COMMON THEMES

EVs
- Need future EV charging capacity – include requirements as part of reach code for new construction, focusing on commercial and multifamily developments.
- Provide incentives for existing multifamily developments to install EV chargers.
- Include the installation of EV chargers at workplaces as part of the TDM program.
- City should install chargers at park, library, teen center and at curbs along arterials with on-street parking.
- Expand charging infrastructure beyond Westlake area of TO.
- Lack of charging infrastructure in industrial sector of Newbury Park
- Add EV chargers to staff and student parking at all high schools.

Transit
- All bus routes should stop at transit center.
- Explore possibility for an airport bus.
- Pair e-mobility stations with bus stops throughout the City.
- Expand transit routes to include Avenida de Las Arboles
- More frequent service
- Transition transit vehicles to ZEV (CARB: decarbonized fleet required by 2040, purchases beginning in 2029)
- Loop bus routes are not an expedient way to get to destinations.

Land Use
- New affordable housing near transit options
- Inclusionary housing ordinance to help even out the housing/jobs balance.
- Include transit amenity improvements as part of community benefits from large new developments.
- Include village centers with e-mobility hubs, neighborhood serving businesses, and green/open space.
  - Vision for town squares:
    - IDENTIFY an existing, conveniently located commercial "center" in each neighborhood.
    - REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each neighborhood "center".
BEAUTIFY and green each Town Square with trees, plants, gardens and parkland.

BUILD housing that's "affordable by design" within walking/cycling distance of each Town Square.

POWER each Town Square with clean, inexhaustible, solar-generated, electric energy.

JOIN each Town Square to its neighborhood via a network of dedicated walking and cycling paths.

CONNECT every Town Square and major attraction citywide through an all-electric public-transit system.

LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

- More shade trees in large parking lots – The Promenade, The Lakes, the mall
- City should install more solar at/on City facilities to build resilience and power fleet, transit system.
- Anti-idling ordinance around schools

**Bicycle Network**

- Support for ebikes, scooters, bikeshare stations throughout the City – downtown, high school, village centers
  - Use geo-corrrals to prevent littering on sidewalks, etc.
- Need more dedicated/protected bike lanes and paths.
  - Make existing bike lanes more visible.
- Streets are dangerous for cyclists – explore creating alternative bike routes along less busy/lower volume streets.
  - Lynn Rd and Westlake Blvd are too dangerous to bike on – should have protected lanes.
- Include bike facilities – parking, showers, lockers – as part of TDM to encourage bike commuting.
- Need more secure bike parking at shopping centers, especially at grocery stores
- Clearly designate bike route with sharrows when interesting a freeway on/offramp; protected bike lanes would be safer.
- Connect bike network from Kana Blvd to Westlake High School to make biking to school safer.
- Westlake Blvd/Thousand Oaks Blvd and Arobles/Erbes intersections is particularly unsafe for cyclists.
  - Look at Dutch cities for examples of how to improve intersections for cyclists.

**Pedestrian Network**

- Add sidewalks along Moorpark Rd.
- Add sidewalks and ped crossings on Lynn Rd and Wendy Dr.
- Lack of parking at trailheads throughout the City
- Improve trailhead access from Hillcrest by adding an alternate route from Westlake Blvd.
- Preserve street trees and plant for canopy trees along sidewalks.
- Community support for traffic calming measures on Westlake and Kanan Blvds.
- Road diet to reduce traffic lanes, speeds, and provide space for pedestrians and protected bike lane.
- Provide multi-use path between Thousand Oaks Blvd and Hampshire Rd through the COSCA property.
- Borchard is a valuable pedestrian route but can feel unsafe because sidewalk is narrow and close to traffic.
- Pedestrian safety concerns along N Reino Rd.