

Oxnard Corridor

Community Transportation Improvement

Plan (OCCTIP)



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Department of Transportation*

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I. INTRODUCTION

Setting

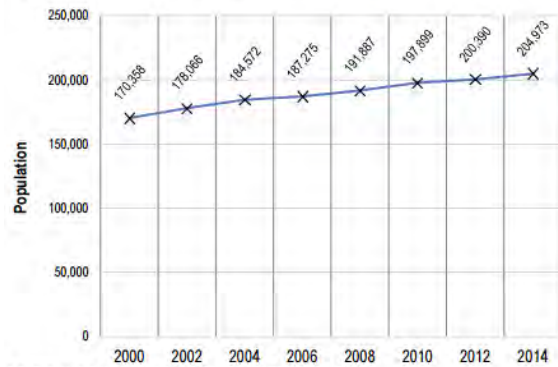
As shown in Figure 1, the City of Oxnard is located along California's Central Coast in Ventura County, approximately 60 miles northwest of Los Angeles and 35 miles south of Santa Barbara. With a Mediterranean climate, fertile soil, adequate water supply and long harvest season, favorable agricultural conditions are found in Oxnard. As the largest city in Ventura County, Oxnard offers a combination of a coastal destination, business center and the center of a regional agricultural industry.

The City of Oxnard is home to 206,148 (2014 DOF) people comprising approximately 27 square miles. Oxnard was incorporated in 1903 and is located at the western edge of the fertile Oxnard Plain, the heart of a \$2 Billion agricultural industry. Oxnard is also a major transportation hub in Southern California, with Amtrak, Union Pacific, Metrolink, Greyhound, and Intercalifornia stopping in downtown Oxnard. Oxnard also has a small regional airport called Oxnard Airport (OXR). The Port of Hueneme and Naval Base Ventura County are major economic centers.

The City of Oxnard (City) applied for, and was successfully granted, a California Department of Transportation (Caltrans) Transportation Planning Grant for the Community-Based Transportation Planning Program, Catalyst Project for Sustainable Strategies Pilot Program. The grant project is entitled, Oxnard Corridor Community Transportation Improvement Plan (OCCTIP). OCCTIP contains key components found in an Active Transportation Program (ATP) and Integrated Connectivity Project (ICP) that will be used to transform former state highways into complete city streets and reduce Greenhouse Gas emissions with transit and mixed uses.

Over the past five decades, the City has undergone a transformation, evolving from a small agricultural town into the largest population, employment, and retail center in Ventura County with significant new housing, commercial, and industrial development. As the City has

Population: 2000 - 2014



Number of Households: 2000 - 2014

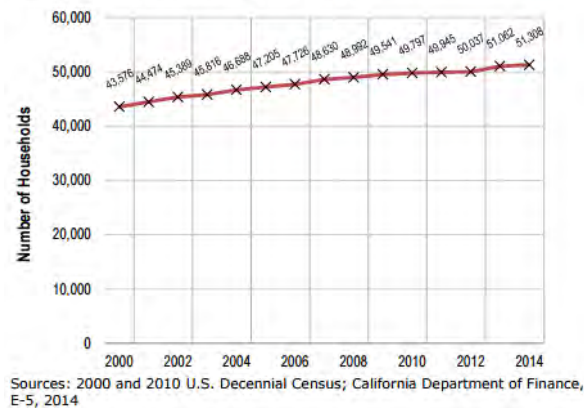
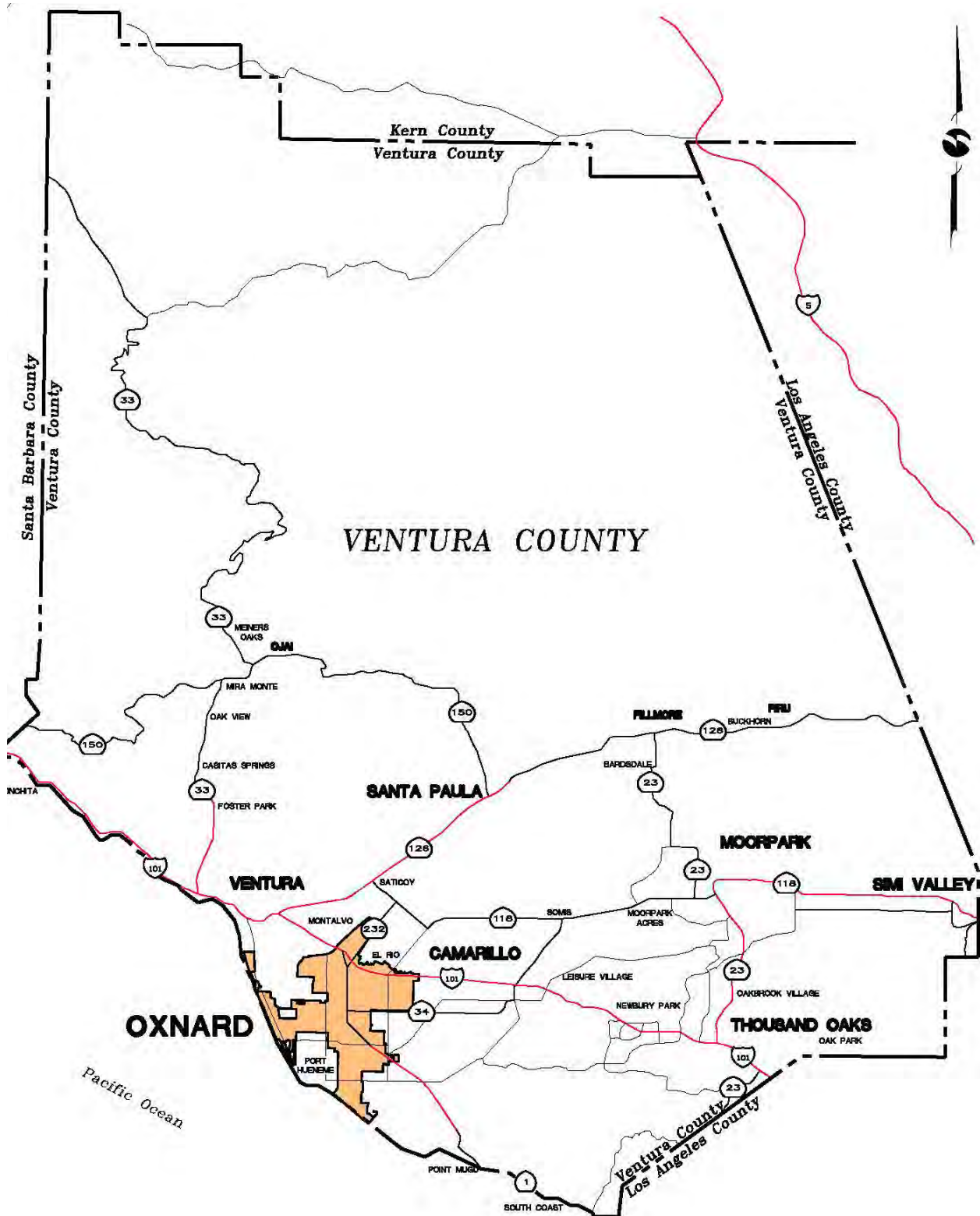
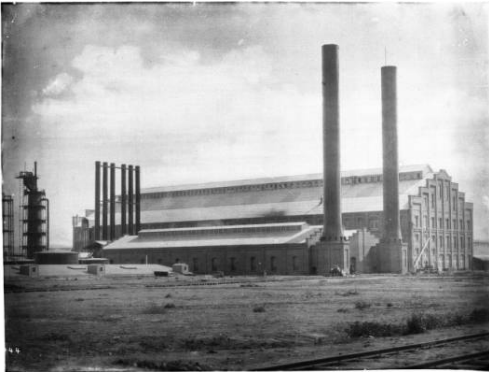


Figure 1 - Vicinity Map





Sugar Beet Factory
Oxnard, CA 1910

grown there has been a significant increase in travel to, from and within Oxnard. Most of these trips are made by automobile and traffic volumes and congestion have increased noticeably, escalating travel times and transportation costs and impacting quality of life for Oxnard residents, employees and visitors.

Improving all forms of mobility is a high priority for the City's near and long-term future. City residents recognize that future economic growth, environmental sustainability, and public health and social welfare are enhanced with a better balanced transportation system supportive of all modes of transportation. Public transit, walking, and bicycling along with private vehicles and commercial trucking are paramount to the City's continued and future success.

Oxnard 2030 General Plan

The overriding goal of the Oxnard 2030 General Plan is to guide the future of Oxnard as it strives to achieve its vision of environmental sustainability with economic growth.



Oxnard Boulevard

The 2030 General Plan includes a range of sustainable community and community development goals and their respective implementing policies. The Oxnard 2030 General Plan, adopted in 2011, includes over 50 policies that relate to the redevelopment of city streets to "Complete Streets" that fully incorporate pedestrian, bicycle, vehicle, commercial, and transit uses. In March, 2013 the California Department of Transportation (Caltrans) relinquished to the City those segments of State Rte. 1 (Oxnard Boulevard), Route 34 (Fifth Street), and Route 232 (Vineyard Avenue) located within City limits. Oxnard Boulevard is the central north-south arterial around which the City developed and, with the intersecting Fifth Street and Vineyard Avenue segments, are collectively named the Oxnard Corridor (Corridor). Selected General Plan goals and policies are listed below.

Key to OCCTIP itself is Policy ICS-2.13, which states, "Initiate corridor studies for Oxnard Boulevard and Fifth Street that key off of the state's relinquishment of the streets to the City. Other corridors may be

identified for studies as needed and funding permits. Corridor studies should be coordinated with transit service providers.”

Goals

1. *SC-1 Climate Change and Global Warming Awareness* – Supporting and Participating in Global Warming and Climate Change Adaptation analysis and programs.
2. *CD-3 Neighborhood Stabilization and Revitalizations* – A city of stable, safe, attractive and revitalized neighborhoods with adequate parks, schools, infrastructure and community identity and pride.
3. *CD-7 Urban Villages* – Development of vibrant mixed-use urban villages characterized by a mix of land uses, transit accessibility, pedestrian orientation and neighborhood identity.
4. *CD-13 Public Art* – Inclusion of arts in public places.
5. *CD-16 Coordinated Development* – Coordinated land use and infrastructure decisions with economic development.
6. *ICS-2 Circulation and Transportation System* – A transportation system that supports existing, approved and planned land uses throughout the City while maintaining a level of service “C” at designated intersections unless expected.
7. *ER-1.2 Protect Surrounding Agriculture and Open Space* - Protect open space and agricultural uses around Oxnard through continued adherence to the Guidelines for Orderly Development, Ventura County Greenbelt programs, the Save Open-Space and Agricultural Resources Ordinance, and other programs or policies that may subsequently be adopted such as the SB 375 Sustainable Communities Strategy.



Policies

1. *CD-7.5 Pedestrian and Transit Scale* – Design urban village areas to be pedestrian-oriented and transit accessible, incorporating block patterns, walking routes and edges, social orientation of buildings, and streetscapes to provide ease of walking and safety.
2. *CD-7.6 Connectivity* – Provide connectivity to other activity nodes in the form of roadways, transit connections, and bicycle and

Goals and Policies

Climate Change and Global Warming Awareness

Goal SC-1	Supporting and Participating in Global Warming and Climate Change Adaptation analysis and programs.
SC-1.1	Inventory and Monitor GHG Emissions Inventory and monitor GHG emissions in City operations and in the community consistent with Ventura County Air Pollution Control District and/or State guidelines.
SC-1.2	Support Statewide Global Warming and Climate Change Mitigation Continue to monitor and support the efforts of the California Air Resources Board and other agencies as they formulate Global Warming and Climate Change adaption and mitigation strategies and programs.

- pedestrian linkages that encourages non-vehicular travel modes. Urban villages should be considered major transit transfer points and have amenities oriented towards transit users.
3. *CD-7.7 Urban Village Streetscapes and Identification* – Include streetscape and signage programs in roadway improvements that provide each area a unique identification and enhance the functionality and beauty of entry corridors. Ensure that planned roadway improvements do not conflict with other policies that encourage pedestrian activities and circulation.
 4. *CD-12.2 Public Works Support Urban Design Objectives* – Ensure that all public works projects (medians, paving, landscaping, streetscape, gateways, buildings, etc.) support Citywide and district design objectives.
 5. *CD-15.8 Grant Funding* – Actively investigate and pursue grants and programs that are available from public and private sources that will increase the tourism, community growth, and the quality of life for its residents.
 6. *ICS-2.1 Coordinate with Regional Transportation Planning* - Continue to work cooperatively with the various local, state, and federal transportation agencies and private operators in Ventura County to maintain a transportation system that is well-integrated and interconnected in terms of service, scheduling, and capacity. Continue to participate in Congestion Management Program (CMP) led by the Ventura County Transportation Commission (VCTC).
 7. *ICS-2.7 Consistent Roadway Signage* - Continue to improve roadway signage Citywide to ensure that: 1) signage is accurate and not obscured or obstructed by vegetation or structures; 2) worded transportation signs are consistent and uniform; 3) uniform type face; 4) consistent graphic symbols; 5) modular sign size; 6) grouping to reduce visual clutter wherever possible; and 7) traffic-control devices, lighting, and related items on common poles.
 8. *ICS-2.8 Intelligent Transportation Systems* - Implement the adopted Intelligent Transportation Systems (ITS), as well as other appropriate communication technologies, to improve flow of traffic, where feasible.

9. *ICS-3.2 Minimum Level of Service C and Exceptions* - Maintain level of service “C” for all intersections incorporated in the Oxnard Traffic Model. The City Council allows as an exception level of service “D” either in the AM or PM periods, or both, at the five intersections listed below and level of service “F” at Five Points in order to avoid adversely impacting private homes and/or businesses resulting from additional mitigations, or preserve or enhance aesthetic integrity.
 1. C Street and Wooley Road
 2. Oxnard Boulevard and Vineyard Avenue
 3. Oxnard Boulevard and Gonzales Road
 4. Gonzales Road and Rose Avenue
 5. Five Points (Oxnard Boulevard/Saviers Road/Wooley Road)
16. *ICS-4.1 Enhance Goods Movement* - Coordinate with the Oxnard Harbor District, the City of Port Hueneme, NBVC, and other organizations associated with goods movement to promote and expand economic development while preserving the City’s quality of life.
17. *ICS-4.2 Study Separating Rail and Roadways and Buffers* - Study alternatives to separate railroad movements from roadways intersecting Oxnard Boulevard and Fifth Street adjacent to the Union Pacific Railroad to increase public safety, and investigate and implement appropriate and feasible buffers along rail routes.
18. *ICS-6.2 Transit Service Provision* - Continue to participate with public transit agencies to develop bus service to major commercial, employment, school and special event destinations.
19. *ICS-7.1 Require Transportation Demand Management Programs (TDM)* - Consider requiring TDM programs with preferred parking, car pool and van pool vehicles, and ride sharing where feasible and appropriate.
20. *ICS-7.2 Reduce Single-Occupancy Automobile Dependency* - Reduce single-occupancy automobile use and increase the use of alternative forms of transportation.
21. *ICS-7.3 Travel Demand Management (TDM) Development Patterns* - Promote compact, mixed use development patterns that compliment and encourage TDM programs, pedestrian and bicycle travel, and transit use.

22. *ICS-8.1 Improved Bicycle and Pedestrian Safety* - Promote safety by minimizing conflicts between automobiles, bicycles, and pedestrians with special attention to lighting resources on commercial corridors.
23. *ICS-8.2 Bicycle Route Plan* - Plan a citywide system of safe, efficient, and attractive bicycle routes for commuter, school, and recreational use. Maintain a bicycle route map in the office of the City Traffic Engineer that is widely available for public use.
24. *ICS-8.3 Completing Bicycle and Sidewalk Network* - Prioritize plans for bicycle and pedestrian facilities that provide continuity, and close gaps in the city's existing bike path and sidewalk network.
25. *ICS-8.5 Public Sidewalks and Pedestrian Orientation* - Consider and require where appropriate and feasible the enhancement of the pedestrian environment as part of private development and public works projects, especially for public sidewalks.
26. *ICS-8.6 Americans with Disability Act (ADA) Handicap Requirements* - Require installation of ADA compliant handicapped ramp curb-cuts and other ADA access with all new roadway construction and significant reconstruction of existing roadways, parking lots, plazas and pedestrian area, and parks.
27. *ICS-8.7 Downtown and Beach Area Bicycle Accessibility* - Support improvements to increase bicycle accessibility in and around the Downtown area and bicycle route access to the harbor, beach, and other popular destinations.
28. *ICS-8.8 Educational Facilities* - Coordinate with public school districts and other educational facilities to design pedestrian and bicycle access as the preferred access to schools rather than vehicular, and improve drop off and pick up circulation, especially during the morning and afternoon peak periods.
29. *ICS-8.9 Street Crossings* - Design street crossings to provide for the safety needs of bicyclists and pedestrians in accordance with the designations set forth in the Bicycle Master Plan.
30. *ICS-8.13 Importance of Pedestrian and Bicycle Access in Site Planning* - Require that new development treat pedestrian and bicycle circulation as the equal to or preferred to vehicular access in site design including, but not limited to, access to neighborhood and commercial shopping centers, school, and parks.

31. *ICS-8.14 Connecting Facilities* - Create a physical link for pedestrian and bicycle traffic between parks and recreation facilities as specified in the Bike and Pedestrian Master Plan.
32. *ICS-8.15 Bicycle and Pedestrian Master Plan* - Implement the Bicycle and Pedestrian Facilities Master Plan and trail system to link parks and recreational facilities.
33. *ER-7.1 Medians and Parkways* - Ensure that major arterials include landscaped medians and parkways.
34. *ER-7.2 Design of Sound or Zone Walls* - When sound or zone walls are used, ensure that they are visually interesting and well landscaped.
35. *ER-7.3 Design of Transportation Related Structures* - Design ramps and flyovers shall include appealing features, designed in concert with surrounding structures where appropriate, and that add to the overall character of the surrounding area, including design features and public art.

AB32 and Cap & Trade Programs

OCCTIP will help to implement the goals of two State Laws: AB 32, which mandates reduction of greenhouse gas emissions, and SB 375, which encourages dense, mixed use development near transit.

Assembly Bill 32 and Senate Bill 375

Almost 10 years ago, the Legislature passed Assembly Bill 32 (AB 32), The Global Warming Solutions Act of 2006. AB 32 requires the State to reduce its GHG emissions to 1990 levels by 2020. Senate Bill 375 (SB 375) builds on the existing regional transportation planning process undertaken by the state's 18 Metropolitan Planning Organizations (MPOs) to link the reduction of GHG emissions from cars and light trucks to regional land use and infrastructure planning. According to the California Air Resources Board (CARB), passenger vehicles are the number one emitter of GHG emissions in California. SB 375 asserts that "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32."

The main objectives of SB 375 are:



1. To use the regional transportation planning process to direct funding to transportation projects that reduce GHG emissions by coordinating land use and transportation planning;
2. To use the California Environmental Quality Act (CEQA) streamlining as an incentive to encourage residential development projects that help achieve AB 32 GHG emission reduction goals; and,
3. To coordinate the state's requirements for regional housing development and planning with the regional transportation planning process.

OCCTIP is an Integrated Connectivity Project (ICP) as defined by the California Affordable Housing and Sustainable Communities (AHSC) grant program that implements AB32 and SB375 by investing in projects that reduce GHG emissions by supporting more compact infill development patterns, encouraging active and diverse mobility and transit use, and protecting agricultural land from sprawl development. Funding for the annual AHSC grant program is from the GHG Reduction Fund, an account established by the State Legislature to receive and disburse Cap-and-Trade GHG emission permit fees. An ICP capital program, coupled with affordable housing and transit programs, results in measureable reduction in vehicle miles travelled (VMT), especially by one-occupant vehicles, and by extension, reduces GHG emissions. The AHSC program has a set-aside for State-identified disadvantaged communities, several of which are located within and adjacent to the OCCTIP planning area.

Finally, OCCTIP is the City's "2030 General Plan frontpage" announcement that Oxnard has fully reversed its past history of outward expansion and is committed to preserving surrounding prime agricultural farmland and is, instead, planning for infill and transit-oriented development. OCCTIP is a major and necessary component to achieving these City and State goals because OCCTIP is nothing less than the conversion of what were car-moving state highways that passed through the city into the City's "main street" designed as a transit-oriented linear downtown.

FHWA Policy for Bicyclists and Pedestrians

During the 1990s, Congress spearheaded a movement towards a transportation system that favors people and goods over motor vehicles with passage of the Intermodal Surface Transportation Efficiency Act (1991) and the Transportation Equity Act for the 21st Century (1998). The call for more walkable, liveable, and accessible communities, has seen bicycling and walking emerge as an "indicator species" for the health and well-being of a community. People want to live and work in places where they can safely and conveniently walk and/or bicycle and not always have to deal with traffic congestion and competing for a parking space.

As a result, FHWA agreed to develop a Policy Statement on Accommodating Bicyclists and Pedestrians in Transportation Projects to guide State and local agencies to address a trend in transportation planning as it relates to bicycling and walking. The following identifies the policy for addressing transportation infrastructure and offers a guide for local planners and engineers charge with implement such a system. In 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law by the president. Under MAP-21, the Transportation Enhancements program was re-named the Transportation Alternatives Program (TAP), which consolidated 12 eligible project categories into six categories. In turn, California used funding from TAP for ATP projects.

The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:

1. Planning projects for the long-term. Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities that meet the criteria in item 1) above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for 50 years, might be built with sufficient width for safe bicycle and pedestrian use in anticipation that facilities will be



Senior Housing in Oxnard



Oxnard Housing Authority



Oxnard Housing Authority

available at either end of the bridge even if that is not currently the case.

2. Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
3. Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
4. Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities."

Affordable Housing

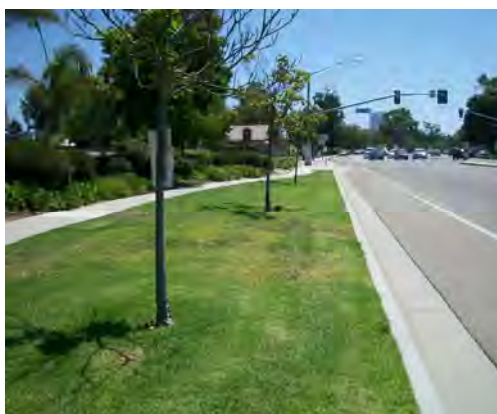
The 2013-2021 Oxnard Housing Element (Housing Element) identifies and analyzes the current and future housing needs of residents within the City and establishes housing goals, policies, and programs to meet the needs. The statutory planning period is October 15, 2013 to October 15, 2021. The housing requirements of lower-income households and special needs groups are given particular attention. As of January 2016, the City has conditional approval of its Housing Element. As stated in Chapter D, the total 2014–2021 Regional Housing Needs Allocation (RHNA) of 7,301 housing units for Oxnard was intended to accommodate current and projected growth housing need based on population and economic analyses and projections.

To provide realistic and certain opportunity for developers and the nonprofit sector to develop the remaining RHNA allocation of about

16

Corridor Context and Segments

The City of Oxnard is bisected north to southeast by Oxnard Boulevard, previously designated State Route 1. Upon the City's request, State Route 1 and portions of State Routes 34 and 232 within the City limits were relinquished by the California Department of Transportation (Caltrans) to the City on March 5, 2013. Later that year, the Oxnard Corridor Community Transportation Improvement Plan (OCCTIP) was funded by a California Department of Transportation (Caltrans) Transportation Planning grant.



Vineyard Avenue
Multi-Use Trail

The Oxnard Boulevard Corridor averages more than 40,000 daily trips (maximum) that range from local and regional commuter travel to local shopping and port-related truck traffic. Oxnard “grew up” around Oxnard Boulevard which, along with portions of Vineyard Avenue and Fifth Street, is referred to as the Corridor. This transfer created the opportunity to rethink, replan, and rebuild the City's main nine-mile north-south Corridor as a transit-oriented, bicycle- and pedestrian-friendly attractive main street and namesake of the City.

A growing number of communities are discovering the value of their streets as important public spaces for many aspects of daily life. People want streets that are safe to cross or walk along, offer places to meet people, link healthy neighborhoods, and have a vibrant mix of retail. More people are enjoying the value of farmers' markets, street festivals, and gathering places. And more people want to be able to walk and ride bicycles in their neighborhoods. This is all true in Oxnard with its 206,148 residents.



Oxnard Transit Center

People from a wide variety of backgrounds are forming partnerships with schools, health agencies, neighborhood associations, environmental organizations, and other groups in asking their city councils to create streets and neighborhoods that fit this vision. The purpose of the OCCTIP is to provide a plan that leads to improvements that increase walkability, enhance transit, and improve traffic flow. OCCTIP implements the City of Oxnard's 2030 General Plan to transform former state highways into complete streets.

The OCCTIP planning area consists of 7.2 miles of Oxnard Boulevard (Segments 1 to 6); a 0.6 mile segment of Vineyard Avenue (Segment 7); and, a 1.0 mile segment of Fifth Street (Segment 8). Figure 2 identifies the OCCTIP Segment Overview Map.



State Route 1 (Pacific Coast Highway) is a 656-mile north-south route and is part of the California Scenic Highway System. In Ventura County, State Route 1 extends from the Los Angeles County line to Santa Barbara County line and provides interregional, recreational, commuter and local travel through both rural and urban settings.

Oxnard Boulevard is the principal entrance to Oxnard from both the north and south and functions as a primary arterial. Oxnard Boulevard serves a variety of land uses, including commercial, retail, automotive, industrial, residential, financial, office, restaurant, and recreation.

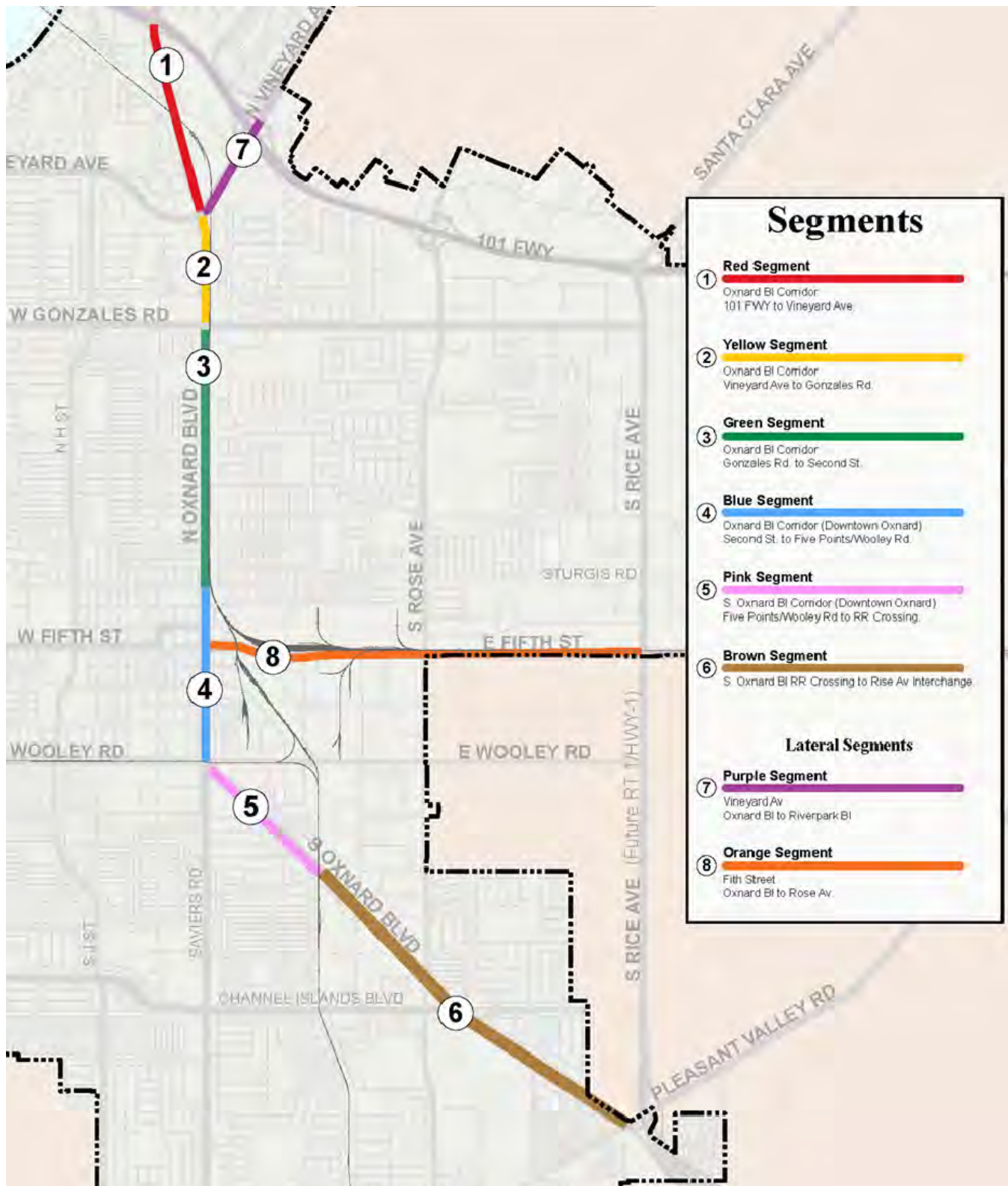
Within Oxnard City limits, Oxnard Boulevard (i.e., Segments 1 thru 6) is no longer designated State Route 1. Rice Avenue replaced State Route 1 from the Pleasant Valley intersection to the 101 Freeway, by-passing most of Oxnard. Based on Caltrans' 2013 Traffic Volumes on California State Highways, Average Annual Daily Traffic (AADT) ranged from approximately 14,700 trips near Pleasant Valley Road to 42,000 trips at Gonzales Road.



State Route 232 (Vineyard Avenue) is a four-mile north-south route that extends from Oxnard Boulevard to State Route 118 within Ventura County. State Route 232 starts at the intersection of the 101 Freeway and Vineyard Avenue and terminates at State Route 118 (West Los Angeles Avenue). According to Caltrans' 2013 Traffic Volumes on California State Highways, AADT was approximately 40,000 trips between Oxnard Boulevard and US 101.

Vineyard Avenue provides an important connection between Route 101 and central Oxnard via Oxnard Boulevard. Between Oxnard Boulevard and the Route 101 interchange, Vineyard Avenue is a six-lane divided facility. Northeast of Route 101, Vineyard Avenue is a secondary arterial facility. Vineyard Avenue is a principal entrance to

Figure 2 - OCCTIP Segment Overview Map



Oxnard for westbound traffic on US 101 and serves a financial district with major office buildings, hotel, restaurants and other uses.

Fifth Street is the principal east-west street serving the Central Business District of Oxnard and eastward across the Oxnard Plain for 12 miles. Fifth Street is designated State Route 34 east of Oxnard City limits. Fifth Street functions as a secondary arterial. Fifth Street, which is adjacent and south of the Union Pacific Railroad (UPRR) tracks, provides access to Harbor Boulevard, a major coastal access route to points north. Fifth Street provides access to a range of land uses, including retail, services, industrial, transportation center, restaurant, agricultural, airport, and beaches.

Funding Sources

Potential funding sources are available at the community, county, region, state and federal level.



The primary funding sources are intended to be the Federal Active Transportation Program and the California Integrated Connectivity Project grant programs.

County and regional sources include city-wide sales tax, the Ventura County vehicle registration fee, shuttle and bicycle facility programs, and regional MPO programs and grants. State and federal sources include the Caltrans Division of Local Assistance which allocates funding from various federal and state sources, Federal Transit Administration bus and bus facilities grants, and Federal Highway Administration Transportation Enhancement Activities that include bicycle and pedestrian projects.

Local sources include developments that are required to provide on-site plan-consistent facilities in their projects and/or developments that pay trip impact fees.

Potential funding opportunities are discussed in greater detail in subsequent sections.

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II. EXISTING CONDITIONS

A. Purpose and Planning Process

The purpose of the OCCTIP is to develop a plan that will transform former state highways into complete city streets that address transportation needs, increase walkability, and improve traffic flow. The three plan components are 1) Complete Streets; 2) Conceptual Street Designs and Alignments; and, 3) Options.

The planning process included:

1. Engaging stakeholders to identify constraints and opportunities, and reach a consensus vision and plan;
2. Connecting Housing and Community Development (HCD) Catalyst Projects to regional Oxnard Transit Center;
3. Applying Smart Mobility principals to re-configure former state highways into complete city streets;
4. Enabling mixed-use, transit-oriented, affordable development at opportunity sites; and,
5. Identifying funding and implementation.

The OCCTIP planning area was divided into eight segments. Each segment is evaluated separately to address segment-specific issues and opportunities. Overall planning objectives of the project include:

- Inspect and inventory immediate safety problems, especially along the Union Pacific Railroad line;
- Reconfigure lanes and medians to allow two-way transit service and bus stops where necessary;
- Develop a corridor-wide design, signage, furniture, and landscape program;
- Complete and upgrade ADA-compliant sidewalks, lighting, and street crossings;
- Add, improve, and connect bicycle lanes and multi-use paths.
- Replace and add landscaping that treats stormwater and minimizes water use;

Comment/Question Card



Use this card to submit a comment or question for discussion during the workshop.

TELL US:

Name (optional): _____

- Complete the Camino del Sol street UPRR crossing to connect to Oxnard Boulevard;
- Fully integrate corridor signals into the City's Intelligent Transportation System (ITS);
- Improve, or at a minimum, do not reduce existing intersection levels of service (LOS);
- Implement relevant policies of the Oxnard 2030 General Plan;
- Implement policies of the Housing and Community Development (HCD)-recognized North Oxnard Communities Catalyst Project;
- Implement relevant programs in the certified 2006-2014 Oxnard Housing Element; and
- Be consistent with county and regional transportation plans and Senate Bill 375 strategies to reduce greenhouse gas emissions.

As part of the preliminary planning process, the City held community workshops for residents and stakeholders along the corridor. At these workshops, the City received comments and ideas on ways to improve the transportation infrastructure.

Public Outreach

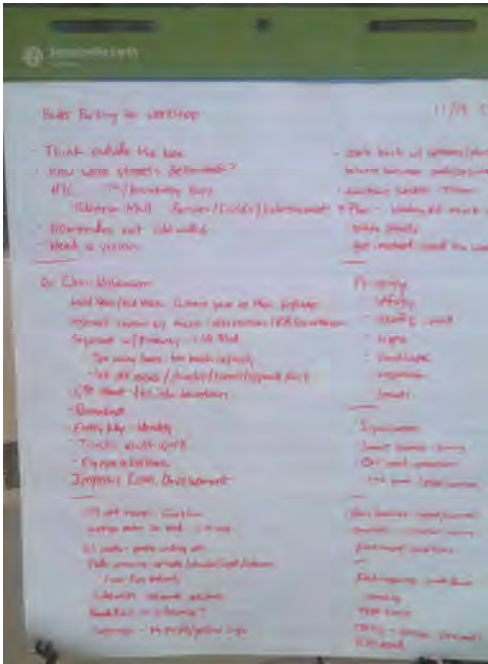
The comments collected during the series of public workshops reflected an overall desire to implement complete streets.

Public comment varied from broad and all-encompassing to specific segment-related ideas. Several people showed a great sense of pride for the City and its rich history. One commenter stated this by saying that Oxnard has an "adorable humble small town feel that I don't want to lose." Some suggested ideas to promote this in the community are signs at historical or important areas; artwork representative of the whole City; and entry/wayfinding signs. People expressed a desire to make the City look nicer, especially through the downtown by enhancing the sidewalks, trash receptacles, and buildings; having landscape planters outside of stores; planting a variety of flowering trees in the medians; and, requiring professional signage for businesses.

More specific comments pertained to proposed cross sections, crosswalk locations, rerouting truck traffic off of Oxnard Boulevard,

"Transforming State Highways to Complete Streets"





providing a continuous transit route along Oxnard Boulevard, root control for new landscaping, consideration of transit only lanes, and connecting Camino del Sol to Oxnard Boulevard via a new UPRR grade crossing.

Regional and Local Priorities

Regional priorities are:

- Expanding the flexibility of the regional transportation system;
- Improving the safety of roads and transit;
- Focusing on workforce mobility needs;
- Addressing local traffic congestion;
- Increase public awareness of transit transportation system and options;
- Promoting innovative partnerships and incentives for implementations; and,
- Access to Oxnard College.



B. Complete Streets Concept and Need

Nowhere is the concept of complete streets more important than in the design of the pedestrian environment. This is the role of streets with the greatest variation in user capabilities, where attention to design detail is essential where signs and street furniture are located; where transitions are made between modes (e.g., driver or passenger to pedestrian via parking, bus stop/train station, or bike rack); and where sidewalks, curb ramps, crosswalks, bus stops, signs, and street furniture must all work together.

Oxnard Boulevard sidewalks are generally too narrow; utility poles often obstruct travel; steep driveway ramps are impassable to wheelchair users; and bus stops are blocked by the shelters, poles, trash receptacles, and bike racks.

With well-defined complete streets guidelines, sidewalks are built to accommodate pedestrians of all ages and physical abilities, and become inviting pedestrian environments.



Designing the pedestrian realm for complete streets enables persons with disabilities to live independently and lead full, enriched lives. They are able to go to work and school, shop, and otherwise engage in normal activities. Complete streets that accommodate people with disabilities improve walking conditions for everyone. People with strollers and rolling suitcases can make their way about with ease. Children can navigate through their neighborhoods with independence. Difficult pedestrian networks, on the other hand, can lead to people becoming housebound and socially isolated, which in turn can lead to a decline in well-being and a host of associated negative health outcomes such as depression.

Legal Framework

Under Title II of the Americans with Disabilities Act (ADA) of 1990, state and local governments and public transit authorities must ensure that all of their programs, services, and activities are accessible to and usable by individuals with disabilities. They must ensure that new construction and altered facilities are designed and constructed to be accessible to persons with disabilities. State and local governments must also keep the accessible features of facilities in operable working condition with adequate and timely maintenance measures including sidewalk repair, landscape trimming, work zone accessibility, and snow removal.

Under the ADA, the U.S. Access Board is responsible for developing the minimum accessibility guidelines needed to measure compliance with ADA obligations when new construction and alterations projects are planned and engineered. These 2011 guidelines for public rights-of-way are found in draft form in the Public Rights-of-Way Accessibility Guidelines (PROWAG). The U.S. Department of Transportation has recognized this document as current best practices in pedestrian design. In addition to the PROWAG guidelines, Title II of the ADA also requires states and localities to develop ADA Transition Plans that remove barriers to disabled travel.

These plans must:

- Inventory physical obstacles and their location;
- Provide adequate opportunity for residents with disabilities to provide input into the Transition Plan;
- Describe in detail the methods the entity will use to make the facilities accessible;
- Provide a yearly schedule for making modifications;
- Name an official/position responsible for implementing the Transition Plan; and,
- Set aside a budget to implement the Transition Plan.

ADA Transition Plans are intended to ensure that existing inaccessible facilities are not neglected indefinitely and that the community has a detailed plan in place to provide a continuous pedestrian environment for all residents.

Users and Needs

To fully accommodate everybody, complete streets designers must consider the widely varying needs and capabilities of the people in the community. People walk at different speeds. Some are able to endure long treks, while others can only go short distances. Some use wheelchairs and are particularly sensitive to uneven pavement and surface materials. Others have limited sight and rely on a cane. People's strengths, sizes, and judgmental capabilities differ significantly. The needs of one group of users may be at odds with those of another group of users. For instance, gradual ramps and smooth transitions to the street help people in wheelchairs, but present challenges for the sight-impaired when they can't easily find the end of the sidewalk and beginning of the street.

The text below identifies the unique constraints individuals with different types of disabilities and limitations face as pedestrians. Understanding their needs will help ensure more universal design of the sidewalk network.

People with Mobility Impairments

People with mobility impairments range from those who use assistive devices, such as wheelchairs, crutches, canes, orthotics, and prosthetic devices, to those who use no such devices but face constraints walking long distances on non-level surfaces or on steep grades.

Wheelchair and scooter users are most affected by the following:

- Uneven surfaces that hinder movement
- Rough surfaces that make rolling difficult and can cause pain, especially for people with back injuries
- Steep uphill slopes that slow the user
- Steep downhill slopes that cause a loss of control
- Cross slopes that make the assistive device unstable
- Narrow sidewalks that impede the ability of users to turn or to cross paths with others
- Devices that are hard to reach, such as push buttons for walk signals and doors
- The lack of time to cross the street



Walking-aid users are most affected by the following:

- Steep uphill slopes that make movement slow or impossible
- Steep downhill slopes that are difficult to negotiate
- Cross slopes that cause the walker to lose stability
- Uneven surfaces that cause these users to trip or lose balance
- Long distances
- Situations that require fast reaction time
- The lack of time to cross the street

Prosthesis users often move slowly and have difficulty with steep grades or cross slopes.

