the Transportation Asset Management Plan (TAMP). Projects in the 2024 SHOPP were developed under an asset management framework established through the California Transportation Asset Management Plan (TAMP) and implemented with the 2021 State Highway System Management Plan (SHSMP).	• Program funds can be used for projects with Complete Streets components like signage, bike parking, bike lanes, pedestrian crossing infrastructure, transit stop improvements, and pedestrian lighting. • Program funds can be used to improve access and safety for bicyclists and pedestrians using the state highway system. Project examples include: • Upgrade sidewalks to ADA compliance • Reconstruct damaged pavement • Add bike lanes to updated corridors • Upgrade pedestrian push buttons, refresh striping, and improve pedestrian and bicycle access	• Caltrans submitted the proposed program of projects to the California Transportation Commission (Commission) on January 31, 2024, for Commission review and adoption. The adopted SHOPP is due for submittal to the Governor and the Legislature no later than April 1, 2024. • The adopted SHOPP is submitted to the Legislature and the Governor not later than April 1 of each even-numbered year. • SHOPP projects are identified through periodic condition assessments and field reviews, through the biennial State Highway System Management Plan, are guided by the developing Transportation Asset Management Plan, and constrained to the funding in the adopted Fund Estimate.

Name and Grantor	Description	Relevant Eligible Projects	Notes *
			• Funding for SHOPP projects is a mixture of Federal and State funds, including the Road Maintenance and Rehabilitation Account created by SB 1. • Complete Streets was considered for all projects, where feasible to incorporate, as part of the SHOPP process. Complete Streets Bill, SB 960 requires Caltrans to add or upgrade facilities for people biking and walking when they repair state routes that serve those travel modes.
Statewide Park Development and Community Revitalization Program California Department of Parks and Recreation	Aims to create new parks and new recreation opportunities in critically underserved communities across California. Funded projects develop and/or acquire land to create a new park, expand an existing park or renovate an existing park.	• A project must involve either development or a combination of acquisition and development to 1. Create a new park, or 2. Expand an existing park, or 3. Renovate an existing park	• All projects must create or renovate at least one recreation feature. Examples of recreation features include skate park, skating rink, and BMX or pump track (non-motorized bike tracks), remote control track, Trail (non-motorized), pedestrian/bicycle bridge, greenbelt/linear PARK • Round 5 applications will not be due in 2023. More information about a Round 5 timeline to be determined.
California Department of Housing and	A flexible program that will accelerate progress towards our state housing goals and climate commitments through	Proposed uses must demonstrate a nexus to all program objectives: • Accelerating infill housing development	• Irregular Cycle frequency, last application closed December 2022

Name and Grantor	Description	Relevant Eligible Projects	Notes *
Community Development Regional Early Action Planning Grant (REAP) California Department of Housing and Community Development	a strengthened partnership between the state, its regions, and local entities.	• Realizing multimodal communities • Shifting travel behavior by reducing driving • Increasing transit ridership	
Affordable Housing and Sustainable Communities Program California Strategic Growth Council (SGC)	The Affordable Housing and Sustainable Communities Program funds land use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions.	• The AHSC Program will fund integrated land use and transportation projects supporting low-carbon transportation options. Promoting mode shift to low-carbon transportation requires strategies that link residential areas, major employment centers, and other Key Destinations to accessible, reliable, affordable, safe, and comfortable transit and active transportation options for everyone, including people with physical, sensory, intellectual/developmental, and other types of disabilities The AHSC program funds three project types: • Transit-Oriented Development • Integrated Connectivity • Rural Innovation Project examples include: • Class I, II, III, & IV bike lanes • Active transportation projects to encourage connectivity to transit networks • Bikeways and sidewalks to affordable housing and transit center • Install dedicated bicycle facilities • Pedestrian facilities such as bulb-outs	• Round 9 applications are expected to open when the Notice of Funding Availability is released in March 2025 • Competitive projects include active transportation and transit improvements and demonstrate greenhouse gas efficiency estimated by the total greenhouse gas emission reductions per dollar
State Transportation	(STIP) is the biennial five-year plan adopted by the Commission for future	• Active Transportation Projects in the Regional Transportation Improvement Program (RTIP).	• The Ventura County Transportation Commission

