4.7 TRANSPORTATION & CIRCULATION

INTRODUCTION

This section assesses the operation of the existing circulation system and determines the future operating condition of the roadway network with the addition of traffic generated by the proposed RiverPark Specific Plan. Information in this section is obtained from a traffic study prepared in October 2001 by Crain and Associates, titled Traffic Analysis For Oxnard RiverPark Specific Plan Development. *This traffic study report is provided in its entirety as* ***Appendix 4.7*** *of this EIR.*

The traffic study contains an analysis of the potential traffic and circulation impacts associated with the proposed RiverPark Specific Plan. The study was conducted according to the guidelines set forth in the City of Oxnard's Traffic Impact Study Standards. Under the City's technical direction, traffic impacts were assessed for the proposed Specific Plan Project on the study area transportation system. The report documents the results of that study, which analyzed existing and future traffic conditions in accordance with procedures specified by the Ventura County Transportation Commission (VCTC) and Southern California Association of Governments (SCAG) in the Ventura County Congestion Management Plan (CMP). Staff from the Cities of Oxnard and Ventura and the County of Ventura participated in a series of meetings to ensure that this report (and underlying analyses) met all applicable CEQA and CMP requirements. The analysis incorporated a detailed evaluation of traffic conditions at 33 intersections consisting of 25 intersections in Oxnard and immediately surrounding areas and 8 intersections in the City of Ventura. Five segments of the state highway network were also evaluated. These study locations include those roadway facilities most likely to be directly impacted by the traffic generated by the RiverPark project.

The study analyses was performed by evaluating the capacities of the 33 study intersections as compared to: (1) existing traffic; (2) estimated future "Without Project" traffic due to ambient growth and related projects only; (3) estimated future "With Project" traffic due to ambient growth, related projects and RiverPark; (4) estimated future "With Project" traffic with the implementation of project mitigation measures.

ENVIRONMENTAL SETTING

Plans and Policies for Transportation and Circulation

2020 General Plan Circulation Element

The City of Oxnard Circulation Element provides a comprehensive transportation plan concerned with the movement of people, goods, and resources. As such, it is closely linked to the Land Use Element. The provisions of the Circulation Element support the goals, objectives, policies and plan proposals of the Land Use Element, while in turn the Land Use Element is a reflection of a community's existing and planned circulation system.

The circulation system in and around the City of Oxnard includes several different travel modes. The City is adjacent to two airports and contains a third. The main line of the Union Pacific Railroad passes through the downtown and central industrial areas, and Oxnard is also a terminal for commuter rail service to Los Angeles. Further, the Port of Hueneme is adjacent to the City. All of these modes provide transportation services which utilize the existing roadway network. The City's Circulation Element addresses all of these travel modes and seeks to create a system which coordinates their operation.

City Traffic Standards and Agreements

The City standard for the operation of the roadway system is found in the Circulation Element of the *2020 General Plan* and is defined as follows:

- Where environmentally feasible, all intersections in the City of Oxnard should operate at Level of Service "C" (Level of Service classifications are explained later in this section) with the exception of Oxnard Boulevard (State Route 1), which will experience higher levels of congestion until a bypass expressway (Rice Avenue) is constructed.

The City of Oxnard and County of Ventura have entered into a Reciprocal Traffic Mitigation Agreement. Under this agreement, the City reviews all discretionary projects in accordance with this agreement to determine traffic impacts on County roads within the City's Area of Interest. The thresholds identified in the City's traffic analysis guidelines (Oxnard Resolution 10,418) are used to determine whether a traffic analysis is required. The minimum threshold limit represents an increase of 25 or more vehicle trips in the morning or afternoon peak hours.

The City has agreed to compensate the County an amount determined by the County based on a project's pro-rata share of the cost of mitigation to the County roads within the City's Area of Interest. The County determines the project's pro-rata share by comparing a project's projected traffic on County roads to the estimated 2010 traffic volume total as determined by the Ventura County Transportation Commission traffic model. Similarly, projects located within unincorporated County territory but within the City's area of interest are required to pay a pro-rata share of improvements to City roadways subject to the requirements of this agreement.

Capital Improvement Program

The intensities and locations of land uses allowed by the Land Use Element of the 2020 General Plan have been correlated by the City with circulation improvements necessary to serve these uses. A specific set of transportation improvements have been identified to maintain the City circulation standard in light of the General Plan build-out. These improvements are identified in the City of Oxnard Capital Improvement Program (CIP).

The CIP lists needed improvements and identifies funding sources. The CIP forecasts City circulation needs six years in advance, and the projects and funding sources are updated annually. During the review, the City evaluates the latest traffic counts to determine when and what type of improvements are needed and revises the list of projects on the CIP accordingly.

In order to fund needed transportation improvements within the City, a number of funding sources are utilized. These sources include Federal, State, and local programs and the responsibility for distribution of these funds lies with a number of agencies. Revenue sources include a portion of the State gas tax, Transportation Development Act funds, and a Citywide traffic impact fee.

The Citywide traffic impact fee is assessed on all new development located within the City of Oxnard. The fee is based on the total number of daily trips predicted to be created by a project. The funds are placed into an account earmarked for improvements to the arterial roadway system. The funds are then distributed for specific circulation improvements identified in the CIP. The fee is based on the full build-out of all uses allowed by the City's 2020 General Plan and the cost to build all of the roadway improvements needed to fully develop the Circulation Element Master Plan. In this manner, sufficient funding will be provided to fully develop the City's master planned roadway network to accommodate the traffic from all uses allowed by the 2020 General Plan at an acceptable level of service.

County of Ventura Congestion Management Program

Pursuant to state law, the County of Ventura has adopted a Congestion Management Program (CMP). Roadways on the CMP network in the vicinity of the Specific Plan Area include Victoria Avenue, Olivas Park Drive, Gonzales Road, and Ventura Road. Fourteen of the 33 study intersections are identified as CMP intersections. The purpose of the CMP is develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County. In this context, one of its primary objectives is to make certain that each city and the County take into consideration the county-wide transportation impact of local land use decisions by tying planning decisions to funding of needed transportation projects. Improved operation of the transportation system would result in reductions in the amount of air emissions generated by vehicle traffic traveling on this network.[1]

Other Circulation Plans

The Circulation Element of the City of San Buenaventura 2010 Comprehensive Plan includes a Circulation Plan Map. The Circulation Element states that roadway improvements shown on the Circulation Plan Map are generalized, and are not intended to show specific alignments. This Map, adopted in 1989, shows a future extension of Kimball Road across the Santa Clara River into Oxnard. This extension of Kimball Road across the river is also shown on the current County Roadway Network, which reflects roadways shown on city circulation plans. No alignment study for the extension of Kimball Road has been prepared. The extension of Kimball Road is not shown on the City of Oxnard 2020 Circulation Element Map. The City of San Buenaventura is currently updating its Comprehensive Plan and the County is also currently updating the Circulation Element of the County General Plan.