People with Visual Impairments

People with visual impairments include those who are partially or fully blind, as well as those who are colorblind. Visually impaired people face the following difficulties:

- Limited or no visual perception of the path ahead
- Limited or no visual information about their surroundings, especially in a new place

“Transforming State Highways to Complete Streets”

- Changing environments where they rely on memory
- Lack of non-visual information
- Inability to react quickly
- Unpredictable situations, such as complex intersections that are not at 90 degrees
- Inability to distinguish the edge of the sidewalk from the street
- Compromised ability to detect the proper time to cross a street
- Compromised ability to cross a street along the correct path
- Need for more time to cross the street

People with Cognitive Impairments

People with cognitive impairments encounter difficulties in thinking, learning, and responding, and in performing coordinated motor skills. Cognitive disabilities can cause some to become lost or have difficulty finding their way. They may also not understand standard street signs and traffic signals. Some may not be able to read and benefit from signs with symbols and colors.



Children and Older Adults

Children and many older adults don't fall under specific categories for disabilities, but must be taken into account in pedestrian planning. Children are less mentally and physically developed than adults and have the following characteristics:

- Less peripheral vision
- Limited ability to judge speed and distance
- Difficulty locating sounds
- Limited or no reading ability so don't understand text signs
- Occasional impulsive or unpredictable behavior
- Little familiarity with traffic
- Difficulty in carrying packages

Small children are also more difficult to see than adults.

The natural aging process generally results in at least some decline in sensory and physical capability. As a result, many older adults experience the following:

- Declining vision, especially at night
- Decreased ability to hear sounds and detect where they come from
- Less strength to walk up hills and less endurance overall
- Reduced balance, especially on uneven or sloped sidewalks
- Slowed reaction times to dangerous situations
- Slowed walking speed
- Increased fragility and frailty: their bodies are more likely to be seriously injured in a fall or vehicular crash and their recovery becomes longer and more tenuous. This makes older pedestrians the most vulnerable pedestrians.

To provide a seamless path of travel throughout the community that is accessible to all, designers should consider five important elements: sidewalks, curb ramps, crosswalks, signals, and bus stops.

C. Crosswalks, Bicycles, Transit and Rail

Crossings

1. Crosswalks

Walking requires two important features in the built environment: people must walk along streets and they must get across streets. Crossing a street should be easy, safe, convenient, and comfortable. While pedestrian behavior and intersection or crossing design affect the street crossing experience, motorist behavior (whether and how motorists stop for pedestrians) is the most significant factor in pedestrian safety.

A number of tools exist to improve pedestrian safety and to make crossing streets easier. Effective traffic management can address concerns about traffic speed and volume. A motorist driving more slowly has more time to see, react, and stop for a pedestrian. The number of pedestrians also influences motorists; in general, motorists are more aware of pedestrians when more people walk. Most tools to address crossing challenges are engineering treatments, but tools from the enforcement, education, and planning toolboxes are also important.



Crosswalk at Oxnard Boulevard
and Fifth Avenue

Providing marked crosswalks is only one of the many possible engineering measures. When considering how to provide safer crossings for pedestrians, the question should not be: “Should I provide a marked crosswalk?” Instead, the question should be: “What are the most effective measures that can be used to help pedestrians safely cross the street?” Deciding whether to mark or not mark crosswalks is only one consideration in creating safe and convenient pedestrian crossings.

The following complete streets principles should be incorporated into every pedestrian crossing improvement:

- Pedestrians must be able to cross roads safely. Cities have an obligation to provide safe and convenient crossing opportunities.
- The safety of all street users, particularly more vulnerable groups, such as children, the elderly, and those with disabilities, and more vulnerable modes, such as walking and bicycling, must be considered when designing streets.
- Pedestrian crossings must meet accessibility standards and guidelines.

The existing pedestrian facilities are shown in Figure 3. Although the Oxnard downtown area is mostly pedestrian friendly, there are large portions of the OCCTIP study segments that do not have sidewalks:

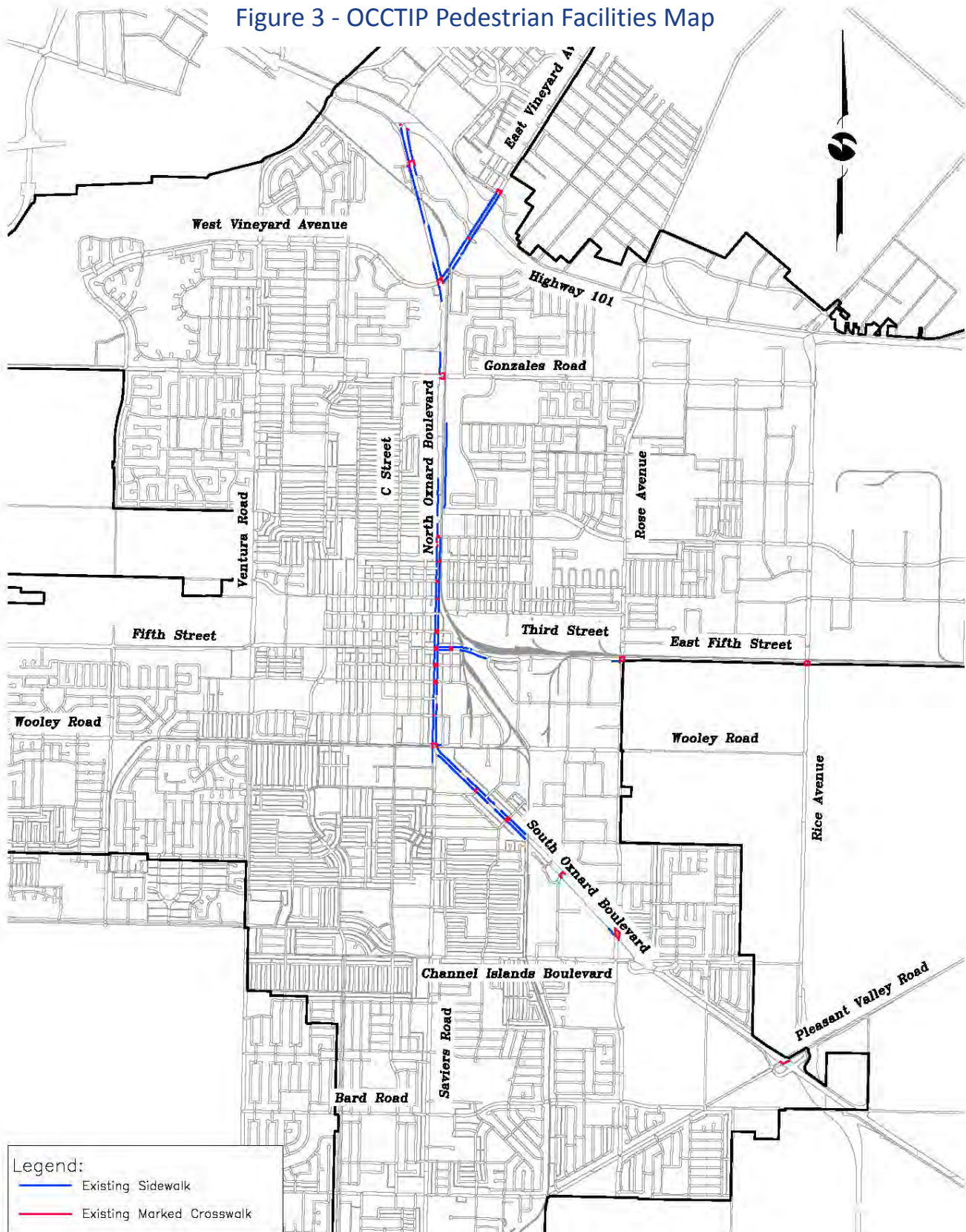
- Parts of North Oxnard Boulevard between Vineyard Avenue and Colonia Road;
- Segment 6 (South Oxnard Boulevard from the rail crossing to Pleasant Valley Road); and
- East Fifth Street from Mountain View Avenue to Rice Avenue.



Crosswalk at Oxnard Boulevard
and E. Ash Street

East Vineyard Avenue has sidewalks for the length of the study segment. Oxnard Boulevard has several marked crosswalks along the corridor at the major signalized intersections. The only case where there is a marked crosswalk at an unsignalized intersection is at Ash Street in Segment 5. This intersection is only minor street stop-controlled on Ash Street. The crossing across South Oxnard Boulevard is painted as shown in the picture.

Figure 3 - OCCTIP Pedestrian Facilities Map



East Vineyard Avenue (Segment 7) has two marked crosswalks: one at North Oxnard Boulevard and the other at Esplanade Drive. Both intersections are signalized. East Fifth Street (Segment 8) has four crossings that occur at signalized intersections.

2. Bicycle Facilities

Many early bikeway designs assumed that bicyclists resemble pedestrians in their behavior. This led to undesirable situations: bicyclists being under-served by inadequate facilities, pedestrians resenting bicyclists in their space, and motorists being confused by bicyclists entering and leaving the traffic stream in unpredictable ways. Only under special circumstances (e.g., on shared-use paths or shared-space streets) should bicyclists and pedestrians share the same space.



Bicyclists operate a vehicle and are legitimate road users, but they are slower and less visible than motor vehicles. Bicyclists are also more vulnerable in a crash than motorists. They need accommodation on busy, high-speed roads and at complex intersections. In congested urban areas, bicyclists provided with well-designed facilities can often proceed faster than motorists.

Bicyclists use their own power, must constantly maintain their balance, and don't like to interrupt their momentum. Typical bicyclist speeds range from 10 to 15 mph, enabling them to make trips of up to 5 miles in urban areas in about 25 minutes, the equivalent of a typical suburban commuter trip time. Bicyclists may wish to ride side-by-side so they can interact socially with a riding companion.

Well-designed bicycle facilities guide cyclists to ride in a manner that generally conforms to the vehicle code: in the same direction as traffic and usually in a position 3 to 4 feet from the right edge of the traveled way or parked cars to avoid debris, drainage grates, and other potential hazards. Cyclists should be able to proceed through intersections in a direct, predictable, and safe manner.

Cyclist skill level also provides a wide variety of speeds and expected behaviors. Several systems of bicyclist classification are used within

the bicycle planning and engineering professions. These classifications can be helpful in understanding the characteristics and infrastructure preferences of different cyclists. However, these classifications may change in type or proportion over time as infrastructure and culture evolve. Bicycle infrastructure should use planning and designing options, from shared roadways to separate facilities, to accommodate as many user types as possible and to provide a comfortable experience for the greatest number of cyclists.

A classification system developed by the City of Portland, Oregon, provides the following bicycle user types:

- *Strong and Fearless.* Bicyclists who will ride anywhere regardless of roadway conditions. These bicyclists can ride faster than other user types, prefer direct routes, and will typically choose roadways, even if shared with vehicles, over separate bicycle facilities such as paths. Very low percentage of the population.
- *Enthused and Confident.* This group encompasses intermediate cyclists who are mostly comfortable riding on all types of bicycle facilities but will usually prefer low traffic streets, bike lanes, or separate paths when available. They may deviate from a more direct route in favor of a preferred facility type. This group includes commuters, utilitarian cyclists, and recreational riders, and probably represents less than 10 percent of the population.
- *Interested but Concerned.* This user type makes up the bulk (likely between half and two-thirds) of the cycling or potential cycling population. They are cyclists who typically ride only on low traffic streets or paths under favorable conditions and weather. They perceive traffic and safety as significant barriers towards increased use of cycling. These cyclists may become “Enthused and Confident” with encouragement, education, and experience.
- *No Way, No How.* People in this category are not cyclists; they perceive severe safety issues with riding in traffic and will never ride a bicycle under any circumstances. But some may eventually

give cycling a second look and may progress to the user types above. This group likely comprises something between a quarter and a third of the population.

Bikeway Types

A designated bikeway network provides a system of facilities that offers enhancement or priority to bicyclists over other roadways in the network. However, it is important to remember that all streets in a city should safely and comfortably accommodate bicyclists, regardless of whether the street is designated as a bikeway. Several general types of bikeways are listed below with no implied order of preference. A bicycle facilities map shown in Figure 4 details the existing and proposed Class I, II, and III bikeways in the City. This *City of Oxnard Bicycle & Pedestrian Facilities Master Plan* was adopted in February 2011.

Shared Roadways: A shared roadway is a street in which bicyclists ride in the same travel lanes as other traffic. There are no specific dimensions for shared roadways. On narrow travel lanes, motorists have to cross over into the adjacent travel lane to pass a cyclist. Shared roadways work well and are common on low-volume, low-speed

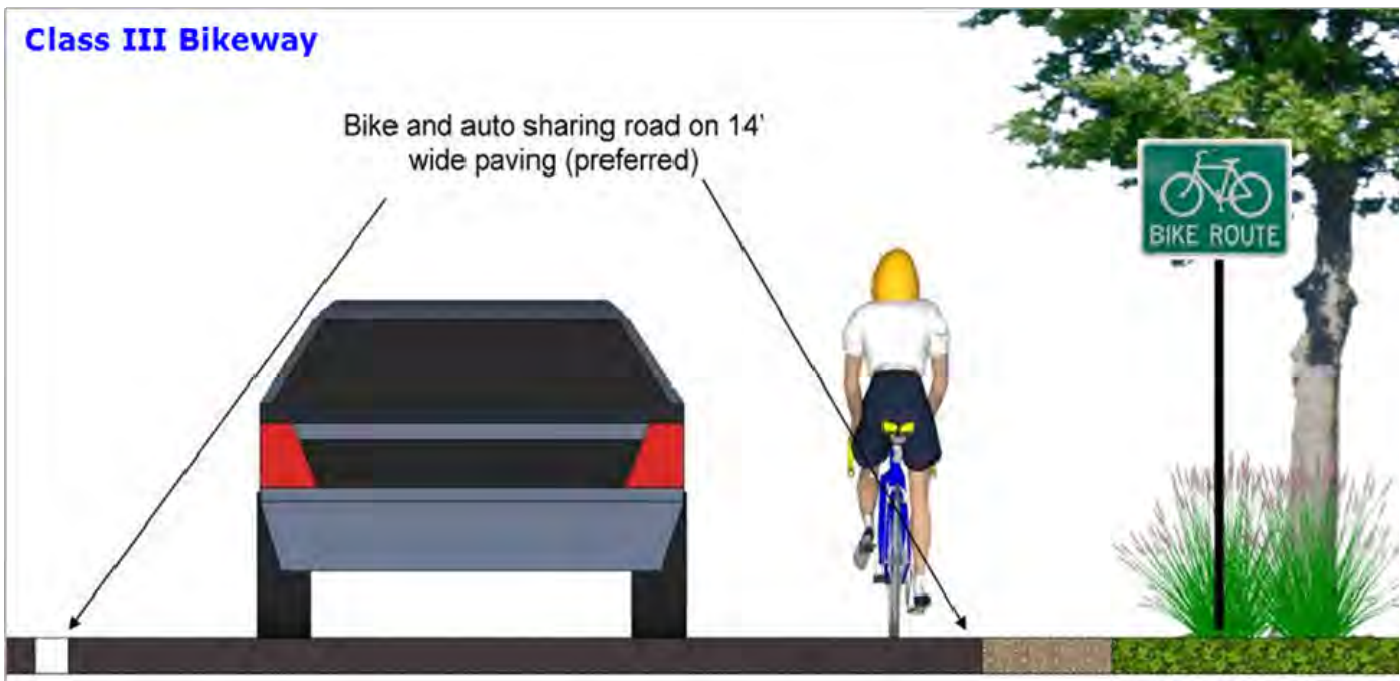
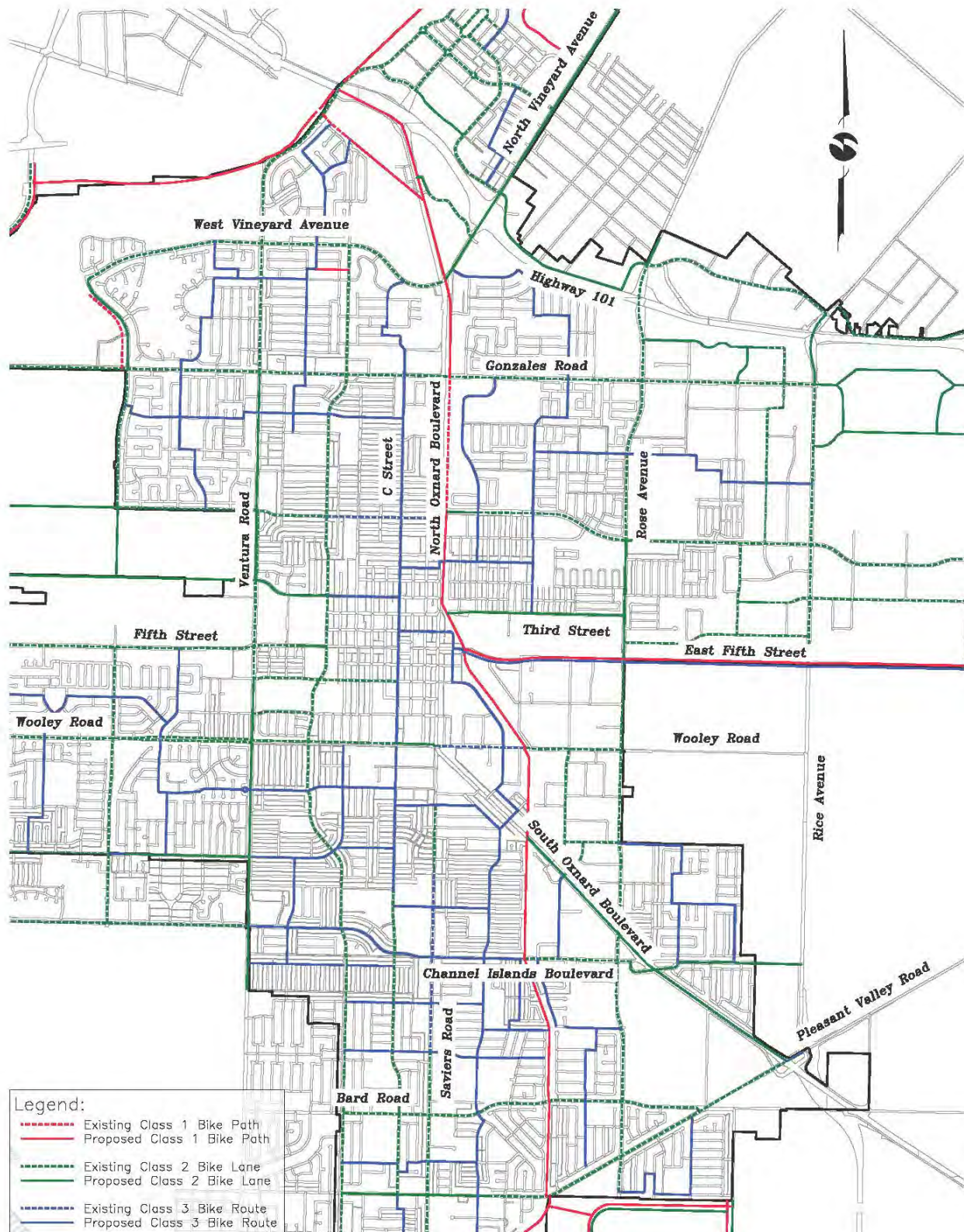


Figure 4 - Bike Facilities Map



neighborhood residential streets, rural roads, and even many low-volume highways. In California shared roadways are known as Class III bikeways.

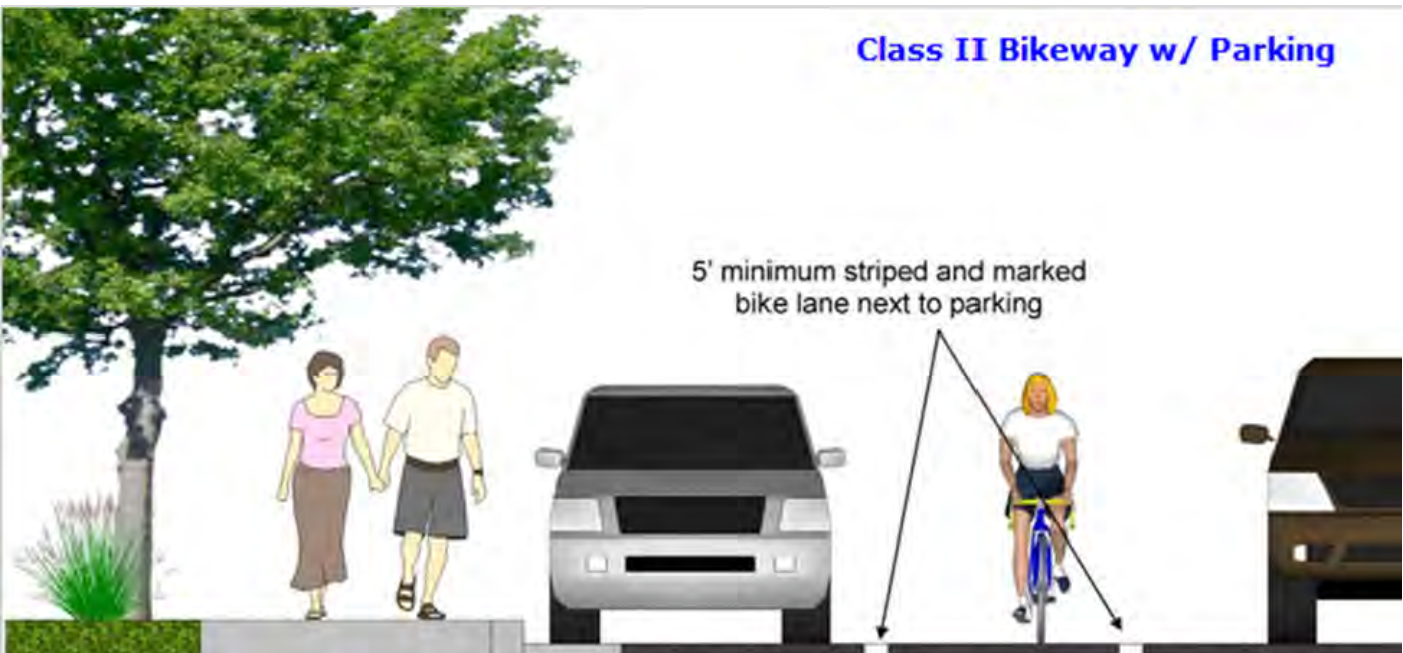


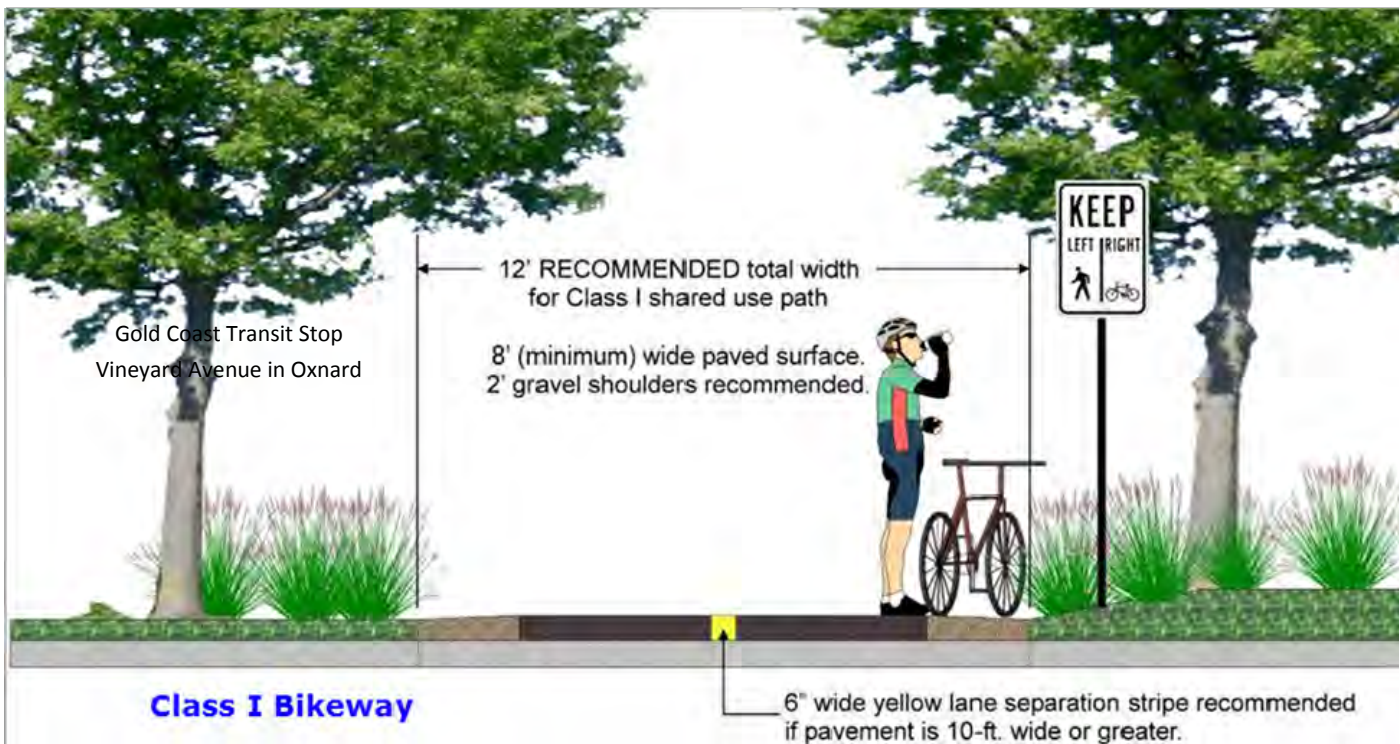
Bicycle Boulevards: A bicycle boulevard is a street that has been modified to prioritize through bicycle traffic but discourage through motor vehicle traffic. Traffic calming devices control traffic speeds and discourage through trips by automobiles. Traffic controls limit conflicts between automobiles and bicyclists and give priority to through bicycle movement at intersections.

Shoulder Bikeways: This facility accommodates bicycle travel on rural highways and country roads by providing a suitable area for bicycling and reducing conflicts with faster moving motor vehicles.

Bike Lanes: Portions of the traveled way designated with striping, stencils, and signs for preferential use by bicyclists, bike lanes are appropriate on avenues and boulevards. They may be used on other streets where bicycle travel and demand is substantial. Where on-street parking is provided, bike lanes are striped on the left side of the parking lane. In California bike lanes are designated as Class II bikeways.

Class II Bikeway w/ Parking





Cycle Tracks: Cycle tracks are specially designed bikeways separated from the parallel motor vehicle travel way by a line of parked cars, landscaping, or a physical buffer that motor vehicles cannot cross. Cycle tracks are effective in attracting users who are concerned about conflicts with motorized traffic.

Shared Use Paths: Shared use paths are facilities separated from motor vehicle traffic by an open space or barrier, either within the highway right-of-way or within an independent right-of-way. Bicyclists, pedestrians, joggers, and skaters often use these paths. Shared-use paths are appropriate in areas not well served by the street system, such as in long, relatively uninterrupted corridors like waterways, utility corridors, and rail lines. They are often elements of a community trail plan. Shared use paths may also be integrated into the street network with new subdivisions. In California shared-use paths are designated as Class I bikeways.



Oxnard Class I Bikeway

Bike Routes: A term used for planning purposes or to designate recommended bicycle touring routes, a bike route can be any bikeway type.

As can be seen previously in Figure 4, a Class I bikeway is proposed along North Oxnard Boulevard from Highway 101 to approximately Third Street, and it currently only exists between Gonzales Road and Camino del Sol. This path would follow the railroad lines on the east side, similar to the existing section. Study Segment 6 on South Oxnard Boulevard shows proposed Class II bike lanes to Pleasant Valley Road.



Gold Coast Transit Stop
Vineyard Avenue in Oxnard

Fifth Street shows a combination of a Class I bike path and a Class III bike route from Meta Street to the end of Study Segment 8. This would most likely be accomplished by the shared-use path following the rail lines on the north side of the tracks and signing West Fifth Street as a shared roadway in both directions.

East Vineyard Avenue (Study Segment 7) has proposed Class II bike lanes from North Oxnard Boulevard through the end of the study segment.

3. Transit

Public bus transit serves a vital transportation function for many people; it is their access to jobs, school, shopping, recreation, visitation, worship, and other daily functions. Except for subways and rail lines on exclusive rights-of-way, most bus transit uses streets. For transit to provide optimal service, streets must accommodate transit bus vehicles as well as access to stops. Transit connects passengers to destinations and is an integral component of shaping future growth into a more sustainable form. Transit design should also support placemaking (a multi-faceted approach to the planning, design and management of public spaces). Figure 5 shows the transit system in Oxnard.



Gold Coast Transit Buses at
Oxnard Transit Center

Public transit in Oxnard is provided by the Gold Coast Transit District, a regional bus transit system providing fixed-route and paratransit services in the cities of Ojai, Oxnard, Port Hueneme and Ventura, and in the unincorporated County areas between the cities. The service area is approximately 91 square miles with a population of 375,000. The fixed-route buses served 3.8 million passenger boardings in fiscal



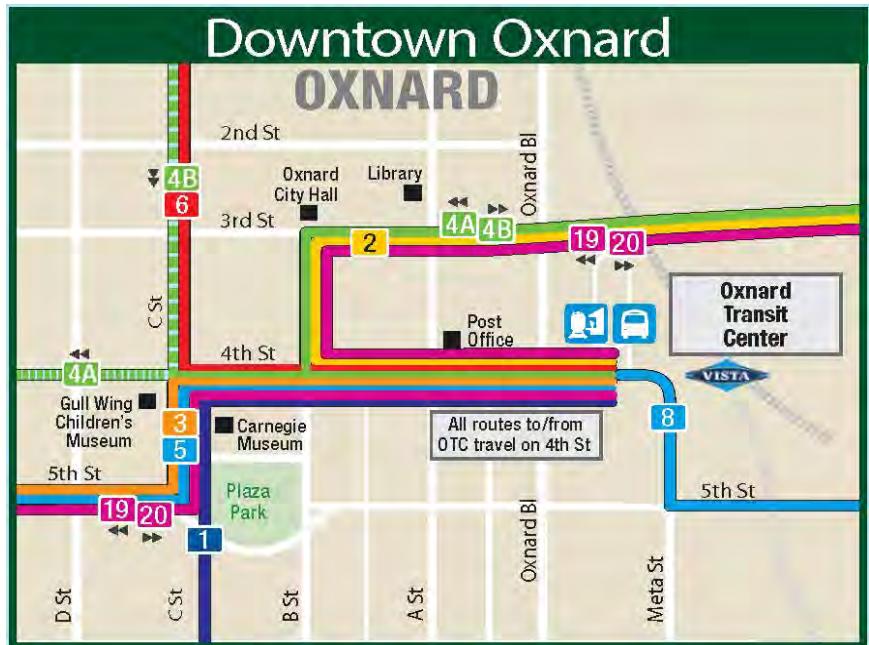
Gold Coast Transit Stop
Vineyard Avenue in Oxnard



Parking Lot at
Oxnard Transit Center



Oxnard Transit Center at
Oxnard Boulevard/Fourth Street



year 2013/2014. Gold Coast Transit operates a fleet of 54 transit buses using clean burning compressed natural gas.

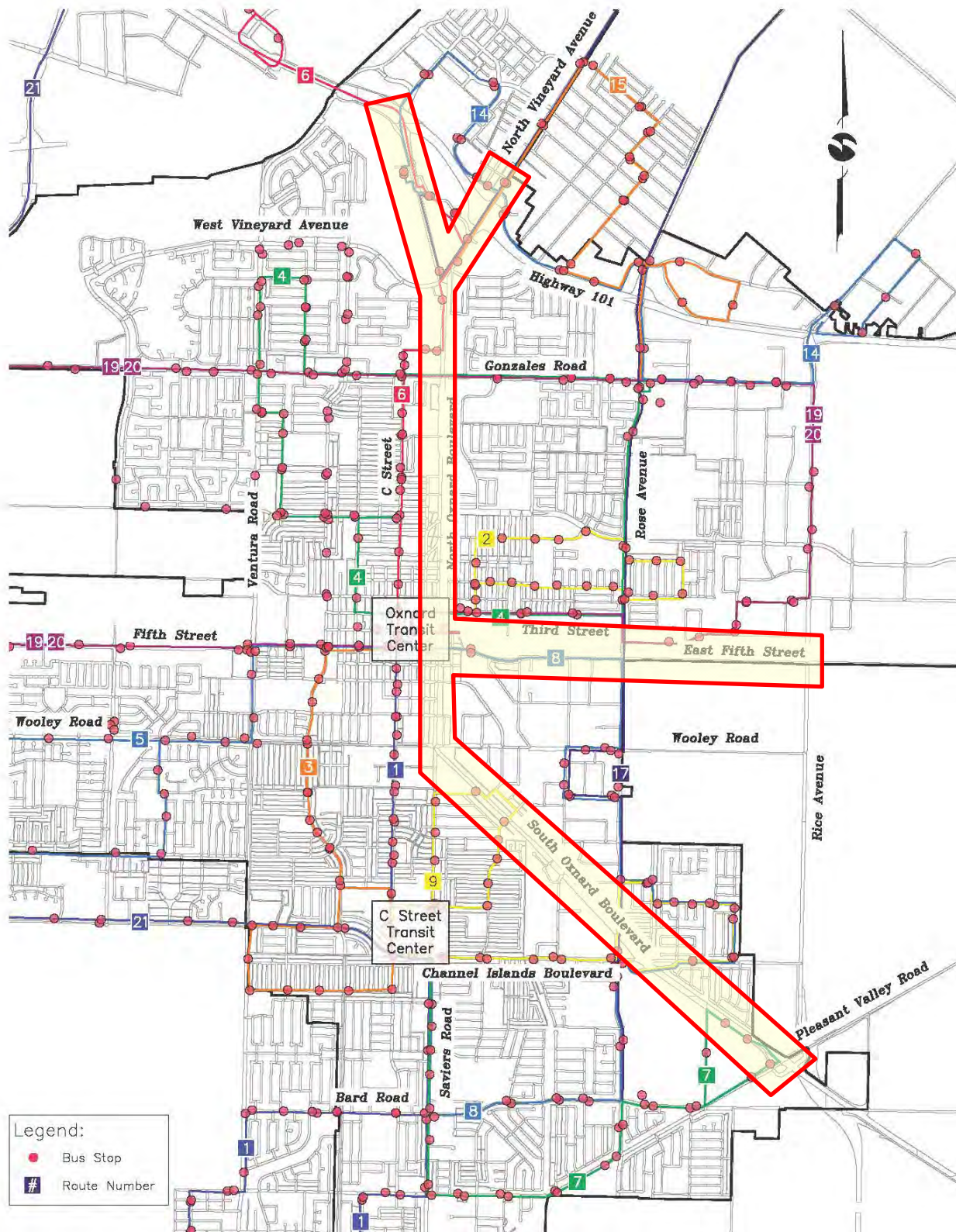
As shown in Figure 5, several Gold Coast Transit routes overlap with the OCCTIP study segments.

Oxnard Boulevard (Segments 1-6)

While Gold Coast Transit routes generally do not use Oxnard Boulevard, there are a couple stops on the corridor and several intersections that transit buses must use. There are two stops located at the intersection of North Oxnard Boulevard and Vineyard Avenue; both are positioned on the far side of the intersection, which is ideal in order to enhance the effectiveness of traffic signal synchronization or bus signal priority projects. The stop on the south side of the intersection has a bus shelter, bench, and trash can; however, the northbound one does not have such amenities. Both stops would require the bus to stop in the shoulder and part of the outside lane, potentially blocking traffic. These are the only two transit stops on the Oxnard Boulevard study corridor.

Although these are the only two stops on this corridor, there are several intersections along Oxnard Boulevard that serve numerous

Figure 5 - Gold Coast Transit Map (2014)





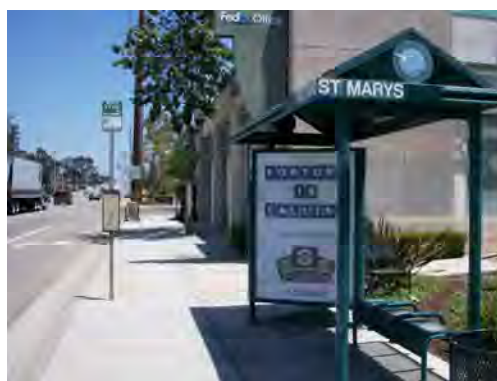
Gold Coast Transit Route along Vineyard Avenue

transit trips every day. Routes 4, 19, and 20 travel along Gonzales Road and traverse Oxnard Boulevard. Similarly, Third and Fourth Streets serve multiple lines. The Oxnard Transit Center is located just east of Oxnard Boulevard on Fourth Street (as previously shown in photo on page 44). Route 9 uses South Oxnard Boulevard briefly between Ash Street and Date Street. While these intersections are not signalized, the transit buses are only required to make right turns, which reduces conflicts. At Rose Avenue, Routes 9 and 17 cross South Oxnard Boulevard at a signalized intersection.

East Vineyard Avenue (Segment 7)

East Vineyard Avenue has two stops between North Oxnard Boulevard and River Park Boulevard/ East Ventura Boulevard. The first one is located just north of Saint Mary's Drive in the northbound right turn lane, and is accompanied by the standard shelter, bench, trash can, and signs. There is also a landscaped area directly behind the shelter. The second transit stop on East Vineyard Avenue is on the south side of the intersection at Esplanade Drive in the southbound direction. It also has all of the standard amenities, and is set back from the traveled way in a cut out in the lawn area behind the shelter.

East Vineyard Avenue serves many routes for Gold Coast Transit, as seen in the photo on the left. The intersection at Esplanade Drive handles a significant amount of transit vehicles, as it is a main connector to Esplanade Shopping Center.



Gold Coast Transit Stop - St. Marys Vineyard Avenue in Oxnard

Fifth Street (Segment 8)

On Fifth Street, there are two stops on either side of the street at the old Oxnard Transportation Center. However, these stops are only characterized by a single sign, similar to the picture shown for northbound Oxnard Boulevard. Both stops would require the bus to stop in the shoulder and part of the outside lane, blocking traffic. There is also no marked crossing from the old Transportation Center to the stop on the south side of Fifth Street.



Amtrak Pacific Surfliner
Train Stop in Oxnard

Fifth Street only serves Route 8 from Rose Avenue to the Transit Center off Meta Street. Route 8 is the main line connecting Oxnard College to the downtown area.

4. Rail Crossings

Overview

The City of Oxnard is home to several railway lines which interact with the roadway system, impacting intersections and the Oxnard Transit Center. The Citywide rail system is shown in Figure 6. Rail has existed in Oxnard since the late 1800's, originally serving a sugar beet processing factory built by the Oxnard brothers, from which the City's name originates. Although one of the original warehouses still stands, the railroad tracks near it are no longer in use.

Today, a Union Pacific Railroad (UPRR) line serves the City from the north and east. The Ventura County Railroad (VCRR) interchanges with UPRR at Fifth Street and stretches over 17 miles to the south and west. It is an important local rail corridor for the movement of goods in the industrial areas south of downtown, The Port of Hueneme, and the Naval Base Ventura County. According to the *2013 California State Rail Plan*, VCRR hauls approximately 2,000 carload annually, carrying automobiles, paper, petroleum and wood pulp.



Union Pacific Railroad
Lines in Oxnard

At the Oxnard Transportation Center, Amtrak (OXN) provides passenger and baggage service for 12 daily trains. The Pacific Surfliner route serves major cities such as San Luis Obispo, Santa Barbara, Los Angeles, and San Diego. The Pacific Surfliner is funded in part through the California Department of Transportation.

The Oxnard Transportation Center also connects to the Ventura Metrolink line. Metrolink is a regional commuter passenger rail system serving the Los Angeles area through the Southern California Regional Rail Authority.

There are several crossings and one overcrossing along the OCCTIP study segments, which are shown on Figure 6. The overcrossing is

located on North Oxnard Boulevard, Segment 1, between the Wagon Wheel Road overcrossing and Orchard Place. The overcrossing limits the available width of Oxnard Boulevard below. Currently, there is a covered sidewalk on the southbound side, no sidewalk on the northbound side, and a support column in the center median.

Oxnard Boulevard has two other at-grade rail crossings. One crossing is at the five-legged intersection with Wooley Road and Saviers Road, where the line moves directly through the intersection along Wooley Road from the median on the west side to the right shoulder on the east side. The other at-grade crossing is just south of Date Street.



At-Grade UPRR Crossing at
Colonia Avenue/Oxnard Boulevard

There is one at-grade crossing on East Vineyard Avenue north of the intersection with North Oxnard Boulevard. This at-grade crossing is at a skewed angle from the road, and the sidewalks on both sides have a break in them at the crossing. The pedestrian path through this area does not meet ADA standards; there are no detectable warning surfaces to alert a pedestrian that they are about to enter a train path, and there are rail signal posts obstructing the pedestrian path.

