APPENDIX A
SURVEY REPORT

This survey report summarizes the results of the “transit survey” commissioned by Gold Coast Transit (GCT) from April to September 2010 as part of the "Vineyard Avenue / Wells Road Community Transit Study.” The transit survey was designed and distributed by COH & Associates, Inc. for GCT. A summary of survey distribution methods for each survey site is shown below. A sample of the transit survey is included in the Appendix.

1. Juvenile Justice Center (JJC)
   Location: Juvenile Justice Center,
              4333 East Vineyard Avenue, Oxnard, CA
   Survey Date/Time: April 28th to May 16th, 2010, 8am-4pm
   Respondents: 110
   GCT printed transit surveys in English and Spanish, and delivered them to the main office of the Juvenile Justice Center building located 4333 East Vineyard Avenue in Oxnard. The surveys were distributed by JJC staff to employees and members of the public while they sat in the waiting room between the hours of 8am and 4pm. In total, 110 surveys were completed and returned to GCT. The survey respondents included family members waiting for visitation appointments, juveniles and their parents waiting for court appearances, court visitors, and employees.

2. RiverPark Neighborhood Council
   Location: RiverPark Neighborhood Council Meeting
              Rio Vista Middle School
   Survey Date/Time: May 2010
   Respondents: 6
   GCT and consultant staff attended a regularly scheduled RiverPark Neighborhood Council meeting held at Rio Vista Middle School. GCT staff gave a presentation about the study and surveys were distributed to all residents in attendance. A total of six completed surveys were collected.

3. Nyeland Acres Food Distribution
   Location: Parking lot on corner of Orange St & Ventura Blvd
   Survey Date/Time: June 10th, 2010 @10:00am
   Respondents: 45
   GCT and consultant staff attended a bi-monthly food distribution event aimed at delivering fresh vegetables at no charge to low-income communities. Communication with food distribution organizers indicated that those in attendance were mostly transit dependent Mixtec women and children. One of the challenges we anticipated for collecting data at this location was the ability to communicate with the Mixtec-speaking population. Mixtec is one of several indigenous languages spoken in Oaxaca, and is the language of many Oaxacan immigrants in the Ventura County area. Due to a majority of the respondents speaking Mixtec, Catalina Navarrete, an Oaxacan immigrant and Mixtec “promotora” (translator), was instrumental in translating the survey questions. Two Gold Coast Transit bus operators also assisted with translation.

4. El Rio Food Distribution
   Location: El Rio, church parking lot
   Survey Dates: June 10th, 2010 @ 1:00pm
   Respondents: 31
The same survey method used at the RiverPark Neighborhood Council meeting was used at the El Rio and Nyeland Acres locations. A total of 31 completed surveys were collected.

5. Saticoy – Neighborhood Council
Location: Saticoy Community Center
Survey Dates: September 10, 2010 @ 1:00pm
Respondents: 5
GCT and consultant staff attended a regularly scheduled Saticoy Neighborhood Council meeting held at the Saticoy Community Center. GCT staff gave a presentation about the study and surveys were distributed to all residents in attendance. A total of five completed surveys were collected.

6. Saticoy - Food Distribution
Location: Saticoy Community Center
Survey Dates: September 1, 2010 @ 1:00pm
Respondents: 36
The same survey method was used here as was used at the El Rio and Nyeland Acres locations. Since the majority of attendees were Spanish speaking, we utilized Gold Coast Transit bus operators as survey takers, who asked the questions and recorded responses in Spanish. A total of 36 completed surveys were collected.

7. CAUSE
Location: Wagon Wheel & RiverPark
Survey Dates: September 2010
Respondents: 38
Cameron Yee, a researcher from CASUE distributed surveys on behalf of Gold Coast Transit. In total CAUSE provided 38 surveys from residents from Wagon Wheel Mobile Home Park in Oxnard, and low-income residents in RiverPark.

8. Online Survey Results
The survey was made available to the general public via the GCT Website, and was also distributed via email “blast” to employees at: VC Public Works, Rio School District & Topa Tower Financial Center (Oxnard).
Survey Dates: Available from May – September 2010
Respondents: 25
The survey was created using www.surveymonkey.com and a link to the survey was placed on the “Vineyard Corridor Study” project page on Gold Coast Transit’s website. A total of 25 completed surveys were received.

9. Clinicas – Wells / Saticoy
Location: Clinicas - Wells
Survey Date/Time: October 2010
Respondents: 5
GCT printed transit surveys in English and Spanish and delivered them to the main office of Clinicas office located on Wells Road in Saticoy. The surveys were distributed by front desk staff to members of the public while they sat in the waiting room.

The following pages include tables and charts detailing the survey results.
### Survey Results

#### Question 1: Where do you live?

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<tr>
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<th># of Trips</th>
<th>Details</th>
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<td>Newbury</td>
<td>12</td>
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<tr>
<td>Port Hueneme</td>
<td>12</td>
<td>Live: Port Hueneme, Work: Port Hueneme</td>
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<td>Oxnard Park</td>
<td>12</td>
<td>Live: Oxnard Park, Work: Oxnard Park</td>
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<tr>
<td>Other - Simi Valley</td>
<td>11</td>
<td>Live: Other - Simi Valley, Work: Other - Simi Valley</td>
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<td>Saticoy</td>
<td>7</td>
<td>Live: Saticoy, Work: Saticoy</td>
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#### Question 3: How often do you visit this site?

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#### Survey Results for All Respondents

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</tr>
<tr>
<td>Total</td>
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</table>
Question 4: List the top 5 places you travel to outside home and work?

RESULTS FOR ALL RESPONDANTS

SUMMARY OF DATA

RESULTS BY SURVEY LOCATION

Question 5: How do you travel to destinations in question 4?

RESULTS FOR ALL RESPONDANTS

SUMMARY OF DATA
Question 6:
Do you own or have access to a personal vehicle?

RESULTS FOR ALL RESPONDANTS

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RESULTS BY SURVEY LOCATION

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SUMMARY OF DATA

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Question 7:
If public transportation existed in your neighborhood, how likely would you be to use it?

