GO OJAI
DEMONSTRATION PROJECT // 2020

Monthly Report #1

December 11 - January 9

Quantitative

I. Count Data

Please refer to the attached Numina report for the comprehensive analysis, with the major data points called out below. Data was collected a month prior to the project implementation, and from December 11 - January 8. The "activity" of each mode was measured by volume counts:

- **Car activity decreased on average by 7% after the demonstration implementation.**
- **Pedestrian activity increased on average by 28% after the demonstration implementation**, with some locations increasing by as much as 86%.
- **Bicycle activity increased on average by 19% after the implementation**, with some locations registering increases as high as 48%.
- Truck activity increased on average by 10% after the implementation.
- Bus activity increased on average by 16% after the implementation.
- Dwell times (the amount of time vehicles sit in the same position) have not increased along the corridor, with a decrease in dwell times shown at Church Rd.

*The above summary data does not include data from the Y - Intersection sensor (which only focuses on the intersection, and does not include Maricopa Highway).

*Also note that the Y - Maricopa Highway sensor was offline from 12/11-12/17 due to a power outage. It will be fully included in the 2nd month report.

Figure 1. Peak hour car counts.

Sensor Location *(see Numina appendix for photo of data collection area)*	**Pre-Imp. Peak AM**	**Post-Imp. Peak AM**	**Pre-Imp. Peak PM**	**Post-Imp. Peak PM**
Church Rd.	522	395	545	417
Pirie Rd.	175	214	405	398
Vallerio Ave.	362	297	492	559
The Y - Maricopa Hwy	625	341	1000	710
The Y - Intersection	1026	808	1600	1513

Figure 2. Peak hour pedestrian counts.

Sensor Location *(see Numina appendix for photo of data collection area)*	**Pre-Imp. Peak AM**	**Post-Imp. Peak AM**	**Pre-Imp. Peak PM**	**Post-Imp. Peak PM**
Church Rd.	11	15	18	26
Pirie Rd.	7	7	24	25
Vallerio Ave.	12	10	21	21
The Y - Maricopa Hwy	10	6	16	13
The Y - Intersection	50	37	81	88

Figure 3. Peak hour bicycle counts.

Sensor Location *(see Numina appendix for photo of data collection area)*	**Pre-Imp. Peak AM**	**Post-Imp. Peak AM**	**Pre-Imp. Peak PM**	**Post-Imp. Peak PM**
Church Rd.	2	1	3	4
Pirie Rd.	1	1	3	6
Vallerio Ave.	6	5	25	21
The Y - Maricopa Hwy	6	3	25	20

The Y - Intersection	41	34	144	166

Count data to evaluate potential cut-through car traffic onto Cuyama Rd. and Hermosa Rd. will be captured for Month #2.

II. Vehicle Speeds

The City began collecting speed data on Maricopa Highway on Friday, January 9, and will monitor speeds for three weeks. Speed data will be included in Month #2's report.

QUALITATIVE

I. Conflict Zones + Access Points

The City collected the following on-the-ground data between December 12 and January 12.

Nordhoff High School Peak Traffic	
Date/Time: 12/14/2020	
Was stacking in the travel lane at Church Rd. or Pirie Rd. observed?	**N/A**
Did the pickup/dropoff lane function as designed?	**N/A**
Details: School is not in session. Because of COVID-19 restrictions, school may re-start later in the semester.	
Date/Time: 12/22/2020	
Was stacking in the travel lane at Church Rd. or Pirie Rd. observed?	**N/A**
Did the pickup/dropoff lane function as designed?	**N/A**
Details: Same as previous.	
Date/Time: 12/30/2020	
Was stacking in the travel lane at Church Rd. or Pirie Rd. observed?	**N/A**

Did the pickup/dropoff lane function as designed?	**N/A**
Details: Same as previous.	
Date/Time: 1/9/2021	
Was stacking in the travel lane at Church Rd. or Pirie Rd. observed?	**N/A**
Did the pickup/dropoff lane function as designed?	**N/A**
Details: Same as previous.	

Ojai Valley Community Hospital	
Date/Time: 12/18/2020 8am, 530pm	
Was the MRI truck able to enter and exit the hospital without issue?	**Yes**
Were other deliveries/loading uninhibited by the Demonstration Project?	**Yes**
Details: The MRI truck is able to enter and exit the Hospital driveway. Upon exiting the truck driver backs out slowly allowing approaching traffic to stop. The driver proceeds to make a right on Church Rd. then proceeds to make a left on Cuyama Rd. and finally makes a left to return to Maricopa Hwy. Smaller delivery trucks have no issues entering and exiting the Hospital driveway. The City witnessed one larger delivery truck pull over on Maricopa Highway, and turn one pallet into the Hospital on a power-driven pallet mover. The driver said that's easier than pulling in and out for smaller loads, but he pulls in for larger deliveries. The City saw larger food tractor trailers delivering into the parking lot with no change from pre-project.	
Date/Time: 12/22/2020 8am, 530pm	
Was the MRI truck able to enter and exit the hospital without issue?	**Yes**

Were other deliveries/loading uninhibited by the Demonstration Project?	**Yes**
Details: Same as previous.	
Date/Time: 12/30/2020 8am, 530pm	
Was the MRI truck able to enter and exit the hospital without issue?	**Yes**
Were other deliveries/loading uninhibited by the Demonstration Project?	**Yes**
Details: Same as previous.	
Date/Time: 1/9/2021 times vary	
Was the MRI truck able to enter and exit the hospital without issue?	**Yes**
Were other deliveries/loading uninhibited by the Demonstration Project?	**Yes**
MRI truck is in place Wednesdays and Fridays.	

Vons' Shopping Center	
Date/Time: 12/14/2020 times vary	
Could the delivery trucks successfully make turns onto the Hwy. from Carrillo Rd?	**Yes**
Was there stacking in the travel lane at the ingress/egress on the Hwy?	**No**
Details: All delivery trucks have no issues entering S. Carrillo Rd. The larger trucks, upon exiting southbound, occasionally run over the first Zicla delineator at the intersection. This delineator was moved inward in the field, and still is run over by the trucks.	

Date/Time: 12/22/2020 times vary	
Could the delivery trucks successfully make turns onto the Hwy. from Carrillo Rd?	**Yes**
Was there stacking in the travel lane at the ingress/egress on the Hwy?	**No**
Details: Same as previous.	
Date/Time: 12/30/2020 times vary	
Could the delivery trucks successfully make turns onto the Hwy. from Carrillo Rd?	**Yes**
Was there stacking in the travel lane at the ingress/egress on the Hwy?	**No**
Details: Same as previous.	
Date/Time: 1/9/2021 times vary	
Could the delivery trucks successfully make turns onto the Hwy. from Carrillo Rd?	**Yes**
Was there stacking in the travel lane at the ingress/egress on the Hwy?	**No**
Details: Same as previous.	

OVSD & Casitas Water District Access	
Date/Time: 12/18/2020 times may vary	
Did either District experience difficulty accessing manholes?	**No**

Details: OVSD hasn't had the need to access any manholes on Maricopa for routine or emergency maintenance or repairs. CMWD has not had to access any water lines or water valves for routine or emergency maintenance or repairs.

Date/Time: 12/23/2020 times may vary	
Did either District experience difficulty accessing manholes?	**No**
Details: OVSD hasn't had the need to access any manholes on Maricopa for routine or emergency maintenance or repairs. CMWD had a water main break on the northeast corner of Cuyama Rd./Maricopa Hwy. Pipeline crew had to expose and access a water valve near the Meadows Area on the northerly side of Maricopa Hwy. They had no issues parking their truck in diagonally striped area. There was no interference with the travel lane or bike lane.	

Date/Time: 12/30/2020 times may vary	
Did either District experience difficulty accessing manholes?	**No**
Details: OVSD hasn't had the need to access any manholes on Maricopa for routine or emergency maintenance or repairs. CMWD has not had to access any water lines or water valves for routine or emergency maintenance or repairs.	

Date/Time: 1/9/2021 times may vary	
Did either District experience difficulty accessing manholes?	**No**
Details: Same as previous.	

U-Turns	
Did cars comply with the prohibited u-turns?	**Yes**

Details: For the most part all drivers are complying with the “No U-Turn” signs. Occasionally I have observed 1 or 2 drivers making u-turns in prohibited areas.

II. Collisions/Near-Collisions

Location	**Vehicles Involved** (car on bike, car on car, car on ped, bike on ped, etc.)	**Injuries**	**Nature of Collision** (time of day, direction of travel, etc.)
Exiting NHS driveway at Church Rd.	Bike on car	Injuries not reported. No police report.	Bike incident, woman hit car exiting NHS driveway at Church Rd., (biking SB on 1-way NB side) time of day not reported

III. Public Comment Summary

Email

Below are comments the consultant team received via email, some directly via email and others forwarded to the team by the City from the community’s Nextdoor platform (to which the consultant team does not have access). The comments are either summations of feedback, or direct quotes.

Critique

Additional Signage/General Confusion

- Cars are not used to looking in the opposite direction of car travel for bikes. Cars are exiting the school at Pirie Rd. and are not aware of the bi-directional bikeway segment.
- What bikes are supposed to do when the two-way segment ends on either side is confusing.
- More signage is needed for people to understand what is bike space and what is car space.
- Delivery trucks are confused about where to pull in, if not all the way up to the curb.

Parking

- People parking close to traffic in the 8’ parking lane is perceived as dangerous, especially when their doors are opening a little into the travel lane.
- Parallel parking will cause congestion.

Aesthetics

- “The green paint needs to be brighter.”

- “It doesn’t fit the character of Ojai.”
- “Trees should be planted in the sidewalks, not in the middle of the road.”

Increased Congestion
- Cars will be stopping traffic to make the turn at Church Rd.
- Concerned that Arbolada and Descanso traffic will increase as people try to avoid Maricopa.

Emergencies
- “Where are people supposed to pull over for emergency vehicles?”
- “There will be major traffic jams during school peak hours and large events.”
- Concerns about the use of the emergency access lane.

General Safety
- “It will make it more dangerous to pick up kids.”
- Bicyclists are more likely to be hit now at intersections, because they were more easily seen when they were right next to cars.
- Seniors will have a hard time making left turns now with just one lane of traffic.
- Bicyclists and pedestrians could hit or trip on the delineators.

Maintenance
- “Who will maintain the project?”

Miscellaneous
- “Kids won’t ride their bikes to school.”
- Just a painted bike lane, no parking at all, with beacons that turn red to fully stop cars at crosswalks (flashing beacons don’t work) would be better.
- Allow a u-turn at the Church Rd. school entrance.
- Put in stop lights at Church Rd. and Vallerio Ave.
- Consider lighting the edges of the bike lane at intersections.

Support
(all direct quotes)

- I am very happy to have the bike lane, but don’t think it needs a full travel lane.
- I appreciate the attempts to provide more safety for cyclists in Ojai.
- I love the redesign. It's reduced the ability to speed through the school zone anymore and lives will be saved in the long run. I never understood why a four-lane road was needed through that little stretch anyway. It's not any busier than anywhere else in the valley and it's the only one for miles. In my humble opinion, any resistance to it can be put down to our inability to accept a change from what we've grown used to, exacerbated by these uncertain times.
- My sister and I are daily walkers at the Meadows as well as doing most of our local errands along that road and we love it. We feel safer both driving and walking.

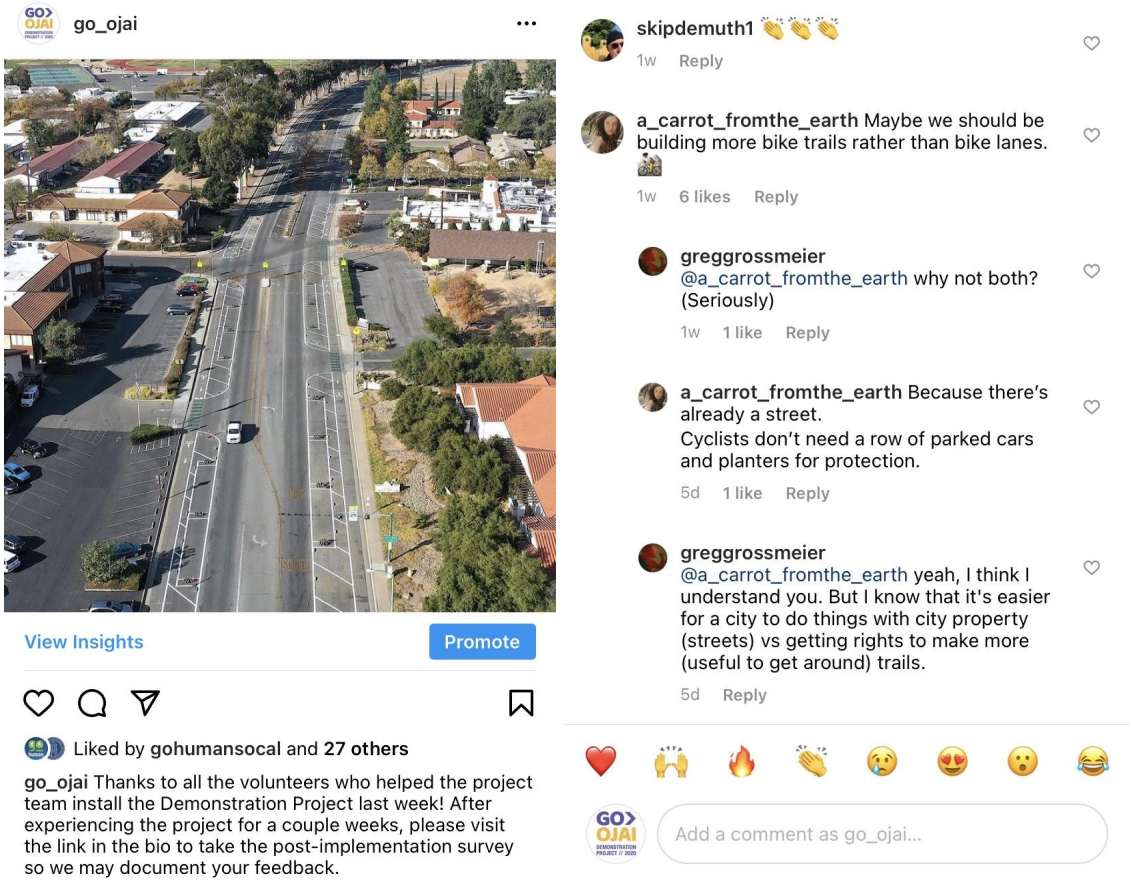
- I can't wait to start using it to bike downtown from Meiners Oaks. I've been looking for ways to avoid that stretch to get to the main bike trail.
- I love the design - we live in the neighborhood and are daily users of the Meadows. We feel safer. Thank you for your work on this.
- I don’t know why people have been complaining about the project. I think that with COVID so much has been out of control that they are reacting strongly to any changes in anything. This project has been well-conceived and executed beautifully.
- "I live in the city of Ojai (~20 years) and am currently on the board for the Ojai Fire Safe Council. I volunteered to assist with the setup on the ATP during the initial implementation. I continue to believe in this project as an improvement to our city's infrastructure.
- Not surprisingly, I have heard some dissenting opinions about the project which is fine. Improvements to the design should be considered and implemented. But lately it seems there are some loud voices and some organized collation forming in opposition. Social media is fanning the flames.
- Please stay the course and let the evaluation process be completed. We need courage and vision to help Ojai become the best version of itself in the years ahead."
- I think the new lanes and planters are beautiful and I love that I get to live in a place that prioritizes the safety of all of its residents, not just the ones who view the world from the inside of a metal cage with wheels. I can't wait to take another gasoline-free ride to the Preserve soon. Thanks to all the volunteers who made this happen!
- We're talking about a 3/4 mile stretch of road with a ton of bicycle and pedestrian traffic from Meiner's Oaks to the Ojai Valley Trail and Ojai with no other safe option - bicyclists will no longer have to chance it on Cuyama, where I'll remind you, someone was just killed by a driver earlier this summer - and they'll have a SAFE, buffered bike lane. And what a great improvement for kids traveling to and from the school there.
- Evidence from all over the world tells us that these kinds of safety enhancements dramatically improve travel for everyone (including cars because they tend to lead to fewer people feeling that a motor vehicle is the only safe option) at very minimal financial cost and impact on travel times. It's a pretty logical progression to from less cars to less traffic, don't you think?

Survey

See attached results, with **406 total responses** as of Saturday, January 9th, 2021, with a 100% completion rate. The most responses were collected on Monday, December 14 - Wednesday, December 16, and on Sunday, January 3.

Social Media

The post of the completed project garnered **28 likes, and five comments**, by far the most interaction since the account's first post on April 15, 2020. Below are images of the post and comments.



Mitigation

The table on the following page details any damaged or completely destroyed physical barriers, as well as any additions or alterations of delineator placement since project installation.

Monitoring Period: Dec. 11, 2020 - Jan. 9, 2021			
	Damaged | Location (plants in need of water?)	**Replaced | Location** (due to wear and tear)	**Additions/Alterations** (specify location)
Zicla Delineators	No damage to delineators. Delineators are hit where u-turns are being attempted.	City is considering removing the last delineator before the SB right turn lane at Ojai Ave.	Delineators in the SB lane past the trolley stop by the high school were all moved 12' from curb face to Carrillo St.; All the delineators were moved 10'6' from curb face from Carillo to the Vons' entrance; NB delineators from trolley stop to Pirie Rd. were all moved 10'6" from curb face; Delineators were all moved 10'6" from curb face south of Church Rd. NHS entrance, tapering to 12' in front of the dropoff/pickup zone (to avoid three-point u-turns).
Zicla Planters	19 planters have been damaged in the SB direction between El Roblar Rd. and NHS northerly driveway. 7 planters have been damaged NB direction between Church Rd. and Cuyama Rd.	8 planters were replaced at various locations.	Additional damaged planters have been repaired with duct tape and replanted.

	1 planter was hit SB direction at the Ben Franklin driveway.		
White & Green Paint	N/A	N/A	Forest Green paint is being replaced with high visibility green paint at all conflict zones.
Plants	N/A	All plants have been placed back in hit/damaged planters.	N/A

Additional Mitigation/Adjustments:

The City has installed new signage to make the two-way bike lane segment more visible to drivers, and to help guide bicyclists in the use of the two-way segment. There has been minimal tampering with the signs.

- Signs to look for the two-way bike lane have been installed at Church, Pirie, and the NHS staff parking lot (laminated signs).
- Laminated signs were installed to encourage bicyclists to use caution crossing the driveways when headed in the contra-flow direction in the two-way segment.
- Laminated signs, stapled to “no parking” sign posts, have been installed at each end of the two-way lane: “Caution: Two-Way Bike Lane Begins”, Caution: Two-Way Bike Lane Ends”, “Use Crosswalk” with right arrow

The City will be updating the flyers and sandwich boards that are along the corridor, and installing an additional informational sign emphasizing the temporary nature of the project. The City has also updated the FAQ on the project webpage (attached).

U-turns have been allowed at Church Rd. which has resulted in 3-point turns due to cars not wanting to mount the delineators.

Miscellaneous

The City is considering design changes in front of the gas station at Carrillo Rd. (Northbound). In the project design, which matches the permanent design, there are no radii at the driveways in front of the gas station, but rather 90 degree angled striping. Radii have been provided by repositioning the

delineators. The existing roadway striping was also solid at the curb cuts, and had to be covered in the field with gray spray marking paint to provide an adequate gap between the buffer segments.