On Fifth Street, there are two railroad crossings. The first one, directly east of Meta Street, crosses Fifth Street at a nearly perpendicular angle, the sidewalks extend up to the tracks, and the rail signal posts do not obstruct the pedestrian path. However, the sidewalks do not have detectable warning surfaces. The rail crossing at Pacific Avenue is at a skewed angle to the roadway. There are no pedestrian facilities at this location.

Future Railroad Crossing on Oxnard Boulevard

The *Camino Del Sol Grade Crossing Study* (Patterson & Associates, Inc. – April 2, 2007) was prepared to identify and assess vehicular impacts with the introduction of a new at-grade crossing at Camino Del Sol. This extension would provide increased east-west circulation in Oxnard while relieving congestion on adjacent east-west corridors, e.g., Gonzalez Road.



At-Grade UPRR Spur Crossing at
E. Fifth Street/Pacific Avenue

Future Railroad Overcrossing on Fifth Street

A grade separation project is planned for Fifth Street/Rice Avenue along Segment 6. The study is currently in the environmental review phase. When completed, the project would result in improved safety, increased capacity and traffic operation improvements. A concept is shown below that depicts a draft crossing design at this intersection. This draft concept demonstrates a railroad overcrossing on Rice Avenue with pedestrian crossings along Fifth Street at future signalized intersections.

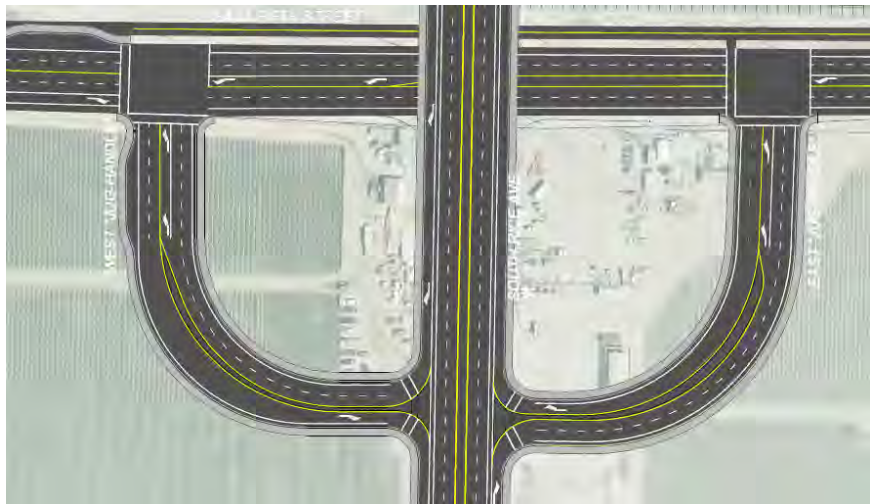
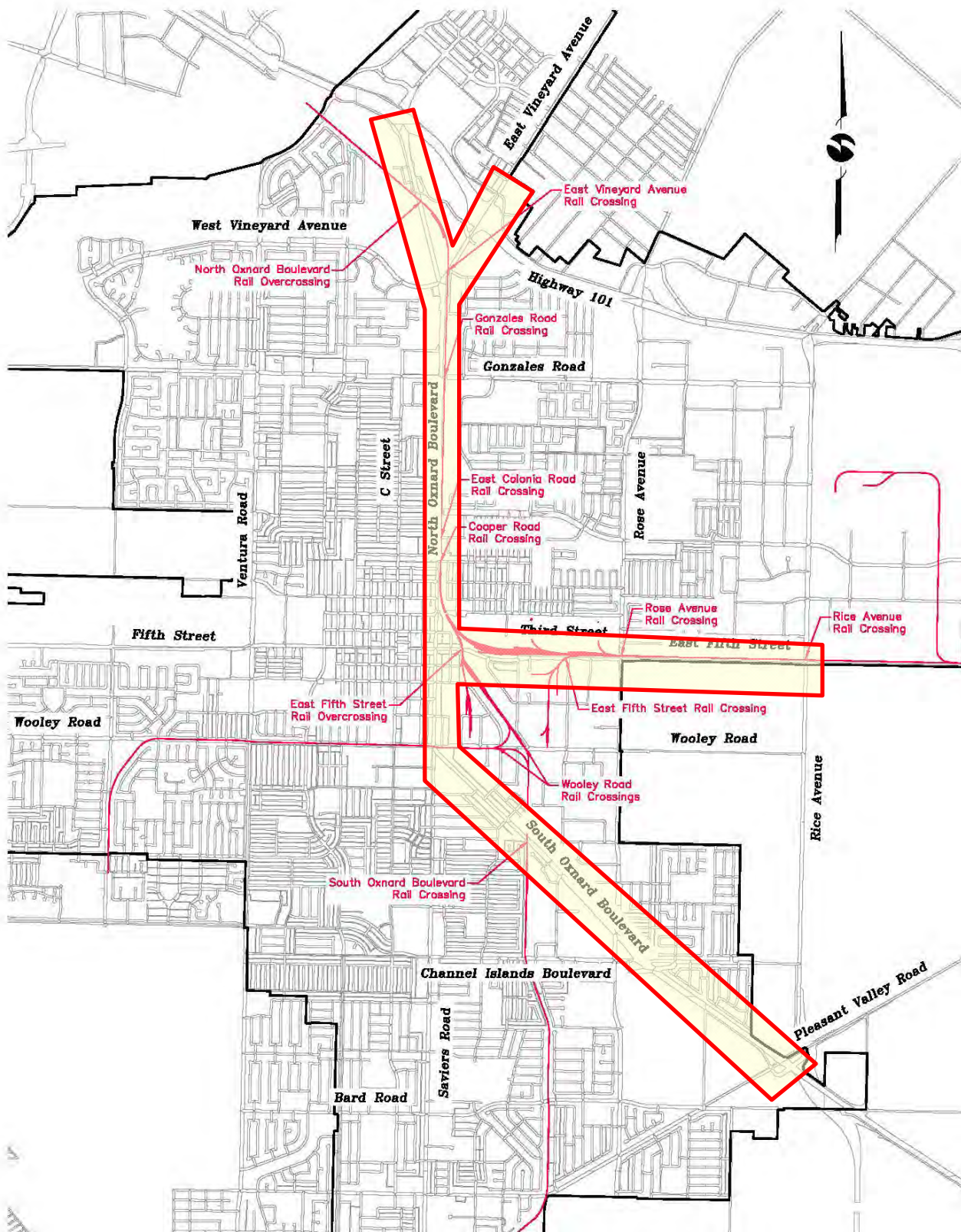


Figure 6 - Rail Map



D. Existing Right-of-Way and Land Uses

It is critical to ensure that future land use and transportation planning efforts are consistent in order to provide a sustainable future. The following section describes the relationship between existing land use and current right-of-way within the study corridor. Right-of-way constraints are shown to provide information that guide future transportation improvements.

A right-of-way and land use survey was conducted utilizing the City of Oxnard's Geographic Information System (GIS) data, parcel maps, and Google Earth Pro. Each segment is identified in the following pages with a summary and a representative cross section.

Segment 1 – Oxnard Boulevard: US 101 to Vineyard Avenue

This segment has a varying right-of-way from 106' near Esplanade Drive to 182' south of US 101 (reference Figure 7). Near Vineyard Avenue, the right-of-way is approximately 120'. A representative cross section of this segment is shown below. As shown, there are three thru lanes in both directions, a landscaped median, shoulders, and a sidewalk on one side of the road. This section varies: widening at intersections to accommodate one to two turn lanes and narrowing at the overcrossing locations. From the rail overcrossing to Vineyard Avenue, there is a water canal on the west side of Oxnard Boulevard.



Grade-Separated UPRR Crossing at
Oxnard Boulevard

There are currently no delineated bike facilities on this segment, but there are Class II bike lanes proposed. This segment currently services three different transit routes and has a transit bus stop near the intersection with Vineyard Avenue. Union Pacific Railroad lines cross over Segment 1 near the halfway point. This overcrossing will limit the available roadway width below.

Land uses along this corridor comprise of commercial to the east of Oxnard Boulevard with the Esplanade Shopping Center and several other businesses. Residential land uses, including low, medium high and mobile home park, are found along the west side of the corridor. In addition, and shown in Figure 7, a railroad easement and a canal easement bisect Oxnard Boulevard between Esplanade Drive and Vineyard Avenue.

Oxnard Boulevard North of Vineyard Avenue

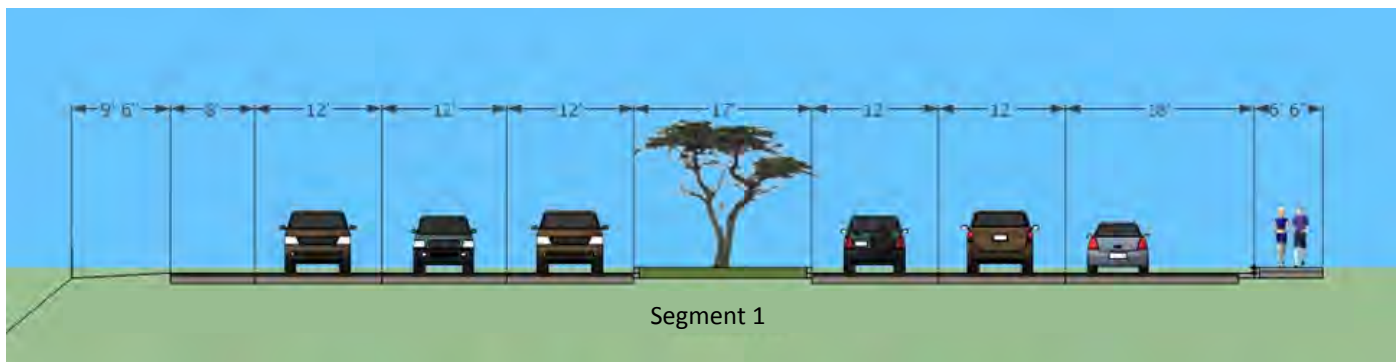
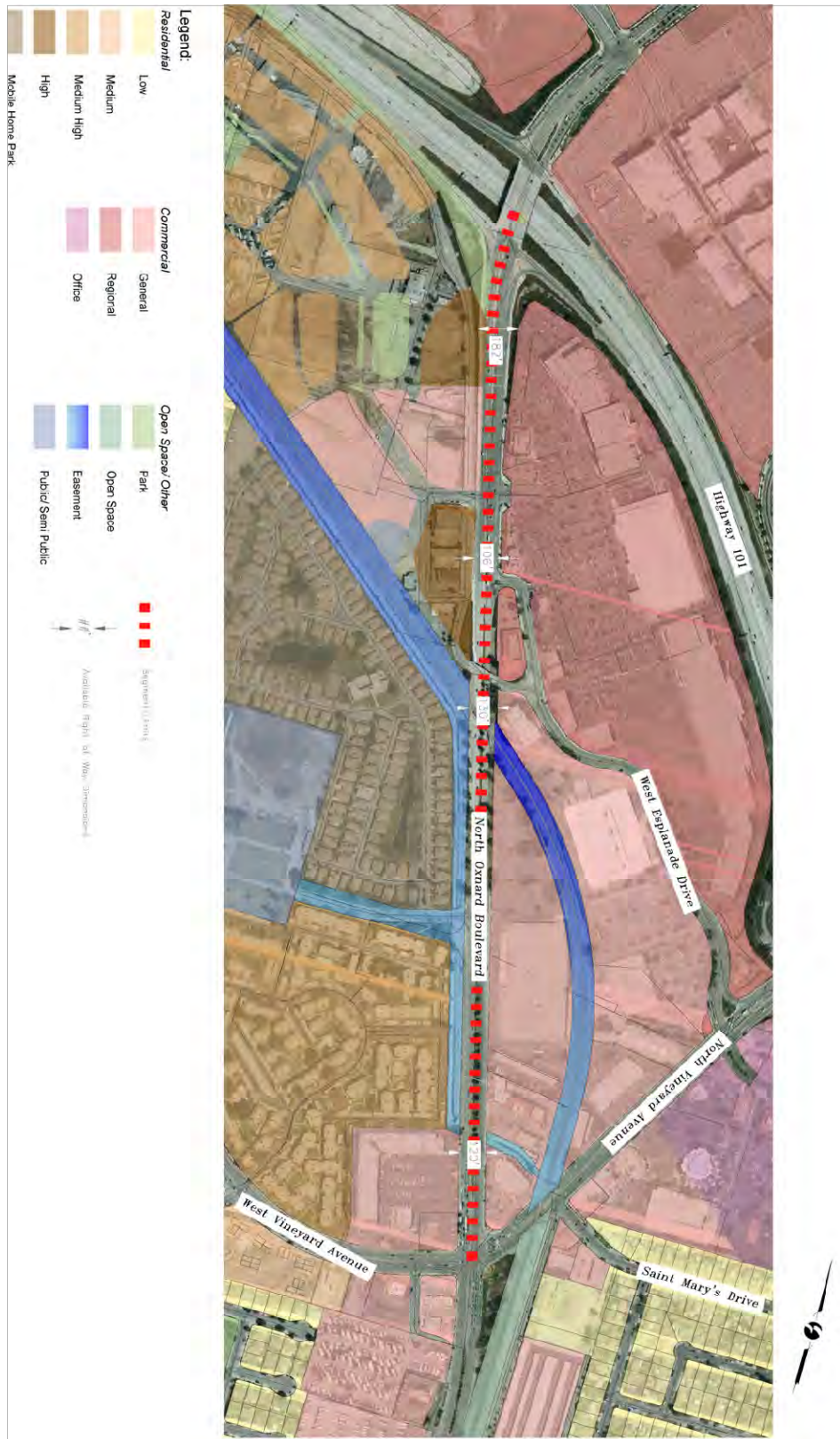


Figure 7 - Oxnard Boulevard: 101 to Vineyard Avenue (Segment 1)



Segment 2 – Oxnard Boulevard: Vineyard Avenue to Gonzales Road

As shown in Figure 8, Segment 2 has a right-of-way ranging from 110' north of Gonzales Road to 136' south of Vineyard Avenue (reference Figure 8). A representative cross section of this segment is shown below. As shown, there are three thru lanes in both directions, a right turn lane in the southbound direction, a landscaped median with left turn pockets, a frontage road to the west, and the UPRR tracks to the east. This section widens at intersections to accommodate more turn lanes.



Oxnard Boulevard: Segment 2

The proposed Class I bikeway (shared-use path) would most likely be constructed east of the UPRR tracks, similar to the existing path along Segment 3. One Golden Coast Transit route travels through this segment, from Vineyard Avenue to Citrus Grove Lane, and there is one stop on the west side near the intersection of Vineyard Avenue. There are no rail crossings along this corridor, because the tracks parallel Oxnard Boulevard through this segment.

There is an assortment of land uses along this portion of the corridor: regional commercial (Carriage Square Shopping Center) on the northwest corner of Gonzales Road and general commercial west and east of Oxnard Boulevard. Residential land uses, including low and medium high, are established along this segment of the corridor.

Cross-section: Oxnard Boulevard with west-side service road



Figure 8 - Oxnard Boulevard: Vineyard Avenue to Gonzales Road (Segment 2)



Segment 3 – Oxnard Boulevard: Gonzales Road to 2nd Street

This segment provides a right-of-way varying from 66' near Copper Road to 170' south of Gonzales Road (see Figure 9). A representative cross section of this segment is shown below. As shown, there are two thru lanes in both directions, a right turn lane in the southbound direction, a landscaped median with left turn pockets, a frontage road to the west, and the UPRR tracks to the east. This section widens at intersections to accommodate more turn lanes.



Oxnard Boulevard Aerial:
Segment 3

Currently there are no bike facilities on Oxnard Boulevard for this segment; however, there is an existing shared-use path east of the UPRR tracks from Gonzales Road to Camino del Sol behind the housing development. The bike master plan proposes to extend this path along the railroad easement. There are no transit routes that use this segment, but a couple routes cross North Oxnard Boulevard at its intersection with Gonzales Road. There are no rail crossings along this corridor, because the tracks parallel Oxnard Boulevard through this segment.

Land uses along this portion of the corridor are made up of general commercial west of Oxnard Boulevard, industrial development to the southeast, and a park (adjacent to Pacifica High School) on the southeast corner of Gonzales Road and Oxnard Boulevard. In addition, Segment 3 contains all types of residential land uses (low, medium and medium high) along both sides of Oxnard Boulevard.

Oxnard Boulevard near Glenwood Drive

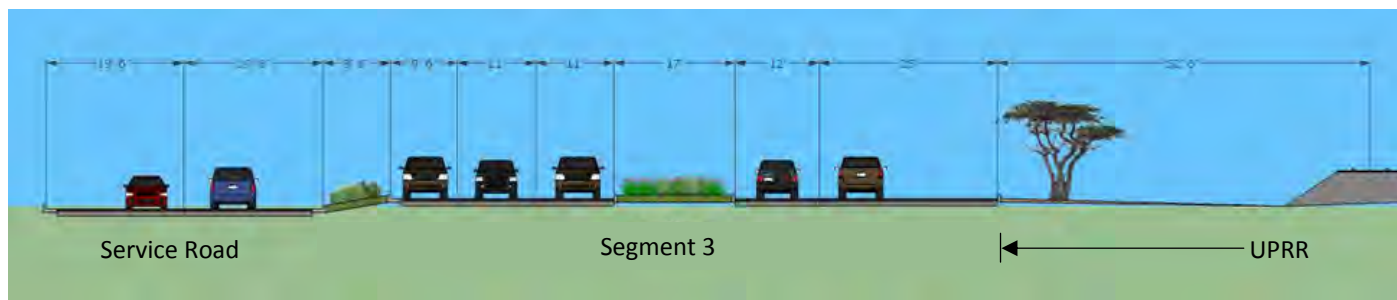


Figure 9 - Oxnard Boulevard: Gonzales Road to 2nd Street (Segment 3)



Segment 4 – Oxnard Boulevard: 2nd Street to Five Points

As shown in Figure 10, Oxnard Boulevard shows a consistent right-of-way ranging from 90' to 92' between 2nd Street and Wooley Road. A representative cross section of this segment is shown below. As shown, there are two thru lanes in both directions, a landscaped median with left turn pockets, and sidewalks on both sides. This section widens at intersections to accommodate more turn lanes. The median has a raised planter, as shown below, in the downtown area.



Oxnard Boulevard: Segment 4 at
Fourth Street

Bike facilities do not exist for this segment, nor are they proposed in the Bike Master Plan. Segment 4 is the downtown area, and it is also the location of the Oxnard Transit Center at 4th Street. The Transit Center provides many different services: Gold Coast Transit, Amtrak, and Metrolink. Several buses travel through downtown across North Oxnard Boulevard to access the center. Segment 4 ends at Wooley Road/ Saviers Road, and at this intersection the rail lines cross through.

Land uses along this portion of the corridor are zoned as Central Business District (CBD). According to the city's zoning code, CBD zoning in Oxnard allows for service uses (financial, government, offices, motels, medical), retail (stores, variety of shops, cafés/ restaurants), cultural (art, museums, studios), technology manufacturing and other uses as determined by the city.

Oxnard Boulevard near Fourth Street

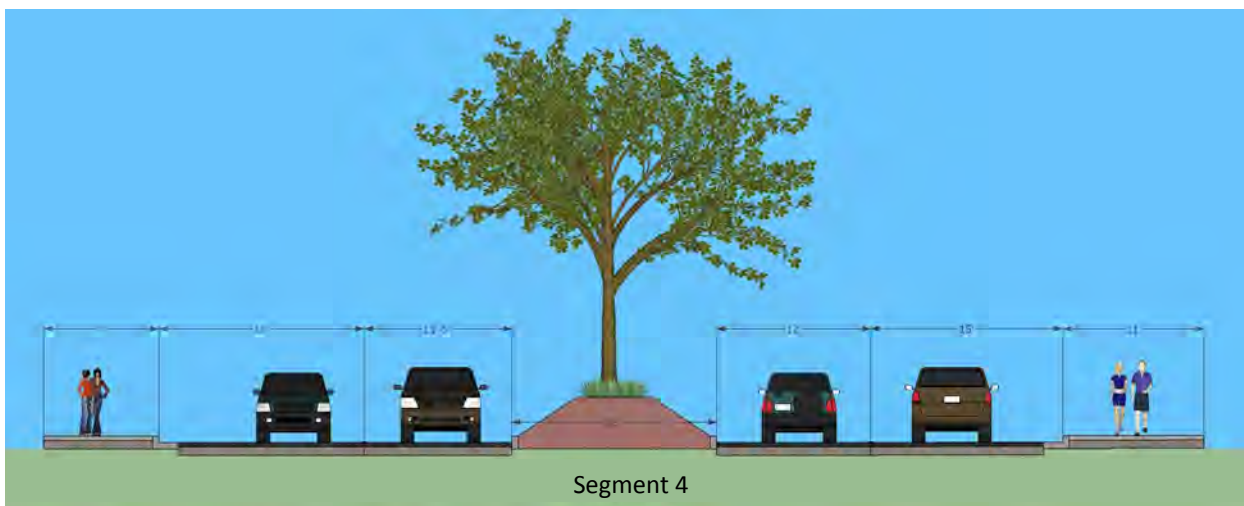


Figure 10 - Oxnard Boulevard: 2nd Street to Five Points (Segment 4)



Segment 5 – Oxnard Boulevard: Five Points to UPRR Tracks

This segment of Oxnard Boulevard shows a right-of-way varying from 100' to 104' between Five Points and the UPRR tracks (see Figure 11). A representative cross section of this segment is shown below. As shown, there are two thru lanes in both directions, a two-way left turn lane, and sidewalks on both sides. The section widens at intersections to accommodate more turn lanes.



Oxnard Boulevard: Segment 5 at
Five Points

Bike facilities do not exist for this segment, nor are they proposed in the Bike Master Plan. There are no transit stops on South Oxnard Boulevard, and only one route utilizes it for about a quarter of a mile. Segment 5 begins at Wooley Road/Saviers Road, and at this intersection the rail lines cross through. The segment ends at the next crossing.

Immediately adjacent to both sides of Oxnard Boulevard are general commercial land uses (Figure 11). In addition, industrial land use and approximately 11.4 acres CMPD designated use for a movie theatre are found on the northeast side of the corridor while low density residential uses are provided on the southwest side.

Oxnard Boulevard near Date Street

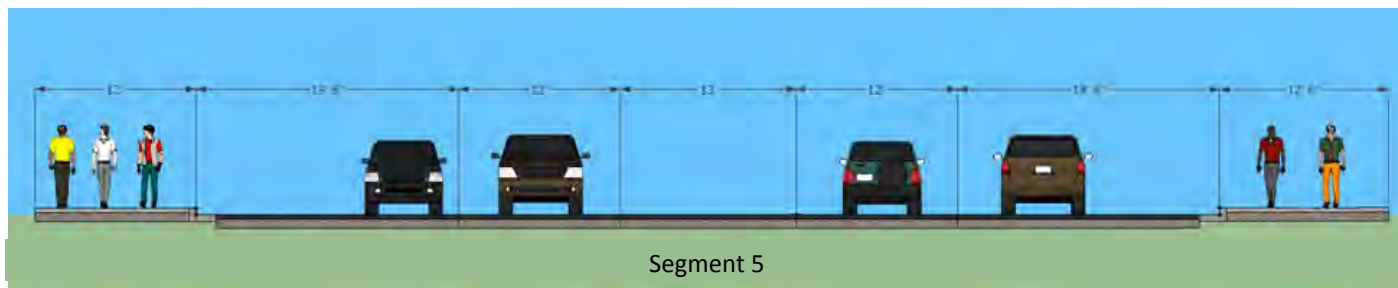


Figure 11 - Oxnard Boulevard: Five Points to RR Crossing (Segment 5)





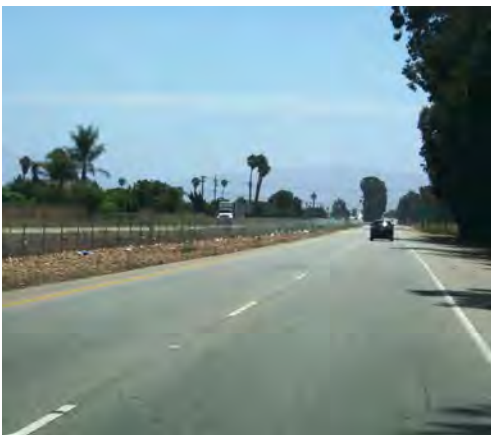
Oxnard Boulevard: Segment 6

Segment 6 – Oxnard Boulevard: UPRR Tracks to Pleasant Valley Road

As shown in Figure 12, Oxnard Boulevard shows a wide right-of-way ranging from 148' to 224' between the UPRR tracks and Pleasant Valley Road. A representative cross section of this segment is shown below. As shown, in both directions there are two thru lanes and inside and outside shoulders. There is also a wide grassy median. The section widens at intersections to accommodate more turn lanes.

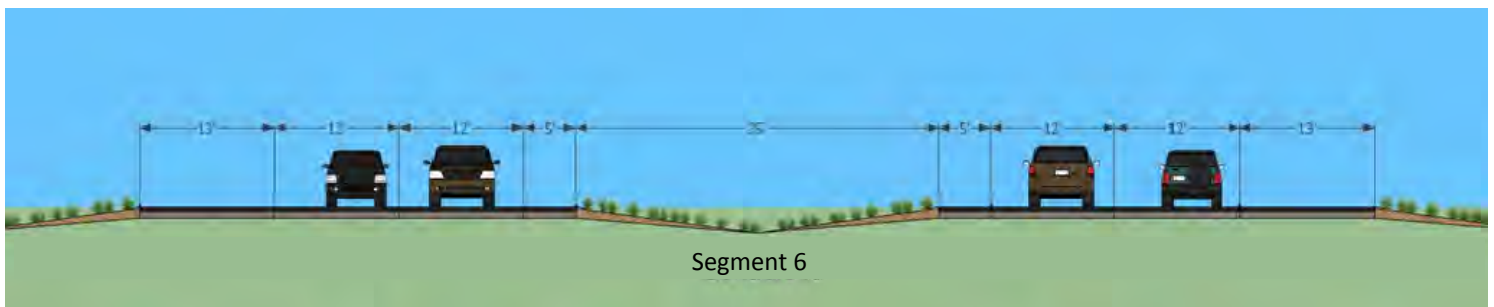
There are no pedestrian facilities for the entire length of the segment. There are no existing bike facilities, but the Bike Master plan shows Class II bike lanes proposed for the length of this segment. There are no transit facilities on this segment, and transit buses only cross South Oxnard Boulevard at Rose Avenue.

A variety of land uses are found along this segment of the corridor. These land uses include, industrial, business research park and general commercial to the west end and general commercial, park and low/medium density residential to the east.



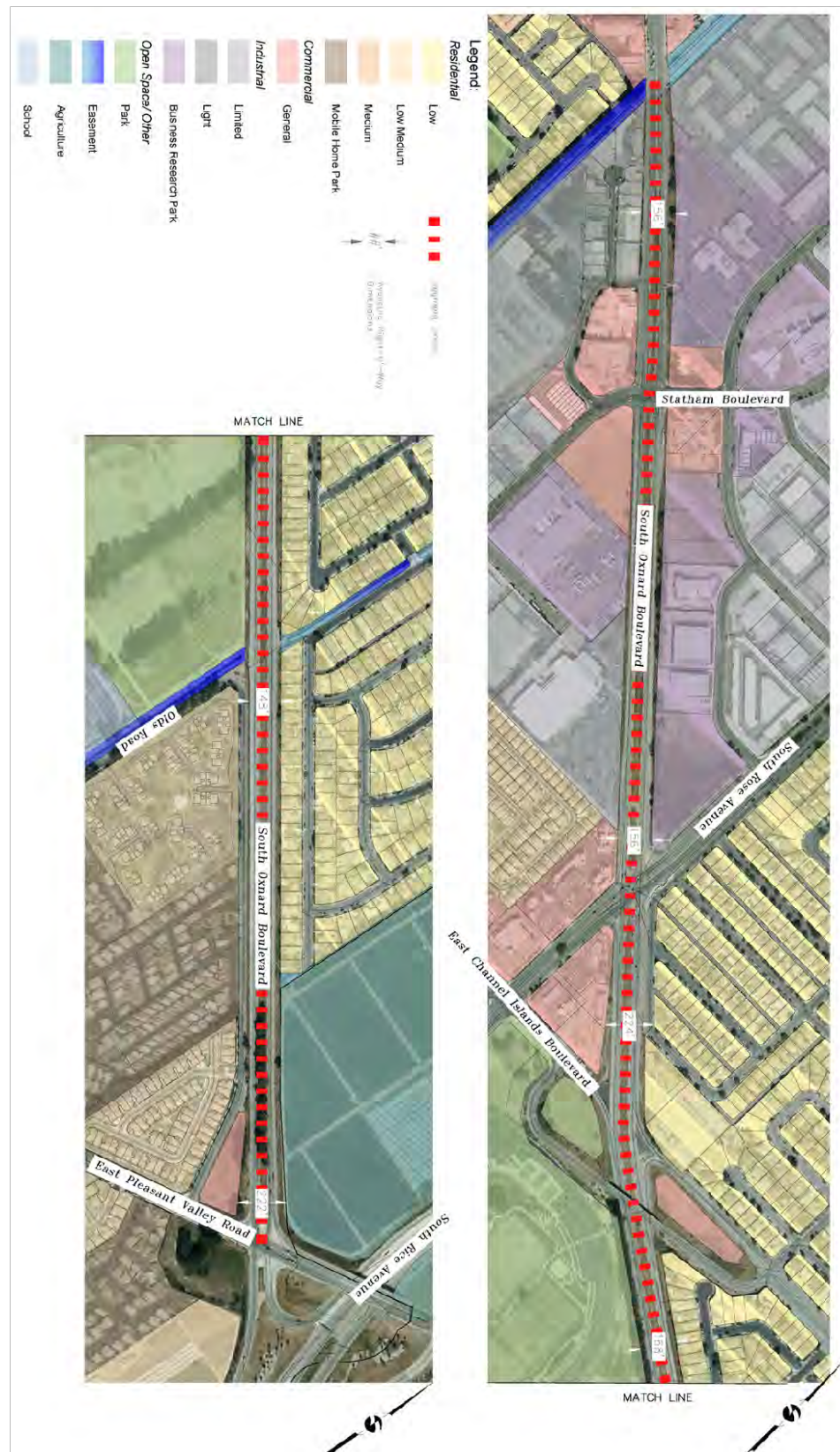
Oxnard Boulevard: Segment 6

Oxnard Boulevard near Channel Islands Boulevard



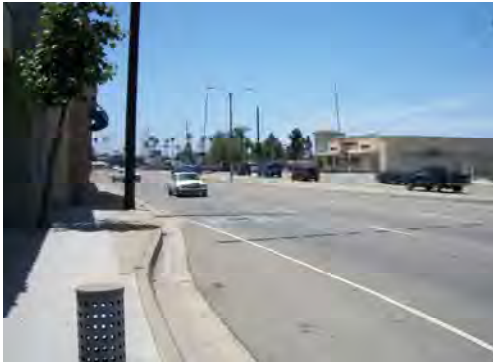
Segment 6

Figure 12 - Oxnard Boulevard: RR Crossing to Pleasant Valley Road (Segment 6)



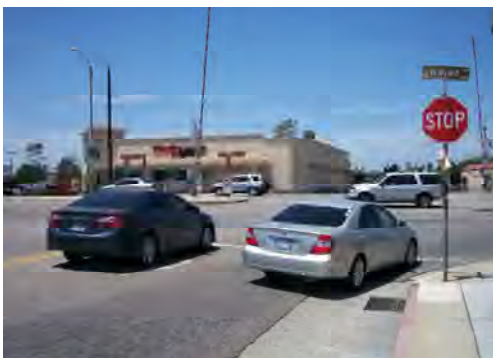
Segment 7 – Vineyard Avenue: US 101 to Oxnard Boulevard

This segment shows a fairly consistent right-of-way from 102' to 108' south of US 101. However, there are wide sections on the bridge approaches of the US 101 freeway overcrossing exceeding 200' (reference Figure 13). A representative cross section of this segment is shown below. There are three thru lanes in both directions, a median with left turn pockets, and sidewalks on both sides. The section widens at intersections to accommodate more turn lanes.



Vineyard Avenue: Segment 7

There are no existing bike facilities on this segment, but the Bike Master Plan shows proposed Class II bike lanes for the length of this segment. There are several transit routes that use this segment, especially the intersection with Esplanade Drive which services the shopping center. There are two transit stops located between Oxnard Boulevard and Esplanade Drive. Railroad tracks cross Vineyard Avenue north of the intersection with Oxnard Boulevard, and this crossing results in unsafe pedestrian paths on both sides of the street.



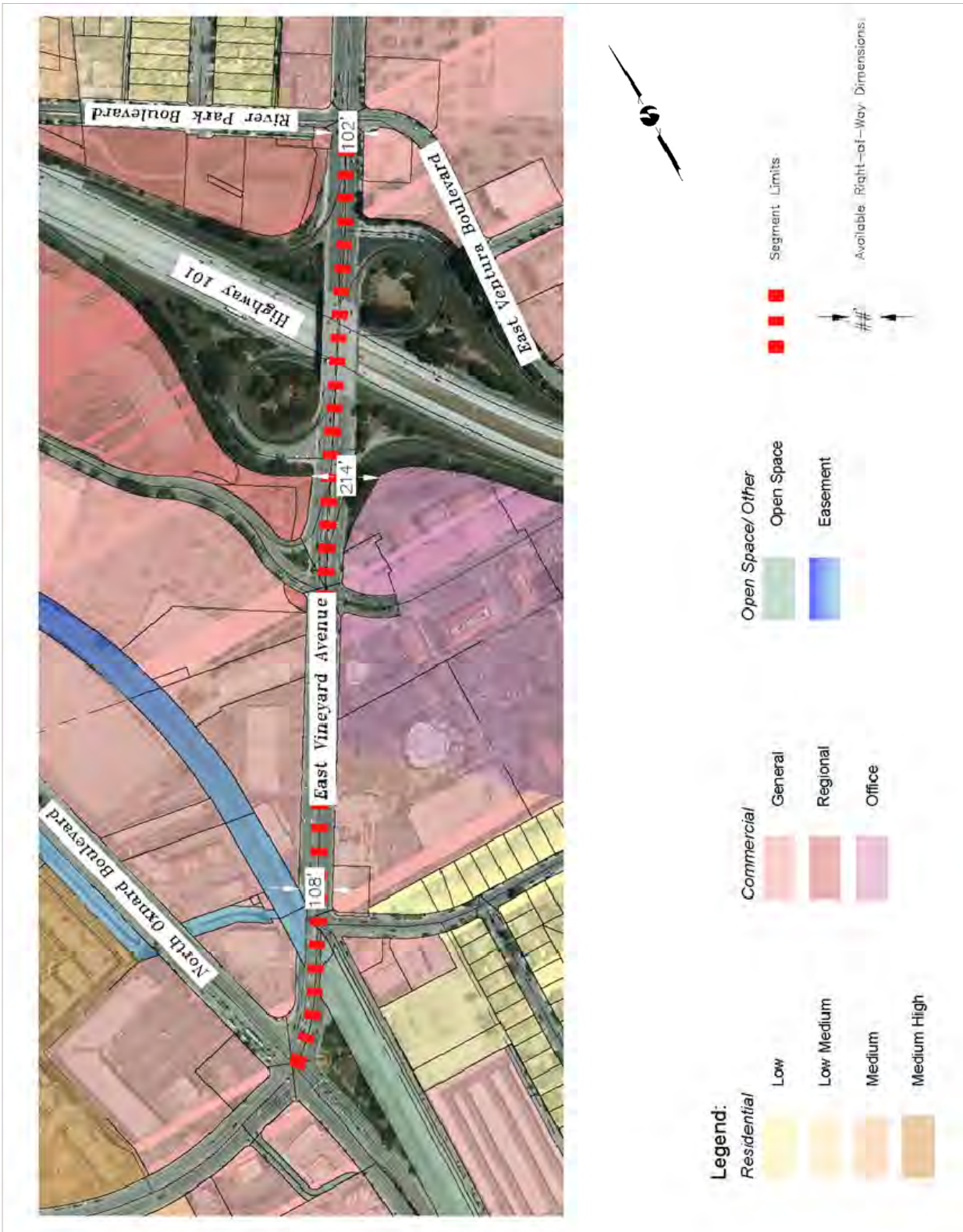
Vineyard Avenue: Segment 7 at St. Marys Drive

Land uses along this corridor comprise of regional and general commercial on the southwest quadrant [of the US 101/Oxnard Boulevard interchange], general commercial and office uses of the southeast quadrant, regional commercial on the northwest quadrant and general commercial on the northeast quadrant.

Vineyard Avenue north of UPRR crossing

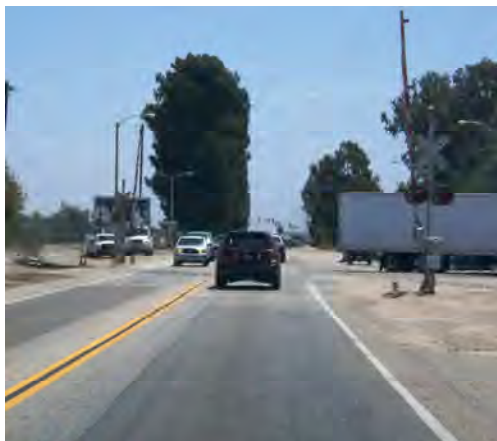


Figure 13 - Vineyard Avenue: Oxnard Boulevard to 101 (Segment 7)



Segment 8 – Fifth Street: Oxnard Boulevard to Rice Avenue

As identified in Figure 14, this two-mile segment has a range of right-of-way from 60' near Rice Avenue to 96' near Mountain View Avenue. A representative cross section of this segment is shown below. It is a two lanes section with shoulder on either side. Closer to the beginning of the segment, the section is four lanes and has sidewalk from Oxnard Boulevard to Mountain View Avenue. The section widens at intersections to accommodate more turn lanes.



Fifth Street: Segment 8 at
UPRR At-Grade Crossing

There are no existing bike facilities for this study segment. The Bike Master Plan shows Fifth Street as a future Class III bikeway (shared roadway). It also shows a shared-use path paralleling Fifth Street, and this path will most likely be located in the rail easement. Two transit routes use Fifth Street, and there are two stops near the old Transit Center. There is one rail crossing at Pacific Avenue.

Much of the existing land use contains the industrial designations (limited, light and central) with portions of CBD east of Oxnard Boulevard. General commercial land uses are found on the southwest corner of Fifth Street and Rose Avenue. East of Rose Avenue, the land use is designated limited and light industrial on the north side of Fifth Street while agricultural land uses are found along the south side of Fifth Street. The land use along the Fifth Street corridor are found in Figure 14.