Name and Grantor	Description	Relevant Eligible Projects	Notes *
Improvement Program (STIP) Caltrans Ventura County Transportation Commission (VCTC)	allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements.	• Bicycle and pedestrian projects may be programmed by a region in its RTIP as these projects are eligible for either State Highway Account or Federal funds. Project examples include: • Bike/ped Overcrossing and Access Improvements and bicycle and pedestrian bridge • Class I, II, III, & IV bike lanes • Shared-use paths • Complete Streets improvements	(VCTC) is the agency responsible for developing the RTIP for Ventura County working cooperatively with Caltrans and local agencies. • Each STIP will cover a five-year period and add two new years of programming capacity. Each new STIP will include projects carried forward from the previous STIP plus new projects and reserves from among those proposed by regional agencies in their regional transportation improvement programs (RTIPs) and by Caltrans in its interregional transportation improvement program (ITIP). • Two-year cycle • The STIP is divided into two major funding categories: the Regional Improvement Program (RIP) and the Interregional Improvement Program (IIP). Seventy-five percent of the STIP is directed to the RIP, which is then sub-allocated to counties by formula. The remaining 25 percent is programmed to the IIP, which is then allocated to the California Department of Transportation (Caltrans) for

Name and Grantor	Description	Relevant Eligible Projects	Notes *
			projects of interregional significance.
Clean Mobility Options Pilot Program California Air Resources Board	The Clean Mobility Options Pilot Program provides funding for zero emissions shared mobility projects (i.e., car sharing, bike sharing, and on-demand sharing) in disadvantaged and low-income communities, including some tribal and affordable housing communities.	Mobility project types include: • Bikeshare programs • "Quick build" right-of-way safety improvements for bicycles and scooters	• Eligible project locations are in communities that meet at least one of three qualifications: • It is a Disadvantaged Community. • It is an AB 1550-designated low-income community. • It is within federally or non-federally recognized tribal land or tribal property in California within AB 1550-designated low-income communities or SB 535-designated Disadvantaged Communities.
Active Transportation Program (ATP) California Transportation Commission (CTC)	Created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as walking and biking. Caltrans' ATP was created to encourage increased use of active modes of transportation, increase the safety and mobility of non-motorized users, help achieve greenhouse gas reduction goals, enhance public health, provide a broad spectrum of projects to benefit many types of active transportation users	The Statewide ATP call for projects includes the following project types: • Infrastructure Projects: Environmental, design, right-of-way, and construction phases of a capital project (i.e. projects include new bikeways, installation of traffic control devices, and bicycle parking) • Plans: Community wide bicycle, pedestrian, safe routes to school, or active transportation plan (i.e. projects include community-wide bike, pedestrian, safe routes to schools, or active transportation plan) • Non-Infrastructure (NI) Projects: Education and encouragement programs (i.e. projects include education and encouragement programs, events, and trainings) • Infrastructure Projects with Non-Infrastructure Components: Capital projects with education or encouragement components.	• ATP Cycle 8 anticipated to be open from March - June 2026 • Scoring Rubric with strong emphasis on Disadvantaged Communities. • The Transportation Alternatives Program (TAP), State Safe Routes to School (SR2S), and the Bicycle Transportation Account (BTA) got rolled into the ATP.

Name and Grantor	Description	Relevant Eligible Projects	Notes *
	while ensuring disadvantages communities share in the benefits.	• Quick-Build Projects: Quick-Build Projects include painted curb extensions, temporary refugees, and pavement markings. Interim capital infrastructure projects that require construction; are built with durable, low to moderate-cost materials; and last from one year to five years.	
Regional Active Transportation Program (ATP) Ventura County Transportation Commission (VCTC)	There is a consolidated call for projects for the Active Transportation Program issued by the California Transportation Commission (CTC) in the spring of every even year, to solicit applications for all eligible project types. Applications that are submitted to the statewide call for projects but are unsuccessful in receiving funding there are automatically considered for funding in the Regional ATP, administered by the Southern California Association of Governments (SCAG) for the region including Ventura County.	Among the goals approved at the VCTC's recent goal-setting session were both making it a priority to build new bike lanes countywide and implementing strategies to promote transit ridership. Encouraging multi-modal transportation options is a key goal of the region. Note: Project types following Active Transportation Program (ATP) Cycle 7 Local Prioritization Methodology will score a maximum of 20 additional points.	• The estimated portion of the Regional ATP set aside identified for Ventura County is roughly $1,493,000 for the implementation of projects category and $79,000 for planning and capacity building category. A maximum of 20 points will be added to the CTC Score based on the following methodology: • For Construction Projects -- Up to twelve (12) points will be awarded for project readiness • For Planning Projects: Fifteen (15) points will be awarded if the project is to prepare a Citywide, Areawide or Corridor Specific Active Transportation Plan • For Any Project with a Safe Routes to Schools Component: Projects will be awarded five (5) points if the Safe Routes to Schools box is checked in the Cycle 7 Application.