RESULTS FOR ALL RESPONDANTS

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<th>Somewhat unlikely</th>
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RESULTS BY SURVEY LOCATION

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<th>Very Unlikely</th>
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SUMMARY OF DATA

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<td>53</td>
<td>5</td>
<td>14</td>
<td>9%</td>
</tr>
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</table>
Question 8:
Do you or anyone in your family ride Gold Coast Transit, VISTA, Gold Coast Transit ACCESS or any other another bus?
(Responses incorporated into chart below)

Question 9a:
If you answered “Yes” to Question #8, which Route(s) do you ride?

**RESULTS FOR ALL RESPONDANTS**

**SUMMARY OF DATA**

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<tr>
<th>Route #</th>
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<th>ACCESS</th>
<th>Another</th>
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**RESULTS BY SURVEY LOCATION**

**SUMMARY OF DATA**

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Question 10:
If you answered "Yes" to Questions #8 or #9, what is the primary purpose of your bus trips? (Select all that apply.)

RESULTS FOR ALL RESPONDANTS

RESULTS BY SURVEY LOCATION

SUMMARY OF DATA

LIST OF COMMENTS by SURVEY LOCATION

1. Juvenile Justice Center
Comments asking for bus service to JJC...
For one they do need one here at Juvenile Hall and for 2 places where people need the most
Add a stop at Juvenile Hall Court on Vineyard
It would make it easier for me and my kids to get a bus route to Juvenile Court on Vineyard
Please have a bus come here, please, thank you
Juvenile Hall Court on Vineyard
Bring route into JC
Yes, a stop at the Juvenile Court House 4353 E Vineyard Avenue
Here they do need a bus ride
To here from Santa Paula I need to call the taxi
Stop here at Juvenile Court
Come to Juvenile Court House
People that I assist use public transportation and need to come to Juvenile Court and could use
the bus to accommodate them to the court
I would recommend extending route 15 to Court House on Vineyard
Please provide bus transportation to court house
Seriamuy importante sihubriyananaparada en la courtjevenile
Quépara en la corte juvenil
So I wont miss my appointment please we need a bus here
Juvenile Court
Vineyard Avenue
To go to court, new route
put a bus stop on vineyard
Have it go to the Juvenile Court House

Comments asking for bus service to beaches...
Oxnard and Ventura Beaches, Pier
Yes, Ventura Beach
Beach
Child lives in Oxnard &can not get to beach to visit me. Also takes WAY too long.

Comments asking for bus service to Saticoy...
From Esplanade to work
The Bar, and McDonalds
It would be easier if there was a bus to Saticoy
The bus would go from Wells in Ventura, to Vineyard, to Oxnard Blvd.

Comments asking to make 18 a regular route:
18 needs to be a regular route
18 should be a regular route
Have the 18B run more
18B should be a regular route not just during school days/hours

Other Comments:
Yes, Not enough routes
smoking and non-smoking
I used to serve on the Transportation Committee for Chamber of Commerce in Ventura
The service is good for people that do not drive or have their own vehicle
My child can not walk a lot due to disability
n/a don't ride
none at this point
Benefit the people that don’t have their own vehicle
Transportation is needed at Food 4 Less
Food 4 Less
All their routes on a map provided at bus stop
make transit (public transportation) most accessible for more people at various / more locations
Que hayan arrota para el college y Oxnard and Ventura
never been on it but would support such transportations, especially for minors
Si quiero un bus porque estan muy caro la gasolina
More Bike racks on bus
personal pick-up
It's a great way for people with out transportation to get around.
Santa Paula and Fillmore
El Rio Orange Street, Gonzales
El Rio to Gonzales and Victoria
It's a good or should I say wonderful thing that many ppl won't have to worry about
Transportation.
I don’t ride the bus
Oxnard College
Oxnard College
Explanade
no idea, never use it
(Bus Drivers) they would be helpful
Mall
not sure
I don’t ride route 15
no change
Don’t use it
unaware
2150 N. Victoria Avenue

2. RiverPark - Neighborhood Council
I do not wish for transit services to travel in the RiverPark area.
Is there any route that will pass inside RiverPark going to other destinations?
I would want to get from Oxnard to Ventura

3. El Rio - Food Distribution
Would like service to Santa Clara
Would like service to Santa Clara
Transportation to ULCA
It's Good
I would like service from Balboa and Strube to Ventura
More bike racks on the bus
Bus to come more often
Happy with service
Service on Vineyard and Ventura Road

Happy with service, pay a little more attention to bus stops, i was passed up
Happy with Service
Happy with Service
Happy with service
Would like drivers to wait for them a little as they are going to bus stop
I like the nice bus drivers, but not the dirty busses
Have the bus run more
More bus to run
Have a bus stop close to him
Have more route 15
Have the 15 run more
The wait is too long

4. Nyeland Acres - Food Distribution
The bus river should help people with their bikes on the bus
Happy bc uses it once in a while to Clínicas Gonzales Ventura Nyeland
If it came by more the better
Pass by my house on Orange Street
Why does it not go on Orange St
I would like service to Rio Real, I have children that need a ride
More service, late to arrive to work and school
More generous and understanding with her kids
happy with service
happy with service
to take me to work
Pass by more
I need a bus to take me to Rio Real for my kids school
Allow baby carrier inside and unfold inside instead of having to leave their kid inside while she gets the baby carrier from outside
She has four kids would like transit by where she lives on Santa Clara
I live on Orange Street and would like a bus
A bus stop close to where I live
Please a stop where live
A bus top close to where I live
Please have a bus stop at Almond Street
Bus stop closer to my house
Bus close to my house
Have the bus more and a stop closer to my house
Have the bus run more

