Written materials relating to an item on this agenda that are distributed to the legislative bodies within 72 hours before the item is to be considered at its regularly scheduled meeting will be made available for public inspection at the City Clerk's Office, 300 West Third Street 4th Floor and at the Oxnard main library, 251 South A Street during customary business hours. Agenda reports are also on the City of Oxnard web site at www.oxnard.gov.

CITY OF OXNARD CALIFORNIA

AGENDA
OXNARD CITY COUNCIL
PUBLIC WORKS AND TRANSPORTATION COMMITTEE
Council Chambers, 305 West Third Street
December 9, 2025
Regular Meeting - 6:45 PM to 8:15 PM

Zoom details to call-in for public comment during a meeting:

1. Dial Phone Number: (888) 475-4499
2. Enter Meeting ID: 851 3673 3731
3. Passcode: 256210

If you wish to speak during public comments or a particular item on the agenda, please sign-on by following the zoom call-in steps listed above. Once the presiding officer calls for public speakers, press *9 to raise your hand to inform the City Clerk you would like to speak during the public speaking section for that particular item on the agenda, while in the zoom waiting room. Press *6 when asked to unmute. Listen to the instructions provided virtually on the phone while on hold in the zoom waiting room. Please note that there is a slight time delay when viewing the meeting via television.

IN ACCORDANCE WITH ASSEMBLY BILL 2449, MEMBERS OF THE LEGISLATIVE BODY MAY MEET IN-PERSON OR REMOTELY. TO PARTICIPATE REMOTELY VISIT WWW.OXNARD.ORG.

To find out how you may provide public comment, please refer to the instructions below or at **www.https://www.oxnard.org/city-meetings/**.

The public may view the meeting from home on Spectrum channel 10, Frontier channel 35, or YouTube at Youtube.com/oxnardnews. Video recordings of the meeting are typically available online following the meeting at the City's website at www.oxnard.org/city-meetings.

*Please see the link for the Measure M pre-recorded presentation video for each item listed on this agenda.

YOU MAY PARTICIPATE IN THE MEETING IN THE FOLLOWING WAYS:

1. ATTEND THE MEETING AT THE LOCATION LISTED ABOVE: Submit a speaker card to the City Clerk.

2. EMAIL COMMENTS OR SIGN UP TO SPEAK REMOTELY BEFORE THE MEETING

    a. Submit a request to speak remotely by no later than 3 p.m. on the day of the meeting by using the form available at **www.oxnard.org/citymeetings**.
    b. Submit an email to **cityclerk@oxnard.org** no later than 3 p.m. on the day of the meeting (indicate the agenda item number in the subject line). All email correspondence will be forwarded to the legislative body prior to the start of the meeting and made part of the legislative record.
    c. Contact the City Clerk's Office at (805) 385-7803 to submit your request.

3. PROVIDING PUBLIC COMMENTS REMOTELY DURING THE MEETING

In compliance with the Americans with Disabilities Act, if you require special assistance to participate in a meeting, please contact the City Clerk's Office at 385-7803. Notice at least 72 hours prior to the meeting will enable the City to reasonably arrange for your accessibility to the meeting.

Agenda Item Time Estimates include: (Minutes for Presentation + Council Discussion + Public Comment)

a. To provide public comment during the meeting dial (888) 475-4499 and enter the Meeting ID and Passcode listed above as the Zoom details for this meeting. When the presiding officer announces the particular item on the agenda you want to speak on, press *9 to raise your hand while in the zoom waiting room. Once called on, press *6 to unmute your phone.
b. Public comments on agenda items will be taken following the announcement of the item. After the item is announced, members of the public may register or otherwise be recognized for the purpose of providing public comment.

Please review the Zoom instructions on the registration page to help ensure there are no technical difficulties during your comments and help you understand public comment procedures using Zoom. Detailed participation instructions can be found at www.oxnard.org/city-meetings.

In the event of a disruption which prevents a legislative body of the City of Oxnard from broadcasting a meeting using a call-in option or internet-based service option, or in the event of a disruption within the City's control which prevents members of the public from offering public comment using the call-in option or internet-based service option, the legislative body shall take no further action on items appearing on a meeting agenda until public access to the meeting via the call-in option or internet-based service option is restored. However, if any of the broadcast options are disrupted, but any of the other broadcast options is still available to the public, the legislative body may take further action on items appearing on a meeting agenda without waiting for the disrupted broadcast option(s) to be restored.

A. ROLL CALL, POSTING OF AGENDA, FLAG SALUTE
Consideration of Teleconference Participation pursuant to Assembly Bill 2449.

B. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA AND NON-ACTION ITEMS
A person may address the legislative body only on matters not appearing on the agenda and within the subject matter jurisdiction of the legislative body, and on non-action items such as ceremonial items, report of city manager / executive director / secretary, and city council/ housing authority / successor agency / financing authority business / committee reports. Speaker requests shall be submitted as set forth on the first page of this agenda. Speakers are limited to three minutes. After 30 minutes, if all speakers have not had the opportunity to speak, the remaining speakers will be given an opportunity to speak prior to adjournment of the meeting. The legislative body cannot enter into a detailed discussion or take action on any items presented during public comments at this time. Such items may only be referred to the City Manager / Executive Director / Secretary for administrative action or scheduled on a subsequent agenda for discussion. Persons wishing to speak on public hearing items should do so at the time of the hearing.

C. CONSENT AGENDA

1. City Clerk Department
SUBJECT: Approval of Minutes.
RECOMMENDATION: That the Public Works and Transportation Committee approve the minutes of the November 25, 2025
Contact: Luly Lopez, (805) 385-7805

D. REPORTS

1. Public Works Department
SUBJECT: Agreement 32600243 with Premier Property Preservation, LLC for Custodial Services at the John Zaragoza Oxnard Transit Center (OTC).
RECOMMENDATION: That the Public Works and Transportation Committee recommend that the City Council approve and authorize the Mayor to execute the Agreement with Premier Property Preservation, LLC for a term of one year from February 1, 2026 to January 31, 2027, with an option for four consecutive one-year periods ending January 31, 2031, for a total contract not-to-exceed amount $700,000 for custodial services at the John Zaragoza Oxnard Transit Center.

Please click the following link to view the required Measure M pre-recorded presentation video: https://youtu.be/9dU4iWq8rKM
Contact: Michael Wolfe, (805) 385-8055

2. Public Works Department
SUBJECT: Surplus Vehicle Process Report.
RECOMMENDATION: That the Public Works and Transportation Committee receive and file a report on the vehicle surplus process.

Please click the following link to view the required Measure M pre-recorded presentation video: https://youtu.be/tb01P4Yqz7Y
Contact: Michael Wolfe, Javier Chagoyen-Lazaro, (805) 385-8055, (805) 200-5400

3. Public Works Department
SUBJECT: Amend Department-Wide Blanket Purchase Orders for FY 2025-26 for the Public Works Department.
RECOMMENDATION: That the Public Works and Transportation Committee recommend that the City Council approve and authorize the Purchasing Agent to amend purchase orders through June 30, 2026, consistent with the City's purchasing requirements, with the following vendors:

1. Applied Industrial Technologies for an additional $80,000 for a new not-to-exceed amount of $300,000 for industrial supplies/equipment (e.g., pumps);
2. Daniels Tire Service, Inc. for an additional $80,000 for a new not-to-exceed amount of $300,000 for tires;
3. Grainger, Inc. for an additional $230,000 for a new not-to-exceed amount of $450,000 for safety related equipment and industrial equipment, maintenance supplies, tools and parts;
4. Home Depot U.S.A., Inc. for an additional $80,000 for a new not-to-exceed amount of $300,000 for hardware, tools, construction materials and products; and
5. Ventura County Auto Supply (NAPA) for an additional $30,000 for a new not-to-exceed amount of $250,000 for garage tools, equipment, and fleet maintenance supplies.

Please click the following link to view the required Measure M pre-recorded presentation video: https://youtu.be/fHr_taJicow
Contact: Michael Wolfe, (805) 385-8055

4. Public Works Department
SUBJECT: Safe Routes to School (SRTS) Report.
RECOMMENDATION: That the Public Works and Transportation Committee receive and file the City's Safe Routes to School Report.

Please click the following link to view the required Measure M pre-recorded presentation video: https://youtu.be/2eYF2b2uvhY
Contact: Michael Wolfe, (805) 385-8055

E. ITEMS FOR FUTURE AGENDAS

F. ADJOURNMENT

CITY OF OXNARD CALIFORNIA

PUBLIC WORKS AND TRANSPORTATION COMMITTEE AGENDA REPORT

CONSENT AGENDA
AGENDA ITEM NO. C.1

DATE: December 9, 2025

TO: Public Works and Transportation Committee

FROM: Luly Lopez, City Clerk, (805) 385-7805, luly.lopez@oxnard.org

SUBJECT: Approval of Minutes.

RECOMMENDATION

That the Public Works and Transportation Committee approve the minutes of the November 25, 2025

BACKGROUND

Approval of minutes.

STRATEGIC PRIORITIES

This agenda item is a routine operational item or does not relate to the five strategic priorities adopted by City Council on March 16, 2021.

FINANCIAL IMPACT

There is no financial impact.

Prepared by: Luy

ATTACHMENTS

1. Minutes of Public Works and Transportation Committee for November 25, 2025

MINUTES
OXNARD CITY COUNCIL
PUBLIC WORKS AND TRANSPORTATION COMMITTEE
Regular Meeting
November 25, 2025

A. ROLL CALL, POSTING OF AGENDA, FLAG SALUTE

At 6:45 p.m., Chair Luis A. Mc Arthur called to order the regular meeting of the Oxnard City Council Public Works and Transportation Committee in the City Hall Council Chambers at 305 West Third Street, Oxnard, California. Chair Luis A. Mc Arthur, Member Gabriela Basua and Vice Chair Gabriel Teran were present. The City Clerk stated that the agenda was posted on Tuesday, November 18, 2025 at the Library, City Hall kiosk, City Administrative Offices and on the website. Saluted the flag.

Staff members present were Alexander Nguyen, City Manager; Michelle McCarron, Assistant City Attorney; Michael Wolfe, Public Works Director and Lourdes A. López, City Clerk.

Consideration of Teleconference Participation pursuant to Assembly Bill 2449.

B. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA AND NON-ACTION ITEMS

No public comments were received.

C. CONSENT AGENDA

1. City Clerk Department
SUBJECT: Approval of Minutes.
RECOMMENDATION: That the Public Works and Transportation Committee approve the minutes of the October 28, 2025 regular meeting as presented.

No public comments were received.

It was moved by Member Basua, seconded by Vice Chair Teran, to approve the Information/Consent item as presented. VOTE: Teran, Basua and Mc Arthur voted in favor; the motion carried 3-0.

D. REPORTS

1. Public Works Department
SUBJECT: Amend Department-Wide Blanket Purchase Orders for FY 2025-26 for the Public Works Department. (10 minutes)
RECOMMENDATION: That the Public Works and Transportation Committee recommend that the City Council approve and authorize the Purchasing Agent to

amend purchase orders through June 30, 2026, consistent with the City's purchasing requirements, with the following vendors:

1. Applied Industrial Technologies for an additional $80,000 for a new not-to-exceed amount of $300,000 for industrial supplies/equipment (e.g., pumps);
2. Daniels Tire Service, Inc. for an additional $80,000 for a new not-to-exceed amount of $300,000 for tires;
3. Grainger, Inc. for an additional $230,000 for a new not-to-exceed amount of $450,000 for safety related equipment and industrial equipment, maintenance supplies, tools and parts;
4. Home Depot U.S.A., Inc. for an additional $80,000 for a new not-to-exceed amount of $300,000 for hardware, tools, construction materials and products; and
5. Ventura County Auto Supply (NAPA) for an additional $30,000 for a new not-to-exceed amount of $250,000 for garage tools, equipment, and fleet maintenance supplies.

The City Manager announced that this item is being continued to December 9, 2025.

2. Public Works Department
SUBJECT: Safe Routes to School (SRTS) Report. (10 minutes)
RECOMMENDATION: That the Public Works and Transportation Committee receive and file the City's Safe Routes to School Report.
The City Manager announced that this item is being continued to December 9, 2025.

E. ITEMS FOR FUTURE AGENDAS

Vice Chair Teran requested an agenda item be brought back to this Committee next year in order to have a comprehensive discussion on the rates and internal user fee.

F. ADJOURNMENT

There being no further business on the agenda, and without objection, Chair Mc Arthur adjourned the meeting at 6:48 p.m.

_____ _____

LOURDES A. LÓPEZ
City Clerk

LUIS A. MC ARTHUR
Chair

CITY OF OXNARD CALIFORNIA

PUBLIC WORKS AND TRANSPORTATION COMMITTEE AGENDA REPORT

REPORTS
AGENDA ITEM NO. D.1

DATE: December 9, 2025

TO: Public Works and Transportation Committee

FROM: Michael Wolfe, Public Works Director, (805) 385-8055, michael.wolfe@oxnard.org

SUBJECT: Agreement 32600243 with Premier Property Preservation, LLC for Custodial Services at the John Zaragoza Oxnard Transit Center (OTC).

RECOMMENDATION

That the Public Works and Transportation Committee recommend that the City Council approve and authorize the Mayor to execute the Agreement with Premier Property Preservation, LLC for a term of one year from February 1, 2026 to January 31, 2027, with an option for four consecutive one-year periods ending January 31, 2031, for a total contract not-to-exceed amount $700,000 for custodial services at the John Zaragoza Oxnard Transit Center.

Please click the following link to view the required Measure M pre-recorded presentation video: https://youtu.be/9dU4iWq8rKM

BACKGROUND

The John C. Zaragoza Oxnard Transit Center (OTC), located at 201 E. Fourth Street, is a regional multimodal transportation hub that connects passengers to regional, local, and commuter services, including Metrolink, Amtrak, the Ventura County Transportation Commission, and Gold Coast Transit District. Opened in 1986, the OTC offers the community a two-story, 13,000-square-foot brick facility on five acres featuring an indoor passenger waiting area with concessions, a café, seating, restrooms, and security services.

For the past 20 years, the OTC has utilized contracted custodial services. The outsourced team provides a full range of cleaning and maintenance tasks, including trash removal, vacuuming, floor waxing, dusting, graffiti removal, window cleaning, polishing, and thorough cleaning of restrooms and break areas. The vendor also supplies all cleaning products and related materials.

DISCUSSION

On September 22, 2025, the City issued Request for Bid (RFB) PW 26-15 for custodial services at the OTC. The RFB was sent directly to three potential vendors and posted on PublicPurchase.com and the City's Purchasing website. Six bids were received and reviewed by City staff as part of the solicitation process.

Vendor Name	Monthly Grand Total
Premier Property Preservation, LLC	$ 10,480.00
Base Hill	$ 11,668.24
CCS Facility Services	$ 11,499.00
Jan-Pro	$ 17,754.00
Rich and Famous	$ 11,158.00
US Metro Group	$ 15,950.22

The solicitation included the site-specific custodial service requirements to ensure that the OTC receives the desired level of service. In addition, the new agreement increases the frequency of exterior power-washing from quarterly to monthly. It also requires the vendor to perform end-of-shift restroom inspections to ensure cleanliness and adequate stocking of supplies.

Premier Property Preservation, LLC (Premier) was the lowest bidder. Staff has confirmed that Premier meets all required City contractual provisions, including possession of a City business tax certificate, insurance certificates, and corporate filing with the California Secretary of State. Therefore, based upon the analysis and research performed to date, staff believes that Premier is capable of successfully performing these services.

STRATEGIC PRIORITIES

This agenda item is a routine operational item or does not relate to the five strategic priorities adopted by City Council on March 16, 2021.

FINANCIAL IMPACT

The total cost for this agreement with Premier Property Preservation, LLC shall not exceed $700,000 through June 30, 2031, if extended all years. Sufficient funds are available in the City Council-approved OTC operating budget for Fiscal Year 2025-26 in the Transportation Development Act (TDA) Fund 212. Funding for future years will be requested in the annual budget process.

No General Fund money will be used for this Agreement. The table below outlines OTC's estimated spending plan, which includes the contract permitted CPI adjustment and anticipated service level changes beginning in FY 2025-26. The Agreement also includes estimated "as-needed" costs to cover potential one-time services that staff may request.

TDA Fund 212	Account	FY 25-26 5 months	FY 26-27 12 months	FY 27-28 12 months	FY 28-29 12 months	FY 29-30 12 months	FY 30-31 7 months	TOTAL
OTC	90403201 -53200	$58,000	$140,000	$140,000	$140,000	$140,000	$82,000	$700,000
Total		**$58,000**	**$140,000**	**$140,000**	**$140,000**	**$140,000**	**$82,000**	**$700,000**

Prepared by: Brian Yanez, Assistant Public Works Director

ATTACHMENTS

1. Agreement 32600243

2. Prior Agreement Schedule of Compensation
3. Presentation

GENERAL SERVICE AGREEMENT
BETWEEN
THE CITY OF OXNARD AND
PREMIER PROPERTY PRESERVATION, LLC

By This General Services Agreement ("Agreement"), the CITY of Oxnard ("City") agrees to engage the services of Premier Property Preservation, LLC ("Service Provider"), and Service Provider agrees to perform the services for City as herein described, for the compensation, during the term, and otherwise subject to the covenants and conditions herein set forth. City and Service Provider may be individually referred to as "Party" or collectively as the "Parties."

1. **[INTENTIONALLY OMITTED]**

2. **SUMMARY DESCRIPTION OF SERVICES.**

   This Agreement is for custodial services for the John C. Zaragoza Oxnard Transit Center-OTC.

   The Services to be performed pursuant to this agreement are described in the Scope of Services, attached hereto as Exhibit A. Service Provider may not be the exclusive provider of services to the City. The City does not guarantee a specified amount of work under this agreement.

3. **PARTIES.**

   City of Oxnard, a general law and municipal corporation of the State of California, located at 300 West Third Street, Oxnard, California 93030

   Premier Property Preservation, LLC, an LLC of the State of California, located at 16340 Roscoe Blvd., Suite 205, Van Nuys, California 91406

4. **TERM OF AGREEMENT:** From: February 1, 2026 To: January 31, 2027

   A. Time is of the essence in this Agreement.
   B. The City shall have the option for (4) four consecutive (1) one-year extensions, in accordance with the scope of work and general terms and conditions of the On-Call General Services Agreement.

C. This Agreement shall not exceed a total of five (5) years (including the initial term and any options to extend). The City in its sole discretion may exercise the option terms upon sixty (60) days written notice to the Consultant (or any other time if the parties so agree) in accordance with Section 12 of this Agreement. The option term shall be commenced by an amendment to this agreement.
D. All services required of Service Provider under this Agreement shall be completed on or before the end of the term of the Agreement.

5. **AGREEMENT AMOUNT NOT TO EXCEED:** $700,000.00.[1]

6. **AGREEMENT EXHIBITS:** The following documents memorialized below are the only exhibits to this agreement and are incorporated by reference as though fully set forth herein. In the event of a conflict between the Exhibits and this Agreement, the Agreement controls.

Exhibit A:	Scope of Services
Exhibit B:	Schedule of Compensation
Exhibit C:	Insurance Requirements: City Insurance Exhibit INS-D
Exhibit D:	[RESERVED]
Exhibit E:	Living Wage Policy
Exhibit F:	Prevailing Wage Policy

7. **DESIGNATED REPRESENTATIVES.** The Designated Representatives listed below shall be authorized to act on behalf of the named Party, be responsible for negotiations and contractual matters, and coordinate with each other to perform the services under this Agreement. Additionally, Service Provider's services shall be performed or immediately supervised by the Service Provider's Representative:

City Designated Representative	Service Provider Designated Representative
Name: Brian Yanez Title: Assistant Public Works Director Phone: 805-385-8280 Email: brian.yanez@oxnard.org Address: 305 West Third Street, East Wing, Third Floor, Oxnard, California 93030	Name: Jon Varsobia Title: President / Project Manager Phone: 818-796-6033 Email: info@pppreserves@gmail.com Address: 7449 Studio Road West Hills, California 91304

[1] This is not a guaranteed dollar amount. No services or work performed pursuant to a Task Order shall exceed the "Not to Exceed" Amount of the Contract or the agreed upon amount stated in the Task Order.

8. **CONTRACTUAL PREREQUISITES.** This Agreement must first be executed by the Service Provider, after which the Agreement shall be approved as to form by the City Attorney, then executed by the Mayor, or an authorized person on behalf of the City, and if executed by the Mayor shall also be executed by the City Clerk.

    A. Service Provider is advised that any recommendation for Agreement award is not binding on the City until the Agreement is fully executed and approved by the City.
    B. All proof of business license, insurance, and W-9 forms is required prior to execution of this Agreement.
    C. Service Provider shall not perform any work under this Agreement until a proof of insurance has been provided to the City as required under Section 26 of this Agreement.

9. **SERVICE PROVIDER'S SERVICES.**

    A. Service Provider shall perform only the type or category of services as set forth in the "Scope of Services," attached to and incorporated into this Agreement as "Exhibit A." Once this Agreement is executed, the Scope of Services may only be modified by written Amendment pursuant to Section 13 of this Agreement.
    B. The Services shall be coordinated with the designated City Project Manager set forth in Exhibit A and are subject to the direction of the City Manager or Department Director. Service Provider hereby designates its Project Manager, as set forth in "Exhibit A" as the person responsible for the Services who shall coordinate with City's Project Manager in executing the scope of services under this Agreement.

