

CITY OF AGOURA HILLS

March 22, 2022 - Bike Master Plan Workshop #1

Summary of Comments

Comments Received prior to Workshop via Email

C: We're excited to hear about the City of Agoura Hills Bike Master Plan next week. I would like to know if you could add a download page for the Bike Master Plan that has a glossary of terms to help people understand what each level of bike lane/route/path means in concrete terms?

R: We have updated the webpage to include photos that show what each of the Bike Lane Classifications looks like. We are hoping that these photos help the public in understanding what each of the bike classifications entail. Please check out the change we made as a result of your comment: <https://bit.ly/3Cn5exH>. At the workshop tomorrow, we will have a handout that participants can take with them that provides the map of the proposed plan, photos of the different classifications and results of the City's bike survey.

C: I love the fact that Agoura is working on a master bike plan. The number one reason people don't bike is safety. Biking on city streets is very dangerous even with bike lanes. I have firsthand experience as I was struck by a car while riding and helicoptered to UCLA. Bike lanes offer minimal protection. I believe the only way you will get people to switch from their car to a bicycle is to offer them a dedicated bike lane, physically separated from car traffic. I realize that this is a difficult and costly concept, but it should be the goal. It's the only way to make it work. (Photo



attached below)

R: Before we provide you feedback on your email below, we would first like to say I am so sorry to hear of your accident. We sincerely hope that you are making a full recovery. The Draft Bicycle Plan proposes a network of interconnected bicycle corridors that aim to make biking more safe, practical and desirable for a broader range of people/cyclist. The bicycle plan proposes buffered bicycle lanes on Thousand Oaks Boulevard and on Kanan Road, between Fountainwood and Thousand Oaks Blvd. The Plan also proposes several Class I paths that are independent of the roadway system.

C: Will there be bike lockers included in plan? I am a senior and I would love to be able to store my bike at the rec ctr.. and ride on your path.. lockers at other locations fine too... Put me for 2 lockers..,will pay in advance!!!

R: The proposed Bike Master Plan proposes for end trip facilities to include bicycle lockers and racks. Exact locations have not yet been identified and we welcome input on proposed locations. Thank you for your input below on bike lockers and possible locations. We have noted your input.

C: Thousand Oaks Blvd. This road already has very nice bike lanes. I am not sure how adding a buffered bike lane will improve ridership. The addition of bicycle detection and signal heads will be welcome.

R: The Plan proposes a network of interconnected bicycle corridors that aim to make biking more practical and desirable for a broader range of people/cyclist. The intent of the buffer is to further separate bicycles from vehicles and appeal to a wider cross-section of bicycle users. The buffer encourages bicycling by contributing to the perception of safety among users of the bicycle network. Bicycle detection is proposed at all signalized intersections on Thousand Oaks. Bicycle signal heads are proposed at Thousand Oaks/Reyes Adobe and Thousand Oaks/Kanan Road.

C: Agoura Road. This road also has bike lanes along the length. It is hard to tell but the map suggests striping improvements or adding buffered bike lanes. I'm not sure buffered bike lanes will increase ridership. Improved bicycle detection will help.

R: Striping improvements include conflict striping in the bicycle lane at intersections and driveways. No buffer is proposed on Agoura Road given the narrow cross-section. Bicycle detection is proposed at all signalized intersections on Agoura Road.

C: Cornell Road. Adding bike lanes will be welcome. This has become a very good alternative to taking Kanan from Agoura to Cornell.

R: Comment is noted – bicycle lanes are proposed on Cornell Road.

C: Kanan Road. The segment over US-101 is in dire need of improvements. Traveling south from Thousand Oaks Blvd, the bicycle lane is lost at Hillrise Drive. Most days during nonpeak hours, a rider can get to Canwood Street without too much conflict. Canwood to Agoura is hazardous in the extreme at all times. I have ridden this segment a few times and typically opt for Chesebro Road for safety. (I know the 101 interchange is Caltrans' responsibility. The City can encourage improvements. Recent changes at Caltrans has made them more receptive.)

R: Comment is noted – bicycle lanes are proposed on Kanan Road between Canwood and Agoura. The City is also in the early stages of planning and design on the Kanan Corridor, from Cornell to Thousand Oaks Boulevard. The Project objectives include improving multi-modal safety, operations and connectivity through the project limits.