Numina Multimodal Activity Report

City of Ojai Maricopa Highway Demonstration Project

Table of Contents

Key Findings

Analysis of activity for the pre-intervention includes November 8 - December 6 2020 and the post-intervention December 11 - January 8 2020.

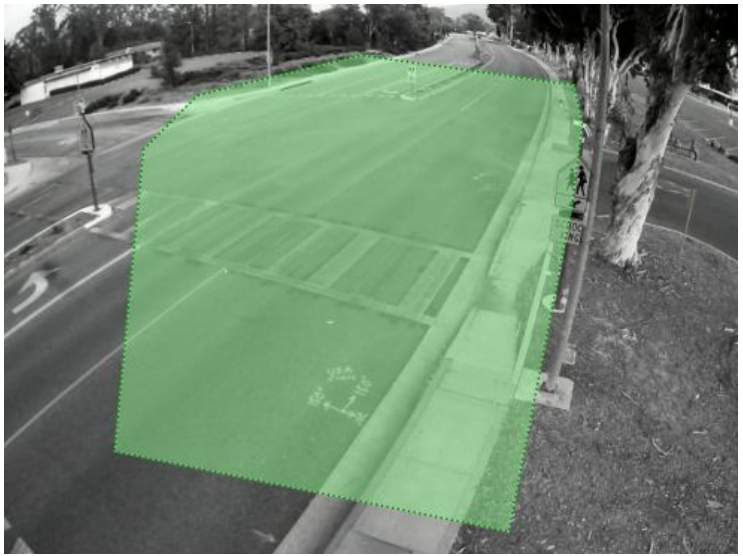
- Car activity decreased on average by 7% after the intervention
- Pedestrian activity increased on average by 28% after the intervention, with some locations increasing by as much as 86%.
- Bicycle activity increased on average by 19% after the intervention, with some locations registering increases as high as 48%.
- Truck activity increased on average by 10% after the intervention
- Bus activity increased on average by 16% after the intervention
- Dwell times have not increased along the corridor, with a decrease in dwell times shown at Church Rd.

*The above averages do not include data from The Y - Intersection sensor or The Y - Maricopa Hwy sensor.

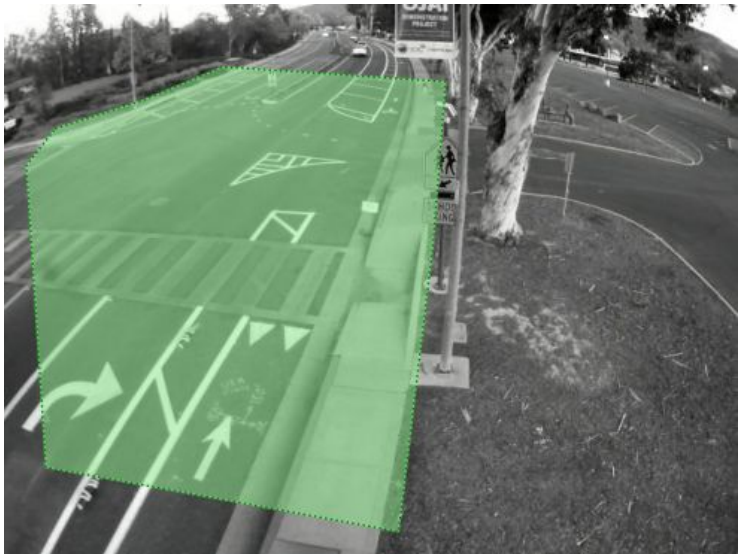
Church Road Sensor View

The following slides examine the Coverage Area Behavior Zone, shown in green below.

Pre Intervention



Post Intervention

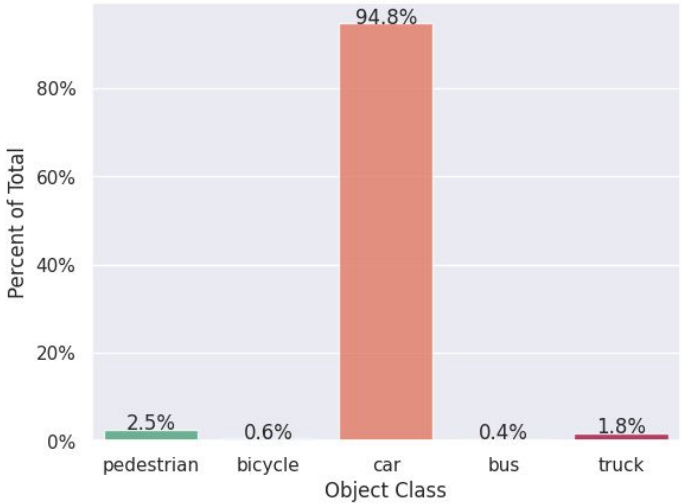


Church Road

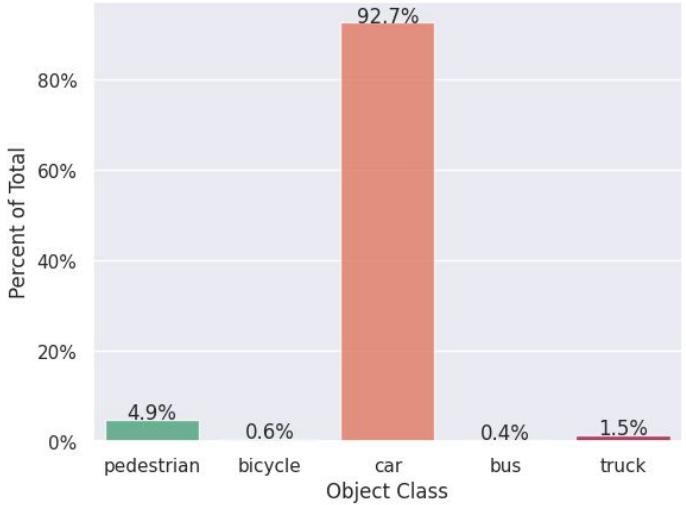
How did mode split change?

The majority of the activity for this sensor is comprised of **cars**. After the intervention, **pedestrians increased by 2.4%, and cars decreased by 2.1%.** Bicycles, buses, and trucks remained generally the same.

Pre Intervention



Post Intervention



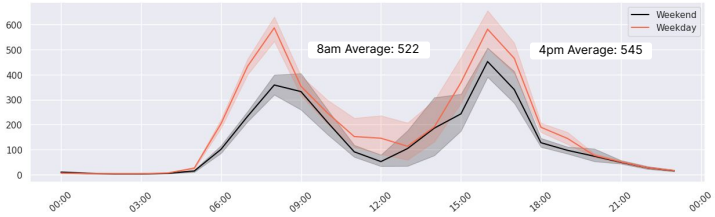
Church Road

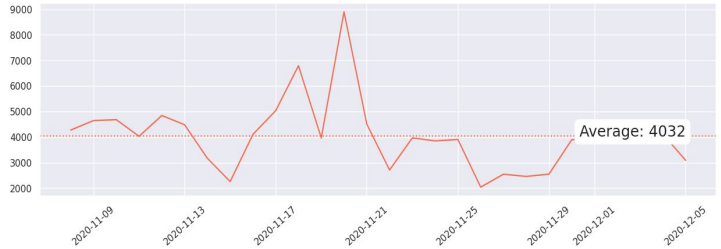
How did counts of cars change?

Car activity on average peaks at 8am pre-intervention and 4pm post-intervention on the weekdays.

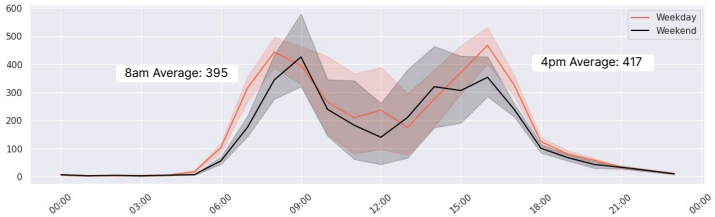
The average number of cars passing through the coverage area decreased by 7%.

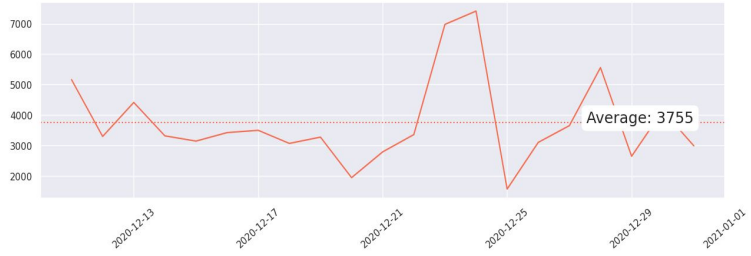
Pre Intervention





Post Intervention





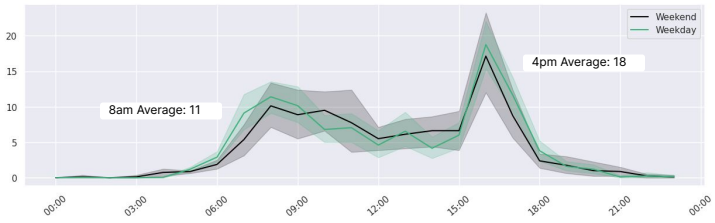
Church Road

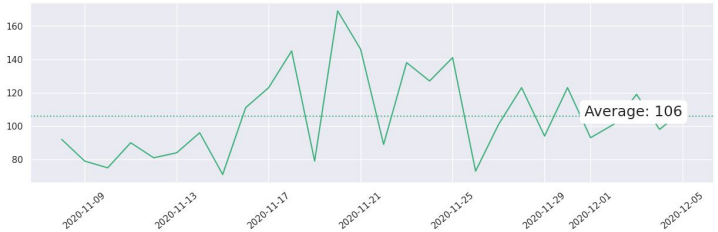
How did counts of pedestrians change?

Pedestrian activity on average peaks at 4pm on the weekdays.

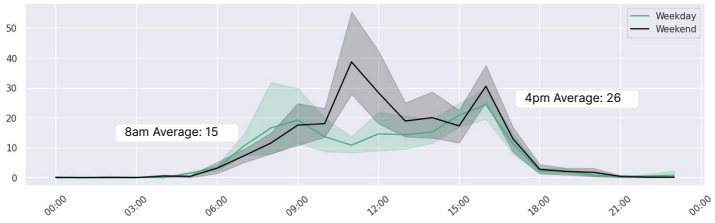
The average number of pedestrians passing through the coverage area increased by 86%.

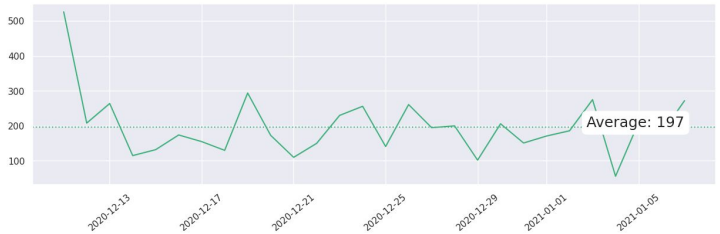
Pre Intervention





Post Intervention





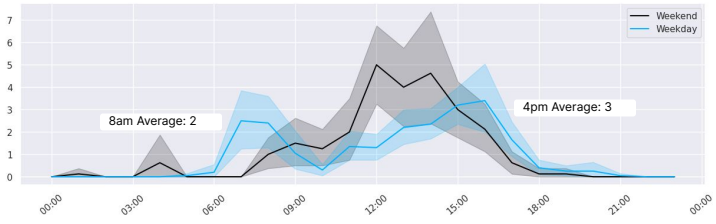
Church Road

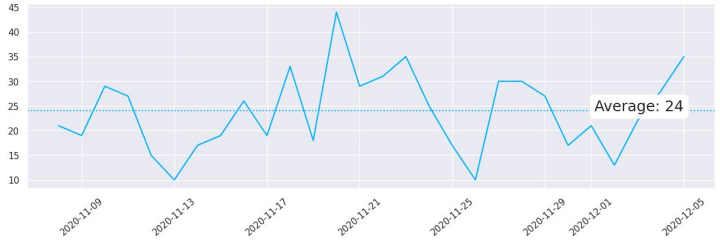
How did counts of bicycles change?

Bicycle activity on average peaks at 4pm on the weekdays.

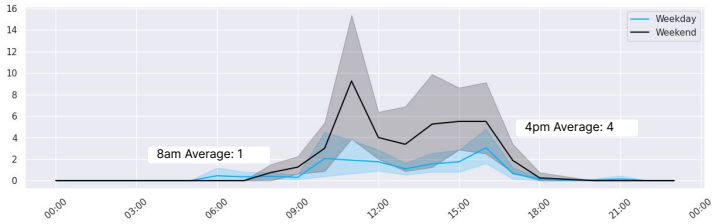
The average number of bicycles passing through the coverage area decreased by 4%.

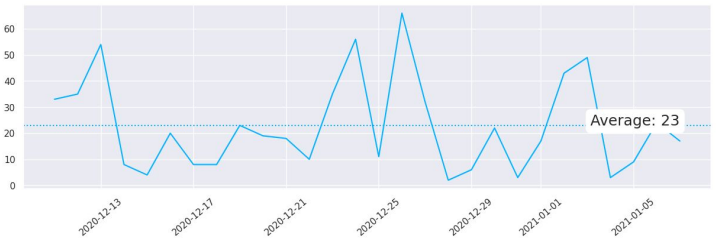
Pre Intervention





Post Intervention





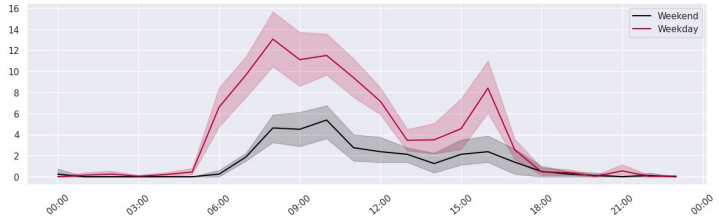
Church Road

How did counts of trucks change?

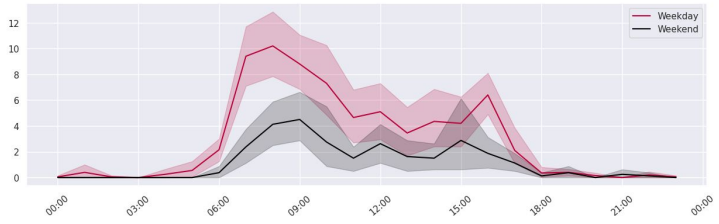
Truck activity on average peaks at 8am on the weekdays.

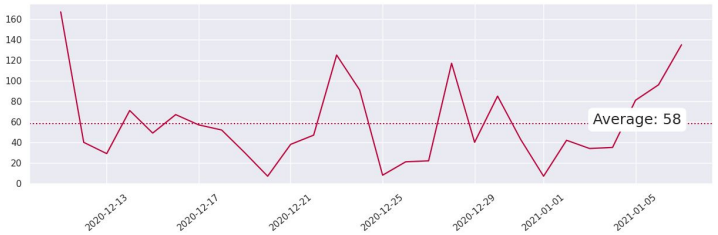
The average number of trucks passing through the coverage area decreased by 24%.

Pre Intervention



Post Intervention





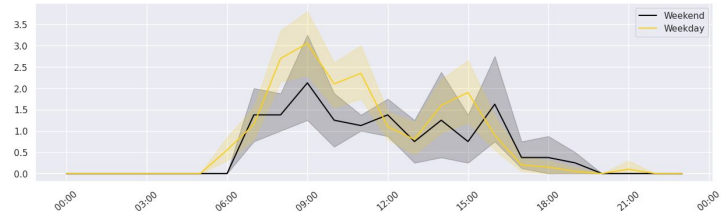
Church Road

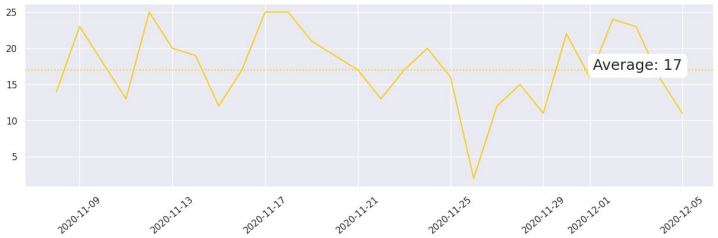
How did counts of buses change?

Bus activity on average peaks at 9 am pre-intervention and 10am post-intervention on the weekdays.

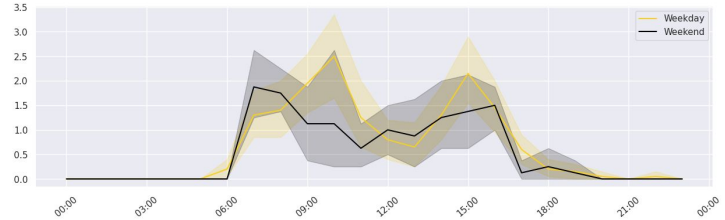
The average number of buses passing through the coverage area decreased by 12%.

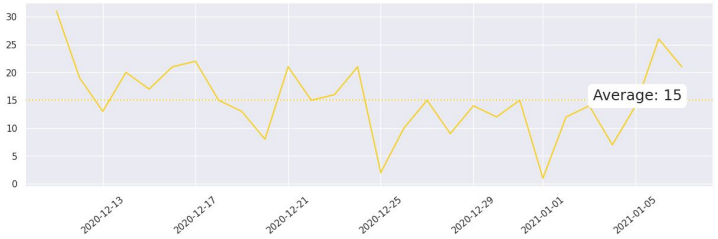
Pre Intervention





Post Intervention

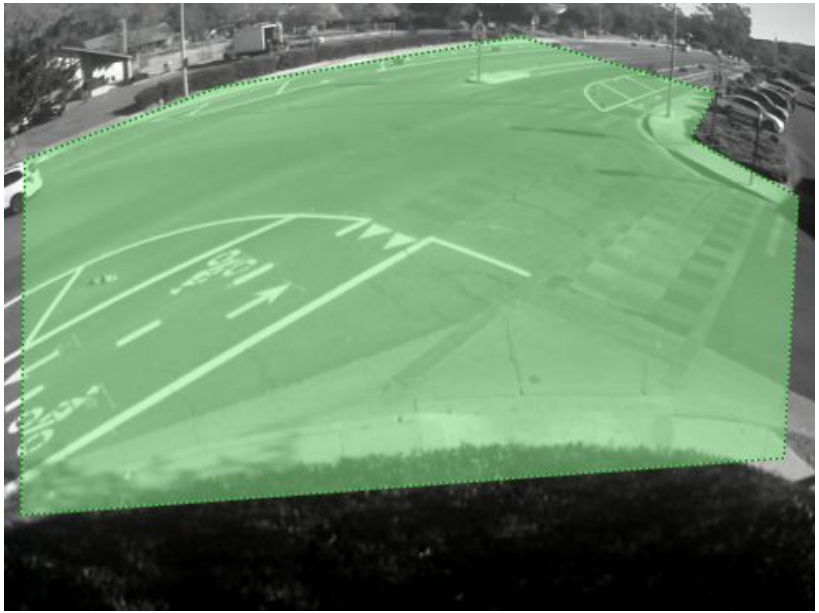




Vallerio Ave Sensor View

The following slides examine the Coverage Area Behavior Zone, shown in green below.