10. **COMPENSATION.** City shall pay Service Provider for the services performed pursuant to the terms of this Agreement and based on the hourly rates and fees set forth in the "Schedule of Compensation," attached to and incorporated into this Agreement as "Exhibit B." Under no circumstances shall the Service Provider perform work in excess of the amount stated in the not to exceed amount listed in Section 5 of this Agreement. Once this Agreement is executed, the Schedule of Compensation may only be modified by written Amendment pursuant to Section 13 of this Agreement, and may be subject to approval by the City Council.

    A. Annual Rate and Fees adjustments must be requested in writing and accompanied by information to substantiate the request for price adjustments. Adjustments are subject to approval by the City. Any

allowable request for adjustment must be delivered to the City at least 30 days before the adjusted prices become effective. No price adjustment allowable under this Contract will be granted retroactively. The City must also be given the benefit of any decline in prices.

11. **PAYMENT & INVOICES.** City shall pay all undisputed portions of any applicable invoice within thirty (30) days after receipt of an invoice. In the event the City disputes one or more items in an invoice, the City shall, within thirty (30) days after receipt of such invoice, notify the Service Provider of the item(s) being disputed and the reason(s) therefore. The City may withhold payment for such disputed items until resolution of the dispute.

    A. Payment Request. Service Provider shall submit a payment request to City by the end of each calendar month listing the Services provided, costs of those Services, and total amount due for the month. Invoices may be emailed to: **pwinvoices@oxnard.org**.
    B. Non-Appropriation of Funds. Payments to be made to Service Provider by City for the Services performed within the current fiscal year are within the current fiscal budget and within an available, unexhausted and unencumbered appropriation of City. In the event City does not appropriate sufficient funds for payment of the Services beyond the current fiscal year, this Agreement shall cover payment for the Services only up to the conclusion of the last fiscal year in which City appropriated sufficient funds and shall automatically terminate at that fiscal year's conclusion.
    C. Service Provider's acceptance of final payment made pursuant to this Agreement shall constitute a release of City from all claims and liabilities for compensation to Service Provider for anything completed, finished or relating to the Services. City's payment shall not constitute nor be deemed a release of the responsibility and liability of Service Provider for the accuracy and competency of the information provided and/or the Services performed hereunder, nor shall such payment be deemed to be an assumption of responsibility or liability by City for any defect or error in the Services performed by Service Provider and its employees, agents and Subcontracted Service Providers.
    D. Service Provider shall provide City with a completed Request for Taxpayer Identification Number and Certification, as issued by the Internal Revenue Service. If any sales tax is due for the Services performed by Service Provider or materials or products provided to City by Service Provider,

Service Provider shall pay the sales tax. City shall not reimburse Service Provider for sales taxes paid by Service Provider

12. **OPTION TO EXTEND AGREEMENT.** When in the City's best interest, this Agreement may only be extended, if the City, in its discretion, exercises an option term in accordance with Section 4 subparagraphs (B) and (C) of this Agreement. The initial term, plus any option to extend shall not exceed a total of five (5) years. **If no option to extend the Agreement appears in section 4(B), then this Agreement shall not be extended.**

13. **MODIFICATION OF AGREEMENT.** This Agreement may be amended, modified, or otherwise altered, or its provisions waived, only upon mutual consent of the Parties by written amendment. The City may request that the Service Provider perform Extra Services. As used herein, "Extra Services" means any services, which are determined by the City to be necessary for the proper completion of the project, but which the Parties did not reasonably anticipate would be necessary at the execution of this Agreement or any Task Order issued under this Agreement. A written amendment signed by both Parties shall be required to authorize performance of and payment for Extra Services under this Agreement or Task Order.

14. **TERMINATION OF AGREEMENT.** City may terminate this Agreement at any time, with or without cause and without penalty, upon fifteen (15) calendar days' prior written notice pursuant to Section 22 of this agreement. Such termination shall be effective on the date specified in the notice, or if no date is specified, then fifteen (15) calendar days from the date of the notice. City shall be liable to Service Provider only for work done by Service Provider up to and including the date of termination of this Agreement unless the termination is for cause, in which event Service Provider need be compensated only to the extent required by law. Service Provider may terminate this Agreement at any time during the term of the Agreement by giving the City sixty (60) calendar days' written notice.

15. **[RESERVED]**

16. **INDEPENDENT CONTRACTOR.** Service Provider is and shall at all times remain, as to City, a wholly independent contractor. Neither City nor any of its employees or agents shall have control over the conduct of Service Provider or any of its employees, except as stated in this Agreement. Service Provider has and shall retain the right to exercise full control over the employment, direction, means of performance, location, compensation and discharge of all persons assisting Service

Provider. This Agreement shall not be interpreted to prevent or preclude Service Provider from rendering any services for Service Provider's own account or to any other person or entity as Service Provider in its sole discretion shall determine; provided, however, that performing such services shall not materially interfere with the Services the Service Provider shall perform for the City. The City retains the right to provide general instructions to and observe the Service Provider in the performance of all services done on behalf of the City.

Service Provider and its employees, subcontractors, and agents have no authority, express or implied, to act on behalf of City in any capacity, to incur any debt, obligation or liability on behalf of City, bind City in any manner, or otherwise act on behalf of City as an agent. Service Provider and its employees are not employees of City. Service Provider and its employees are not entitled to receive from City any of the benefits or rights afforded employees of City, including but not limited to reserve leave, sick leave, vacation leave, holiday leave, compensatory leave, Public Employees Retirement System benefits, and health, life, dental, long-term disability and workers' compensation insurance benefits. Service Provider shall not, at any time or in any manner, represent that it or any of its agents, subcontractors, or employees are in any manner agents, subcontractors, or employees of City.

17. **LAWFUL PERFORMANCE.** Service Provider shall abide by all Federal, State, and Local Laws and Regulations as may be related to the performance of duties under this Agreement. Service Provider, at its sole expense, shall obtain and maintain during the term of this Agreement, all appropriate permits, licenses, and certificates that may be required in connection with the performance of services under this Agreement.

18. **SAFETY REQUIREMENTS.** Service Provider shall not perform any services for the City when the Service Provider is impaired by alcohol or a controlled substance. When there is reasonable cause to believe that any person has violated this provision, that person shall be immediately removed from the premises and be subject to any applicable civil and/or criminal penalties under the City's Code and/or under state law. All work performed under this Agreement shall be performed in such a manner as to provide safety to the public. The City reserves the right to issue restraining or cease and desist orders to Service Provider when unsafe or harmful acts are observed or reported relative to the performance of the work under this Agreement. The acceptance of Service Provider 's work by City shall not operate as a release of the Service Provider from such standard of care and workmanship.

19. OWNERSHIP OF SERVICE PROVIDER'S WORK PRODUCT, CONFIDENTIALITY & DISCLOSURE. City shall be the owner of any and all technical documents and records, including, computations, plans, correspondence, and/or other pertinent data and information, both hard copy and electronic, gathered or prepared by Service Provider in performance of this Agreement and shall be entitled to immediate possession of the same upon completion of the work under this Agreement, or at any earlier or later time when the same may be requested by City.

A. Ownership of Documents. Every report, draft, work product, map, record, and other document reproduced, prepared, or caused to be prepared by the Service Provider pursuant to or in connection with this Agreement shall be the exclusive property of the City.
B. Records and Inspections. The Service Provider shall maintain full and accurate records, with respect to all services and matters covered under this Agreement. The City shall have free access at all reasonable times to such records, both hard copy and electronic, and the right to examine and audit the same and to make transcripts therefrom, and to inspect all program data, documents, proceedings, and activities.
C. Deliverables. Service Provider shall deliver to the City the studies, plans, specifications, or other documents as are identified in the Scope of Services or Task Order; and Service Provider shall, upon completion of all work, submit to the City all information developed in the course of the Service Provider 's services. Service Provider shall, in such time and in such form as the City may require, furnish reports concerning the status of services required under this Agreement. Service Provider shall, upon request by City and upon completion or termination of this Agreement, deliver to the City all material furnished to Service Provider by the City.
D. Confidentiality. Information that is exempt from disclosure to the public is confidential. This includes information relating to the past, present, or future affairs of the City or information belonging to a third party whose information is in the City's possession or control under obligations of confidentiality. Service Provider may be granted access to information that is exempt from disclosure to the public (Government Code Section 7920.505) and may contain "trade secrets" (see Government Code Section 7924.510(f)) when it is necessary for Service Provider to perform its obligations pursuant to this Agreement. If Service Provider is granted such access to confidential information, Service Provider shall not be considered to be a member of the public as that term is used in Government Code Section 7920.515.

E. Disclosure of Information. Service Provider shall not disclose, publish, or authorize others to disclose or publish, design data, drawings, specifications, reports, or other information pertaining to the projects assigned to Service Provider by the City or other information to which the Service Provider has had access during the term of this Agreement without the prior written approval of the City's Designated Representative during the term of this Agreement and for a period of two (2) years after the termination of this Agreement.

F. No Warranty. Other than an obligation upon the City to deal in good faith, the City makes no warranties and shall bear no liability or responsibility for errors or omissions in any Confidential Information disclosed under this Agreement or for any business decisions made by Service Provider in reliance on any Confidential Information disclosed under this Agreement.

20. ASSIGNMENT. This Agreement is for the non-professional services of Service Provider. Any attempt by Service Provider to assign the benefits or burdens of this Agreement without the prior written approval of City shall be prohibited and shall be null and void. Service Provider 's services pursuant to this Agreement shall be provided by the Service Provider's Designated Representative or directly under his/her supervision, and Service Provider shall not assign another to supervise the Service Provider 's performance of this Agreement without the prior written approval of City, by and through the City's Designated Representative.

21. NOTICE OF BREACH AND OPPORTUNITY TO CURE. Neither Party will be in breach of this Agreement where the breach is capable of being cured, or until written notice of the breach is received from the non-breaching Party. The Party charged with breach will have fifteen (15) calendar days from the date of receiving such notice in which to cure the breach or otherwise respond. If the circumstances leading to the charge that the Agreement was breached have not been cured or explained to the satisfaction of the other Party within fifteen (15) days from the date on which the breaching Party received notice of breach, the non-breaching Party may terminate this Agreement. Notice shall be given in the manner set forth in section 22.

22. NOTICES. All notices given or required to be given pursuant to this Agreement shall be in writing and may be given by personal delivery or by first-class mail. Notice sent by mail shall be addressed to each Party's Designated Representative as set forth above in Section 7. When addressed in accordance with this Section, such notice shall be deemed given upon deposit in the United States mail, postage prepaid. In all other instances, notices shall be deemed given at the time of actual

delivery. Changes may be made in the names or addresses of persons to whom notices are to be given by giving notice in the manner prescribed in this Section.

23. COVENANTS AND CONDITIONS. Each term and each provision of this Agreement to be performed by Service Provider shall be construed to be both a covenant and a condition.

24. WAIVER. City's review or acceptance of, or payment for, work product prepared by Service Provider under this Agreement will not be construed to operate as a waiver of any rights City may have under this Agreement or of any cause of action arising from Service Provider's performance. A waiver by City of any breach of any term, covenant, or condition contained in this Agreement will not be deemed to be a waiver of any subsequent breach of the same or any other term, covenant, or condition contained in this Agreement, whether of the same or different character.

25. INDEMNIFICATION, HOLD HARMLESS & DEFENSE.

A. As a separate and independent covenant from Service Provider's obligations under this section, Service Provider shall to the fullest extent permitted by law, immediately defend, indemnify, and hold harmless City, its legislative and advisory bodies, and the City's officials, directors, officers, employees, and agents (the "Indemnitees") from and against all liabilities regardless of nature, type, or cause, arising out of or resulting from Service Provider's negligence or willful misconduct in the performance of the services described in this Agreement or failure to comply with any of its obligations contained in this Agreement, Service Liabilities subject to the duties to defend and indemnify include, without limitation, all claims, losses, damages, penalties, fines, and judgments; associated investigation and administrative expenses; defense costs, including but not limited to reasonable attorneys' fees; court costs; and costs of alternative dispute resolution. Service Provider's obligation to indemnify and defend applies unless it is proven such liabilities covered by this Section are the result of negligence or willful misconduct of any of the Indemnitees.
B. The duty to defend is a separate and distinct obligation from Service Provider's duty to indemnify. Service Provider shall be obligated to defend in all legal, equitable, administrative, or special proceedings, with counsel approved by the City Attorney, immediately upon tender to Service Provider of the claim in any form or at any stage of an action or proceeding, whether or not liability is established. An allegation

negligence or willful misconduct by any of the Indemnitees shall not relieve Service Provider from its separate and distinct obligation to defend the Indemnitees. The obligation to defend extends through final judgment, including exhaustion of any appeals. The defense obligation includes the obligation to provide independent defense counsel if Service Provider asserts that liability is caused in whole or in part by the negligence or willful misconduct of the Indemnitees. If it is finally adjudicated that liability was caused by the negligence or willful misconduct of any of the Indemnitees, Service Provider may submit a claim to City for reimbursement of reasonable attorneys' fees and defense costs.

C. The review, acceptance or approval of Service Provider's work or work product by any of the Indemnitees shall not affect, relieve or reduce Service Provider's indemnification or defense obligations. Service Provider waives any right of contribution against City or any of City's officers, employees, agents, or volunteers arising out of such failure to inspect, review, monitor, or supervise the work performed by Service Provider pursuant to this Agreement. The provisions of this Section shall not be restricted by and do not affect the provisions of this Agreement relating to Section 26. The Service Provider's obligations under this Section of the Agreement shall survive the termination of the Agreement.

D. Service Provider agrees to pay all required taxes on amounts paid to Service Provider under this Agreement, and to indemnify and hold City harmless from any and all taxes, assessments, penalties, and interest asserted against City by reason of the independent contractor relationship created by this Agreement. Service Provider shall be solely responsible for, and shall save City harmless from, all matters relating to the payment of Service Provider's subcontractors, material suppliers, directors, officers, employees, agents and representatives, including compliance with social security requirements, federal and State income tax withholding, and all other regulations governing employer-employee relations, as applicable. City shall have the right to offset against the amount of any compensation due to Service Provider under this Agreement any amount due to City from Service Provider as a result of its failure to promptly pay to City any reimbursement or indemnification arising under this Section.

26. INSURANCE. Service Provider shall obtain and maintain during the performance of any services under this Agreement the insurance coverages listed within "Exhibit C", which is attached hereto and incorporated herein by this reference, unless the Risk Manager waives, in writing, the requirement that Service Provider obtain and maintain such insurance coverages. Such insurance must be issued by a company

satisfactory to the Risk Manager. Service Provider shall, before performance of any Services pursuant to this Agreement, file with the Risk Manager evidence of insurance coverage as specified in "Exhibit C". Maintenance of insurance coverages by Service Provider is a material element of this Agreement. Service Provider's failure to maintain or renew insurance coverages or to provide renewal evidence shall be considered a material breach of this Agreement.

27. **LIVING WAGE REQUIREMENTS.** During the term of this Agreement, Service Provider understands and agrees that if Living Wages are applicable subject to the 2002 Oxnard City Council Living Wage Policy, attached as "Exhibit E" to this Agreement. Service Provider will pay and/or provide the wages and/or benefits required therein to all of its employees engaged in whole or in part in performing the services provided for by this Agreement. The duty to pay the correct wage is the responsibility of the Service Provider.

28. **PREVAILING WAGE REQUIREMENTS.** The payment of State prevailing wages as designated for Ventura County shall apply to public works projects. However, this section shall not apply to work performed on a public works project of twenty-five thousand dollars ($25,000) or less when the project is for construction, alteration, demolition, installation, or repair work; or to work performed on a public works project of fifteen thousand dollars ($15,000) or less when the project is for maintenance work. Prevailing wages are required to be paid to all workers, including subcontracted employees. For further information regarding Prevailing Wage Requirements please refer to Exhibit "F" attached to this Agreement.

    A. To determine if this Agreement is subject to compliance monitoring and enforcement, go to: https://www.dir.ca.gov/Public-Works/PublicWorksSB854FAQ.html
    B. It is unlawful to split, or separate into small portions, work orders, projects, purchases, or public works projects for the purpose of evading these prevailing wage requirements.
    C. In the event that there is a difference between the amount of wages to be paid under the City of Oxnard's local Living Wage requirements and the requirements of this provision, the wage rate that is the higher of the two shall be applicable to this Agreement. The duty to pay the correct wage is the responsibility of the Service Provider.

29. **CONFLICT OF INTEREST.** Service Provider covenants that it does not have any interest, nor shall it acquire any interest, directly or indirectly, which would conflict in any manner with the performance of Service Provider's services under this

Agreement. Service Provider further covenants that in the performance of services under this Agreement, no officer, employee or agent of Service Provider having such interest shall be employed by it. In the event the City determines that Service Provider must disclose its financial interests by completing and filing a Fair Political Practices Commission Form 700, Statement of Economic Interests, Service Provider shall file such Form 700 with the City Clerk's Office pursuant to the written instructions provided by the City Clerk. Acquisition or maintenance of a conflicting interest by Service Provider may result in termination of this Agreement by the City.

30. [RESERVED]

31. SUBCONTRACTING. If Service Provider requires the assistance of a subcontractor to render any services under this agreement, Consultant shall obtain prior written consent from the City before a subcontractor performs any service pursuant to this Agreement. All subcontractors shall be identified in the Scope of Work or Task Order attached to this Agreement as Exhibit A. Service Provider is fully responsible for satisfactory completion of all its subcontractors' work. All subcontractors shall be properly licensed and insured; and bonded, if applicable. Service Provider shall be responsible for all liabilities regardless of nature, type, or cause, arising out of or resulting from or in connection with subcontractors performance pursuant to this Agreement or subcontractors failure to comply with any of its obligations in connection with this Agreement.

A. If Service Provider is providing Security or Janitorial Services under this Agreement and is employing independent contractors to provide such services to the City, then Service Provider shall provide the City a copy of its agreement with the independent contractors that are performing the services stated in this agreement.

32. DISPUTES. Except as otherwise provided in these provisions, any dispute concerning a question of fact arising under this Agreement, shall be decided by the City's Designated Representative, who shall reduce this decision to writing and mail a copy to the Service Provider. The decision of the City's Designated Representative shall be final and conclusive unless Service Provider requests mediation within ten (10) calendar days. Pending final decision of a dispute, the Service Provider shall proceed diligently with the performance of the Agreement and in accordance with the decision of the City's Designated Representative.

33. DISPUTE RESOLUTION. Should an unresolved dispute arise out of this Agreement, any Party may request that it be submitted to mediation. The Parties

shall meet in mediation within a reasonable time not to exceed forty-five (45) days of a request. The mediator shall be agreed to by the mediating Parties. In the absence of an agreement on a mediator, the Parties shall each submit one name from mediators listed by the American Arbitration Association, the California State Board of Mediation and Conciliation, or other agreed-upon service. The mediator shall be selected by a "blindfold" process. The cost of mediation shall be borne equally by both Parties. Neither Party shall be deemed the prevailing Party. No Party shall be permitted to file a legal action without first meeting in mediation and making a good faith attempt to reach a mediated settlement. The mediation process, once commenced by a meeting with the mediator, shall last until agreement is reached by the Parties but not more than sixty (60) calendar days, unless the maximum time is extended in writing by both Parties.

34. **AUDIT.** City shall have the option of inspecting, auditing and/or reproducing all records and other written materials: used by Service Provider in preparing its billings to CITY as a condition precedent to any payment to Service Provider; or for other purposes relating to the Agreement. Service Provider will promptly furnish all documents requested by City. Additionally, if this Agreement is in excess of $10,000, the State Auditor may examine and audit Service Provider for a period of 3 years after final payment under the Agreement. Regardless of whether a State audit is permitted, Service Provider shall maintain and preserve all such records for a period of at least 3 years after final payment under the Agreement or until an audit has been completed and accepted by City, whichever occurs later. Service Provider shall maintain all such records in City or to promptly reimburse City for all reasonable costs incurred in conducting the audit at a location other than in City, including but not limited to expenses for personnel, salaries, private auditor, travel, lodging, meals and overhead. Service Provider shall include a copy of this Section in all contracts with its subcontractors, and Service Provider shall be responsible for immediately obtaining those records or other written material from its subcontractors upon a request by the State Auditor and/or City.

35. **ADVERTISING AND PUBLICITY.** Service Provider shall not use the name of or refer to City directly or indirectly in any advertisement, news release, or professional or trade publication without prior written approval from the City Manager. This Section shall survive the termination of this Agreement.

36. **NONDISCRIMINATORY EMPLOYMENT.** Service Provider shall not unlawfully discriminate against any individual based on race, color, religion or religious creed, national origin, ancestry, ethnic group identification, primary language, physical disability, mental disability, medical condition, genetic information, marital status,

gender, gender identity, gender expression, sex, sexual orientation, age, immigration status, citizenship or military and veteran status. Service Provider understands and agrees that it is bound by and will comply with all legal nondiscrimination mandates. For every subcontractor who will perform Services, Service Provider shall be responsible for such subcontractor's compliance with this Section.

37. **FORCE MAJEURE.** Neither the Service Provider nor the City shall be responsible for any delay caused by any contingency beyond their control, including, but not limited to, war or insurrection, walkouts by the Party's own employees, fires, natural calamities, riots, or demands or requirements of governmental agencies other than the City.