Roadway and Street Network Classification System

The functional classification system used by the City of Oxnard's Circulation Element categorizes each street according to primary function. This system divides all streets and highways into the following categories.

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1 Ventura County Transportation Commission: *Ventura County Congestion Management Program*. December 1995.

Freeways

Freeways represent the major link between Ventura County and the Los Angeles Metropolitan area as well as Santa Barbara County. They provide access to the region and also accommodate some of the longer trips within the County, which relieves portions of the local street network. Such facilities are outside the purview of the City and no City standards apply to these roadways.

Arterials

Arterials supplement the freeway network by providing the principal facilities for traffic movement within the City and County. The function of the arterial is to distribute and collect freeway-bound traffic and to accommodate intra-city trips and other medium-distance movements. Primary arterials provide for a direct thoroughfare within a specified region, as well as trips between cities, many bound for the freeway. The approximate capacity of a primary arterial is 54,000 average daily trips (ADT). A primary arterial requires 120 feet of right-of-way and includes two 44-foot travel ways, a 16-foot median and eight-foot sidewalks. A typical cross-section would include three travel lanes and a bike lane in each direction.

Secondary arterials provide for intra-city trips but are used primarily for access to residential, commercial, and industrial districts. The approximate capacity of a secondary arterial is 34,000 ADT. Secondary arterials require 96-feet of right-of-way. The roadway provides for a 16-foot median, two 32-foot roadways and eight-foot sidewalks. Two travel lanes and a bike lane are provided in each direction. Local arterials primarily provide access within a district or neighborhood. The approximate capacity of a local arterial is 25,000 ADT. A 66-foot right-of-way is provided.

To minimize noise and vibration impacts on sensitive land uses, the City has designated several arterial roadways as truck routes; heavy truck movements are restricted to these roadways. All major roadways in the vicinity of the project site are designated as truck routes. Two key components of the City's truck route system provide arterial access to the Port of Hueneme. The designated "western access" route is Victoria Avenue, while the "eastern access" route is formed by Hueneme Road and Rice Avenue. In the immediate project area, Victoria Avenue is the officially designated truck route.

Surrounding Roadway Network

Figure 4.7-1 illustrates the existing regional and local circulation network. As shown, regional access to the City and the project site is provided by the Ventura Freeway (U.S. Highway 101) and Pacific Coast Highway (State Route 1).

Ventura Freeway (U.S. Route 101)

The Ventura Freeway extends from the Los Angeles area through Ventura County and north to Santa Barbara County where the Ventura Freeway continues to the north as the 101 Freeway. The Ventura Freeway currently provides two to three lanes in the northbound direction and three to four lanes in the southbound direction from the Santa Clara River Bridge to Vineyard Avenue. At the Route 1 interchange, the Ventura Freeway provides a two-lane ramp interchange in the southbound direction to southbound Route 1 (Oxnard Boulevard). Also provided is a one-lane flyover that connects the northbound Route 1 to the northbound Ventura Freeway.

Oxnard Boulevard (Route 1)

Route 1 is a discontinuous state highway. At the interchange with the Ventura Freeway, Route 1 extends southerly as Oxnard Boulevard from the Ventura Freeway to south of Wooley Road, then extends in a southeast direction to Rose Avenue where it is constructed to freeway standards. Route 1 provides two lanes in each direction south of the Ventura Freeway.

The City of Oxnard is conveniently linked with the City of Ventura, the Conejo Valley and the City of Los Angeles via the Ventura Freeway and with the Malibu Coastline via the Pacific Coast Highway. With regard to the project site, direct ramp access for the Ventura Freeway is provided by the Vineyard Avenue and Ventura Road interchanges. The major arterial and collector streets within the project study area are described below.

Vineyard Avenue

Vineyard Avenue, designated as Route 232, extends northeasterly from Oxnard Boulevard to Los Angeles Avenue (Route 118). Route 232 provides full interchange with the Ventura Freeway. Vineyard Avenue also extends west of Oxnard Boulevard as an arterial for approximately two miles where it bends in a southerly direction and becomes Patterson Road.

Figure 4.7-1

Existing Circulation System

Ventura Road

Ventura Road is designated a four-lane city street in the vicinity of the project site. This roadway extends in a north-south direction from the project site east of the Ventura Freeway to Port Hueneme Road.

Wagon Wheel Road

Wagon Wheel Road is a two-lane "loop" roadway adjacent to the Esplanade commercial area. It also extends northerly to the west of and parallel to Oxnard Boulevard where it terminates at Ventura Road. The Ventura Freeway southbound off-ramp is also connected to Wagon Wheel Road.

Town Center Drive

Town Center Drive is a short roadway located east of the Ventura Freeway. It currently provides Ventura Freeway northbound on and off-ramp access. However, these ramps will be removed as part of the reconstruction of the interchange at Ventura Freeway / Oxnard Boulevard.

Esplanade Drive

Esplanade Drive is a short two-lane roadway that extends from Wagon Wheel Road to Vineyard Avenue. It also extends east of Vineyard Avenue for approximately 1,000 feet.

Central Avenue

Central Avenue is designated a two-lane rural highway. This roadway extends from Vineyard Avenue to SR-101.

Los Angeles Avenue

Los Angeles Avenue is designated a rural two-lane highway between Saticoy and Moorpark. This roadway is located northeast of the project site and generally extends easterly.

Ventura Boulevard

Ventura Boulevard is a short frontage road that extends east of Ventura Freeway. It extends southeasterly from Vineyard Avenue for approximately one mile.

Gonzales Road

Gonzales Road is designated a rural two-lane highway between Victoria Avenue and Patterson Road. From Patterson Road to Rice Avenue, this facility is a four-lane city street.