Pre / Post Intervention

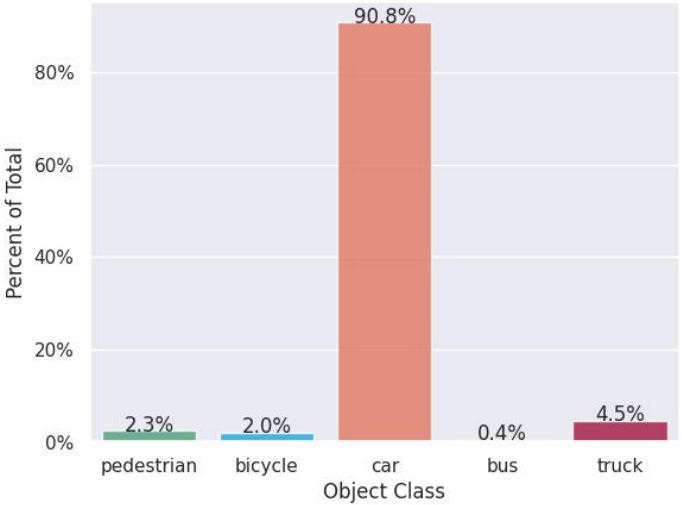


Vallerio Avenue

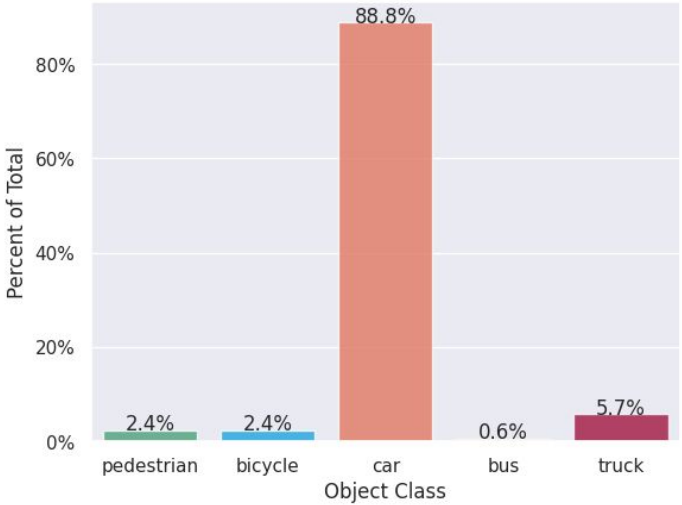
How did mode split change?

The majority of the activity for this sensor is comprised of **cars**. After the intervention, **cars decreased by 2% and trucks increased by 1.2%.** Pedestrians**,** bicycles, and buses remained generally the same.

Pre Intervention



Post Intervention



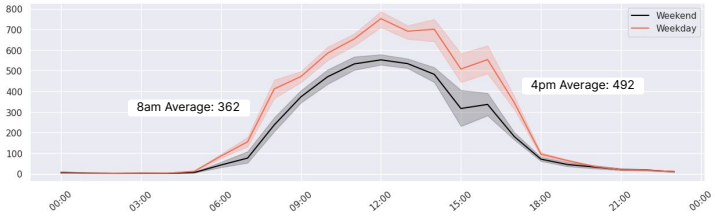
Vallerio Avenue

How did counts of cars change?

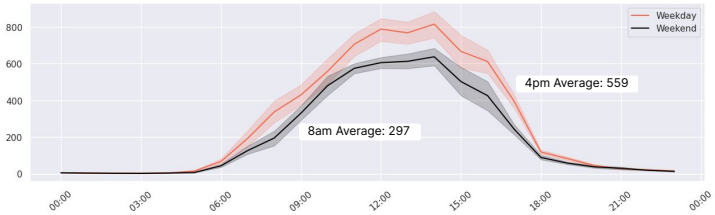
Car activity on average peaks at 12pm pre-intervention and 2pm post-intervention on the weekdays.

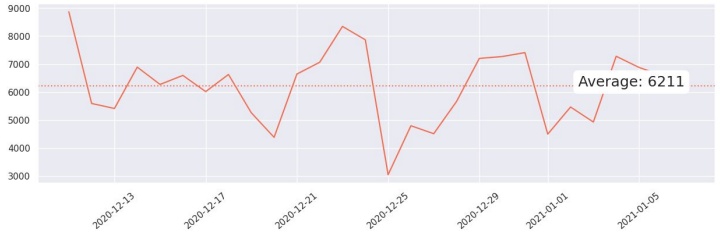
The average number of cars passing through the coverage area increased by 10%.

Pre Intervention



Post Intervention





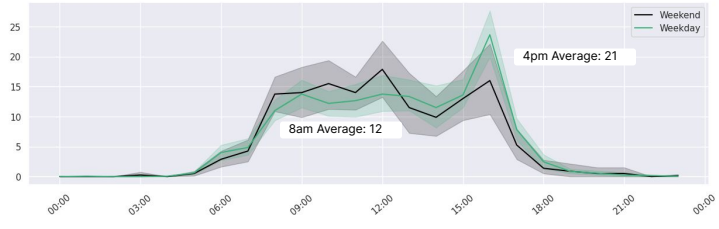
Vallerio Avenue

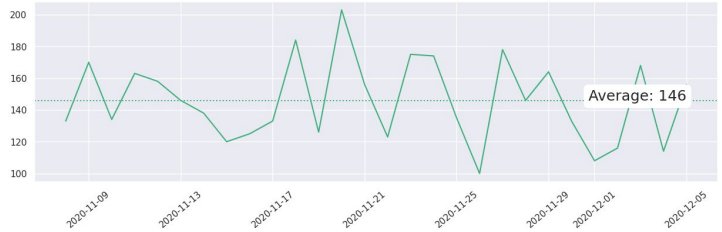
How did counts of pedestrians change?

Pedestrian activity on average peaks at 4pm on the weekdays.

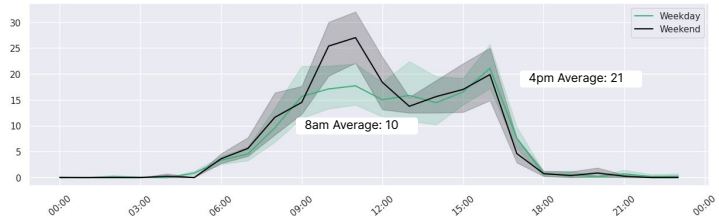
The average number of pedestrians passing through the coverage area increased by 14%.

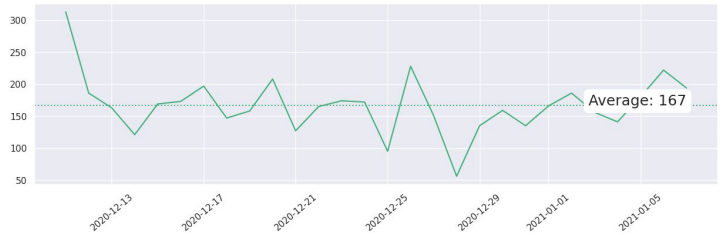
Pre Intervention





Post Intervention





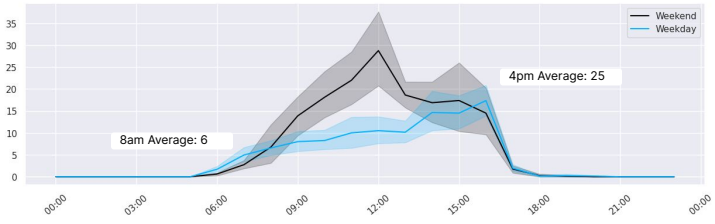
Vallerio Avenue

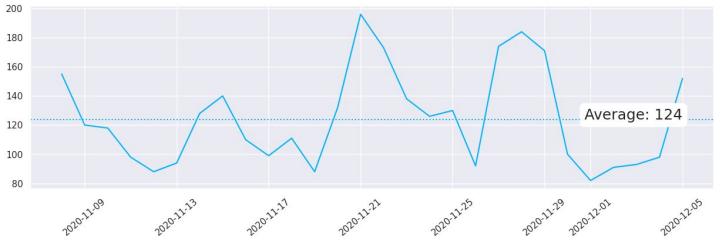
How did counts of bicycles change?

Bicycle activity on average peaks at 4pm on the weekdays.

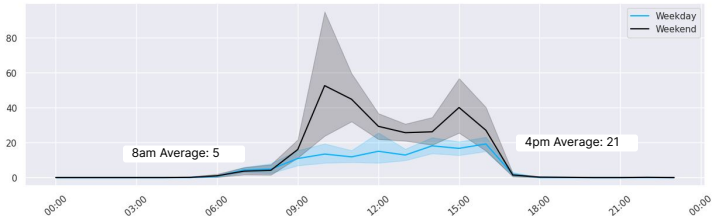
The average number of bicycles passing through the coverage area increased by 37%.

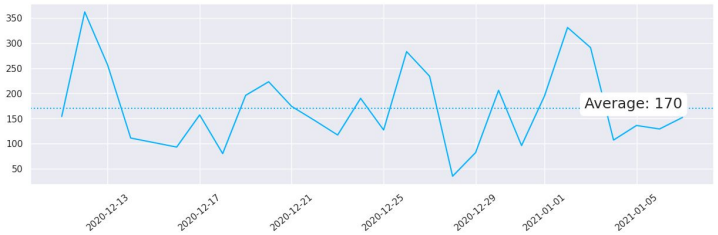
Pre Intervention





Post Intervention





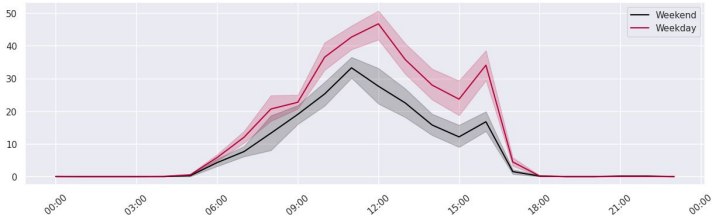
Vallerio Avenue

How did counts of trucks change?

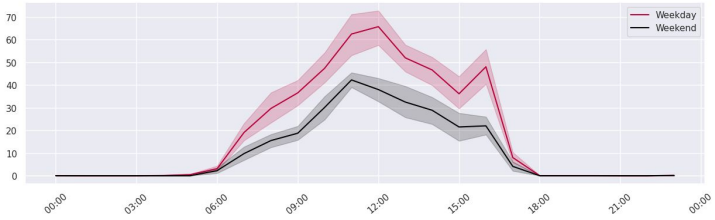
Truck activity on average peaks at 12pm on the weekdays.

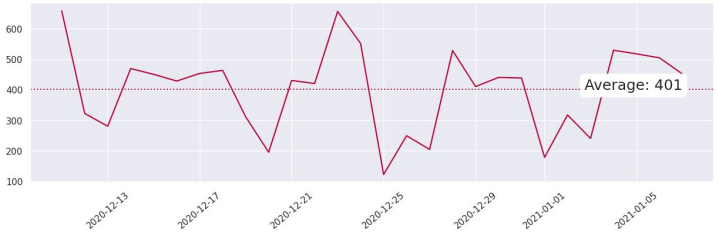
The average number of trucks passing through the coverage area increased by 43%.

Pre Intervention



Post Intervention





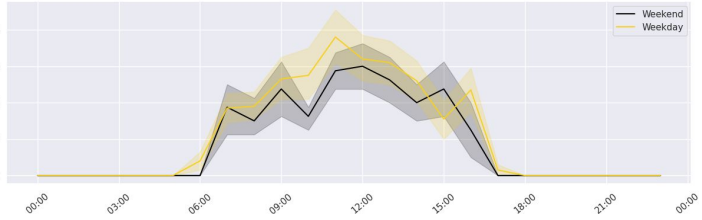
Vallerio Avenue

How did counts of buses change?

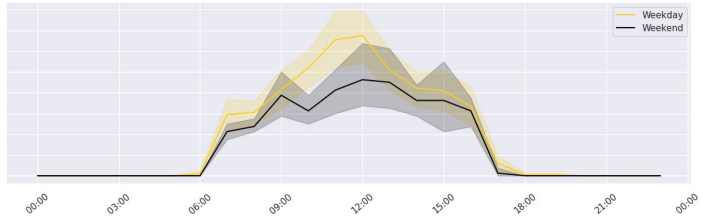
Bus activity on average peaks at 11 am pre-intervention and 12pm post-intervention on the weekdays.

The average number of buses passing through the coverage area increased by 72%.

Pre Intervention



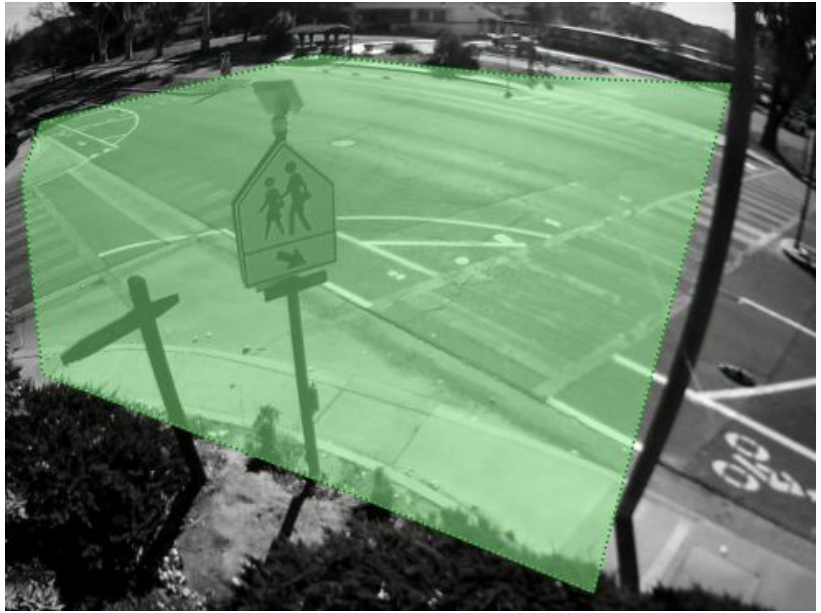
Post Intervention



Pirie Road Sensor View

The following slides examine the Coverage Area Behavior Zone, shown in green below.

Pre / Post Intervention

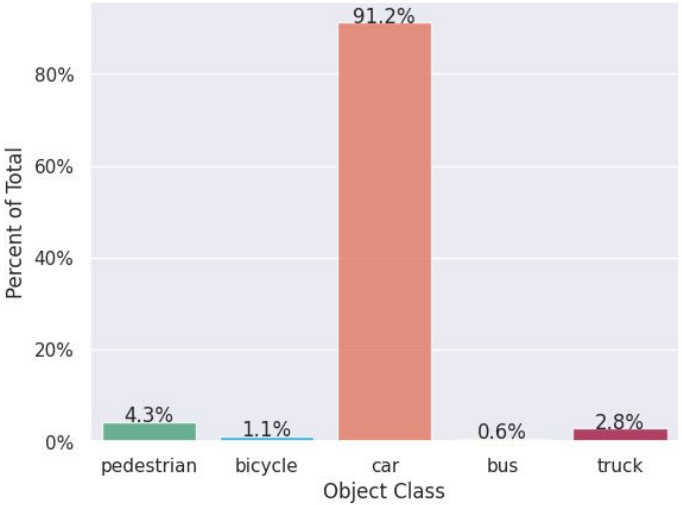


Pirie Road

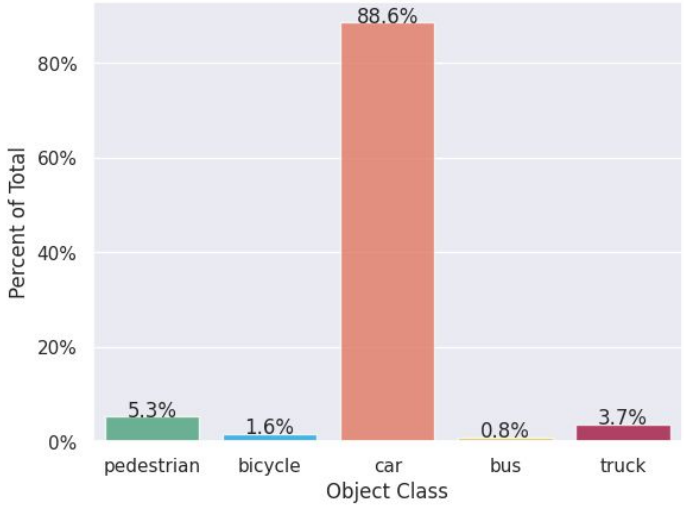
How did mode split change?

The majority of the activity for this sensor is comprised of **cars**. After the intervention, **cars decreased by 2.6%.** Pedestrians**,** bicycles, buses, and trucks remained generally the same.

Pre Intervention



Post Intervention



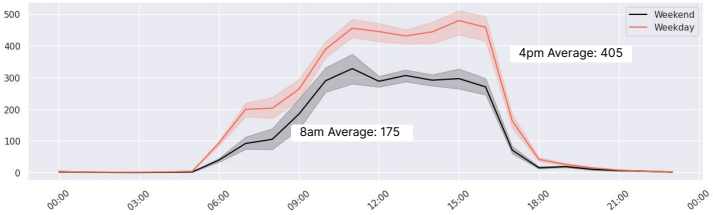
Pirie Road

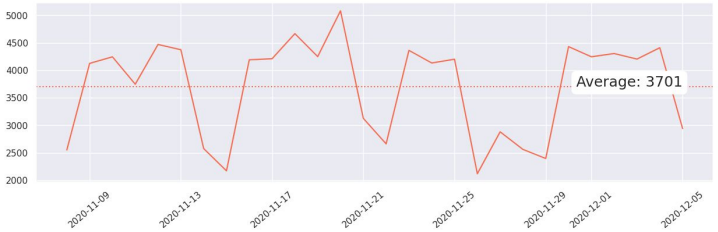
How did counts of cars change?

Car activity on average peaks at 3pm pre-intervention and 12pm post-intervention on the weekdays.

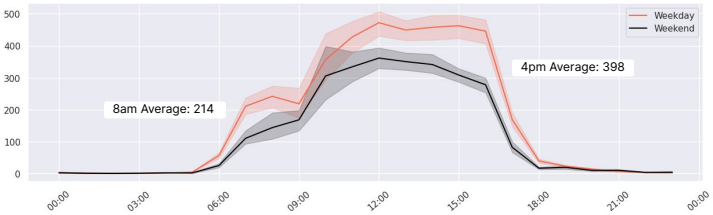
The average number of cars passing through the coverage area increased by .8%.

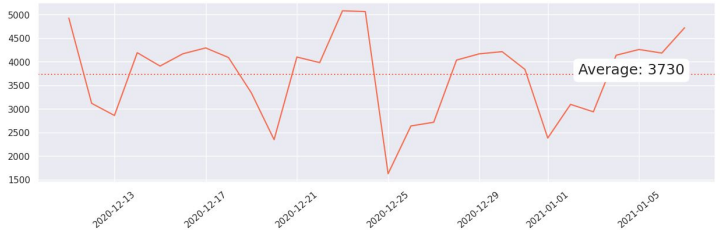
Pre Intervention





Post Intervention





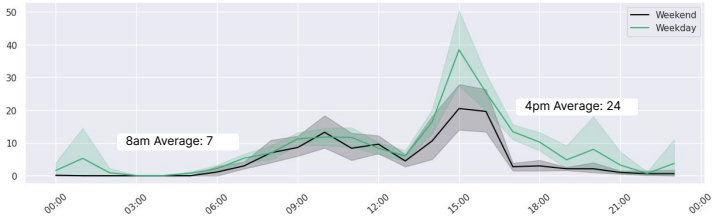
Pirie Road

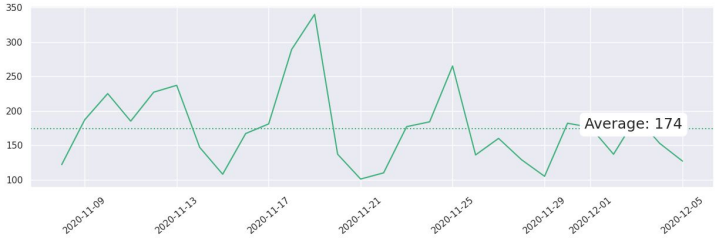
How did counts of pedestrians change?