5. Saticoy - Neighborhood Council
I have heard that because of the hours of the last bus, people can’t make it.
I like the bus to the fair.
I would find bus service far more useful if there were a day long main route express that picked up every few stops. 2-3 hours to get to work is just too long when a vehicle is available.
6. Saticoy - Food Distribution
Greater frequency would be better, faster service, much time wasted during driver change, bus waits too long.
It seems that sometimes the bus won't stop to pick up passengers waving them down.
Change in Route # 10 is a great inconvenience now that its gone
More frequent especially on weekends
Greater frequency would be better
More frequent, 2-3rd to Ventura is too much, bus should wait if they see you
They should run more often than every hour
One bus driver is rude sometimes, ie. yells
Some bus drivers are rude and impatient, I would like buses to run later to go to hospital
Would like to see Route 10 return, would like to see more frequent run times, would like to see direct to Oxnard Bus
We would like to learn how to use the buses
The bus does not come frequently, one of my friends has to ride the bus 2 and half hours to get to CMH
more frequent service, takes too long
good
some bus drivers are rude, attitudes should be better
Yes, that route 10 bus the schedule doesn't connect to bus 11, it is so complicated
That bus system is good
The bus to pass more
pass by more, and go to Oxnard from where I live
For the bus to pass at least one block from where I live
bus to pass by more
For bus drivers to wait
Good
Drivers
Change bus drivers and have the bus run more
bus to pass more
For the bus to pass more
Bus to run more

7. CAUSE (Wagon Wheel / RiverPark)
Why are they late why can't they be on time north or south
Why can't the 15 bus north or southbound be on time
Herthay Pharmacy / Rice Ave / Camino Del Sol, there is no bus service on Mulhard, where
Time Warner Cable
More hours
Come more frequently, more routes, less fares
Come frequently, more routes
No smoking allowed, no animals allowed, please more service to Wagon Wheel Bowling Alley
Please clean the stop by the Wagon Wheel, the needs to be a waste basket
here are many women who use the bus and we needed situated the bus stops, which are

65

8. Online (multiple locations)
I would use the bus more especially if it went to Camarillo. Also I would write the bus more often to work if it was easier to transfer between Oxnard and Ventura. I live in Nyeland Acres and it takes 1 hr 20 min. approximately to get home on the 6A and 15. It's just easier to drive instead. It takes tops 25 minutes to get home if I drive down Telegraph and down the 118. I think that more people would find it easier to transfer through Wells because there would be less stops. Also if that option were possible it would generate more traffic for the 10 and 11 Routes while helping take a load of of the 6 Routes.

I understand the need to control costs in these tough times. But decreasing service during the afternoons when the high school students fill the buses to standing room only doesn't seem the best way to do so. It, more often, leaves folks waiting for the next available bus, angry and frustrated.

Please time the signals. The sensed traffic lights do nothing but make the opposite flow of traffic make the most INEFFICIENT STOPs. If there are 10 cars going in one direction, and one car is waiting to go from the opposite direction, the one car should have to wait until the next cycle of green, yellow, red. Traffic lights create a rhythm of traffic. Gold Coast Transit should be the conductor of that rhythm, the cars should not dictate the flow of traffic because there's always going to be a random car (wrong note), that messes with the flow -- let them wait to get on the same rhythm. If the signals were timed for efficiency, I don't think people would mind waiting a little longer until they could jump into the most efficient flow.

If possible, please advise me at lnBolton@yahoo.com, if there is a route from Crocker & Telegraph to Financial Center on E. Esplanade Dr.

Route 6 is too crowded and often late. Its hard enough to take the bus for an hour and a half to get to school, but without knowing how long the ride will be due to stops at every places possible for the buses, I am often late for appointments and such.

I would like to see a route that when from Oxnard to Ventura College, especially one that went up Ventura Road faster

9. Clinicas - Wells/Saticoy
If would be perfect to have a route on Vineyard and Wells, if they do not raise the fare from $1.35
APPENDIX B
LOCAL ROADS & HIGHWAYS IN THE PLAN AREA

Five state highways, including two freeways, traverse the plan area: SR 1, US 101, SR 118 (Vineyard Ave), SR 126, and SR 118 (Los Angeles Avenue/Wells Road). There are also several locally significant roads within the plan area. All regionally significant roads within the plan area are described below. In addition, traffic information is provided for each road using the Level of Service (LOS) A through F scale to rate the flow of traffic at critical intersections during peak travel periods. LOS A indicates free flow operations, and LOS F indicates substantial congestion because the number of vehicles exceeds the capacity of the road. The acceptable LOS for intersections within the City of Oxnard is C or better, except for five intersections that are allowed to operate below LOS C - three of which are located in the plan area: Oxnard Blvd & Gonzales Rd (PM LOS D), Rose Ave & Gonzales Rd (AM LOS D), Vineyard Ave & Oxnard Blvd (PM LOS D).6 The City of San Buenaventura (Ventura) considers LOS E acceptable at freeway interchange intersections and at intersections monitored as part of the Ventura County Congestion Management Program (CMP), and considers LOS D acceptable at remaining intersections monitored by the City.7

SR 1 (Oxnard Boulevard/Pacific Coast Highway): Oxnard Boulevard is one of the principal entrances to Oxnard from both north and south and part of the Ventura County Congestion Management Program network. Within the City of Oxnard, SR 1 crosses SR 232 and US 101, and traverses the communities of Carriage Square, West Village, Orchard, Rio Lindo, South Bank, Wagon Wheel and Town Center/River Park within the plan area. Oxnard Boulevard is a Primary Arterial (up to six lanes) between Vineyard Avenue to Third Street, and a Secondary Arterial (four lanes) in the Town Center area. Oxnard Boulevard within the city’s limits will eventually have the “SR 1” designation removed and the road will be transferred to the City of Oxnard. Rice Avenue will eventually be re-designated as SR 1 from the intersection with Oxnard Boulevard to US 101. The portions of SR 232 (Vineyard Avenue) from US 101 to Oxnard Boulevard will also be included in the transfer.8 The intersections at Oxnard Boulevard/Gonzales Road and Oxnard Boulevard/Vineyard Avenue are allowed to operate at Level of Service (LOS) D during the PM peak period due to the high cost of improvements and/or potential displacement of residences and businesses.9 The LOS at these intersections during the AM peak period is B. The LOS at intersections with N/B US 101 and Esplanade during peak periods is B or better.10 The average number of vehicles per day (Annual Average Daily Traffic (AADT)) on Oxnard Boulevard at Gonzales Road and at Vineyard Avenue was about 38,000 vehicles in 2008, the two busiest intersections of SR 1 in Ventura County.11 No major capital improvement projects are proposed within the plan area for Oxnard Boulevard (the grade separation project at Gonzales Road has been dropped by the