Stroube Street

Stroube Street is a two-lane roadway located to the east of the project site. It extends southeasterly from Detroit Drive to Rose Avenue.

El Rio Drive

El Rio Drive extends parallel and to the east of Ventura Freeway. This roadway extends southeasterly from Town Center Drive for approximately 0.8 miles and bends northerly where it becomes Colonia Avenue. El Rio Drive will be removed as a part of the proposed project.

Johnson Drive

Johnson Drive is an arterial that extends in a north-south direction in Ventura. Johnson Drive provides access to the Ventura Freeway southbound on and off ramps located immediately to the north of the Santa Clara River Bridge. This roadway extends north from the Ventura Freeway ramps for approximately two miles where it terminates south of SR-126. The Johnson Drive interchange is being reconstructed and the freeway ramps aligned as a full interchange as part of a separate interchange reconstruction project.

North Bank Drive

North Bank Drive is a short roadway located north of the Santa Clara River Bridge and east of the Ventura Freeway. This roadway provides access from Johnson Drive to the Ventura Freeway northbound ramps.

Victoria Avenue

Victoria Avenue generally extends in a north-south direction. Victoria Avenue is a four-lane roadway between Valentine Road and Olivas Park Drive, provides five lanes between Ventura Freeway and Valentine Road and is a six-lane roadway between Webster Street and Ventura Freeway.

Telephone Road

Telephone Road is a six-lane roadway near Victoria Avenue. This roadway generally extends from south of Olivas Park Drive and pass Wells Road where it becomes a local street.

Ralston Street

Ralston Street is a two-lane roadway that extends in an east-west direction and to the north of the Ventura Freeway. This roadway extends from Portola Road to approximately 500 feet to the east of Ramelli Avenue.

Valentine Road

Valentine Road is a local roadway that extends parallel to the Ventura Freeway on its south side. This roadway provides southbound on and off-ramp access to the Ventura Freeway near Victoria Avenue.

Existing Roadway Levels of Service

Based on recent (2000) traffic counts, morning and afternoon peak-hour traffic volumes at the 33 study intersections are shown in **Figures 4.7-2** and **4.7-3**.

The Intersection Capacity Utilization (ICU) methodology used for the is based on procedures outlined in the County's Congestion Management Program. In the discussion of the ICU method for signalized intersections, procedures have been developed for grading the operational quality of an intersection in terms of the "Level of Service" (LOS) which describes different traffic flow characteristics. LOS A to C operate quite well. (The City of Oxnard has adopted LOS C as their standard.) LOS D typically is the level for which a metropolitan area street system is designed. LOS E represents volumes at or near the capacity of the street which might result in stoppage of momentary duration and fairly unstable

flow. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes: the highest combination of conflicting movements which must be accommodated at that intersection.

"Capacity" represents the maximum volume of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection in one hour, under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of LOS E or 1,600 vehicles per hour per lane. The ICU values used in this study were calculated by dividing the critical movement volumes in the ICU calculations by this capacity value. The Level of Service values are defined as a range of ICU values and are shown in **Table 4.7-1**.

Table 4.7-1
Level of Service as a Function of V/C Values

Level of Service	Description of Operating Characteristics	Range of V/C Values
A	Uncongested operations; all vehicles clear in a single cycle.	< 0.60
B	Same as above.	>0.60 < 0.70
C	Light congestion; occasional backups on critical approaches.	>0.70 < 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	>0.80 < 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	>0.90 < 1.00
F	Forced flow with stoppages of long duration.	> 1.00

Table 4.7-2, below, shows a summary of the existing traffic conditions at the 33 study intersections. As shown in this table, all existing study intersections in the project area are operating at Level of Service C or better. Similarly, the study intersections in the City of Ventura are also currently operating at LOS C or better.

Figure 4.7-2

Existing (2000) Traffic Volumes, AM Peak Hour

Figure 4.7-3

Existing (2000) Traffic Volumes, PM Peak Hour

Table 4.7-2(a)
Intersection Volume/Capacity Summary - Existing (2000) Conditions, Project Area Intersections

		AM Peak Hour		PM Peak Hour	
No.	**Intersection**	**V/C**	**LOS**	**V/C**	**LOS**
1	Los Angeles Avenue and Vineyard Avenue	0.781	C	0.691	B
2	Central Avenue and Vineyard Avenue	0.647	B	0.491	A
3	North Park Drive and Oxnard Boulevard	--	--	--	--
4	Simon Way / North Park Drive and Vineyard Avenue	--	--	--	--
5	Oxnard Boulevard and South Park Drive	--	--	--	--
6	Oxnard Boulevard and Santa Clara River Boulevard	--	--	--	--
7	South Park Drive / Myrtle St. and Santa Clara River Blvd.	--	--	--	--
8	Vineyard Avenue and Santa Clara River Boulevard	--	--	--	--
9	Vineyard Avenue and Stroube Street	0.512	A	0.432	A
10	Ventura Road and Town Center Drive	0.122	A	0.191	A
11	Oxnard Boulevard and Town Center Drive	--	--	--	--
12	Vineyard Avenue and Ventura Boulevard	0.599	A	0.624	B
13	Oxnard Boulevard and US 101 Northbound Ramps	--	--	--	--
14	Oxnard Boulevard and US 101 Southbound Ramps	--	--	--	--
15	Vineyard Avenue and US 101 Northbound Ramps	0.468	A	0.672	B
16	Vineyard Avenue and US 101 Southbound Ramps	0.607	B	0.596	A
17	Ventura Road and Wagon Wheel Road	0.692	B	0.597	A
18	Wagon Wheel Road and US 101 Southbound Off-ramp	0.100	A	0.151	A
19	Wagon Wheel Road and US 101 Southbound On-ramp	--	--	--	--
20	Oxnard Boulevard and Esplanade Drive	0.379	A	0.499	A
21	Vineyard Avenue and Esplanade Drive	0.526	A	0.611	B
22	Vineyard Avenue and Ventura Road	0.496	A	0.591	A
23	Vineyard Avenue and Oxnard Boulevard	0.393	A	0.754	C
24	Gonzales Road and Ventura Road	0.736	C	0.687	B
25	Gonzales Road and Oxnard Boulevard	0.554	A	0.715	C

-- Intersection does not currently exist.