Name and Grantor	Description	Relevant Eligible Projects	Notes *
Amended Connect SoCal Sustainable Communities Program (SCP) Southern California Association of Governments (SCAG)	As part of the Regional ATP, SCAG also issues a supplemental call for projects, through the Sustainable Communities Program (SCP), for active transportation and safety (ATS) projects that implement regional priorities identified in the SCAG Connect SoCal plan.	Project categories include: • Community/Areawide Plans: up to $700,000 available (down from $2.4 million). • Quick-Build Projects: between $5.6 million and $7.5 million available (pending final availability).	The SCAG Supplemental Active Transportation Program call opened on July 8, 2024, and closed on Sept. 27, 2024. The 2024 SCP – ATS call comprises some ATP Cycle 7 regional funds and a federal Safe Streets and Roads for All grant. • The ATP call opened on July 8, 2024, and closed on Sept. 27, 2024. Of the ATP Cycle 7 funding $35 million is set aside for the SCAG Regional ATP. State guidelines indicate that of that portion: • A minimum of 25% of regional funds must benefit disadvantaged communities. • A maximum of 2% of regional funds for the development of plans, such as active transportation plans, safe routes plans, and bicycle or pedestrian plans. The program will award up to $10.4 million to active transportation projects within the SCAG region, which encompasses the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

Name and Grantor	Description	Relevant Eligible Projects	Notes *
Clean California Local Grant Program (CCLGP) Caltrans	A competitive statewide program created to beautify and clean up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces.	The goals of the Clean CA Local Grant Program are to: • Reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces. • Enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effect. • Enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation. • Advance equity for underserved communities. Eligible projects substantively meet the goals of the CCLGP and may include: • Infrastructure related community litter abatement and beautification projects. • Non-infrastructure related community litter abatement events and/or educational programs. Example projects include: • Infrastructure related beautification and placemaking of existing public spaces. This includes park-and-ride facilities such as walking and/or biking facilities through the space.	• Most recent cycle applications were Cycle 2 and due on May 31, 2023. • Ineligible Activities and Expenses: Purely planning projects. If a project is just developing plans or designs for a project but not also implementing that project during the grant agreement term, it is not eligible
Transit and Intercity Rail Capital Program (TIRCP) Caltrans	The Transit and Intercity Rail Capital Program provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.	Project examples include: • Pedestrian and bike trail • First/last mile connections via bike lanes and separated paths • Bike share programs • Bike parking facilities • Plan development	• Project applications for TIRCP Cycle 7 were due July 23, 2024

Name and Grantor	Description	Relevant Eligible Projects	Notes *
SB 1 Local Streets and Roads Program California Transportation Commission	SB 1 dedicates approximately $1.5 billion per year in new formula revenues apportioned by the State Controller to cities and counties	Project examples include: • Basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	• To be eligible to receive funding from the Controller, each year, cities and counties must submit a proposed project list adopted at a regular meeting by their board or council that is then submitted to the California Transportation Commission (Commission) • Annual funding cycle and projects lists are typically due from local jurisdictions and reviewed by commission around October and September Scoring Criteria • Funds are distributed based on a formula. Counties are eligible to apply for additional funding, and Simi Valley may have opportunities to partner with Ventura County for work on county-owned roads.
SB 1 Local Partnership Formulaic Program (LLP) California Transportation Commission	The SB 1 Local Partnership Program provides formulaic funding for transportation improvement projects to local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees	The Local Partnership Program provides funding to local and regional agencies to improve: • Aging Infrastructure • Road Conditions • Active Transportation • Transit and rail • Health and Safety Benefits	• Project nominations due November 15, 2024 • The Local Partnership Program funds are distributed through a 40% statewide competitive component and a 60% formulaic component. • Annual funding cycle