Pedestrian activity on average peaks at 3pm pre-intervention and 11am post-intervention on the weekdays.

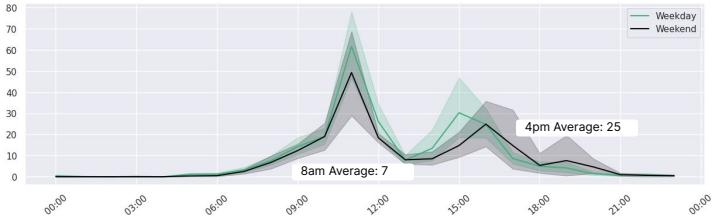
The average number of pedestrians passing through the coverage area increased by 28%.

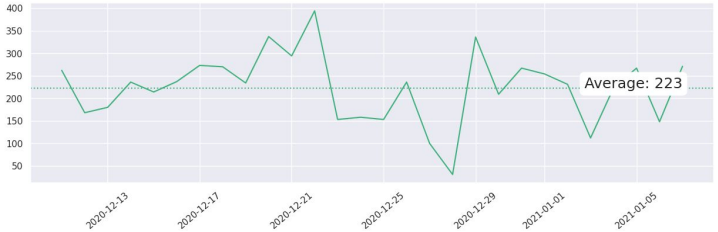
Pre Intervention





Post Intervention





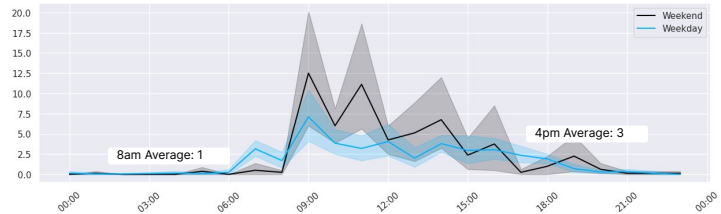
Pirie Road

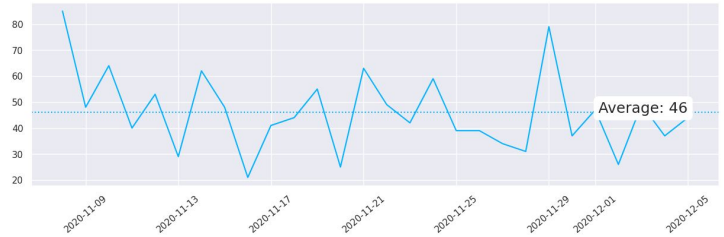
How did counts of bicycles change?

Bicycle activity on average peaks at 9am on the weekdays.

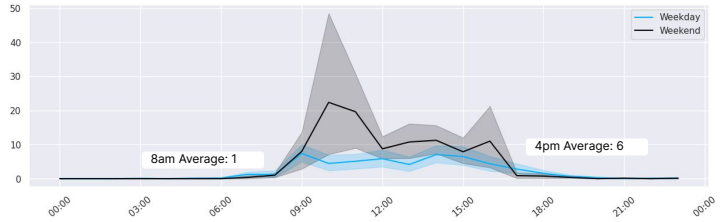
The average number of bicycles passing through the coverage area increased by 48%.

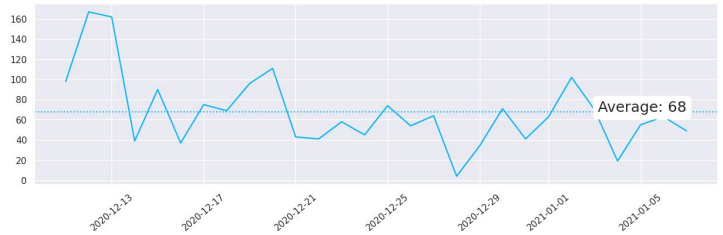
Pre Intervention





Post Intervention





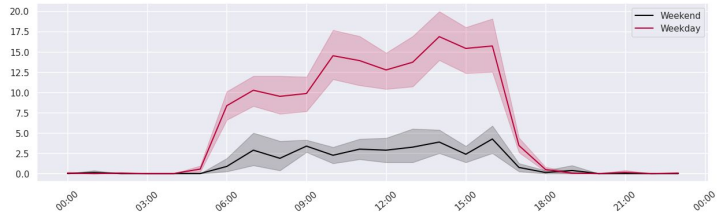
Pirie Road

How did counts of trucks change?

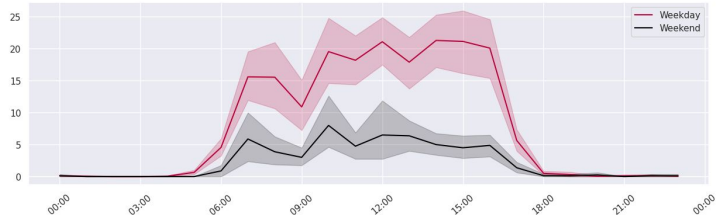
Truck activity on average peaks at 2pm on the weekdays.

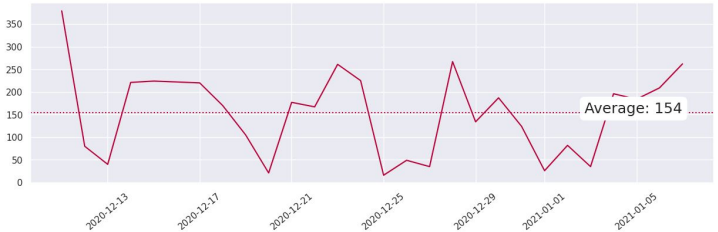
The average number of trucks passing through the coverage area increased by 36%.

Pre Intervention



Post Intervention





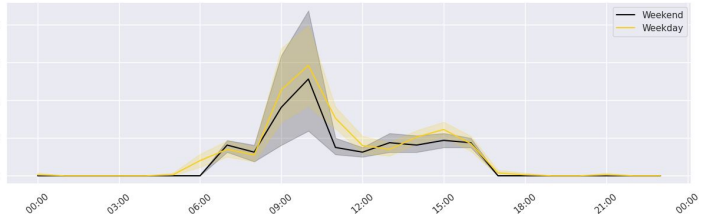
Pirie Road

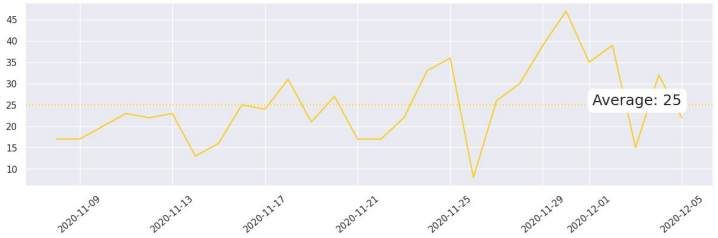
How did counts of buses change?

Bus activity on average peaks at 10 am on the weekdays.

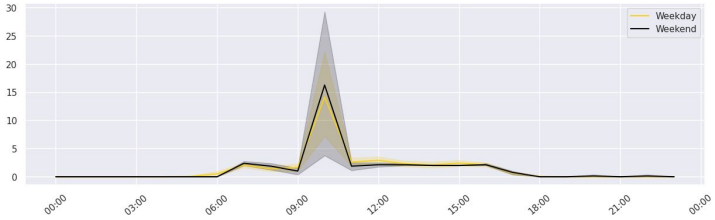
The average number of buses passing through the coverage area increased by 40%.

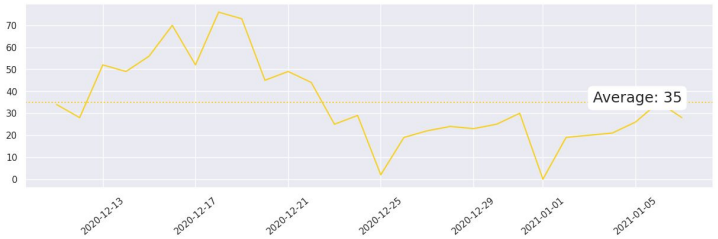
Pre Intervention





Post Intervention

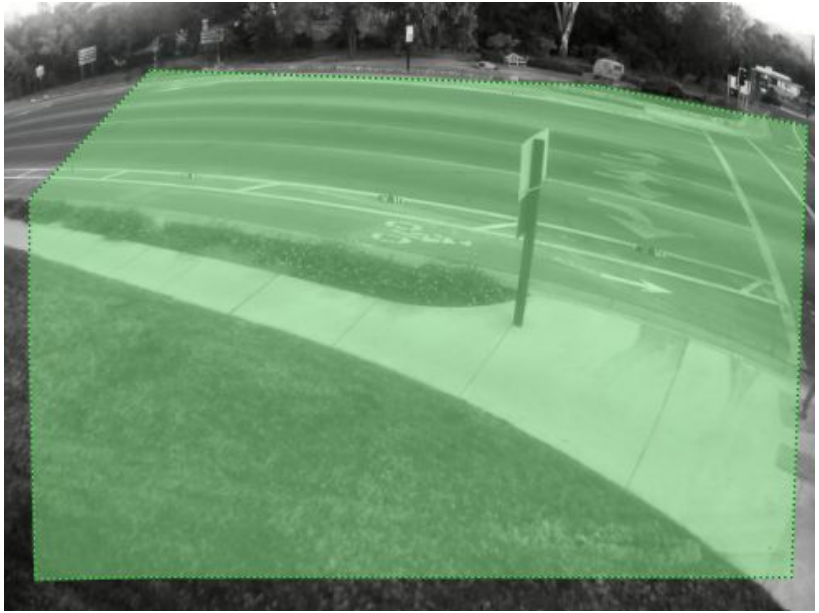




The Y - Maricopa Hwy Sensor View

The following slides examine the Coverage Area Behavior Zone, shown in green below.

Pre / Post Intervention

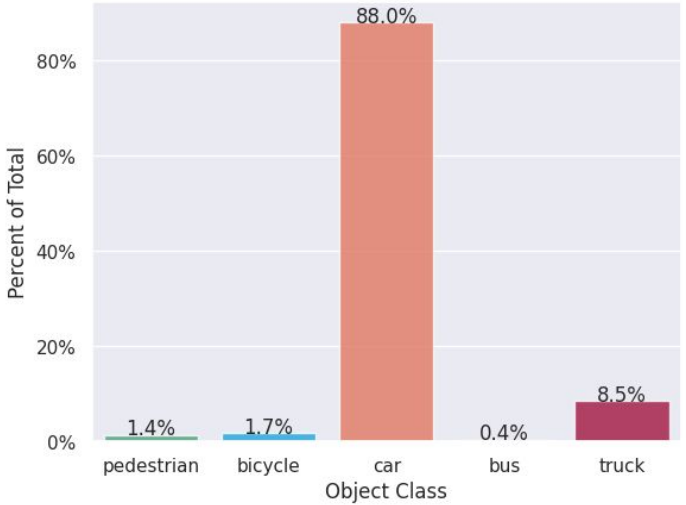


The Y - Maricopa Hwy

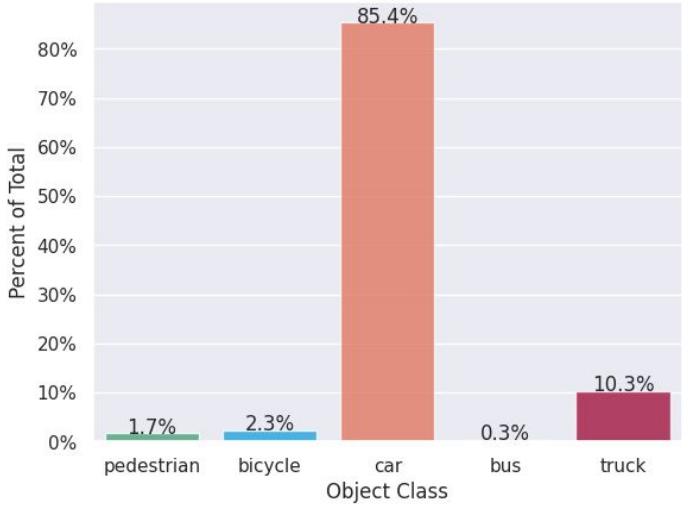
How did mode split change?

The majority of the activity for this sensor is comprised of **cars**. After the intervention, **cars decreased by 2.6% and trucks decreased by 1.8%.** Pedestrians**,** bicycles, and buses remained generally the same.

Pre Intervention



Post Intervention



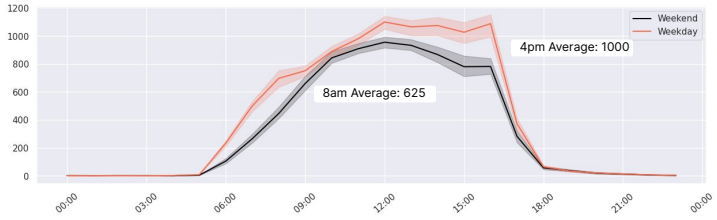
The Y - Maricopa Hwy

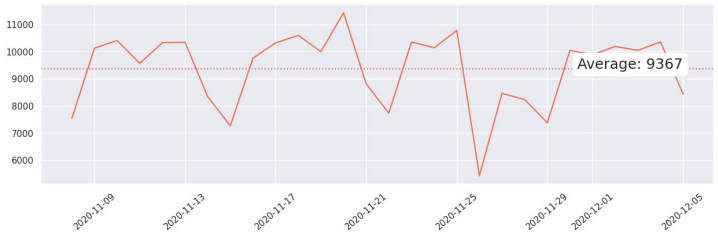
How did counts of cars change?

Car activity on average peaks at 12pm pre-intervention and 2pm post-intervention on the weekdays.

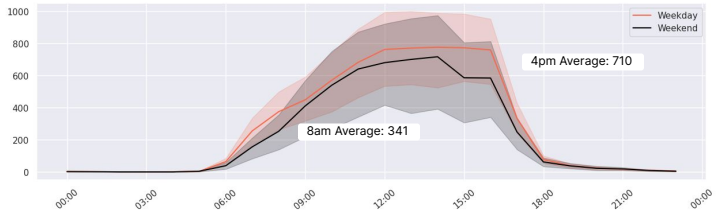
The average number of cars passing through the coverage area decreased by 31%.

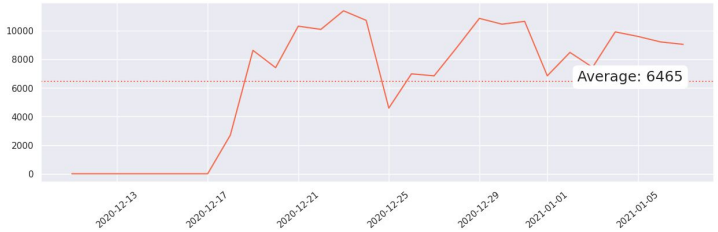
Pre Intervention





Post Intervention





Sensor offline from 12/11 - 12/17 due to power issues at the pole.

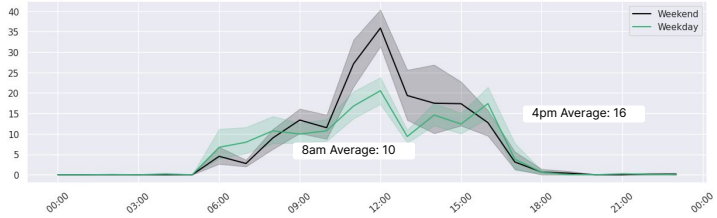
The Y - Maricopa Hwy

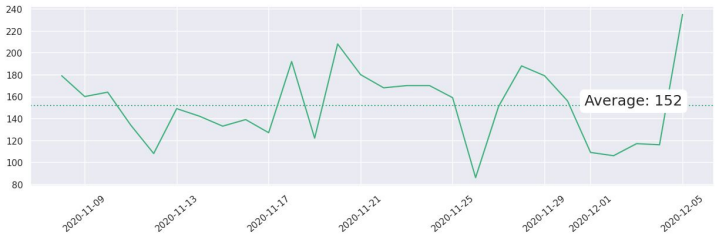
How did counts of pedestrians change?

Pedestrian activity on average peaks at 12pm on the weekdays.

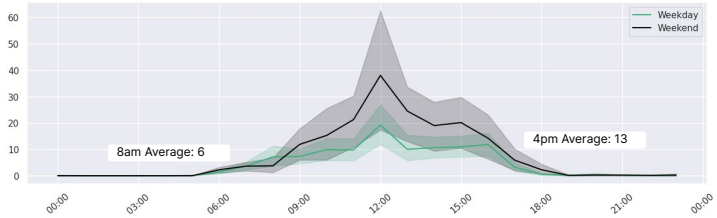
The average number of pedestrians passing through the coverage area decreased by 16%.

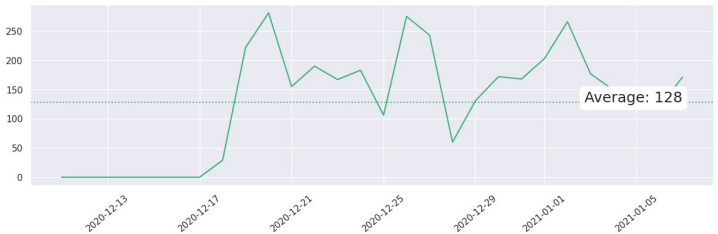
Pre Intervention





Post Intervention





Sensor offline from 12/11 - 12/17 due to power issues at the pole.

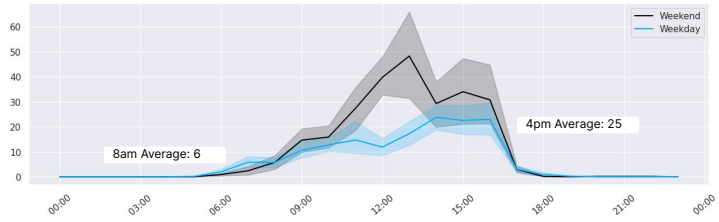
The Y - Maricopa Hwy

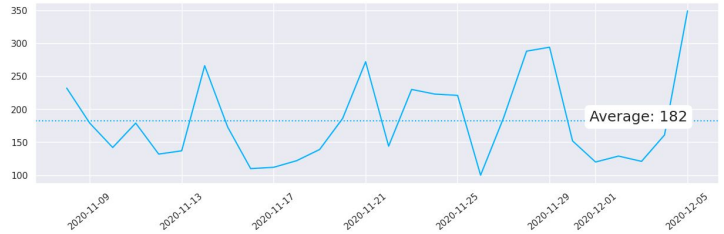
How did counts of bicycles change?

Bicycle activity on average peaks at 2pm on the weekdays.