Fifth Street east of Rose Avenue

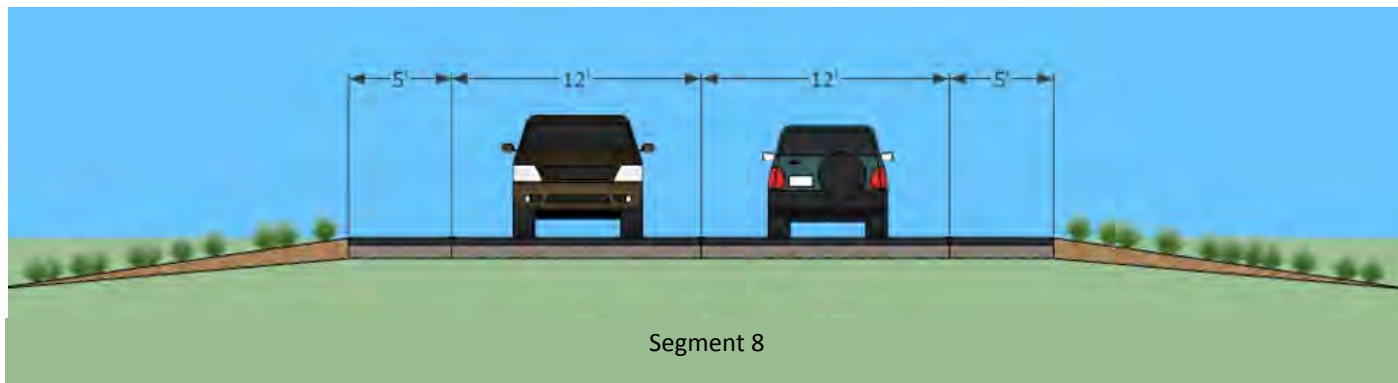
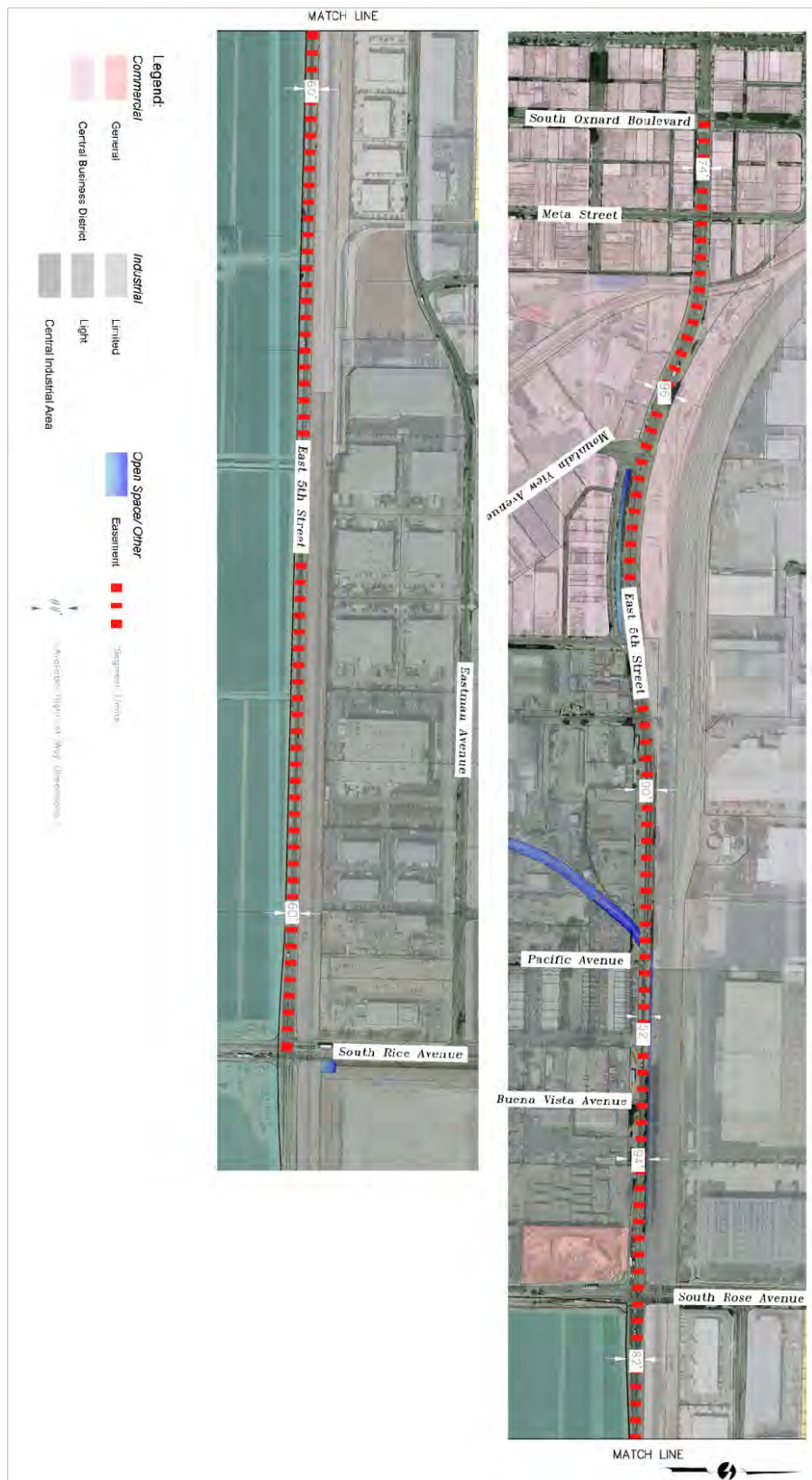


Figure 14 - Fifth Street: Oxnard Boulevard to Rice Avenue (Segment 8)



E. Streetscape

The existing streetscape for the corridor is as varied in character as the street sections themselves. The following are generalized observations of the general landscape character for each Street Segment of the corridor.

Street Segment 1

Beginning at the north end of the corridor near the freeway, Segment 1 is very wide with some established median landscape consisting of mature evergreen trees in lawn areas. Edge landscape is typically in narrow strips characterized by a variety of landscape plant materials depending upon if the landscape is associated with the right-of-way or a neighboring private development. A portion of the southbound edge runs along a wide concrete drainage channel that is visually exposed to motorists.



Grade-Separated UPRR Crossing at
Oxnard Boulevard with
Landscaped Median

A wide sidewalk flanks parts of both sides of the street. However, pedestrians are afforded no buffer between fast moving automobile and truck traffic.

Street Segment 2

Beginning at Vineyard Avenue and running to West Gonzalez Road, the Segment 2 streetscape reflects more recent landscape improvements in the center median with a variety of plant materials characterized by lower water use and flowering/color opportunities. However, Queen Palms are located in groups throughout the median providing a very defined vertical element.

The edge landscape treatment is different on each side of the road with the west side consisting of a narrow median strip separating a frontage road from the main roadway. On the east side a tall evergreen tree dominates the sky line with and hedge plant immediately behind the curb. Beyond this landscape treatment is a large open space area, typically void of vegetation, before reaching the railroad tracks. Neither side of the street includes a sidewalk except at or around the intersections of major streets.



Landscaped Median
Oxnard Boulevard



Landscaped Median
Oxnard Boulevard

Street Segment 3

The landscape along this segment is varied, including a wide planted or hardscaped median. However, an overhead wire providing power to street lights located in the median has negated the opportunity for trees. A frontage road runs along the western side from a portion of the segment and is separated from the boulevard by a narrow planted median. As a result of the narrow median, the landscape in this area requires regular maintenance to keep the plants from growing into the travel lanes or parking spaces. Although some trees are planted along the western edge, there is no consistency to the planting. The eastern side of the boulevard is typically void of plant material except in a few areas providing uninterrupted views to the railroad tracks and development beyond.

Approximately, halfway along this segment (on the west side) a relatively new housing development landscape includes a separated sidewalk, large areas of turf grass and clusters of Queen Palms. South of this development the sidewalk is connected to the curb. Landscape along this area is typically associated with retail businesses and varies in width/character. A center median is partially planted. However, trees are not included. As the boulevard gets closer to Cooper Road the retail businesses are typically separated from the roadway by sidewalk only—no landscape planting.

Street Segment 4

The landscape along the eastside of the boulevard continues to be void of vegetation (except for an occasional evergreen tree) between the road and railroad tracks. However, along the west side of the street a street tree was introduced in planter pockets for approximately two city blocks. The trees have been pruned-up over the years to provide clearance for trucks. The sidewalk continues to be the only separation between buildings and the roadway. Just prior to the overpass, a parking lot is separated from the sidewalk by a large planter area. However, the planter is void of plant materials that could screen views of parked cars.



Landscaped Median Downtown
Oxnard Boulevard

The area just south of the overpass begins to define the “downtown area” and includes mature Laurel Figs that have, in many cases, outgrown the sidewalk planters and have been heavily pruned to allow trucks to pass under the arching branch structure. The Laurel Figs are located primarily on the west side of the street. It should be noted that the Laurel Fig tree is a tree rarely used anymore along streetscapes, and is outlawed/being removed in Ventura County. The area is also characterized by a raised trapezoidal shaped median planted with heavily pruned trees and a variety of plant materials.

Street lights through this area are a combination of cobra head lights along the side with occasional double headed, square fixture lights in the median area.

Street Segment 5

The landscape along the north end of this segment is similar to Segment 4. However, around Wooley Road the street begins to get wider with a more modern type of commercial activity along both sides of the street. Landscape south of Wooley Road is minimal and typically associated with commercial frontage. Street trees are generally non-existent with the sky line dominated by cobra head street lights and power lines. A continuous left turn lane separates oncoming traffic. Parking is located along both curbs.



Raised Median Downtown
Oxnard Boulevard

Street Segment 6

The landscape along the north end of this segment is characterized by undeveloped properties along both sides of the street. South of the railroad crossing the roadway begins the character of a freeway road with limited access. A wide swaled drainage median contains mostly weeds. The roadway along this segment does not include curbs or sidewalks. Landscapes along the roadway edge are generally associated with commercial frontage beyond the right of way.

Street Segment 7

This segment is associated with a major interchange access into the corridor and is flanked by a variety of commercial, restaurants and



Oxnard Boulevard at
Five Points - Separated Sidewalk

office land uses. The landscape found along this segment primarily includes planting associated with commercial and office development projects. Both Date Palm and Queen Palm trees are utilized in the more dominant landscaped areas. Along the east side of the roadway tall power poles dominate the skyline. A center median is mainly paved with stamped concrete and includes cobra head street lights, but very little plant material, consisting of Eucalyptus trees and short shrub massing.

Street Segment 8

Starting at the west end of Segment 8 the streetscape is void plant materials except for the occasional concrete plant container located along the sidewalk next to parking. Street lights in this area consist of a combination of “historic” style globe lights and cobra headed light poles. Structures are set very close to the street separated by a sidewalk of approximately 10-ft. in width. East of Meta Street Mediterranean Fans palms were introduced into small planter cut outs along the sidewalk. Spacing between these palms is very large. Upon crossing the railroad tracks landscape was “recently” installed along the frontage of the Park and Ride lot. Streetscape elements in this area include street trees even spaced, bollard lighting, low ornamental fencing, a separated sidewalk and planting buffer between the fence and sidewalk. The opposite side of the street in this area includes a

Oxnard Boulevard at
Five Points - Sidewalk and Shrubs



vacant landscape planter between the street and sidewalk. Beyond the sidewalk is chain linked fencing along the perimeter of an industrial area. Beyond the railroad tracks to the east the streetscape is dominated by industrial property with low plant materials located in planters in front of parking areas.



Amtrak Train in Oxnard near Fifth Street and Rose Avenue

The north side of the road in this area is exposed to the railroad yard area. There are no curbs and only intermittent sidewalks in this area. Overhead utility lines and poles dominate the skyline view. The roadway eventually is flanked on the south side by agriculture fields, while the west side includes the railroad yard lead tracks and industrial land use beyond. Views to both areas are unobstructed.

Sidewalk, Planter and Decorative Lighting in Oxnard



III. COMPLETE STREETS

Existing City Policies and Recommendations

The City of Oxnard has established a variety of policy documents related to complete streets design along portions of the Corridor. The following are specific excerpts from those documents as they relate to landscape/streetscape elements, followed by recommendations to achieve complete streets for OCCTIP and, for future planning, the entire city; possibly through an ATP planning grant.

Oxnard Downtown Strategy 2005:

4.3.2 Streetscape Improvements

A variety of streetscape improvements will benefit either all of Downtown or multiple districts within Downtown. These are as follows:

- Replace all overhead utility lines and poles in Downtown with underground utilities. The City has an ordinance requiring all new development or redevelopment to place the utilities serving that development underground. The City might consider an in-lieu fee for small-scale projects that would not otherwise permit efficient undergrounding; this fee could then be used to support City initiated efforts. The City should evaluate prospects for acquiring funding under the California Public Utilities Commission's (CPUC) Rule 20, which sets policies and procedures for the conversion of overhead power lines and other equipment to underground facilities. This program is coordinated through Southern California Edison (SCE).
- Unify the light fixtures throughout the Downtown. This includes replacing the high-mounted cobra-head light poles on key pedestrian corridors with pedestrian-scale streetlights. On streets with high traffic volumes and high pedestrian activity, the City should consider a two-tiered fixture that provides illumination for both the automobile travel lanes and the sidewalks.
- Lower the height of the existing median on Oxnard Boulevard and plant it with low-growing trees and shrubs. This would lessen the



Aerial of Downtown Oxnard



Examples of Street Furniture



A Street from 2nd Street to
Wooley Road

- barrier effect created by the existing built-up median.
- Provide features at mid-block crossings and at street intersections to clearly identify and enhance pedestrian crossings and ensure pedestrian safety. (Such treatments are already in place at the five mid-block points along “A” Street between 7th Street and 2nd Street).
- Add a unified design of street furniture (including bus shelters, benches, refuse containers) to all Downtown streets.
- Implement the recommendations of the draft *Downtown Street Tree Master Plan*, with an emphasis on establishing and maintaining shaded pedestrian pathways and areas of refuge.
- Establish and redefine gateways and entry points to the Downtown through land use adjustments, graphic wayfinding signage, and landscape treatment.
- Establish a wayfinding system within Downtown that recognizes the distinct identities and qualities of each district, while promoting an overall Downtown theme. The system should include a signage program that includes directional maps for pedestrians.
- Develop public plazas, of many different scales, where public art may be displayed.
- Amend the City’s Art in Public Places program to allow funds to be used to locate art throughout the Downtown area.

4.5.2 Streetscape and Public Open Spaces (A-Street District)

As the major streets of the Downtown District, Oxnard Boulevard and “A” Street could also act as connectors between districts. Their development, therefore, will play an important role in the revitalization of the area.

“A” Street with the existing scale and character of its buildings is able to support a commercial district. A future possibility for sidewalk widening and additional street furniture, combines excellent design ingredients for a thriving commercial district. Development of the street in this manner will accommodate a type of retail that is able to attract a diversity of people from the region.

Oxnard Boulevard currently operates as State Route 1, the Pacific Coast Highway (PCH), to Highway 101, but the improvement of the Rice Avenue corridor will allow the rerouting of State Route 1 traffic to bypass Oxnard Boulevard and Downtown. The resulting lower traffic volume presents an opportunity to redesign and convert Oxnard Boulevard into a downtown commercial street with mixed uses and a pedestrian friendly environment. This transformation will require some modification of existing street elements that are currently more reflective of high volume traffic. For example, the concrete, sloped medians located along many parts of the boulevard inhibit cross-street visual continuity and are not conducive to safe and comfortable pedestrian crossing. Also, the pedestrian crossing at 8th Street lacks both signals and visibility, so it is unsafe for both pedestrians and motorists.

Short-term Improvement of “A” Street and Oxnard Boulevard:

- Street and directional signage, landscape materials, and street furniture must be placed at calculated heights and distances so as not to impair visibility of the intersections.
- Pedestrian-scale street lighting should be installed at regular intervals along “A” Street, the Boulevard, and at street intersections. These fixtures would also reinforce the sense of arrival to the downtown.
- Pedestrian crosswalks at mid-block and intersections should be incorporated into the pedestrian routes (they could be slightly raised, colored concrete or concrete pavers with integral colored concrete edge banding and LED lighting).
- Alleyways should be secondary to streets in the hierarchical structure of accessibility for pedestrian and car movement. They should also contain bicycle paths that connect to other parts of the Downtown.
- The median on Oxnard Boulevard should be lowered to allow a sense of connectivity across the Boulevard; it should be planted with low-growing flowering shrubs and ground cover. Shade trees should be planted at consistent intervals in designated sections along the sidewalks lining the Boulevard.



Oxnard Transit Center

Long-term Improvement of “A” Street and Oxnard Boulevard

- Increase the width of the sidewalk to allow a clear path for pedestrian movement and a planter strip for trees and street furniture (including street lights, benches, directional signs, and trash bins). This will enhance pedestrian activity in the district and will make sidewalks the dominant streetscape element.
- Add planter strips with plant types that contribute a variety of colors to the streetscape.
- Employ decorative and textured paving patterns on the sidewalks to clearly identify pedestrian paths and the street furniture strip.

4.7.2 Streetscape and Public Open Spaces at the Oxnard Transit Center (OTC)

The recommended transformation of Oxnard Boulevard into a downtown “Main Street” and the recently developed residential projects in the Meta District will attract pedestrian movement and activity to the area. The proposed *OTC Master Plan* provides a network of pedestrian paths throughout the OTC and extends outward, connecting the OTC to the proposed commercial plaza on both its eastern and northern sides. The proposed additional parking east of the tracks and under the 3rd Street overpass, along with the proposed parking structure on the southwest corner of 4th Street and Oxnard Boulevard, will provide ample space for parking needs.

Street Improvement Recommendations

- Reconstruction and repair of existing sidewalks.
- Install street and directional signage, and street furniture and place them at calculated heights and distances so as not to impair visibility of the intersections.
- Install pedestrian scale street lighting at regular intervals and at intersections to match the rest of the Downtown.
- Pave the pedestrian crossing areas with the same textures, and colors as those proposed for the pavement of the plaza (on Oxnard and 4th) to create a sense of connectivity within the District.



Utility Lines on Meta Street

“Transforming State Highways to Complete Streets”

4.8.2 Streetscape and Public Open Spaces (Meta District)

Meta Street has a number of streetscape issues including the presence of overhead utilities and the lack of a street tree theme and landscaping; it lacks amenities and a character suitable for pedestrian use. The combination of these issues makes Meta Street a rather uninviting streetscape.

Street Improvement Recommendations

- Remove existing utility poles and lines and replace them with underground utilities.
- The sidewalks should be repaired and if possible widened to provide for comfortable pedestrian circulation.
- Develop a landscape theme with street trees planted at set intervals. This could simply be an extension of the planting schemes of the Downtown Street Tree Master Plan into the Meta Street area, which is not covered by the Master Plan.
- Provide street furniture and pedestrian scale street lighting along both sides of the street frontage.
- Provide designated pedestrian crossing zones at mid-block and intersections (identified by applying special textures and colors to their surfaces and LED lighting).



Oxnard Boulevard at
Fourth Street: Approaching
Downtown Oxnard

4.9.2 Streetscape and Public Open Spaces

The streetscapes of A, B, and C Streets between 7th and Wooley Streets should be maintained to emphasize the District's identity as the major downtown residential district. Also in line with this objective, new residential development should include pedestrian and open space systems that are well coordinated with the existing streets within the District. The existing streetscape around Heritage Square is very well developed and could be used as a model for the redevelopment of the District.

Recommendations

The following recommendations will help to improve the pedestrian environment and contribute to the overall residential quality of downtown streets:

- Replicate the pedestrian enhancements around Heritage Square as remaining block faces in the District are redeveloped (i.e., textured corner bump outs, sidewalks with planter strips).
- Locate street signage and other street furniture in the planting strip in a way that complements the overall streetscape.
- Introduce new street lighting appropriate to the pedestrian scale with an intensity of lighting that provides safety and security to the neighborhood (remove existing high-mounted cobra-head lights).

The same recommendations regarding redevelopment of the northern part of Oxnard Boulevard apply to this section of Oxnard Boulevard. Although the type of commercial retail activity in the southern section of the Boulevard will differ from its northern section, the following street improvements should be carried out for the total length of the Boulevard within the Downtown:



Examples of Way Finding Signage

Street Improvement Recommendations

- The Oxnard Boulevard median should be lowered to allow a sense of connectivity across the boulevard; it should be planted with low growing flowering shrubs and groundcover.
- Shade trees should be planted at consistent intervals in designated sections along the sidewalks lining the boulevard.
- Pedestrian scale street lighting should be installed at regular intervals along Oxnard Boulevard.
- All pedestrian crossings should have a different texture than the street paving: slightly raised with a different pattern and color.
- Street and directional signage, landscape materials, and street furniture must be placed at calculated heights and distances so as not to impair visibility of the intersections.

Signage

- Add specific district signs representing the seven proposed districts within Downtown to help establish district identities. These signs should include district logos that signal the defining character of each district. The proposed directional signs should also include Downtown maps with distances between locations, and locations

of important landmarks and destinations. The design of the signs should be integrated with the street furniture and total streetscape design.

Gateways

Four well identified entry points to the Downtown should be established through land use adjustments, graphic design, and landscape design, as follows:

The Overpass on Oxnard Boulevard and 3rd Street

- A graphic representation of the Downtown logo should be displayed on the currently blank surfaces of the Overpass.
- Redesign the access roads to the overpass to reflect the concept of a gateway.
- Incorporate some of the materials and colors from the graphics in all the road paving and landscaping in order to unify all the gateway elements.

East Fifth Street as it intersects with the Railroad Tracks

- Reconstruct the road section of Fifth Street east of the Ventura County railroad tracks to Rose Avenue, providing turning lanes and traffic islands.
- Plant trees and shrubs on both sides of Fifth Street from Rose Avenue to Oxnard Boulevard, including the existing island on the south side of Fifth between Richmond and Mountain View Avenues.
- Sponsor a facade improvement plan for the section of Fifth Street between the railroad tracks and Oxnard Boulevard.
- Develop a specific area plan for the Fifth Street corridor between Rice Avenue and Oxnard Boulevard to guide streetscape improvements, and examine existing areas for
- reuse when land use transition occurs.
- Consider a freestanding structure in the form of a gate just across the railroad tracks on Fifth Street framing the view of the Downtown and defining the eastern gateway.



At-Grade Railroad Crossing in Oxnard



Aerial of Five points

The Five Points Intersection

- Request the developers of the four corner sites at the Five Points intersection to contribute a small open space from the anticipated redevelopment for the display of public art. Connect the four open spaces resulting at the four corners of the intersection with well-defined pedestrian pathways.
- The proposed larger open space made out of independent smaller open spaces displaying public art and connected by pedestrian pathways should create a unique Southern gateway to Downtown.

The Fifth and C Street Intersection

- This is a well-defined entry point to the Downtown; the Plaza Park, the Carnegie Museum, and the new theater are visible to both pedestrians and automobiles as they approach the Downtown on Fifth Street.

Public Art

- During the Public Workshops, many community members expressed an interest in displays of public art. Public art displays are also important to the identify of public space, and thus should be pursued in a manner that is consistent with City policies and guidelines for such displays. Public art displays in the City's right-of-way must have the approval of the City of Oxnard.

IV. THE PLAN

CONCEPT GRAPHICS SCHEDULE

SYMBOL NOTES



EXISTING SIGNALIZED INTERSECTIONS



MAJOR INTERSECTION RECONFIGURATION



PROPOSED BUS STOP



PROPOSED SIGNALIZED INTERSECTION



DRIVEWAY LOCATION



EXISTING SIDEWALK



PROPOSED BIKE LANES



HIGH-VISIBILITY CROSSWALKS



PROPOSED SIDEWALK



PROPOSED MULTI-USE PATH



EXISTING MULTI-USE PATH



PROPOSED CLASS III SHARED LANE

Following the final round of public workshops, a preferred OCCTIP plan (Plan) is identified with general consensus amongst the community and direction of the City Council Transportation Policy Committee on January 28, 2016, The Plan consists of three parts:

1. Complete Streets;
2. Conceptual Street Designs and Alignments; and,
3. Options.

Part I, Complete Streets, was presented in Chapter III. The complete streets theme is carried out in all sections and all phases of the recommended improvements. Oxnard is dedicated to assure all users have access to transportation modes, including, driving, walking, bicycling, transit riding, etc. Bike lanes, multi-use paths, sidewalks and cross walks have been identified as recommended improvements.

Conceptual Street Designs and Alignments, Part II, are projects that recommend a necessary shift in alignment along two sections to provide for additional space for full transit service.

Generally between Vineyard Avenue and Gonzales Road and between Gonzales Road and Glenwood Drive, Oxnard Boulevard shift to the west in order to provide additional space on the east to provide for transit service - bus pull outs and stops - for northbound bus riders. It also provide additional room for open space and Class I multi-use path between Oxnard Boulevard and the active UPRR line.

Part III, Chapter V, presents alternatives that were considered during development of this plan, and focuses on three Plan options that are retained for possible use.

Capital projects that have right-of-way impacts are also included. These projects include widening of Fifth Street, new UPRR overcrossings (Fifth Avenue/Rice Avenue), bridge removal (Channel Island Boulevard), and installation of four roundabouts.

CONCEPT GRAPHICS SCHEDULE

SYMBOL NOTES



EXISTING SIGNALIZED INTERSECTIONS



MAJOR INTERSECTION RECONFIGURATION



PROPOSED BUS STOP



PROPOSED SIGNALIZED INTERSECTION



DRIVEWAY LOCATION



EXISTING SIDEWALK



PROPOSED BIKE LANES



HIGH-VISIBILITY CROSSWALKS



PROPOSED SIDEWALK



PROPOSED MULTI-USE PATH



EXISTING MULTI-USE PATH



PROPOSED CLASS III SHARED LANE

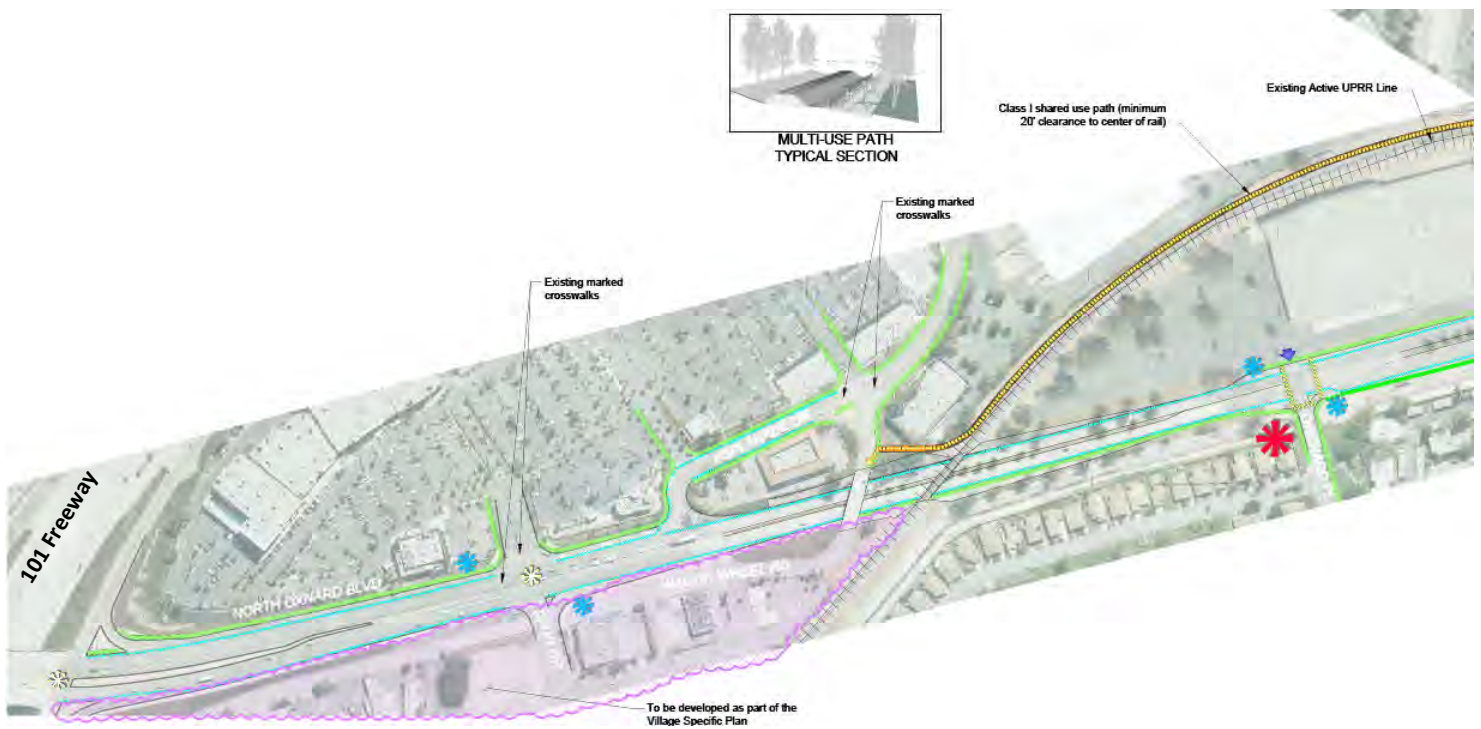
Oxnard Boulevard - Entire Corridor

A general re-occurring theme identified at all of the public workshops and meetings was to remove (or restrict) heavy duty trucks from Oxnard Boulevard. Traffic operations and traffic flow are impeded with the high percentage of trucks along the corridor. It is recommended that City of Oxnard work with local truckers, Caltrans and the California Highway Patrol to identify potential alternative corridors for trucks, e.g., along Rose or Rice Avenue to the east. It is understood that local businesses rely on trucks for deliveries; however, thru-trips are recommended to be diverted to alternative corridors.

Oxnard Boulevard south of US 101

(SEGMENT 1)

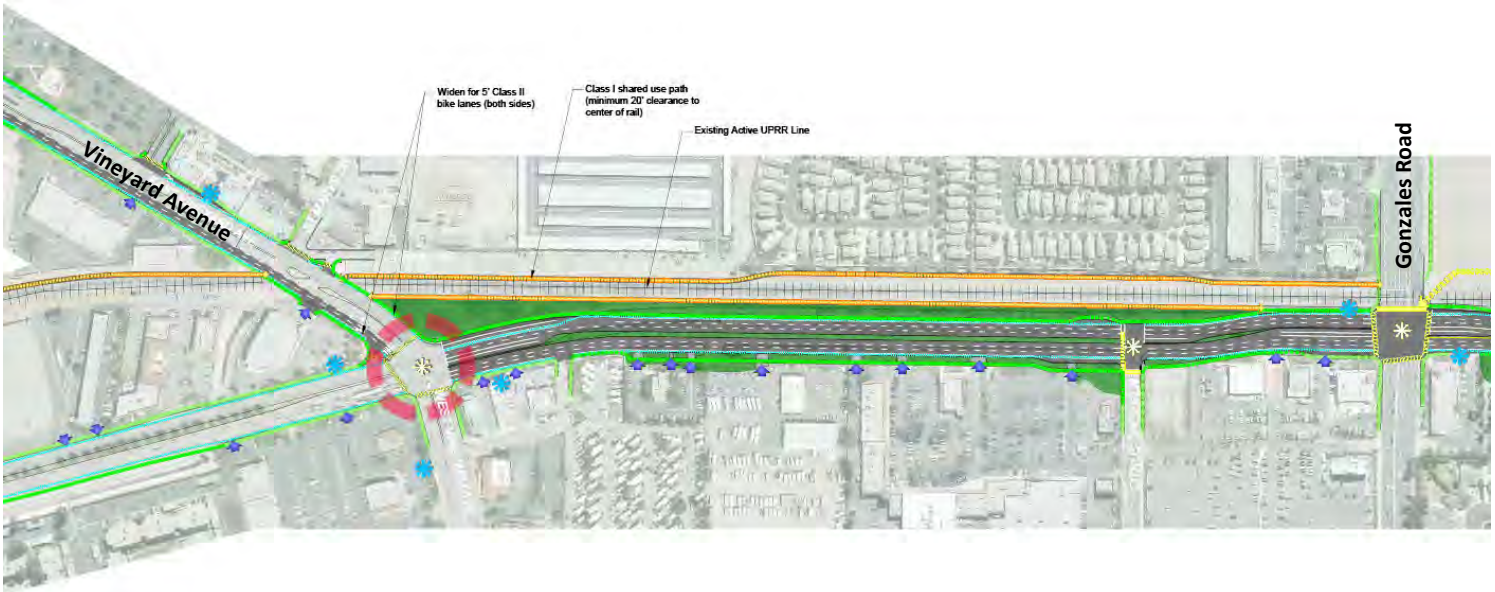
This section primarily recommends projects in the “Complete Streets” category with shared bike lanes, sidewalks, bus stops and a proposed multi-use path located east of the UPRR line. In addition, a new traffic signal at Orchard Place is proposed in this depiction and is considered a capital improvement.



Oxnard Boulevard south of Vineyard Avenue to Gonzales Road

(SEGMENT 2)

This section is primarily in the “Conceptual Street Design and Alignments” category, including a shift of the Oxnard Boulevard alignment to the west by using the service road right of way. A traffic signal is proposed at Robert Avenue. Other, “non-standard” signalized intersections will be converted to full access signalized intersections. Other recommended improvements contains projects in the “Complete Streets” category with shared bike lanes, sidewalks, cross walks, bus stops and a proposed multi-use path.



Oxnard Boulevard from Gonzales Road to Camino Del Sol

(SEGMENT 3a)

On this section of Oxnard Boulevard, the roadway is realigned to the south where the existing service road is located. This will result in additional open space south of UPRR and provide for transit stops. Additionally, bike lanes and sidewalks will be provided.



CONCEPT GRAPHICS SCHEDULE

SYMBOL	NOTES
	EXISTING SIGNALIZED INTERSECTIONS
	MAJOR INTERSECTION RECONFIGURATION
	PROPOSED BUS STOP
	PROPOSED SIGNALIZED INTERSECTION
	DRIVEWAY LOCATION
	EXISTING SIDEWALK
	PROPOSED BIKE LANES
	HIGH-VISIBILITY CROSSWALKS
	PROPOSED SIDEWALK
	PROPOSED MULTI-USE PATH
	EXISTING MULTI-USE PATH
	PROPOSED CLASS III SHARED LANE

Oxnard Boulevard between Camino Del Sol and 2nd Street (SEGMENT 3b)

This section focuses on “Complete Streets” improvements with shared bike lanes, sidewalks, cross walks, bus stops and a proposed multi-use path are recommended for implementation. A concept of the Camino Del Sol Extension is also depicted in the figure below.



CAMINO DEL SOL EXTENSION

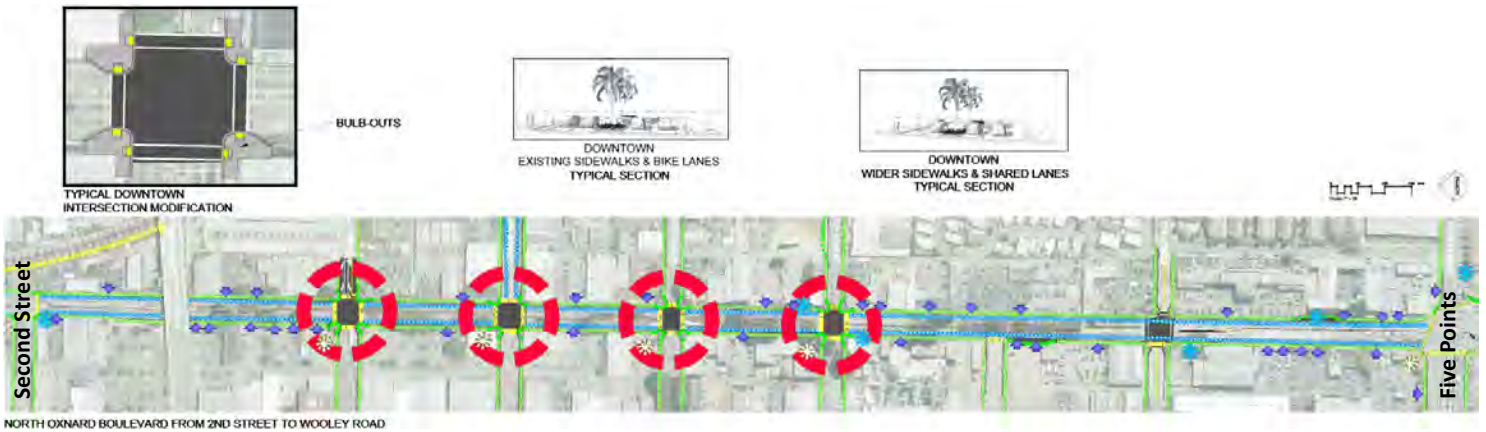


Landscape and sidewalk plaza area

Oxnard Boulevard (Downtown) between 2nd Street and Five Points

(SEGMENT 4)

This section focuses on the downtown corridor and includes “Complete Streets” and “Options for Capital Improvements.” Shared bike lanes, wide sidewalks, cross walks, reduction of the median, bus stops and narrowing the through-way from four- to two-lanes are among the options that will be ultimately decided by the City of Oxnard.



Fifth Street between Oxnard Boulevard and Rose Avenue

(SEGMENT 8a)

This section focuses on “Complete Streets” and “Options for Capital Improvements” in central Oxnard. Shared bike lanes, sidewalks, cross walks, bus stops and widening Fifth Street from two- to four-lanes are all recommended improvements. These improvements will result in increased connectivity and additional capacity along the industrial corridor.



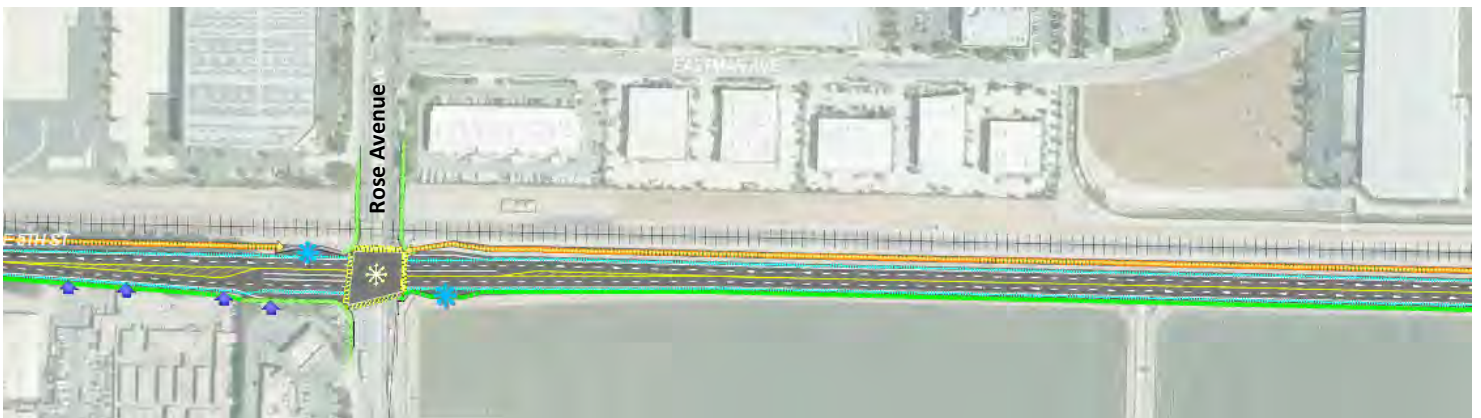
CONCEPT GRAPHICS SCHEDULE

SYMBOL	NOTES
	EXISTING SIGNALIZED INTERSECTIONS
	MAJOR INTERSECTION RECONFIGURATION
	PROPOSED BUS STOP
	PROPOSED SIGNALIZED INTERSECTION
	DRIVEWAY LOCATION
	EXISTING SIDEWALK
	PROPOSED BIKE LANES
	HIGH-VISIBILITY CROSSWALKS
	PROPOSED SIDEWALK
	PROPOSED MULTI-USE PATH
	EXISTING MULTI-USE PATH
	PROPOSED CLASS III SHARED LANE

Fifth Street between Rose Avenue and Rice Avenue (SEGMENT 8b)

This section of Fifth Street also focuses on “Complete Streets” and “Options for Capital Improvements” in Oxnard. Shared bike lanes, multi-use paths, sidewalks, cross walks, bus stops are included in the “Complete Street” category. Fifth Street would be widened to four lanes west of Rose Avenue.

The widening of Fifth Street from two- to four-lanes and a new grade separated railroad crossing are options 1 and 2 in Chapter V.



Rice Avenue Overcrossing (OPTION 1)

(SEGMENT 8)

As a capital improvement project, this grade separated railroad crossing is currently in the planning and design stages, with an environmental component that has been undertaken. The concept presented in this OCCTIP shows two new signalized intersections to control directional movements along the Fifth Street and Rice Avenue corridors. As shown in the lower depiction, a new traffic signal and bus stops are recommended.



5th Street Widening (OPTION 2)

These improvements will result in increased connectivity and additional capacity along the industrial/agricultural corridor. Right-of-way impacts and the loss of agricultural land are anticipated as a result of the widening and grade separation projects.



CONCEPT GRAPHICS SCHEDULE

SYMBOL	NOTES
	EXISTING SIGNALIZED INTERSECTIONS
	MAJOR INTERSECTION RECONFIGURATION
	PROPOSED BUS STOP
	PROPOSED SIGNALIZED INTERSECTION
	DRIVEWAY LOCATION
	EXISTING SIDEWALK
	PROPOSED BIKE LANES
	HIGH-VISIBILITY CROSSWALKS
	PROPOSED SIDEWALK
	PROPOSED MULTI-USE PATH
	EXISTING MULTI-USE PATH
	PROPOSED CLASS III SHARED LANE

Oxnard Boulevard between Five Points and UPRR (SEGMENT 5) and UPRR to College Park entrance (SEGMENT 6a)

This section of Oxnard Boulevard provided recommendations related to “Conceptual Street Designs and Alignments,” “Complete Streets,” and “Options for Capital Improvements” in Oxnard. Shared bike lanes, multi-use paths, sidewalks, cross walks, bus stops are included in the “Complete Street” category.

In the “Options for Capital Improvements” four roundabouts are recommended along Oxnard Boulevard at Commercial Avenue, Date Street, Channel Island Boulevard and at a new entrance to College Park. [The City of Oxnard may ultimately develop signalized intersections at one or more of these roundabouts]. A traffic signal is proposed at a new driveway where the former drive-inn movie theatre was located.

Reducing Oxnard Boulevard from four-to two-lanes is recommended east of Channel Island Boulevard. This falls within the “Conceptual Street Designs and Alignments” category. Reduced lanes will result in opportunities to expand College Park and provide residential uses.