Name and Grantor	Description	Relevant Eligible Projects	Notes *
SB 1 Local Partnership Competitive Program (LPP) California Transportation Commission	The primary objective of the Local Partnership Program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements	Eligible projects include: • Improvements to the state highway system • Improvements to bicycle or pedestrian safety or mobility with an extended useful life. • Other transportation improvement projects.	• Project nominations due November 20, 2024 • Projects funded from the Local Partnership Competitive Program will require at least a one-to-one match of private, local, federal, or state funds • The Commission established the initial 2018 Local Partnership Competitive Program as a three-year $300 million (Fiscal Years 2017-18 through 2019-20) program. The 2020 Competitive Program includes three years of funding, totaling $216 million for Fiscal Years 2020-21 through 2022-23. The 2022 Competitive Program includes two years of funding, totaling $144 million for fiscal years 2023-24 and 2024-25. New Cycles will be programmed every two years.
Solutions for Congested Corridors (SCC) California Transportation Commission	The Solutions for Congested Corridors program supports projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan, by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement	The Commission encourages nominating projects that align with the state's climate goals, manage congestion through innovative strategies, include multimodal solutions, and advance transportation equity. Applicants are encouraged to consider the incorporation of complete streets elements into nominated projects when they would be beneficial, cost effective, and practicable to the overall project scope. These elements could include:	• Previous cycle closed November 2024 • Special consideration given for projects that increase accessibility for disadvantaged or historically impacted and marginalized communities

Name and Grantor	Description	Relevant Eligible Projects	Notes *
		• Elements that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities. The Commission developed Comprehensive Multimodal Corridor Plan Guidelines to guide applicants about the statutory requirements for comprehensive corridor plans utilized by agencies needed to apply for SCCP funding. Eligible project elements within the comprehensive corridor plans may include improvements to state highways, local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space.	
Highway Safety Improvement Program (HSIP) Federal Highway Administration (FHWA) and Caltrans	A core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads.	• HSIP funds are eligible for work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users.	• Cycle 12 Call-for-projects closed on Monday, September 9, 2024 • Two-year cycle • HSIP Cycle 13 anticipated to be open from May - September 2026 • A minimum Benefit Cost Ratio (BCR) of 4.0 is required for a BCR application to be submitted and for Funding Set-asides (SA) a BCR analysis is not needed
Sustainable Transportation Equity Project (STEP) California Air Resources Board	The Sustainable Transportation Equity Project funds a variety of clean transportation and supporting projects, such as public transit and shared mobility services, active transportation infrastructure, land use planning and housing policy, workforce development,	Project examples include: • New bike routes (Class I, Class II, or Class IV) and supporting infrastructure • Publicly accessible bike parking, storage, and repair infrastructure (e.g., bike racks, bike lockers, bike repair kiosks) • Plan development	• STEP grant projects must benefit priority populations and center residents' expertise through all phases of project implementation. • Funded projects work together within low-income and disadvantaged

Name and Grantor	Description	Relevant Eligible Projects	Notes *
	and clean transportation planning and education.		communities to increase transportation equity. • STEP expanded eligibility to low-income communities, not only disadvantaged communities, and all tribes, not only federally recognized tribes. • The last cycle application was for 2023. Eligible entities apply through a competitive Request for Applications; however, no new funding is currently available.
Sustainable Transportation Planning Grants **Sustainable Communities Grants** **Climate Adaptation Planning** **Strategic Partnerships Grants** Caltrans	The purpose of the Sustainable Communities grants is to fund local and regional multimodal transportation and land use planning projects. The Climate Adaptation Planning Grant Program funds local and regional identification of transportation-related climate vulnerability. Strategic Partnerships are intended to fund planning projects that partner with Caltrans to address needs on or connecting to the State Highway System, while the transit sub-category will address multimodal planning projects that focus on transit.	Sustainable Communities Grants (competitive) project types include: • Active Transportation, Social Equity, Multimodal, and Safety Sustainable Communities Grants (formula) project types include: • MPOs have flexibility for how the Formula Grant allocation is administered. For example, MPOs may use these funds for a regional competitive grant program, integrated land use and transportation planning activities related to developing their SCS/APS, carrying out the best practices cited in the RTP Guidelines, or a combination thereof. Examples of eligible active transportation projects are: • Active transportation plans, including bicycle, pedestrian, and trail master plans • Complete Streets plans or multimodal transportation plans • Studies that evaluate accessibility and connectivity of the multimodal transportation network • Bike and pedestrian plans with a safety enhancement focus, including Vision Zero plans • Community to school studies or safe routes to school plans	• The Sustainable Communities Grants has a formula and competitive program. • 11.47% minimum local match required (cash or in-kind) • Most recent cycle applications were due in January 2025