38. **GOVERNING LAW.** The terms of this Agreement shall be interpreted according to the laws of the State of California. Should litigation occur, venue shall be in the Superior Court of California, County of Ventura.

39. **SEVERABILITY.** If any portion of this Agreement is declared by a court of competent jurisdiction to be invalid or unenforceable, then such portion will be deemed modified to the extent necessary in the opinion of the court to render such portion enforceable and, as so modified, such portion and the balance of this Agreement will continue in full force and effect and be enforceable.

40. **INTEGRATED AGREEMENT.** This Agreement and the attached exhibits referenced herein to this Agreement represent the entire understanding between the Parties. No verbal agreement or implied covenant shall be held to vary the provisions of this Agreement. This Agreement shall bind and inure to the benefit of the Parties to this Agreement and any subsequent successors and assigns.

41. **NO THIRD-PARTY BENEFICIARY.** This Agreement shall not be construed to be an agreement for the benefit of any third-party or parties, and no third party or parties shall have any claim or right of action under this Agreement.

42. **AUTHORITY TO EXECUTE.** Each Party hereto expressly warrants and represents that through its Designated Representative it has the authority to execute this Agreement on behalf of its corporation, partnership, business entity, or governmental entity, and warrants and represents that the Designated Representative has the authority to bind each Party to the performance of its obligations hereunder.

43. **EXECUTION – COUNTERPARTS.** This Agreement may be executed in any number of counterparts and each such duplicate counterpart shall constitute an

original, but they shall not be effective nor enforceable unless and until it is executed with the handwritten signature or electronic signature of an authorized representative of each of the relevant Parties. No counterpart shall be deemed to be an original or presumed delivered unless and until the counterpart executed by the other Party to this Agreement is in the physical possession of the Party seeking enforcement thereof.

44. **INCONSISTENT OR CONFLICTING TERMS.** In the event of any contradictions or inconsistencies between any attached documents or exhibits incorporated by reference herein and the provisions of the Agreement itself, the terms of the Agreement shall control. Any exhibit that is attached and incorporated by reference shall be limited to the purposes for which it is attached, as specified in this Agreement. Any contractual terms or conditions contained in such exhibit imposing additional obligations on the City are not binding upon the City's Designated Representative unless specifically agreed to in writing, and initiated by City's Designated Representative, as to each additional contractual term or condition.

45. **ACKNOWLEDGEMENT.** By signing below, Service Provider acknowledges that it has reviewed the City's General Services Agreement terms and conditions and insurance requirements and that Service Provider hereby agrees to full compliance.

[Signatures on next page]

In witness whereof, the Parties have entered into this Agreement effective on the date as written in section 4 and upon signature of all Parties.

CITY OF OXNARD

☑Luis A. Mc Arthur, Mayor[2] Date

☐Libertad Macias,[3]
Purchasing Manager

PREMIER PROPERTY PRESERVATION, LLC

Angelo Varsobia, CEO Date

Kevin Varsobia, Vice President[4] Date

ATTEST:

Lourdes A. López, CITY Clerk Date
(only if Mayor signs)

APPROVED AS TO FORM:

Stephen M. Fischer, CITY Attorney (always required) Date

[2] The City Council must authorize and the Mayor must execute any agreement over $220,000.

[3] The Purchasing Agent may execute any authorized agreement up to $220,000.

[4] The City requires the following for any contract:

- For a corporation, the signatures of the Board President, CEO or Vice President and of the Board Secretary, Assistant Secretary, CFO or Assistant Treasurer;
- For an LLC, the signatures of at least two managers of the LLC (company directors, not lower-level managers); or
- For a partnership, the signature of a partner. If the partnership is a limited partnership, the signer must be a general partner.

If the company has a different structure, or if the above-listed persons are not the appropriate signers, please submit to the City Attorney legally-binding documentation stating who can sign and bind your company.

EXHIBIT A

GENERAL SERVICE AGREEMENT
(City of Oxnard and Premier Property Preservation, LLC)

SCOPE OF SERVICES

PROJECT MANAGER: Brian Yanez / 805-385-8280 / brian.yanez@oxnard.org

Principal Items of Work: The principal items of work shall include, but not be limited to the following, which are to be performed seven days per week:

Graffiti Control

A. All interior/exterior walls, partitions, signs, benches, phones, posts, and furnishings shall be kept free of all graffiti and checked for any signs of vandalism.
B. All vandalism will be reported to the Oxnard Transit Center (OTC) manager.

Daily Services (Interior Services)

A. Empty all trash containers (twice daily, morning and afternoon or as needed)
B. Vacuum all carpeted areas. Dust, mop all floors, stairwells, and elevators
C. Dust and polish furniture- downstairs and upstairs including offices
D. Mop all floors, stairwells, and elevator (utilize a No Rinse with optical Brightener)
E. Clean and dust all service counters and reference desks including the office of the Gold Coast Transit
F. Clean, mop, and sanitize all restrooms (including exterior single unisex restroom), drinking fountains, and re-stock restrooms (twice daily, or as needed)
G. Clean, sanitize and polish all various restroom fixtures, including toilet bowls, urinals, diaper-changing stations, and hand basins (twice daily, or as needed)
H. Clean elevator- elevator doors, walls, and control panels.
I. Remove dust and cobwebs-from ceiling areas
J. Turn on those lights necessary for cleaning. Turn off lights not required when leaving each area
K. Change all burned-out lamps (lamps provided by city)
L. Clean all glass and mirrors
M. Sweep and hose down the exterior of the entrance areas. Remove all

gum and other stains

N. Check restrooms for cleanliness and stock prior to leaving the building for the day. Include Gold Coast Transit as needed
O. Spot clean floors and carpets as needed
P. Clean all doors, door frames and hardware, partitions, counters, metalwork, walls, railings, and around wall switches as needed
Q. Clean all furniture as needed- Remove gum and food stains such as sticky coffee cup rings

End-of-Day Procedures

A. Conduct a **final restroom check** before leaving the premises.
B. Ensure all restrooms are clean, stocked, and free of debris. Clean all chrome/metal surfaces one last time at the end of day.
C. Check and clean **Gold Coast Transit office and switches** as needed.
D. Secure all cleaning areas and return supplies to designated storage.

Daily Services (Exterior of Facility)

A. Monitor and remove trash and debris from Gold Coast Transit District (GCTD), train loading areas, and all OTC parking lots and landscaped areas- All **OTC parking lots** (including staff and public areas)
B. Provide graffiti clean-up for GCTD, train loading areas, all parking lots, sidewalks, and related flower and planter beds
C. Sweep sidewalks around OTC building including train platform and loading areas
D. Monitor and remove trash and debris from the exterior property of OTC (parking lots, bus and train areas, and landscaped areas)
E. Clean dirt and debris, including bird droppings from exterior building and exterior directional signs within reach
F. Empty all trash and recycle containers (twice daily, or as needed)
G. Replace liners and wipe down lids and container exteriors to maintain cleanliness and prevent odor.

End-of-Day Checklist for 2nd shift

A. Ensure all exterior trash bins are emptied and clean.
B. Final walk-through of all loading zones, parking areas, and landscape sections to remove any remaining debris.
C. Log any graffiti, damage, or maintenance issues for reporting.

Weekly Services

A. Clean and sanitize all OTC drinking fountains -Remove mineral buildup, fingerprints, and water stains.

B. Low dust all horizontal surfaces to hand height, (36") including sills, ledges, moldings, shelves, picture frames, ducts, radiators, etc.
C. High dust all horizontal surfaces, including shelves, moldings, and ledges and high shelving
D. Clean entire interior glass in partitions and doors- Remove smudges, fingerprints, and dust to achieve a streak-free finish.
E. Clean outside sidewalks, removing gum or other debris and maintain safe for pedestrian use.

Monthly Services

A. Dust all horizontal surfaces over 60 inches each month including: High shelves and storage units tops of cabinets light fixtures
B. Spot clean furniture: Remove stains, smudges, and marks using appropriate cleaners for each surface type (wood, plastic, or fabric).
Include chairs, couches, armrests, and tabletops.
C. Power scrub interior floors to remove scuffs and heel marks
D. Power -wash the three public entrances to OTC and other areas as requested
E. Power-wash GCTD, bus and train loading areas
F. Power-wash benches & trash cans

Quarterly Services

A. Shampoo carpets
B. Clean blinds and curtains
C. Dust Venetian blinds
D. Clean all vents and walls
E. Power wash trash enclosure walls, doors, and floor

Annual Services

A. Clean inside light fixtures including lamps
B. Clean (wash or power wash) the exterior walls and brickwork of the main facility, following guidance from City staff
C. Shampoo/Extract steam clean all interior carpets
D. Clean exterior and interior building windows in June

Services as Requested

A. Perform Emergency cleaning tasks
Other Services as needed or requested

Material Equipment and Supplies: The contractor, at his/her own cost and expense, shall furnish all necessary materials, equipment, and supplies of good quality and in good working order, and in the amounts necessary to accomplish an acceptable and professional level of maintenance.

Due to the high traffic of pedestrians, the contractor will also be required to have and utilize a commercial hard floor cleaner that simultaneously mops and absorbs water.

Equipment and Supplies

Equipment shall be maintained in a state of good repair

When equipment is not functioning, the contractor will obtain a replacement until the equipment is repaired, if applicable

The contractor shall be responsible for handling and securing materials, supplies, and equipment on the premises to prevent waste, damage, theft, and vandalism. The supplies and materials shall include, but are not limited to:

A. All necessary cleaning equipment, supplies, dispensers such as soap dispenser, hand sanitizers, application bottles, and related items
B. All necessary lamps, bulbs, lights, and paper products including toilet paper, toilet seat covers, towels, and related items

EXHIBIT B

GENERAL SERVICE AGREEMENT
(City of Oxnard and Premier Property Preservation, LLC.)

SCHEDULE OF COMPENSATION

Services	Monthly Cost
Janitorial Services	$10,480.00

Oxnard Transit Center	Cost per Staff Hour	Cost per Staff Hour for Special Requests/Emergency Cleaning	Estimated Total Weekly Billed Staff Hours
Service (All Inclusive, Furnish Labor, Materials, Supplies & Equipment	$30.00	$45.00	76

EXHIBIT C

GENERAL SERVICES AGREEMENT
(City of Oxnard and Premier Property Preservation, LLC.)

INSURANCE REQUIREMENTS

Prior to contract approval, CONSULTANT/SERVICE PROVIDER/SELLER/BIDDER (hereafter referred to as "SERVICE PROVIDER") must procure, agree to maintain and supply evidence of insurance at the levels listed and in accordance with the other provisions listed in this document.

INSURANCE REQUIREMENTS FOR SMALL/MEDIUM CONSTRUCTION AND SERVICES CONTRACTS (WITHOUT BUILDER'S RISK REQUIREMENT)

1. Contractor shall obtain and maintain during the performance of any services under this Contract the following insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of services hereunder by Contractor, its agents, representatives, employees or subcontractors.

a. Commercial General Liability Insurance, including Contractual Liability, in an amount not less than $1,000,000 combined single limit for bodily injury and property damage for each claimant for general liability with coverage equivalent to Insurance Services Office Commercial General Liability Coverage (Occurrence Form CG 0001). If a general aggregate limit is used, that limit shall apply separately to the project location or shall be twice the occurrence amount;

b. Business Automobile Liability Insurance in an amount not less than $1,000,000 combined single limit for bodily injury and property damage for each claimant for automobile liability with coverage equivalent to Insurance Services Office Automobile Liability Coverage (Occurrence Form CA0001) covering Code No. 1, "any auto;"

c. If architectural, engineering, or electrical work will be performed under the Contract, Professional Liability/Errors and Omissions Insurance appropriate to the work being done in an amount not less than $1,000,000, with neither Contractor nor listed subcontractors having less than $500,000 individually. The Professional Liability/Errors and Omissions Insurance must be project specific with at least a one-year extended reporting period, or longer upon request.

d. Workers' Compensation Insurance in compliance with the laws of the State of California, and Employer's Liability Insurance in an amount not less than $1,000,000 per claimant. Additionally, the workers' compensation policy shall include a waiver of all rights of subrogation which the insurer may have against the City.

1. Contractor shall, prior to performance of any services, file with the Risk Manager certificates of insurance with original endorsements effecting coverage required by this Exhibit INS-D. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements are to be on the attached forms or on other forms approved by the Risk Manager. All certificates and endorsements are to be received and approved by the Risk Manager before work commences. City reserves the right to require complete certified copies of all required insurance policies at any time. The certificates of insurance and endorsements shall be sent via email. If you have not received your request or are having difficulty with electronic upload, contact insurance@oxnard.org

2. Contractor agrees that all insurance coverages shall be provided by a California admitted insurance carrier with an A.M. Best rating of A:VII or better and shall be endorsed to state that coverage may not be suspended, voided, canceled by either party, or reduced in coverage or limits without 30 days' prior written notice to the Risk Manager. The Risk Manager shall not approve or accept any endorsement if the endorsement contains "best effort" modifiers or if the insurer is relieved from the responsibility to give such notice.

3. Contractor agrees that the Commercial General Liability and Business Automobile Liability Insurance policies shall be endorsed to name City, its City Council, officers, employees and volunteers as additional insureds as respects: liability arising out of activities performed by or on behalf of Contractor; products and completed operations of Contractor; premises owned, occupied or used by Contractor; or automobiles owned, leased, hired or borrowed by Contractor. The coverage shall contain no special limitations on the scope of protection afforded to City, its City Council, officers, employees and volunteers. **The General Liability Special Endorsement Form and Automobile Liability Special Endorsement Form attached to this Exhibit INS-D or substitute forms containing the same information and acceptable to the Risk Manager shall be used to provide the endorsements (ISO form CG 2010 11/85 or if not available, CG 2010 with an edition date prior to 01/04 and CG 2037).**

4. The coverages provided to City shall be primary and not contributing to or in excess of any existing City insurance or self-insurance coverages **(this must be endorsed).** Additionally, the workers' compensation policy shall include a waiver of all rights of subrogation which the insurer may have against the City. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to City, its City Council, officers, employees and volunteers. The insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

5. Any deductibles or self-insured retentions must be declared to and approved by the Risk Manager. At the option of the Risk Manager, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects City, its City Council, officers, employees and volunteers, or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

6. All insurance standards applicable to Contractor shall also be applicable to Contractor's subcontractors. Contractor agrees to maintain appropriate agreements with subcontractors and to provide proper evidence of coverage upon receipt of a written request from the Risk Manager.

1/23

INSTRUCTION FOR SUBMITTING INSURANCE CERTIFICATES AND ENDORSEMENT FORMS

Certificates of Insurance

The sample accord form on the following page is provided to facilitate your preparation and submission of certificates of insurance. You may use this or any industry form that shows coverage as broad as that shown on the attached sample. **Please note the certificate holder address must be as shown on the attached sample accord form with the contract number and insurance exhibit identification information completed.** Improperly addressed certificates may delay the contract start-up date because the City's practice is to return unidentifiable insurance certificates to the insured for clarification as to the contract number. **Cancellation provisions must be endorsed to the policy. Modifying the certificate does not change coverage or obligate the carrier to provide notice of cancellation.**

Endorsement Forms

Original endorsements are required for general liability and automobile liability insurance policies and must be attached to the applicable certificate of insurance. City preference is that you use the endorsement forms which are attached. Substitute forms will be accepted, however, as long as they include provisions comparable to the attached.

INS-D.doc

ACORD CERTIFICATE OF INSURANCE

ISSUE DATE (MM/DD/YY)

PRODUCER

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

CODE SUB-CODE

COMPANIES AFFORDING INSURANCE COVERAGE

INSURED

COMPANY LETTER A SPECIFY COMPANY NAMES IN THIS SPACE

COMPANY LETTER B

COVERAGES

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED, NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	**GENERAL LIABILITY** [x] COMMERCIAL GENERAL LIABILITY [x] CLAIMS MADE [x] OCCUR. [x] OWNER'S & CONTRACTOR'S PROT.				GENERAL AGGREGATE $1,000,000 PRODUCTS COMP/OP AGG. $1,000,000 PERSONAL & ADV. INJURY $1,000,000 EACH OCCURRENCE $1,000,000 FIRE DAMAGE (Any one fire) $ MED. EXPENSE (Any one person) $
A	**AUTOMOBILE LIABILITY** [x] ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS HIRED AUTOS NON-OWNED AUTOS GARAGE LIABILITY				COMBINED SINGLE LIMIT $1,000,000 BODILY INJURY (Per person) $ BODILY INJURY (Per accident) $ PROPERTY DAMAGE $
A	**EXCESS LIABILITY** UMBRELLA FORM OTHER THAN UMBRELLA FORM				EACH OCCURRENCE $ AGGREGATE $
A	**WORKERS' COMPENSATION** AND EMPLOYERS' LIABILITY				STATUTORY LIMITS EACH ACCIDENT $1,000,000 DISEASE-POLICY LIMIT $1,000,000 DISEASE-EACH EMPLOYEE $1,000,000
A	**OTHER** Errors and omissions insurance or malpractice insurance available for the insured's profession; if architectural, engineering or electrical work will be performed under the Agreement				Minimum coverage $1,000,000 Each consultant/ & listed sub-consultant $500,000

SAMPLE

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/RESTRICTIONS/SPECIAL ITEMS

CERTIFICATE HOLDER

CITY OF OXNARD % Evident ID, Inc.
8520 Allison Pointe Blvd. Ste 223
PMB 5210
Indianapolis, Indiana 462500-4299 US

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ~~ENDEAVOR TO~~ MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, ~~BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE COMPANY, ITS AGENTS OR REPRESENTATIVES.~~

AUTHORIZED REPRESENTATIVE

GENERAL LIABILITY SPECIAL ENDORSEMENT
FOR THE CITY OF OXNARD (the "City")

SUBMIT IN DUPLICATE

ENDORSEMENT NO.	ISSUE DATE (MM/DD/YY)

PRODUCER

Telephone:

NAMED INSURED

POLICY INFORMATION:
Insurance Company:
Policy No.:
Policy Period: (from) (to)
LOSS ADJUSTMENT EXPENSE □ Included in Limits
□ In Addition to Limits

□ Deductible □ Self-Insured Retention (check which) of $ _____
with an Aggregate of $_____ applies to _____
coverage. □ Per Occurrence □ Per Claim (which)

APPLICABILITY This insurance pertains to the operations, products and/or tenancy of the named insured under all written agreements and permits in force with the City unless checked here □ in which case only the following specific agreements and permits with the City are covered:

CITY AGREEMENTS/PERMITS

TYPE OF INSURANCE

GENERAL LIABILITY
□ COMMERCIAL GENERAL LIABILITY
□ COMPREHENSIVE GENERAL LIABILITY
□ OWNERS & CONTRACTORS PROTECTIVE
□ Claims Made
Retroactive Date _____
□ Occurrence

OTHER PROVISIONS

COVERAGES

	LIABILITY LIMITS IN THOUSANDS $	
	EACH OCCURRENCE	AGGREGATE
□ GENERAL		
□ PRODUCTS/COMPLETED OPERATIONS		
□ PERSONAL & ADVERTISING INJURY		
□ FIRE DAMAGE		
□ _____		
□ _____		

Underwriter=s representative for claims pursuant to this insurance.

CLAIMS:
Name:
Address:
Telephone: (____) _____

In consideration of the premium charged and notwithstanding any inconsistent statement in the policy to which this endorsement is attached or any endorsement now or hereafter attached thereto, insurance company agrees as follows:

1. **INSURED.** The City, its officers, agents, employees and volunteers are included as insureds with regard to liability and defense of suits arising from the operations, products and activities performed by or on behalf of the named insured.
2. **CONTRIBUTION NOT REQUIRED.** As respects: (a) work performed by the named insured for or on behalf of the City; or (b) products sold by the named insured to the City; or (c) premises leased by the named insured from the City, the insurance afforded by this policy shall be primary insurance as respects the City, its officers, agents, employees or volunteers; or stand in an unbroken chain of coverage excess of the named insured's scheduled underlying primary coverage. In either event, any other insurance maintained by the City, its officers, agents, employees or volunteers shall be in excess of this insurance and shall not contribute with it.
3. **SEVERABILITY OF INTEREST.** This insurance applies separately to each insured against whom claim is made or suit is brought except with respect to the company's limits of liability. The inclusion of any person or organization as an insured shall not affect any right which such person or organization would have as a claimant if not so included.
4. **CANCELLATION NOTICE.** With respect to the interests of the City, this insurance shall not be canceled, or materially reduced in coverage or limits except after thirty (30) days prior written notice by receipted delivery has been given to the City.
5. **PROVISIONS REGARDING THE INSURED'S DUTIES.** Any failure to comply with reporting provisions of the policy or breaches or violations of warranties shall not affect coverage provided to the City, its officers, agents, employees or volunteers.
6. **SCOPE OF COVERAGE.** This policy, if primary, affords coverage at least as broad as:
   a. Insurance Services Office Commercial General Liability Coverage, "occurrence" form CG0001; or
   b. If excess, affords coverage which is at least as broad as the primary insurance form CG0001.

Except as stated above nothing herein shall be held to waive, alter or extend any of the limits, conditions, agreements or exclusions of the policy to which this endorsement is attached.