C: Fountainwood St to Grey Rock Rd. I discovered this route during the pandemic. What a great way to avoid the traffic near the Kanan/TO Blvd intersection! Please sign this as a bike route as indicated. This is an easy win!

R: Comment is noted – bicycle route is proposed on Fountainwood & Grey Rock.

C: Argos St & Driver Ave. It would be great to put in bike lanes if possible. This route goes right by Agoura High School. As a bike route (class III), I'm not sure the plan will encourage additional ridership. I believe making the entire length bike lanes (class II) is the way to go.

R: Given the proximity to Agoura High School and the need for on-street parking, bicycle lanes are recommended and proposed on Driver Avenue east of the High School beginning at Easterly.

C: I see a class I bike path that goes along Medea Creek south, crossing TO Blvd, Kanan, and 101, ending near Lewis Road. That will be an amazing path, if implemented. Ideally it should pass under these crossings. At-grade crossings are mid-block on both TO Blvd and Kanan Rd and might represent a barrier to casual users. I could see this bike path being the centerpiece of Agoura Hill's bike network. (The bike path along Calleguas Creek in Camarillo should be your guide.)

R: Comment is noted.

C: There are some improvements outside your jurisdiction that would help complete the bike route system. That is to extend bike routes on both Cornell Road and Kanan Road. I prefer Cornell as it has much less traffic than Kanan. A bike route on Kanan will eventually lead to a tunnel and will be difficult to implement. Perhaps the City of

Agoura Hills, through this bicycle plan, could provide input to Los Angeles County for these needed improvements.

R: The County of Los Angeles has a bicycle master plan. Per the [LA County Bicycle Master Plan](#), the County proposed Bike Routes along Cornell Road and Kanan Road south of the Agoura Hills City Limits. The City of Agoura Hills can share and continue to coordinate regionally with the County of LA, as well as adjacent cities and communities.

C: Thank you for drafting a bicycle master plan for the City of Agoura Hills. These improvements will make Agoura Hills a more pleasant place to live and provide ways to bike to commercial districts in the city.

R: Thank you for the valuable comments you have provided.

Comments Received during Workshop

C: Wouldn't Class IV be more appropriate around schools + major shopping centers promote more riders?

R: Class IV buffered bicycle lanes are being proposed on Thousand Oaks Boulevard (Lake Lindero Dr to Kanan Rd) and Kanan Road (Fountainwood St to Kanan Road). These two facilities serve many of the schools in the area (Sumac ES, Willow ES, Mariposa ES, and Lindero Canyon MS) and the Twin Oaks Shopping Center. Class IV buffered bicycle lanes are proposed on major arterials instead of the neighborhood streets adjacent to schools because of the available right of way limits. Streets adjacent to the schools (i.e., Calmfield Ave, Laro Dr, Argos St, Rainbow View Dr, etc.) cannot accommodate buffered bicycle lanes without reducing capacity for vehicle travel lanes or street parking.

C: Sharrows are NOT beneficial – confusing to drivers who don't understand the markings. They don't make cyclists feel safer either.

R: Comment is noted. Educational programming and enforcement strategies would accompany the implementation of Class III bike routes.

C: Does the map realistically depict/reflect where Reyes Adobe goes into Yerba Buena Elem. School? It looks as if it ends short of YB. If so, why?

R: The map reflects the extent of the public street network and so does not depict the driveway connecting Yerba Buena Elementary School to Reyes Adobe Road.

C: Why have you not extended Class IV bike route from TO/Kanan to TO/Argos?

R: Available right of way was not conducive to implementing buffered bike lanes while preserving on-street parking.

C: Need more directional arrows in bike lanes.

R: Comment is noted.

C: Would any separate improvements be proposed at freeway interchanges? (I don't want to play Frogger anymore)

R: Yes. The Bike Master Plan proposes Class II Bike Lanes over the Kanan and Reyes Adobe Interchanges. The Palo Comado Interchange has recently been rehabilitated and includes Class II bike lanes.

C: Would there be any plans for additional pedestrian crossings, like HAWK lights, under this plan?

R: Pedestrian crossing are not as part of this plan. The City is currently studying pedestrian areas under a separate project.

C: Will electric bikes be allowed on these bike lanes + paths?