Name and Grantor	Description	Relevant Eligible Projects	Notes *
		• Comprehensive Multimodal Corridor Plans • Development of planning activities that result in sustainable transportation investments Climate Adaptation Planning - Example projects include: • Natural and green infrastructure planning • Transportation Infrastructure Adaptation and Resilience Improvement Plans, and/or integration of transportation adaptation planning into existing plans • Planning for extreme weather events that may impact transportation in a community Strategic Partnerships Grants – Example projects include: • Comprehensive Multimodal Corridor Plans • Planning for transportation safety • Transportation demand management plans • Complete street plans that consider last-mile freight • Studies that evaluate accessibility and connectivity of the multimodal transportation network	
Office of Traffic Safety Grant Program Office of Traffic Safety	Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Pedestrian and bicycle safety is included in the list of traffic safety priority areas.	Pedestrian and Bicycle Safety projects are eligible and project examples include: • Activities for youth include bicycle training and walking courses to build skills that make children comfortable getting to and from school.	• Grants available annually with applications typically due at the end of January
Local Funding Sources			
Carbon Reduction Program (CRP) SCAG	The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2)	• Eligible projects include bicycle and pedestrian infrastructure and public transit facilities. In accordance with California's Carbon Reduction Strategy, CRP funds will be spent on projects that support the state's three Carbon Reduction Program pillars:	• The CRP is authorized from federal fiscal year (FFY) 2022 through FFY 2026

Name and Grantor	Description	Relevant Eligible Projects	Notes *
	emissions from on-road highway sources.	• Transit and passenger rail • Active transportation • Zero emission vehicles and infrastructure, and conversion of existing lanes to price-managed lanes	
Developer Impact Fees County of Ventura	Fees placed on new development by Ventura County or the City for parks and recreation could be used as local matching funds to attract other grant sources.	• These fees are charged to new development to mitigate impacts resulting from the development activity and cannot be used to fund existing deficiencies.	• Because impact fees are dependent on new development projects, they are not usually consistent or predictable enough to serve as security for the issuance of bonds.
Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian funds Ventura County Transportation Commission (VCTC)	Projects can be used for capital projects that improve bicycle and pedestrian facilities, for bicycle safety educational programs, and for bicycle/pedestrian planning.	Eligible projects include: • Development of a comprehensive bicycle or pedestrian facilities plan. • Bicycle safety education program(s) • Construction and/or engineering of a bicycle or pedestrian capital project	• VCTC also provides funds to local jurisdictions through a separate formula for bicycle path maintenance.
Congestion Mitigation and Air Quality Improvement (CMAQ), Transportation Development Act, and SB 1 State of Good Repair Joint Grant Program	VCTC funds projects that mitigate congestion and reduce vehicle emissions (Congestion Mitigation and Air Quality); foster an increase in transit ridership, bicycling, or walking (Transportation Development Act Article 3 Bicycle and Pedestrian); and implement capital projects that maintain transit assets in a state of good repair (SB 1 State of Good Repair).	Eligible projects include: • Construction and/or engineering of a bicycle or pedestrian capital project, • Bicycle safety education program(s), provided the program does not fully fund the salary of any one person • Development of a comprehensive bicycle or pedestrian facilities plan	• Previous cycle closed September 23, 2022 • The annual CMAQ program provides funding to State DOTs, MPOs, and transit agencies to invest in projects that reduce emissions from transportation-related sources and improve air quality.