Table 4.7-2(b)
Intersection Volume/Capacity Summary - Existing (2000) Conditions, City of Ventura Intersections

		AM Peak Hour		PM Peak Hour	
No.	**Intersection**	**V/C**	**LOS**	**V/C**	**LOS**
26	Victoria Avenue and Telephone Road	0.524	A	0.593	A
27	Victoria Avenue and Ralston Street	0.591	A	0.767	C
28	Victoria Avenue and U.S.-101 Northbound Ramps	0.507	A	0.541	A
39	U.S.-101 Southbound Ramps and Valentine Road	0.410	A	0.158	A
30	Victoria Avenue and Valentine Road	0.587	A	0.345	A
31	Ralston Street and Johnson Drive	0.441	A	0.432	A
32	Johnson Drive and Bristol Road	0.699	B	0.760	C
33	Johnson Drive and North Bank Drive	0.622	B	0.748	C

Analysis of Existing Freeway Conditions

An examination of the freeway conditions was made along the Ventura Freeway and Route 1. These five study segments are listed below:

1. Ventura Freeway (US 101) at the Santa Clara River Bridge;
2. Ventura Freeway (US 101) between Route 1 and Vineyard Avenue;
3. Ventura Freeway (US 101) between Vineyard Avenue and Rose Avenue;
4. Route 1 (Oxnard Boulevard) between Vineyard Avenue and US 101; and
5. Ventura Freeway (US 101) south of Central Avenue.

Current traffic volumes were used to determine existing traffic flow conditions on these freeway segments. Traffic counts were obtained from the most recent Caltrans publication, *1998 Traffic Volumes on California State Highways*. All 1998 traffic volumes were growth factored one percent per year to establish current 2000 traffic volumes, per CMP traffic forecasting procedures.

Existing freeway geometrics (e.g., number of mainline travel lanes) for each of the segments analyzed were determined from CMP data, City plans, and field surveys. Segment peak hour traffic capacities were computed for each direction using established Highway Capacity Manual (HCM) methodology. As detailed in procedures discussed in the HCM Chapter 3, each mainline travel lane was assumed to have a capacity of 2,000 vehicles per hour (VPH). The total directional capacities were then computed, and used in conjunction with the previously determined peak hour directional freeway segment volumes to calculate the existing year 2000 freeway levels of service. The Level of Service values used for freeway segment analyses are estimated by calculating the demand-to-capacity (D/C) ratio and using the LOS definitions shown in **Table 4.7-3**.

Table 4.7-3
Freeway Mainline Level of Service Definitions*

D/C Ratio	LOS
0.000 - 0.304	A
>0.304 - 0.487	B
>0.487 - 0.715	C
>0.715 - 0.876	D
>0.876 - 1.000	E
>1.000	F

** 70 MPH design speed. Source: Transportation Research Board, 1994.*

The existing level of services for the freeway study segments were determined based on the definitions summarized in **Table 4.7-3**. As shown in **Table 4.7-4**, existing traffic conditions range from level of

services A to E at most segments studied with the exception of the Ventura Freeway west of Ventura Road (the Santa Clara River Bridge) which is at LOS F in the northbound direction during the AM and PM peak hours and the Ventura Freeway south of Central Avenue, which is operating at LOS F in the northbound direction during the PM peak hour.

Table 4.7-4
Existing (2000) Freeway Volumes and Level of Service

Freeway Segment	Dir.	Peak Hour	Freeway Capacity	Daily Volume	Peak Hour Volume	D/C Ratio	LOS
US 101 at the	N/B	AM	6,000	158,100	6,990	1.165	F(0)
Santa Clara River Bridge		PM	6,000		7,110	1.185	F(0)
	S/B	AM	8,000		5,530	0.691	C
		PM	8,000		6,270	0.784	D
US 101 between Route 1	N/B	AM	6,000	122,400	5,410	0.902	D
and Vineyard Avenue		PM	6,000		5,510	0.918	D
	S/B	AM	6,000		4,280	0.713	C
		PM	6,000		4,850	0.808	D
US 101 between	N/B	AM	6,000	132,600	5,860	0.977	E
Vineyard Avenue		PM	6,000		5,970	0.995	E
and Rose Avenue	S/B	AM	6,000		4,640	0.773	D
		PM	6,000		5,260	0.877	D
Oxnard Blvd. (Route 1)	N/B	AM	4,000	26,500	1,010	0.253	A
between Vineyard Avenue		PM	4,000		1,060	0.265	A
and US 101	S/B	AM	4,000		910	0.228	A
		PM	4,000		1,200	0.300	A
US 101 south of	N/B	AM	6,000	140,000	5,960	0.993	E
Central Avenue		PM	6,000		6,170	1.028	F(0)
	S/B	AM	6,000		4,720	0.787	D
		PM	6,000		5,430	0.905	D

Public Transportation

While travel by private automobiles is the predominant mode of transportation in the City, alternative modes, including pedestrian, bicycle, rail and transit are becoming more important as increasing traffic volumes result in congestion at major intersections, travel delays along major routes and adverse effects on local and regional air quality. All major roadways presently contain, or are planned to contain, bicycle paths in the 2020 General Plan.

The Southern Coast Area Transit (SCAT), with its extensive network of bus routes throughout Ventura County, is the primary service provider in the City of Oxnard and has several routes that serve the project area. In addition, Metrolink, the commuter rail service operated by the Southern California Regional Rail Authority (SCRRA), has a line which serves the Oxnard Metrolink Station. This station is located south of the project site on East Fourth Street and Meta Street. SCAT Lines 6 A/B and 15 provide service from the Oxnard Metrolink Station to the project site, as well as providing service

from other portions of Oxnard and El Rio, as described below. In addition, Metrolink, the commuter train that connects Ventura with Los Angeles and other areas in Southern California, has a lay-over facility in Montalvo to serve the west county. At present, there are two Metrolink runs daily with additional runs funded and anticipated to begin in the future. Moreover, Union Pacific runs 12 trains a day through Ventura, providing freight service out of Los Angeles.

SCAT 6A/B – Line 6A/B provide services between the Oxnard Transportation Center and City of Ventura, via Ventura College. Service in the project vicinity is along Esplanade Drive with a stop at the Esplanade Center. Weekday service for both Line 6A and 6B operate at approximately 40 minute headways between 5:00 AM and 9:30 PM. Weekend and holiday service is also provided via buses that operate at one hour headways.