R: Class 1 and Class 2 E-bikes are allowed wherever regular bicycles are permitted. Class 3 E-bikes are allowed in bike lanes or separated bikeways adjacent to the roadway. Class 3 E-bikes are not allowed on trails or bike paths.

C: What is the timing of this project? Does it need funding?

R: The City is preparing to finalize the Bike Master Plan by summer 2022 with final adoption soon after. Having an adopted plan is extremely helpful in securing funding from state, federal and private agencies, necessary for the design and construction of key potential projects identified in the Bike Master Plan. A critical part of the plan is development of a VMT banking and exchanges program, which will give development projects an option to purchase VMT reduction credits. These collected fees will in turn be used to help fund identified specific projects in the Bike Master Plan.

C: A comprehensive master plan with other communities (county level? Neighborhood communities level?)

R: The City's Draft Bike Master Plan aims to link local and regional destinations that makes biking more practical and desirable for a broader range of people. As part of the planning process, review of bicycle master plans from our region, including the Las Virgenes-Malibu Regional Bicycle Master Plan (dated April 2015), is critical in developing a plan that improves connections to bicycle facilities in adjacent cities and unincorporated area of Los Angeles and Ventura County communities.

C: Can you use parked vehicles as a buffer?

R: In general, yes, parked vehicles can serve as a buffer. However, the Bike Master Plan is only proposing buffered bike lanes on facilities that do not have on-street parking (i.e., Thousand Oaks Blvd and Kanan Rd). Facilities with existing on-street parking (i.e., Roadside Drive and Canwood Street) cannot accommodate both a bike lane and parking lanes due to available right-of-way.

C: Make community centers bike-friendly. Make them understand if you spend \$ on bike facilities, bikers will spend \$

R: Comment is noted.

C: What are we doing to ask commercial prop (Vons type) to make bike accommodations?

R: As development occurs, projects may be assessed for VMT reduction strategies, which includes bicycle, pedestrian, and transit mode sharing.

C: Will Oak Park be extending the AH Bike Plan into their community?

R: The City's Bike Master Plan will be available to and shared with surrounding communities for their planning purposes.

C: Will the street crossings on Medea Creek Bike Path be improved? Existing bollards are challenging to navigate by inexperienced cyclists.

R: Comment regarding bollards is noted. The City's Bike Master Plan is a planning document, outlining strategies and actions for improving the bicycling environment in the city. During the design phase of the projects, the details, such as street crossing, will be analyzed and designed for.

C: What about off-road trails – something like Newbury Park

R: Although the plan does not include improvement projects to "off-road" trails, one of the plan's goals and objectives is to provide improved accessibility and connectivity from the local roadway network to the region's recreational trail network.

C: What is the consideration to connect to trailheads?

R: One of the plan's main goals and objectives is to provide improved accessibility and connectivity from the local roadway network to the region's recreational trail network.

Comments Received after Workshop via Email

C: While getting people to commute by bike is a worthy goal, it seems the majority of local people either work from home or have offices that are outside the city and too far to commute. Because of this, my priorities lie with routes that can be used by student commutes to school to help lighten some of the seriously crazy traffic jams along Kanan. And within that student group, I prioritize routes higher with car traffic that are major car corridors and high visibility projects (Kanan, TO), some of which are too narrow for students to feel safe biking on (Driver, Lake Lindero), and other routes that are just good for Agoura's image for recreation (connecting Medea Creek with Oak Park's great creek trail, and being able to safely cross the Canwood/101/Roadside Dr. corridor). For what it's worth, I have kids that will be biking next year to LCMS and AHS.

R: Thank you for providing comments. Your comments have been noted.

C: Hello, I am writing to express my enthusiasm for the proposed Bike Master Plan I just reviewed on the Agoura City Website. We live in the Fountainwood neighborhood and my kids walk to school. My daughter will attend Lindero Middle School next year and I hope she will be able to ride her bike. Like many of the survey respondents however I worry about the lack of serious bike infrastructure. Therefore, I am excited about the proposed class IV bike lanes on Kanan and Thousand Oaks Boulevard. They would be a massive improvement and allow my daughter and eventually son too the ability to ride to school safely. I will follow developments and support any efforts to implement but mostly want to express my support.

R: Thank you for sharing your enthusiasm and supportive comments for the Bike Master Plan. Your comments have been noted.