Name and Grantor	Description	Relevant Eligible Projects	Notes *
Ventura County Transportation Commission (VCTC) Federal Highway Administration (FHWA)			
Multi-year Pavement Program Ventura County Public Works Agency	This program evaluates and prioritizes the maintenance of road pavement in the county.	• Some active transportation improvements can be installed during regular pavement maintenance like bike lanes and crosswalk striping.	• The program is funded through Senate Bill 1 and Affordable Care Act 5.
Go Human Mini-Grant Program Southern California Association of Governments (SCAG)	The Go Human Mini-Grant Program aims to build street-level community resiliency and increase street safety, particularly for people most harmed by traffic injuries and fatalities.	Eligible projects include: • Community bicycle rides, walk audits or open streets events • Storytelling efforts that center mobility justice efforts and/or chall enging the dominant narratives of traffic safety	• Applications closed on February 2024
Ventura County CEQA **Vehicle Miles Traveled (VMT AMP)** **Adaptive CEQA Mitigation Program** Ventura County	Ventura County is working on creating a VMT Mitigation Program to reduce VMT impacts for new developments in the county.	• Strategies to reduce VMT include providing transit-oriented and mixed-use development, locating developments near bicycle infrastructure or building bicycle infrastructure, providing end-of-trip facilities like showers, and limiting parking supply.	• Program is still in draft form since 2023

Name and Grantor	Description	Relevant Eligible Projects	Notes *
Benefit Assessment Districts Local/Regional	Benefit assessment districts are areas in California in which property owners are charged a certain amount to pay for a public improvement or service in their neighborhood.	• These districts can fund the maintenance of community services like bike lanes, sidewalks, trails, lighting, tree maintenance, street sweeping, business facade improvements, or parks, depending on the type of district created.	• Communities in Ventura County can form these districts to fund active transportation improvements in their neighborhoods.
Community Challenge Grant Program AARP	The program supplies small grants to nonprofits, government agencies and other groups intending to improve housing, transportation, smart cities and other community elements in short-term, community-based projects.	• Projects can encourage healthy, safe, inclusive communities by reimagining streets for pedestrians, wheelchair users, bicyclists, transit-riders and motorists of all ages and abilities.	• Applications closed on March 5, 2025, 5 p.m. • AARP will evaluate each project based on its consistency with the AARP mission to serve the needs of people age 50-plus.
Community Change Grant Program America Walks	The program works to provide support to advocates, organizations, and agencies dedicated to the advancement of safe, equitable, accessible, and enjoyable places to walk and move.	• This grant program focuses especially on creating change at the community level to increase physical activity and active transportation in a specific community, work to engage people and organizations new to the efforts of walking and walkability, and demonstrate a culture of inclusive health and design. Example projects include: • Trail or walking path development • Guided or self-guided walking, hiking, or cycling tours • Design and installation of public art	• Applications closed in 2025, annual cycle • This program will award six grants to communities for projects related to creating healthy, active, and engaged places to live, work and play. We have also expanded the program to include 15 grants for similar projects that are funded by General Motors.
Community Sparks Program League of American Bicyclists	The program aims to support local changemakers and organizations across the county to improve their communities through bicycling.	Support projects and programs that spark change and catalyze a community's ability to create places where bicycling is a safe, easy, and more accessible option. Example projects include: • Bike audit, count, survey, or other evaluation/assessment effort (must have follow-up/community involvement to be eligible) • End-of-trip facilities (bike parking/fix-it stations, etc.)	• 2025 Applications closed on January 17, 2025. • Eligible organizations are nonprofits and public or government organizations/agencies. Of the 10 organizations to receive awards, 5 must be in GM Facility communities, and the

Name and Grantor	Description	Relevant Eligible Projects	Notes *
			other 5 can be anywhere in the U.S. but must meet our Equity & Accessibility criteria. We are seeking proposals for projects that can be completed by the end of the 2025 calendar year (December 31, 2025).
PeopleForBikes Community Grant Program PeopleForBikes	The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted initiatives that make it easier and safer for people of all ages and abilities to ride.	Example projects include: • Bike paths, lanes, trails and bridges • Mountain bike facilities • Bike parks and pump tracks • BMX facilities • End-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage	• Annual cycle and the last cycle applications were due November 29, 2024 • The PeopleForBikes Industry Community Grant Program provides funding for projects that make bicycling better in communities across the U.S. Since 1999, PeopleForBikes has awarded more than 400 grants to nonprofit organizations and local governments in all 50 states, the District of Columbia and Puerto Rico. Priority will be given to the following types of projects: • Funding that closes a financial gap that allows a project to move forward • Funding that leverages additional funds • Projects that address historical inequities in low-income communities and communities of color