SOUTH OXNARD BOULEVARD
TYPICAL SECTION
PARKWAY MEDIAN

active Ventura
Rail Line

Widen to provide bike lane and
bus turnout; reconstruct curb ramp

Re-stripe to provide 5' bike
lane at intersection



Widen 5' to provide bike
lane at intersection and
reconstruct curb ramp

Widen 5' to provide bike
lane at intersection and
reconstruct curb ramp



CHANNEL ISLANDS ROUNDABOUT

Potential elimination of Channel Islands
Boulevard overcrossing or use as a
pedestrian/ bicycle facility



Redirect traffic to east side and remove
west paved lanes

New College
Park Entrance

Potential park expansion and
driveway



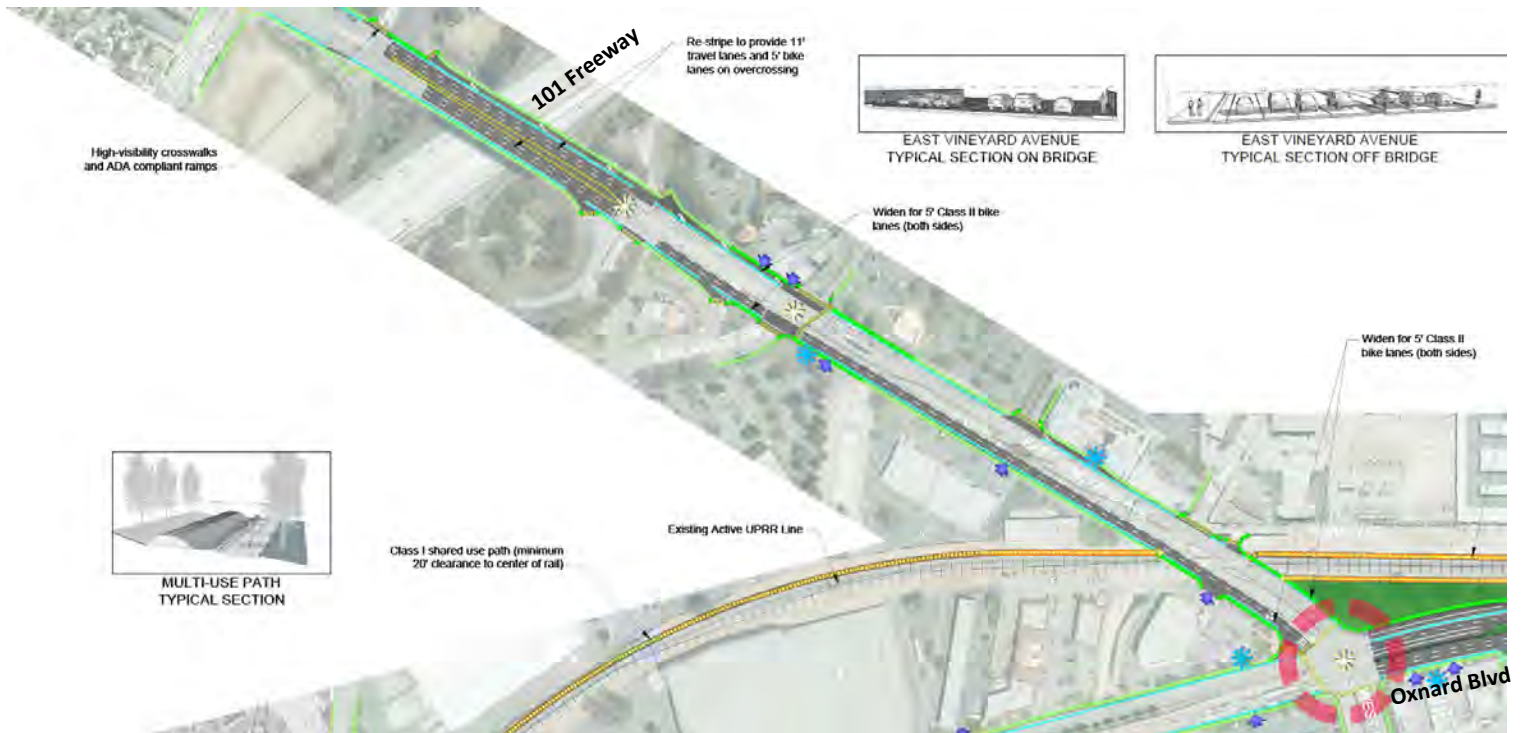
Oxnard Boulevard between College Park and Pleasant Valley Road (SEGMENT 6b)

As indicated previously, reducing Oxnard Boulevard from four-to two-lanes is recommended east of Channel Island Boulevard to Pleasant Valley Road falls within the “Conceptual Street Designs and Alignments” category and will result in reduced lanes to expand College Park and provide residential uses. The former freeway segment has a large right-of-way and it has been determined that two-lanes will provide enough capacity along this corridor.

Additionally, “Complete Streets” concepts, including shared bike lanes, sidewalks and multi-use paths (near College Park) and high visibility crosswalks are recommended.

CONCEPT GRAPHICS SCHEDULE

SYMBOL	NOTES
	EXISTING SIGNALIZED INTERSECTIONS
	MAJOR INTERSECTION RECONFIGURATION
	PROPOSED BUS STOP
	PROPOSED SIGNALIZED INTERSECTION
	DRIVEWAY LOCATION
	EXISTING SIDEWALK
	PROPOSED BIKE LANES
	HIGH-VISIBILITY CROSSWALKS
	PROPOSED SIDEWALK
	PROPOSED MULTI-USE PATH
	EXISTING MULTI-USE PATH
	PROPOSED CLASS III SHARED LANE



CONCEPT GRAPHICS SCHEDULE

SYMBOL	NOTES
	EXISTING SIGNALIZED INTERSECTIONS
	MAJOR INTERSECTION RECONFIGURATION
	PROPOSED BUS STOP
	PROPOSED SIGNALIZED INTERSECTION
	DRIVEWAY LOCATION
	EXISTING SIDEWALK
	PROPOSED BIKE LANES
	HIGH-VISIBILITY CROSSWALKS
	PROPOSED SIDEWALK
	PROPOSED MULTI-USE PATH
	EXISTING MULTI-USE PATH
	PROPOSED CLASS III SHARED LANE

Vineyard Avenue between US 101 and Oxnard Boulevard (SEGMENT 7)

“Complete Streets” are proposed for this corridor near south of the freeway. Bus stops, sidewalks and shared bike lanes are recommended for this corridor. In addition, capital improvements are recommended at the signalized intersection of Vineyard Avenue/Oxnard Boulevard.

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V. ALTERNATIVES AND OPTIONS

Based upon community input provided in the public workshops and direction from City staff and City Council, several projects were identified as alternatives. Initially, it was evident that several recurring themes for the entire corridor were common to the overall corridor. These included:

- The need for complete streets (modes for all users)
- Lack of bus stops/pullouts, especially along Oxnard Boulevard
- Lack of continuous sidewalks
- Lack of Americans with Disabilities Act (ADA) compliant facilities
- Lack of continuous bicycle facilities (lane, route, path, etc.)
- Desire not to impede or inhibit traffic flow; reduce truck traffic
- A plan that encourages economic development

In order to meet the needs of the community, major undertakings must occur along the corridor to achieve a successful Plan.

Specifically, identity of the OCCTIP consists of the following premise:

1. Complete streets with transit defines the project;
2. Realignment in certain areas (segments) is necessary to enable transit as a result of the location of the UPRR tracks;
3. Enhancing OCCTIP to become Oxnard's main "identity" streets; and,
4. Existing land uses will be revisited as part of a future General Plan update.

Three series of public workshop sessions were completed. In November 2014, four (4) public meetings were held, including two (2) at Pacific High School and one (1) each at the downtown library, and at Oxnard College. In April 2015, four (4) public workshop sessions were held at Pacific High School (2) and one each at the downtown library and at the Ramada Inn in south Oxnard. An additional meeting (1) was held in May 2015 at the Oxnard Human Resources building in downtown Oxnard. A series of four (4) public workshops were held November 2015 at Pacific High School (2) and at the downtown library (2).

During the first round of public workshop sessions, 117 comments were received via direct verbal comment, written on comment cards, blogs on the project website or by Post-it notes placed on large aerial photographs. At the second round of public workshop sessions, 159 comments were received using similar methods. The third round of public workshops gathered and additional 113 comments. Based upon input provided during public work sessions and direction from City staff, several alternative concepts were discussed for consideration. The list of these non-controversial, overwhelmingly supported project included:

1. High quality bike lanes entire length
2. Curbs, gutters, sidewalks and drainage
3. Medians, where feasible
4. High quality bus stops per Gold Coast Transit standards
5. Appropriate lighting, high energy efficiency
6. ADA where required
7. Safest possible crosswalks, bump-outs and bulb-outs
8. Low-water landscaping, consistent theme and look
9. Signage and wayfinding
10. Street furniture, decorative lighting, etc.
11. Incorporates grant and developer improvements in progress
12. Full and new signalized intersections
13. ITS traffic control that improves traffic flow
14. Remove truck route on Oxnard Boulevard
15. Rice Avenue/Fifth Street flyover
16. Fifth Street expanded to 4 lanes to Rice Avenue

Larger scale near-term (1-5 years) “major” options were discussed at public workshops and at the staff level. A consensus on these three options needs to be resolved by the City:

1. Widen 5th Street from two- to four- lanes between Rose Avenue and Rice Avenue (reference discussion in Section IV, The Plan, page 83)
2. Downtown (Segment 4) lane configuration (two- or four-lanes) considering parking/bike lanes/sidewalks (reference discussion in Section IV, The Plan, page 81).

3. Substitute signalized intersections for any of the proposed roundabout designs.

Additionally, larger scale and longer-term (5-10 years) “major” options were discussed at public workshops and at the staff level. These projects are considered to take many years to implement and come with high price tags, including:

1. Partial Segment 3 realignment, removal of service road, additional landscaping
2. Modern roundabouts at six (6) intersections
3. Removal of 2 travel lanes from Segment 6 east of Channel Island Boulevard
4. New entrance (roundabout) into College Park on Segment 6 with focal entry-way to City
5. Remove Channel Island Boulevard bridge, provide new at-grade intersection on Segment 6

The following conceptual drawings were prepared as a result of the public workshop sessions and concepts identified above. Project sheets were then developed that identify existing issues, destinations served, project description, project benefits and a vicinity map. In addition, each sheet is related to a project illustration that is provided and cross sections, if available. These ideas were presented to City staff and during the second round of public workshops via large ‘wall’ and table maps/design sketches.

Segments 1 - 8

Segment 1 – Oxnard Boulevard from US 101 to Vineyard Avenue

North Oxnard Boulevard - Segment 1

(Sheet 1 of 2)

North Oxnard Boulevard is a north/south principal arterial from Highway 101 to Pleasant Valley Road. Study segment 1 is about 4,800 feet long and runs from Highway 101 to Vineyard Avenue. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this segment as a Class I bicycle facility.

Destinations Served

- Esplanade Shopping Center
- Commercial and Industrial Employment Centers
- Transit Stops on East Vineyard Avenue
- Residential Areas to the Southeast

Vicinity Map



Existing Issues

The segment shown on this sheet is a 5-6 lane corridor with a median, sidewalks on both sides, and no bicycle facilities. At the southern end of this segment is a rail overcrossing which limits the available width of the roadway. There are existing bike lanes on Esplanade Drive south of Wagon Wheel Road.

Project Benefits

- Increases and extends bike and pedestrian connectivity along corridor.
- Provides dedicated space for bicycling and walking.

Project Description

- Wagon Wheel Road: converted to a Class I bicycle facility; cars prohibited
- Spur Drive: Class I bike path connection and crosswalks
- North Oxnard Boulevard: Northbound class II bike lanes between Spur Drive and Esplanade Drive
- Esplanade Drive: Bike lanes to the intersection with Wagon Wheel Road.

Project Illustration



Cross Section



North Oxnard Boulevard - Segment 1

(Sheet 1 of 2)

North Oxnard Boulevard is a north/south principal arterial from Highway 101 to Pleasant Valley Road. Study segment 1 is about 4,800 feet long and runs from Highway 101 to Vineyard Avenue. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this segment as a Class I bicycle facility.

Destinations Served

- Esplanade Shopping Center
- Commercial and Industrial Employment Centers
- Transit Stops on East Vineyard Avenue
- Residential Areas to the Southeast

Vicinity Map



Existing Issues

The segment shown on this sheet is a 5-6 lane corridor with a landscaped median, sidewalk on the eastern side, and no bicycle facilities. At the northern end of this segment is a rail overcrossing which limits the available width of the roadway. There are existing bike lanes, sidewalks, and crosswalks at the intersection of Esplanade Drive and Wagon Wheel Road.

Project Benefits

- Increases and extends bike and pedestrian connectivity along corridor.
- Provides dedicated space for bicycling and walking.

Project Description

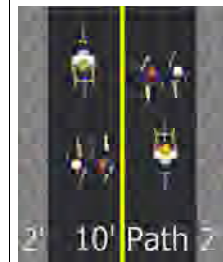
- Class I shared use path along the rail corridor
- Connect to Esplanade Drive through parking lot
- The path should be offset a minimum of 20' from the centerline of the UPRR tracks to increase user comfort and security.
- The section shown below would consist of a 10' wide paved path, 2' gravel shoulders, and protective fencing along the rail frontage.
- At the southern end of this segment, sidewalk will need to be constructed to fill in an existing gap near the rail crossing.

Proper signage and markings will direct cyclists and pedestrians to the marked crossing at the intersection of North Oxnard Boulevard and Vineyard Avenue.

Project Illustration



Cross Section



DEVELOPMENT OF ALTERNATIVES

Segment 2 – Oxnard Boulevard from Vineyard Avenue to Gonzales Road

North Oxnard Boulevard - Segment 2

(Sheet 1 of 2)

North Oxnard Boulevard is a north/south principal arterial from Highway 101 to Pleasant Valley Road. Study segment 2 is about 2,700 feet long and runs from Vineyard Avenue to Gonzales Road. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this segment as a Class I bicycle facility.

Existing Issues

The segment shown on this sheet is a 5-6 lane corridor with a landscaped median, sidewalk on portions of the eastern side, and no bicycle facilities. There is a frontage road to the east that collects about 7 driveways from several businesses and provides three connection points to North Oxnard Boulevard.

Project Description

- Class I shared use path along the rail corridor
- Connect to the existing bike path just south of Gonzales Road
- It should be offset a minimum of 20' from the centerline of the tracks to increase user comfort and security.
- The section shown below would consist of a 10' wide paved path, 2' gravel shoulders, and protective fencing along the rail frontage.
- At the northern end of this segment, sidewalk will need to be constructed to fill in an existing gap near the rail crossing.
- Proper signage and markings will direct cyclists and pedestrians to the marked crossing at the intersection of North Oxnard Boulevard and Vineyard Avenue.
- The service road should be removed and replaced with landscaping.

Destinations Served

- Shopping Centers
- Commercial and Industrial Employment Centers
- Transit Stops on and near East Vineyard Avenue
- Residential Areas to the Southeast

Project Benefits

- Increases and extends bike and pedestrian connectivity along corridor.
- Provides dedicated space for bicycling and walking.

Vicinity Map



Project Illustration



Cross Section



North Oxnard Boulevard - Segment 2

(Sheet 2 of 2)

North Oxnard Boulevard is a north/south principal arterial from Highway 101 to Pleasant Valley Road. Study segment 2 is about 2,700 feet long and runs from Vineyard Avenue to Gonzales Road. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this segment as a Class I bicycle facility.

Existing Issues

The segment shown on this sheet is a 5-6 lane corridor with a landscaped median, sidewalk on portions of the eastern side, and no bicycle facilities. There is a frontage road to the east that collects about 7 driveways from several businesses and provides three connection points to North Oxnard Boulevard.

Project Description

- Class I shared use path along the rail corridor
- Connect to the existing bike path just south of Gonzales Road
- It should be offset a minimum of 20' from the centerline of the tracks to increase user comfort and security.
- The section shown below would consist of a 10' wide paved path, 2' gravel shoulders, and protective fencing along the rail frontage.
- At the southern end of this segment, proper signage and markings will direct cyclists and pedestrians to the marked crossing at the intersection of North Oxnard Boulevard and Gonzales Road.

The service road should be removed and replaced with landscaping.

Destinations Served

- Shopping Centers
- Commercial and Industrial Employment Centers
- Transit Stops on and near East Vineyard Avenue
- Residential Areas to the Southeast

Project Benefits

- Increases and extends bike and pedestrian connectivity along corridor.
- Provides dedicated space for bicycling and walking.

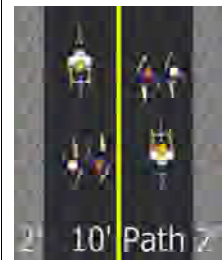
Vicinity Map



Project Illustration




Cross Section



Segment 3 – Oxnard Boulevard from Gonzales Road to 2nd Street


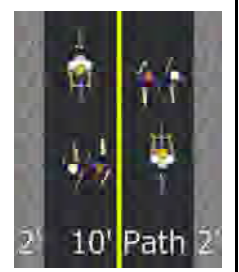
North Oxnard Boulevard - Segment 3

(Sheet 1 of 3)

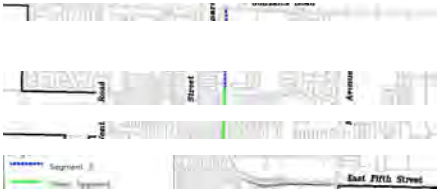


<p>North Oxnard Boulevard is a north/south principal arterial from Highway 101 to Pleasant Valley Road. Study segment 3 is about 6,350 feet long and runs from Gonzales Road to 2nd Street. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this segment as a Class I bicycle facility.</p>	<p>Destinations Served</p> <ul style="list-style-type: none"> Bank and restaurants southwest of Gonzales Road and North Oxnard Boulevard Car dealership, restaurant, and hotel adjacent to Glenwood Drive Residential communities to the west 	<p>Vicinity Map</p> 
<p>Existing Issues</p> <p>The segment shown on this sheet is a 5-6 lane corridor with a landscaped median. There are several left turn pockets in the median. North Oxnard Service Boulevard parallels North Oxnard Boulevard from Gonzales Road to Petunia Way. Several businesses have driveways off of this street, and this service road connects to North Oxnard Boulevard at two locations. There are no bike lanes on North Oxnard Boulevard, but there is an existing Class I bike path paralleling the segment to the east of the railway from Gonzales Road to Camino del Sol.</p>	<p>Project Benefits</p> <ul style="list-style-type: none"> Improve access at Glenwood Drive. Provide OCCTIP theme landscaping. 	
<p>Project Description</p> <ul style="list-style-type: none"> Signalize the intersection at Glenwood Drive Remove a portion of the service road Install bus turnout and transit stop at Glenwood Drive Extend and landscape the center median 		

North Oxnard Boulevard - Segment 3

(Sheet 2 of 3)

<p>North Oxnard Boulevard is a north/south principal arterial from Highway 101 to Pleasant Valley Road. Study segment 3 is about 6,350 feet long and runs from Gonzales Road to 2nd Street. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this segment as a Class I bicycle facility.</p>	<p>Destinations Served</p> <ul style="list-style-type: none"> Commercial area southwest of Robert Avenue Residential areas west of through Robert Avenue Residential areas east through Camino del Sol Robert J. Frank Middle School Commercial and industrial areas west of North Oxnard Boulevard 	<p>Vicinity Map</p> 
<p>Existing Issues</p> <p>The segment shown on this sheet is a 5-6 lane corridor with a landscaped median. There are several left turn pockets in the median. There are no bike lanes on North Oxnard Boulevard, but there is an existing Class I bike path paralleling the segment to the east of the railway from Gonzales Road to Camino del Sol. Camino del Sol ends at Entrada Drive; although the curb, gutter, sidewalk, and parkway strip have already been constructed up to the UPRR right-of-way line.</p>	<p>Project Benefits</p> <ul style="list-style-type: none"> Improve City circulation by connecting Camino del Sol and signalizing Robert Avenue Provide OCCTIP theme landscaping and pedestrian friendly intersections. Create a safe and designated area for walking and bicycling 	
<p>Project Description</p> <ul style="list-style-type: none"> Construct the remaining portion of Camino del Sol and signalize its intersection with North Oxnard Boulevard. Signalize intersection of Robert Avenue Extend and landscape the center median Install bus turnout and transit stop at Robert Avenue High-visibility crosswalks and ADA compliant curb ramps Construct class I bike path on the east side of North Oxnard Boulevard from Camino del Sol to the Transit Center (10' wide paved path with 2' gravel shoulders on both sides and protective fencing along the rail frontage). Offset a minimum of 20' from the centerline of the tracks 		<p>Cross Section</p> 


Segment 3 – Oxnard Boulevard from Gonzales Road to 2nd Street

North Oxnard Boulevard - Segment 3		(Sheet 3 of 3)
<p>North Oxnard Boulevard is a north/south principal arterial from Highway 101 to Pleasant Valley Road. Study segment 3 is about 6,350 feet long and runs from Gonzales Road to 2nd Street. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this segment as a Class I bicycle facility.</p> <p>Existing Issues</p> <p>The segment shown on this sheet is a 5-6 lane corridor with minimally landscaped medians. There are several left turn pockets in the median. There are existing signals at Cooper Road, 1st Street, and 2nd Street. There are sidewalks on both sides for the length of the segment. There are no existing bicycle facilities.</p> <p>Project Description</p> <ul style="list-style-type: none"> Install high-visibility crosswalks and ADA compliant curb ramps Construct class I bike path on the east side of North Oxnard Boulevard from Camino del Sol to the Transit Center (10' wide paved path with 2' gravel shoulders on both sides and protective fencing along the rail frontage). Offset a minimum of 20' from the centerline of the tracks 	<p>Destinations Served</p> <ul style="list-style-type: none"> Oxnard Transit Center Residential areas east of North Oxnard Boulevard Residential areas west of North Oxnard Boulevard Commercial and industrial areas west of North Oxnard Boulevard <p>Project Benefits</p> <ul style="list-style-type: none"> Provide pedestrian friendly intersection treatments Create a safe and designated area for walking and bicycling 	<p>Vicinity Map</p> 
<p>Project Illustration</p> 		<p>Cross Section</p> 

Segment 4 – Oxnard Boulevard from 2nd Street to Five Points


North Oxnard Boulevard - Segment 4

(Sheet 1 of 2)

<p>North Oxnard Boulevard is a north/south principal arterial from Highway 101 to Pleasant Valley Road. Study segment 4 is about 4,200 feet long and runs from 2nd Street to Wooley Road. The adopted Bicycle and Pedestrian Master Plan (BPMP) does not recommend bicycle facilities on this corridor.</p>	<p>Destinations Served</p> <ul style="list-style-type: none"> Downtown business district Oxnard Transit Center Commercial Employment Centers Government buildings 	<p>Vicinity Map</p> 
<p>Existing Issues</p> <p>The segment shown on this sheet is a 4 lane corridor with a raised landscaped median, sidewalk on both sides, and no bicycle facilities. This segment is in downtown Oxnard, with building frontages directly behind the back of walk. There are a number of driveways and the available right-of-way is limited. There are currently no transit stops on this segment; although, the Oxnard Transit Center is located on 4th Street.</p>		
<p>Project Description</p> <ul style="list-style-type: none"> Designate class III bike route using sharrow pavement markings placed in the center of the outside lane and spaced every 250' and at intersections. "Share the Road" signs may also be placed along this corridor. Construct bulbouts at the intersections as shown ADA compliant ramps and high-visibility crosswalks. 	<p>Project Benefits</p> <ul style="list-style-type: none"> Increases and extends bike and pedestrian connectivity along corridor. Increases pedestrian visibility at intersections. 	

North Oxnard Boulevard - Segment 4

(Sheet 2 of 2)

<p>North Oxnard Boulevard is a north/south principal arterial from Highway 101 to Pleasant Valley Road. Study segment 4 is about 4,200 feet long and runs from 2nd Street to Wooley Road. The adopted Bicycle and Pedestrian Master Plan (BPMP) does not recommend bicycle facilities on this corridor.</p>	<p>Destinations Served</p> <ul style="list-style-type: none"> Downtown business district Oxnard Transit Center Commercial and Industrial Employment Centers Surrounding Residential Areas 	<p>Vicinity Map</p> 
<p>Existing Issues</p> <p>The segment shown on this sheet is a 4 lane corridor with a raised landscaped median, sidewalk on both sides, and no bicycle facilities. This segment is in downtown Oxnard, with building frontages directly behind the back of walk. There are a number of driveways and the available right-of-way is limited. There are currently no transit stops on this segment; although, the Oxnard Transit Center is located on 4th Street.</p>		
<p>Project Description</p> <ul style="list-style-type: none"> Designate class III bike route using sharrow pavement markings placed in the center of the outside lane and spaced every 250' and at intersections. "Share the Road" signs may also be placed along this corridor. Construct bulbouts at the intersections as shown ADA compliant ramps and high-visibility crosswalks Construct three bus turnouts and provide transit stops at the locations shown 	<p>Project Benefits</p> <ul style="list-style-type: none"> Increases and extends bike and pedestrian connectivity along corridor. Increases pedestrian visibility at intersections. Provides three new transit stops 	

DEVELOPMENT OF ALTERNATIVES

Segment 5 – Oxnard Boulevard from Five Points to UPRR Crossing

South Oxnard Boulevard - Segment 5

(Sheet 1 of 2)

South Oxnard Boulevard is a northwest/southeast principal arterial from Highway 101 to Pleasant Valley Road. Study segment 5 is about 3,700 feet long between Wooley Road and the Ventura County Rail crossing. The adopted Bicycle and Pedestrian Master Plan (BPMP) does not identify this segment as a bicycle facility.

Existing Issues

The segment shown on this sheet is a 4 lane corridor with a two-way left-turn lane, sidewalk and on-street parking on both sides, and no bicycle facilities. At the southern end of this segment is an at-grade rail crossing. There are many driveways on this segment. A drive-in is planned to be developed in the empty lot between Wooley Road and South Oxnard Boulevard, and access will be provided off the later.

Project Description

- Remove on-street parking for the length of the segment
- Delineate Class I bike lanes on both sides
- Widened roadway at the intersection with Wooley Road to incorporate the northbound bike lane.
- Signalize the intersection for the planned drive-in development site
- Limit Ash Street to right-in/ right-out movements only
- Install high-visibility crosswalks and ADA compliant curb ramps

Destinations Served

- Future drive-in
- Commercial and Industrial Employment Centers
- Transit Stops on Ash Street and Date Street
- Residential Areas to the Southwest

Vicinity Map



South Oxnard Boulevard - Segment 5

(Sheet 2 of 2)

South Oxnard Boulevard is a northwest/southeast principal arterial from Highway 101 to Pleasant Valley Road. Study segment 5 is about 3,700 feet long between Wooley Road and the Ventura County Rail crossing. The adopted Bicycle and Pedestrian Master Plan (BPMP) does not identify this segment as a bicycle facility.

Existing Issues

The segment shown on this sheet is a 4 lane corridor with a two-way left-turn lane, sidewalk and on-street parking on both sides, and no bicycle facilities. At the southern end of this segment is an at-grade rail crossing. There are many driveways on this segment.

Project Description

- Remove on-street parking for the length of the segment
- Delineate Class I bike lanes on both sides
- Construct roundabouts at Commercial Avenue and Date Street
- Install high-visibility crosswalks, ADA compliant curb ramps, and shared-use paths/ sidewalks at roundabouts
- The access to the driveways on the frontage of South Oxnard Boulevard will be limited to right-in/ right-out turning movements; left-turns will be accounted for in the roundabouts.

Destinations Served

- Commercial and Industrial Employment Centers
- Transit Stops on Ash Street and Date Street
- Residential Areas to the Southwest
- Shops and restaurants on the northeast

Vicinity Map



Segment 6 – Oxnard Boulevard from UPRR Crossing to Pleasant Valley Road

South Oxnard Boulevard - Segment 6		(Sheet 1 of 4)
<p>South Oxnard Boulevard is a northwest/southeast principal arterial from Highway 101 to Pleasant Valley Road. Study segment 6 is about 9,800 feet long between the Ventura County Rail crossing to Pleasant Valley Road. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this area as a Class II bicycle facility.</p>	<p>Destinations Served</p> <ul style="list-style-type: none"> Commercial and Industrial Employment Centers Transit Network Residential Areas to the Southeast 	<p>Vicinity Map</p>
<p>Existing Issues</p> <p>The segment shown on this sheet is a 4 lane divided highway with paved shoulders and wide unpaved median. There are no bicycle facilities or transit stops. There is a signalized intersection at Statham Boulevard</p>	<p>Project Benefits</p> <ul style="list-style-type: none"> Increases and extends bike connectivity along corridor. Provides dedicated space for bicycling. Improves pedestrian safety at intersections Provides additional bus stops 	
<p>Project Description</p> <ul style="list-style-type: none"> Provide Class II bike lanes on the existing paved shoulders by striping the bike lane line at the edge of the right lane and placing the standard bike lane pavement marking every 500' and at each intersection. Construct bus turnouts and provides transit stops at the intersection with Statham Boulevard High-visibility crosswalks and ADA compliant curb ramps 		

South Oxnard Boulevard - Segment 6		(Sheet 2 of 4)
<p>South Oxnard Boulevard is a northwest/southeast principal arterial from Highway 101 to Pleasant Valley Road. Study segment 6 is about 9,800 feet long between the Ventura County Rail crossing to Pleasant Valley Road. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this area as a Class II bicycle facility.</p>	<p>Destinations Served</p> <ul style="list-style-type: none"> Commercial and Industrial Employment Centers Residential Areas to the east and west Oxnard College College Park 	<p>Vicinity Map</p>
<p>Existing Issues</p> <p>The segment shown on this sheet is a 4 lane divided highway with paved shoulders and wide unpaved median. There are no bicycle facilities or transit stops on South Oxnard Boulevard, but there are stops on Rose Avenue and Channel Islands. There is a signalized intersection at Rose Avenue and an interchange at Channel Islands Boulevard with an overcrossing, and ramps for the NB on and off movements and the SB on movement.</p>	<p>Project Benefits</p> <ul style="list-style-type: none"> Increases and extends bike and pedestrian connectivity along corridor. Provides dedicated space for bicycling and walking. Improves safety and circulation and safety at intersections 	
<p>Project Description</p> <ul style="list-style-type: none"> Provide Class II bike lanes on the existing paved shoulders by striping the bike lane line at the edge of the right lane and placing the standard bike lane pavement marking every 500' and at each intersection. High-visibility crosswalks and ADA compliant curb ramps Remove Channel Islands Boulevard overcrossing Construct a modern multi-lane roundabout 		

DEVELOPMENT OF ALTERNATIVES

Segment 6 – Oxnard Boulevard from UPRR Crossing to Pleasant Valley Road



South Oxnard Boulevard - Segment 6		(Sheet 3 of 4)
<p>South Oxnard Boulevard is a northwest/southeast principal arterial from Highway 101 to Pleasant Valley Road. Study segment 6 is about 9,800 feet long between the Ventura County Rail crossing to Pleasant Valley Road. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this area as a Class II bicycle facility.</p>	<p>Destinations Served</p> <ul style="list-style-type: none"> Oxnard College College Park Future development 	<p>Vicinity Map</p>
<p>Existing Issues</p> <p>The segment shown on this sheet is a 4 lane divided highway with paved shoulders and wide unpaved median. There are no bicycle facilities or transit stops on South Oxnard Boulevard, but there are stops on Channel Islands Boulevard. There is undeveloped land to the west of South Oxnard Boulevard and east of College Park.</p>		
<p>Project Description</p> <ul style="list-style-type: none"> Remove the existing SB paved lanes and redirect SB traffic to the eastern side of the median. Convert South Oxnard Boulevard to a two-lane undivided highway Provide class II bike lanes on the paved shoulders by striping the bike lane line at the edge of the right lane and placing the standard bike lane pavement marking every 500' and at each intersection. Remove Channel Islands Boulevard overcrossing Open up the land on the southwest side for future development 	<p>Project Benefits</p> <ul style="list-style-type: none"> Increases and extends bike connectivity along corridor. Provides dedicated space for bicycling Promotes development 	

South Oxnard Boulevard - Segment 6		(Sheet 4 of 4)
<p>South Oxnard Boulevard is a northwest/southeast principal arterial from Highway 101 to Pleasant Valley Road. Study segment 6 is about 9,800 feet long between the Ventura County Rail crossing to Pleasant Valley Road. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this area as a Class II bicycle facility.</p>	<p>Destinations Served</p> <ul style="list-style-type: none"> Surrounding residential areas 	<p>Vicinity Map</p>
<p>Existing Issues</p> <p>The segment shown on this sheet is a 4 lane divided highway with paved shoulders and wide unpaved median. There are no bicycle facilities or transit stops on South Oxnard Boulevard, but there are stops on Pleasant Valley Road. The intersection of Pleasant Valley Road is signalized.</p>		
<p>Project Description</p> <ul style="list-style-type: none"> Remove the existing SB paved lanes and redirect SB traffic to the eastern side of the median. Convert South Oxnard Boulevard to a two-lane undivided highway Provide class II bike lanes on the paved shoulders by striping the bike lane line at the edge of the right lane and placing the standard bike lane pavement marking every 500' and at each intersection. Align the southbound lanes with the south leg of the intersection 	<p>Project Benefits</p> <ul style="list-style-type: none"> Increases and extends bike connectivity along corridor. Provides dedicated space for bicycling 	

Segment 7 – Vineyard Avenue from US 101 to Oxnard Boulevard



East Vineyard Avenue - Segment 7

(Sheet 1 of 2)

<p>East Vineyard Avenue is a north/south principal arterial from North Oxnard Boulevard to Highway 118 (Los Angeles Avenue). Study segment 7 is about 3,000 feet long and runs North Oxnard Boulevard to River Park Boulevard. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this segment as a Class II bikeway.</p>	<p>Destinations Served</p> <ul style="list-style-type: none"> • Esplanade Shopping Center • Commercial and Industrial Employment Centers • Transit Stops on East Vineyard Avenue • Residential Areas to the Southeast 	<p>Vicinity Map</p> 
<p>Existing Issues</p> <p>The segment shown on this sheet is a 6 lane corridor with a raised median, sidewalk on both sides, and no bicycle facilities. There are left turn pockets in the median at each intersection. Active UPRR tracks traverse East Vineyard Avenue near the intersection with North Oxnard Boulevard. There are existing transit stops north of St Marys Drive in the northbound direction and south of Esplanade Drive in the southbound direction.</p>	<p>Project Benefits</p> <ul style="list-style-type: none"> • Increases and extends bike and pedestrian connectivity along corridor. • Increases pedestrian visibility at intersections. 	
<p>Project Description</p> <ul style="list-style-type: none"> • 5' Class II bike lanes in both directions. • Widen roadway about 5' on both sides • Retain 6' foot wide sidewalks, as a minimum, on both sides. • Install ADA compliant curb ramps and high-visibility crosswalks at each crossing 		

East Vineyard Avenue - Segment 7

(Sheet 2 of 2)

<p>East Vineyard Avenue is a north/south principal arterial from North Oxnard Boulevard to Highway 118 (Los Angeles Avenue). Study segment 7 is about 3,000 feet long and runs North Oxnard Boulevard to River Park Boulevard. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this segment as a Class II bikeway.</p>	<p>Destinations Served</p> <ul style="list-style-type: none"> • Esplanade Shopping Center • Commercial and Industrial Employment Centers • Transit Stops on East Vineyard Avenue • Residential Areas to the Southeast 	<p>Vicinity Map</p> 
<p>Existing Issues</p> <p>The segment shown on this sheet is a 6 lane corridor with a mix of striped and raised medians, sidewalk on both sides, and no bicycle facilities. There are left turn pockets at the intersections of Esplanade Drive and River Park Boulevard. There is an existing overcrossing over U.S. 101, which limits the available width of pavement.</p>	<p>Project Benefits</p> <ul style="list-style-type: none"> • Increases and extends bike and pedestrian connectivity along corridor. • Increases pedestrian visibility at intersections. 	
<p>Project Description</p> <ul style="list-style-type: none"> • 5' Class II bike lanes in both directions • Reduce striped median by a couple feet on both sides and shift the lanes over to fit new bike lanes on the overcrossing. • Widen roadway about 5' on both sides on either side of the overcrossing • Retain 6' foot wide sidewalks, as a minimum, on both sides. • Install ADA compliant curb ramps and high-visibility crosswalks at each crossing 		

DEVELOPMENT OF ALTERNATIVES

Segment 8 – Fifth Street from Oxnard Boulevard to Rice Avenue

East Fifth Street - Segment 8

(Sheet 1 of 5)

East Fifth Street is an east/west primary arterial between North Oxnard Boulevard and Rose Avenue and a secondary arterial from Rose Avenue to Rice Avenue. Study segment 8 is about 10,700 feet long and runs from North Oxnard Boulevard to Rice Avenue. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this segment as having a Class I multi-use path and Class II bike lanes.

Existing Issues

East Fifth Street from North Oxnard Boulevard to Mountainview Avenue is four lanes with sidewalk on both sides up to the rail crossing. There is sidewalk on the southern side until Mountainview Avenue. There are no bicycle facilities or continuous pedestrian facilities.

Project Description

- Between North Oxnard Boulevard and the rail crossing: designated as a Class III bike route and marked with sharrows.
- Rail crossing on: Class II bike lanes and a Class I multi-use path on the northern side between the UPRR lines and 5th Street. This multi-use path will be between the rail crossing to Rice Street.
- The section shown below would consist of a 10' wide paved path with 2' gravel shoulders on both sides and protective fencing along the rail frontage.
- Sidewalk, curb, and gutter will also be provided along the length of the eastbound lanes.

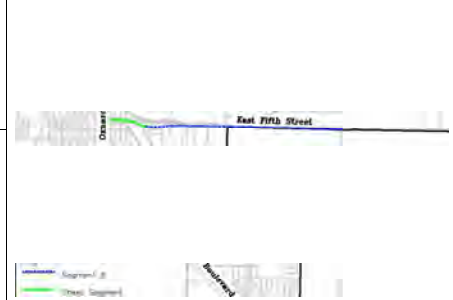
Destinations Served

- Downtown businesses
- Transit Center
- Commercial and Industrial Employment Centers

Project Benefits

- Increases and extends bike and pedestrian connectivity along corridor.
- Provides dedicated space for bicycling and walking.

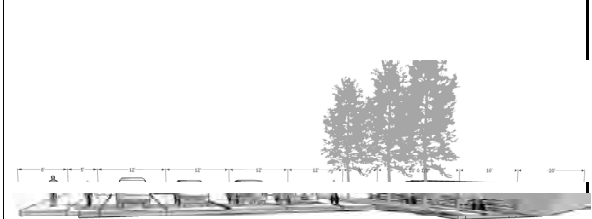
Vicinity Map



Project Illustration



Cross Section



East Fifth Street - Segment 8

(Sheet 2 of 5)

East Fifth Street is an east/west primary arterial between North Oxnard Boulevard and Rose Avenue and a secondary arterial from Rose Avenue to Rice Avenue. Study segment 8 is about 10,700 feet long and runs from North Oxnard Boulevard to Rice Avenue. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this segment as having a Class I multi-use path and Class II bike lanes.

Existing Issues

East Fifth Street transitions from four lanes down to two lanes between Mountainview Avenue and Pacific Street. There are no sidewalks or bicycle facilities for this segment. There are several businesses that are accessed directly off of 5th Street

Project Description

- Class II bike lanes and a Class I multi-use path on the northern side between the UPRR lines and 5th Street. This multi-use path will be between the rail crossing to Rice Street.
- The section shown below would consist of a 10' wide paved path with 2' gravel shoulders on both sides and protective fencing along the rail frontage.
- Sidewalk, curb, and gutter will also be provided along the length of the eastbound lanes.
- Signalize intersection with Pacific Street.
- See cross section on sheet 1 of 5.

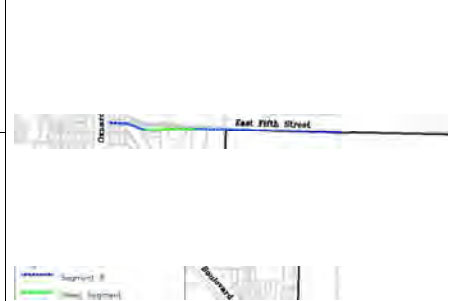
Destinations Served

- Downtown businesses
- Transit Center
- Commercial and Industrial Employment Centers

Project Benefits

- Increases and extends bike and pedestrian connectivity along corridor.
- Provides dedicated space for bicycling and walking.

Vicinity Map



Project Illustration



Segment 8 – Fifth Street from Oxnard Boulevard to Rice Avenue

East Fifth Street - Segment 8

(Sheet 3 of 5)

East Fifth Street is an east/west primary arterial between North Oxnard Boulevard and Rose Avenue and a secondary arterial from Rose Avenue to Rice Avenue. Study segment 8 is about 10,700 feet long and runs from North Oxnard Boulevard to Rice Avenue. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this segment as having a Class I multi-use path and Class II bike lanes.