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7 City of Ventura Saticoy & Wells Community Plan and Code EIR, Section 4.15-Traffic and Circulation, p.4.15-3.
9 City of Oxnard 2030 General Plan, ADDENDUM Traffic Circulation Study, p. 2.1-4
10 City of Oxnard 2030 General Plan, ADDENDUM Traffic Circulation Study, p. 2.1-4
City of Oxnard). Operational improvements on Oxnard Boulevard in the plan area proposed by the City of Oxnard include:\textsuperscript{12}

a) Oxnard Blvd & US 101 NB Ramps: Add one westbound shared left-right turn lane.

b) Oxnard Blvd & Esplanade: Add one southbound through lane. Eliminate eastbound free-right operation. Add one left-turn lane for westbound and eastbound approach segments. Change westbound through-left lane to through only lane.

c) Oxnard Blvd & Camino Del Sol: Two left turn lanes and two through lanes for southbound approach. Two left turn lanes and a free right turn lane for westbound approach. Three through lanes and one right turn lane for northbound approach.

d) Vineyard & Oxnard Blvd: Add one through lane for south and northbound approach segments.

e) Oxnard Blvd & Gonzales Rd: Add one eastbound right-turn lane.

\textbf{SR 118 (Los Angeles Avenue and Wells Road):} SR 118 is a non-freeway state highway between SR 126 in Saticoy and the City of Moorpark in Eastern Ventura County. SR 118 is part of the Ventura County Congestion Management Program network. The freeway segment of SR 118 stretches between the City of Moorpark and LA County, through Simi Valley. SR 126 is also known as Wells Road in Saticoy west of Nardo Street; and known as Los Angeles Avenue east of Nardo Street all the way to the City of Moorpark. SR 118 is a Primary Road (6 lanes possible) between Vineyard Avenue (SR 232) and SR 126 in the plan area. Currently there are five travel lanes with a raised median from SR 126 to Carlos Street, gradually narrowing to two travel lanes.\textsuperscript{13} Average daily vehicles (AADT) in 2008 between Telephone Road and Vineyard Avenue (SR 232) was 38,000, dropping to 24,000 vehicles between Vineyard and Santa Clara Avenue.\textsuperscript{14} All of the intersections on Wells Road are at LOS C or better during the peak period.\textsuperscript{15} The LOS at the intersection of Los Angeles Avenue & Vineyard was last recorded as LOS E during the morning and evening peak period.\textsuperscript{16} There is a long-term plan to convert SR 118 to a mixed-flow freeway between SR 126 and Vineyard Avenue (SR 232). The project is included in the Strategic Plan section of the SCAG 2008 RTP (RTP#U5M0709) and the VCTC Adopted STIP (funding) Priority List (#7).\textsuperscript{17} The project is not funded in the short or long term (through 2035) at this time. Project proposed by the City of Ventura on Wells Road are listed below:\textsuperscript{18}

a) Wells Road (SR 126 to Ventura City limits): Widen to six lanes.

b) Wells Road (Telegraph Road to Carlos Street): Widen to four lanes.

c) Wells Road (Carlos Street to Citrus): Widen to four lanes.

d) Wells Road & SR 126 EB Ramps: Add third northbound and southbound through lanes.

e) Wells Road & Darling Road: Add third northbound and southbound through lanes.

f) Wells Road & Telephone Road: Add third northbound and southbound through lanes.

g) Wells Road & Nardo Street: Add third northbound and southbound through lanes.

\textbf{SR 126:} SR 126 is primarily a four-lane freeway between US 101 in Ventura and Hallock Drive in Sana Paula, and a non-freeway highway between Hallock Drive and the LA County Line. SR 126 passes through the communities of Wells and Saticoy in the plan area, and is


\textsuperscript{13} Saticoy & Wells Community Plan and Code EIR, Section 4.1STraffic and Circulation, p. 4.15-1.

\textsuperscript{14} 2008 AADT data, Caltrans Traffic Branch

\textsuperscript{15} Saticoy & Wells Community Plan and Code EIR, p. 4.15-5


\textsuperscript{17} VCTC 2009 CMP, pp.151, 169

\textsuperscript{18} Saticoy & Wells Community Plan and Code EIR, p. 4.15-10
part of the Ventura County Congestion Management Program network. Average daily vehicle traffic (AADT) in 2008 east of Wells Road (SR 118) was 48,000, the busiest stretch of road on all of SR 126. Freeway congestion in the vicinity of Wells Road (SR 118) is relatively minimal with the worst traffic congestion occurring westbound SR 126 during the morning peak period at LOS C, and eastbound SR 126 during the PM peak period at LOS C. There are no major improvements planned on SR 126 in the plan area.