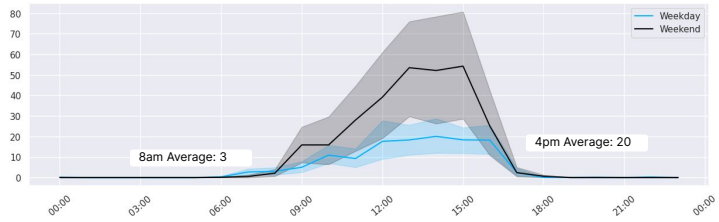
The average number of bicycles passing through the coverage area decreased by 5%.

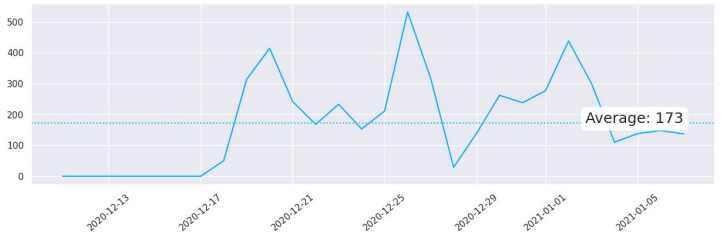
Pre Intervention





Post Intervention





Sensor offline from 12/11 - 12/17 due to power issues at the pole.

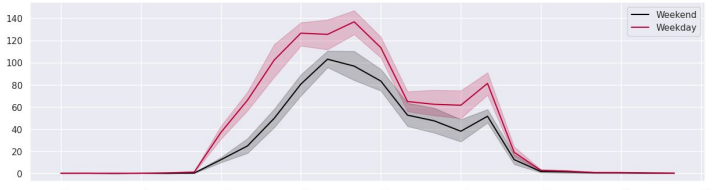
The Y - Maricopa Hwy

How did counts of trucks change?

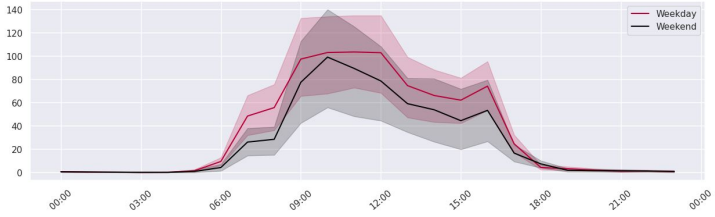
Truck activity on average peaks at 11am on the weekdays.

The average number of trucks passing through the coverage area decreased by 14%.

Pre Intervention



Post Intervention



Sensor offline from 12/11 - 12/17 due to power issues at the pole.

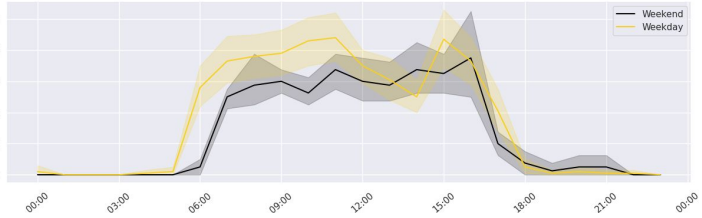
The Y - Maricopa Hwy

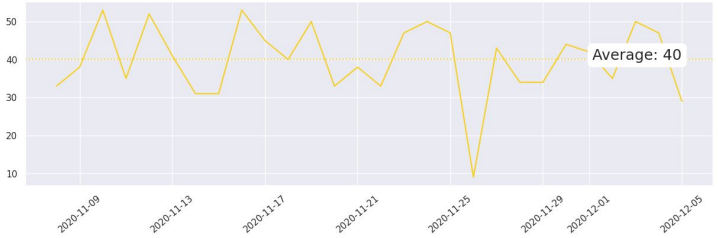
How did counts of buses change?

Bus activity on average peaks at 11am pre-intervention and 3pm post-intervention on the weekdays.

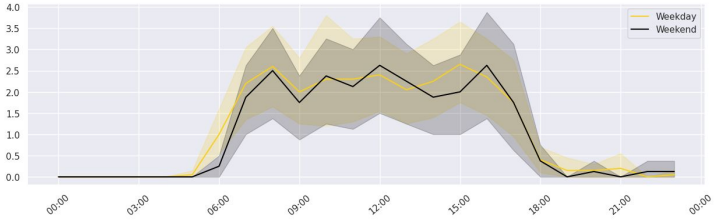
The average number of buses passing through the coverage area decreased by 35%.

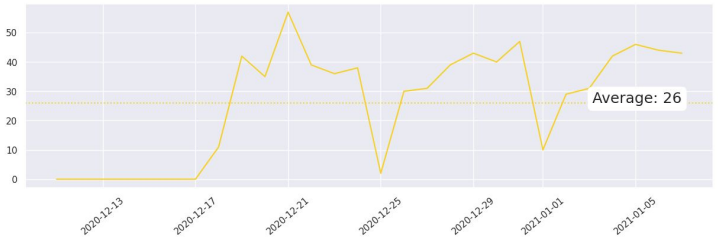
Pre Intervention





Post Intervention



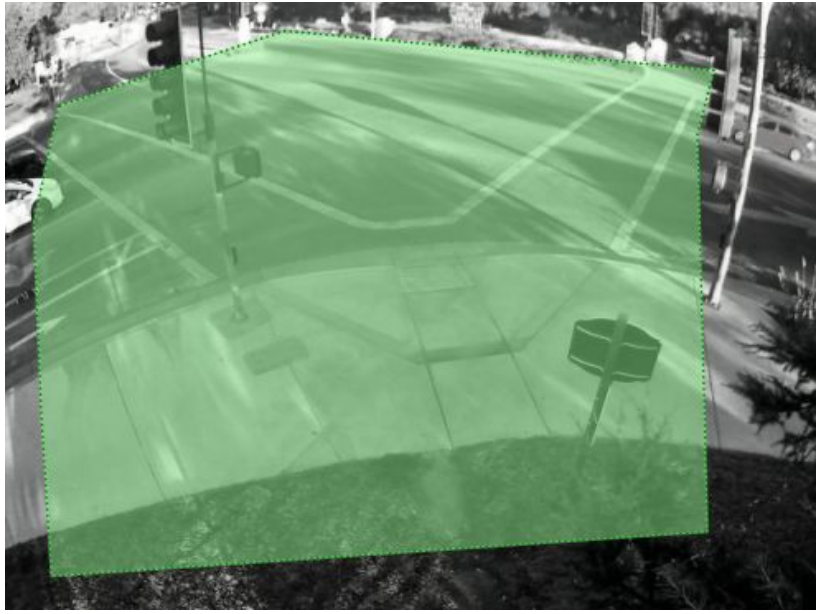


Sensor offline from 12/11 - 12/17 due to power issues at the pole.

The Y - Intersection Sensor View

The following slides examine the Coverage Area Behavior Zone, shown in green below.

Pre / Post Intervention

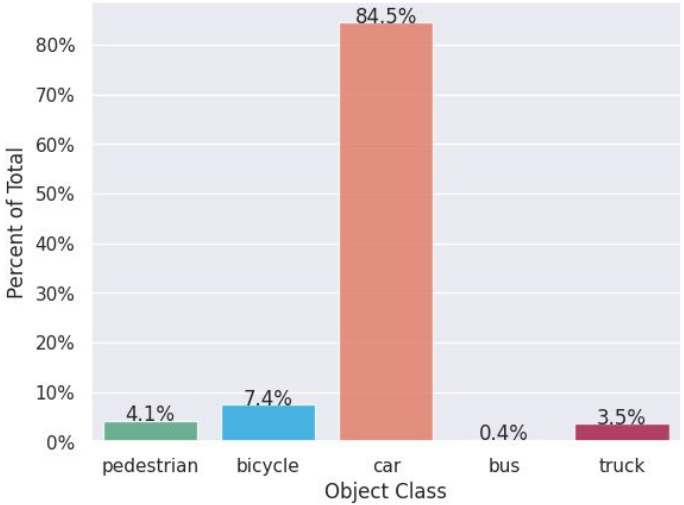


The Y - Intersection

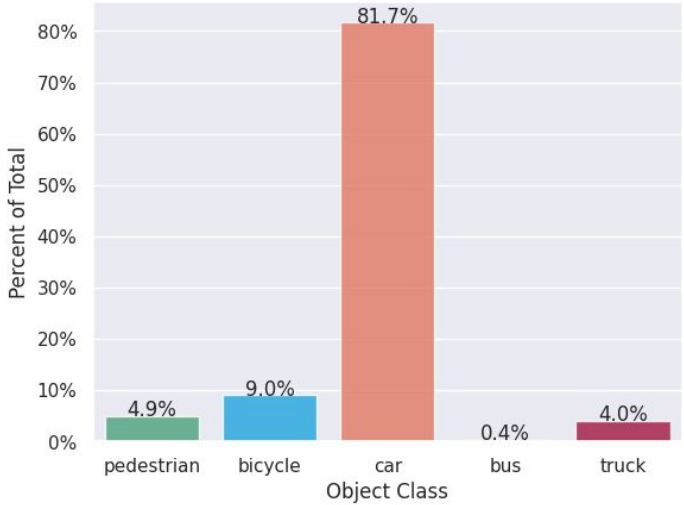
How did mode split change?

The majority of the activity for this sensor is comprised of **cars**. After the intervention, **cars decreased by 2.8% and bicycles increased by 1.6%.** Pedestrians**,** buses, and trucks remained generally the same.

Pre Intervention



Post Intervention



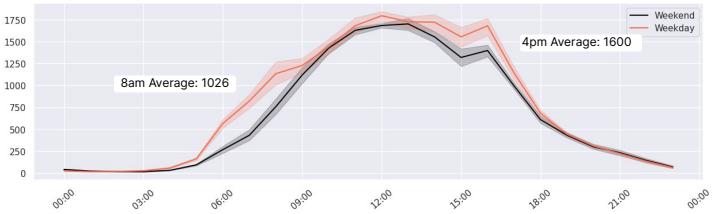
The Y - Intersection

How did counts of cars change?

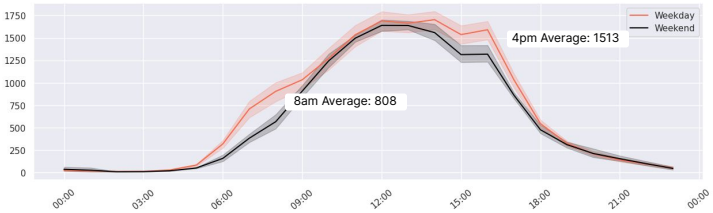
Car activity on average peaks at 12pm pre-intervention and 2pm post-intervention on the weekdays.

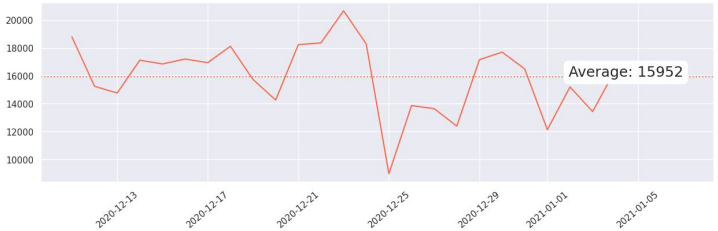
The average number of cars passing through the coverage area decreased by 11%.

Pre Intervention



Post Intervention





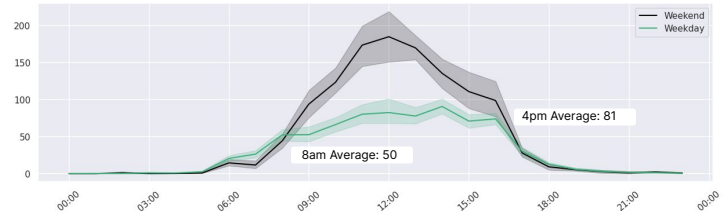
The Y - Intersection

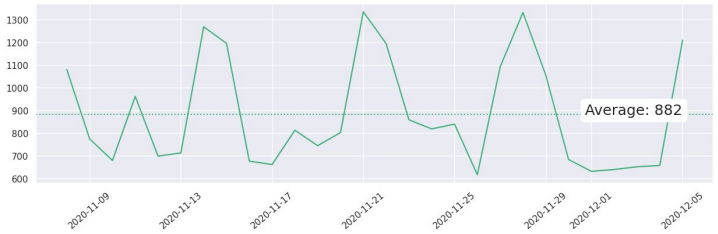
How did counts of pedestrians change?

Pedestrian activity on average peaks at 2pm on the weekdays.

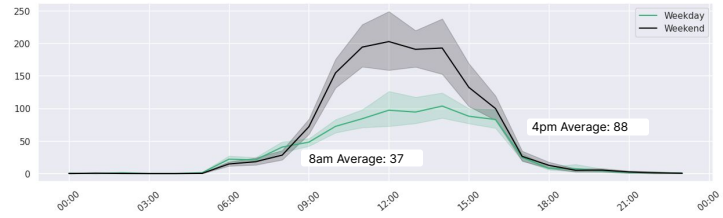
The average number of pedestrians passing through the coverage area increased by 9%.

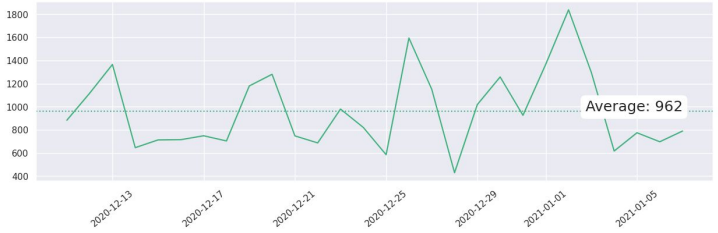
Pre Intervention





Post Intervention





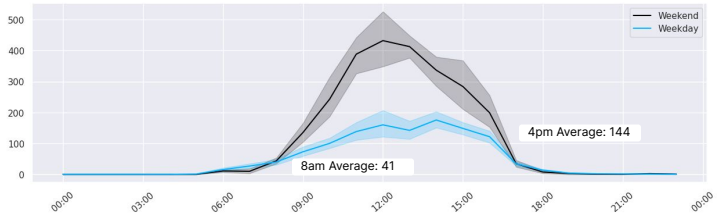
The Y - Intersection

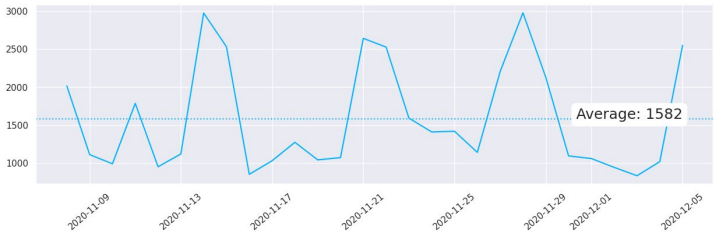
How did counts of bicycles change?

Bicycle activity on average peaks at 2pm on the weekdays.

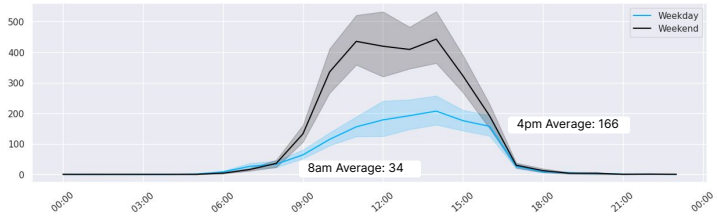
The average number of bicycles passing through the coverage area increased by 12%.

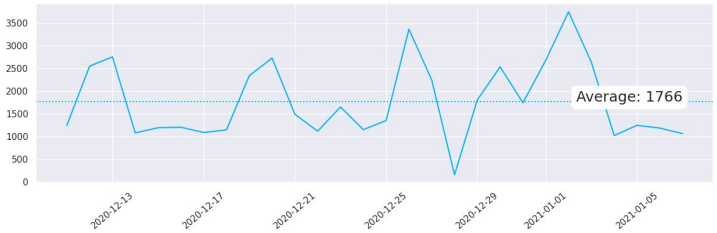
Pre Intervention





Post Intervention





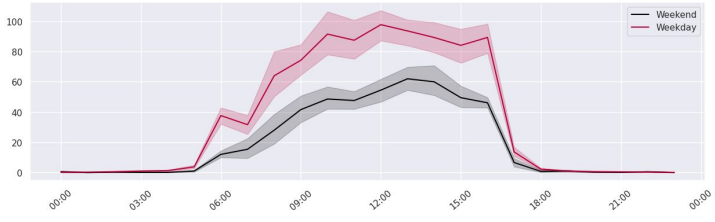
The Y - Intersection

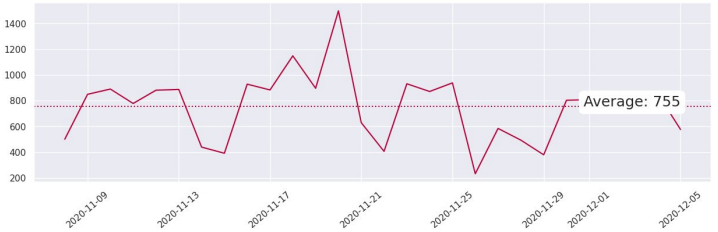
How did counts of trucks change?

Truck activity on average peaks at 12pm on the weekdays.

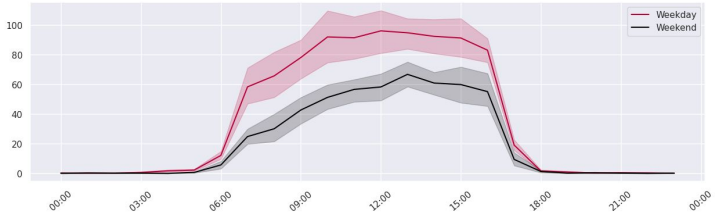
The average number of trucks passing through the coverage area increased by 3%.

Pre Intervention





Post Intervention



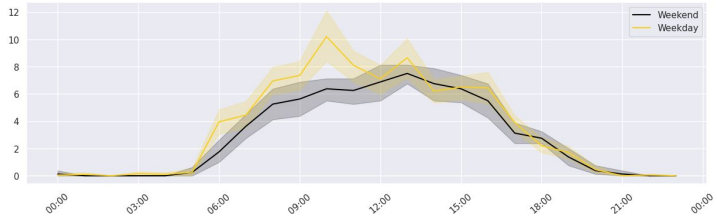
The Y - Intersection

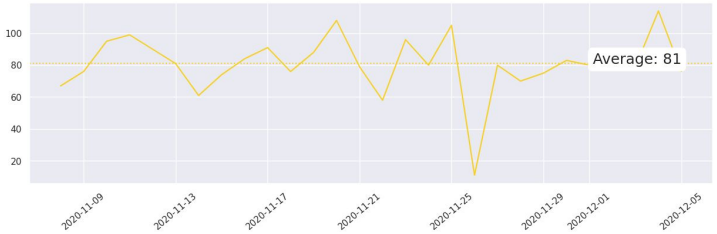
How did counts of buses change?

Bus activity on average peaks at 10am pre-intervention and 9am post-intervention on the weekdays.

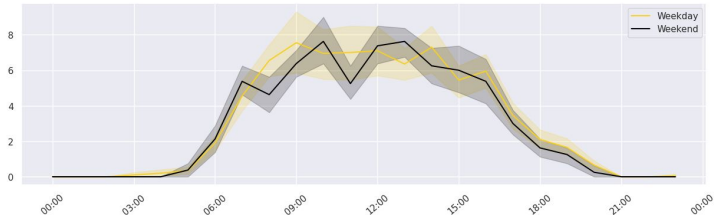
The average number of buses passing through the coverage area decreased by 9%.