Name and Grantor	Description	Relevant Eligible Projects	Notes *
			• Projects that are part of a larger strategy to build a network of bikeways and bike facilities that enable people of all ages and abilities to access bicycling as transportation or recreation
Outdoor Access Initiative Yamaha's Outdoor Access Initiative Review Committee	Yamaha provides funding to non-profit or tax exempt groups (clubs & associations), public riding areas (local, state and federal), outdoor enthusiast associations and land conservation organizations, and communities with an interest in protecting, improving, expanding and/or maintaining access for safe, responsible and sustainable use by motorized off-road vehicles.	Project examples include: • Trail development • Trail signage • Trail mapping/map production wildlife and habitat management • Establishing public access to land for outdoor recreation (including motorized recreation)	• Quarterly cycle and the next cycle applications are due December 15, 2025 • Yamaha will determine awards at its sole discretion. Amounts awarded will vary depending upon the quality of application, project benefit to the Off-Highway Vehicle (OHV) riding, hunting and/or outdoor recreation community, need and competition for funds.
Rails to Trails Grant Program Rails to Trails Conservancy	Rails to Trails provides funding to organizations and local agencies that are working to develop and connect equitable trail network.	Project should support one or more of the following strategies in the TrailNation Playbook listed below. • Project Vision (e.g. developing a local or regional vision) • Coalition Building *(e.g. cultivating stakeholder and political support)* • Gap-filling Strategy *(e.g. acquisition strategies)* • Mapping and Analytics *(e.g. mapping the network, equitable connectivity analysis)* • Investment Strategy *(e.g. securing matching funds, identifying and pursuing funding opportunities)* • *Engagement (e.g. inclusive community engagement, user activation, and events)*	• The annual cycle for the rails to trails grant closed on June 9, 2024 • The project must serve or plan to serve multiple user types (e.g., bicycling, walking/hiking or horseback riding) and be considered a rail-trail, greenway, multi-use trail or shared-use path.

Name and Grantor	Description	Relevant Eligible Projects	Notes *
		Project examples include: • Rail-trail • Greenway • Multi-use trail • Shared-use path	
Community Impact Grant Outride	Aims to create access to cycling and its social, emotional, and cognitive benefits for all people	Project examples include: • Rider education programs • After school programs • Earn-a-bike • Racing and development teams • Bike parks and pump tracks • Skills camps • Workforce development in the cycling industry • Community ride programs	• 2025 applications closed on March 1, 2025 • There isn't a geographical focus for these grants and Outride encourages all US based 501(c)(3) organizations to apply, but priority will be given to those organization located near and in partnership with Riding for Focus programs.
Riding for Focus Grant Program Outride	The Riding for Focus grant promotes cycling as an outlet for students to improve their cognitive, physical, and socio-emotional well-being.	Schools can get an R4F program via two pathways: purchasing the program, or, for public middle schools serving low-income communities, by applying for a program grant. Schools are provided with everything they need to get their 6th-8th grade students riding, including: • Bikes and helmets • Student curriculum • Teacher training	• Annual cycle and the next cycle opens in fall 2025 To receive a program grant: • Public (Traditional or Charter), Title 1 recipient (or serving 40%+ students receiving free and reduced lunch), middle school (grades 5-8). • A group of a public, Title 1 middle school and a local nonprofit partner for implementation support. Riding for Focus schools are selected based on a formula that weighs:

Name and Grantor	Description	Relevant Eligible Projects	Notes *
			• The need and demographics of the students served • Capacity to be a good steward of grant materials (bikes, helmets, etc.) • Mission alignment • Interview with program staff • Availability of grant materials • We assess each grant in the order we receive the applications.
Smart Growth Grant Program National Association of Realtors	Smart Growth Grants support state and local REALTOR® Associations' efforts to advance programs, policies and initiatives aligned with one or more of the 10 Smart Growth Principles.	Project examples include: • Charrettes • Studies and assessments • Walkability workshops or audits • Comprehensive plan and zoning analysis • Transportation policy • Marketing materials	• Next cycle reopen in January 2026.

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CITY OF SIMI VALLEY