SR 232 (Vineyard Avenue): SR-232 is a four-mile north-south route and extends from SR 1 (Oxnard Boulevard) in the City of Oxnard to SR 118 in the unincorporated area of Ventura County east of Saticoy. Vineyard Avenue is part of the Ventura County Congestion Management Program Network and traverses US 101 and the communities of Sierra Linda, South Bank, Orchard, Rio Lindo, El Rio, El Rio West, River Park and Strickland Acres. Vineyard Avenue is a Primary Arterial (six lanes possible; currently only four lanes) between Oxnard Boulevard and north of El Rio, and a Secondary Arterial (four lanes) to the north and west of the remaining road. The LOS is at B or better at the intersection with Stroube Street and Walnut Drive during peak periods, and at Simon Way and Los Angeles Avenue (SR 118) during the AM peak. The LOS is at C during the PM peak at Vineyard Avenue/Simon Way and Vineyard Avenue/Los Angeles Avenue. AADT on SR 232 between Oxnard Boulevard and US 101 was 50,000 vehicles in 2008, 31,500 daily vehicles between US 101 and Central Avenue, and 18,400 daily vehicles between Central and SR 118. There is a long-term plan to convert SR 232 to a mixed-flow freeway from SR 118 to US 101. The project is included in the Strategic Plan section of the SCAG 2008 RTP (RTP#USM0710) and the VCTC Adopted STIP (funding) Priority List (#7). The project is not funded in the short or long term (through 2035) at this time. Operational improvements on Vineyard Avenue proposed by the City of Oxnard include:

a) Vineyard Ave & Ventura Rd: Add one southbound right-turn lane.

b) Vineyard Ave & Ventura Rd/Myrtle Ave: Add one southbound through lane. Add one northbound left-turn lane. Change eastbound through lane to through-left lane.

c) Vineyard Ave & US 101 NB Ramps: Add one southbound through lane.

d) Vineyard Ave & US 101 SB Ramps: Add one northbound through lane. Add one right-turn lane and change shared right-left lane to left-turn lane for eastbound approach segment.

e) Vineyard Ave & Esplanade: Add one westbound right-turn lane. Add one eastbound left-turn lane.

f) Vineyard & Oxnard Blvd: Add one through lane for south and northbound approach segments.

g) Vineyard Ave & Stroube St: Add one left-turn lane for west and eastbound approach segments.

h) Vineyard Ave & Walnut Dr: Add one SB right-turn lane. Add one westbound left-turn lane. Add one left-turn lane, one through lane, and one right-turn lane for northbound and eastbound approach segments.

i) Vineyard Ave & Simon Way: Add one through lane for south and northbound approach segments. Add one right-turn lane for north and eastbound approach segments.

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19 2008 AADT, Caltrans Traffic Branch.
20 CMP page 61.
21 Appendix A, page A-7
22 Ibid.
23 Caltrans Traffic Branch, 2008 data
24 VCTC 2009 CMP, pp. 151, 169
25 Appendix A, pgs A2 – A5
**US 101**: The US 101 is the busiest freeway in Ventura County, carrying an average daily traffic of 150,000 (AADT) in 2008 by Oxnard Boulevard. The US 101 is part of the Ventura County Congestion Management Program network, and is primarily six lanes with an eight-lane section between Oxnard and Ventura, with a four-lane section in the vicinity of SR 126 in the City of Ventura. Northbound US 101 is congested during the PM peak period operating at LOS F from the City of Thousand Oaks to SR 126 in the City of Ventura. Southbound US 101 in the plan area is also congested during the PM peak period, operating at LOS D. US 101 was recently widened between Vineyard Avenue in Oxnard to Johnson Drive in Ventura, including a new interchange at Oxnard Boulevard and freeway bridge over the Santa Clara River. There is a long-term plan to add a freeway lane in each direction east (south) of Vineyard Avenue to the LA County Line in Thousand Oaks, and west (north) of Johnson Drive to SR 33 in Ventura. The project is included in the Strategic Plan section of the SCAG 2008 RTP (RTP#USM0701) and the VCTC Adopted STIP (funding) Priority List (#4). The project includes the replacement of freeway interchanges as needed throughout the project limits. The project is not funded in the short or long term (through 2035) at this time. The Rice Avenue/US 101 Interchange reconstruction project is currently underway. Rice Avenue is the designated truck route for truck traffic to and from the Port of Hueneme. Operational improvements on US 101 proposed by the City of Oxnard include:

a) Vineyard Ave & US 101 NB Ramps: Add one southbound through lane.

b) Vineyard Ave & US 101 SB Ramps: Add one northbound through lane. Add one right-turn lane and change shared right-left lane to left-turn lane for eastbound approach segment.

c) Oxnard Blvd & US 101 NB Ramps: Add one westbound shared left-right turn lane.

**Camino Del Sol**: Camino Del Sol is a four-lane divided roadway with a raised median that runs in an east-west direction in the City of Oxnard. The road is classified as a Primary Arterial (up to six lanes) between Del Norte Boulevard and Rose Avenue, and a Secondary Arterial (four lanes) between Rose Avenue and Entrada Drive east of Oxnard Boulevard. The lowest LOS reading on Camino Del Sol was “C” at the intersection with Rice Avenue during the AM Peak and near Oxnard Boulevard during the PM peak. Operational improvements proposed by the City of Oxnard are listed below:

a) Rose Avenue & Camino Del Sol: Add one through lane and eliminate right-turn lane for south and northbound approach segments. Add one left-turn lane for all four approach segments.

b) Rice Avenue & Camino Del Sol: Add one left-turn lane for all four approach segments. Add one through lane for west and eastbound approach segments. Add one southbound right-turn lane.

c) Del Norte Boulevard & Camino Del Sol: Add one left-turn lane for west and eastbound approach segments. Add one through lane for south and northbound approach segments.

d) Oxnard Blvd & Camino Del Sol: Two left-turn lanes and two through lanes for southbound approach. Two left-turn lanes and a free right-turn lane for westbound approach. Three through lanes and one right-turn lane for northbound approach.