ENDORSEMENT HOLDER

CITY OF OXNARD % Evident ID, Inc.
8520 Allison Pointe Blvd. Ste 223
PMB 5210
Indianapolis, Indiana 462500-4299 US

AUTHORIZED REPRESENTATIVE
□ Broker/Agent □ Underwriter □ ____

I _____ (print/type name), warrant that I have authority to bind the above-mentioned insurance company and by my signature hereon do so bind this company to this endorsement.

Signature _____
(original signature required)

Telephone: ( ) Date Signed _____

Rev. 1/23 INS-D.doc

AUTOMOBILE LIABILITY SPECIAL ENDORSEMENT
FOR THE CITY OF OXNARD (the "City")

SUBMIT IN DUPLICATE

ENDORSEMENT NO.	ISSUE DATE (MM/DD/YY)

PRODUCER

Telephone:

NAMED INSURED

POLICY INFORMATION:
Insurance Company:
Policy No.:
Policy Period: (from) (to)
LOSS ADJUSTMENT EXPENSE ☐ Included in Limits ☐ In Addition to Limits

☐ Deductible ☐ Self-Insured Retention (check which) of $ _____ with an Aggregate of $_____ applies to _____ coverage. ☐ Per Occurrence ☐ Per Claim (which)

APPLICABILITY. This insurance pertains to the operations, products and/or tenancy of the named insured under all written agreements and permits in force with the City unless checked here ☐ in which case only the following specific agreements and permits with the City are covered:

CITY AGREEMENTS/PERMITS

TYPE OF INSURANCE

☐ COMMERCIAL AUTO POLICY
☐ BUSINESS AUTO POLICY
☐ OTHER

OTHER PROVISIONS

LIMIT OF LIABILITY

$ _____ per accident, for bodily injury and property damage.

CLAIMS: Underwriter's representative for claims pursuant to this insurance.
Name: _____
Address: _____
Telephone: ( )

In consideration of the premium charged and notwithstanding any inconsistent statement in the policy to which this endorsement is attached or any endorsement now or hereafter attached thereto, insurance company agrees as follows:

1. **INSURED.** The City, its officers, agents, volunteers and employees are included as insureds with regard to liability and defense of suits arising from the operations, products and activities performed by or on behalf of the named insured.
2. **CONTRIBUTION NOT REQUIRED.** As respects: (a) work performed by the named insured for or on behalf of the City; or (b) products sold by the named insured to the City; or (c) premises leased by the named insured from the City, the insurance afforded by this policy shall be primary insurance as respects the City, its officers, agents, employees or volunteers; or stand in an unbroken chain of coverage excess of the named insured's scheduled underlying primary coverage. In either event, any other insurance maintained by the City, its officers, agents, employees or volunteers shall be in excess of this insurance and shall not contribute with it.
3. **SEVERABILITY OF INTEREST.** This insurance applies separately to each insured against whom claim is made or suit is brought except with respect to the company's limits of liability. The inclusion of any person or organization as an insured shall not affect any right which such person or organization would have as a claimant if not so included.
4. **CANCELLATION NOTICE.** With respect to the interests of the City, this insurance shall not be canceled, or materially reduced in coverage or limits except after thirty (30) days prior written notice by receipted delivery has been given to the City.
5. **PROVISIONS REGARDING THE INSURED'S DUTIES.** Any failure to comply with reporting provisions of the policy or breaches or violations of warranties shall not affect coverage provided to the City, its officers, agents, employees or volunteers.
6. **SCOPE OF COVERAGE.** This policy, if primary, affords coverage at least as broad as:
   a. Insurance Services Office Automobile Liability Coverage, "occurrence" form CA0001, code ("any auto"); or
   b. If excess, affords coverage which is at least as broad as the primary insurance form referenced in the preceding section (1).

Except as stated above nothing herein shall be held to waive, alter or extend any of the limits, conditions, agreements or exclusions of the policy to which this endorsement is attached.

ENDORSEMENT HOLDER

CITY OF OXNARD % Evident ID, Inc.
8520 Allison Pointe Blvd. Ste 223
PMB 5210
Indianapolis, Indiana 462500-4299 US

AUTHORIZED REPRESENTATIVE

☐ Broker/Agent ☐ Underwriter ☐ _____

I _____ (print/type name), warrant that I have authority to bind the above-mentioned insurance company and by my signature hereon do so bind this company to this endorsement.

Signature _____

(original signature required)

Telephone: ( ) Date Signed _____

Rev. 1/23 INS-D.doc

EXHIBIT D

GENERAL SERVICES AGREEMENT
(City of Oxnard and Premier Property Preservation, LLC.)

[RESERVED]

EXHIBIT E

GENERAL SERVICES AGREEMENT
(City of Oxnard and Premier Property Preservation, LLC.)

LIVING WAGE POLICY

Pursuant to the Living Wage Policy adopted July 9, 2002 by the City Council and effective October 1, 2002, the City Manager and City Attorney are directed to include the following language in all standard trade services contracts and all unique trade services contracts governed by the Living Wage Policy.

A. Service Provider shall compensate any employee of Service Provider who provides services under this Agreement in accordance with the Living Wage Policy, attached hereto and incorporated herein by reference as the Living Wage Policy Exhibit. While this Agreement is in effect, Service Provider shall pay such employee no less than $20.06 per hour for each hour that such employee provides services under this Agreement. In addition, while this Agreement is in effect, Service Provider shall provide to such employee no less than 96 hours of paid leave per calendar year.

B. Service Provider agrees to post, at a location readily accessible to those employees providing services to the City, a copy of the Living Wage Policy adopted by City Council on July 9, 2002 and effective October 1, 2002.

C. If Service Provider fails to compensate such employee pursuant to the Living Wage Policy, the City Manager or designee shall terminate this Agreement on written notice to Service Provider, effective immediately.

D. In addition, if Service Provider fails to comply with the Living Wage Policy in any manner, Service Provider shall pay to City a fine of $500 and shall pay to any employee providing services under this Agreement a penalty of three times the amount or value of the compensation owed to such employee under the Living Wage Policy. Service Provider shall pay such fine and penalty within fifteen (15) calendar days after the City Manager or designee provides written notice to Service Provider of the amount owed.

CITY OF OXNARD LIVING WAGE REQUIREMENTS
EFFECTIVE JULY 1, 2025

Service Provider shall compensate any employee of Service Provider who provides Services under this Agreement in accordance with the Living Wage Policy, attached hereto and incorporated herein by reference as Exhibit E. While this Agreement is in effect, Service Provider shall pay such employee no less than $20.06 per hour for each hour that such employee provides Services under this Agreement. This hourly rate shall be adjusted on July 1, 2026, and each July 1 thereafter, according to the percentage change in the Consumer Price Index, all items, prepared by the Bureau of Labor Statistics for the Los Angeles area relating to all urban consumers (CPI-U), index base 1982-84=100, comparing May of the previous year to May of the current year. In addition, while this Agreement is in effect, Service Provider shall provide to such employee no less than 96 hours of paid leave per calendar year.

a. Service Provider agrees to post, at a location readily accessible to those employees providing Services to the City, a copy of the Living Wage Policy adopted by the Oxnard City Council on July 9, 2002 and effective October 1, 2002.

b. If Service Provider fails to compensate such employee pursuant to the Living Wage Policy, the City Manager or designee shall terminate this Agreement on written notice to Service Provider, effective immediately.

c. In addition, if Service Provider fails to comply with the Living Wage Policy in any manner, Service Provider shall pay to City a fine of $500 and shall pay to any employee providing Services under this Agreement a penalty of three times the amount or value of the compensation owed to such employee under the Living Wage Policy. Service Provider shall pay such fine and penalty within fifteen (15) calendar days after the City Manager or designee provides written notice to Service Provider of the amount owed.

EXHIBIT F

GENERALSERVICES AGREEMENT
(City of Oxnard and Premier Property Preservation, LLC.)

PREVAILING WAGE

1. Service Provider acknowledges that the Project defined in the Agreement between Service Provider and CITY is a "public work" as defined in Division 2, Part 7, Chapter 1 of the California Labor Code ("Chapter 1"), and that this Agreement is subject to Chapter 1 and the rules and regulations established by the Director of Industrial Relations ("DIR") implementing such statutes. Service Provider shall perform the Project as a public work. Service Provider shall comply with and be bound by all the terms, rules and regulations described in Chapter 1 and the DIR's rules and regulations as though set forth in full herein.

2. Pursuant to Labor Code Section 1773.2, copies of the prevailing rate of per diem wages for each craft, classification, or type of worker needed to perform the Agreement are on file at City Hall and will be made available to any interested party on request. Service Provider acknowledges receipt of a copy of the DIR determination of such prevailing rate of per diem wages, and Service Provider shall post such rates at each job site covered by this Agreement.

3. Service Provider is required to post job site notices, as prescribed by regulation. See Labor Code Section 1771.4(a)(2).

4. Service Provider shall comply with and be bound by the provisions of Labor Code Sections 1774 and 1775 concerning the payment of prevailing rates of wages to workers and the penalties for failure to pay prevailing wages. Service Provider shall, as a penalty to City, forfeit not more than $200 for each calendar day or portion thereof for each worker paid less than the DIR's determined prevailing rates for the work or craft in which the worker is employed pursuant to this Agreement by Service Provider or any subcontractor. The Labor Commissioner shall determine the amount of the penalty as described in Section 1775.

5. Service Provider shall comply with Labor Code Section 1776, which requires Service Provider and each subcontractor to (1) keep accurate payroll records and verify such records in writing under penalty of perjury, (2) certify and make such payroll records available for inspection, and (3) inform CITY of the location of the records.

6. Service Provider shall comply with Labor Code Sections 1777.5, 1777.6 and 1777.7 and California Administrative Code Title 8, Section 200 et seq. concerning the employment of apprentices on public works projects for all apprenticeable occupations. Before commencing work under this Agreement, Service Provider shall provide City with a copy of the information submitted to any applicable apprenticeship program. Within 60 days after concluding the Project, Service Provider and each of its subcontractors shall

submit to City a verified statement of the journeyman and apprentice hours performed under this Agreement.

7. Service Provider may not be debarred or suspended throughout the Agreement Term pursuant to Labor Code Section 1777.1 or 1777.7. If he, she or it becomes debarred or suspended in the Agreement Term, Service Provider must immediately notify City.

8. Service Provider is not qualified to bid on, be listed in a Bid proposal, or engage in the performance of any contract for public work, as defined in Labor Code Sections 1720 through 1861, unless currently registered and qualified to perform public work pursuant to Labor Code Section 1725.5. Service Provider shall continue without interruption to stay registered and qualified to perform public work pursuant to Section 1725.5 for the duration of the term of this Agreement. This provision does not apply to construction, alteration, demolition, installation or repair work of $25,000 or less or to maintenance work of $15,000 or less.

9. Service Provider acknowledges that 8 hours labor constitutes a legal day's work. Service Provider shall comply with and be bound by Labor Code Section 1810.

10. Service Provider shall comply with and be bound by Labor Code Section 1813 concerning penalties for workers who work excess hours. Service Provider shall, as a penalty to City, forfeit $25 for each worker employed in the performance of this Agreement by Service Provider or by any subcontractor for each calendar day during which such worker is required or permitted to work more than 8 hours in any calendar day and 40 hours in any one calendar week in violation of the provisions of Division 2, Part 7, Chapter 1, Article 3 of the Labor Code. Pursuant to Labor Code Section 1815, work performed by Service Provider's employees in excess of 8 hours per day and 40 hours per week shall be permitted upon public work upon compensation for all hours worked in excess of 8 hours per day at not less than 1 ½ times the basic rate of pay.

11. The Project listed in the Agreement is subject to compliance monitoring and enforcement by the DIR.

12. Service Provider shall be responsible for each and every one of its subcontractors' compliance with Chapter 1, the DIR's rules and regulations, and Labor Code Sections 1860 and 3700. Service Provider shall include in the written contract between it and each subcontractor a copy of, and a requirement that each subcontractor shall comply with, those statutory provisions. Service Provider shall be required to take all actions necessary to enforce such contractual provisions and ensure subcontractors' compliance, including without limitation, conducting a periodic review of the certified payroll records of each subcontractor, and upon becoming aware of the failure of the subcontractor to pay its workers the specified prevailing rate of wages, Service Provider shall diligently take corrective action to halt or rectify any failure.

13. To the maximum extent, Service Provider shall hold harmless, defend (with counsel approved by the City Attorney) and indemnify City, its legislative bodies, and its

officials, officers, employees and agents from any demand or claim for damages, compensation, fines, penalties or other amounts arising out of or incidental to any acts or omissions listed above by any person or entity (including Service Provider, its subcontractors, and each of their officials, officers, employees and agents) in connection with any work undertaken or in connection with the Agreement, including without limitation the payment of all attorneys' fees and other related costs. All duties of Service Provider under this Section shall survive Agreement termination.

EXHIBIT B-2

TRADE SERVICE AGREEMENT
(CITY of Oxnard and CCS Los Angeles Janitorial, Inc.)

SCHEDULE OF COMPENSATION
EFFECTIVE FEBRUARY 1, 2025

Services	Monthly Cost
Janitorial	$11,386.03

Oxnard Transit Center	Cost per Staff Hour	Cost per Staff Hour for Special Requests / Emergency Cleaning	Estimated Total Weekly Billed Staff Hours
Service (All-inclusive, Furnish Labor, Materials, Supplies & Equipment	$32.72	$45.00	80

Agreement 32600243 with Premier Property Preservation, LLC for Custodial Services at the John Zaragoza Oxnard Transit Center (OTC)

Public Works and Transportation Committee
December 9, 2025

Brian Yanez,
Assistant Director, Public Works

CITY OF OXNARD CALIFORNIA

RECOMMENDATION

That the Public Works and Transportation Committee recommend that the City Council approve and authorize the Mayor to execute the Agreement with Premier Property Preservation, LLC for a term of one year from February 1, 2026 to January 31, 2027, with an option for four consecutive one-year periods ending January 31, 2031, for a total contract not-to-exceed amount $700,000 for custodial services at the John Zaragoza Oxnard Transit Center.

BACKGROUND

- The John C. Zaragoza Oxnard Transit Center (OTC), located at 201 E. Fourth Street, is a regional multimodal transportation hub that connects passengers to regional, local, and commuter services, including Metrolink, Amtrak, the Ventura County Transportation Commission, and Gold Coast Transit District.

- The John C. Zaragoza Oxnard Transit Center (OTC) opened in 1986, offers the community a two-story, 13,000-square-foot brick facility on five acres featuring an indoor passenger waiting area with concessions, a café, seating, restrooms, and security services.

BACKGROUND

- For the past 20 years, the OTC has utilized contracted custodial services. The outsourced team provides a full range of cleaning and maintenance tasks, including:
  - Trash removal
  - Vacuuming
  - Floor waxing
  - Dusting
  - Graffiti removal
  - Window cleaning
  - Polishing
  - Thorough cleaning of restrooms and break areas
- The vendor also supplies all cleaning products and related materials.

DISCUSSION

- The Purchasing Department released Request for Bid (RFB) 25-15 for custodial services at the OTC.
    - Released Septemeber 22, 2025
    - Due date October 22, 2025
- RFB 26-15 was directly sent to three potential vendors and published on www.PublicPurchase.com as well as the City's Purchasing website.
- The City received 6 bids from qualified vendors

FINANCIAL IMPACT

- The total cost for this agreement with Premier Property Preservation, LLC shall not exceed $700,000 through June 30, 2031, if extended all year.

- Sufficient funds are available in the City Council-approved OTC operating budget for Fiscal Year 2025-26 in the Transportation Development Act (TDA) Fund 212. Funding for future years will be requested in the annual budget process.

- No General Fund money will be used for this Agreement.

- The Agreement also includes estimated “as-needed” costs to cover potential one-time services that staff may request.

CITY OF OXNARD CALIFORNIA

End of Presentation

CITY OF OXNARD CALIFORNIA

PUBLIC WORKS AND TRANSPORTATION COMMITTEE AGENDA REPORT

REPORTS
AGENDA ITEM NO. D.2

DATE: December 9, 2025

TO: Public Works and Transportation Committee

FROM: Michael Wolfe, Public Works Director, (805) 385-8055, michael.wolfe@oxnard.org
Javier Chagoyen-Lazaro, Chief Financial Officer, (805) 200-5400, javier.chagoyenlazaro@oxnard.org

SUBJECT: Surplus Vehicle Process Report.

RECOMMENDATION

That the Public Works and Transportation Committee receive and file a report on the vehicle surplus process.

Please click the following link to view the required Measure M pre-recorded presentation video: https://youtu.be/tb01P4Yqz7Y

BACKGROUND

During a previous Public Works and Transportation Committee meeting, a committee member requested that staff provide an overview of the City's process for declaring and disposing of surplus vehicles.

The City has 977 vehicles and pieces of equipment valued at approximately $57.4 million (as of August 2025). The fleet consists of passenger vehicles, light-, medium-, and heavy-duty trucks, refuse and dump trucks, fire apparatus, trailers, and construction equipment.

DISCUSSION

Public Works Department Actions:

The Fleet Services Division (Fleet Services) within the Public Works Department manages the City's fleet. As part of ongoing fleet management, Fleet Services may identify vehicles for replacement or retirement (since not all current vehicles are replaced if their function is no longer needed) based on criteria such as:

- End of service life; which is based upon manufacturer's recommendations and the type and stress of services the vehicle/equipment performs
- Regulatory compliance requirements, which can be based upon items such as air quality compliance for diesel engines, and
- Cost-effectiveness of continued repair versus replacement, which is a cost-benefit analysis.

Before any identified surplus vehicle is sent to auction, Fleet Services analyzes all departments' fleet and makes recommendations to reassign such vehicles to other departments and have those departments replace older or

higher-mileage vehicles, essentially keeping the better units and retiring the ones in worse condition. In instances where the transfer of an asset is from/to a non-General Funded Division (e.g. enterprise fund) to/from a General Funded Division, the required transfer of funds is conducted at the assets fair market value.

Once a vehicle has been identified for replacement or retirement from the fleet and agreed upon by the requesting department, Fleet Services staff prepares it for disposal by removing all City logos, radios, lighting, and any reusable components. Fleet Services then compiles a surplus list and transmits it to the Finance Department for coordination of the disposal process.

Finance Department Actions:

The City's Purchasing Agent is authorized, pursuant to the City's Municipal Code (Section 4.54 of the City's Purchasing Ordinance 3053 attached), to sell, trade, lease, exchange, or otherwise dispose of any personal property belonging to the City that has been deemed surplus and not required for public use.

- For items valued under $500 per single item, the Purchasing Agent may proceed with disposition without prior City Council approval and without the need to secure bids or advertise.
- For items valued at $500 or more per individual item, City Council approval is required prior to disposition.
- All proceeds from the sale of surplus property are deposited into the respective city departments' accounts.

The Finance Department coordinates the sale of surplus property, including vehicles, through the release to an auction company.

In the rare case that it is determined any vehicle or equipment shall be donated, an Asset Disposal Form is required.

STRATEGIC PRIORITIES

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to preserve and improve our roads, utilities, parks, trees, water supply, and natural resources through effective planning, prioritization, and an equitable and efficient use of available funding.

FINANCIAL IMPACT

There is no direct financial impact of receiving this report.

Prepared by: Brian Yanez, Assistant Public Works Director, Jose Arreola, Fleet Services Manager

ATTACHMENTS

1. City Purchasing Ordinance 3053
2. Presentation

CITY COUNCIL OF THE CITY OF OXNARD
ORDINANCE NO. 3053

AN ORDINANCE OF THE CITY OF OXNARD, CALIFORNIA REPEALING AND REPLACING CHAPTER 4, ARTICLES I THROUGH VI OF THE OXNARD CITY CODE FOR PURCHASING, CONTRACTING AND PUBLIC PROJECTS

WHEREAS, Chapter 4 of the Oxnard City Code contains the City's current competitive purchasing and contracting system;

WHEREAS, it is in the best interests of the City, its employees, and its constituents to have efficient and transparent procedures in place for the purchase of supplies, services, equipment and public projects; and

WHEREAS, the City Council of the City of Oxnard desires to review and refine the City's current purchasing system to include updated and explicit definitions, procedures, explanations, and authority that reflect and are consistent with the City's longstanding purchasing needs and operations; and

WHEREAS, it is best practice to review and update the City's purchasing system to implement required changes that will support the efficient and orderly purchasing of supplies, services, equipment and public projects.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF OXNARD DOES ORDAIN AS FOLLOWS:

Part 1. Incorporation of Recitals. The findings and determinations reflected above are true and correct, and are incorporated by this reference as though fully set forth herein as the cause and foundation for the action taken by and through this Ordinance.

Part 2. Codified Amendment. The City Clerk is directed to request that the publisher of the City Code add thereto the amendments listed in Parts 3 of this Ordinance, as set forth below, which fully replaced Chapter 4 of the City Code.

Part 3. Chapter 4 is hereby repealed in its entirety and replaced with the following provisions, which include new titles for chapter 4, and articles I, II, III, IV, and Vand include code sections 4-1 through 4-55 as follows:

"CHAPTER 4: PURCHASING, CONTRACTING & PUBLIC PROJECTS

ARTICLE I. CITYWIDE PURCHASING SYSTEM

SEC. 4-1. PURPOSE

SEC. 4-2. DEFINITIONS

SEC. 4-3. CONTRACTING AUTHORITY

SEC. 4-4. ALLOWABLE PURCHASING METHODS

SEC. 4-5. PURCHASING AGENT

SEC. 4-6. CONFLICT.