SCAT 15 – Line 15 provides service between the Oxnard Transportation Center and El Rio. Service for Line 15 includes Vineyard Avenue and Simon Way, located within walking distance from the project site. Weekday service is provided from approximately 6:00 AM to 7:00 PM, with headways ranging from approximately 40 minutes during peak commute times to one hour during off-peak times. Weekend and holiday service is also provided from approximately 7:00 AM to 7:00 PM, with headways ranging from 50 minutes to one hour.

Discussion with SCAT staff indicate that one or more lines may be re-routed to directly serve the project.

The above bus lines provide opportunities to connect with the Metrolink commuter rail system. These services also provide key linkages to Downtown Los Angeles' Union Station, the regional bus and rail transit hub. Furthermore, the rail stations directly served are within walking distance of the bus routes described above and tend to be mini-transit hubs that provide transfers to other local bus routes. When transfer opportunities are considered, many areas within the Southern California region are linked via public transit to the project vicinity. Thus, some of the vehicle trips generated by the project, especially by employees, could be reduced by the utilization of public transportation. However, for purposes of determining project impacts (as discussed in a later section), a "more-than-typical case" assumption was made that nearly all trips would be auto-oriented.

IMPACT ANALYSIS

Methodology

As described in **Section 3.0, Project Description**, The applicant's current objective is to complete the construction of the Phase One site improvements by the third quarter of 2002 with the first occupancy of residences or commercial buildings in 2003. The Phase Two site improvements would be built when

there is market demand for the property served by these improvements. It is anticipated that the community would take between 12 and 15 years to be fully built, depending on economic conditions. For purposes of analysis in this EIR, it is assumed that the Specific Plan Area would be fully developed by the year 2020. Accordingly, the traffic analysis examines future year 2020 traffic conditions, assuming full development of the uses that would be allowed by the proposed Specific Plan.

Future year 2020 traffic conditions in the City of Oxnard and surrounding areas were analyzed using the City's Oxnard Transportation Model (OTM), which is based on the Ventura County Transportation Commission (VCTC) model. The VCTC model was prepared using Southern California Association of Governments (SCAG) land use data and is updated regularly as new land use projections are made available. Existing and future freeway traffic volumes projected by the VCTC model for freeway segments were used, as the VCTC is the most accepted model for transportation planning in Ventura County. Future freeway traffic volumes were determined by adding the growth between the VCTC's future model volumes and the existing model volumes to the existing traffic volumes. As the VCTC model does not provide information on intersection turning movements, the OTM was modified to provide this information. In addition to fully reflecting projected regional growth, the OTM reflects full development of all the uses allowed by the City's 2020 General Plan.

The OTM also includes those transportation improvements considered reasonably assured to be in place by 2020. These improvements include those in the State Route 101 Improvement and Santa Clara River Bridge Replacement Project. This project will include the replacement of the existing bridges across the Santa Clara River and the widening of the freeway from three to six lanes in each direction from Vineyard Avenue in Oxnard to the Montalvo Spur Overhead, located just north of Johnson Drive in Ventura. The existing 7-lane bridges will be replaced with a single 12 lane bridge. Minor reconfiguration of the existing freeway ramps at Johnson Drive in Ventura is also planned.

In Oxnard, this project will include the reconstruction of the existing Oxnard Boulevard Interchange and the Ventura Road undercrossing of the freeway, which will be widened from two to five lanes. The new Oxnard Boulevard Interchange will be a tight diamond interchange design providing access from Oxnard Boulevard to the proposed RiverPark Specific Plan Area and existing commercial areas to the south of the freeway. The existing northbound Route 1 (Oxnard Boulevard) connector to the northbound Ventura Freeway will be removed to eliminate this non-standard "flyover" and left-side merge section. Oxnard Boulevard will be reconstructed to extend across the Ventura Freeway. In addition, the Oxnard Boulevard interchange to the Ventura Freeway will provide northbound and southbound on/off-ramp access. Oxnard Boulevard will provide four lanes in each direction at the Ventura Freeway ramps. The northbound off-ramp is proposed to include an auxiliary (exit-only) lane flaring into separate right and left-turn lanes at Oxnard Boulevard. The northbound on-ramp will consist of three lanes at Oxnard Boulevard, tapering to two lanes prior to joining the Ventura Freeway mainline at the Santa Clara

River Bridge. The southbound off-ramp will include one auxiliary lane and one diverge lane, flaring to two left-turn and one free right-turn lane at Oxnard Boulevard. The southbound on-ramp will merge from two lanes at Oxnard Boulevard to a single auxiliary lane on the freeway mainline where it will extend to the Vineyard Avenue off-ramp.

The current Caltrans schedule calls for construction of these improvements to begin in early 2002 with completion in mid-2006. Completion of the four northbound lanes of the Ventura Freeway, including the new replacement bridge over the Santa Clara River, is scheduled for completion in the second quarter of 2003 with the new Oxnard Boulevard Interchange with the freeway schedule for completion in the third quarter of 2003. As discussed above, the first occupancy of residences or commercial buildings in the Specific Plan Area would be in 2003.

Other physical improvements planned in the area and included in the City's Circulation Master Plan were also assumed in the model. These improvements will be funded by the City's Traffic Impact Fee and constructed through the City's CIP. Major improvements to the roadway network planned include improvements to the Route 1/Pleasant Valley interchange, Rice Avenue/Route 101 interchange, Del Norte Boulevard/Route 101 interchange and Rice Avenue redesignation as Route 1, and development to expressway standards from Fifth Street to Route 101.

In addition, a "hook" ramp along Wagon Wheel Road is planned. This ramp will provide direct access from Wagon Wheel Road to the southbound Ventura Freeway. The construction of this ramp will alleviate traffic that crosses to the east of the Ventura Freeway to access the southbound on-ramp from Oxnard Boulevard. In addition, a connection between southbound Oxnard Boulevard and this hook-ramp will be provided. Upon completion of the hook-ramp and connector, left-turns from southbound Oxnard Boulevard to the southbound Ventura Freeway diamond on-ramp will be prohibited. This connector will also allow access from Wagon Wheel Road to northbound Oxnard Boulevard. As part of the current freeway improvement project, the Oxnard Boulevard overcrossing will be constructed with sufficient length to accommodate the later installation of the hook.