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26 Caltrans Traffic Branch, 2008 data.
27 VCTC CMP, pg 57.
28 VCTC 2009 CMP, pgs 151 & 169
Gonzales Road: Gonzales Road within the plan area is a four-lane divided road between Ventura Road to east of Oxnard Boulevard, and a six-lane divided road between east of Oxnard Boulevard and Rice Avenue in the City of Oxnard. Gonzales Road is part of the Ventura County Congestion Management Program network. It is classified as a Primary Arterial (up to six lanes) between Del Norte Boulevard and Oxnard Boulevard, and a Secondary Arterial (four lanes) between Oxnard Boulevard and Victoria Avenue. Gonzales Road traverses the communities of East Village, West Village, Rio Lindo, Carriage Square, Orchard, Sierra Linda and Fremont North within the plan area. The three most congested intersections on Gonzales Road occur during the AM peak at Rose Avenue and Rice Avenue (both at LOS D), and during the PM peak at Oxnard Boulevard (LOS D) and Rice Avenue (LOS E). The intersections with Oxnard Boulevard and Rose Avenue are among the five intersections citywide allowed to operate at below LOS C due to the high cost of improvements and/or potential displacement of residences and businesses. The City of Oxnard has proposed extending Gonzales Road east of Del Norte Boulevard to the City of Camarillo. Future operational improvements proposed by the City of Oxnard for Gonzales Road in the plan area are listed below:

a) Ventura Road & Gonzales Road: Add one left-turn lane to south, north, and eastbound approach segments. Add one through lane to west, north, and eastbound approach segments.
b) H Street & Gonzales Road: Add one through lane for south and northbound approach segments. Eliminate right-turn lane and add one left-turn lane for northbound approach segment.
c) C Street & Gonzales Road: Add one through lane for west and eastbound approach segments. Eliminate eastbound right-turn lane.
d) Rice Avenue & Gonzales Road: Add two left-turn lanes, one through lane, and free-right operation for southbound approach. Add four through lanes for east and westbound approach segments. Add one westbound right-turn lane. Add two northbound through lanes. Eliminate eastbound left-turn lanes.
e) Oxnard Blvd & Gonzales Rd: Add one eastbound right-turn lane.
f) Rose Avenue & Gonzales Rd: Add one through lane for south and westbound approach segments.

Rice Avenue: Rice Avenue within the plan area in the City of Oxnard is a six-lane Primary Arterial that runs north and south, and is part of the Ventura County Congestion Management Program network. Rice Avenue stretches between US 101 and Hueneme Road, and is designated as the truck port access route between the Port of Hueneme and US 101. Rice Avenue will be designated as SR 1 north of Oxnard Boulevard to US 101, in place of Oxnard Boulevard. The only intersection on Rice Avenue operating under LOS C during peak periods is at Gonzales Road at LOS D during the AM peak, and LOS E during the PM peak. The US 101/Rice Avenue Interchange reconstruction project is currently under construction. There is a proposed project to add a railroad grade separation arterial interchange at 5th Street south of the plan area. Operational improvements proposed by the City of Oxnard on Rice Avenue within the plan area are listed below. In addition, the City has proposed to add a new

4-lane east-west secondary road south of Gonzales Road between Rice Avenue and Del Norte Boulevard

a) Rice Avenue & Gonzales Road: Add two left-turn lanes, one through lane, and free-right operation for southbound approach. Add four through lanes for east and westbound approach segments. Add one westbound right-turn lane.

b) Rice Avenue & Camino Del Sol: Add one left-turn lane for all four approach segments. Add one through lane for west and eastbound approach segments. Add one southbound right-turn lane.

**Rose Avenue:** Rose Avenue is classified as a Primary Arterial (up to 6 lanes) between US 101 and Pleasant Valley Road in the City of Oxnard, a Secondary Arterial (4 lanes) between US 101 and Central Avenue in the El Rio area, and a Local Arterial (2 to 4 lanes) between Central Avenue and Los Angeles Avenue (SR 118) in unincorporated Ventura County. The segment between US 101 and Pleasant Valley Road is part of the Ventura County Congestion Management Program road network. Rose Avenue is a four to six lane road between US 101 and Pleasant Valley Road, four lanes between US 101 and Central Avenue, and 2 lanes between Central Avenue and Los Angeles Avenue (SR 118). Rose Avenue traverses the communities of Rio Lindo, West Village and East Village within the plan area. The only intersection on Rose Avenue where the LOS is below “C” is at Gonzales Road at LOS D during the AM peak. This is one of five intersections in the City of Oxnard allowed to operate below LOS C due to the high cost of improvements and/or the potential displacement of residences and businesses. An arterial interchange/railroad grade separation has been proposed at Rose Avenue and Fifth Street (SR 34) south of the project area. Operational improvements proposed by the City of Oxnard are listed below:

a) Rose Ave & Gonzales Rd: Add one through lane for south and westbound approach segments.

b) Rose Ave & Camino Del Sol: Add one through lane and eliminate right-turn lane for south and northbound approach segments. Add one left-turn lane for all four approach segments.

c) Rose Ave & Lockwood St: Add one westbound left-turn lane.

**Telegraph Road:** Telegraph Road is an east-west arterial north of SR 126 that connects the residential and commercial uses in the eastern part of the City of Ventura to downtown Ventura. The road traverses the community of Wells in the plan area north of Saticoy. Telegraph Road contains two travel lanes and a median two-way left-turn lane between Wells Road and Petit Avenue. The LOS on Telegraph Road at intersections in the plan area is “B” or better during the peak period. Interim improvements are proposed for the segment between Wells Road and Saticoy Avenue. The UC Hansen Trust project resulted in the City of Ventura deciding to maintain and enhance Telephone Road as a two-lane Secondary Arterial between Wells Road and Saticoy Avenue until traffic volumes necessitate the conversion to a four-lane road.

**Telephone Road:** Telephone Road is located south of SR 126 that extends from Wells Road in the community of Saticoy in the plan area to US 101 in the City of Ventura. It is a Primary Arterial

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38 Saticoy & Wells Community Plan and Code EIR, pp. 4.15-1 & 4.15-5
39 Saticoy & Wells Community Plan and Code EIR, p. 4.15-10
Arterial with four travel lanes within the plan area. The LOS on Wells Road and Telephone Road is “C” during the AM and PM peak, and B or better at other monitored intersections in the plan area. The City of Ventura proposes to improve the intersection with Wells Road by adding a third northbound and southbound through lanes.