Existing Issues

East Fifth Street near the intersection of Rose Avenue is a two lane facility widening to provide channelized turn lanes at the intersection. The intersection of Fifth Street and Rose Avenue is signalized with restaurants located in the southwest quadrant. There are no bicycle facilities or continuous pedestrian facilities.

Project Description

- Widen 5th Street to 4 lanes
- Class II bike lanes and a Class I multi-use path on the northern side between the UPRR lines and 5th Street. This multi-use path will be between the rail crossing to Rice Street.
- The section shown below would consist of a 10' wide paved path with 2' gravel shoulders on both sides and protective fencing along the rail frontage.
- Sidewalk, curb, and gutter will also be provided along the length of the eastbound lanes.
- Bus turnouts provided in both directions at signal
- High-visibility crosswalks at intersection.
- See proposed cross section on sheet 1 of 5.

Destinations Served

- Commercial and Industrial Employment Centers
- Residential areas north of intersection

Project Benefits

- Increases and extends bike and pedestrian connectivity along corridor.
- Provides dedicated space for bicycling and walking.
- New transit stops.
- Increases pedestrian visibility while crossing.

Vicinity Map



Project Illustration



East Fifth Street - Segment 8

(Sheet 4 of 5)

East Fifth Street is an east/west primary arterial between North Oxnard Boulevard and Rose Avenue and a secondary arterial from Rose Avenue to Rice Avenue. Study segment 8 is about 10,700 feet long and runs from North Oxnard Boulevard to Rice Avenue. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this segment as having a Class I multi-use path and Class II bike lanes.

Existing Issues

The section of East Fifth Street shown on this sheet is currently a two lane undivided road with paved shoulders. There are no bicycle facilities or continuous pedestrian facilities.

Project Description

- Widen 5th Street to 4 lanes
- Class II bike lanes and a Class I multi-use path on the northern side between the UPRR lines and 5th Street. This multi-use path will be between the rail crossing to Rice Street.
- The section shown below would consist of a 10' wide paved path with 2' gravel shoulders on both sides and protective fencing along the rail frontage.
- Sidewalk, curb, and gutter will also be provided along the length of the eastbound lanes.
- See proposed cross section on sheet 1 of 5.

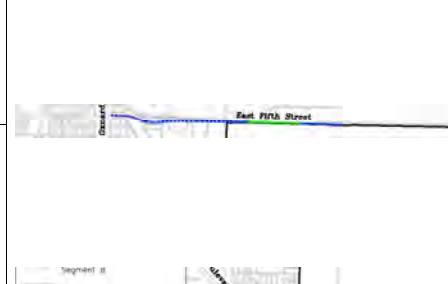
Destinations Served

- Rose Avenue businesses and residents
- Rice Avenue businesses and residents.

Project Benefits

- Increases and extends bike and pedestrian connectivity along corridor.
- Provides dedicated space for bicycling and walking.

Vicinity Map



Project Illustration



Segment 8 – Fifth Street from Oxnard Boulevard to Rice Avenue

East Fifth Street - Segment 8

(Sheet 5 of 5)

East Fifth Street is an east/west primary arterial between North Oxnard Boulevard and Rose Avenue and a secondary arterial from Rose Avenue to Rice Avenue. Study segment 8 is about 10,700 feet long and runs from North Oxnard Boulevard to Rice Avenue. The adopted Bicycle and Pedestrian Master Plan (BPMP) identifies this segment as having a Class I multi-use path and Class II bike lanes.

Existing Issues

East Fifth Street near the intersection of Rice Avenue is a two lane facility widening to provide channelized turn lanes at the signalized intersection. There are no bicycle facilities or continuous pedestrian facilities. There is an at-grade rail crossing less than 100' north of the intersection.

Project Description

- Widen 5th Street to 4 lanes
- Class II bike lanes and a Class I multi-use path on the northern side between the UPRR lines and 5th Street. This multi-use path will be between the rail crossing to Rice Street.
- The section shown below would consist of a 10' wide paved path with 2' gravel shoulders on both sides and protective fencing along the rail frontage.
- Sidewalk, curb, and gutter will also be provided along the length of the eastbound lanes.
- Construct Rice Avenue overcrossing as depicted below and signalize new intersections.
- Provide new bus turnouts.

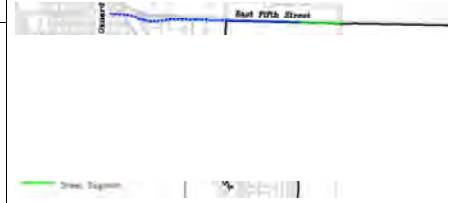
Destinations Served

- Commercial and Industrial Employment Centers
- Agricultural areas to the south

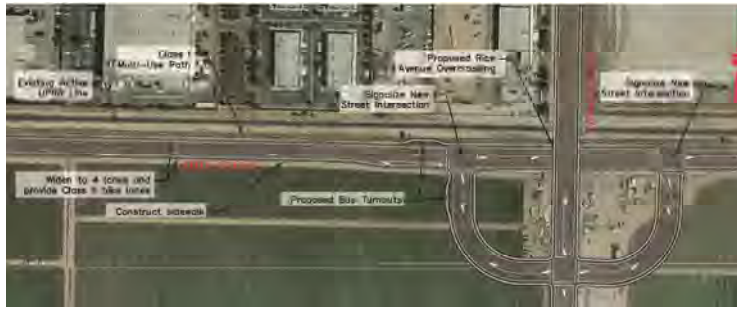
Project Benefits

- Increases and extends bike and pedestrian connectivity along corridor.
- Provides dedicated space for bicycling and walking.
- New transit stops.
- Overcrossing avoids rail crossing.

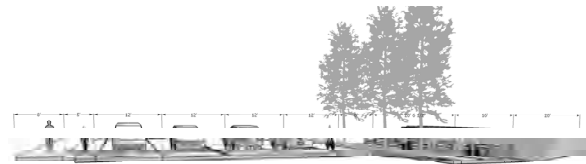
Vicinity Map



Project Illustration



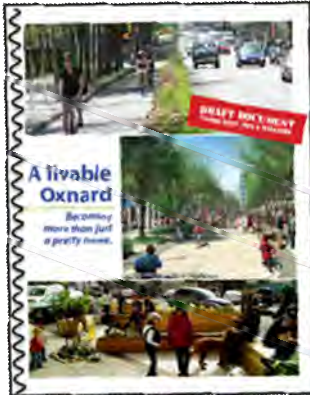
Cross Section



Alternative Concepts

Oxnard Community Planning Group

(www.OxnardCPG.com)



A livable Oxnard. Oxnard Community Planning Group (2016).

The OCPG is a group of concerned community members that spent their own time and resources to contribute to the OCCTIP process and transformation. The OCPG issued a document entitled, *A livable Oxnard*, in April 2016 (included in the Appendix). As indicated in the document, the mission is: Complete Streets, Walkable Community, Mixed-Use Urban Corridor. The stated goal is to, “ensure the project will consider the Boulevard from a Complete Streets perspective that provides for all users, including pedestrians, bike riders, and drivers, with urban design strategies that promote more active civic life along Oxnard Boulevard.”

Though the OCCTIP and *A livable Oxnard* share common interests related to complete streets and encouragement of all modes of transportation, *A livable Oxnard* goes into more detail on land use and zoning, compared to the OCCTIP which provides alternative transportation design themes and functional operations, e.g., roundabouts, bulb- and bump-outs, varying median widths, etc. *A livable Oxnard* envisions Oxnard Boulevard as a Mixed-Use urban corridor with strong emphasis on the residential infill element, especially affordable, high-density housing. OCPG discusses urban sprawl and the effects it has to the city centre, e.g., bankruptcy, vacancy rates and infrastructure improvements. Proposal to combat urban sprawl, the document goes on to say, include incentivized urban housing, multi-story (5-6 levels) with commercial at the street edge, and mixed housing types from low-income units, singles on the lower floors, and high-end units on the top floors and everything in between. During scheduled OCCTIP public workshops, OCPG was provided time during the presentations to discuss their vision and take questions and comments from the community participants. In addition, OCPG members were present at the OCCTIP public workshops and provided valuable input and engaged in conversations with City staff and consultants. OCPG’s efforts are greatly appreciated and many of their ideas will be incorporated into the OCCTIP document as policies are implemented into the future.

Comments Not Applicable to OCCTIP

Certain comments received at public workshops were worthy and appreciative, but are not applicable to OCCTIP. These comments were general in nature and not specific to the objectives outlined in this report. Most notable comments that were not applicable were related to private property. Although the City of Oxnard has appropriate and flexible zoning policies, it has limited authority on what is built and how it operates. For example, one comment indicated that the City should tear down the Levitz building and put in an IKEA or home goods store. Obviously, the City is not in the business to develop private property.

Similarly, several comments received at the public workshops referred to auto dealerships that are located along Oxnard Boulevard. Some indicated that the auto dealerships should be moved or relocated. Others said that the land use needs to be rezoned for high density residential or high rise commercial uses. [It should be noted that the City does allow mixed uses and multi-stories in elevation along Oxnard Boulevard].

Other comments that are not considered to be applicable to OCCTIP include condition of exterior buildings, paint color, tasteful vs. un-tasteful art, pretty vs. ugly trees, City name, etc.

Other comments that were received at the public workshops have merit but are seemingly financially infeasible. For example, development of a monorail or light rail transit facility is extremely costly. Per mile, light-rail transit systems range from \$91.2M/mile in Los Angeles to \$185.6M/mile in Seattle (www.lightrailnow.com) depending upon right-of-way, track, elevated/subway, stations, etc. Railroad right-of-way should be preserved, set aside or purchased for future undertakings.

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VI. FUNDING OPPORTUNITIES



Funding opportunities for infrastructure projects are generally categorized into grants and loans available from the federal, State, or local agency (county or city) level of government, from fees or assessments in a particular district or jurisdiction, and private funding organizations. Government funding is often competitive and recurring on a regular basis, while fees and assessments are continuous over a period of time. Private funding is usually narrowly-focused and highly selective based on the focus of the granting organization.

Federal Summary

Given the political divisions among the Legislative and Executive branches of government at the federal level, funding opportunities have changed significantly from just a few years ago. Congressionally-directed spending - commonly referred to as earmarks - was once used extensively to channel funding to priority projects in congressional districts, and funding was made available for a greater array of issues, such as historic preservation of structures. The current environment in Washington, D.C., however, is toward a consolidation of funding programs - particularly in the infrastructure arena - and tightening of discretionary spending programs. Below are several categories of federal funding and applicability to the project:

- **Transportation.** Federal transportation policy and funding is provided in authorization legislation passed by Congress. Usually these authorizations are multi-year bills covering a wide array of funding programs. The current authorization bill - Moving Ahead for the 21st Century, or MAP-21 - was approved by Congress and signed by the President in July 2012. The legislation expired on September 30, 2014, and both Houses of Congress are working on the next version of the legislation as they continue to provide extensions. Many times, there is a delay in approving a new authorization bill - in the case of MAP-21 it was several years - and Congress approves a Continuing Resolution which keeps the existing law in place for a certain period of time.



As part of MAP-21, FHWA approved the Transportation Alternatives Program (TAP). The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

A significant portion of federal transportation funding provided under MAP-21 is distributed by the Department of Transportation and its various sub-agencies through the California Department of Transportation (Caltrans). Caltrans works with local agencies, including regional planning organizations, counties, cities, transit districts, and others to facilitate the distribution of funding to the local level, e.g., through the ATP. It is important to note that federal funding requires project proponents to comply not only with State environmental law (CEQA), but with the National Environmental Protection Act (NEPA) as well, often increasing project delivery timeframes and resources needed to deliver that project.



- *TIGER Grants* are funded through the Federal DOT. Transportation Investments Generating Economic Recovery (TIGER) is a supplementary grant program included in the American Recovery and Reinvestment Act of 2009. Initially, this legislation provided \$1.5 billion for a National Surface Transportation System through September 30, 2011, "to be awarded on a competitive basis for capital investments in surface transportation projects". This program continues to be active and the US Congress continues to appropriate funding for transportation projects. In 2014, the US Congress appropriated \$600 million using the original formula.

Qualified TIGER projects should result in "desirable, long-term



outcomes" for the United States, a state within, or a regional or metropolitan area. According to Title 23 of the United States Code, eligible projects could include improvements to interstate highways, reworking of interchanges, bridge replacements, earthquake-related improvements, relocating roads, upgrading rural collector roads, certain transit projects, passenger and freight rail transportation projects, and port infrastructure. Selected projects are supposed to improve the economy of the entire country, transportation safety, and quality of life for communities.

- *Housing and Community Development.* Congress makes funding available for various housing and community development purposes through appropriations bills. The Department of Housing and Urban Development (HUD) helps to create strong sustainable, inclusive communities, as well as assistance with quality affordable housing, but supporting home ownership, access to affordable housing free from discrimination, and community development. The tools used by HUD to support these efforts - and largely distributed through states - include the Community Development Block Grant (CDBG) program. CDBG funds could be used for OCCTIP, but the available funds are relatively low and there are many long standing other uses for CDBG.
- *Other Categories.* Congress and the Executive Branch also make funding available for other priorities and for targeted priorities within the categories already mentioned. As an example, several years ago, the American Recovery and Reinvestment Act was approved, that provided funding in a variety of areas to assist with the economic downturn.

State Summary

The majority of funding the State administers comes in the form of pass-through funds from the federal government, and - more recently - funds from the Cap & Trade Program for projects that reduce GHG emissions, and bond funds from ballot measures approved by voters.

- *Transportation.* Caltrans works in coordination with the California Transportation Commission in allocating funds toward transportation projects in the State. In addition to the federal transportation funds distributed through Caltrans, there are various other sources of funding available for disbursement and awarding for projects. These sources include the State fuel excise tax, motor vehicle fees, State sales tax, and Proposition 1B bond funds.

Particularly relevant to OCCTIP is a relatively new funding program - the Active Transportation Program (ATP)—which was established following the consolidation of several funding activities at the federal level in MAP-21. The ATP combines all or portions of several State programs, including Safe Routes to School, Recreational Trails, Bicycle Transportation Account (BTA), and Environmental Enhancement and Mitigation (EEM). ATP is focused on encouraging increased use of active modes of transportation, such as bicycling and walking.



In 2014, after months of workgroup and stakeholder discussions over the last year, the Legislature passed and the Governor signed, two pieces of legislation establishing the ATP - Senate Bill 99 and Assembly Bill 101. The State will continue to have stand-alone Recreational Trails and EEM programs (each funded at approximately 70 percent of their previous levels). The Natural Resources Agency has yet to decide on timing for the next round of EEM funding, but the Department of Parks and Recreation (DPR) has announced a new round of funding for Recreational Trails in 2015, after MAP-21 has been continued or reauthorized. The ATP will be administered by the CTC, with some of the funding being channeled through the State's Metropolitan Planning Organizations (MPOs).

For projects aimed at addressing safety issues, the State provides federal funding through the Highway Safety Improvement Program (HSIP). In previous years, there also was the High Risk Rural Roads (HR3) Program as a set-aside program, but that is now part of the

HSIP Program under provisions in MAP-21. The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land.

The State provides funding for planning activities related to transportation under the Transportation Planning Grant Program, which includes the OCCTIP. This program contains separate priority areas, including Partnership Planning for Sustainable Communities, Transit Planning for Sustainable Communities, and Transit Planning for Rural Communities, Environmental Justice, and Community-Based Transportation Planning. These programs are designed for applicants who are trying to address various access, connectivity, and other planning issues in their community. Some of these programs are currently undergoing a review to ensure their effectiveness before solicitations are released for submittals for funding.

The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects or programs that will contribute to attainment or maintenance of the standards for ozone and carbon monoxide, and can be used in particulate matter nonattainment and maintenance areas. All projects and programs eligible for CMAQ funds must come from a conforming transportation plan and be included in a regional agency's Transportation Improvement Plan. This program funds a wide variety of activities, including bicycle and pedestrian projects, transit projects, and outreach and ridesharing activities.

- *Greenhouse Gas Reduction Fund & CalEnviroScreen.* The California Global Warming Solutions Act of 2006 required the Air Resources Board (ARB) to adopt a statewide program that could include market-based compliance mechanisms to reduce greenhouse gas emissions in the state to 1990 levels by 2020. The Board subsequently developed several programs under this authorization, including a market based Cap-and-Trade Program. Funds received from the distribution of emissions allowances as

part of this program are deposited in the Greenhouse Gas Reduction Fund and, upon appropriation by the Legislature, must be used to further reduce emissions of greenhouse gases.

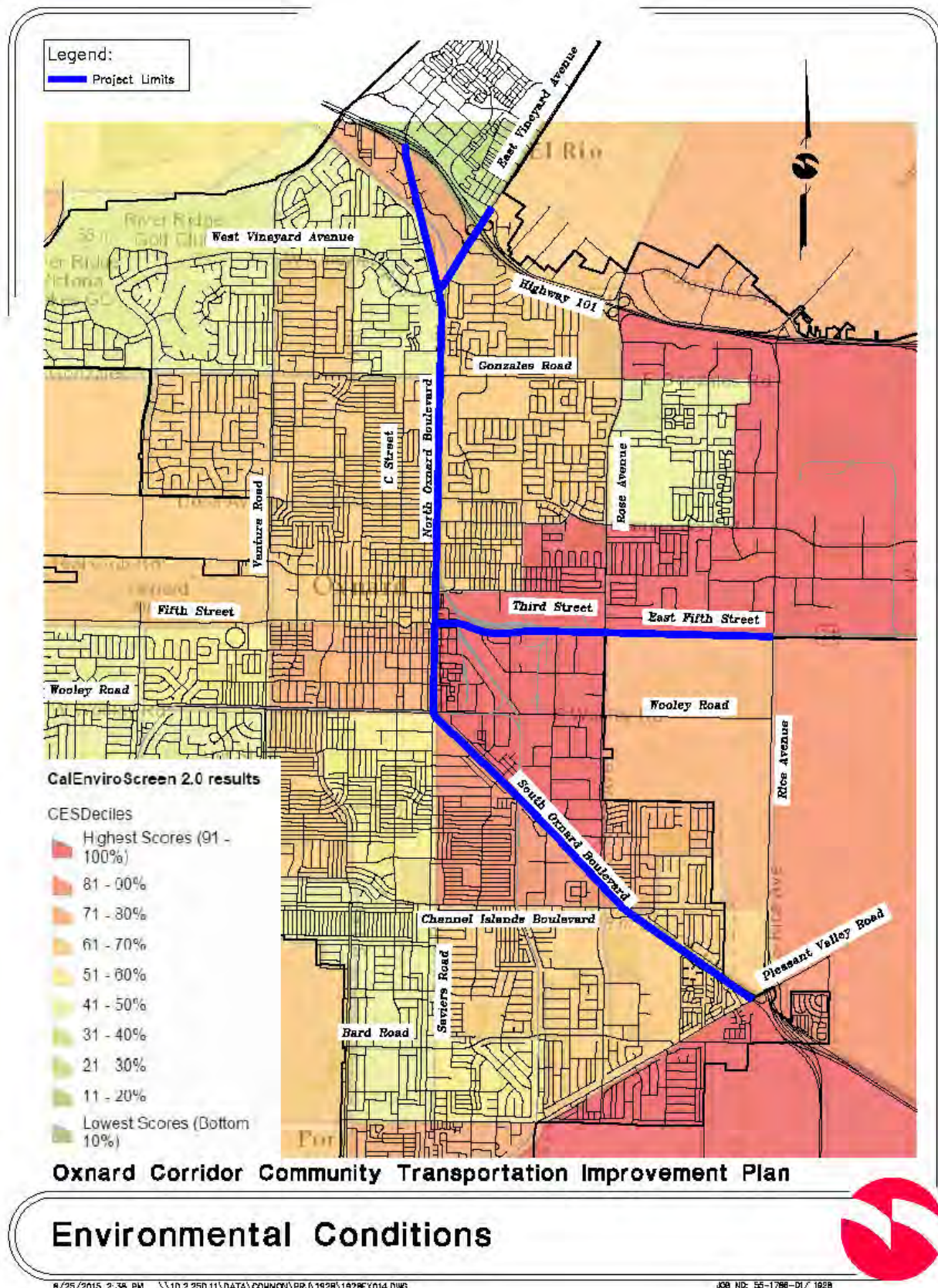
In 2012, the Legislature passed SB 535 and directed that, in addition to reducing greenhouse gas emissions, 25% of the moneys allocated from the Greenhouse Gas Reduction Fund also must go to projects that provide a benefit to disadvantaged communities. A minimum of 10% of the funds must be for projects located within disadvantaged communities. CalEPA was given the responsibility for identifying disadvantaged communities for purposes of this legislation based on geographic, socioeconomic, public health and environmental hazard criteria. These criteria may include, but are not limited to:

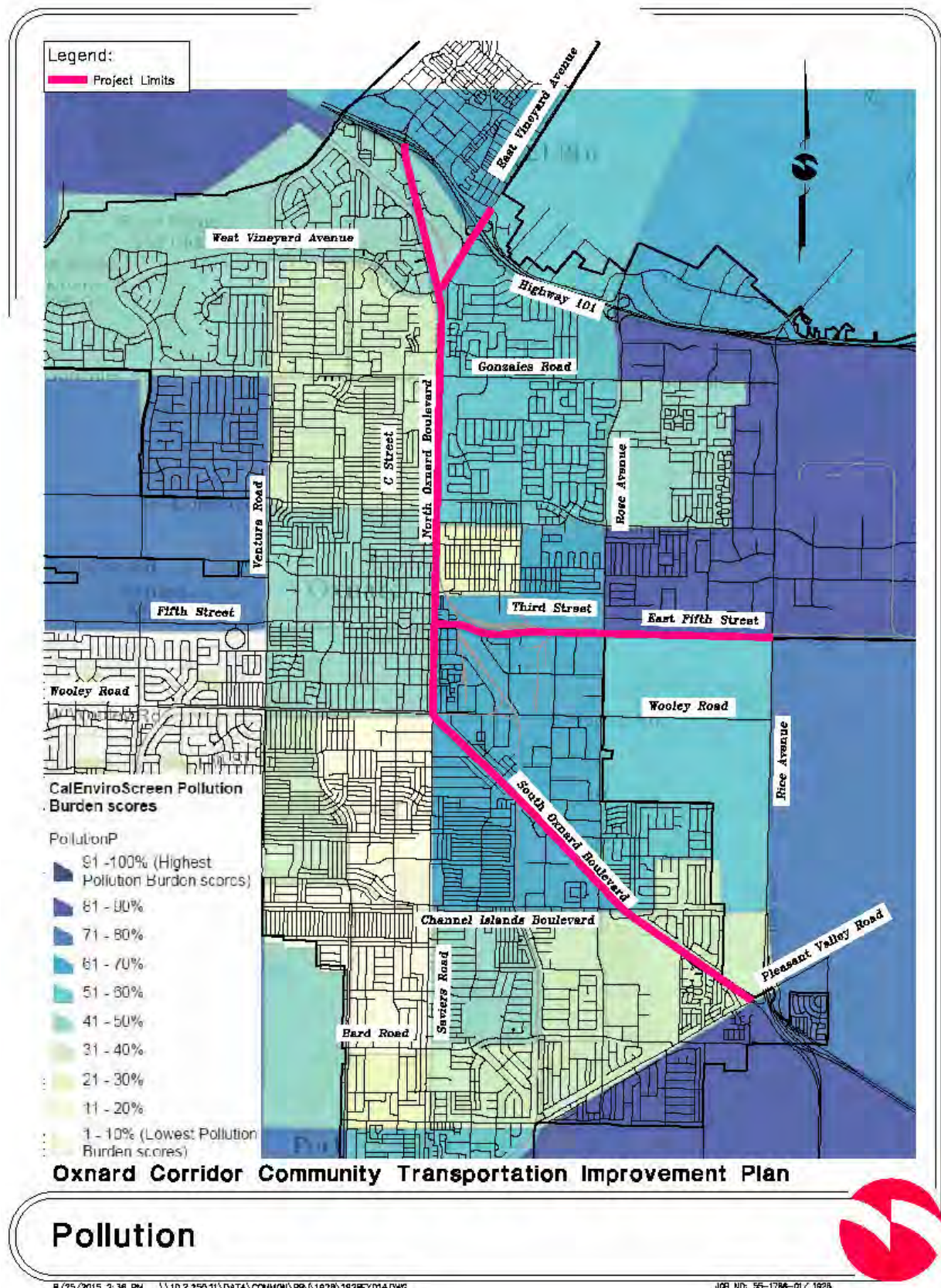
- Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure or environmental degradation.
- Areas with concentrations of people that are of low income, high unemployment, low levels of home ownership, high rent burden, sensitive populations, or low levels of educational attainment.

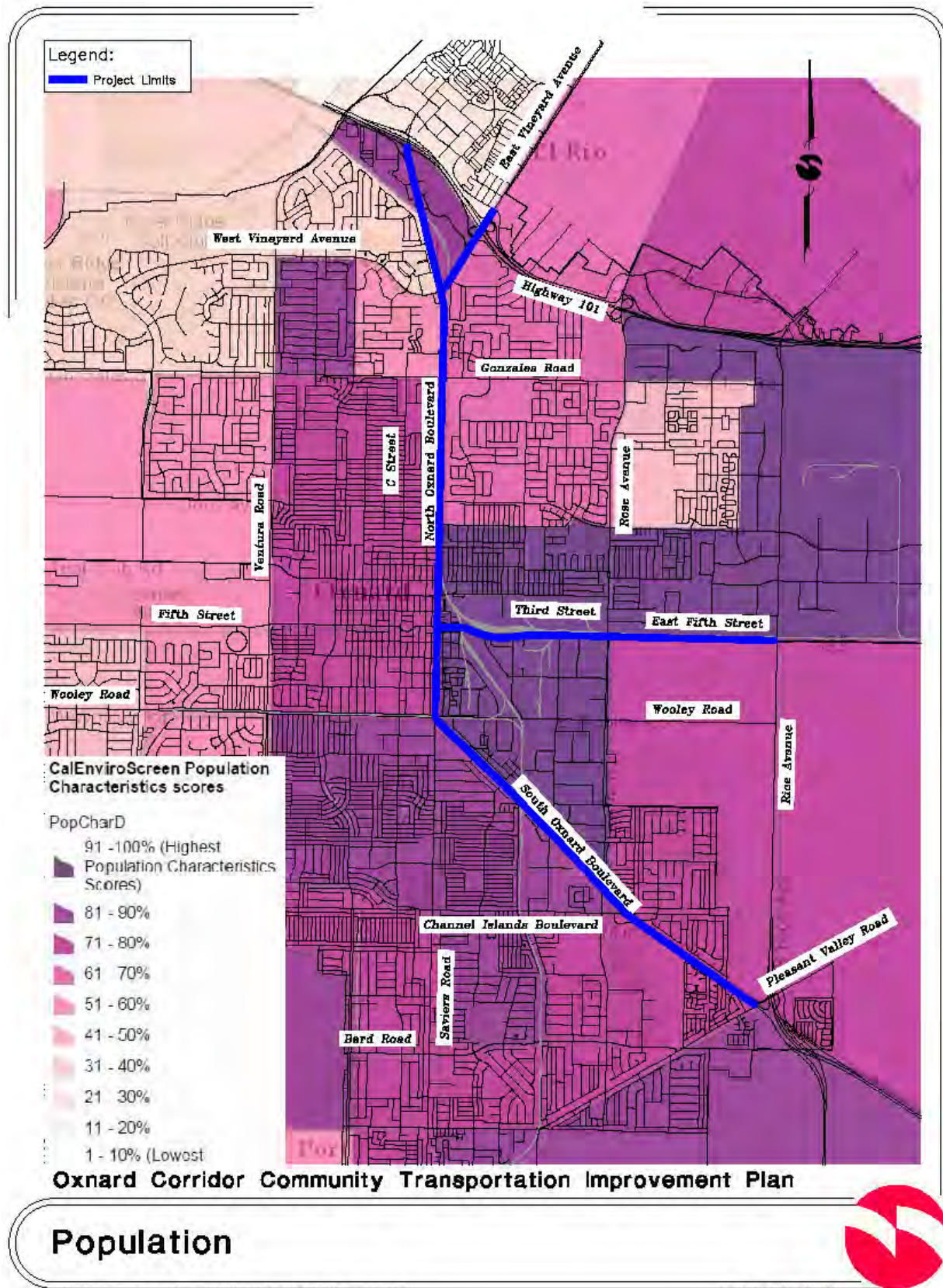
CalEPA has developed several approaches that may take to identify disadvantaged communities. All of them rely on information generated by the California Communities Environmental Health Screening Tool (CalEnviroScreen). This tool has been developed by the Office of Environmental Health Hazard Assessment (OEHHA) to identify communities in California most burdened by pollution from multiple sources and most vulnerable to its effects, taking into account socioeconomic characteristics and underlying health status. CalEnviroScreen is well suited for the purposes described in SB 535 because many of the factors used in the tool are nearly identical to those specified in the legislation. This report discusses how disadvantaged communities might be designated using environmental pollution and population characteristics, including socioeconomic factors, found in CalEnviroScreen. It also presents

several alternative approaches that might be used to identify disadvantaged communities.

Based upon the CalEnviroScreen Maps provided on OEHHA's website (<http://oehha.ca.gov/>), the OCCTIP roadway segments were superimposed over the geographical areas within Oxnard. As shown in the Figures on the following pages, Oxnard Boulevard and Fifth Street are located within areas of high concentration of pollution exposure, environmental conditions and population characteristics. When applying for grants, the City of Oxnard will use this information, as well other information related to specific areas, to document existing needs and deficiencies.







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- *Housing and Community Development.* The California Housing and Community Development Department (HCD) administers multiple programs that award loans and grants for the construction, acquisition, rehabilitation and preservation of affordable rental and ownership housing, homeless shelters and transitional housing. It also funds public facilities, infrastructure, and development of jobs for lower income workers. The majority of funding available through HCD comes from the federal government through programs such as CDBG, while funding for State-only programs has traditionally come from ballot measures approved by voters.



The CDBG program funds a wide variety of areas geared toward the development of communities by providing decent housing and a suitable living environment, and through expanding economic opportunities. In the past, projects ranging from water infrastructure, community-centered facilities, and recreation programs have all been successful. This program requires working closely with other jurisdictions and stakeholders to identify and prioritize projects to secure the limited funding available each year that is locally competitive, i.e., limited funding source.

- *Other Categories.*
Over the past few years, the State has been developing funding opportunities for a wider array of activities and projects. These newer, innovative opportunities reflect ways the State can use funding or other financial assets to make investments in projects, including community planning and improvements. Funding for drought tolerant trees and shrubs should be pursued. In light of the state's current drought:
- ◊ *Sustainability and Strategic Planning.* The Strategic Growth Council (SGC) brings together agencies and departments within the Business, Consumer Services and Housing Agency, Transportation Agency, Resources Agency, Health and Human Services Agency, Department of Food and Agriculture, and Environmental Protection Agency, with the Governor's Office of

Planning and Research to coordinate activities that support sustainable communities emphasizing strong economies, social equity and environmental stewardship. Over the past few years, the SGC has focused their funding - from Proposition 84 - on sustainable planning and urban greening efforts. Under provisions in the current budget proposal, the SGC would receive \$100 million in cap and trade funding this year, with the potential for a continued portion of those revenues into the future. These funds will likely go toward similar efforts at the SGC, as well as new grant programs designed for sustainability and strategic planning.



- ◇ *Affordable Housing and Sustainable Communities Program.* The purpose of the AHSC Program is to reduce greenhouse gas (GHG) emissions through projects that implement land use, housing, transportation and agriculture land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives, including the following:



1. Reducing air pollution.
2. Improving conditions in disadvantaged communities.
3. Supporting or improving public health and other co-benefits as defined in Section 39712 of the Health and Safety Code.
4. Improving connectivity and accessibility to jobs, housing, and services.
5. Increasing options for mobility, including the implementation of the Active Transportation Program (ATP) established pursuant to Section 2380 of the Streets and Highway Code.
6. Increase transit ridership.
7. Preserving and developing affordable housing for lower income households, and defined in Section 50079.5 of the Health and Safety Code.
8. Protecting agricultural lands to support infill development.

The AHSC Program is supported by auction proceeds derived from the California Air Resources Board's Cap and Trade Program, and appropriated in the annual State Budget to Greenhouse Gas Reduction Fund. Accompanying legislation, SB 862, apportions 20 percent of the GGRF's proceeds on an annual basis to the AHSC program beginning in FY 2015-16.

The AHSC Program is designed to implement GHG reduction within the transportation sector, while significantly benefiting disadvantaged communities and providing affordable housing. A primary means of achieving GHG reduction within the transportation sector is through reduction of VMT with fewer and shorter vehicular trips. The AHSC Program is intended to fund integrated land use and transportation projects supporting low carbon transportation options through a mode shift from single occupancy vehicles (SOV).

Promoting mode shift away from SOV will require increasing and improving transit and active transportation options so they can better compete with automobiles as the means of travelling between residential areas, major employment centers and other Key Destinations. Key to this is ensuring that transit and active transportation options are accessible, convenient, reliable, affordable, safe, comfortable, and frequent.

The AHSC Program includes two eligible project types:

1. Transit Oriented Development (TOD) Project Areas.
2. Integrated Connectivity Projects (ICP).

A TOD Project Area must be designed to achieve mode shift within a Metropolitan Area by integrating Qualifying High Quality Transit systems and Key Destinations including residential/mixed-uses, with an emphasis on affordable housing development, within a neighborhood, district or corridor as defined below. OCCTIP does not qualify as a TOD project.

An Integrated Connectivity Project (ICP) must be designed to achieve a reduction in GHG emissions by increasing connectivity between land uses and improved transit access and service, within Non-Metropolitan areas and Metropolitan areas lacking Qualifying High Quality Transit systems. OCCTIP does qualify as an ICP.

- ◇ *Urban and Community Forestry Program Greenhouse Gas Reduction Fund (GGRF) Grants.* The Department of Forestry and Fire Protection (CAL FIRE) has prepared a guide to assist eligible governmental and non-profit entities in applying for and administering grants from the CAL FIRE Urban & Community Forestry Program. CAL FIRE offers these grants to eligible applicants on an annual basis as funding permits. Funding for the grant programs varies from year to year and is based on the availability of state and federal funding sources and approval of budgets for each fiscal year. These grants are designed to assist environmental justice communities to create or implement multi-benefit projects with a focus on reducing greenhouse gas (GHG) emissions.



The following list summarizes Urban & Community GHG Grant Offerings:

1. “Green Trees for the Golden State” – Urban tree planting projects and tree establishment care for planting trees to optimize multiple benefits of urban forests in environmental justice communities by avoiding GHG emissions.
2. Urban Forest Management for GHG Reduction – For local governments to establish a new jurisdiction-wide tree inventory and/or urban forest an mapping and analysis, an/or long-term management plan to reduce GHG.
3. Urban Wood and Biomass Utilization – Projects that will use urban woody biomass for its highest and best use, thus diverting it from the urban waste stream and avoiding GHG emissions while sequestering GHG for a longer time period.

4. “Woods in the Neighborhood” – These projects are to assist local entities to purchase and improve unused, vacant urban neighborhood properties in environmental justice communities for purposes consistent with the Urban Forestry Act. These projects must demonstrate how GHG will be reduced.
5. “Green Innovations” Projects – For urban green infrastructure projects falling within the Urban Forestry Act of 1978. These projects should be unique and forward thinking and show how GHG will be reduced.

- ◇ *Urban Forest.* Urban forest includes all trees, shrubs, and other plantings on both public and private lands. Street trees and landscaping are necessary and important aspects of the urban forest, as they contribute positively to the urban environment, including to climate control, stormwater collection, and the comfort and safety of people who live or travel along the street.

A street lined with trees and other plantings appears narrower and more enclosed, which generally encourages drivers to slow down and to pay more attention to their surroundings. As a result, trees provide a physical and a psychological barrier between pedestrians and motorized traffic, increasing safety as well as making walking more enjoyable.

Moreover, a healthy urban forest is a powerful streetwater management tool. Leaves, branches and other debris catch and slow rain as it falls, helping it to soak into the ground. The plants themselves take up and store water that would otherwise contribute to surface runoff. Part of this moisture is then returned to the air through evaporation to further cool the local environment. As an important element along sidewalks, street trees must be provided with conditions that allow them to thrive, including adequate un-compacted soil, water, and air.

- ◇ *Recycled Materials.* The Department of Resources, Recycling and Recovery (CalRecycle) combines the State’s recycling and waste

management programs and continues a tradition of environmental stewardship. The vision of CalRecycle is to inspire and challenge Californians to achieve the highest waste reduction, recycling and reuse goals in the nation. CalRecycle offers a variety of different programs to further its goals, including programs that incentivize the use of recycled tires. One of the primary uses of this funding is often for road and parking lot paving.

- ◇ *Other Infrastructure.* The California Infrastructure and Economic Development Bank (I-Bank) finances public infrastructure and private development that promote a healthy climate for jobs, contribute to a strong economy, and improve the quality of life in California communities, and is now a part of the Governor's Office of Business and Economic Development. The I-Bank has extremely broad statutory powers to issue revenue bonds, make loans and provide credit enhancements for a variety of projects. Among the I-Bank's offerings are loans at low interest rates and bonds linked to a revenue source for projects categories including streets and highways, drainage, water supply and flood control, parks and recreational facilities, public transit, sewage collection and treatment, among others.

SOUTHERN CALIFORNIA

ASSOCIATION of
GOVERNMENTS

Local Summary

At the local level, funding and assistance is either provided from a distribution of federal and State disbursements or through locally-approved taxes. At this point, both of these local agencies are intimately involved in the planning in Ventura County.

Southern California Association of Governments. Founded in 1965, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency (RTPA) and a Council of Governments (COG).

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans. In 1992, SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by the federal and state governments, as well as to provide more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for more diverse representation. The districts were formed with the intent to serve equal populations and communities of interest. Currently, the Regional Council consists of 86 members.

In addition to the six counties and 191 cities that make up SCAG's region, there are six County Transportation Commissions (including VCTC) that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. Additionally, SCAG Bylaws provide for representation of Native American tribes and Air Districts in the region on the Regional Council and Policy Committees. The purpose of the association is to assist local jurisdictions in obtaining federal assistance, reviewing and coordinating applications for programs utilizing federal funding, and providing a clearinghouse for the coordination and review of all State-funded projects.

Ventura County Transportation Commission. The Ventura County Transportation Commission (VCTC), is a RTPA committed to keeping Ventura County moving. According to VCTC's website, "If you drive, take transit, bike or walk in Ventura County, chances are, the VCTC has helped you do it." By working in close partnership with each of the cities and the County, VCTC strives to



maintain the character of Ventura County while prioritizing transportation investments. As such, VCTC assists the County of Ventura and its ten (10) incorporated cities to program and deliver funds for transportation improvements. VCTC oversees highway, bus, aviation, rail and bicycle activity and controls the use of government funds for transportation projects. The Commission was created by state legislation in 1988 and began operation in 1989, when it assumed the transportation responsibilities of the Ventura County Association of Governments.

City of Oxnard. Oxnard is a full-service city. Incorporated as a general law city in 1903, Oxnard operates under the council-manager form of government. The City Council appoints the City Manager who is responsible for assisting the City Council in its policy-making role, providing information and advice, implementing policy, and managing approved services.

Within the city departments, the Community Development Department, the Development Services Department (including planning, traffic engineering and building and engineering services), the Public Works Department (streets and roads, utilities, water, wastewater, solid waste, etc.) and the Recreation & Community Services Department, are the most likely candidates to implement programs described in the OCCTIP. Specifically, these Departments would be charged with carrying out the goals and policies of the OCCTIP through provision of, or seeking grants (as identified in this section) for funding to carry out capital improvements within the City.

Assessment and Fees Summary

The assessment of fees or special taxes is also very useful in not only constructing infrastructure improvements, but also in the long-term maintenance and upkeep of those improvements. Included below is a discussion of existing means of financing through such districts, as well as current proposed initiatives.

- Assessment District.* An assessment or maintenance district is created to finance improvements when other sources of funding are limited. These districts are often formed in undeveloped or unincorporated areas and are used to build and maintain roads and water and sewer systems - sometimes for new homes or commercial space - but may also be used in older areas to finance new public improvements or other additions to the community. An assessment district is created by a sponsoring local government agency and begins with a petition signed by owners of the property who are in need of the proposed public improvements. The proposed district will include all properties that will directly benefit from the improvements to be constructed or maintained. A public hearing is held, at which time the property owners have the opportunity to protest the assessment district. Once approved, property owners have the opportunity to prepay the assessment prior to bond issuance. After this cash payment period is over, a Special Assessment Lien is recorded against each property with an unpaid assessment. Then, these parcels will pay for their total assessment through annual installments on the county property tax bill. The property owners will have the right to prepay the remaining balance of the assessment at any time, including applicable prepayment fees.