SEC. 4-7. EXEMPTIONS TO SOLICITATION REQUIREMENTS

Sec. 4-8. AWARD TO MULTIPLE VENDORS

Sec. 4-9. ON-CALL AGREEMENTS

SEC. 4-10. NO OBLIGATION TO CONTRACT

SEC. 4-11. APPROVAL AS TO FORM

SEC. 4-12. BUSINESS LICENSE

SEC. 4-13. INSURANCE REQUIRED

SEC. 4-14. PROHIBITION AGAINST SPLITTING PROJECTS, PURCHASES, AND NON-COMPLIANCE WITH PURCHASING GUIDELINES

SEC. 4-15. AUTHORITY TO EXERCISE DISCRETIONARY APPROVAL OF DESIGNS FOR PUBLIC WORKS AND PUBLIC IMPROVEMENT PROJECTS

ARTICLE II. PUBLIC PROJECTS

SEC. 4-16. UNIFORM PUBLIC CONSTRUCTION COST ACCOUNTING ACT

SEC. 4-17. PUBLIC PROJECTS

SEC. 4-18. INFORMAL BIDDING PROCEDURE

SEC. 4-19. FORMAL BIDDING PROCEDURE

SEC. 4-20. TIER 1 PUBLIC PROJECTS

SEC. 4-21. TIER 2 PUBLIC PROJECTS

SEC. 4-22. TIER 3 PUBLIC PROJECTS

SEC. 4-23. WAIVER OF IRREGULARITIES

SEC. 4-24. REJECTING ALL BIDS

SEC. 4-25. BONDS

SEC. 4-26. PUBLIC PROJECT CONTRACTS & PREVAILING WAGE

SEC. 4-27. CHANGE ORDERS

SEC. 4-28. BRAND OR TRADE NAMES

SEC. 4-29. NO BIDS RECEIVED

SEC. 4-30. EMERGENCIES

SEC. 4-31. DESIGN BUILD PROJECTS

ARTICLE III. CONTRACTING FOR PROFESSIONAL SERVICES

SEC. 4-32. APPLICABILITY

SEC. 4-33. REQUIREMENTS FOR SOLICITATION AND CONTRACTS

SEC. 4-34. INFORMAL SOLICITATION PROCESS

SEC. 4-35. FORMAL SOLICITATION PROCESS

SEC. 4-36. SOLICITATION PROCESS FOR ON-CALL PROFESSIONAL SERVICE AGREEMENTS RELATED TO A CAPITAL IMPROVEMENT PROJECT

SEC. 4-37. PUBLICATION

SEC. 4-38. NO RESPONSIVE SOLICITATIONS

SEC. 4-39. RECEIPT OR REJECTION OF SOLICITATION

SEC. 4-40. PURCHASE CHANGE ORDERS & AMENDMENTS

SEC. 4-41. EMERGENCY URGENCY & IMMEDIATE NEED

ARTICLE IV. PURCHASING & CONTRACTING FOR GOODS, SUPPLIES, EQUIPMENT, MAINTENANCE, GENERAL SERVICES, AND INFORMATION TECHNOLOGY SERVICES

SEC. 4-42. APPLICABILITY

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ARTICLE I. CITYWIDE PURCHASING SYSTEM POLICY

SEC. 4-1. PURPOSE

(A) The purpose of this chapter is to ensure that the city establishes an efficient centralized purchasing system, and that goods, materials, public projects and services are procured at fair and competitive prices.

(B) This chapter provides procedures for the performance of public projects, the purchase of supplies and equipment, and contracting for services.

(C) This chapter shall be interpreted and construed to be consistent with State law.

SEC. 4-2. DEFINITIONS

For the purposes of Chapter 4, the following definitions and rules shall be observed, unless such would be inconsistent with the manifest intent of the city council:

(A) AGGREGATE VALUE – The total value of the contract or purchase order for the life of that contract or purchase order.

(B) BEST VALUE - The expected outcome of a solicitation that in the city's estimation will provide the greatest overall benefit in response to the requirement, where price, quality, durability, servicing, delivery time, standardization, and/or other factors outlined in the purchasing manual are considered in the evaluation and selection process to minimize negative impacts and enhance the long-term performance and value of a solicitation submission.

(C) CHANGE ORDER- A legally binding document used to make changes to a construction contract for public projects that are necessary to complete the project and do not exceed the scope of the existing contract.

(D) COOPERATIVE PURCHASING - Whereby multiple government agencies, cooperative entities, or jurisdictions enter into a contract to procure from each other or to collectively procure a vendor, contractor or consultant.

(E) CONTRACT - Written instrument, also referred to as an Agreement, between the City and a contractor, vendor, or service provider that memorializes the legal obligations of the parties to the contract or agreement.

(F) DESIGN BUILD – A project delivery process in which both the design and construction of a project are procured from a single entity.

(G) EMERGENCY - A sudden, unexpected occurrence demanding immediate action to prevent or mitigate loss or damage to life, health, property, or essential public services.

(1) Regarding public projects, as defined in this chapter, the meaning provided in Cal. Pub. Con. Code, section 22050 shall control.

(2) Regarding all purchases unrelated to public projects, when a condition or possible safety situation renders solicitation requirements impractical or not in the best interests of the city and requires approval of the City Manager.

(H) FORCE ACCOUNT - Work performed on public projects using internal city resources, including, but not limited to, labor, equipment, materials, supplies and subcontracts of the city.

(I) FORMAL SOLICITATION - A competitive selection process where a response to a solicitation for any purchase other than a public project, must be submitted in a sealed envelope by mail, hand delivery, email or other electronic means, and in conformance with a prescribed format to be opened in public at a specified date and time or evaluated as delineated in the solicitation released, as established in the purchasing manual.

(J) SERVICE CONTRACT - A service that is not affiliated with a public project subject to Article II or professional services subject to Article III, and may include but is not limited to janitorial, security guard, pest control, landscape, maintenance work, and other general services.

(K) INFORMAL SOLICITATION - A competitive selection process where a response to a solicitation for any purchase other than a public project that is conveyed by mail, email or other electronic means, or other written manner that does not require a sealed proposal, public opening or other formalities, as established in the purchasing manual.

(L) INFORMATION TECHNOLOGY SERVICES – A service involving management, maintenance, installation or utilization of computer hardware or software.

(M) LOWEST RESPONSIVE, RESPONSIBLE BIDDER – A Contractor, Vendor or Service provider that is responsible and submits the least expensive bid that meets the requirements of an informal or formal solicitation

(N) NEGOTIATED CONTRACT - A contract that is awarded on the basis of a direct contract with a contractor, vendor or consultant without going through the formal or informal solicitation procedures.

(O) ON-CALL AGREEMENT – A general scope agreement with a Contractor, Vendor or Service Provider for a certain category, trade or scope of work, wherein specific projects shall be identified through the issuance of a task order that sets forth a scope of work, which is completed under a general scope agreement for the City.

(P) MAINTENANCE or MAINTENANCE WORK - The meaning provided in Cal. Pub. Con. Code, section 22002(d) and Title 8 Cal. Code of Regs. section 16000, which states in relevant part: (1) Routine, recurring and usual work for the preservation, protection and keeping of any publicly owned or publicly operated facility (plant, building, structure, ground facility, utility system or any real property) for its intended purposes in a safe and continually usable condition for which it has been designed, improved, constructed, altered or repaired. (2) Carpentry, electrical, plumbing, glazing, touchup painting, and other craft work designed to preserve the publicly owned or publicly operated facility in a safe, efficient and continuously usable condition for which it was intended, including repairs, cleaning and other operations on machinery and other equipment permanently attached to the building or realty as fixtures. .

(Q) PIGGYBACK PURCHASING - Wherein the city utilizes another agency or jurisdiction's solicitation results, but enters into a separate contract or issues a separate purchase order with the vendor.

(R) PRINCIPAL BUSINESS OFFICE - The place where the principal officers or owners generally transact business, where reports are prepared, from which orders and payments are made, and where the business represents to government authorities as its principal office or principal place of business.

(S) PROFESSIONAL SERVICES - All services performed by persons or firms in a professional occupation, including, but not limited to, consulting and performance services for accounting, financial, economic, auditing, redevelopment, engineering, architectural, landscape architectural, planning, environmental, land surveying, construction project management, personnel, social services, animal control, lobbying, grant-writing, legal, management, communication and other similar professional functions.

(T) PURCHASE CHANGE ORDER – A legally binding document used to make changes to a purchase order.

(U) PURCHASE ORDER – A purchase transaction document that contains terms and conditions set forth by the City and issued by the City to a Vendor or Contractor for types, and quantities of goods and equipment at agreed upon prices.

(V) PURCHASING AGENT - An employee whose responsibility it is to procure all supplies, equipment, public projects and services for the city, or that employee's designee(s) in accordance with this Chapter.

(W) PURCHASING MANUAL - The purchasing policies and procedures manual for the purpose of implementation of this chapter, as drafted and amended by the purchasing agent.

(X) SMALL LOCAL BUSINESS - A business entity located within the city's geographic boundaries, has average annual gross receipts of $20,000,000 or less, and employs fewer than 100 employees.

(Y) SOLE SOURCE AGREEMENT – A circumstance where it has been determined that only one vendor or service provider is capable of providing an item or service, and based on that determination it is not possible to obtain competitive bids or proposals.

(Z) SOLICITATION – The process and procedure under which the purchasing agent determines the competitive method to procure all goods, supplies, equipment, public projects and services of any kind.

(AA) TASK ORDER – A work order request issued pursuant to an On-Call Agreement for the performance of certain tasks that sets forth the scope of work and compensation that may be negotiated between the parties.

SEC. 4-3. CONTRACTING AUTHORITY

(A) The City Manager or their designee may award and the purchasing agent may execute any contract or purchase order up to an aggregate value of $220,000. This authority includes contracts involving real property, lease and license agreements that do not exceed three years in

term, and exempted transactions in Section 4-7 subparagraph (B), subdivisions (1) through (20). The City Manager may delegate his contracting authority to a designated representative(s) by written authorization with a copy of such authorization to the Purchasing Agent.

(B) Any contract or purchase order over $220,000.00, or real property lease and license agreements over $220,000 or three years in term, or public projects over $220,000 shall be awarded by the City Council and executed by the Mayor, or in his absence the Mayor Pro Tem.

(C) The City Council may delegate its signatory authority to the City Manager for contracts, agreements or purchase orders with an aggregate value greater than $220,000 by Motion or other action taken by City Council.

(D) A purchase order or contract for legal services or services relating to legal matters is not subject to the solicitation requirements of this Chapter and may be awarded and executed by the city attorney, up to an aggregate value of $220,000.00, or may be awarded and executed jointly by the City Attorney and the most senior available member of the City Council if over that amount.

(E) A purchase order or contract relating to a confidential, ongoing police investigation or other confidential police business is not subject to the solicitation requirements of this Chapter and may be awarded and executed jointly by the Police Chief and City Manager up to an aggregate value of $220,000.00, or may be awarded and executed jointly by the City Manager and the most senior available member of the City Council if over that amount.

(F) Only city staff authorized by the City Manager may use city-issued credit cards to pay for supplies and equipment purchased for the city and for city-related training and travel. The purchasing agent shall develop and maintain a procurement card manual for the issuance, oversight, and use of such credit cards.

SEC. 4-4. ALLOWABLE PURCHASING METHODS

(A) Request for Bids (RFB) is a request to vendors to submit an offer or quote for specific defined goods or services.

(B) Request for Proposals (RFP) is a request to vendors to submit a proposal for goods or services for which the exact specifications or methodology of providing the goods or services is not defined. The RFP allows for consideration of a series of factors in determining the vendor's qualifications and ability to perform. RFP shall be evaluated using the Best Value Method.

(C) Request for Qualifications (RFQ) is a request for a statement of qualifications for a certain class of vendors or consultants. RFQs can be used to develop multiple awards or On-Call Agreements.

(D) Additional Purchasing Methods

(1) Cooperative Agreements as defined in Sec. 4-2(D) of this Article.

(2) Piggyback Agreements as defined in Sec. 4-2(Q) of this Article.

(3) Sole Source Agreements as defined in Sec. 4-2(Y) of this Article.

(4) Purchase Orders as defined in Sec. 4-2(U) of this Article.

(5) Emergency Contracting / Purchases or Procurement as defined in Sec. 4-2(G) of this Article and pursuant to the procedures set forth in Article II Sec 4-30; Article III Sec 4-41 (B); and Article IV Sec 4-51(B).

(6) Urgency or Immediate Need as defined in Sec. 4-41(A)(1) and (2), and 4-51(A)(1) and (2), and pursuant to the procedures set forth in Article III Sec 4-41 (B) and Article IV Sec 4-51(B).

SEC. 4-5. PURCHASING AGENT.

(A) Except as otherwise ordered by city council, the purchasing agent shall provide the services stated in this chapter on behalf of all city departments. In the performance of his/her duties, the purchasing agent shall comply with applicable law and city council orders, including limitations on purchasing procedures. The Purchasing Agent may:

(1) Prepare and issue all solicitations.

(2) Issue all city purchase orders and execute all city contracts subject to this chapter, in accordance with procedures prescribed by this chapter.

(3) Execute approved amendments for all city contracts and purchase orders for goods, supplies, equipment, general or professional services, information technology services or other transactions that are not public projects in any way, including, but not limited to, amendments to contract terms, aggregate value, changing a vendor, contractor or consultant's legal name, or authorizing higher costs and rates.

(4) Negotiate and recommend award of contracts for the purchase of goods, supplies, equipment, general or professional services, information technology services or other transactions that are not public projects.

(5) Act to procure for the city the needed quality in goods, supplies, equipment, general or professional services, information technology services or other transactions that are not public projects at the best value to the city.

(6) Discourage uniform bidding and endeavor to obtain as full and open competition as possible on all purchases.

(7) Prepare and maintain for the city manager all city purchasing policies and procedures including, but not limited to; the purchasing manual, procurement card manual, and recommend revisions to both of these documents for final approval by the City's Chief Financial Officer.

(8) Keep informed of current developments in the field of purchasing, prices, market conditions and new products.

(9) Maintain such forms as reasonably necessary for the operation of this chapter and other rules and regulations.

(10) Recommend to the city manager the transfer of surplus or unused supplies and equipment between departments as needed, and the sale of all supplies and equipment that cannot be used by any department or that have become unsuitable for city use.

(11) Use cooperative and piggyback purchasing methods where it is determined to be in the best interest of the city,

(12) Recommend award of and execute a negotiated contract, subject to a department director or city manager's approval, when the purchasing agent determines that obtaining bids, quotations and proposals is not in the city's best interest.

(13) Designate a representative from the Public Works Department to develop and maintain a list of contractors, vendors and professionals identified according to categories of work.

(14) The Purchasing Agent may terminate any purchase order or contract with approval as to form by the City Attorney pursuant to sec. 4-11.

(15) The Purchasing Agent may sell, trade or otherwise dispose of supplies and equipment that are no longer used or have become obsolete or worn out, including awarding and executing contracts to sell, trade in or otherwise dispose of such supplies and equipment pursuant to sec. 4-54.

SEC. 4-6. CONFLICT

(A) The provisions of this Chapter shall not apply to the extent that they conflict, and shall be interpreted and construed to be consistent, with any applicable State or federal laws or regulations, or the terms and conditions of any grant, contract, gift or bequest otherwise consistent with law.

(B) Any evaluation or selection practice under this chapter that would result in unlawful activity, including, but not limited to, any rebate, kickback or unlawful consideration is expressly prohibited. Any award of a contract where a public official has used their official position to influence a governmental decision in which he/she knows or has reason to know that he/she has a financial interest in any person or entity who seeks such a contract, or in the outcome of the selection process in any way, is expressly prohibited.

(C) Prior to participating in any solicitation or purchase, a staff member will have to state the nature and length of their relationship, if any, to all bidders or proposers as well as any other personal interest in the outcome of the solicitation to the purchasing agent. The staff member must immediately notify the purchasing agent and not review any materials or attend any meetings regarding the solicitation or purchase until further instruction from the purchasing agent.

SEC. 4-7. EXEMPTIONS TO SOLICITATION REQUIREMENTS

(A) Certain types of non-discretionary purchases and payments that are not readily adaptable to the open market and competitive selection process are exempt from the city's formal and informal solicitation requirements, except where otherwise required by federal law or by reason of the source of funding for the project.

(B) The following transactions are exempted from the solicitation requirements of this chapter:

(1) Bank service fees.

(2) Government printed publications.

(3) Travel payments directly to a hotel, motel, airline or other transportation.

(4) Insurance.

(5) Memberships in professional organizations.

(6) Credit card payments to a bank.

(7) Contracts with other governmental entities.

(8) Permit fees, including, but not limited to, those to another governmental agency for operation of a city utility.

(9) Postage and United States Postal Service post office box fees (not private mail companies).

(10) Real property purchases, escrow fees and lease payments.

(11) Subscriptions to publications.

(12) Any utilities the city uses, including, but not limited to, payments for electricity, water or gas.

(13) Voting materials.

(14) Any other purchase exempted from bids or proposals in State or Federal law.

(15) Legal brief printing and transcription.

(16) Legal services and services relating to legal matters.

(17) Services relating to a confidential, ongoing police investigation and to other confidential police business.

(18) State, Federal, Local, Tribunal, Regulatory taxes and fees.

Sec. 4-8. AWARD TO MULTIPLE VENDORS

(A) At the discretion of the Purchasing Agent, a single informal or formal solicitation for goods, supplies, equipment, and service contracts, not including contracts for public projects subject to Article II of this Chapter, may be issued in order to award purchase orders, contracts, or on-call agreements to multiple vendors or service providers when the purchasing agent determines it is in the best interest of the city to do so.

(B) The City Council, or City Manager or Purchasing Agent may award a purchase order, contract, or on-call agreement through a single informal or formal solicitation for goods, supplies, equipment or service contracts, except for public projects subject to Article II of this Chapter, to multiple vendors or service providers, when the Best Value Criteria are satisfied, or

on the basis of lowest bidder when a maximum unit price is established and all vendors comply with the established unit price.

(1) When a solicitation is awarded to more than one vendor or service provider for the same or similar products or service, a multiple awarded solicitation schedule may be set up to determine how each vendor or service provider will be selected and provide information of product type/brand and vendor who is providing the product or service.

Sec. 4-9. ON-CALL AGREEMENTS

(A) An On-Call Agreement is a formally or informally solicited agreement between the city and a service provider, which specifies a certain category of work, rather than a specific project or service, and the city will prepare a Task Order in which specified services will be performed by a service provider for a negotiated price.

(B) On-Call Agreements may be awarded to multiple service providers pursuant to a single solicitation for a specific category of work or service.

(C) On-Call Agreements shall not be used to procure Tier II or III Public Works Contracts, subject to Article II of this chapter.

(D) When an On-Call Agreement is awarded to multiple service providers for a specific category of work or service, the city will prepare a Task Order and notify each service provider of the Task Order and request a price or proposal from each service provider after which the city shall award the Task Order to the service provider that offers the lowest price or best value.

(E) An On-Call Agreement may be issued to a single service provider pursuant to a single solicitation.

(F) No Task Orders shall be issued in excess of $100,000.00.

(G) Task Orders issued for professional services subject to Article III and related to a Capital Improvement Project shall not exceed $220,000.00.

SEC. 4-10. NO OBLIGATION TO CONTRACT.

Nothing in this chapter shall require the city to authorize any purchase order or enter into any contract with any person or firm.

SEC. 4-11. APPROVAL AS TO FORM.

All purchase orders, contracts, amendments, change orders and other agreements as well as terminations shall be approved as to form by the city attorney.

SEC. 4-12. BUSINESS LICENSE

All Contractors, Service Providers, Vendors, or other person or entity doing business with the city pursuant this chapter must comply with Article I, Division 1 Section 11-4 in Chapter 11 of the City Code regarding city issued business tax certificates.

SEC. 4-13. INSURANCE REQUIRED

All contracts, purchase orders or other transactions entered into pursuant to this Chapter shall be in conformance with the City's insurance requirements as determined by the city's Risk Manager.

SEC. 4-14. PROHIBITION AGAINST SPLITTING PROJECTS, PURCHASES, AND NON-COMPLIANCE WITH PURCHASING GUIDELINES.

(A) The city, including all city staff, shall not split any project, work, service or purchase into small projects, works, services or purchases for the purpose of avoiding any competitive solicitation, bidding, contracting, or approval requirements stated in this Chapter and as required by the Public Contract Code governing Public Projects.

(B) Every person who knowingly violates this Chapter and or the purchasing guidelines for the purpose of evading the competitive solicitation and bidding requirements outlined in this chapter is guilty of a misdemeanor.

SEC. 4-15. AUTHORITY TO EXERCISE DISCRETIONARY APPROVAL OF DESIGNS FOR PUBLIC WORKS AND PUBLIC IMPROVEMENT PROJECTS.

(A) The City Council herein delegates the authority to exercise discretionary approval of designs, including design amendments and addenda for all public works and public improvement projects, including those prepared by consultants retained by the city, to the Public Works Director, City Engineer and Community Development Director or their designees, all of which shall hold a valid California Professional Engineer License.