The projected 2020 traffic volumes from the model reflect the expected future traffic conditions without the RiverPark Project. These 2020 traffic volumes were used as the "baseline" for purposes of evaluating and identifying the impacts of the proposed project. These forecasted volumes fully reflect all projected regional and local growth and, and for this reason, provide a basis for assessing the full cumulative impact of projected growth. Additional traffic model forecasts were prepared by adding the RiverPark Specific Plan to the model to determine the incremental project traffic impacts on the 2020 roadway network. This analysis methodology ensures a comprehensive evaluation of project and cumulative traffic impacts on the local roadway network and allows for identification of improvements to the planned roadway network required to mitigate these impacts.

Thresholds of Significance

As discussed above, the City of Oxnard and the County of Ventura have entered into a Reciprocal Traffic Mitigation Agreement. Under this agreement, the City reviews proposed projects to determine traffic impacts on County roads within the City's Area of Interest. The City has agreed to compensate the County an amount determined by the County based on a project's pro-rata share of the cost of mitigation to the County roads within the City's Area of Interest. The County determines the project's pro-rata share by comparing a project's projected traffic on County roads to the estimated 2010 traffic volume total as determined by the Ventura County Transportation Commission traffic model. Similarly, projects located within unincorporated County territory but within the City's area of interest are required to pay a pro-rata share of improvements to City roadways subject to the requirements of this agreement. This agreement ensures that all improvements needed to mitigate the impacts of proposed projects on the County's roadway network are funded.

Consistent with this agreement, the City of Oxnard considers the traffic impact of a project on intersections in the City of Oxnard or the County of Ventura to be significant if:

- The project adds 75 or more trips per hour that result in a level of service of D, E or F.

At these locations, improvements are identified to restore conditions to LOS C or better consistent with City and County policies. These improvements are funded and implemented through the existing City and County fee and improvement programs.

For intersections in other jurisdictions, the City of Oxnard considers the traffic impact of a project to be significant if:

- Project traffic would cause the V/C ratio at any intersection to increase by 0.020 or more with a resulting LOS of E or F.

The City requires that improvements be implemented by a project to mitigate any impacts by restoring operating conditions to pre-project conditions at intersections outside of the jurisdiction and control of the City of Oxnard and County of Ventura.

Project Roadway Improvements

The RiverPark Project will include development of an extensive roadway network within the Specific Plan Area as shown in **Figure 4.7-4**. These improvements were added to the OTM and are reflected in the traffic analysis. These roadway improvements are listed below:

- Oxnard Boulevard -- This roadway will be extended north of the Ventura Freeway. This roadway will be constructed as a six lane arterial between the Ventura Freeway and Town Center Drive, a four lane arterial between Town Center Drive and Santa Clara River Boulevard, a four lane collector street between Santa Clara River Boulevard and the traffic circle located north of North Park Drive, and a two-lane collector street north of the traffic circle.
- Town Center Drive -- This roadway will be improved as a four-lane arterial between Ventura Road and Oxnard Boulevard.
- Ventura Road -- This roadway will be extended northerly to Santa Clara River Boulevard.
- Santa Clara River Boulevard -- This roadway will be constructed as a four lane arterial from Ventura Road to Vineyard Avenue where if aligns with Simon Way. Traffic circles are planned at the intersections of Ventura Road, Oxnard Boulevard, and RiverPark Avenue. These traffic circles will have a minimum outside diameter of 180 feet.
- South Park Drive / Myrtle Street -- This roadway will serve primarily as a four lane collector street in the Specific Plan Area. It will generally extend in the northwest direction from Vineyard Avenue just north of the Ventura Freeway to Santa Clara River Boulevard. The name will change to South Park Drive at Santa Clara River Boulevard where it will bend and extend westerly to Oxnard Boulevard. In addition, a short segment of South Park Drive will be constructed as a two-lane collector street west of Oxnard Boulevard.
- North Park Drive -- This roadway will be constructed as a four lane collector street between Oxnard Boulevard and Vineyard Avenue, and a two-lane collector street west of Oxnard Boulevard.

Project Trip Generation

The trip generation rates and equations used were selected in accordance with City of Oxnard procedures, and were approved by City staff. The rates selected were those most appropriate for the proposed land uses. The daily, AM and PM peak hour trip rates used for determining the project's trip generation are contained in **Table 4.7-5**.

Table 4.7-5
City of Oxnard Vehicle Trip Generation Rates

Land Use Type	Units	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	ADT
1 Single-Family Residential	DU	210	0.20	0.56	0.66	0.36	9.55
2 Multi-Family Residential	DU	210 & 220	0.20	0.46	0.53	0.33	8.01
7 Neighborhood Commercial	TSF	820	1.28	.61	3.68	3.82	81.16
9 Regional Commercial	TSF	820	0.46	0.20	1.50	1.56	32.83
16 Hotel / Motel	Rooms	310 & 320	0.32	0.37	0.43	0.33	9.45
19 Office (100 TSF+)	TSF	710	1.69	0.21	0.32	1.55	14.03
26 Elementary / Middle School	Student	520	0.17	0.11	0.14	0.11	1.09
33 Park	Acre	411	0.00	0.00	0.00	0.00	2.23
-- Ballpark*	Seat	--	0.00	0.00	0.04	0.01	0.83

* *Rate is based on studies in* Ventura Baseball Stadium Project Traffic Circulation and Parking Study, *Associated Transportation Engineers, June 1996.*

Figure 4.7-4
Specific Plan Roadway Network

In Planning Districts D, F, G, J and K of the proposed Specific Plan, specially permitted land uses are allowed in certain locations. Wherever the Specific Plan would allow a permitted or specially permitted land use, the traffic analysis assumed the use with higher peak-hour ensure a "worst-case" traffic analysis. For example, within Planning District D the proposed Specific Plan would allow the development of a 5,000 seat ballpark facility with approval of a Special Use Permit. If this facility is built then the total amount of commercial uses allowed in this Planning District is reduced by 80,000 square feet. This development scenario would result in an overall decrease in the total AM and PM peak hour trips from the analyzed scenario. Therefore, the total amount of commercial uses allowed in this Planning District without the ballpark was assumed in the traffic analysis.