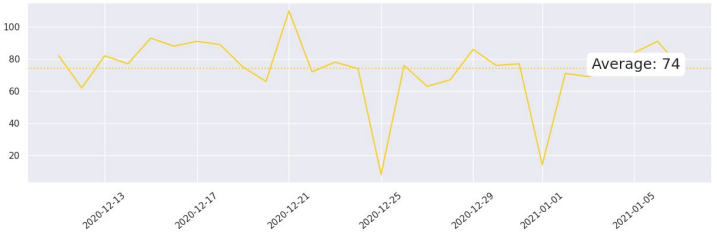
Pre Intervention





Post Intervention





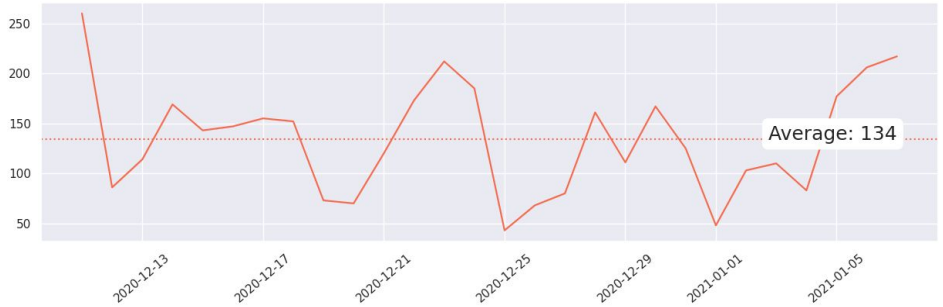
Traffic patterns onto side streets from Maricopa Hwy

How did the volume of vehicles turning right onto Church Rd. change?

The volume of vehicles turning right onto Church Rd. decreased by 29% after the intervention.

Pre Intervention

Post Intervention

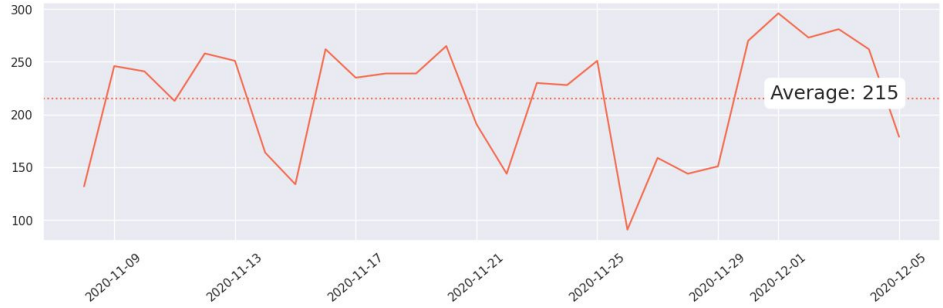


Traffic patterns onto side streets from Maricopa Hwy

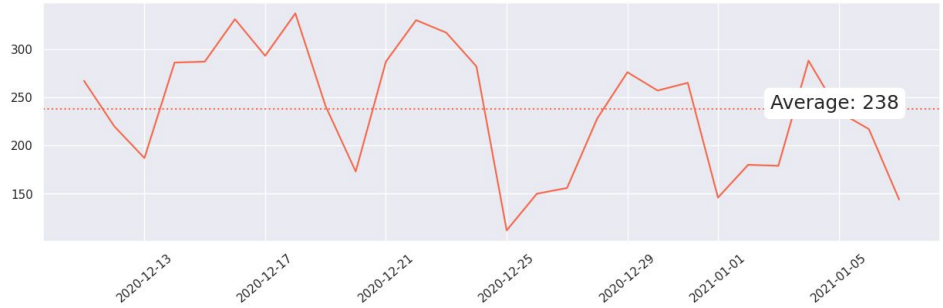
How did the volume of vehicles turning right onto Vallerio Ave. change?

The volume of vehicles turning right onto Vallerio Ave. increased by 11% after the intervention.

Pre Intervention



Post Intervention



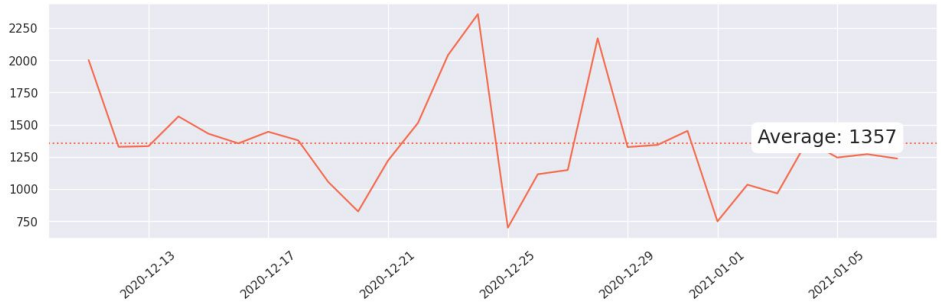
Traffic patterns onto side streets from Maricopa Hwy

How did the volume of vehicles turning left onto Vallerio Ave. change?

The volume of vehicles turning left onto Vallerio Ave. increased by 61% after the intervention.

Pre Intervention

Post Intervention

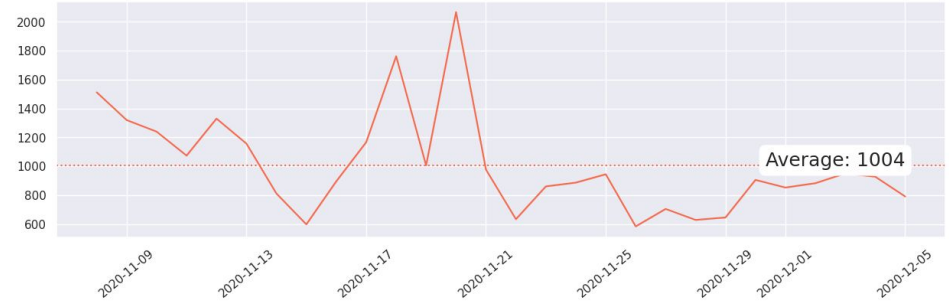


School Traffic

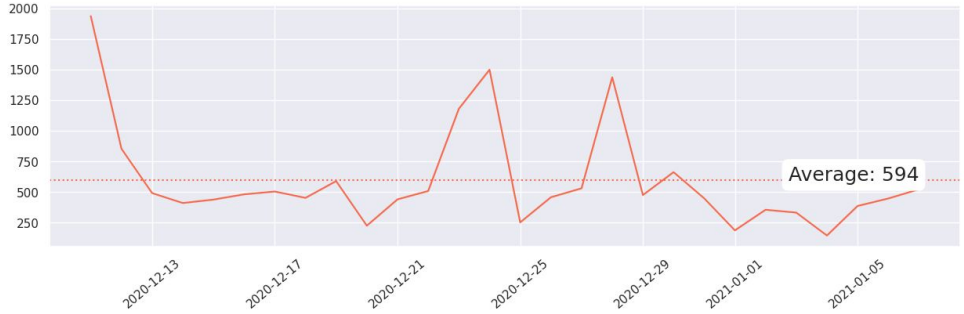
How did the volume of vehicles turning left into the school change?

The volume of vehicles turning right into the school decreased by 41% after the intervention.

Pre Intervention



Post Intervention

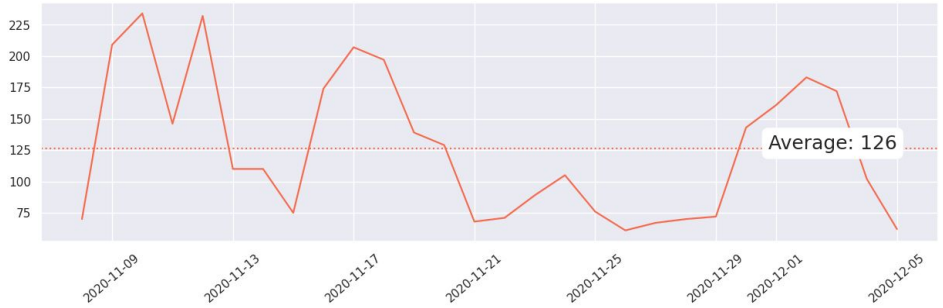


School Traffic

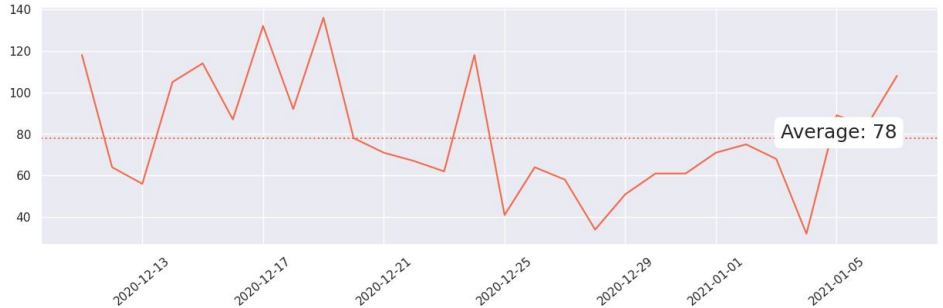
How did the volume of vehicles turning right into the school change?

The volume of vehicles turning right in the school decreased by 38% after the intervention.

Pre Intervention



Post Intervention

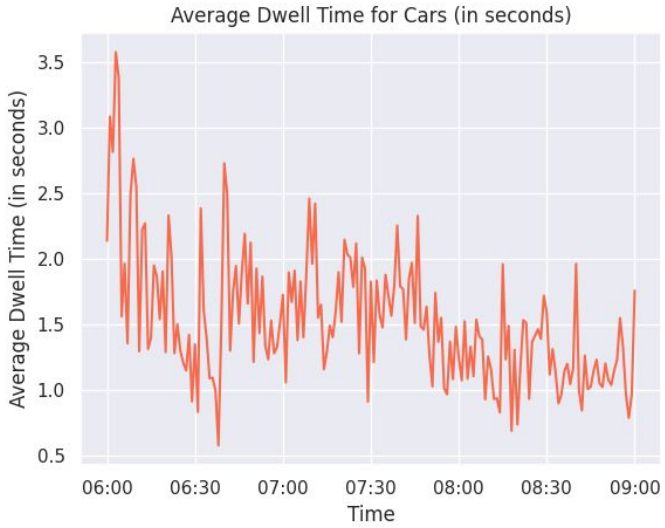


Traffic backups on Church Rd.

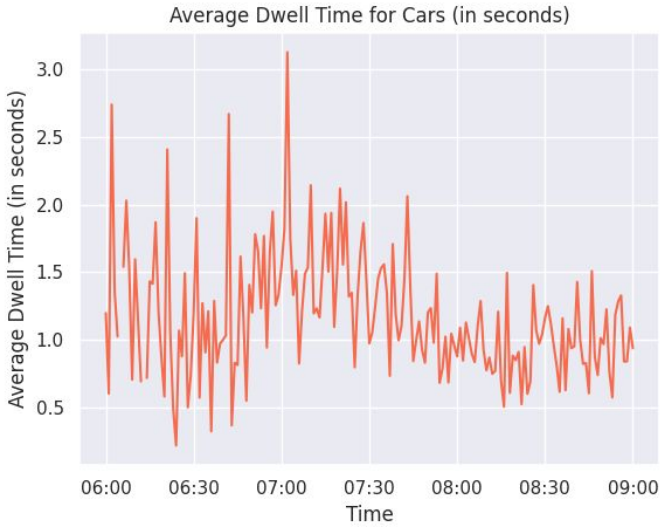
How long do vehicles dwell in the left turning lane into the school in the morning?

The average dwell time of cars decreased after the intervention.

Pre Intervention



Post Intervention

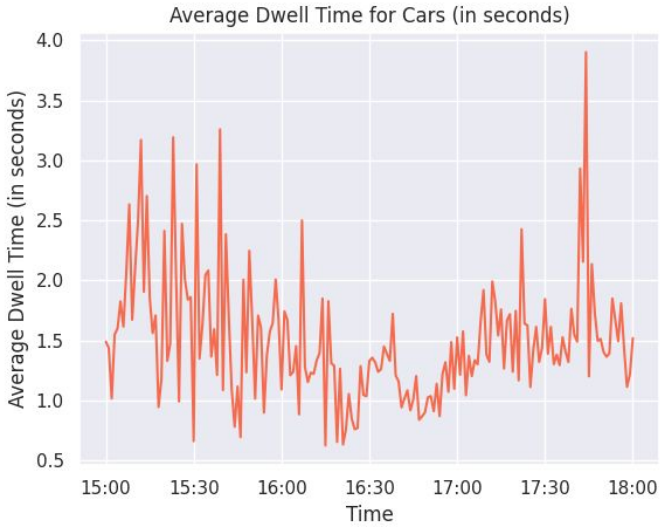


Traffic backups on Church Rd.

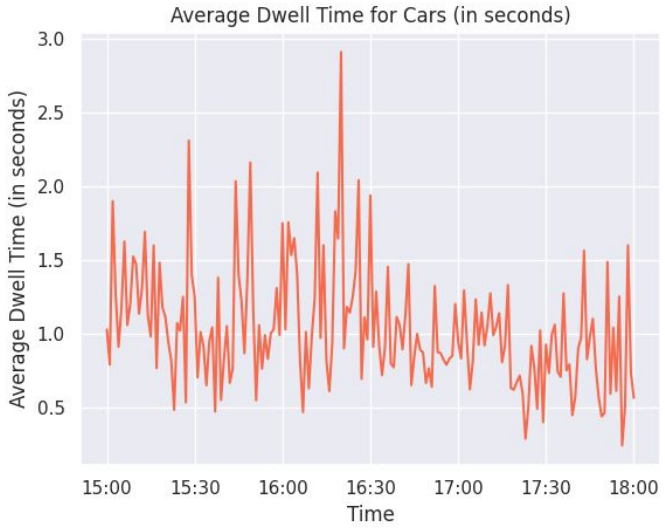
How long do vehicles dwell in the left turning lane into the school in the afternoon?

The average dwell time of cars decreased after the intervention.

Pre Intervention



Post Intervention

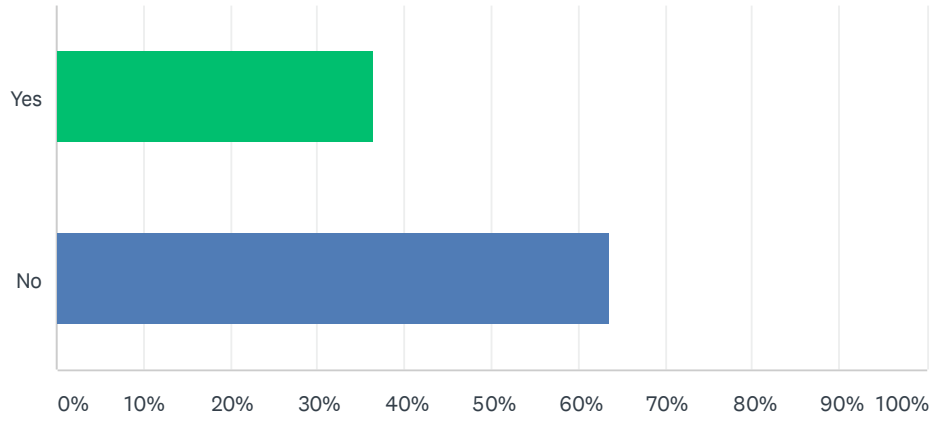


Q1 What is your name and email?

Answered: 406 Skipped: 20

Q2 Do you live within a five minute walk of Maricopa between E Cuyama Rd. and Ojai Avenue?

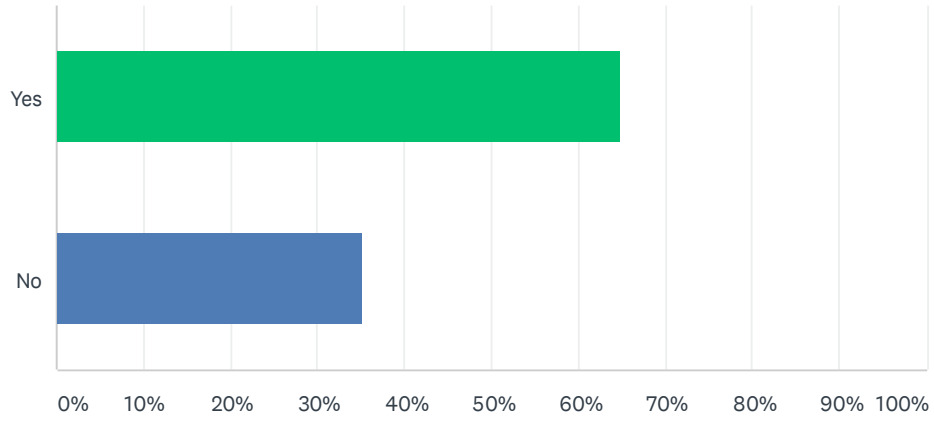
Answered: 416 Skipped: 10



ANSWER CHOICES	RESPONSES	
Yes	36.30%	151
No	63.70%	265
TOTAL		416

Q3 Do you live within a five minute bike ride of Maricopa between E Cuyama Rd. and Ojai Avenue?

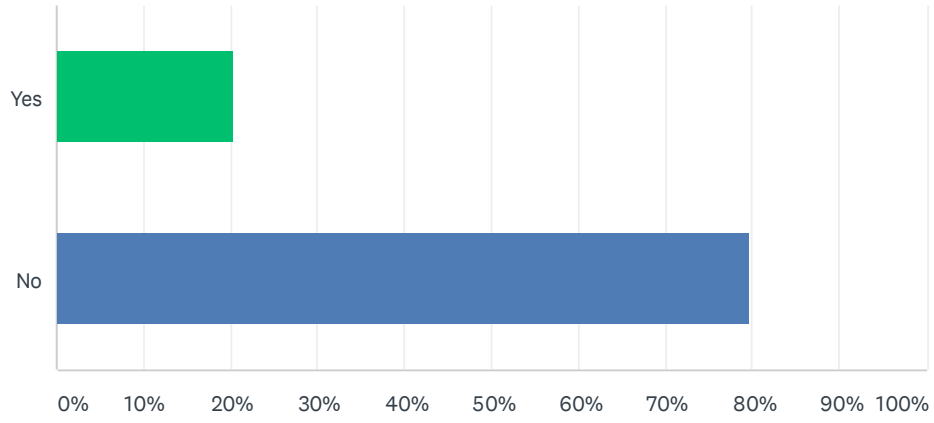
Answered: 419 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	64.92%	272
No	35.08%	147
TOTAL		419

Q4 Do you work within a five minute walk of Maricopa between E Cuyama Rd. and Ojai Avenue?