(B) The approval of the Public Works Director, City Engineer and Community Development Director or their designees, of a design prepared by a consultant retained by the city to prepare any design is limited to an acceptance and approval of the design as being in general conformance with applicable statutes, codes, standards, and guidelines for the purpose of Government Code section 830.6, and otherwise, the responsibility and liability for completeness, accuracy, and conformance of any design prepared by a consultant will continue to resident with the Engineer of Record or Engineering Firm of record that prepared that design.

ARTICLE II. PUBLIC PROJECTS

SEC. 4-16. UNIFORM PUBLIC CONSTRUCTION COST ACCOUNTING ACT.

The city council, pursuant to Resolution No, 10695, passed in 1994, elected to subject the city to the Uniform Public Construction Cost Accounting Act (Cal. Pub. Con. Code, sections 22000 et seq.) in the performance of public projects. The procedures contained in this chapter are intended to implement and be consistent with such Act.

SEC. 4-17. PUBLIC PROJECTS

(A) "Public project" means any of the following:

(1) Construction, reconstruction, erection, alteration, renovation, improvement, demolition, installation, and repair work involving any publicly owned, leased, or operated facility.

(2) Painting or repainting of any publicly owned, leased, or operated facility.

(3) In the case of a publicly owned utility system, "public project" shall include only the construction, erection, improvement, or repair of dams, reservoirs, powerplants, and electrical transmission lines of 230,000 volts and higher.

(B) "Public project" does not include maintenance work. For purposes of this section, "maintenance work" includes the items identified in Sec. 4-2(P) and all of the following:

(1) Routine, recurring, and usual work for the preservation or protection of any publicly owned or publicly operated facility for its intended purposes.

(2) Minor repainting.

(3) Resurfacing of streets and highways at less than one inch.

(4) Landscape maintenance, including mowing, watering, trimming, pruning, planting, replacement of plants, and servicing of irrigation and sprinkler systems.

(5) Work performed to keep, operate, and maintain publicly owned water, power, or waste disposal systems, including, but not limited to, dams, reservoirs, powerplants, and electrical transmission lines of 230,000 volts and higher.

(C) For purposes of this Article, "facility" means any plant, building, structure, ground facility, utility system, subject to the limitation found in paragraph (A) of subdivision (3), real property, streets and highways, or other public work improvement.

SEC. 4-18. INFORMAL BIDDING PROCEDURE

(A) Public Projects over $75,000, but less than $220,000.00 shall be let to contract by informal bidding procedures as set forth in Section 22034, et seq., of the Pub. Con. Code.

(B) A list of contractors shall be developed and maintained in accordance with the provisions of Section 22034 of the Pub. Con. Code and criteria promulgated from time to time by the California Public Construction Cost Accounting Commission.

(C) Notice Inviting Informal Bids.

(1) Where a public project is to be performed which is subject to the provisions of this Section, a notice inviting informal bids shall be mailed to all contractors for the category of work to be bid, as shown on the list developed by the designated representative of the purchasing agent, and to all construction trade journals as specified by the California Uniform Construction Cost Accounting Commission in accordance with Section 22035 of the Pub. Con. Code. Additional contractors and or construction trade journals may be notified at the discretion of the designated representative of the purchasing agent soliciting bids, provided however:

(i) If there is no list of qualified contractors maintained by the designated representative of the purchasing agent for the particular category of work to be performed, the notice inviting bids shall be sent only to the construction trade journals specified by the Commission.

(ii) If the product or service is proprietary in nature such that it can be obtained only from a certain contractor or contractors, the notice inviting informal bids may be sent exclusively to such contractor or contractors.

(D) The notice inviting informal bids shall describe the project in general terms and how to obtain more detailed information about the project, and state the time and place for the submission of bids.

(E) The authority to award informal contracts is pursuant to the City Manager's authority or his delegation of authority as stated in Section 4-3(A).

(F) If all bids received are in excess of $220,000, the City Council may, by adoption of a resolution by a four-fifths vote, award the contract, at $235,000 or less, to the lowest responsible bidder, if it determines the cost estimate of the public works department was reasonable.

SEC. 4-19. FORMAL BIDDING PROCEDURE

(A) Public Projects over $220,000.00 shall be let to contract by formal bidding procedures as set forth in Section 22037, et seq., of the Pub. Con. Code.

(B) Notice inviting formal bids shall state the time and place for the receiving and opening of sealed bids and distinctly describe the project.

(C) The Notice shall be published at least 14 calendar days before the date of opening the bids.

(D) The Notice shall be published in a newspaper of general circulation, printed and published in the jurisdiction of the public agency;

(1) if there is no newspaper printed and published within the jurisdiction of the public agency, in a newspaper of general circulation which is circulated within the jurisdiction of the public agency;

(2) if there is no newspaper that is circulated within the jurisdiction of the public agency, publication shall be by posting the notice in at least three places within the jurisdiction of the public agency as have been designated by ordinance or regulation of the public agency as places for the posting of its notices.

(E) The notice inviting formal bids shall also be sent electronically, if available, by either facsimile or electronic mail and mailed to all construction trade journals specified in Pub. Con. Code section 22037.

(F) The notice shall be sent at least 15 calendar days before the date of opening the bids. In addition to notice required by this section, the public agency may give such other notice as it deems proper.

(G) The authority to award formal contracts is pursuant to the City Council's authority or delegation of authority as stated in section 4-3(B) and (C)

SEC. 4-20. TIER 1 PUBLIC PROJECTS

(A) A public project valued at or less than $75,000, pursuant to Cal. Pub. Con. Code, section 22032(a), as may be changed from time to time, may be performed by force account, by negotiated contract, or by purchase order.

(B) The public works director or city manager may each award, and the purchasing agent may execute, such a contract.

(C) All Tier 1 public projects shall be listed on the city's e-procurement website and notice of these projects shall be sent to the city's list of qualified contractors, established pursuant to Sec. 4-18(B), in addition to any other contractors that the City may send notice to and in the event of multiple responses from contractors to Tier 1 public projects, the project shall be awarded to the contractor that is responsive and responsible and offering the lowest price.

SEC. 4-21. TIER 2 PUBLIC PROJECTS

(A) A public project valued at or between $75,000 to $220,000, pursuant to Cal. Pub. Con. Code, section 22032(b), as may be changed from time to time, shall be bid out using the informal bidding procedures contained in section 4-18 of this Article.

(B) The public works director may award Tier 2 public project contracts up to $100,000; the city manager may award, and the purchasing agent may execute, any Tier 2 public project contract.

(C) In accordance with section 4-18 (F) of this Article, in the event that all bids are in excess of $220,000, the City Council may award the public project contract at $235,000 or less to the lowest responsible bidder if it determines the cost estimate of the public works department was reasonable.

(D) All Tier 2 public projects shall be let to the lowest responsive and responsible bidder.

SEC. 4-22. TIER 3 PUBLIC PROJECTS

(A) A public project valued at or in excess of $220,000, pursuant to Cal. Pub. Con. Code, section 22032(c), as may be changed from time to time, shall let to contract using the following formal bidding procedures contained in section 4-19 of this Article

(B) The city engineer shall adopt plans, specifications and working details for all Tier 3 public projects.

(C) The City Council may award Tier 3 public projects, and authorize the mayor to execute any Tier 3 public project contract.

(D) All Tier 3 public projects shall be let to the lowest responsive and responsible bidder.

SEC. 4-23. WAIVER OF IRREGULARITIES

When it is in the best interests of the city to do so, the Purchasing Agent or their designee shall have the discretion to waive any minor irregularities in any bid process described in this article.

SEC. 4-24. REJECTING ALL BIDS

The Purchasing Agent or their designee may after the first request for bids reject all bids.

SEC. 4-25. BONDS

In awarding a contract involving an expenditure in excess of $25,000, as stated in Cal. Civil Code, section 9550, the city shall require both faithful performance and payment bonds, each in the amount of 100 percent of the contract price, as required by Cal. Civil Code, section 9554. Such bonds shall be issued by an admitted surety insurer.

SEC. 4-26. PUBLIC PROJECT CONTRACTS & PREVAILING WAGE

Any public project subject to this Article, and valued over $1,000.00, as required by to Cal. Labor Code, section 1771, shall be made by contract and subject to the general prevailing wage rate as set forth by the Department of Industrial Relations.

SEC. 4-27. CHANGE ORDERS

The Public Works Director may approve and execute any change order issued on a public project that is approved as to form by the City Attorney and does not exceed the aggregate value of the project and contingency contract amount for Tier 1, 2 and 3 public projects. Any change order that exceeds the Public Works Director's authority described herein or increases the aggregate value of the project and contingency shall require City Manager or City Council approval.

SEC. 4-28. BRAND OR TRADE NAMES

(A) In accordance with Pub. Con. Code section 3400, the city, for all public projects subject to this Article, shall not draft or cause to be drafted specifications for bids, in connection with the construction, alteration, or repair of public works that limit the bidding, directly or indirectly, to any one specific concern, or call for a designated material, product, thing, or service by specific brand or trade name unless the specification is followed by the words "or equal" so that bidders may furnish any equal material, product, thing, or service.

(B) The city shall, if aware of an equal product, name that product in the specification.

(1) The Specification shall provide a period of time prior to or after, or prior to and after, the award of the contract for submission of data substantiating a request for a substitution of "an equal" item.

(2) If no time period is specified, data may be submitted any time within 35 days after the award of the contract.

(C) Subdivision (B) is not applicable if the awarding authority, or its designee, makes a finding that is described in the invitation for bids or request for proposals that a particular material, product, thing, or service is designated by specific brand or trade name for any of the following purposes:

(1) In order that a field test or experiment may be made to determine the product's suitability for future use.

(2) In order to match other products in use on a particular public improvement either completed or in the course of completion.

(3) In order to obtain a necessary item that is only available from one source.

(4) In order to respond to an emergency declared by a local agency, but only if the declaration is approved by a four-fifths vote of the governing board of the local agency issuing the invitation for bid or request for proposals.

(5) In order to respond to an emergency declared by the state, a state agency, or political subdivision of the state, but only if the facts setting forth the reasons for the finding of the emergency are contained in the public records of the authority issuing the invitation for bid or request for proposals.

SEC. 4-29. NO BIDS RECEIVED

If no bids are received through the formal or informal bidding procedure, the project may be performed by force account, or negotiated contract without further complying with this Article.

SEC. 4-30. EMERGENCIES

(A) In cases of emergency when repair or replacements are necessary, the governing body may proceed at once to replace or repair any public facility without adopting plans, specifications, strain sheets, or working details, or giving notice for bids to let contracts. The work may be done by day labor under the direction of the city, by contractor, or by a combination of the two.

(B) In case of an emergency, if notice for bids to let contracts will not be given, the public agency shall comply with the requirements in Pub. Con. Code section 22050 as follows:

(1) In the case of an emergency, the City Council, pursuant to a four-fifths vote of its members, may repair or replace a public facility, take any directly related and immediate action required by that emergency, and procure the necessary equipment, services, and supplies for those purposes, without giving notice for bids to let contracts.

(2) Before the City Council takes any action pursuant to subparagraph (1), it shall make a finding, based on substantial evidence set forth in the minutes of its meeting, that the emergency will not permit a delay resulting from a competitive solicitation for bids, and that the action is necessary to respond to the emergency.

(3) If the City Council orders any action specified in subparagraph (1) the City Council shall review the emergency action at its next regularly scheduled meeting and, except as specified below, at every regularly scheduled meeting thereafter until the action is terminated, to determine, by a four-fifths vote, that there is a need to continue the action.

(4) The City Council, by a four-fifths vote, herein has delegated authority to the City Manager or in his absence the Public Works Director to order any action pursuant to subparagraph (1).

(5) If the City Manager or Public Works Director orders any action specified in subparagraph (1), that person shall report to the governing body, at its next meeting required pursuant to this section, the reasons justifying why the emergency will not permit a delay resulting from a competitive solicitation for bids and why the action is necessary to respond to the emergency.

(6) If the City Manager or Public Works Director orders any action specified in subparagraph (1), the City Council shall initially review the emergency action not later than

seven days after the action, or at its next regularly scheduled meeting if that meeting will occur not later than 14 days after the action, and at least at every regularly scheduled meeting thereafter until the action is terminated, to determine, by a four-fifths vote, that there is a need to continue the action, unless the City Manager or Public Works Director has terminated that action prior to the governing body reviewing the emergency action and making a determination pursuant to this subdivision.

(7) When the governing body reviews the emergency action pursuant to subparagraph (3) or (5), it shall terminate the action at the earliest possible date that conditions warrant so that the remainder of the emergency action may be completed by giving notice for bids to let contracts.

SEC. 4-31. DESIGN BUILD PROJECTS

(A) The City Council, pursuant to Resolution No. 15749, passed in October 2023, authorized the city to procure design-build projects for construction of building or buildings, and improvements directly related to the construction of a building or buildings, wastewater facilities, solid waste management facilities, water recycling facilities, transit facilities, and park and recreational facilities, in excess of one million dollars ($1,000,000.00), in conformance with Public Contract Code sections 22160 through 22169, and adopted a Design-Build Conflict of Interest Policy that is applicable to all design-build entities. The procedures contained in this section are intended to implement and be consistent with the Public Contract Code.

(B) Procurement Process for Design-Build Projects.

(1) The city shall prepare a set of documents setting forth the scope and estimated price of the project. The documents may include any information deemed necessary to describe adequately the City's needs for the project. The performance specifications and any plans shall be prepared by a design professional who is duly licensed and registered in California.

(2) The city shall prepare and issue a request for qualifications in order to prequalify the design-build entities whose proposals shall be evaluated for final selection. The criteria used to prequalify entities shall be those requirements as stated in Public Contract Code section 22164 subparagraph (b) subsections (1) through (4) inclusive; and subparagraph (c) subsections (1) through (3) inclusive.

(3) The city shall prepare a request for proposals, based on the documents set forth in section (B)(1) above, that invites prequalified design-build entities to submit competitive sealed proposals in the manner prescribed by the City in accordance with Public Contract Code section 22164 subparagraphs (d) through (f) inclusive. The request for proposals shall include at a minimum:

(i) Identification of the basic scope and needs of the project or contract, the estimated cost of the project, the methodology that will be used by the local agency to evaluate proposals, whether the contract will be awarded on the basis of low bid or best value, and any other information deemed necessary by the City to inform interested parties of the contracting opportunity.

(ii) Significant factors that the city reasonably expects to consider in evaluating proposals, including, but not limited to, cost or price and all non price-related factors.

(iii) The relative importance or the weight assigned to each of the factors identified in the request for proposals.

(iv) Where a best value selection method is used, the local agency may reserve the right to request proposal revisions and hold discussions and negotiations with responsive proposers, and include in the proposal the applicable procedures to be followed by the City to ensure discussions and negotiations are conducted in good faith.

(4) If the City utilizes low bid as the final selection method, the competitive bidding process shall result in lump-sum bids by the prequalified or short-listed design-build entities, and awards shall be made to the design-build entity that is the lowest responsible bidder.

(5) For those projects utilizing best value as a selection method, the design-build competition shall progress as follows:

(i) Competitive proposals shall be evaluated by using only the criteria and selection procedures specifically identified in the request for proposals. The following are the minimum factors, to be included in the evaluation by the city:

(ii) Price, unless a stipulated sum is specified.

(iii) Technical design and construction expertise.

(iv) Life-cycle costs over 15 or more years.

(v) Pursuant to (B)(3)(iv) above, the city may hold discussions or negotiations with responsive proposers using the process articulated in the city's request for proposals.

(6) When the evaluation is complete, the responsive proposers shall be ranked based on a determination of value provided, provided that no more than three proposers are required to be ranked.

(7) The award of the contract shall be made to the responsible design-build entity whose proposal is determined by the city to have offered the best value to the public.

(C) The Design-Build Entity that is awarded the contract shall provide payment and performance bonds in the amount required by the city as stated in the solicitation.

(D) The Design-Build Entity that is awarded the contract shall comply with the city's insurance requirements and shall have errors and omissions insurance coverage for the design elements of the project.

ARTICLE III. CONTRACTING FOR PROFESSIONAL SERVICES

SEC. 4-32. APPLICABILITY

This article shall apply to contracting for professional services for the purposes of procuring services of accountants, architects, engineers and other professionals.

SEC. 4-33. REQUIREMENTS FOR SOLICITATION AND CONTRACTS

(A) The purchasing agent shall determine when formal and informal solicitations should be dispensed with in the following instances: (1) when professional services can be obtained from only one source; (2) or when the purchasing agent determines that obtaining solicitations responses is not in the city's best interest.

(B) Professional services for any amount shall be made only by contract and awarded on the basis of the Best Value Criteria.

(C) Solicitations for architectural, landscape architecture, engineering, environmental and land surveying, and construction project management, and environmental services shall be awarded in accordance with Government Code section 4526, which requires selection of a Professional based on demonstrated competence and on the professional qualifications necessary for the satisfactory performance of the services required to complete the project.

SEC. 4-34. INFORMAL SOLICITATION PROCESS

(A) The Purchasing Agent or Designee shall perform an Informal Solicitation as defined in 4-2(K) for professional services up to $100,000.

SEC. 4-35. FORMAL SOLICITATION PROCESS

The Purchasing Agent shall perform Formal Solicitations as defined in section 4-2(I) for the purchases of professional services over $100,000.

SEC. 4-36. SOLICITATION PROCESS FOR ON-CALL PROFESSIONAL SERVICE AGREEMENTS RELATED TO A CAPITAL IMPROVEMENT PROJECT

(A) All On-Call Agreements shall be subject to the formal solicitation process as defined in section 4-2(I).

(B) The formal solicitation process shall be utilized to request general proposals for professional services for specific categories of work as described in the city's solicitation. The proposals shall be used to evaluate qualified professionals who will be eligible to respond to a city issued Task Order. Task orders shall not exceed $220,000.00.

SEC. 4-37. PUBLICATION

Notice inviting formal solicitation responses shall be published on an e-procurement platform or purchasing website, and/or by any other method of advertising that is recognized and accepted for public agency purchasing and is consistent with applicable State law. The purchasing agent shall encourage as wide a response as possible from prospective proposers when they determine this to be in the best interests of the city.

SEC. 4-38. NO RESPONSIVE SOLICITATIONS

When no responsive solicitation responses are received, the purchasing agent is authorized to negotiate a contract for professional services, and if the contract is for an amount over the City Manager's contract authorization in Sec. 4-3 of this Chapter, then this contract shall be presented to the City Council for approval and execution by the Mayor or in their absence the Mayor Pro Tem.

SEC. 4-39. RECEIPT OR REJECTION OF SOLICITATION

(A) The Purchasing Agent may accept a solicitation response on the basis of the best value criteria as stated in the Request for Solicitation.

(B) The purchasing agent may at any time reject all solicitation responses.

SEC. 4-40. PURCHASE CHANGE ORDERS & AMENDMENTS

The city manager or their designee may approve, and the purchasing agent may execute, any purchase change order to a purchase order or an amendment to a contract that does not change the aggregate value of the contract, the solicited scope of work, or exceeds the contracting authority as stated in Sec. 4-3 of this Chapter.

SEC. 4-41. EMERGENCY, URGENCY & IMMEDIATE NEED

(A) Sections 4-33 through 4-39 shall not apply in an emergency situation as defined in section 4-2(G)(1) or for situations in the city manager's discretion that meet the following conditions:

(1) Does not permit obtaining solicitation responses; and

(2) Public interest and necessity demand the immediate expenditure of public money to avoid harm to or to safeguard life, health or property, or to mitigate severe economic expenses.

(B) The following procedure for emergency, urgency or immediate need items shall apply to this article only:

(1) If there is an emergent situation or urgent situation or immediate need that arises, and in the discretion of the City Manager, to enter into a purchase order, contract, amendment, change order, lease or license, that otherwise would be submitted to the city council may be approved jointly by the City Manager and Mayor, Mayor Pro Tem or the next available member of the City Council, and executed by the Purchasing Agent.

(2) The city manager shall place the jointly executed document on the agenda for ratification at one of the next three regular city council meetings. Any document that is jointly approved in this way shall contain a provision that the authority to perform work under that document will automatically terminate on the date that ratification is denied, if it is.

ARTICLE IV. PURCHASING & CONTRACTING FOR GOODS, SUPPLIES, EQUIPMENT, MAINTENANCE, GENERAL SERVICES, AND INFORMATION TECHNOLOGY SERVICES

SEC. 4-42. APPLICABILITY

This article shall apply to contracting for goods, supplies, equipment, general services, information technology services or other transactions that are not public projects as defined in and subject to Article II of this Chapter.

SEC. 4-43. REQUIREMENTS FOR SOLICITATIONS, CONTRACTS AND PURCHASE ORDERS

(A) The purchasing agent shall determine when formal and informal solicitations should be dispensed with in the following instances:

(1) When the goods, supplies, equipment, general services, or information technology services can be obtained from only one source; or

(2) Or when the purchasing agent determines that obtaining solicitations responses is not in the city's best interest.

(B) The City Manager or his designees may procure goods, supplies, and equipment with an aggregate value that does not exceed $5,000, without following the solicitation requirements of this Article for such purchases. These are considered small purchases.

(1) Any designee of the City Manager shall not make a series of small purchases with a single vendor for the same goods, supplies and equipment that would result in a violation of the City's informal or formal solicitation requirements.