Project traffic, based on the City's trip rates, is shown in **Table 4.7-6**. As this table shows, the project is expected to generate approximately 94,174 net daily trips, including 5,807 trips in the morning peak hour and 9,859 trips in the afternoon peak hour. It should be noted that due to the mix of uses allowed by the proposed Specific Plan a substantial amount of the trips generated by the individual uses will remain within the Specific Plan Area. For example, trips between the proposed residential and commercial uses have two ends and are counted twice in the following table, but will remain within the Specific Plan Area.

Table 4.7-6
RiverPark Project Trip Generation

		AM Peak Hour		PM Peak Hour		
Land Use Type	**Units**	**In**	**Out**	**In**	**Out**	**ADT**
Single-Family Residential	1,416 DU	283	793	935	510	13,523
Multi-Family Residential	1,324 DU	265	609	702	437	10,605
Neighborhood Commercial	40 ksf	51	24	147	153	3,246
Regional Commercial	1,345 ksf	619	269	2,018	2,098	44,156
Hotel / Motel	600 Room	192	222	258	198	5,670
Office (100 TSF+)	1,030 ksf	1,741	216	330	1,597	14,451
Elementary / Middle School	1,600 Students	272	176	224	176	1,744
Park / Open Space	257 Ac.	0	0	0	0	213
TOTAL		3,488	2,319	4,631	5,228	94,174

Trip Distribution and Traffic Assignment

Both the project-generated traffic and the non-project traffic were distributed and assigned by the City's Oxnard Traffic Model. To determine the directional distribution for the Project's traffic, a cordon was drawn around the Specific Plan Area and the Project's daily vehicle trips that crossed the cordon were counted. **Table 4.7-7** shows the number of daily trips that will leave the Specific Plan Area and

summarizes the directional distribution of this project traffic. As shown, approximately 78,840 of the 94,175 daily project trips will leave the Specific Plan Area. Approximately 15,335 daily trips, 16 percent of the total daily trips generated by the project, will remain within the Specific Plan Area.

Table 4.7-7
Directional Distribution of Project Traffic - Average Daily Traffic, Study Year: 2020

Direction	ADT Vehicle Trips	Percent of Total Traffic
North on surface streets	6,873	8.6%
South on surface streets	27,985	35.5%
East on surface streets	3,032	3.8%
West on surface streets	0	0.0%
East on Freeway (US 101)	18,087	23.0%
West on Freeway (US 101)	22,955	29.1%
Total	78,842	100.0%

Future Traffic Conditions

Future (2020) Traffic Conditions with Build-out of the Specific Plan

Future 2020 traffic volumes with the addition of the RiverPark Project were evaluated by adding project traffic generation to the "Without Project" scenarios. The traffic growth as a result of the project is used to determine the potential project traffic impact in the surrounding area. The future year "With Project" traffic volumes were determined by adding the incremental growth determined from a comparison of the "With Project" and "Without Project" scenarios to the "Without Project" traffic volumes in the study area. Future intersection traffic volumes for the "Without Project" and "With RiverPark Project" scenarios are shown on **Figures 4.7-5, 4.7-6**, **4.7-7**, and **4.7-8**, respectively. Summaries of the ICU and LOS "Without Project" and "With Project" conditions at the 33 study intersections for the future year 2020 are shown in **Table 4.7-8**. As shown in **Table 4.7-8**, the RiverPark Project will have significant operational and cumulative impacts at seven study intersections in the City of Oxnard or under the jurisdiction of the County of Ventura and one study intersection in the City of Ventura.

Figure 4.7-5

Future (2020) Traffic Volumes, Without Project, AM Peak Hour

Figure 4.7-6

Future (2020) Traffic Volumes, Without Project, PM Peak Hour

Figure 4.7-7

Future (2020) Traffic Volumes, With RiverPark Project, AM Peak Hour

Figure 4.7-8

Future (2020) Traffic Volumes, With RiverPark Project, PM Peak Hour

Table 4.7-8(a)
Intersection Volume/Capacity Summary
Future (2020) Peak Hour Traffic Conditions, Project Area Intersections

No.	Intersection	Peak Hour	Without Project V/C	Without Project LOS	With Project V/C	With Project LOS
1	Los Angeles Avenue and Vineyard Avenue	AM	0.850	D	0.906	E*
		PM	0.778	C	0.863	D*
2	Central Avenue and Vineyard Avenue	AM	0.659	B	0.750	C
		PM	0.694	B	0.788	C
3	North Park Drive and Oxnard Boulevard	AM	N/A	N/A	0.188	A
		PM	N/A	N/A	0.231	A
4	Simon Way/North Park Drive and Vineyard Avenue	AM	N/A	N/A	0.473	A
		PM	N/A	N/A	0.541	A
5	Oxnard Boulevard and South Park Drive	AM	N/A	N/A	0.253	A
		PM	N/A	N/A	0.281	A
6	Oxnard Boulevard and Santa Clara River Boulevard	AM	N/A	N/A	0.213	A
		PM	N/A	N/A	0.428	A
7	South Park Drive/Myrtle St. and Santa Clara River Blvd.	AM	N/A	N/A	0.206	A
		PM	N/A	N/A	0.367	A
8	Vineyard Avenue and Santa Clara River Boulevard	AM	N/A	N/A	0.366	A
		PM	N/A	N/A	0.499	A
9	Vineyard Avenue and Stroube Street	AM	0.387	A	0.354	A
		PM	0.387	A	0.374	A
10	Ventura Road and Town Center Drive	AM	0.124	A	0.154	A
		PM	0.063	A	0.341	A
11	Oxnard Boulevard and Town Center Drive	AM	0.422	A	0.480	A
		PM	0.339	A	0.694	C
12	Vineyard Avenue and Ventura Boulevard	AM	0.404	A	0.468	A
		PM	0.546	A	0.762	C
13	Oxnard Boulevard and US 101 Northbound Ramps	AM	0.494	A	0.497	A
		PM	0.602	B	0.588	A
14	Oxnard Boulevard and US 101 Southbound Ramps	AM	0.188	A	0.412	A
		PM	0.253	A	0.635	B
15	Vineyard Avenue and US 101 Northbound Ramps	AM	0.439	A	0.452	A
		PM	0.517	B	0.566	A
16	Vineyard Avenue and US 101 Southbound Ramps	AM	0.456	A	0.471	A
		PM	0.533	A	0.549	A
17	Ventura Road and Wagon Wheel Road	AM	0.343	A	0.442	A
		PM	0.621	B	0.673	B
18	Wagon Wheel Road and US 101 Southbound Off-Ramp	AM	0.384	A	0.378	A
		PM	0.806	D	0.744	C
19	Wagon Wheel Road and US 101 Southbound On-Ramp	AM	0.424	A	0.452	A
		PM	0.559	A	0.743	C
20	Oxnard Boulevard and Esplanade Drive	AM	0.561	A	0.648	B
		PM	0.808	D	.932	E*
21	Vineyard Avenue and Esplanade Drive	AM	0.617	B	0.654	B
		PM	0.887	D	0.944	E*
22	Vineyard Avenue and Ventura Road	AM	0.687	B	0.648	B
		PM	0.826	D	0.866	D*
23	Vineyard Avenue and Oxnard Boulevard	AM	0.798	C	0.899	D*
		PM	0.893	D	0.940	E*
24	Gonzales Road and Ventura Road	AM	0.731	C	0.783	C
		PM	0.829	D	0.891	D*
25	Gonzales Road and Oxnard Boulevard	AM	0.690	B	0.674	B
		PM	0.874	D	0.946	E*