By law, the assessment cannot be directly based on the value of the property. Instead, the assessments are based on mathematical formulas that take into account how much each property will benefit from the installation of the improvements. Each parcel in the assessment district becomes responsible for a fixed percentage of the total district debt, and pays that portion of the principal and interest due on the bonds each year. Bond issues are normally structured so the amount of the annual installment remains relatively level. If bonds were issued by the assessment district, installments will be charged annually until the bonds are paid off in full. Normally, the term of the bonds is 15 to 20 years.

- Infrastructure Financing District.* Infrastructure Financing Districts (IFDs) were authorized by the Legislature in 1990, but have rarely

been used since. However, following the dissolution of Redevelopment Agencies (RDAs), IFDs are increasingly becoming more relevant as an option for cities and counties to fund infrastructure and development. IFDs are created and managed by cities and counties and are funded through property tax increment financing. The State does not authorize IFDs to levy any new taxes. Currently, IFDs may finance construction, improvement, or rehabilitation of highways, streets, roads, sewage and water treatment facilities, flood control, child care facilities, libraries, parks, and solid waste disposal facilities. They may not fund maintenance or operation of public facilities. IFDs require 2/3 approval from the voters of the district creating the IFD and may draw funding from property tax increments for up to 30 years.

Governor Brown's 2014-15 budget has proposed expanding the scope of projects that can be funded through IFDs to include other infrastructure and local economic development in addition to other types of initiatives such as affordable housing, transit-oriented development, and urban infill. It proposes lowering the voter-approval threshold to 55 percent and extending the timeline for IFDs to allow them to divert property taxes for 45 years instead of 30. It adds new requirements that must be met before the creation of an IFD including: (1) the city or county must resolve all outstanding RDA-related litigation against the state; (2) the city or county must receive a "finding of completion from the Department of Finance stating that all former RDA's cash and liquid assets have been distributed to local governments; and (3) the city or county must comply with any asset transfers ordered by the State Controller's Office. In addition, the budget proposes allowing local governments to loan funds to IFDs and requiring IFD audits.

More recently, SB 626 that went into effect on January 1, 2015, which is known as Enhanced Infrastructure Financing Districts (EIFD). This financing tool allows cities or counties to capture property tax increases that would otherwise go to the state and fund infrastructure projects. What makes them "enhanced" is that EIFDs can support more than strictly infrastructure. The flexibility

may, for example, be able to fund brownfield conversion and low-to moderate-income housing. By some, EIFDs are seen as a way to restore some of the funding sources that were lost when redevelopment agencies in California were dissolved.

Private Source Summary

There also exist a large number of private foundations and corporate entities that provide funding for an extremely broad spectrum of project and activities. Many of these funding opportunities have a narrow policy focus, and often target a specific geographic area. While research and follow up for this type of funding is time-consuming and intensive, there are potential programs available for many specific categories of need.

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VII. COST ASSUMPTIONS AND PRELIMINARY ESTIMATES

Based upon public open house workshops, past studies and plans, direction from City staff and technical evaluation, planning level cost estimates were developed to provide approximate calculations of funding that will be required to implement projects along the OCCTIP corridor. The project costs are broken down into categories based upon travel mode, e.g., bicycle, pedestrian, automotive, transit, etc. In addition a preliminary phasing plan has been established to assist decision makers in timing of improvements based upon available resources.

Cost Assumptions

Estimated probable opinions of cost were developed by providing typical costs for paths, bike lanes, curb, gutter and sidewalk and applying current cost for estimated quantities.

A. Multi-Use Path

Costs include: HMA and AB for trail and shoulders, roadway excavation, striping, and fencing along one side of the trail.

B. Stripe Bike Lanes

Costs include: one stripe

C. New Curb, Gutter, and Sidewalk

Costs include: HMA and AB for 3' sawcut, concrete and AB for curb and gutter, concrete and AB for sidewalk, roadway excavation, lighting, and drainage.

D. Shift North Oxnard Boulevard to the west with landscaping

Costs include: HMA and AB for widening/ realignment, 0.2' HMA overlay over the whole section, concrete and AB for curb and gutter, concrete and AB for sidewalk, roadway excavation, lighting, drainage, striping, and landscaping.

E. Camino del Sol

Costs include: HMA and AB for pavement, concrete and AB for curb and gutter, concrete and AB for sidewalk, median curb, roadway excavation, lighting, drainage, striping, and landscaping.

F. Downtown Corridor

Costs include: HMA and AB for pavement, concrete and AB for curb and gutter, concrete and AB for sidewalk, roadway excavation, lighting, drainage, and striping.

G. South Oxnard Boulevard Parkway

Costs include: removing curb, gutter, and sidewalk; HMA and AB for pavement, concrete and AB for curb and gutter, concrete and AB for sidewalk, median curb, roadway excavation, lighting, drainage, striping, and landscaping.

H. Widen road 5' with sidewalk

Costs include: HMA and AB for 5' sawcut, concrete and AB for curb and gutter, concrete and AB for sidewalk, roadway excavation, and striping.

I. Realign South Oxnard Boulevard to the east

Costs include: HMA for overlay, concrete and AB for curb, gutter, and sidewalk on one side, roadway excavation, lighting, drainage, and striping. It also includes a cost for obliterating the existing southbound lanes.

J. Restripe East Vineyard Avenue with overlay

Costs include: HMA overlay and striping.

K. Share the Road Markings

Costs include: sharrows every 100'

L. Widen Fifth Street to 4 lanes with Sidewalk on both sides

Costs include: HMA and AB for pavement, overlay, concrete and AB for curb, gutter, and sidewalk on one side, roadway excavation, lighting, drainage, and striping.

M. Roundabout

An average cost of \$2 million each was used. The larger, more complex roundabout at Channel Islands was given a higher cost of \$4 million.

N. Traffic Signal

An average cost of \$250,000 was used.

O. Bus Turnout

The cost of a bus turnout was calculated in a separate tab, and was found to be approximately \$18,800 each.

Preliminary Estimate

City of Oxnard Corridor Improvement Construction Costs

Roadway Segment	Description	Estimated Construction Costs
1	North Oxnard Boulevard: Highway 101 to Vineyard Avenue	\$1,303,000.00
2	North Oxnard Boulevard: Vineyard Avenue to Gonzales Road	\$9,783,000.00
3	North Oxnard Boulevard: Gonzales Road to 2nd Street	\$15,167,000.00
4	North Oxnard Boulevard: 2nd Street to Wooley Road	\$6,384,000.00
5	South Oxnard Boulevard: Wooley Road to Rail Crossing	\$10,566,000.00
6	South Oxnard Boulevard: Rail Crossing to Pleasant Valley Road	\$14,050,000.00
7	East Vineyard Avenue: North Oxnard Boulevard to River Park Boulevard	\$1,210,000.00
8	5th Street: North Oxnard Boulevard to Rice Avenue	\$17,592,000.00
Grand Total		\$76,055,000.00

Assumptions

- 1 Costs are preliminary and are only construction costs. No right-of-way, utility, planning, or environmental costs are included.
- 2 Rice Avenue Overcrossing is not included in cost for Segment 8.
- 3 Existing pavement was used where available with a 0.2' overlay for areas with revised striping

Community Comments

Detailed Cost Estimates Spreadsheets

A livable Oxnard (Oxnard Community Planning Group)

Public Workshop #1
Issues Identified by Participants

		Walkability	Bikeability	Transit (Bus Service)	Drivability (incl. Trucks)	Economic Development	Land Use	Streetscape (incl. Signage)	Other
#	Communitywide Issues								
1	Need for truck stop/truck staging area near industrial uses				✓		✓		
2	Truck stop would promote economy - truckers spend money				✓	✓	✓		
3	Truck routes needed to keep 80,000 lb. trucks off Oxnard Boulevard				✓				
4	Medians treatments shouldn't disrupt pavement/sidewalks	✓						✓	
5	Eucalyptus trees used to line the corridor							✓	
6	Pedestrian and bicycle use is dangerous - speeding vehicles	✓	✓						
7	Oxnard Boulevard has too much blight - needs to be revitalized					✓	✓		
8	Funding - is Caltrans going to pay for relinquished portions?								✓
9	Villages - Oxnard needs more villages					✓	✓		
10	Public transportation/transit improvements are necessary			✓					
11	Land uses should be considered for this project - related to traffic						✓		
12	Rezoning needed to increase density - build up not out					✓	✓		
13	Outdoor parks are important						✓		✓
14	There are parking opportunities - esp. on-street parking				✓				
15	Parking structures should be considered				✓	✓	✓		
16	Needs to be bicycle/pedestrian friendly - complete streets	✓	✓	✓	✓				
17	A soundwall needs to be built on e/o Oxnard Boulevard re: railroad						✓	✓	
18	Pedestrian acces n/o 2nd is needed	✓							
19	There are pedestrian opportunities west of Oxnard Boulevard	✓							
20	A new railroad crossing is needed near 5th/Rose				✓				
21	Landscaping in the past has ruined pavement/sidewalks							✓	
22	Bike trails should be built		✓						
23	Monorail should run N/S and bus routes should be E/W			✓					✓
24	16-passenger buses should be used during off-peak periods			✓					
25	Signal coordination should be done				✓				
26	Meandering sidewalks off-street should be built	✓	✓					✓	
27	Frontage road near Oxnard Boulevard should stay	✓	✓		✓				
28	Off-site drainage should be considered (detention basins)						✓		
29	A traffic signal is needed for 9th/Oxnard Boulevard				✓				
30	Cross walks needed near all schools - safety concerns	✓	✓		✓			✓	
31	Car dealerships uses should be re-zoned					✓	✓		
32	Community is excited about this process [study]								✓
33	Disappointed in small crowd								✓
34	Way finding signage should be included for visitors							✓	
35	Trucks should be re-routed - involve the agricultural industry				✓				
36	Website should include links to city documents								✓
37	Congestion is bad a peak periods				✓				
38	School traffic causes traffic congestion				✓				
39	Needs to be a balance between cars/bikes/peds	✓	✓	✓	✓				
40	Move people not vehicles	✓	✓	✓	✓				
41	It takes too long to get accros town - 15 to 20 minutes				✓				
42	ITS/signal cordination needs to re-route traffic if accident				✓				
43	Segment 5 - redesign Boulevard to accommodate peds/bikes	✓	✓		✓				
44	Segment 5 - increase connectivity across the Boulevard	✓	✓		✓				
45	Segment 5 - allow for short blocks - more intersections	✓			✓				
46	Segment 6 - pedestrians are not expected to be high on Segment 6	✓							
47	Segment 6 - bike traffic should be accommodated		✓						
48	Segment 6 - create a sense of arrival to Oxnard on south end of segment							✓	
49	Segment 6 - provide public park/ride lot for bicyclists to explore area	✓	✓				✓		
50	Segment 8 - provide dedicated bike lanes to connect Rice/Oxnard via Segment 8		✓		✓			✓	
51	Segment 5 - install a traffic circle at Five Points				✓				
52	Segment 5 - abandon SE Oxnard Boulevard at Five Points				✓		✓		
53	Segment 5 - create contiguous district - all mixed uses					✓	✓		
54	Segment 5 - direct traffic and swap property along Ash/Oxnard				✓		✓		
55	Segment 6 - new C.I/Oxnard intersection (roundabout)				✓			✓	
56	Segment 6 - tear down C.I bridge				✓			✓	
57	Segment 4 - this is where we need the most "complete" street	✓	✓	✓	✓			✓	
58	Segment 4 - wide sidewalk (15' or more); tree wells (30 mph or slower);				✓			✓	
59	Segment 4 - bike lanes; curbside parking; bulb out at corners; no median				✓			✓	
60	Segment 4 - Oxnard/5th right turn congestion caused by pedestrians	✓			✓				
61	Segment 4 - traffic signal light or some type of crossing access	✓			✓			✓	
62	Segment 8 - 5th near the Boulevard is very urban and should remain so						✓		
63	Segment 8 - bike can be sharrow there		✓					✓	
64	Segment 8 - in more industrial section - dedicated bike and ped paths	✓	✓				✓		
65	Segment 1 - provide safe/separated bicycle path from south to north	✓	✓						
66	Segment 1 - protected pedestrian and bicycle friendly (Vineyard)	✓	✓					✓	
67	Segment 1 - create safe ped crossing of Oxnard Boulevard at Orchard	✓			✓			✓	
68	Segment 1 - traffic calming needed - 50 mph entrance is too fast/unsafe				✓			✓	
69	Segment 2 - on-street parking on west side of Segment 2				✓			✓	
70	Segment 2 - there is room for a separated bike path on east side		✓					✓	
71	Segment 2 - opportunity fro rezone to mixed-use/TOD nwc @ Citrus Grove						✓		
72	Segment 7 - fit the intersection of Segments 1, 2 and 3 traffic circle				✓			✓	

		Walkability	Bikeability	Transit (Bus Service)	Drivability (incl. Trucks)	Economic Development	Land Use	Streetscape (incl. Signage)	Other
73	Segment 7 - add bike lane on Segment 7 and remove I Dr.		✓		✓			✓	
74	Segment 7 - provide ped/bike on both sides or road - 1 lane/direction	✓	✓		✓			✓	
75	Segment 7 - bike lanes across bridge?		✓		✓			✓	
76	Segment 7 - separate bike/ped bridge across freeway?	✓	✓		✓			✓	
77	Segment 7 - why are there dead end streets west of Segment 1?	✓	✓		✓			✓	
78	Need well designed landscape root control system. Barriers on the ground to prevent sidewalk pavement lifting.	✓						✓	
79	Name to replace OCCTIP Strawberry Blvd. Plan								✓
80	Paint the sidewalks with different colors. It is being done in Chicago. Paint trash cans with diff colors. Make businesses paint their buildings & put flowers in front of buildings.	✓						✓	
81	More jacaranda trees throughout Oxnard Blvd. Visit Santa Paula for ideas on beautification.							✓	
82	Parking is always a problem. Oxnard has a XXX history. What about signage in spots pointing this out? Get trucks off the street to another.				✓			✓	✓
Share your Ideas Cards									
83	Segment 3 - Can a sidewalk & bike lane be placed along the east side of Oxnard Blvd. in this segment? Looking further into the future, can the railroad tracks through this area be entrenched in order to better connect businesses and residents further to the east with the downtown and the boulevard?	✓				✓			
84	Segments 3,4,5,8,all - Planning for projects that will increase pedestrian, bicycle, transit use & decrease vehicle miles travelled and reduce green house gases. Resources to support this will be available through cap & trade financed Affordable Housing and Sustainable Communities program. Larger higher density housing developments (40du/acre), 100 homes + will help meet this goal & be able to obtain resources. Support most of Roy Prince's ideas. Ground floor commercial not always feasible & shouldn't be required everywhere. Focus on DAC areas in Oxnard. Support complete streets.	✓	✓	✓	✓	✓	✓	✓	
85	Segment 3 - Crosswalk along Oxnard Blvd. between Glenwood and Robert Street to make safe crossing, encouraging students walking to schools like Pacifica High. Mixed artwork reflecting all of the city along Oxnard to make sense of place and pride. "Our Oxnard Blvd."	✓					✓	✓	
86	Segment ALL - You should encourage the use of public transportation, bicycles & pedestrians.	✓	✓	✓					
87	Segment 5 and 6 - Especially pertaining to segment 5, but also to segment 6, could the 100' width of the boulevard be reconfigured to allow for a driving lane in each direction, a 12'-13' median with 10' turn lanes at intersections, bike lanes on both sides of the boulevard, and dedicated public transit lanes on both sides of the boulevard as well?	✓	✓		✓			✓	
88	Segment 4 - Segment 4 is the vital downtown segment of Oxnard Blvd. in order to allow for multi-modal transportation in such a narrow space (~80' building to building), could some traffic & perhaps northbound public transit be routed up A Street from Wooley Road through 2nd Street? I suggest doing the above while routing southbound public transit along the boulevard in a dedicated lane to establish the block between Oxnard Blvd. and A Street as a transit mall similar to those in Portland. This should allow for a drive lane in each direction for automobile traffic as well as a northbound bike lane (southbound could possibly be routed via A Street) and possible on-street parking on the boulevard.	✓		✓	✓			✓	
89	Segment 3 - The new lights on bike path at Oxnard Blvd. & Gonzales are blinding. The new park going in at Oxnard Blvd & Gonzales will need plenty of new parking. The new park should include other options than soccer fields. There are enough soccer fields in Oxnard. Possibly tennis courts, a skate park, or softball field. If you are looking to beautify the corridor, require businesses to have professional signage. Painted signs look terrible. If an upcoming intersection does not allow a left hand turn, signage should state that other than at the intersection.		✓			✓	✓	✓	
90	Please provide existing street sections (width) for each segment. We would like to know what is available and help plan them. Make available on website.				✓			✓	
91	Segment 1 and 2 - With the width of these sections (~120'), would it be possible to reconfigure the boulevard for a single drive lane in each direction, 12' to 13' median with dedicated turn lanes of 10' at intersections, bike lanes in both directions, street parking on both sides of boulevard, and dedicated lanes for public transit on both sides as well?	✓	✓	✓				✓	
Board									
92	<u>Five Points</u>				✓				
93	5th Street widened				✓				
94	Trucks off Oxnard Blvd. (Rose)				✓				
95	Truck Parking (Drive In Theater)							✓	
96	Signage on freeway (Not Truck Route)							✓	
97	No murals/taste/graphitti							✓	
98	Business need to dress up (ugly)							✓	

		Walkability	Bikeability	Transit (Bus Service)	Drivability (incl. Trucks)	Economic Development	Land Use	Streetscape (incl. Signage)	Other
99	Fix sidewalks	✓							
100	Remove center median/trees							✓	
101	Signalization/coordination - near US101 - Segment 1				✓				
102	Segment 3 - crosswalk near Gonzales - students	✓						✓	
103	Landscaping/srt along RR							✓	
104	5th Street (8 seg) streets elevation - access issues on South side							✓	
	I'm glad there were people there interested in making sure we met the trucking								
105	needs through our city and Port Hueneme, and I like the idea of an integrated				✓	✓			
	trucking center with easy access to downtown.								
106	I'm glad that someone else agrees with me that Camino Del Sol should go all the				✓				
	way through.								
	I disagree a little with the person who said our city is blighted, but the rest of								
107	what she said was very inspiring. I think our city has an adorable humble small								✓
	town feel that I don't want to lose.								
	One speaker in particular talked about building a concrete slab over Oxnard								
	Bldv and I think he's talking about the same thing I was thinking, that we should								
108	build a new walkable Oxnard 35 feet above the existing boulevard, widen the	✓		✓	✓			✓	
	boulevard, maybe add a future light rail corridor, and move all our cute								
	buildings up to the upper level in the same way that we moved buildings to								
	Heritage Square.								
109	That way, up top there will be plenty of room for trees and walkable paths, and	✓						✓	
	down below there will be plenty of room for parking and intersections, with								
	less of that pesky pedestrian traffic that really slows things down.								
110	Many cities have extended underground malls. Dallas	✓							
	http://www.unvisiteddallas.com/archives/635 ,								
111	Houston, and many other cities have underground pedestrian malls that allow	✓							
	individual ownership of buildings along the path, (not just all one big master								
	builder).								
	I think we should do something like that but be very thoughtful about how								
112	change our building and zoning to accommodate the new building codes and						✓		
	municipal evolution of the city.								
	One more thing I want to mention is the idea of dedicated, grade separated								
	specialized paths, like bike paths and pedestrian paths that respect the needs of								
113	those special users and recognize that sometimes the interests of those	✓	✓						
	respective users must be managed and balanced. I want to define, bike vs								
	pedestrian vs skater vs family with stroller and dog, vs jogger, and make Oxnard								
	a go to place for these activities.								
	I'd like to see us add ribbons of protected bike and jogger paths to attract the								
114	big annual biking and running events to our city. We could add paths of various	✓	✓						
	lengths and difficulty and create a department to issue permits, manage use								
	and collect fees from event sponsors.								
	I know we need to work out a finance strategy, but I think there are many								
115	opportunities for community investment here and there are transit dollars and			✓		✓			
	grant funds we could go after.								
116	Lets start with lots of big brain storming and then see what it would take to get								✓
	that								

Note: Issues Not Prioritized

Comments from Questions and Answer Session
Posted comments on Aerials (notes)
Comments from Comment Card's/Share Cards
Comments written on Board

OCCTIP Public Workshops - Round 2 Comments

Five (5) Workshops: Pacifica HS - 2x (April 25); Oxnard Public Library (April 29); Ramada Inn (April 29); City HR Room (May 13)

Segment #	Comment
1	Signal at Orchard & Oxnard
1	Take down old Levitz building
1	Class 1 bike lanes everywhere possible
1	Need a safe landing in the center of the road for pedestrian crossing (Esplanade & Oxnard) - i.e., pedestrian refuge area
1	Need home goods store
1	Old Esplanade & Old Wagon Wheel should be connected in such a way that they are pedestrian accessible from one side to the other
1	Street between Orchard and 101 already gets backed up from spur past railroad trellis; to expand sidewalk and bike lane would increase that problem
1	Orchard Place traffic light with u-turn
1	Vacant wall under railroad track n/o Vineyard needs some nice pictures
1	Orchard traffic light must have left turn and u-turn
1	IKEA store (Levitz site)
1	Maybe not part of this, but ge population sign on 101 changed from 186,000 from many (15-20) years ago
3	NE & SE corners of El Camino & Oxnard should incorporate public art/monuments to the Colonia & its people; their history, significance to the formation of Oxnard
3	No trucks over 2 axles on Oxnard Boulevard s/o Gonzales
3	Class 1 bike lanes along Boulevard all connecting
3	More covered bus waiting stations
3	Maple trees get my vote & types that change color in the fall; flowering trees pretty but many allergies and messy when they drop; palm trees drop fronds & can damage cars plus clean-up needed often after our wind
3	The RR right-of-way could be up-graded w/ landscaping that is okay w/ RR, w/ quality plant palette and not just the normal palms, etc
3	Perhaps a linear park with a walking path would be suitable for the RR ROW if feasible
3	Landscape or decorative fence (Ventura Fairgrounds) in front of RR tracks from Gonzales to 3rd Street
3	Architecture along Oxnard Boulevard from Gonzales to Wooley more unified and more close to downtown
3	Continue multi-use path to transportation center @ 4th Street since it is partially complete, just continue existing
3	This area (Deodar & Oxnard) is very noisy with traffic; use to have street parking; would be nice to reduce number of lanes and add parking; would help with businesses - now limited parking
3	Eliminate large trucks from 5 Points to Gonzales
3	Protected bike lanes on Oxnard s/o Gonzales
3	Mixed-use urban (west side of Oxnard n/o Glenwood)
3	Cacti from 2nd Street to Gonzales; place red pebbles from 2nd Street to corner of Gonzales & Oxnard
3	Bicycle and pedestrian bridge over Oxnard joining east and west
3	Re-purpose frontage road for added bicycle safety
3	Protected bike lanes should be the new design standard; bike and heavy/fast traffic don't mix!
3	Cacti from 2nd Street to corner of Ox Boulevard and Gonzales
3	Mixed-use urban (west side of Oxnard s/o Glenwood)
3	East side of Oxnard near Robert - sound walls
3	Paint the sidewalk an aqua blue by railroad tracks from 2nd Street to corner of Oxnard & Gonzales
3	Place red pebbles to cover ugly dirt by railroad tracks from 2nd Street to corner of Oxnard & Gonzales
3	Extend and signalize Calmino Del Sol - extremely important for the Colonia neighborhood; do not regionalize the Colonia during the process
3	East side of Oxnard near Camino Del Sol/Colonia - sound walls
3	Need trees with colors, not just greening (near Oxnard & Colonia)
3	Knock down old trees & plant cacti by the railroad tracks from 2nd Street to corner of Oxnard & Gonzales
3	Put a few benches along the railroad tracks from 2nd Street to corner of Oxnard & Gonzales
3	Jacarandas on Oxnard Boulevard or trees with colors! We need beauty throughout!
3	East side of Oxnard near 1st Street - sound walls
3	North Oxnard Blvd could provide high density housing
3	Sign on Oxnard Boulevard that says <u>also</u> theatre & restaurants; not on present sign saying Henry Oxnard Historic District
3	Try to get trucks off Oxnard Boulevard downtown as much pollution, noise & crowding of streets due to them
4	Electric light rail emanating from the Transportation Center
4	3rd Street to 9th Street: This needs to return to a human scale, walkable area
4	The downtown area needs lots of TLC and resident who will patronize local businesses and attractions
4	To reduce semi-truck usage on Oxnard Boulevard
4	Five Points roundabout - Really?? How does this work?
4	Downtown - 2 lanes, wide sidewalks, street parking
4	Bulbouts at intersections will bottleneck traffic due to right turn lane
4	Nice signage at the Boulevard to direct people to historic district, Heritage Sq., park, etc
4	Class 1 bike lanes along Boulevard
4	Segment 4 is a gathering point for a large segment of the immigrant community; it should include wider sidewalks and landscaping that makes it pedestrian friendly; there are existing models in Los Angeles
4	Increase access from Oxnard Boulevard to downtown; easier access to Plaza Park & "A" Street

OCCTIP Public Workshops - Round 2 Comments

Five (5) Workshops: Pacifica HS - 2x (April 25); Oxnard Public Library (April 29); Ramada Inn (April 29); City HR Room (May 13)

Segment #	Comment
4	Wayfinding signage needed to point people to downtown restaurants/shops/attractions/etc. (see downtown Napa)
4	Save parking spaces along sidewalk in downtown
4	Downtown area - slow traffic down; make it 2 lanes to give room for parking, bike lanes (Class 1 protected), landscaping, pedestrians; young, educated professionals are moving to cities that have walkable, bikable downtown:
4	Any public art should be "quality" art
4	Signs, wayfinding, etc.; maybe consider the architectural style of the Historic District
4	3rd Street Bridge should be a canvass for muralists & artist of the local community
4	Create a semi-circle street access onto downtown city hall between 2nd and 3rd Streets (remove the library parking lot and create a "front door welcome" into downtown)
4	2 lanes, wider sidewalks, street parking
4	Downtown - face lift; fix blight by putting up walls; complete face lift
4	If you do not find a way to reduce & slow traffic through downtown, it will never be revitalized; if Oxnard Boulevard is to be a strictly-designated transportation corridor, the downtown dies:
4	Oxnard planners need to use farm-based code to allow high density (5-6 stories) multi-use buildings along the corridor to bring people to the downtown
4	Put <u>No Truck</u> signs early enough to divert trucks
4	Let's paint trash cans with pretty colors
4	Make merchants paint their building & remove gum from the sidewalks
4	Five Points roundabout - Not a good plan; this is a bad idea; fixing Five Points would be great, but as conceptualized, it is just way to complex
4	Ensure on-street parking is provided along west side of Boulevard from Vineyard to 2nd (parallel parking)
4	Ensure landscape - either tree wells or parkways - are on all streets; species can be different depending on exposure to sun (i.e., palm trees on north side of street, leafy trees on north side to shade from sun)
4	I like the roundabout idea; it will make this area much more friendly to pedestrians; use drought tolerant plants
4	Have features at streets leading to downtown to visually attract people to deviate from Oxnard Boulevard - metal arches, art features, signage, landscape, lighting
4	If bike lanes are added please consider the "Dutch" intersection style, to make it safe for bicyclist to cross intersection
4	Info booth or welcome center near train station
4	Make it a complete street approach
4	1. Two lanes; 2. Protected bike lanes thank you
4	Need wayfinding signage listing all attractions & restaurants
4	Signage to the historic district, plaza park, civic center, heritage square
4	Bulbouts not preferred
4	This downtown area lacks cultural amenities such as quality public art; quality public art should be included
4	on street parking in the downtown boulevard area can potentially drive more business here as commuters would find it easier to park and shop
4	A "plaza" that serves as a gathering place and a location for cultural events should be included
4	Signals along downtown should be tightly synchronized, especially with roundabout at the 5-points
4	Oxnard Blvd between 3rd St and 9th St should be protected against gentrification
4	On street parking along downtown section should be metered for ease of management; should go back to downtown
4	Consider angled back-in parking in the downtown section (between 2nd - 9th)
4	Oxnard Blvd between 3rd St and 9th St is a central location for a large segment of the Spanish speaking community and it should be protected
4	Consider adjacent properties when designing roadway and sidewalks - High density/higher use along corridor
4	Car dealerships are ideal for high density housing to support downtown businesses
4	Roundabouts - hated by most & not helpful plus CA drivers don't understand them so more accidents or rage
4	My own opinion is Oxnard Boulevard, as it is now, is way too noisy to live on; think of a better location for your idea; seniors need single story residences for safety in fire on earthquake situations
4	Welcome center for people getting off train; or nice info booth on street; make visitors feel welcome
5	Signal at Commercial & Oxnard
5	Signal at Date & Oxnard to prevent more fatalities
5	Signs directing all large trucks (over 2 axles) to go east on Wooley to Rice then north or south
5	Roundabouts with big trucks going thru?
5	Trees planted to hide old Skyview property
5	No roundabouts; too much traffic in California (Oxnard & Date)
5	Call out crossed out: remove on street parking
5	Call out created: On-street parking should be allowed from here back (referencing Statham and to the west)
5	Provide for access to this property - two-way, right in-right out; left in, left out (referenced by Pleasant Valley Rd)
5	This is the gateway to the city - more emphasis at this beginning
6	Provide Class 1 bike lanes from 5 Points to Pleasant Valley
6	Class 1 bike paths anywhere possible from 101 to Channel Islands
6	Eye sore - needs plants (NEC Channel Island & Oxnard)
6	Connect Street (Olds Road @ Oxnard Boulevard)
6	Class 1 bike path from 101 HWY to Pleasant Valley
6	3 story mixed-use along Oxnard corridor (near College Park)
6	Roundabout at Oxnard/Channel Island - 3 yellow dots and 2 red dots (in support)

OCCTIP Public Workshops - Round 2 Comments

Five (5) Workshops: Pacifica HS - 2x (April 25); Oxnard Public Library (April 29); Ramada Inn (April 29); City HR Room (May 13)

Segment #	Comment
6	Bike lanes all along south Oxnard would be nice
6	Connect Olds Road @ Oxnard Boulevard
6	Strip park south of multi-story residential/condo (south of Oxnard near Olds Road)
6	Park expansion is an absolute must for increasing the quality of life for the residents of South Oxnard
6	Multi-use path would be great; sidewalk is good fallback position
6	Multi-use, multi-story high-density housing (5-6 stories) is ideal for this area; investigate form-based code to allow such development
6	Multi-use residential and commercial needed; strip park s/o multi-story
7	Signs on freeway - no trucks on Vineyard south over 2 axles
7	Why is this stretch (Vineyard from freeway to intersection) 30 mph?
7	We need to make sure we install root barriers around the trees to prevent pavement & sidewalk lift (4'x6'x1" vinyl sheets)
8	5th Street should be designed as one of our gateway boulevards able to handle all forms of human transportation with landscaping and architecture to match
8	Truck stop/staging area @ the Sakioka farms property along a section of Rich, which is a designated truck route
8	Need to plant trees or plants along 5th Street to this railroad track and small business across the street
8	No trucks over 2 axles on 5th Street west of Meta Street & no exit on Meta track
8	Bike lanes need to be extended to connect to designations; people need to know that each bike path will take them somewhere; add info booths with information about the paths destination
8	Signs on Rice Avenue - no trucks over 2 axle on 5th Street west of Meta Street
8	Need freeway signs directing all large trucks to exit Rice Avenue - no exit on Rose, Vineyard or Oxnard
8	More lanes on 5th to Rose
8	Multi-use path would be <u>great</u> ; sidewalk is good fallback position
8	Bike/ped access (i.e., Ventura Road @ 101)
8	Left-turn signals - especially 5th Street west & east and also 4th both ways left - east & west, not friendly to get to the Plaza or Transportation Center when 2 cars go thru green as not a left arrow
Tree Palette	<p>No palm trees</p> <p>No palm trees</p> <p>No palms</p> <p>No palms</p> <p>Jacaranda</p> <p>No palms - use trees appropriate for Oxnard</p> <p>Crape myrtle - like</p> <p>Yes - lots of street trees</p> <p>Jacaranda trees along railroad track</p> <p>Please investigate some of the plant varieties from South Africa/Madagascar for beautiful xeriscaping possibilities - plants should exist on natural rainfall only, no irrigation</p>
Transit Shelter	<p>Mini-bus shelter example - no & no</p> <p>Table seating options - with table, people will not flow along</p> <p>Need bike racks</p> <p>Elaborate wave design - pretty! Yes</p> <p>Better shelter from rain</p> <p>Better lighting</p> <p>More seating</p> <p>Look maybe thru Google to see Israel's bus stops - all solar lighted and gorgeous</p>
Amenity Ideas	<p>Solar lighting everywhere</p> <p>Bike rack ring example - nice design</p> <p>Paint trash can in beautiful colors</p>
Various post-its	<p>Gull Wings needs a large home downtown to be a major attraction for money spending families</p> <p>More designated bike lanes along major corridor</p> <p>Downtown should have a "public square" that show cases the arts and becomes a destination for local folks as well as out of town folks</p> <p>Gull Wings need a large beautiful home; it can be a major attraction for families (SS building)</p> <p>Need a large public market south side of Plaza Park</p>
Typical Section	Consider keeping 7' for parking - adjust dimensions accordingly; future uses may warrant on-street parking [hand drawn example file 1003849.jpg]

OCCTIP Public Workshops - Workshop #3

Four (4) Workshops: Pacifica HS - 2x (Nov 14); Oxnard Public Library - 2x (Nov 18)

Segment #	Comment
Wall Map 1 Oxnard Boulevard from US 101 to 2nd	<p>Get rid of ugly trees. Plant new trees. Get rid of pebbles, put in cement and paint cement diff colors. ** note at 3 diff locations</p> <p>Why multi path and sidewalk & bikepath. Have multipath going to crosswalk.</p> <p>Cycle green safety zones for bikes</p> <p>Need a good crosswalk. Cars don't see people or know.</p> <p>Scary place to cross Oxnard across 101 exit ramp.</p> <p>Pedestrian refuge</p> <p>Crosswalk?</p> <p>Connect Oxnard Blvd & Wagon Wheel bridge with walkway</p> <p>Decel lane?</p> <p>Paint both sides of freeway wall under and near the train bridge</p> <p>...bike and ped facility between Spur Drive & Orchard Place</p> <p>Shield all bikers, walkers, school children - Home Depot to Vineyard</p> <p>North - Continue Class I bike path to collection and onto the Ventura bike path</p> <p>Continue the Class II bike path south to the transportation center downtown Oxnard</p> <p>Cover ditch at landscaped area</p> <p>Cover ditch/canal</p> <p>Cycle green saftey zones for bikes</p> <p>Roundabouts good use (safety)</p> <p>No roundabout at Gonzales & Oxnard</p> <p>Why multipath and sidewalk & bikepath? Have multipath going to crosswalk.</p> <p>Make Deodar Ave between O.B. & A St City Park</p> <p>Requesting parking in front of our business 477 N. Oxnard Blvd.</p> <p>Make Palm Dr between O.B. & A St City Park</p> <p>Left turn lanes coming So. Into town are not long enough and backs up the traffic in the late afternoon, especially with the big trucks onto Colonia & Cooper Road</p> <p>Protected bike paths along Camino del Sol</p> <p>Relocate community gardens</p> <p>Linear building housing/retail along N. Oxnard Blvd.</p> <p>Link protected paths</p> <p>Protected bike paths</p> <p>Right hand turn lane where necessary</p> <p>Need 3 lanes in each direction here. The traffic has to narrow going down under RR bridge & slow down. Problem.</p> <p>Protected bike paths</p>
Wall Map 2 Oxnard Boulevard from 2nd to Wooley and Fifth Street from Oxnard Boulevard to Rice Avenue	<p>Why not a roundabout? Like you want on So. Ox.</p> <p>2 traffic lanes & curb side parking 4th to Wooley</p> <p>One lane will not work - need bus lane and space for parking</p> <p>Signage going to downtown Oxnard - destination: 1. Art Museum 2. Heritage Square 3. Plaza Park 4. Shops</p> <p>Need pedestrians to walk down east to Meta and cross 5th there</p> <p>Public art must be intigrated into plan</p> <p>Protected bike lanes</p> <p>Oxnard Blvd @ 5th going north is slowed to waiting for another traffic light because of the pedestrians crossing 5th on the northbound side</p> <p>Possibility of widening pedestrian sidewalk and bike path</p> <p>I am properties owner of downtown. I am strongly against to reduce to two lanes in Oxnard Blvd. between 2nd & Wooley. It will choke the traffic flow of Oxnard Blvd & inconvenience to bus & metro stations. Four lanes is minimum for their business operation and Oxnard Blvd. is a second major traffic street to feed other smaller st. 4 lanes is minimal, otherwise there will be a lot of traffic congestion, bad for downtown</p> <p>I represent a business at 505 S Oxnard Blvd. We are strongly against to reduced lanes on Oxnard Blvd. Congestion of traffic would decrease our clientel flow - business operations and traffic in itself. Again we are against adding bike lanes.</p> <p>Along Oxnard Blvd. in downtown the center left turn lanes need to both move to center so you can see the traffic coming behind the car or truck in the opposite direction</p> <p>Must have two lanes of traffic in each direction because we don't have enough through streets up to the freeway and on/off ramps so that's why we have so much car traffic</p> <p>Keep 2 lanes in each direction! Several business owners concerned about proposal to reduce lanes.</p> <p>Yes, widen sidewalks, much needed & add street furnishings</p>

OCCTIP Public Workshops - Workshop #3

Four (4) Workshops: Pacifica HS - 2x (Nov 14); Oxnard Public Library - 2x (Nov 18)

Segment #	Comment
	<p>Must keep 2 lanes going each way on Oxnard Blvd. Plus right turn lanes at intersections.</p> <p>If we have 2 lanes each way it would help a lot at Pacific Ave.</p> <p>2 traffic lanes & curb side parking 4th to Wooley</p> <p>We need to have pedestrian crossing Oxnard Boulevard; lots of people cross here because of the lack of other crossing areas.</p> <p>Continuous bike path</p> <p>Protected bike lane, link, no break</p> <p>Bike path need to be protected! Goes too fast for safety</p> <p>Add bike paths on both sides of E 5th Street</p> <p>No break</p> <p>Needs to be wider & longer right turn lane and turnout though from South to East direction</p>
<p>Wall Map 3</p> <p>Oxnard Boulevard</p> <p>from Wooley to</p> <p>Pleasant Valley Road</p>	<p>No roundabout</p> <p>Roundabouts are good to make people slow down (safety)</p> <p>Roundabout to be like others - for design and safety</p> <p>Keep existing bridge but re-purpose it for bike/ped</p> <p>This is not a good idea! Too many trucks.</p> <p>Local deliveries through roundabout?</p> <p>Visibility walkway - 4 sides needed</p> <p>Too much traffic - especially after and before school hours. Safety first.</p> <p>Roundabout at Date? What are you thinking?</p> <p>Roundabouts are also tools to prevent semi-truck traffic</p> <p>Connect neighborhood</p> <p>Housing (multi-story)</p> <p>Oxnard's High-Line Park - do not remove (comment on both sides of Oxnard Blvd,)</p> <p>Bike path</p> <p>Protected bike path (listed more than once along corridor)</p> <p>Great idea but this roundabout would slow traffic on the boulevard and the neighborhoods wouldn't like it (Oxnard&Date)</p> <p>Make Oxnard Blvd. bus friendly; Oxnard Blvd. need help between 5-points and Drifill Blvd.</p> <p>Design - 5 points go north one lane</p>
<p>Bus Shelter</p> <p>Transit Stop</p> <p>Streetscape Ideans</p> <p>Street Amenity</p> <p>Tree Palette</p>	<p>Colored/painted sidewalks. More color!</p> <p>Look at collection paint the plumbing attachments.</p> <p>I think this is an excellent idea! Awesome.</p> <p>Good for shelter, bike, seating & safety. Modern design shelter.</p> <p>No advertising</p> <p>We need trees that bloom! We need more flowers.</p> <p>Yes!</p> <p>Let's put color on benches other than dull green.</p> <p>Trash cans at all bus routes. Yes we need things like this to improve Oxnard.</p> <p>Purple jacarandas</p> <p>No palm trees</p> <p>Colored trees are favored</p>