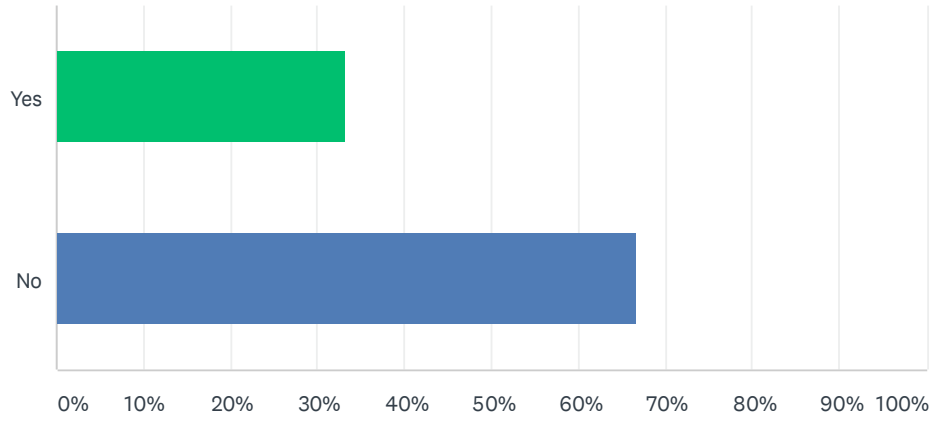
Answered: 413 Skipped: 13



ANSWER CHOICES	RESPONSES	
Yes	20.34%	84
No	79.66%	329
TOTAL		413

Q5 Do you work within a five minute bike ride of Maricopa between E Cuyama Rd. and Ojai Avenue?

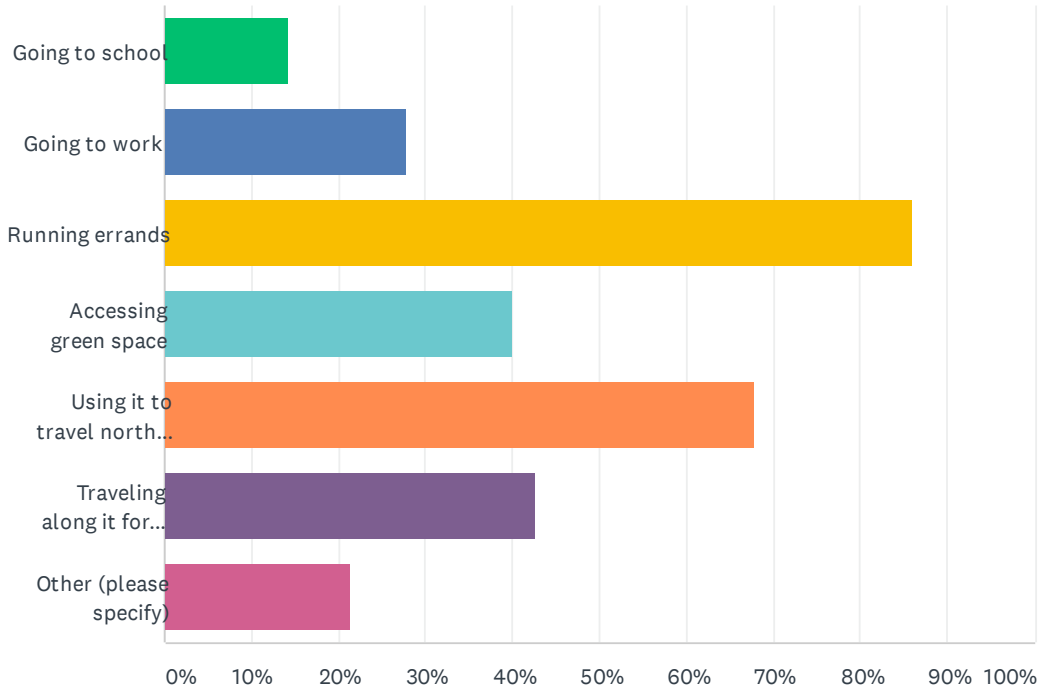
Answered: 412 Skipped: 14



ANSWER CHOICES	RESPONSES	
Yes	33.25%	137
No	66.75%	275
TOTAL		412

Q6 When you travel along Maricopa Highway between E Cuyama Rd. and Ojai Avenue, where are you going/what is your purpose? You may select multiple.

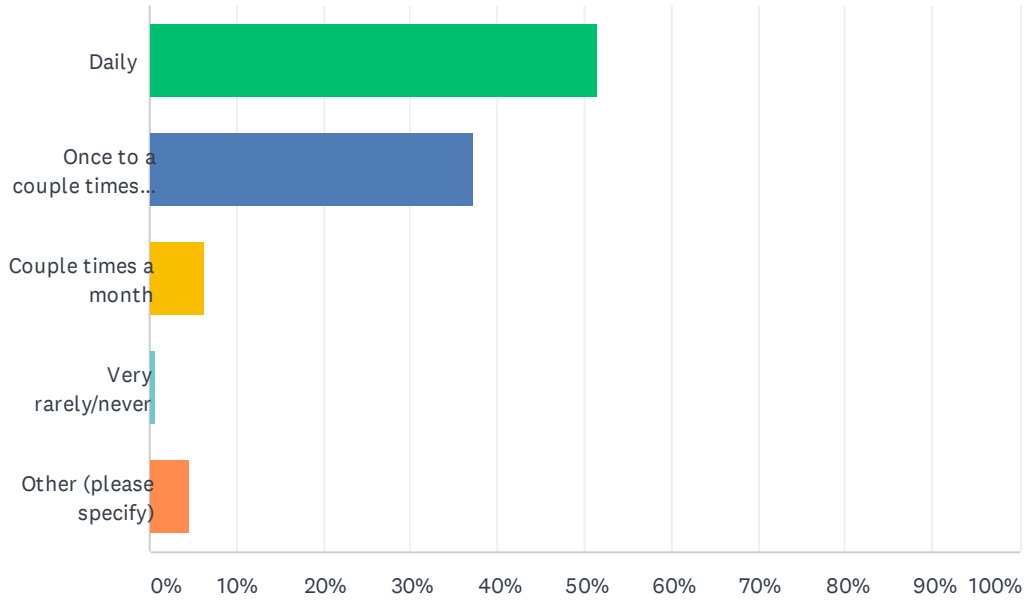
Answered: 422 Skipped: 4



ANSWER CHOICES	RESPONSES	
Going to school	14.22%	60
Going to work	27.73%	117
Running errands	86.02%	363
Accessing green space	40.05%	169
Using it to travel north or south elsewhere in or out of Ojai	67.77%	286
Traveling along it for leisure/as a part of leisure	42.65%	180
Other (please specify)	21.33%	90
Total Respondents: 422		

Q7 How often do you drive along Maricopa Highway between E Cuyama Rd. and Ojai Avenue?

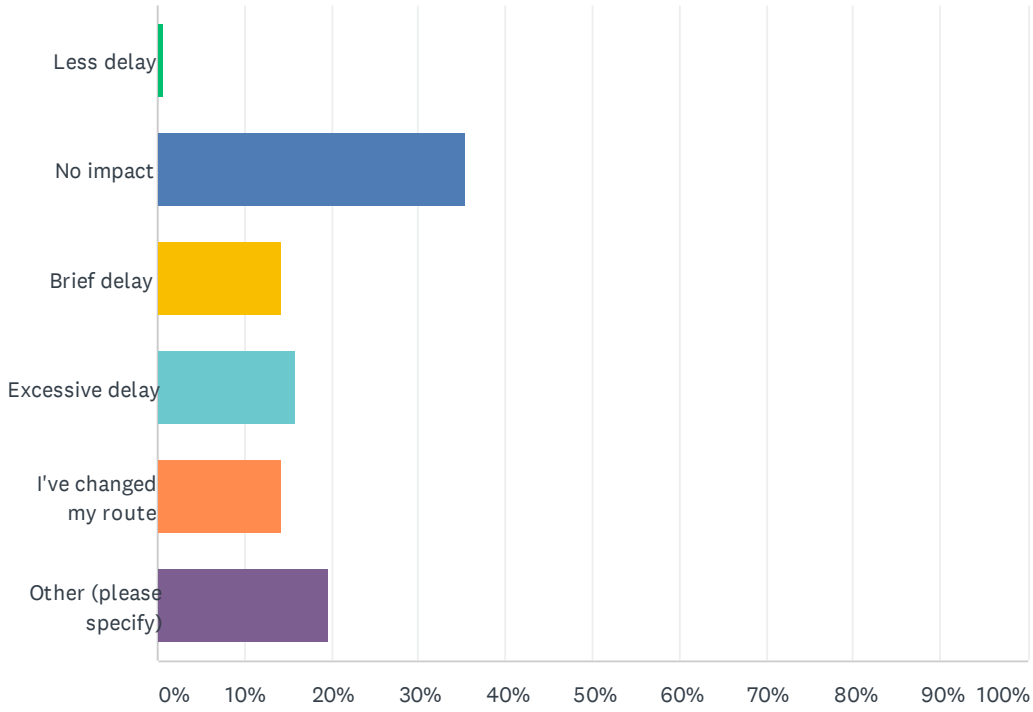
Answered: 420 Skipped: 6



ANSWER CHOICES	RESPONSES	
Daily	51.43%	216
Once to a couple times a week	37.14%	156
Couple times a month	6.19%	26
Very rarely/never	0.71%	3
Other (please specify)	4.52%	19
TOTAL		420

Q8 If and when you drive along Maricopa Highway between E Cuyama Rd. and Ojai Avenue, how has the ATP Demonstration Project impacted your drive?

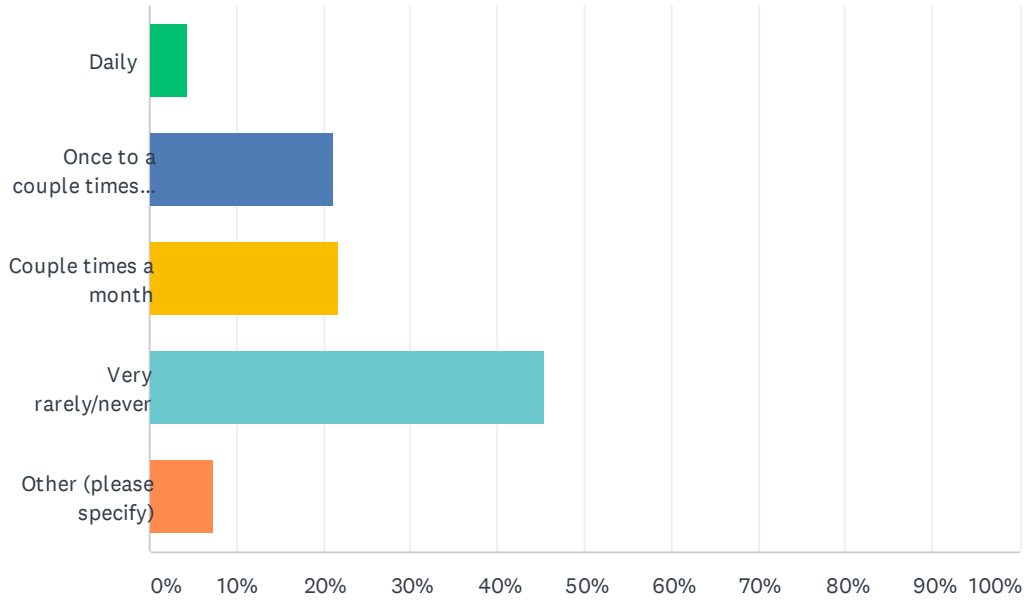
Answered: 416 Skipped: 10



ANSWER CHOICES	RESPONSES	
Less delay	0.72%	3
No impact	35.34%	147
Brief delay	14.18%	59
Excessive delay	15.87%	66
I've changed my route	14.18%	59
Other (please specify)	19.71%	82
TOTAL		416

Q9 How often do you ride a bike along Maricopa Highway between E Cuyama Rd. and Ojai Avenue?

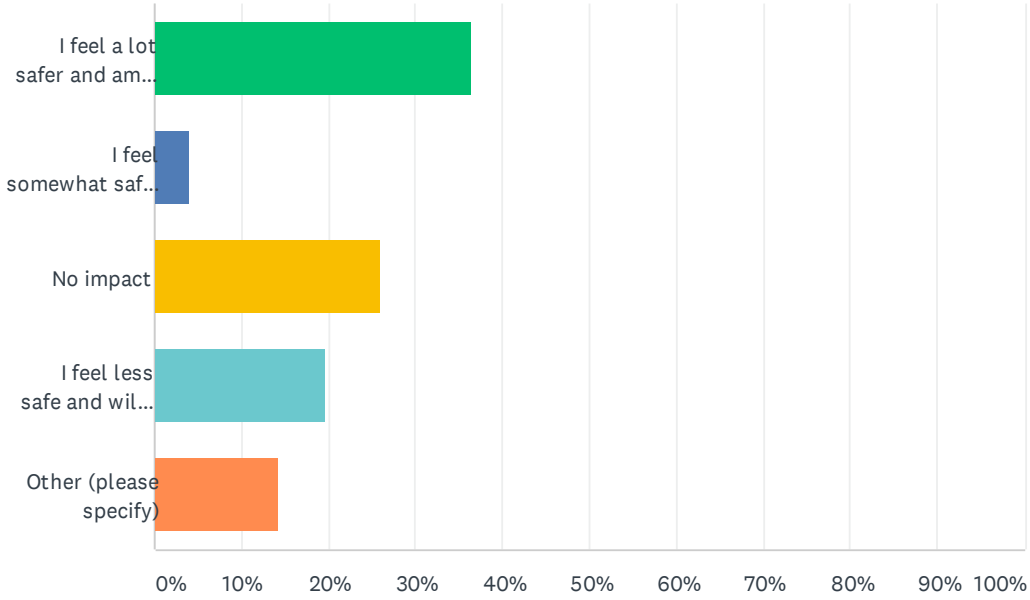
Answered: 418 Skipped: 8



ANSWER CHOICES	RESPONSES	
Daily	4.31%	18
Once to a couple times a week	21.05%	88
Couple times a month	21.77%	91
Very rarely/never	45.45%	190
Other (please specify)	7.42%	31
TOTAL		418

Q10 If and when you ride a bike along Maricopa Highway between E Cuyama Rd. and Ojai Avenue, how has the ATP Demonstration Project impacted your ride?

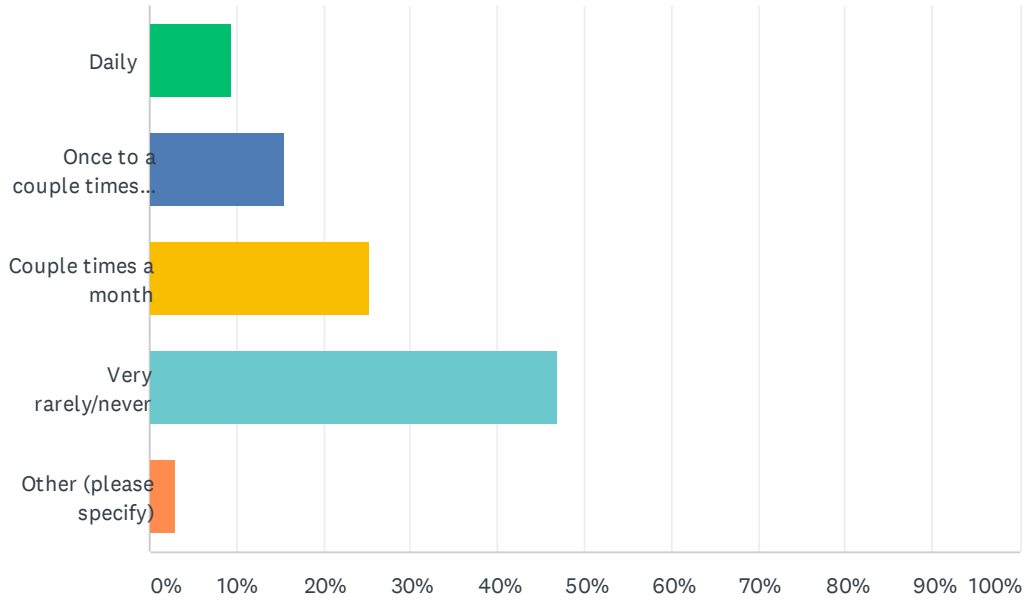
Answered: 352 Skipped: 74



ANSWER CHOICES	RESPONSES	
I feel a lot safer and am more likely to ride my bike on Maricopa Highway.	36.36%	128
I feel somewhat safer and will continue to ride on Maricopa Highway.	3.98%	14
No impact	25.85%	91
I feel less safe and will avoid biking on Maricopa Highway.	19.60%	69
Other (please specify)	14.20%	50
TOTAL		352

Q11 How often do you walk along Maricopa Highway between E Cuyama Rd. and Ojai Avenue?

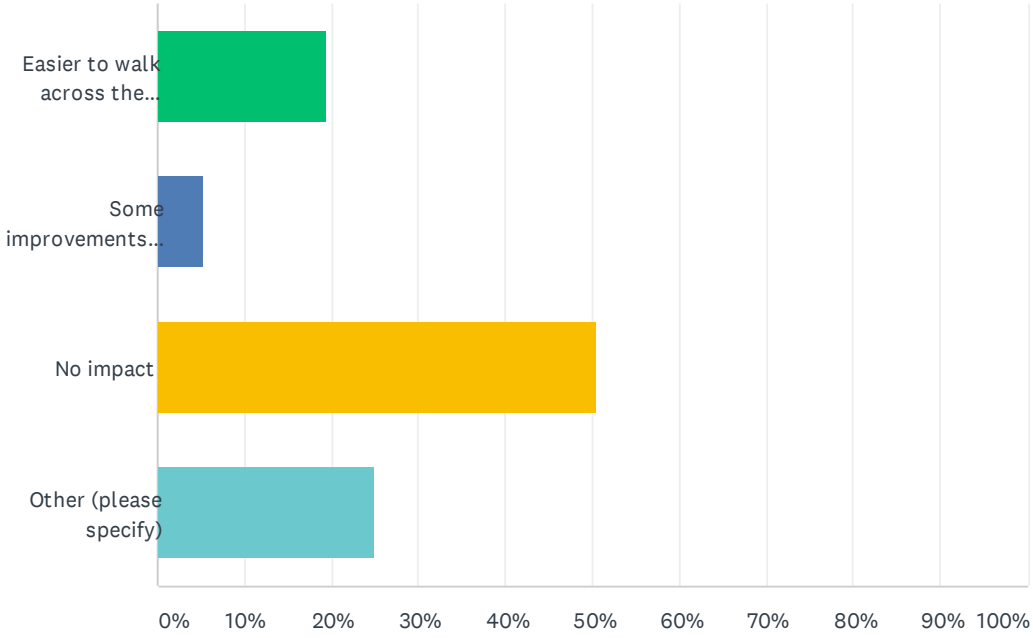
Answered: 414 Skipped: 12



ANSWER CHOICES	RESPONSES	
Daily	9.42%	39
Once to a couple times a week	15.46%	64
Couple times a month	25.36%	105
Very rarely/never	46.86%	194
Other (please specify)	2.90%	12
TOTAL		414

Q12 If and when you walk along Maricopa Highway between E Cuyama Rd. and Ojai Avenue, how has the ATP Demonstration Project impacted your walk?