(2) It is the responsibility of the designee to ensure they do not violate the City's purchasing requirements.

(C) Any goods, supplies, or equipment over $5,000 in aggregate value shall be made only by a purchase order or contract.

(D) Every purchase order or contract shall be awarded either to the lowest responsive, responsible bidder, or to the proposer offering the best value. The method of award shall be determined by the Purchasing Agent and be included in the Request for Solicitation.

(E) The City Manager or their designee may award, and the purchasing agent may execute, any contract or purchase order within their contracting authority as stated in section 4-3 of this Chapter.

(G) Information Technology services for any amount shall be made only by contract or information technology equipment may be made by contract or purchase order.

SEC. 4-44. SERVICE CONTRACTS SUBJECT TO PREVAILING WAGES

Service Contracts subject to this Article, and valued over $1,000.00, as required by to Cal. Labor Code, section 1771, shall be made by contract or purchase order and subject to the general prevailing wage rate as set forth by the Department of Industrial Relations.

SEC. 4-45. INFORMAL SOLICITATION PROCESS

(A) The Purchasing Agent or Designee shall perform an Informal Solicitation as defined in section 4-2(K) for the purchase of goods, supplies, equipment, general services, professional services, information technology services or other transactions up to $100,000.

SEC. 4-46. FORMAL SOLICITATION PROCESS

The Purchasing Agent shall perform Formal Solicitations as defined in section 4-2(I) for the purchases of goods, supplies, equipment, general services, professional services, information technology services or other transactions over $100,000.

SEC. 4-47. PUBLICATION

Notice inviting formal solicitation responses shall be published on an e-procurement platform or purchasing website, and/or by any other method of advertising that is recognized and accepted for public agency purchasing and is consistent with applicable State law. The purchasing agent shall encourage as wide a response as possible from prospective vendors when they determine this to be in the best interests of the city.

SEC. 4-48. NO RESPONSIVE SOLICITATIONS

When no responsive solicitation responses are received, the purchasing agent is authorized to negotiate for a contract or purchase order for goods, supplies, equipment, general services, professional services, information technology services or other transactions, and if the contract is for an amount over the City Manager's contract authorization in Sec. 4-3 of this Chapter, then this contract shall be presented to the City Council for approval and execution by the mayor or in their absence the Mayor Pro Tem.

SEC. 4-49. RECEIPT OR REJECTION OF SOLICITATION

(A) The Purchasing Agent may accept a solicitation response on the basis of the lowest responsive, responsible proposer, or the best value criteria, whichever is stated in the Request for Solicitation.

(B) If two or more Solicitation responses received are for the same total amount or unit price, the city may accept the one it chooses on the basis of the lowest responsive, responsible proposer made by negotiation or the best value.

(C) The purchasing agent may at any time reject all solicitation responses.

SEC. 4-50. PURCHASE CHANGE ORDERS & AMENDMENTS

The City Manager or their designee may approve, and the purchasing agent may execute, any purchase change order to a purchase order or an amendment to a contract that does not change the aggregate value of the contract or purchase order, the solicited scope of work or exceeds the contracting authority as stated in Sec. 4-3 of this Chapter.

SEC. 4-51. EMERGENCY, URGENCY & IMMEDIATE NEED

(A) Sections 4-33 through 4-39 shall not apply in an emergency situation as defined in section 4-2(G)(1) or for situations in the City Manager's discretion that meet the following conditions:

(1) Does not permit obtaining solicitation responses; and

(2) Public interest and necessity demand the immediate expenditure of public money to avoid harm to or to safeguard life, health or property, or to mitigate severe economic expenses.

(B) The following procedure for emergency, urgency or immediate need items shall apply to this article only:

(1) If there is an emergent situation or urgent situation or immediate need that arises, and in the discretion of the City Manager, to enter into a purchase order, contract, amendment, change order, lease or license, that otherwise would be submitted to the city council may be

approved jointly by the City Manager and Mayor, Mayor Pro Tem or the next available member of the city council, and executed by the Purchasing Agent.

(2) The City Manager shall place the jointly executed document on the agenda for ratification at one of the next three regular city council meetings. Any document that is jointly approved in this way shall contain a provision that the authority to perform work under that document will automatically terminate on the date that ratification is denied, if it is.

ARTICLE V. ADDITIONAL PURCHASING AND CONTRACT PROCEDURES

SEC. 4-52. SMALL LOCAL BUSINESS PURCHASING PREFERENCE PROGRAM

(A) The City of Oxnard herein establishes a local preference program for the purpose of promoting economic development by supporting employment and business opportunities within the City.

(B) The local preference program is not applicable to public works projects subject to Article II of this Chapter; professional services subject to Article III of this Chapter; and projects funded with state or federal grants.

(C) A small local business shall mean, in addition to the definition in Article I Sec. 4-2(X), a business that has its headquarters or a branch office within City limits, and the headquarters or branch office was established prior to the city's request for bids for a particular procurement. The business must possess a current City business license and certificate of occupancy. P.O. Boxes do not qualify as a valid business location.

(D) When soliciting or contracting for goods and services subject to Article IV of this Chapter, the Purchasing Agent may give a preference to a small local business, that properly responds to a City solicitation, a not to exceed amount of Five (5%) Percent of the small local business' total net bid price or $5,000.00 dollars, whichever is lower.

SEC. 4-53. ELECTRONIC AND DIGITAL SIGNATURES

(A) This section is intended to enable the city to use electronic records, electronic signatures, and digital signatures to the fullest extent allowed by law. All use of electronic records, electronic signatures, and digital signatures by the city shall further be in accordance with the written policies and/or administrative regulations promulgated and amended from time to time by the city manager or his/her designee.

(B) Definitions.

(1) "Contract" has the same meaning as in Section 1633.2 of the Cal. Civ. Code.

(2) "Digital signature" has the same meaning as in Section 16.5 of the Cal. Govt. Code.

(3) "Electronic" has the same meaning as in Section 1633.2 of the Cal. Civ. Code.

(4) "Electronic record" has the same meaning as in Section 1633.2 of the Cal. Civ. Code.

(5) "Electronic signature" has the same meaning as in Section 1633.2 of the Cal. Civ. Code. For purposes of this chapter, a "digital signature" is a type of electronic signature.

(6) "Transaction" has the same meaning as in Section 1633.2 of the Cal. Civ. Code.

(7) "UETA" means the Uniform Electronic Transactions Act, commencing at Section 1633.1 of the Cal. Civ. Code.

(C) In any contract or transaction with the City for which the parties have agreed to conduct the contract or transaction by electronic means, the following provisions apply:

(1) When a record is required to be in writing, an electronic record satisfies that requirement, if it is in accordance with the UETA.

(2) When a signature is required, the parties may agree that either:

(A) An electronic signature satisfies that requirement, if it is in accordance with the UETA; or

(B) A digital signature satisfies that requirement, if it is in accordance with Section 16.5 of the Cal. Govt. Code.

(D) The city manager or his/her designee shall determine the following:

(1) Types of documents for which the city may use and accept electronic signatures or digital signatures;

(2) Acceptable technologies and vendors under this section for digital and electronic signatures that ensure the security and integrity of any data and signatures' and

(3) Promulgate an administrative policy regarding subsections (1) and (2) of this subparagraph.

SEC. 4-54. SALE AND DISPOSAL OF UNEEDED EQUIPMENT AND PROPERTY OF THE CITY

(A) Except as otherwise provided by State Law or City Ordinance, the Purchasing Agent may dispose of the City's personal property that can no longer be used by the City by either public or private sale or destroying / recycling the same, without notice or competitive bidding, at the Purchasing Agent's discretion and upon such terms as the Purchasing Agent determines are best for the City, provided that any single item of property involved does not exceed $500.00 in current market value or salvage value.

(B) In the event that any single item(s) of property to be sold or disposed of exceeds $500.00 in current market value or salvage value, the Purchasing Agent shall prepare a list of the item(s) to be sold or disposed of and present it to City Council for authorization to sell, rent or destroy/recycle the items that can no longer be used by the City.

SEC. 4-55. LIVING WAGE [RESERVED]"

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Part 4. The provisions of this ordinance shall be applicable to all city purchases and contracts once it is in effect. Ordinance Nos. 2943 and 3016, as well as any resolutions pertaining to the purchasing system implemented pursuant to ordinances 2943 and 3016 are repealed by this ordinance upon this ordinance's effective date.

Part 5. If any term or portion of this ordinance is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions of this ordinance shall continue in full force and effect. Where that is the case, the City Council intends that the provisions of Ordinance Nos. 2943 and 3016 that would have been repealed by this ordinance shall remain in effect as if this ordinance had not been adopted.

Part 6. The City Council finds that there is no possibility the adoption and implementation of this Ordinance may have a significant effect on the environment. The Ordinance is therefore exempt from the environmental review requirements of the California Environmental Quality Act ("CEQA") pursuant to section 15061(b)(3) of Title 14 of the California Code of Regulations.

Part 7. Pursuant to Government Code section 36933(c)(l), the City Attorney was designated to prepare, and the City Clerk published, a summary of this ordinance, and a certified copy of the ordinance was posted in the Office of the City Clerk a minimum of five (5) days before the City Council's adoption of the ordinance.

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Part 8. The City Clerk shall certify as to the adoption of this ordinance and shall cause the summary thereof to be published within fifteen (15) calendar days of the adoption and shall post a certified copy of this ordinance, including the vote for and against the same, in the office of the City Clerk, in accordance with Government Code section 36933. Ordinance No. 3053 was first read on March 18, 2025, finally adopted on April 15, 2025 to become effective on thirty (30) days thereafter.

APPROVED AND ADOPTED this 15th day of April, 2025, by the following vote:

AYES: Councilmembers Perello, Perez, Rodriguez, Starr, Teran, Basua and Mc Arthur
NOES: None.

ABSENT: None.

ABSTAIN: None.

Luis A. Mc Arthur, Mayor

ATTEST:

Lourdes A. López, City Clerk

APPROVED AS TO FORM:

Stephen M. Fischer, City Attorney

Surplus Vehicle Process Report

Public Works & Transportation Committee
December 9, 2025

Brian Yanez
Assistant Public Works Director

CITY OF OXNARD CALIFORNIA

RECOMMENDATION

That the Public Works and Transportation Committee receive and file a report on the vehicle surplus process.

BACKGROUND

City's Fleet (as of August 2025):

- 977 vehicles and pieces of equipment
- Valued at approximately $57.4 million
- Consists of passenger vehicles, light-, medium-, and heavy-duty trucks, refuse and dump trucks, fire apparatus, trailers, and construction equipment

DISCUSSION

Public Works Department Actions:

Fleet Services Division (Fleet Services) manages the City's fleet

- Fleet Services identifies vehicles for replacement or retirement based on criteria such as:
  - End of service life; which is based upon manufacturer's recommendations and the type and stress of services the vehicle/equipment performs
  - Regulatory compliance requirements, which can be based upon items such as air quality compliance for diesel engines, and
  - Cost-effectiveness of continued repair versus replacement, which is a cost-benefit analysis.

DISCUSSION

- Before any identified surplus vehicle is sent to auction, Fleet Services analyzes all departments' fleet and makes recommendations to reassign such vehicles to other departments and have those departments replace older or higher-mileage vehicles, essentially keeping the better units and retiring the ones in worse condition

- Once a vehicle is identified for replacement or retirement, Fleet Services prepares it for disposal:
  - Removes City logos, radios, lighting, and reusable components
  - Compiles a surplus list and transmits it to the Finance Department for coordination of the disposal process

DISCUSSION

Finance Department Actions:

City's Purchasing Agent, under Municipal Code Section 4.54 (Ordinance 3053), is authorized to sell, trade, lease, exchange, or dispose of surplus City property not required for public use.

- Items valued under $500 per single item may be disposed of without City Council approval and without bids or advertisement.
- Items valued at $500 or more per single item require City Council approval before disposition.
- Proceeds from surplus property sales are returned to the respective City departments.
- Finance Department coordinates all surplus property sales, including vehicles, typically through an auction company.
- If any vehicle or equipment is donated, an Asset Disposal Form must be completed.

FINANCIAL IMPACT

- There is no direct financial impact of receiving this report.

CITY OF OXNARD CALIFORNIA

Questions

CITY OF OXNARD CALIFORNIA

PUBLIC WORKS AND TRANSPORTATION COMMITTEE AGENDA REPORT

REPORTS
AGENDA ITEM NO. D.3

DATE: December 9, 2025

TO: Public Works and Transportation Committee

FROM: Michael Wolfe, Public Works Director, (805) 385-8055, michael.wolfe@oxnard.org

SUBJECT: Amend Department-Wide Blanket Purchase Orders for FY 2025-26 for the Public Works Department.

RECOMMENDATION

That the Public Works and Transportation Committee recommend that the City Council approve and authorize the Purchasing Agent to amend purchase orders through June 30, 2026, consistent with the City's purchasing requirements, with the following vendors:

1. Applied Industrial Technologies for an additional $80,000 for a new not-to-exceed amount of $300,000 for industrial supplies/equipment (e.g., pumps);
2. Daniels Tire Service, Inc. for an additional $80,000 for a new not-to-exceed amount of $300,000 for tires;
3. Grainger, Inc. for an additional $230,000 for a new not-to-exceed amount of $450,000 for safety related equipment and industrial equipment, maintenance supplies, tools and parts;
4. Home Depot U.S.A., Inc. for an additional $80,000 for a new not-to-exceed amount of $300,000 for hardware, tools, construction materials and products; and
5. Ventura County Auto Supply (NAPA) for an additional $30,000 for a new not-to-exceed amount of $250,000 for garage tools, equipment, and fleet maintenance supplies.

Please click the following link to view the required Measure M pre-recorded presentation video: https://youtu.be/fHr_taJicow

BACKGROUND

As the City's Purchasing Policy allows, a blanket purchase order (BPO) is a purchase order established with a vendor to fill repetitive needs for goods, such as janitorial supplies. A BPO utilizes the City's full buying power by taking advantage of quantity discounts, saving City administrative time, and reducing paperwork. BPOs can be established with a not-to-exceed (NTE) amount of $220,000, which is within the City Manager's authority per the city's Purchasing Policy. Divisions and departments submit changes on purchase orders, depending on available budget appropriations from each division/department.

To provide the expected customer service of our residents, businesses, and visitors, departments and divisions need a quick and efficient method for purchasing supplies and equipment. Examples include (1) janitorial supplies that are always needed to ensure the park restrooms are available and (2) the purchase of irrigation supplies to repair water leaks without having to shut off the water system for an extended period of time. BPOs are an allowable tool that the City uses to satisfy this need.

The original BPOs that are identified in this report have been issued by using a cooperative agreement, pursuant to the City's purchasing requirements. The cooperative agreements have been bid and awarded in accordance with local, State, and Federal laws that govern public procurement. As such, other public agencies are also invited to utilize the terms and conditions of these cooperative agreements for their purchases.

DISCUSSION

The Public Works Department (Public Works) is requesting approval to amend the NTE amounts of the five identified vendors listed below. These five vendors are heavily used by multiple divisions of the Public Works Department. The BPOs are used not only as part of a routine spending plan, and City Council-approved Operating budget, but also allow the flexibility to purchase items that are not easily anticipated (e.g., unexpected repairs and one-time project costs) and/or may come up as an urgent matter to address a service need. As such, the potential exists for spending more than the $220,000 NTE amount approved by the City Manager. To facilitate maintenance, repairs, and continued service to our residents from multiple divisions within Public Works and other departments, staff recommends that the City Council authorize the NTE amounts noted in Table 1 below. As an example, even though divisions had available funding in the City Council-approved Operating budget for City services at the end of prior fiscal years, there have been several occasions when staff have been unsuccessful in finding an alternative vendor source, resulting in a delay in services until the beginning of the next fiscal year with the restored NTE amounts. Increasing the current authorized amounts above $220,000 for these five vendors will allow the divisions to continue services and meet program objectives, based on the City Council-approved Operating budget, through the entire fiscal year.

Please note that Public Works will be analyzing spending patterns for such purchases. That future analysis intends to identify if there is a pattern to create BPOs at an initial higher amount in lieu of having to amend these after the start of the fiscal year. To date, no pattern has emerged with the limited data.

The NTE amounts recommended are based on forecasted spending needs and data collected from each division in Public Works to support rising inflation, unplanned and/or urgent work, and one-time project costs. These recommended increases to the current authorized amounts will allow the department the flexibility to fully utilize the purchasing plans, within the City Council-approved Operating budget, and to address unexpected maintenance needs and shifting priorities. The following bullet points provide a brief description of the supplies offered by the five vendors.

<u>Cooperative Agreement BPOs</u>

1. Applied Industrial Technologies is used by Public Works Divisions for industrial supplies/equipment (e.g., pumps, belts, bearings, and impellers).
2. Daniels Tire Service, Inc. is used by the Fleet Services Division to purchase tires for city vehicles.
3. Grainger, Inc. is used by Public Works Divisions for safety-related equipment. Maintenance, repair, and operation (MRO) supplies with a broad range of industrial equipment, maintenance supplies, tools, and parts.
4. Home Depot U.S.A., Inc. is utilized by Public Works Divisions for hardware, tools or construction materials, and products.
5. Ventura County Auto Supply (NAPA) is used by Public Works Divisions for garage tools, equipment, and fleet maintenance supplies.

Below is a summarized list of recommendations for current BPOs being utilized by the Public Works Department, which have been awarded through a cooperative agreement, with a requested annual NTE amount greater than $220,000. While some of the contracts continue past this fiscal year, we are only requesting authorization for the current fiscal year.

Table 1.

#	Vendor Name	Cooperative Agreement	Cooperative Agreement Number	Cooperative Agreement Current Expiration Date	FY 2025-26 Recommended Not to Exceed Amount
1	Applied Industrial Technologies	Omnia Partners	16154	12/31/26	$300,000
2	Daniels Tire Service, Inc.	State DGS	1-23-26-01C	1/6/2027	$300,000
3	Grainger, Inc.	Omnia Partners	2018.000207	6/30/26	$450,000
4	Home Depot U.S.A., Inc.	Omnia Partners	16154	12/31/26	$300,000
5	Ventura County Auto Supply (NAPA)	Sourcewell	100124-GPC	1/10/29	$250,000

STRATEGIC PRIORITIES

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to preserve and improve our roads, utilities, parks, trees, water supply, and natural resources through effective planning, prioritization, and an equitable and efficient use of available funding.

FINANCIAL IMPACT

Funding to pay for the equipment, parts and supplies will come from available funding in the user department's operating budget. Sufficient appropriations are included in the City Council-approved FY 2025-26 Operating budgets for these various purchases through June 30, 2026.

Prepared by: Timothy Beaman, Assistant Public Works Director

ATTACHMENTS

1. Cooperative Agreement Links
2. Presentation

Attachment 1
FY 2025-26 Cooperative URL Hyperlinks for Annual Blanket Purchase Orders

1. **Applied Industrial Technologies 16154:**
https://www.omniapartners.com/suppliers/applied-industrial-technologies-inc/public-sector/contract-documents#c2756

2. **Daniels Tire Service 1-23-26-01C**
https://caleprocure.ca.gov/PSRelay/ZZ_PO.ZZ_CTR_SUP_CMP.GBL?Page=ZZ_CTR_SUP_PG&Action=U&SETID=STATE&CNTRCT_ID=1-23-26-01C

3. **Grainger 2018.00207:**
https://www.omniapartners.com/suppliers/grainger/public-sector/contract-documents#contract-87

4. **Home Depot 16154:**
https://www.omniapartners.com/suppliers/the-home-depot-pro/public-sector/contract-documents#contract-221

5. **Ventura County NAPA 100124-GPC:**
https://www.sourcewell-mn.gov/cooperative-purchasing/100124-GPC

Amend Department-Wide Blanket Purchase Orders for FY 2025-26

Public Works & Transportation Committee
December 9, 2025

Tim Beaman
Assistant Public Works Director

CITY OF OXNARD CALIFORNIA

RECOMMENDATION

That the Public Works and Transportation Committee recommend that the City Council approve and authorize the Purchasing Agent to amend purchase orders through June 30, 2026, consistent with the City's purchasing requirements, with the following vendors:

1. Applied Industrial Technologies for an additional $80,000 for a new not-to-exceed amount of $300,000 for industrial supplies/equipment (e.g., pumps);
2. Daniels Tire Service, Inc. for an additional $80,000 for a new not-to-exceed amount of $300,000 for tires;
3. Grainger, Inc. for an additional $230,000 for a new not-to-exceed amount of $450,000 for safety related equipment and industrial equipment, maintenance supplies tools and parts;

RECOMMENDATION

That the Public Works and Transportation Committee recommend that the City Council approve and authorize the Purchasing Agent to amend purchase orders through June 30, 2026, consistent with the City's purchasing requirements, with the following vendors:

4. Home Depot U.S.A., Inc. for an additional $80,000 for a new not-to-exceed amount of $300,000 for hardware, tools, construction materials and products; and
5. Ventura County Auto Supply (NAPA) for an additional $30,000 for a new not-to-exceed amount of $250,000 for garage tools, equipment, and fleet maintenance supplies.

Blanket Purchase Orders

- A blanket purchase order (BPO) is an agreement established with a vendor to fill repetitive needs for goods.
- Take advantage of quantity discounts.
- Save the City administrative time and reduce paperwork.
- Purchase Orders (PO)s are created for specific dollar amounts based on individual purchases using available budget from each Division.