N/A Intersections do not exist in the "Without Project" Scenario.
** Denotes a significant impact prior to mitigation.*

Table 4.7-8(b)
Intersection Volume/Capacity Summary
Future (2020) Peak Hour Traffic Conditions, City of Ventura Intersections

			Without Project		With Project		
No.	**Intersection**	**Hour**	**V/C**	**LOS**	**V/C**	**LOS**	**Impact**
26	Victoria Avenue and Telephone Road	AM	0.552	A	0.568	A	0.016
		PM	0.625	B	0.672	B	0.047
27	Victoria Avenue and Ralston Street	AM	0.621	B	0.641	B	0.020
		PM	0.807	D	0.858	D	0.051
28	Victoria Avenue and US 101 Northbound Ramps	AM	0.568	A	0.615	B	0.047
		PM	0.607	B	0.697	B	0.090
29	Valentine Road and US 101 Southbound Ramps	AM	0.500	A	0.501	A	0.001
		PM	0.193	A	0.196	A	0.003
30	Valentine Road and Victoria Avenue	AM	0.871	D	0.874	D	0.003
		PM	0.511	A	0.513	A	0.002
31	Ralston Street and Johnson Drive	AM	0.463	A	0.483	A	0.200
		PM	0.454	A	0.476	A	0.022
32	Johnson Drive and Bristol Road	AM	0.735	C	0.759	C	0.024
		PM	0.799	C	0.837	D	0.038
33	Johnson Drive and North Bank Drive	AM	1.302	F	1.357	F	0.055*
		PM	1.566	F	1.669	F	0.103*

* *Denotes a significant impact prior to mitigation.*

Freeway Evaluation

The Congestion Management Program (CMP) was enacted by Proposition 111 in 1990. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A Countywide approach has been established by the Ventura County Transportation Commission, the Local CMP agency, to implement the statutory requirements of the CMP. The Countywide approach includes designating a highway network that includes all state highways and principal arterial roadways within the County and monitoring the network's Level of Service standards. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If level of service standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the Countywide plan.

Five segments along the Ventura Freeway and on Route 1 in the project study area were examined as the regional facility segments most likely to be significantly impacted by the project. These are the same segments identified in the discussion of existing freeway conditions.

Traffic volumes attributable to the RiverPark project, as determined earlier, were then analyzed as an incremental increase to the "Without Project" conditions. This methodology allowed for both an assessment of overall future freeway conditions and a determination of the project impacts to these regional transportation facilities. The Level of Service values used for Freeway segment analyses are estimated by calculating the demand-to-capacity (D/C) ratio and using the LOS definitions shown in

Table 4.7-4. Freeway traffic conditions in the study area were forecast for future year 2020. Using capacities calculated based on the HCM methodology as discussed previously, the level of service at the freeway segments was computed and is shown in **Table 4.7-9**.

As shown, all study freeway segments are projected to operate at level of service D and better with the exception of the Ventura Freeway south of Central Avenue, where traffic conditions are projected at LOS F in the northbound direction during the morning peak hour and in the southbound during the evening peak hour with all projected cumulative growth. As this level of service exceeds the CMP standard, this cumulative impact is significant. Improvements necessary to achieve an acceptable level of service on the Ventura Freeway will be identified and addressed through the Ventura County CMP program.

Neighborhood Traffic Impacts

The roadway system for the RiverPark Development has been designed to minimize increases in traffic in existing surrounding residential neighborhoods. First, connections to existing residential streets were minimized. As proposed, the RiverPark Specific Plan circulation system connects to Vineyard Avenue at three points: Myrtle Street, South Park Drive and North Park Drive. The proposed circulation system would also connect to Ventura Road and Oxnard Boulevard. With this circulation system design, most access will be concentrated along Ventura Road across the 101 Freeway, Oxnard Boulevard across and/or to the Ventura Freeway and Myrtle Street leading to and from Vineyard Avenue near the 101 Freeway.

There are no direct street connections to the El Rio West Neighborhood. As a result project traffic will no impact the existing streets in the El Rio West Neighborhood. The only new street connection to the El Rio Community to the east of Vineyard Avenue will be North Park Drive, which is aligned to join Vineyard Avenue at the existing intersection of Vineyard Avenue and Simon Way. North Park Drive has been designed as a discontinous street with 90 degree bend at a traffic circle intersection at the entrance to the planned elementary/intermediate school site. Significant traffic increases on Simon Way are not anticipated. As shown in **Table 4.7-7** above, the Oxnard Traffic Model shows less than 4 percent of project trips traveling east on surface streets. As shown on **Figure 4.7-7** and **Figure 4.7-8**, a small amount of trips will travel east and west on Simon Way during the peak travel hours. This is the result of the design of North Park Drive. As shown on these figures the majority of the 4 percent of the project trips projected to travel eastbound surface streets will use Myrtle Street/Ventura Boulevard. Based on the traffic analysis, no significant traffic impacts on streets in the El Rio West or El Rio Community have been identified.