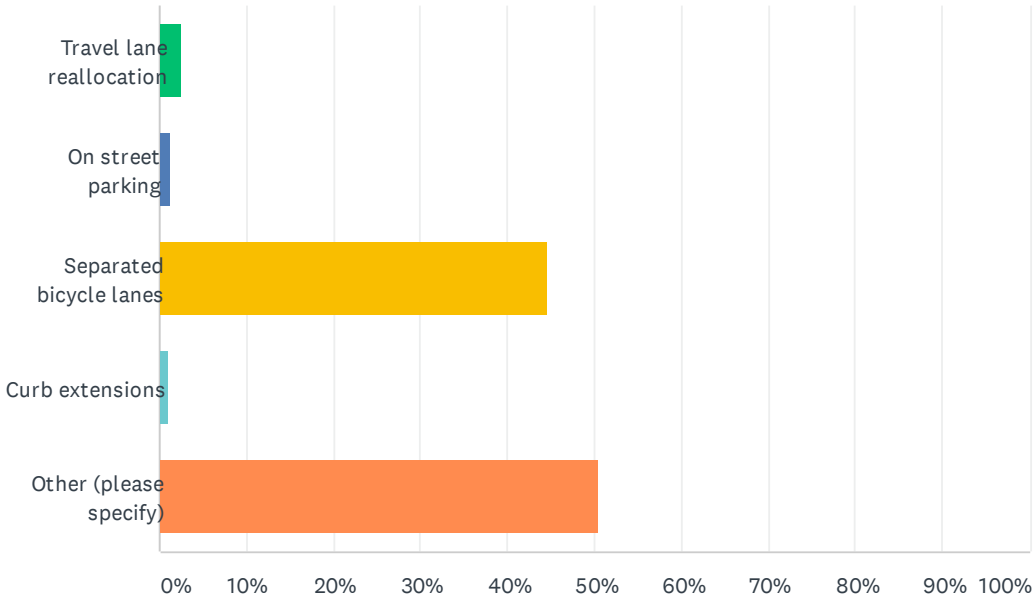
Answered: 359 Skipped: 67



ANSWER CHOICES	RESPONSES	
Easier to walk across the street	19.50%	70
Some improvements for walking, but more needs to be done	5.29%	19
No impact	50.42%	181
Other (please specify)	24.79%	89
TOTAL		359

Q13 What has been the most successful element of the Maricopa Highway Demonstration Project?

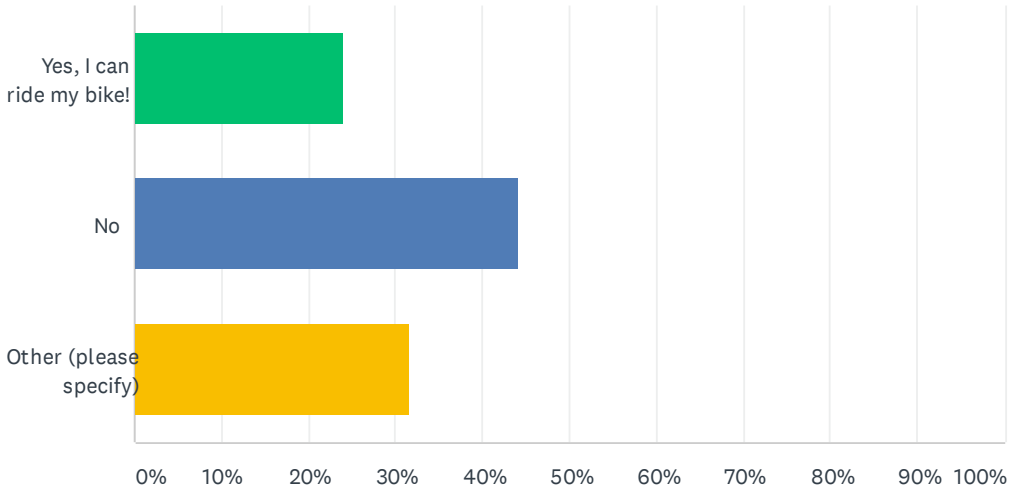
Answered: 388 Skipped: 38



ANSWER CHOICES	RESPONSES	
Travel lane reallocation	2.58%	10
On street parking	1.29%	5
Separated bicycle lanes	44.59%	173
Curb extensions	1.03%	4
Other (please specify)	50.52%	196
TOTAL		388

Q14 Has the addition of a protected bicycle lane along Maricopa Highway between E Cuyama Rd. and Ojai Avenue changed the way you travel along the corridor?

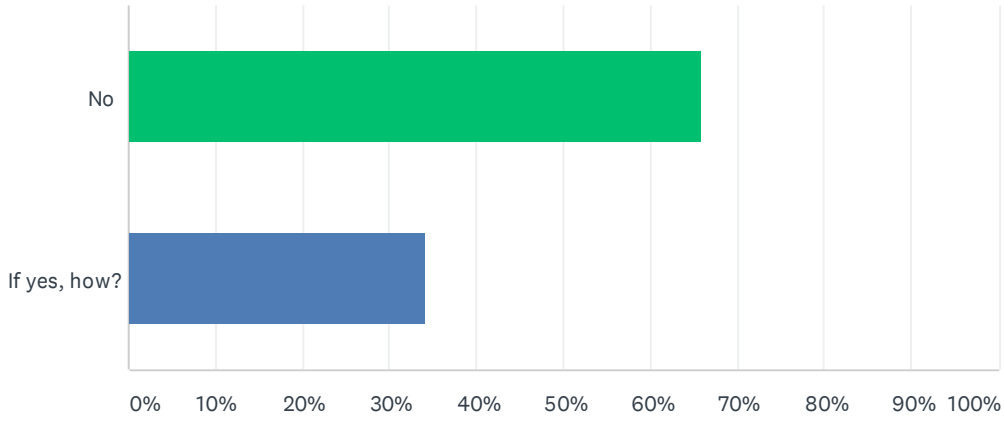
Answered: 414 Skipped: 12



ANSWER CHOICES	RESPONSES	
Yes, I can ride my bike!	24.15%	100
No	44.20%	183
Other (please specify)	31.64%	131
TOTAL		414

Q15 Has the introduction of on-street parking along Maricopa Highway between E Cuyama Rd. and Ojai Avenue changed the way you utilize the corridor?

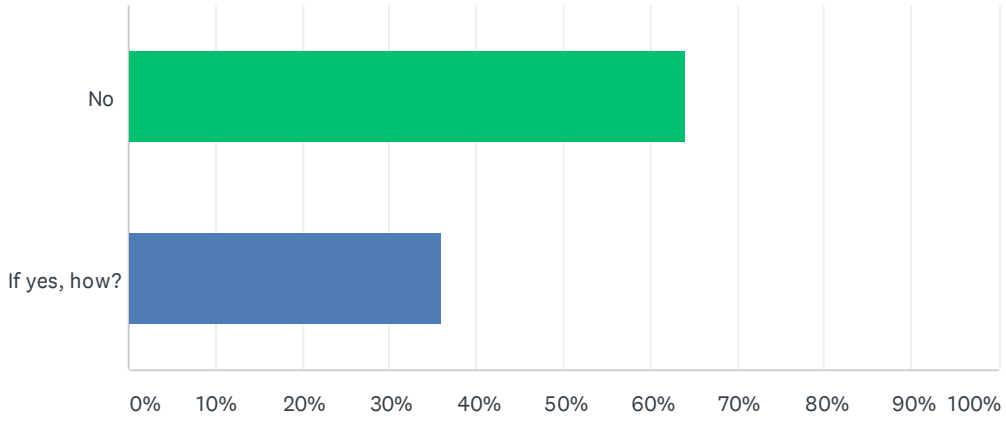
Answered: 405 Skipped: 21



ANSWER CHOICES	RESPONSES	
No	65.93%	267
If yes, how?	34.07%	138
TOTAL		405

Q16 Have the introduction of intersection treatments along Maricopa Highway between E Cuyama Rd. and Ojai Avenue changed the way you utilize the corridor?

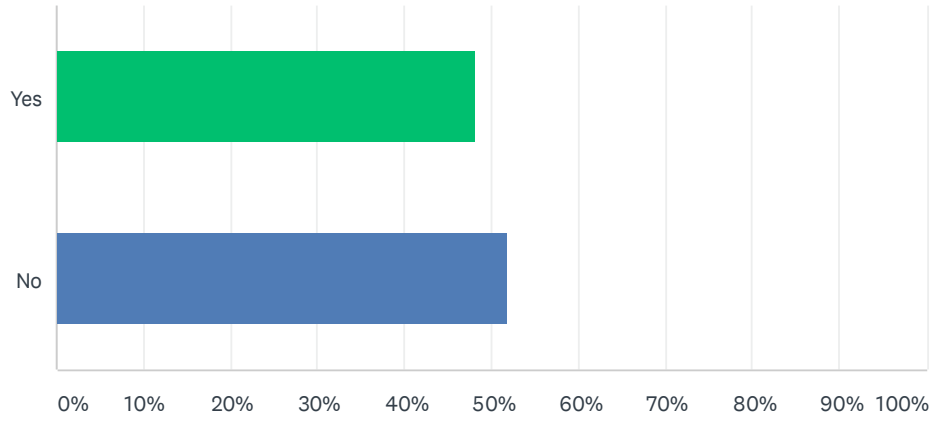
Answered: 400 Skipped: 26



ANSWER CHOICES	RESPONSES	
No	64.00%	256
If yes, how?	36.00%	144
TOTAL		400

Q17 Have you noticed any increased traffic on side streets as a result of the Demonstration Project?

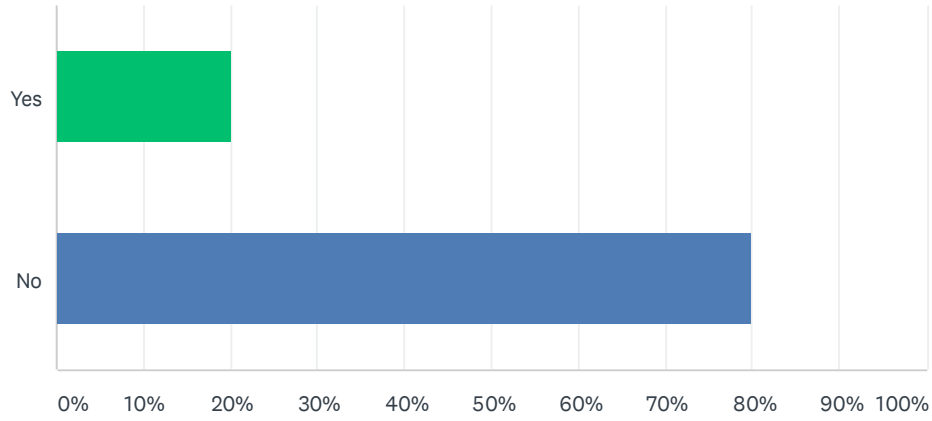
Answered: 399 Skipped: 27



ANSWER CHOICES	RESPONSES	
Yes	48.12%	192
No	51.88%	207
TOTAL		399

Q18 Have the interventions at the Church Rd. entrance to the school improved pick-up and drop-off, in terms of making it more efficient and/or safer to enter and exit?

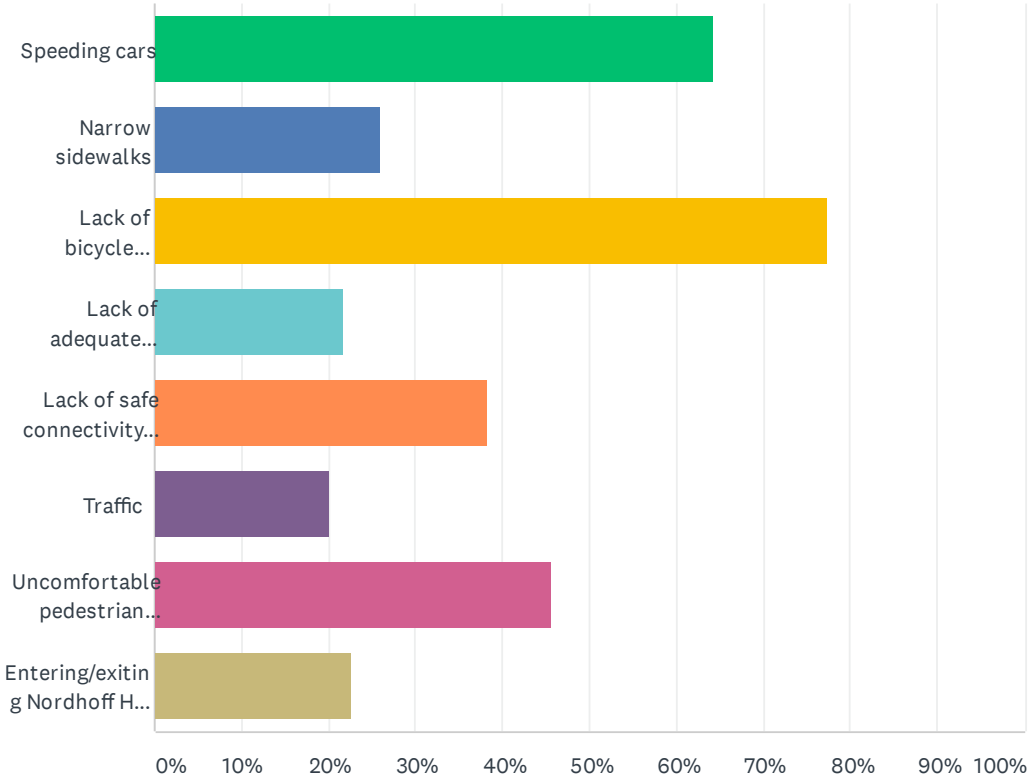
Answered: 268 Skipped: 158



ANSWER CHOICES	RESPONSES	
Yes	20.15%	54
No	79.85%	214
TOTAL		268

Q19 Has the Demonstration Project addressed any of the below previously expressed challenges to traveling along Maricopa Highway between E Cuyama Rd. and Ojai Avenue? You may select multiple.

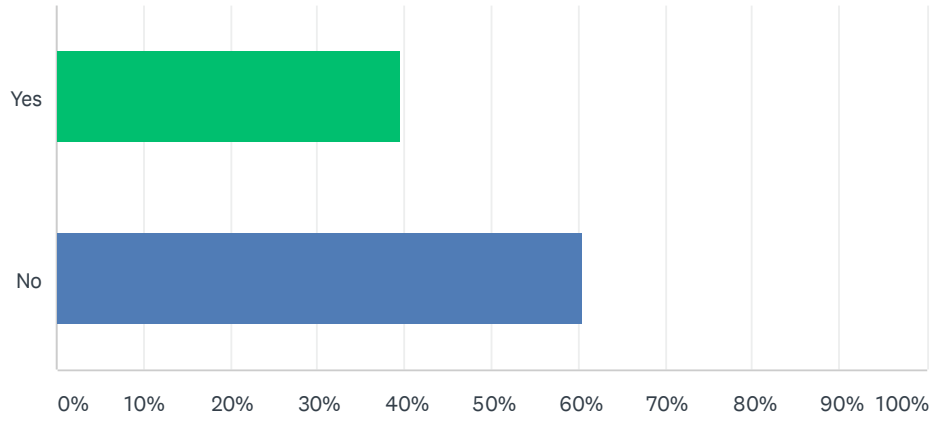
Answered: 243 Skipped: 183



ANSWER CHOICES	RESPONSES	
Speeding cars	64.20%	156
Narrow sidewalks	25.93%	63
Lack of bicycle infrastructure	77.37%	188
Lack of adequate parking	21.81%	53
Lack of safe connectivity to NHS or nearby open spaces	38.27%	93
Traffic	20.16%	49
Uncomfortable pedestrian crossings	45.68%	111
Entering/exiting Nordhoff High School	22.63%	55
Total Respondents: 243		

Q20 Do you support the City's ATP Project for this stretch of Maricopa Highway? Why?

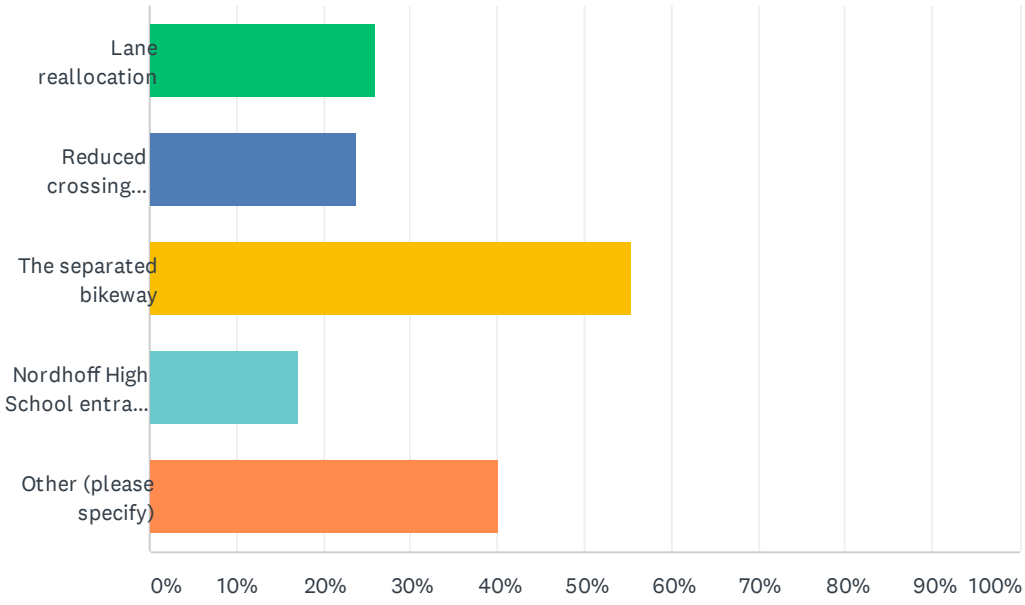
Answered: 413 Skipped: 13



ANSWER CHOICES	RESPONSES	
Yes	39.47%	163
No	60.53%	250
TOTAL		413

Q21 What elements of the permanent ATP project do you support the most? You may select multiple.

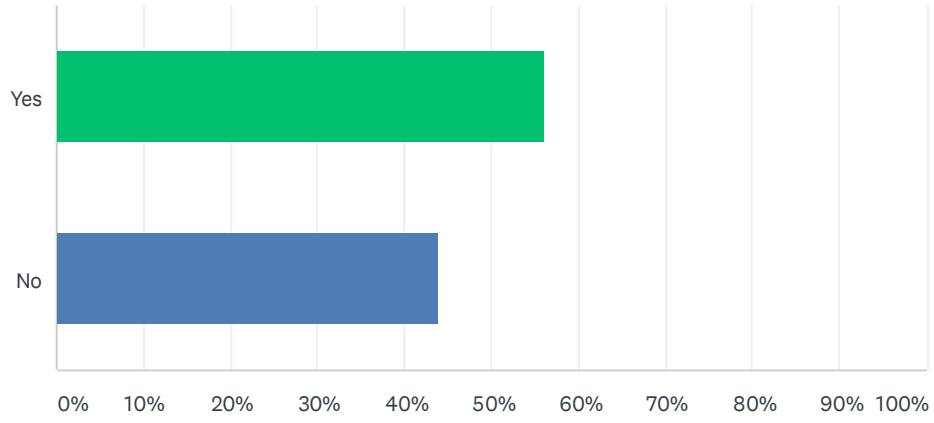
Answered: 348 Skipped: 78



ANSWER CHOICES	RESPONSES	
Lane reallocation	25.86%	90
Reduced crossing distances at intersections	23.85%	83
The separated bikeway	55.46%	193
Nordhoff High School entrance improvements	17.24%	60
Other (please specify)	40.23%	140
Total Respondents: 348		

Q22 Do you support permanent bicycle and pedestrian improvements to Maricopa Highway, and why?

Answered: 401 Skipped: 25



ANSWER CHOICES	RESPONSES	
Yes	56.11%	225
No	43.89%	176
TOTAL		401

Q23 Are there any other observations you'd like to share?

Answered: 289 Skipped: 137