Segment ID	Section ID No.	Description	Location	Length (LF)	Cost (\$/LF)	Total Cost
Segment 1						
	B	stripe bike lanes	NOB: US 101 to Vineyard & Esplande	10860	\$1	\$10,860
	A	Multi-Use Path	Wagon Wheel to Vineyard	2350	\$160	\$376,000
	C	new CG&S	Orchard to 1000' South	1000	\$290	\$290,000
			Traffic Signals	1	\$250,000	\$250,000
			Bus Turn Outs	4	\$18,800	\$75,200
					Subtotal	\$1,002,060
			Contingency		30%	\$300,618
					Segment 1 Total Cost	\$1,302,678
Segment 2						
	A	Multi-Use Path		2860	\$160	\$457,600
	B	stripe bike lanes	NOB: Vineyard to 400' south	800	\$1	\$800
	C	new CG&S	NOB: Vineyard to 400' south	400	\$290	\$116,000
	D	shift street west w/ landscaping	NOB: 400' S of Vineyard to 250' N Gonzales	2265	\$3,020	\$6,840,300
	C	new CG&S	NOB: 250' N Gonzales; East side	250	\$290	\$72,500
	B	stripe bike lanes	NOB: 250' N Gonzales; both side	500	\$1	\$500
			Bus Turn Outs	2	\$18,800	\$37,600
					Subtotal	\$7,525,300
			Contingency		30%	\$2,257,590
					Segment 2 Total Cost	\$9,782,890
Segment 3						
	B	stripe bike lanes	NOB: 170' S Gonzales; both sides	340	\$1	\$340
	C	new CG&S	NOB: 170' S Gonzales; east side	170	\$290	\$49,300
	A	Multi-Use Path	NOB:Gonzales to 2nd St	6020	\$160	\$963,200
	D	shift street west w/ landscaping	NOB: 170' S Gonzales to Robert Ave	2640	\$3,020	\$7,972,800
	B	stripe bike lanes	NOB: Robert Ave to 2nd Street	6960	\$1	\$6,960
	C	new CG&S	NOB:Robert Ave to Camino del Sol	960	\$290	\$278,400
	E	Camino del Sol	Camino del Sol	1000	\$1,820	\$1,820,000
			Traffic Signals	2	\$250,000	\$500,000
			Bus Turn Outs	4	\$18,800	\$75,200
					Subtotal	\$11,666,200
			Contingency		30%	\$3,499,860
					Segment 3 Total Cost	\$15,166,060
Segment 4						
	F	downtown corridor	NOB: 2nd Street to 5 Points	4225	\$1,080	\$4,563,000
			Intersection with Corner Bulb-outs	4	\$68,000	\$272,000
			Bus Turn Outs	4	\$18,800	\$75,200
					Subtotal	\$4,910,200
			Contingency		30%	\$1,473,060
					Segment 4 Total Cost	\$6,383,260
Segment 5						

	H	Widen 5' with SW	SOB:Wooley Rd to Saviers Rd	200	\$320	\$64,000
	G	South OB Parkway	SOB:Saviers Rd to Date St	2890	\$1,280	\$3,699,200
	B	stripe bike lanes	SOB:Date to RR Crossing	1360	\$1	\$1,360
			<i>Roundabouts</i>	2	\$2,000,000	\$4,000,000
			<i>Traffic Signals</i>	1	\$250,000	\$250,000
			<i>Bus Turn Outs</i>	6	\$18,800	\$112,800
					Subtotal	\$8,127,360
			<i>Contingency</i>		30%	\$2,438,208
Segment 5 Total Cost						\$10,565,568
Segment 6						
	B	stripe bike lanes	SOB: RR Crossing to Sunkist Circle	1830	\$1	\$1,830
	C	new CG&S	SOB: RR Crossing to Sunkist Circle	1830	\$290	\$530,700
	H	Widen 5' with SW	SOB:near Statham Blvd	2380	\$320	\$761,600
	B	stripe bike lanes	SOB:Statham to Channel Islands	6080	\$1	\$6,080
	C	new CG&S	SOB:Statham to Channel Islands	6080	\$290	\$1,763,200
	I	realign and shift lanes to east	SOB:Channel Islands to Pleasant Valley	4490	\$380	\$1,706,200
			<i>Roundabout</i>	1	\$2,000,000	\$2,000,000
			<i>Major Roundabout</i>	1	\$4,000,000	\$4,000,000
			<i>Bus Turn Outs</i>	2	\$18,800	\$37,600
					Subtotal	\$10,807,210
			<i>Contingency</i>		30%	\$3,242,163
Segment 6 Total Cost						\$14,049,373
Segment 7						
	H	Widen 5' with SW	EVA: NOB to St Marys Dr	515	\$320	\$164,800
	B	stripe bike lanes	EVA: St Marys to just south of Esplande	1640	\$1	\$1,640
	H	Widen 5' with SW	EVA: Esplande to overcrossing	1760	\$320	\$563,200
	J	restripe with overlay	EVA Overcrossing	580	\$280	\$162,400
	B	stripe bike lanes	EVA: Overcrossing to River Park Blvd	700	\$1	\$700
			<i>Bus Turn Outs</i>	2	\$18,800	\$37,600
					Subtotal	\$930,340
			<i>Contingency</i>		30%	\$279,102
Segment 7 Total Cost						\$1,209,442
Segment 8						
	K	shared road	5th St: NOB to RR Xing	750	\$1	\$570
	B	stripe bike lanes	5th St: RR Xing to Richmond Ave	3310	\$1	\$3,310
	A	Multi-Use Path	6th St: RR Xing to Rice Ave	10215	\$160	\$1,634,400
	C	new CG&S	5th St: Mountain View to Richmond Ave	725	\$290	\$210,250
	L	widen to 4 lanes w/ SW one side	5th St: Richmond Ave to Rice Ave	8900	\$1,220	\$10,858,000
			<i>Traffic Signals</i>	3	\$250,000	\$750,000
			<i>Bus Turn Outs</i>	4	\$18,800	\$75,200
					Subtotal	\$13,531,730
			<i>Contingency</i>		30%	\$4,059,519
Segment 8 Total Cost						\$17,591,249

GRAND TOTAL \$76,050,520.00



DRAFT DOCUMENT
COMMUNITY INPUT WELCOME

A livable Oxnard

*Considering new–
and very old–
approaches to
urban design.*



Oxnard Community Planning Group Comments on the Oxnard Corridor Transportation Improvement Plan

Mission: Complete Streets, Walkable Community, Mixed-Use Urban Corridor

Traditional Neighborhood Design

Before WW2, neighborhoods were compact and walkable. One could find almost everything one needed within a few blocks of home. We know the rest of the story—cars became the focus of municipal planning, ignoring time-honored universal town-planning principles, creating mindless, rampant sprawl. Today, it's nearly impossible to simply walk to meet our everyday needs. Our lives have been designed around the car and we are forced to drive almost everywhere—and our quality of life has suffered.

Today's urban designers, using contemporary disciplines guided by principles from a bygone era, are placing the human experience



first and foremost, focusing on walkable neighborhoods and creating more livable cities.

This document is, in part, informed by this New Urbanism sometimes called Traditional Neighborhood Design.

An illustration of what the intersection at Oxnard Blvd and 5th Street might look like as a Complete Street.

Complete Streets

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to train stations.

Walkable Community

Walkable communities are desirable places to live, work, learn, worship, and play; they are a key component of smart growth. Their desirability comes from two factors. First, goods (such as housing, offices, and retail) and services (such as transportation, schools, libraries) are located within an easy and safe walk. Second, walkable communities make pedestrian activity possible, thus expanding transportation options, and creating a streetscape for a range of users—pedestrians, bicyclists, transit riders, and drivers. To foster walkability, communities must support mixed-use development and build compactly, with safe and inviting pedestrian spaces.



Mixed-Use Urban Corridor

Mixed-use urban corridor development, for the purposes of this document, is a combination of low-income and market-rate housing above commercial/retail enterprises along the street edge. At specifically chosen locations along the Oxnard Boulevard corridor, this kind of development naturally creates a more populated street that has an urban look and functions as an urban street.

Background

Oxnard has the unprecedented opportunity to transform Oxnard Blvd with new life as Oxnard city officials have taken over full control of Oxnard Blvd, because Highway 1, with its heavy truck traffic, has been reassigned to Rice Ave. The City was awarded a grant of \$250,000 in Community-Based Transportation Planning grant funds to hire a consultant, Omni-Means Engineering Solutions, to provide guidance for this transition.

An illustration of what Oxnard Blvd might look like with wider sidewalks and protected bike lanes.





Our Story

As a group of concerned community members, we want to contribute to this process and transformation. Our goal is to ensure the project will consider the Boulevard from a Complete Streets perspective that provides for all users, including pedestrians, bike riders, and drivers, with urban design strategies that promote more active civic life along Oxnard Blvd. Oxnard Blvd needs to be more than just a traffic conduit based on conventional traffic engineering.

As community planners we are pleased to submit some concepts we believe will serve all aspects of a smart growth Complete Streets Mixed-Use Oxnard Blvd urban corridor.

Vision

With Rice Avenue becoming Highway 1, Oxnard Blvd can finally become the 'main street' it has never been, by adopting Traditional Neighborhood Design and Complete Streets models—thus setting the tone for the future of Oxnard's development. Cities are recognizing the many benefits of remaking their streets

into Complete Streets, and as the Complete Streets concept brings new vitality to an area, "Complete Streets" are a boon to business. We envision Oxnard Blvd as a Mixed-Use urban corridor with a strong emphasis on the residential infill element. There is considerable need for more housing, especially affordable housing, in Oxnard, which historically has led to sprawl. Increasing evidence reveals that sprawl bankrupts cities, kills city centers, and requires infrastructure improvements that are better applied to a city's center.

An Oxnard Blvd Mixed-Use Urban Corridor would be a counter-measure to sprawl, incentivizing urban housing,





and strengthening our city center. There are many locations along Oxnard Blvd that are perfect for housing, including the segment that traverses the downtown core. This proposal includes moderate density housing structures of 4 to 6 stories combined with commercial at the street edge. With proper planning, the potential housing should contain a mix of housing types from low-income units, singles on lower floors, with high-end units on the top floors and everything in between.

An illustration of what the intersection at Oxnard Blvd and 7th Street might look like as a Complete Street.

We are seeking creative and varied housing types to meet the needs of residents. For example, seniors benefit from having all their amenities and public transportation close at hand and need creative housing that can provide this. At the same time, young business people are consciously moving to downtowns where everything is in close proximity. Thus both groups have less need for automobiles and will make better use of walking and biking facilities.

As the transportation sector is a major contributor to Green House Gas (GHG) emissions, providing new housing types combined with a canopy tree-lined, “Complete Streets” approach will offer a significant reduction in GHG’s and will improve community health. New zoning should reduce the number of required parking places to maximize housing, minimize wasted space and encourage public transit.

We are confident that a Complete Streets/Mixed-Use Urban Corridor will transform Oxnard Blvd and supersede any perceived benefit of simply expediting traffic flows, which we consider an antiquated approach known as “Level of Service” or “LOS.” This is a significant and important point—our vision is to create a canopy tree-lined walkable street, with access to civic amenities that will attract residents and businesses alike in a diverse urban mix—not to expedite traffic.



Every opportunity to install conduit for GigaBit Internet throughout Oxnard and especially along the Oxnard Blvd Mixed-Use Corridor must be undertaken.

Indeed, "...LOS doesn't tell engineers how safe a street is for pedestrians, or how convenient it is for buses. It measures only one thing: how many cars can be moved through an intersection in a given period. From an LOS point of view, any delay in auto traffic would be a bad thing, to be rectified by shrinking sidewalks, increasing traffic lane widths, and removing crosswalks and on-street parking. The problem is that making driving easier also encourages more driving, a phenomenon known as induced demand, which causes traffic engineers to chase ever-diminishing returns in trying to improve LOS. These days, many cities and states are reevaluating their reliance on LOS, with California set to ditch it entirely."*

* <http://www.wired.com/2014/11/9-things-drivers-need-stop-saying-bikes-vs-cars-debate/>

Naysayers will tell you that mixed use does not work in our area, and point to the Colonial House project on Oxnard Blvd, among others, as not succeeding in attracting commercial tenants. The entire story is more complex, because those particular commercial spaces have needed to remain empty until they were sold, for instance.

Also, a further possible problem is the lack of density. We believe the Colonial House project is not high enough, does not have enough stories, and does not have enough different housing options (further limiting the number of people), to support a bakery or deli or some other inviting amenity. And canopy trees, benches, bicycle racks, and walking areas are a great help as well. Also—and this is key—when adjacent 5 to 6 story residential properties are built along the Blvd, with multiple housing options, in the same area—mixed use commercial will thrive in Oxnard.





The ideas presented here may seem radical, yet they most certainly are not. Great public spaces don't happen by accident—they have always been—and continue to be—created by communities with visionary leaders who understand city planning and work hard to bring the vision of a beautiful thriving small city into reality.

If Oxnard is going to have a great downtown and no sprawl, Oxnard has to change, and that change can only come from the City Council. The City Council must adopt a Complete Streets and mixed-use urban corridor policy—to assure the change Oxnard needs. The beauty, or lack thereof, of a city lies within a city's governing body's ability to connect and work together with residents. As stewards, the governing council sets the policy and tone—so that a city may flourish.

It will not happen overnight. But with proper vision, guidance, and fortitude, Oxnard will thrive block-by-block and neighborhood-by-neighborhood.

A Note on Public Art

Public Art is a reflection of who we are as a community (both for ourselves and to visitors). Public Art communicates where the city finds itself in its roots, its present, and vision for where it wants to go.

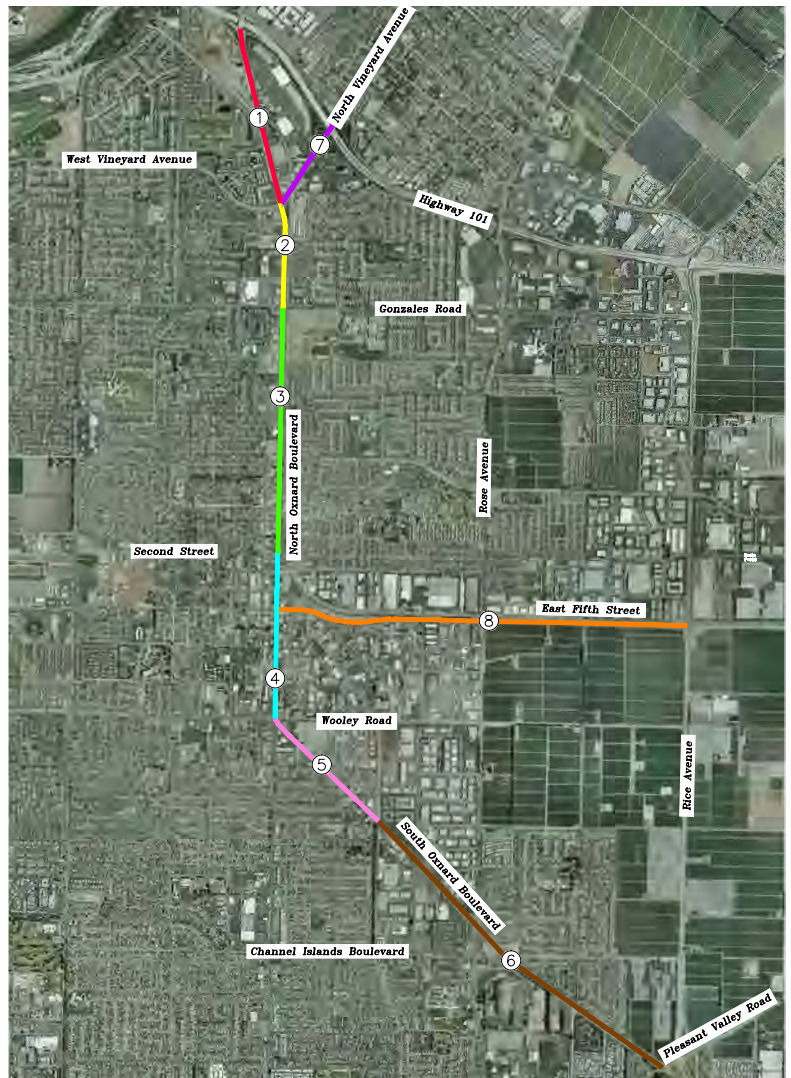
Last and perhaps most importantly, Public Art has the effect of communicating to those who encounter the art that they are respected, dignified, and deserving of something more than just a bland public space that doesn't care about their presence.

***Remaking Oxnard Blvd
into a Complete Street
and walkable Mixed-
Use Urban Corridor will
require support from, and
policy changes by, the
Oxnard City Council.
We invite you to step up
and make it so!***

Our Work

The following observations are for each of the 8 segments identified by the consultants via maps they provided to the community. Each segment will be described by current conditions and then, through the lens of Complete Streets, Walkable Community, and Mixed-Use Urban Corridor models, we will make mostly general, but occasionally specific suggestions towards what we perceive as significant improvements.

Per the consultant-provided maps, segments are listed north to south and are not in numerical order. In addition, areas with specific issues are interspersed within the segments.



Segment 1:

Oxnard Blvd between US101 and Vineyard Ave

Current Conditions:

- The antithesis of a Complete Street
- Very poor pedestrian and bicycle accommodation
- Separated residential neighborhoods to the south of US101 and west of Oxnard Blvd—makes it almost impossible for people in the residential areas to the west of Oxnard Blvd to access the Esplanade commercial businesses—forces use of automobile
- Narrow sidewalks littered with power poles and other obstructions
- Unattractive railroad overpass

Suggestions:

- *Widen sidewalks (at least 10-12' wide? Preferred 15') and create protected bike lanes (preferred 6' wide) on Oxnard Blvd to create a positive pedestrian and bicycle experience*
- *Reduce traffic lanes to make the street more pedestrian- and bicycle-friendly*
- *Expand bicycle-protected lane and pedestrian access at all crossings and across the 101 freeway*



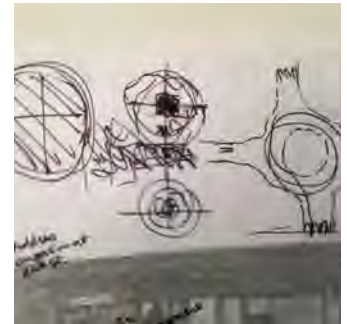
- Provide “Welcome to Oxnard” signs at Oxnard Blvd 101S and 101N exits
- Pedestrian tram (shuttles?) at Esplanade and Home Depot shopping centers
- Possible pedestrian bridge at Oxnard Blvd light crossing from the Wagon Wheel area into the Home Depot parking lot along Spur Drive and Esplanade
- Easy pedestrian crossing from Wagon Wheel area into the Home Depot-Esplanade area
- Add a protective island along Oxnard Blvd at the Spur Dr/Esplanade crossing
- Add pedestrian amenities where the Wagon Wheel Rd crosses over Oxnard Blvd
- Slow down traffic at Oxnard Blvd where it crosses US101 with design changes and signs
- Coordinate with VCWPD to allow pedestrian and bike access over the El Rio Canal and allow parking along Oxnard Blvd
- Create new pedestrian and bicycle connection across Oxnard Blvd at Orchard Place

Segment 7:

Vineyard Ave between US101 and Oxnard Blvd

Current Conditions:

- The antithesis of a Complete Street
- Very poor pedestrian and bike accommodation
- Narrow sidewalks littered with power poles and other obstructions
- Separated residential neighborhoods—forces use of automobile.



Suggestions:

- Widen sidewalks (at least 10-12' wide? Preferred 15') and create protected bike lanes (preferred 6' wide) on Vineyard Ave to create a positive pedestrian and bicycle experience
- Reduce traffic lanes to make the street more pedestrian- and bicycle-friendly
- Expand bicycle protected lane and pedestrian access at all crossings and across the 101 freeway
- Provide “Welcome to Oxnard” signs at the Vineyard Ave 101S and 101N exits
- Pedestrian tram (shuttles?) at Esplanade and Home Depot shopping centers
- Easy pedestrian crossing from the residential area to the east into the Esplanade area
- Slow down traffic at Vineyard where it crosses US101 with design changes and signs
- Reduce number of traffic lanes and add protected bike and pedestrian lanes at the US101 crossing
- Reduce traffic lanes to make the street more pedestrian/bike friendly



North Entrance to Oxnard from US101

Comments:

Both the Oxnard Blvd and Vineyard freeway exits are our north “Gateways to Oxnard” and as such should be inviting and beautiful. This is a place for public art and tree-lined roads. Oxnard must do everything possible to enhance and create a wonderful “Welcome to Oxnard” feeling at our north entrances.

The intersection of Oxnard Blvd and Vineyard Ave:

Comments:

This very busy intersection has several places where a traveler can go wrong. For instance, when traveling north on Oxnard Blvd and wanting to turn into Vineyard Ave, one must be in the correct lane. Make a mistake and end up on Oxnard Blvd—there are no options other than to go all the way to the Esplanade. The same situation exists when wanting to end up on Oxnard Blvd and wanting to go to Vineyard Ave. In another instance when traveling south on Vineyard Ave one must be in the correct lane to stay on Vineyard or to turn onto Oxnard Blvd.

This is also a highly trafficked area with backups common at rush hour and when the train moves through.

A traffic circle may be an option for this intersection.



Marking Oxnard's North Gateway as A Complete Streets Triangle:

Vineyard Ave from Esplanade Dr to Oxnard Blvd

Oxnard Blvd from Vineyard Ave to Esplanade Dr

Esplanade Dr between Oxnard Blvd and Vineyard Ave

Including all roads crossing or terminating the above streets will be recreated as Complete Streets and Complete Intersections, including Spur Dr and Orchard Pl. If recommended by consultants; a traffic circle at the intersection of Oxnard Blvd and Vineyard Ave.

Recreating the north gateway to Oxnard into a Complete Streets triangle will connect residential neighborhoods east and west with shopping opportunities in the Esplanade area. Each intersection will have bulb-outs (for possible parking and to allow for public transportation) and protected bicycle lanes. Each street will have wide sidewalks and canopy trees. All additional amenities to make this area people friendly to be considered and employed.

Adjustments will be made along the west side of Oxnard Boulevard south of Orchard Pl to create parking for the residential just to the west and for public transportation. Create a bicycle and pedestrian friendly way (bridge over RR tracks) for people west of Oxnard Blvd to have direct access to the Esplanade Dr area.

This triangle will function as the main shopping area for the north of Oxnard residents as well as the northern gateway to Oxnard from the 101 freeway corridor.

Segment 2:

Oxnard Blvd between Vineyard and Gonzales Road

Current Conditions:

- Railroad running along the east side of Oxnard Blvd from Vineyard Ave to Gonzalez is not attractive and cuts off the residential neighborhood to the east of the tracks and Oxnard Blvd
- Underutilized strip mall just to the north of Citrus Grove Lane and west of Oxnard Blvd
- The Lowes complex west of Oxnard Blvd is typical of big box shopping areas
- Empty lot at the southwest corner of Citrus Grove and Oxnard Blvd
- Parallel street from a restaurant on the north and Citrus Grove to the south just west of Oxnard Blvd

Suggestions:

- *This segment must begin to slow and divert traffic from US101 to the downtown area*
- *Provide a quality pedestrian and bicycle crossing experience at Vineyard Ave and Gonzalez*
- *Explore options for integrating the frontage road west of Oxnard Blvd between Vineyard and Citrus Grove Lane*
- *Provide protected bike lanes along the west side of Oxnard Blvd*
- *Remove island planters—retain island concept*
- *Plant trees and shrubs between the railroad tracks and Oxnard Blvd*
- *Provide a pedestrian bridge near Citrus Grove to allow access from the residential neighborhood to the east to the shopping area west of Oxnard Blvd*

Comments:

This relatively short strip needs aesthetic upgrading on the east side at the railroad tracks and a mini-charrette process to work out the numerous issues presented by the west side of Oxnard Blvd.

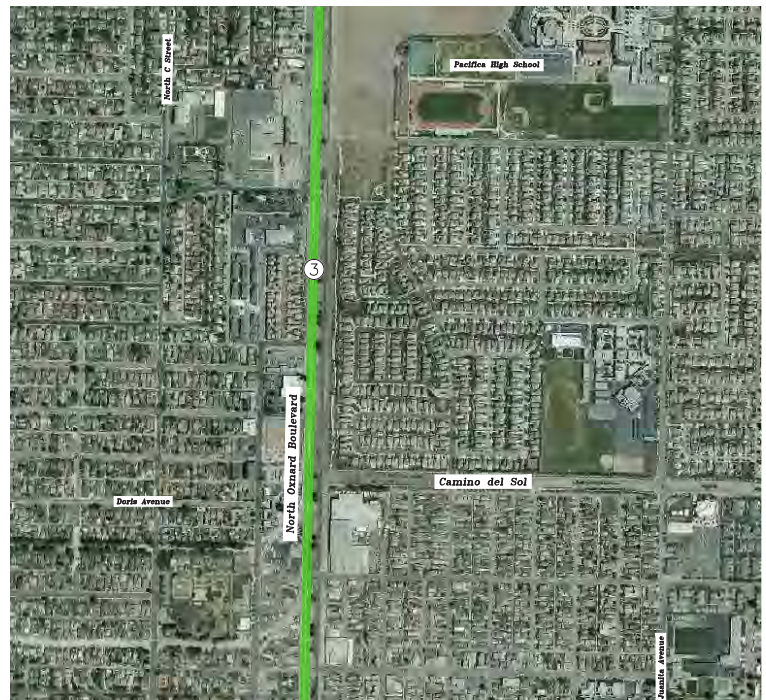


Segment 3:

Oxnard Blvd between Gonzales Road and 2nd Street

Current Conditions:

- This segment to continue to slow and divert traffic from Gonzales Road into the downtown area
- 2 traffic lanes each way (4 traffic lanes total) with parking along the west side of Oxnard Blvd
- No street parking
- Because of the tracks there is no access for students and residents to cross from the high school and neighborhood on the east side of the Blvd to the businesses on the west side of Oxnard Blvd



- The existing protected bike lane just east of the tracks works to provide north-south connection but does little to make Oxnard Blvd a Complete Street.
- Clearly the railroad track is a serious problem in its current and probably permanent location
- Under-utilized auto-related sites on the west side of Oxnard Blvd
- Thrift stores and other less-than-desired business in this area

Suggestions:

- *Integrate the N Oxnard service road with the Blvd and businesses west of Oxnard Blvd*
- *Provide a protected bike lane (preferred 6' wide min.) along west side of Oxnard Blvd*
- *Provide overlay zone to encourage 5-6 story mixed-use buildings along the west side of Oxnard Blvd between the restaurants on the north to Glenwood*
- *Make right turn onto 2nd Street easy*
- *Extend Camino del Sol to Oxnard Blvd—provide full pedestrian and bike crossing*
- *Relocate community gardens*
- *Allow street parking*
- *Extend sidewalks—plant trees and other people serving amenities on the west side of Oxnard Blvd (at least 10-12' wide with 15' Preferred)*
- *Replace thrift stores and other less-than-desirable business along our main street with mixed-use housing*

Comments:

This is a very important link between US101 and our new downtown corridor. It is important to slow traffic all along this corridor entrance from business to the north and our downtown. Plant canopy trees, create wide sidewalks, provide for on-street parking and bulb-outs, etc. There are quite a few businesses and business types that are not appropriate for Oxnard's main street. We must work to replace these entities with more suitable and appropriate businesses and housing. We must create a Complete Street on this section of Oxnard Blvd.



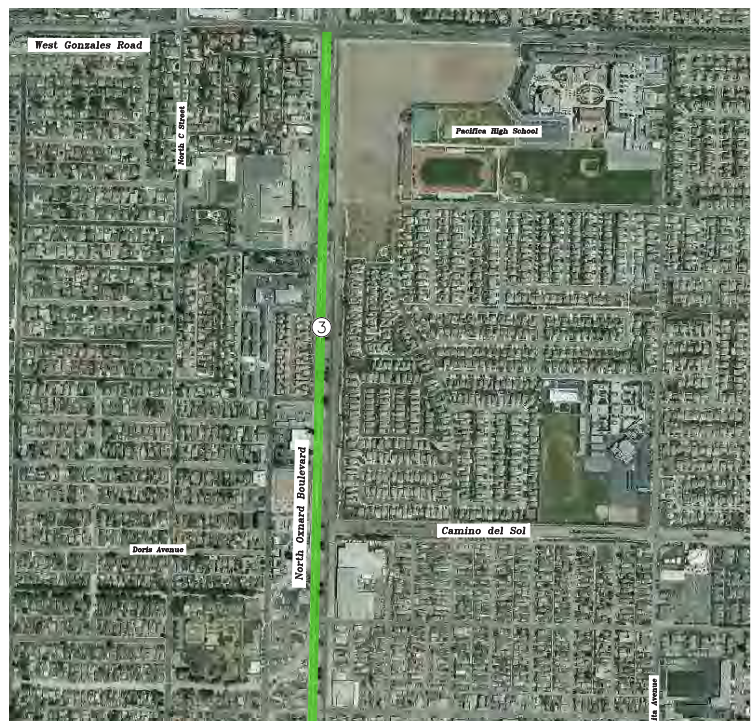
Change zoning policy to allow for less onsite parking in mixed-use buildings.

Segment 4:

Oxnard Blvd between 2nd Street and Wooley Road

Current Conditions:

- This segment is Oxnard's downtown main street
- Road has 4 wide noisy traffic lanes (2 traffic lanes each way) with various median treatments
- No on-street parking
- Sidewalks are broken up and cluttered with utility boxes and overly large trees. Fast traffic and poor sidewalks make this a poor place for people to enjoy walking, shopping, congregating, relaxing





Suggestions:

- Retain Oxnard Blvd as a 4-lane traffic street—however—create curb side (parallel) parking on both sides, with a median down the middle for left turns. The existing roadway is 70 feet wide and the above described 10-foot wide lanes will fit in the existing roadway without changes to the sidewalks
- Create bulb-outs (curb extensions) at corners
- Create planter areas for canopy trees in parking lanes in appropriate areas (needs block by block assessment that has not been discussed in this document)
- Provide overlay zone to encourage 4- to 6-story residential over existing buildings (mixed-use) along both sides of Oxnard Blvd—do everything possible to retain and support existing businesses and historic facades
- Make this section of our main street stellar in all ways—canopy trees (in the parking area), clear existing sidewalks to make places for people to linger over a coffee and shopping places for public transportation
- Traffic circle at Five Points intersection—the OCCTIP consultant has removed this from their report—but the round-a-bout has been revisited by the CNU Charrette
- Public art at Five Points intersection



Comments:

This is Oxnard's downtown. Make it grand, while keeping a human scale. Canopy trees in curbside parking area to clear the sidewalks. Unobstructed sidewalks. Places to gather. Places to shop. See notes above about building mixed-use with housing so that local businesses can thrive.

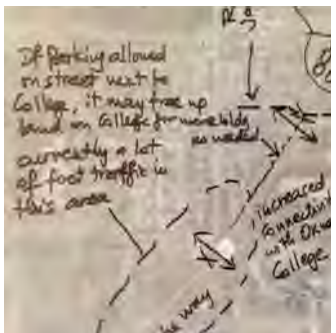
Change the zoning policy to allow for less onsite parking in mixed-use buildings and eliminate the units-per-acre requirement, which currently limits the number of people we need downtown to create a critical mass of shoppers. Make Oxnard Blvd in the downtown area a wonderful urban neighborhood.

Segment 8:

E 5th Street

Current Condition:

- One traffic lane each direction from Oxnard Blvd to Rice
- Except for the first 2 blocks nearest Oxnard Blvd, there are no curbs or sidewalks, with several less-than-notable exceptions
- Railroad spare parts and junk along the north side of 5th Street



Intersection of Oxnard Blvd, Saviors Road, and Wooley Road (Five Points)

Current Condition:

- Long waits at lights
- Poor neighborhood connection

Suggestions:

- Provide a traffic circle if suggested by the OCCTIP consultant
- Public Art

Segment 5:

Oxnard Blvd from 5 points (possible traffic circle) to railroad tracks and water channel)

Current Conditions:

- Mix of newer larger tilt-up industrial and other uses and building types
- Visually not well integrated

Suggestions:

- Line the 4 traffic-lane road with street trees
- Provide a median for left turns - do not plant
- Provide protected bike lane

Comments:

This is a linking section of Oxnard Blvd joining the light industrial, mixed-use and housing mix to the north with the new 4-5 story mixed-use urban corridor to the south.

This segment needs more work and attention beyond the scope of this document.

Segment 6:

Oxnard Blvd from railroad tracks and water channel to Pleasant Valley Road

Current Conditions:

- Freeway from Pleasant Valley Road to Rose Ave



- Light industrial from just east of Date to Rose Ave
- Mixed and messy both north and south of Statham Blvd
- Not a noteworthy southern entry to Oxnard

Suggestions:

- *5-6 story mixed-use housing on the old drive-in property*
- *Provide overlay zone to encourage 5-6 story mixed-use along Oxnard Blvd between the E Channel Islands Blvd overpass and Pleasant Valley Road (see comments below)*
- *Connect Olds Road to Oxnard Blvd*
- *2 traffic lanes each way (4 traffic lanes total)*
- *Line street with trees*
- *Protected bike lane in strip park south of mixed-use commercial area with residential above*
- *OCCTIP consultant is recommending a roundabout at the intersection of E. Channel Islands Blvd and S. Oxnard Blvd. Create a "High Line"-style pedestrian bridge/city park on the flyover bridge that used to be E. Channel Islands Blvd*

Saviers Road - Oxnard's South Main Street Corridor

Create an enhanced Complete Streets corridor event along Saviers Road from Pleasant Valley Road to Channel Islands Blvd. Mark the entrance to this shopping and residential zone at each end with enhanced intersection decorations with perhaps an actual gateway at each end. Concentrate infill multi-story mixed-use on both sides of Saviers Road in specific locations or intersections to assure appropriate density in support of retail and other commercial business.

Each intersection will have bulb-outs (for possible parking and to allow for public transportation) and protected bicycle lanes. Each street will have wide sidewalks and canopy trees. All additional amenities to make this area people-friendly should be considered and employed.

Additional Overall Comments

Provide housing along Oxnard Blvd just north of the Oxnard College/College Park area. This would be a much-needed upgrade to South Oxnard. In addition, this housing will support a growing Oxnard College population. We propose that this new housing strip extend from the E Channel Islands Blvd overpass to where Oxnard Blvd drops down to level from Pleasant Valley Road. Oxnard Blvd would be moved as far to the north as possible. Then the 4-5-6 story mixed-use housing, with creative housing types (for students, creatives, seniors and others), be built with a strip park to the south containing parkways, trees, a protected bike lane and other amenities to serve this new residential area. Lemon Ave and Tree Lane could be connected to Oxnard Blvd in this area. It may be necessary to use Butler Road to gain the added width necessary for this project. Please imagine the ocean views from the upper floors, guaranteeing a mix of population diversity. Change zoning policy to allow for less onsite parking in mixed-use buildings. This would also be the new elegant entry to Oxnard from the south.

Eliminate all semi- and tractor-trailer truck access to the downtown or enhanced Complete Streets areas. Provide a transfer area either on Rice Ave or in the Commercial Ave

area. Only 2- or 3-axle vehicles allowed—no articulating semi-type vehicles allowed downtown or along 5th Street in the downtown area or in one of the enhanced Complete Streets areas. Access to all downtown areas from Wooley Rd only.

The OCPG suggests that the “North Gateway Triangle”, the “Downtown” and the “Saviers Road South Oxnard Corridor” be enhanced Complete Streets areas. By this designation we mean areas where the full complement of Complete Streets enhancements are employed. Of course, we want to see the kind of street design that allows for public transportation and protected bike lanes all the way from Oxnard’s North Gateway Triangle through to Hueneme Road, completing and connecting South Oxnard to US101 in a continuous people-friendly main street.

The OCPG encourages public transportation along our main streets to include both Oxnard Blvd and Saviers Road. The Oxnard Blvd corridor, from the 101 to Pleasant Valley Road, and the Saviers Road corridor, from Wooley to Hueneme Road, are fully public-transportation enabled corridors. All necessary changes to streets to allow for buses to load and off-load passengers should be designed into our main street corridors.

Further Info:

Oxnard City planning staff was invited to all meetings. This document has been provided to the City Council, city planning staff, Omni-Means Engineering Solutions (the consultants), and is available online at OxnardCPG.com

Addenda:

Maps provided by OCCTIP consultant: Overall Map, Segments 1, 2, and 7, Segment 3, Segments 4 and 8, Segments 5 and 6

Community Planning Group members who contributed to this effort are:

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Please visit the Oxnard Community Planning Group at www.OxnardCPG.com



The Oxnard Community Planning Group advocates for visionary practices in planning, design, and development that will lead to a more livable and prosperous city.

We envision a city that grows wisely, preserves farmland and open space, drives smart economic development, welcomes vertical density, cherishes our past, and boldly anticipates our future.



Oxnard Corridor Transportation Improvement Plan

FIGURE NO: 1

Overall Map



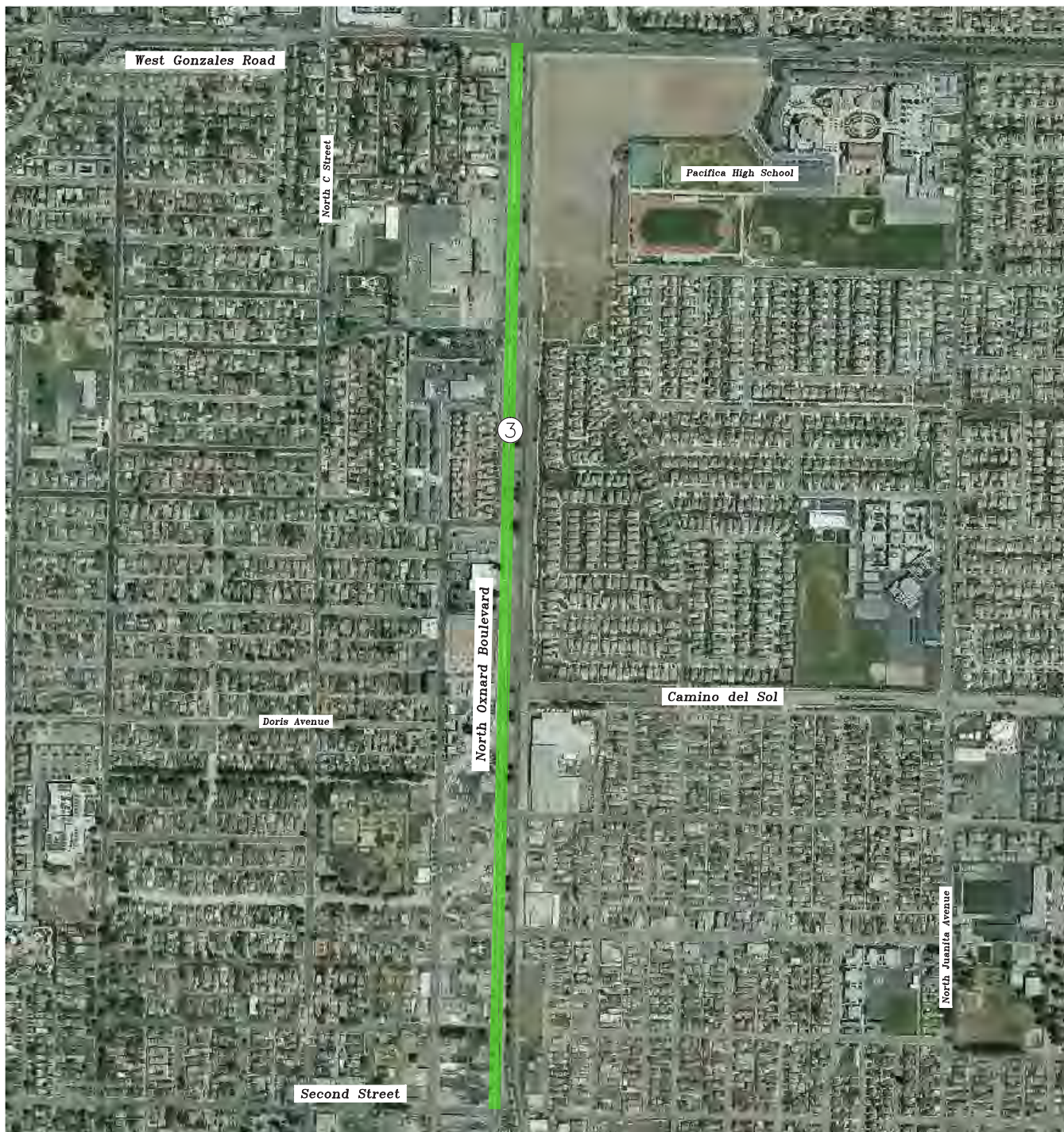


Oxnard Corridor Transportation Improvement Plan

FIGURE NO: 1

Segments 1, 2, and 7





Oxnard Corridor Transportation Improvement Plan

FIGURE NO: 2

Segment 3





Oxnard Corridor Transportation Improvement Plan

FIGURE NO: 3

Segments 4 & 8





Oxnard Corridor Transportation Improvement Plan

FIGURE NO: 4

Segments 5 & 6