**Ventura Road:** Ventura Road is classified as a Primary Arterial (up to six lanes) from Vineyard Avenue south to Hueneme Road, and a Secondary Arterial (up to four lanes) north of Vineyard Avenue. Ventura Road traverses the communities of Sierra Linda, South Bank, Wagon Wheel and Town Center/River Park in the City of Oxnard. The LOS at various intersections along Ventura Road is “C” or better. Operational improvements proposed by the City of Oxnard on Ventura Road within the plan area are listed below:

a) Vineyard Ave & Ventura Rd: Add one southbound right-turn lane.
b) Vineyard Ave & Ventura Rd/Myrtle Ave: Add one southbound through lane. Add one northbound left-turn lane. Change eastbound through lane to through-left lane.
c) Ventura Rd & Gonzales Rd: Add one left-turn lane to south, north, and eastbound approach segments. Add one through lane to west, north, and eastbound approach segments.
d) Ventura Rd & Doris Ave: Add one through lane to west and eastbound approach segments.

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APPENDIX C
WALK AUDIT FINDINGS

This section includes a summary of the walk audit findings. In general, the most common types of deficiencies discovered on our Walk Audit were:

- Crumbling sidewalks, missing sidewalks or sidewalk gaps
- Steep driveways and/or curb ramps
- Crumbling/Missing curb ramps
- Sign posts, utility poles, or other obstacles
- Lack of street crossing opportunities
- Missing pedestrian crossing facilities at intersections, such as marked crosswalks, crossing activation buttons, pedestrian signals
- Buildings with blank walls, boarded up windows providing no sense of pedestrian interest
- Cars parked across sidewalk path (or pedestrian path)
- Heavy truck traffic
- Missing sidewalks at existing bus stops
- Unincorporated areas tend to be missing the most sidewalks
- Lack of lighting

Wells Road - County Drive - Jacinto Way
This area is an industrial area that is currently not well served by transit. On the day of the walk audit the volume of traffic consisted of a mix of cars and trucks, although a heavy volume of truck traffic was noted at later visits. The intersection of Wells Road (SR 118) and Country Drive is a four leg intersection, however acts more like a T-intersection since the receiving street (Jacinto Way) acts as a service road to the industrial areas south of Wells Rd. At the intersection, crosswalks and pedestrian ramps were in place at all four corners. There was a clear path of sidewalk on both sides of County Drive leading east into the VC Public Works facility. There is no continuous sidewalk north or south of the intersection along Wells Rd (SR118). On the north side of Wells Road at County, the path quickly turns into decomposed gravel/asphalt raised sidewalk. On the south side of the street, there are sidewalks in place near the intersection and across driveways; however the areas between driveways are missing sidewalks and are filled with a combination of gravel and mulch. Deficiencies: Missing/gaps in sidewalk between driveways, heavy truck traffic, raised gravel/dirt path forcing pedestrians to walk in street at times

Wells Road - Los Angeles Avenue - Nardo St
This intersection is signalized with marked crosswalks across Wells and Nardo. There is an existing Route 11 bus stop located on Nardo Street between Los Angeles Ave and Wells Road. In the northbound direction, where Los Angeles Ave and Wells Road split into two roads, there is no signal or crosswalk. In addition, there is no accessible sidewalk either side of Wells Road south of Nardo Street except for patches of sidewalk at driveways. However, there is evidence of pedestrian traffic on both sides of the street visible by footprints in the dirt trail leading toward the rail crossing on both sides of the street. Deficiencies: Gaps in sidewalk between driveways, heavy truck traffic, missing pedestrian crossing facilities where Los Angeles Ave veers right
Wells Road – rail crossing
We observed footprints indicating pedestrian were crossing the railway crossing utilizing a dirt trail on both sides of Wells Road however, by foot it was extremely difficult walking over the large rocks surrounding the tracks. There is no accessible sidewalk either side of Wells Road crossing the rail crossing. Deficiencies: Gaps in sidewalk leading to rail crossing, uneven dirt and rock piles covering path at rail crossing

Wells Road – Telephone Road
This is a four-leg, signalized, intersection that is currently well served by Route 11. Bus stops are located nearby at Violetta Street and on Telephone Road. At the intersection, crosswalks and pedestrian ramps are in place at all four corners. There are clear and continuous sidewalks on both sides of Wells Road south of Telephone Road until about 100ft north of the rail crossing. Note: North of Telephone Road, there is only clear and continuous sidewalk along one side of the street next to a blank wall for about 400ft before ending in a dirt path at the city limit. Deficiencies: heavy truck traffic, sidewalk along blank wall leading to dirt pat, brush overgrown onto sidewalk in spots, gravel/asphalt pedestrian paths on both sides.

Wells Road – HWY 126
Pedestrian conditions headed north along Wells Road for anyone wishing to cross HWY 126 are very inaccessible. Although we did observe footprints in the dirt path leading to the bridge that crosses HWY 126, there was no clear pedestrian access point to cross the bridge other than using the roadway. Deficiencies: missing sidewalks on both side of the street in unincorporated areas, heavy truck traffic

North of HWY 126 there is a large drainage area along Wells Road between Wells Center and Telegraph Road. Due to the drainage area and overgrown shrubs we were unable to walk along the south side of Wells Road from this point to Telegraph Road.

Wells Road – Citrus Dr – Carlos St
The intersections of Citrus Dr and Carlos St are well served by transit stops at Wells Center. This is a “transfer point” hub stop served by Route 11, Route 10 and VISTA. The sidewalks along Citrus Dr, Carlos St and around the Wells Center bus stop were in fair condition. The intersection of Wells Road and Citrus Dr is a four-leg signalized intersection with pedestrian ramps and crosswalks. The intersection of Wells Road and Carlos St is an stop-controlled, T-intersection with pedestrian ramps in place and no marked crosswalks. On the Frontage Rd/bus stop area there is a clear and continuous sidewalk leading from the bus stop north to Carlos St, however there are no pedestrian ramps or accessible paths from the bus stop to Citrus Place. Deficiencies: Carlos St has a stop sign but is missing marked crosswalks; pedestrian access from Wells Center Bus Stops to Citrus Place is limited due to missing sidewalks

Wells Road – Telegraph Road
This is a four-leg signalized intersection with marked crosswalks. Three corners were missing pedestrian ramps, and had raised asphalt refuge areas that separate the s/b and n/b right turn slip roads from Wells Rd onto Telegraph. The raised asphalt areas were not well marked and did not include pedestrian ramps. South of Telegraph Road an asphalt sidewalk area leads to a clear and continuous sidewalk along the Clinicas Property to Carlos St. Deficiencies: Tree roots are raising sidewalk at bus stop in front of Clinicas, there is no
sidewalk south of Telegraph, intersection missing pedestrian ramps, asphalt refuge areas not marked

**Vineyard Avenue**

**Vineyard Avenue – 101 FWY – Ventura Blvd**
Vineyard Avenue (SR 232) has pedestrian crosswalks on both sides of the street crossing the bridge over the 101 FWY to Ventura Blvd. New sidewalk was recently installed along the south side of the street as part of the RiverPark development infrastructure improvements. The intersection of Vineyard & Ventura Blvd is a signalized four-leg intersection with marked crosswalks. All four corners have accessible sidewalk and pedestrian ramps. The intersection is well served by transit, with the closest bus stops located approximately one block north along Vineyard at Olive Place. *Deficiencies: heavy traffic on bridge w/ conflicts at on ramps, not a lot of shade for pedestrians*

**Vineyard Avenue – Olive Place**
The intersection of Vineyard Ave and Olive Place is an un-signalized T-intersection. Sidewalks are present along both sides of Vineyard Ave south of Olive Place which provide access to the bus stops. Pedestrian access north of the bus stops is limited by missing and/or gaps in the sidewalk. *Deficiencies: Approx 100ft of missing sidewalk along the northwest corner of Vineyard at Olive next to a private residence*

**Vineyard Avenue – Stroube Street**
The intersection of Vineyard Ave and Stroube is a signalized 4-leg intersection with yellow “school crosswalks” across all four legs and reduced speed limit signs approaching the intersection. Many of the commercial buildings along Vineyard (north and south) of Stroube Street have narrow setbacks bringing their entrances close to the street. Although this generates a good level of pedestrian activity, the street is missing sidewalks, curbs and gutters. Due to the lack of a defined street edge, vehicles use the pedestrian space as a “free for all” parking area, which blocks pedestrian paths. At the time of our field visit, we observed parking areas at the rear and sides of buildings that could be used if sidewalks were to constructed in the future reducing on-street parking. This intersection serves as the closest signalized crossing point to cross Vineyard Ave when going to or exiting at bus stops at Collins Street. *Deficiencies: lack of defined street edge, obstructed pedestrian paths, missing sidewalks, curbs & gutters, vehicles parked at all angles along street edge, pedestrians forced to walk in street next to moving traffic*.

**Vineyard Avenue – Collins Street**
The intersection of Vineyard Ave and Collins Street is an un-signalized four-leg intersection. Sidewalks are present along the west side of Vineyard Ave which provide access to the southbound Route 15 bus stop at Collins Street from the adjacent residential area. There is no pedestrian crossing facility at this intersection, so residents wishing to access areas east of Vineyard must walk south to Stroube Street to cross the street. Along the east side of the Vineyard (north and south) of the intersection with Collins Street, sidewalks and pedestrian ramps are missing. *Deficiencies: lack of defined street edge on east curb, obstructed pedestrian paths, missing sidewalks and pedestrian ramps*
**Vineyard Avenue – Forest Park Blvd – Orange Street**
The intersection of Vineyard Ave and Forest Park Blvd a signalized T-intersection with “no pedestrian crossing signs” located on both sides of the street. Sidewalks are present along the west side of Vineyard Ave leading into the RiverPark development and to Rio Del Mar Elementary School and Rio Vista Middle School. Along the east side of Vineyard Ave, sidewalks are missing. We noted some pedestrian activity from Orange Street as evidenced by lots of footprints in the dirt path between following the street path on Orange Street to the intersection. The closest access point to transit is one block south at Collins Street. Due to lack of crossing points, people wishing to access transit stops across Vineyard Avenue would have to walk south to Stroube to cross at a signalized intersection. **Deficiencies:** missing sidewalk along the east side of Vineyard Ave from Stroube to Simon Way, pedestrian access is hindered by lack of street connections to cul-de-sac streets east of Vineyard at Orange Street and Corsicana Street

**Vineyard Avenue – Walnut Street**
The intersection of Vineyard Ave and Walnut Street is a signalized four-leg intersection with crosswalks located on the north and east legs of the intersection. Sidewalks are present along the west side of Vineyard Ave leading into the RiverPark development and to Rio Del Mar Elementary School and Rio Vista Middle School. Along the east side of Vineyard Ave, sidewalks and pedestrian ramps are missing. Sidewalks are missing along Walnut leading into the residential areas of El Rio. In the future, this street would be an ideal candidate street for sidewalks to be constructed in order to connect pedestrians to the signalized intersections and crosswalks already in place on Walnut Ave & Vineyard Ave and Walnut Ave & Rose Ave, which lead area residents to the two middle schools that flank the neighborhood. **Deficiencies:** missing sidewalk and pedestrian ramps along the east side of Vineyard Ave from Stroube to Simon Way

**Vineyard Avenue – Simon Way – Thames River Drive**
The intersection of Vineyard Ave and Simon Way is a signalized four-leg intersection with crosswalks located on all four legs of the intersection. High-visibility school crossing markings and signs are missing from the intersection. Sidewalks are present along the west side of Vineyard Ave leading into the RiverPark development, play fields, and to Rio Del Mar Elementary School and Rio Vista Middle School. Along the east side of Vineyard Ave, sidewalks and pedestrian ramps are in place, but in poor condition. Drivers approaching the intersection of Vineyard Ave from Thames River Dr and Simon Way have a lower sight distance due to the slope and curve of the streets. This intersection is well served by a transit, with a northbound bus stop on the east side of Vineyard Ave south of Simon Way, and a southbound bus stop east of the intersection at Simon Way and Minna Street. **Deficiencies:** crumbling/missing sidewalks along the southeast corner of Vineyard and Simon Way, reduced sight distance due to slope of street