BACKGROUND

BPOs are intended to be a quick and efficient method for Departments and Divisions to purchase supplies, equipment and services such as:

- Maintenance and repair supplies
- Heavy equipment rentals
- Purchase of Industrial equipment
- Source for variable frequency drive pumps and replacement parts
- Water monitoring supplies
- Janitorial supplies

Blanket Purchase Orders

- These 5 BPOs were issued by using a cooperative agreement
  - Cooperative Agreement - bid and awarded in accordance with laws that govern public procurement. As such, other public agencies are invited to utilize them
  - Potential exists near the end of the fiscal year for the Public Works Department to spend more than the $220,000 not-to-exceed (NTE)
  - Even with available funding, if unsuccessful in finding an alternative vendor that has not met the NTE, operational services would be delayed until the new purchase order was in place the following fiscal year

FINANCIAL IMPACT

- Funding to pay for the equipment, parts and supplies will come from available funding in the user department's operating budget.

- Sufficient appropriations are included in the City Council-approved FY 2025-26 Operating budgets for these various purchases through June 30, 2026.

CITY OF OXNARD CALIFORNIA

Questions

CITY OF OXNARD CALIFORNIA

PUBLIC WORKS AND TRANSPORTATION COMMITTEE AGENDA REPORT

REPORTS
AGENDA ITEM NO. D.4

DATE: December 9, 2025

TO: Public Works and Transportation Committee

FROM: Michael Wolfe, Public Works Director, (805) 385-8055, michael.wolfe@oxnard.org

SUBJECT: Safe Routes to School (SRTS) Report.

RECOMMENDATION

That the Public Works and Transportation Committee receive and file the City's Safe Routes to School Report.

Please click the following link to view the required Measure M pre-recorded presentation video: https://youtu.be/2eYF2b2uvhY

BACKGROUND

Safe Routes to School (SRTS) is a program established by the Federal Highway Administration to encourage walking, bicycling, and rolling, for students traveling to and from school. Local and regional agencies create SRTS programs to develop both non-infrastructure (e.g., educational outreach and walk audits) and infrastructure (e.g., sidewalk improvement projects) recommendations within neighborhoods surrounding schools serving all grades. The City contracted with a consultant traffic engineer (Fehr & Peers, Inc.), via an existing on-call professional services agreement, to develop the City's SRTS program with a goal to encourage and provide safe and healthy modes of transportation to and from schools.

In 2021, with the support of the Ventura County Transportation Commission (VCTC), the City secured a $300,000 Active Transportation Program (ATP) grant to develop a SRTS program for 26 schools located in the Oxnard School and Oxnard Union High School Districts. In 2022, the City Council expanded the program utilizing funding from the American Rescue Plan Act (ARPA) to include the remaining 25 schools in the Rio Elementary, Ocean View, and Hueneme Elementary School Districts.

This staff report serves as both an introduction and a summary of the comprehensive work completed over four years across 51 schools. The final SRTS program details the processes, key considerations, and takeaways from educational and engagement efforts, as well as findings from the collision and citation analyses and walk audits performed at each school.

The key takeaway for each school is an easily shared single page that recommends quick actions for school staff, students, parents, and guardians, as well as long-term actions for school districts and the City. A second single-page map handout illustrates the recommended key routes and crosswalks.

Project No. C2212 – Safe Routes to School Safety and Enhancements – CIP 2025-2029 – Adopted June 4, 2024 Page 121.

DISCUSSION

The SRTS program was developed utilizing the Five "E's" - Evaluation, Education, Encouragement, Enforcement and Engineering.

The project team, which included members from the Traffic Engineering Division, Oxnard Police Department (occasionally), a consulting firm, and school staff, began by **evaluating** existing conditions and analyzing collision and citation data. The project team engaged with staff at each school to understand any mobility challenges. The team collected data and reviewed Oxnard Police Department (OPD) records of injury-related collisions and traffic citations to identify safety trends near schools. These records were cross-referenced with the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS).

The **education** and **encouragement** activities continued throughout the development of the program with "Walk to School Day" and "Walk and Roll to School Day" events each October and May, where each school received campaign materials to promote and encourage student participation. In addition, eight elementary schools hosted in-person activities, which included bike skills workshops and pedestrian safety assemblies.

The **enforcement** component was led by OPD's Traffic Officers, who conduct regular enforcement. In conjunction with OPD's ongoing efforts, they conducted in-person educational sessions on bicycle and pedestrian safety at schools and at community events, which benefit the broader community.

City Traffic Engineers, along with planners from Fehr & Peer's team, conducted in-person observations to assess existing conditions for potential **engineering** enhancements. During walk-audits for all 51 schools, the team observed drop-off and pick-up activities and walked surrounding streets to better understand on-the-ground conditions. Insights gained from these efforts, along with analysis of collision and citation data, allowed the engineering team to understand the unique needs of each school and develop tailored recommendations, including future infrastructure improvements.

Key Recommendations

Recommendations to improve the walking and rolling environment for Oxnard students fall within three categories: 1) Infrastructure, which addresses the built environment; 2) Operations, which addresses school arrival/dismissal traffic; and 3) Programs that offer additional resources to help students get to and from school more easily.

1. Infrastructure - City Led

Generally, key recommendations include upgrading all curb ramps to meet current ADA standards, prioritizing improvements near marked crosswalks, and standardizing high-visibility yellow ladder crosswalks within 600 feet of schools. These are actions routinely completed with annual pavement maintenance CIP projects (i.e. Neighborhood Street Resurfacing, CIP Book Page 114) and through annual pavement marking improvements managed by the Public Works Streets staff. Additional considerations include evaluating uncontrolled intersections for stop control warrants, installing school speed limit signage, and exploring speed reductions within school zones, as allowed by State regulations, the California Manual on Uniform Traffic Control Devices, and/or the California Vehicle Code. Other measures include implementing leading pedestrian intervals (prioritizing pedestrians) at signalized intersections during peak school hours and adopting a standard curb ramp design with reduced radii and directional ramps at school-adjacent corners.

2. School Operations - School District(s) Led

A key recommendation is to disperse peak traffic by staggering arrival and dismissal times and campus

locations. The program recommends an increase in school staff presence, particularly crossing guards and supervisory personnel during peak times, potentially through full-time hires or parent volunteer programs. Schools are also urged to integrate transportation safety into their existing comprehensive school safety plans, ensuring that safe access and egress are part of a holistic approach to student well-being. Annually distributing the "Recommended Key Routes & Crossings to School" maps found in the SRTS program will also help promote walking and identify safer routes to travel.

3. Programs - School District(s) Led

As a way to enhance current crossing guard operations, schools are encouraged to collaborate with OPD to strengthen the program through volunteer participation, training initiatives, and shared funding strategies. Schools may recruit parent volunteers to serve as crossing guards, supported by comprehensive school safety plans outlining safe student access procedures. OPD can also implement a "train the trainer" program, dependent upon staff availability and other priorities, to educate school staff and parent groups using established departmental and statewide crossing guard protocols.

Schools are also encouraged to share their calendars with Gold Coast Transit to serve local after-school programs, such as the Boys & Girls Clubs of Greater Oxnard and Port Hueneme, which are recommended to support safe travel to off-site program locations. The Boys and Girls Clubs of greater Oxnard and Port Hueneme have several locations throughout Oxnard, including sites within multiple elementary school districts, whose programs and transportation options play a key role in extending student safety beyond traditional school hours.

Summary

The SRTS program recommendations are categorized by level of effort, with higher-effort projects flagged for further study, funding, and extended timelines. Long-term improvement ideas are not commitments by the City but rather opportunities for enhancements and accessibility near schools. Recommendations may evolve as school needs and travel patterns shift, and implementation will depend on feasibility, funding availability, and community engagement.

The SRTS program is available on the City website at: https://www.oxnard.gov/project/safe-routes-to-school.

STRATEGIC PRIORITIES

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to preserve and improve our roads, utilities, parks, trees, water supply, and natural resources through effective planning, prioritization, and an equitable and efficient use of available funding.

FINANCIAL IMPACT

There is no direct financial impact in receiving and filing this report.

Prepared by: Morgan Kessler, City Engineer

ATTACHMENTS

1. City of Oxnard Safe Routes to School Report, August 2025
2. Presentation



Oxnard SAFE ROUTES TO SCHOOL

PREPARED BY:

FEHR & PEERS

IN PARTNERSHIP WITH:

Walk 'n Rollers
bike • walk • skate • scoot

CITY OF OXNARD CALIFORNIA

FUNDING PROVIDED BY:

California Transportation Commission Active Transportation Program Grant

AUGUST 2025

Acknowledgments

The City of Oxnard Safe Routes to School (SRTS) Report was funded by the City of Oxnard and a California Transportation Commission Active Transportation Program grant selected by the Ventura County Transportation Commission and administered by the California Department of Transportation (Caltrans).

SRTS Phase I was included in the City's Capital Improvement Program 2022 – 2027 (project number 223109/C2212/PW 22-87). SRTS Phase II was included as a part of the City's On Call Agreement for Traffic Engineering Consulting & Services from 2022 to 2025.

STAKEHOLDER GROUPS

- OXNARD SCHOOL DISTRICT
- OXNARD UNION SCHOOL DISTRICT
- RIO ELEMENTARY SCHOOL DISTRICT
- OCEAN VIEW SCHOOL DISTRICT
- HUENEME ELEMENTARY SCHOOL DISTRICT
- CITY OF PORT HUENEME
- VENTURA COUNTY PUBLIC WORKS
- CALTRANS DISTRICT 7
- OXNARD POLICE DEPARTMENT
- GOLD COAST TRANSIT DISTRICT

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Former Transportation Planner

DANIELLE CAPARAS
Transportation Planner

MAX SHEN
Transportation Planner

ALEX SARNO
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ENEYDA HERNANDEZ
Transportation Planner

RACHEL OM
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ELEANOR HUNTS
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Director

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ALEJANDRO SANCHEZ
Coordinator

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Executive Summary

The goal of Oxnard's SRTS program is to encourage safe and healthy modes of transportation, such as walking, biking, and rolling, for students traveling to and from school. Through existing conditions analyses and educational/engagement initiatives, the project team developed recommendations to improve the transportation environment for Oxnard students.

Phase I of the Oxnard Safe Routes to School (SRTS) program was funded by a California Transportation Commission Active Transportation Program grant and included 26 schools located in the Oxnard and Oxnard Union High school districts. Phase II of the program included an additional 25 schools serving Oxnard students, within the City of Oxnard, the City of Port Hueneme, and the County of Ventura.

WHY SAFE ROUTES TO SCHOOL?

• **SRTS projects and programs provide congestion relief.** Per the US Department of Transportation, 10 to 14 percent of all car trips during the morning rush hour nationwide are for school-related traffic[1]. Creating a comfortable walking and cycling environment can reduce pressure on roadways by decreasing school-related automobile travel.

• **SRTS programs can provide infrastructure investment which can reduce collision risk along key routes to and from school.** Motor vehicle collisions are the number one cause of death for school-aged children in the United States per the Center for Disease Control (CDC)[2].

• **Providing options for children to walk and bike to school can allow students to get more exercise, contributing to a reduced risk of obesity and adverse health impacts.** Reduced pollution around school areas from motor vehicles can also provide beneficial health outcomes.

• **Academic studies have citied that students who routinely walk and bike to school see increased confidence, attendance rates, and academic performance**[3]. Starting the day off with fresh air and exercise can boost mental health and feelings of wellbeing.

The Oxnard SRTS project is designed to evaluate where the built environment, school programming, and operations can be adjusted to increase the share of students walking and biking to school and help facilitate these positive outcomes for the Oxnard community.

SAFE ROUTES TO SCHOOL AND THE SAFE SYSTEM APPROACH

The Safe System Approach is a holistic methodology to making safety improvements within the roadway environment that aims for an eventual goal of eliminating all fatalities and serious injuries from collisions[4]. Promoted by the Federal Highway Administration (FHWA), the Safe System Approach utilizes several elements to design environments that accommodate human mistakes and injury tolerances to work towards reduced risk. Each of these elements can map into the SRTS context. These elements include:

• **Safe Road Users:** Roadway design should address safety issues for all road users, including those who walk, bike, drive, and take public transit. In a SRTS context, these road users are students, parents/guardians, and school staff.

• **Safe Vehicles:** Vehicles should be designed to reduce the severity and frequency of roadway collisions. In a SRTS context, these vehicles include personal automobiles that are driven by staff and families, as well as school buses and transit vehicles which provide student trips.

• **Safe Speeds:** Humans are unlikely to survive high-speed crashes. A pedestrian struck at 20 miles per hour has a 90 percent chance of survival, while a pedestrian struck at 40 miles per hour has only a 10 percent chance of survival. Reducing speed reduces impact forces and driver reaction time. This is even more critical in a SRTS context, where the smaller stature of children makes them more susceptible to injury and positions them relative to the vehicle/driver such that they are less visible and more aligned with the most forceful part of the vehicle (e.g., the torso, rather than the legs, is positioned near the bumper and front nose of the vehicle).

• **Safe Roads:** Roadways should be designed to accommodate human mistakes, including distraction and fatigue, by increasing separation of roadway users traveling at different speeds and increasing infrastructure alerting drivers of potential hazards ahead. In a SRTS context, the roads around schools can be designed with even more error-accommodating features to address children's developing ability to assess risk, negotiate road traffic, and judge vehicular speeds.

• **Post-Crash Care:** Emergency responders should have fast and easy access to a crash site to provide immediate care in the event that a roadway user is injured in a collision. In a SRTS context, this is equally important and may offer an opportunity to partner and align with in-school student health care (e.g. school nurses).



The Safe System Approach is applicable to the Oxnard Safe Routes to School project and was considered through the development of the project's objectives, educational messaging, and infrastructure recommendations.
Oxnard's Safe Routes to School program also went beyond observing historical collision and citation data. By incorporating walk audits, dismissal and arrival observations, and conversations with school staff and parents, the project team worked to craft recommendations that improve the comfort of pedestrians and cyclists near school campuses. Proposed improvements are based on a variety of factors, including historical collisions and citations, observed conditions in the field, stakeholder and community feedback, and locations out of compliance with state and federal best practice.

FOOTNOTES

1. "Safe Routes to School Programs." US Department of Transportation (DOT). Accessed May 31, 2024. https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs.
2. "Web-based Injury Statistics Query & Reporting System." US Center for Disease Control (CDC). Accessed May 31, 2024. https://wisqars.cdc.gov/create-visualizations/.
3. "Benefits of Safe Routes to School." Safe Routes Partnership. Accessed June 4, 2024. https://www.saferoutespartnership.org/safe-routes-school/101/benefits
4. "The Safe System Approach." US Federal Highway Administration (FHWA). Accessed June 2, 2024. https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf

ESTABLISHING EXISTING CONDITIONS

PRE-WALK AUDIT COMMUNICATION

In August 2022, the SRTS project team held kick-off calls with Phase I school district administrators to initiate the project and understand more about the transportation context faced by students in Oxnard. Administrators shared information about attendance boundaries, enrollment trends, busing protocol, and neighborhood-specific existing conditions. Phase II school district calls were conducted in October 2023.

The project team also organized virtual kick-off meetings with key staff members from all participating schools to learn about student travel modes, preferred walking routes, key physical or perceived barriers, and challenges or successes regarding school arrival and dismissal.

COLLISION AND CITATION ANALYSIS

To better understand key trends regarding student safety, the project team analyzed injury and collision data from 2016-2020 and citation data from 2016-2022. The collision analysis focused on a 1/4 mile radius surrounding each school to capture student activity. The study paid particular attention to collision patterns that are most relevant to student-aged pedestrians and bicyclists, and a summary of the findings is included in the appendix.

WALK AUDIT

The project team conducted walk audits to understand the existing conditions for students walking and biking to and from school.

During the walk audits, SRTS project team members were often accompanied by a city staff person as well as a school staff person, and sometimes by members of the school community such as parents or staff members. Walk audit participants would walk around the perimeter of the school to identify and inventory infrastructure needs, and to observe the behavior of people traveling around the school. The SRTS team would also complete an extended walk, covering most streets within a 1/4 mile radius of the school, to identify infrastructure needs that were likely to be encountered by students walking or biking to school.

The SRTS project team also observed either arrival or dismissal, to identify traffic operations and communications patterns that were working well or could be improved. Data gathered and observations made during the walk audit site visit assisted the team in developing infrastructure, programmatic, and operations recommendations.

EDUCATION & ENGAGEMENT

WALK TO SCHOOL DAY

The SRTS project team conducted "Walk to School Day" events in October 2022, 2023, and 2024. Interested schools were provided with flyer and banner templates to encourage student participation. In 2023, two schools participated and reported back, and in 2024, two schools also participated and reported back following the events.



WALK & ROLL TO SCHOOL DAY

The project team also conducted a "Walk and Roll to School Day" on National Bike to School Day on May 3rd, 2023 with five schools participating. A second "Walk and Roll to School Day" event occurred on May 8th, 2024. For Phase II, Walk and Roll to School Day occurred on May 7, 2025 with two additional schools participating.

ART COMPETITION





In response to the prompt, "Why Drive When You Can...?" students submitted artwork in the form of drawings, videos, and more. A total of 90 students participated in the art competition and contest winners were recognized at a City council meeting in June 2023. The art contest was offered again for Phase II schools with an active transportation theme in Fall 2024.

OUTCOMES

The Oxnard SRTS program produced the following outcomes: infrastructure, programmatic, and operational recommendations (see table below), technical reports and one-page summaries for each of the 51 schools, and a map of key routes & crossings for parents, caretakers, and students to access existing and planned infrastructure surrounding the school campus.

Recommendation Types

INFRASTRUCTURE	PROGRAMMATIC	OPERATIONAL
Definition: Physical improvements to the area surrounding the school's campus	**Definition:** Coordination improvements between schools and various Oxnard programs	**Definition:** Procedural improvements during arrival or dismissal to facilitate school-related travel
Example: Upgrade all marked crosswalks to striped, high-visibility yellow "ladder-style" crosswalks	**Example:** Coordinate with Gold Coast Transit District to promote its student-focused programs	**Example:** Increase staffing during arrival and dismissal to provide crossing guard support

RECOMMENDATIONS SUMMARY

The one-page summary includes key infrastructure recommendations, which can be shared externally with parents and school administrators.

KEY ROUTES & CROSSINGS MAP

The key routes & crossings maps visually communicate recommended routes for student travel. The maps take into account the most direct path to school from surrounding neighborhoods, the presence of supportive crossing infrastructure such as crosswalks, stop signs, and traffic signals, and where possible, minimizing the number of conflict points with vehicles.

SCHOOL TECHNICAL REPORTS

The SRTS project team created a technical report for each school that includes walk audit and collision & citation trend details, which can be found in the appendix.

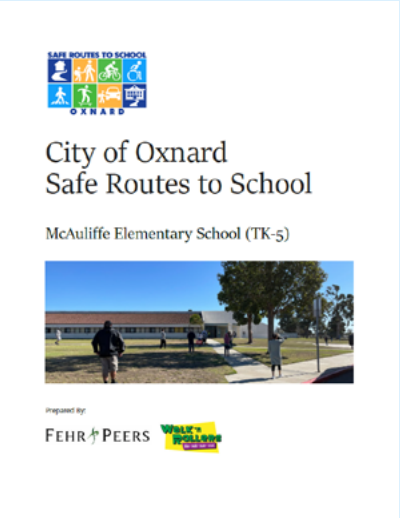
Recommendations Summary



Key Routes & Crossings Map



Technical Report Cover



STUDENT TRAVEL SURVEY

In compliance with the California ATP grant, a student travel survey was distributed to schools to gather pre-project and post-project pedestrian and bicycle student travel tallies. During Phase I, a total of 13 of 26 schools provided responses, reflecting a 50% response rate, which is a reasonable outcome for a survey of this kind. Post-program data from Phase II schools will be collected, analyzed, and reported in Fall 2025.



1. Introduction

Safe Routes to School (SRTS) is a program sponsored by local, state, and national governments to promote walking and bicycling to school through engagement, education, and infrastructure improvements around a school community. Providing safe passage for children and families to and from school has numerous benefits for the community at large, such as roadway safety and injury prevention, public health, and sustainability benefits .

SRTS PHASE I

The first phase of Oxnard's SRTS program spanned two school years, 2022 – 2023 and 2023 – 2024, and was comprised of two components, infrastructure and non-infrastructure. The infrastructure component developed plans, specifications & estimates (PS&E) for five schools, hereafter referred to as infrastructure schools. One additional school, for a total of six, had PS&E estimates developed through a separate grant and is also noted as an infrastructure school below. The non-infrastructure component conducted educational outreach and walk audits, identified engineering recommendations for future infrastructure improvements, and coordinated with safety stakeholders, such as Oxnard Police Department (Oxnard Police) and school and district staff, for 26 schools. This report documents the methodology and findings for the non-infrastructure component. The following 26 schools were included in Phase I, with the six infrastructure schools noted with an asterisk(*):

OXNARD SCHOOL DISTRICT:

- Bernice Curren School*
- Cesar Chavez School
- Christa McAuliffe School
- Dennis McKinna School
- Dr. Manuel M. Lopez Academy of Arts and Sciences
- Drifill School
- Elm Street School
- Emilie Ritchen School
- Frank Academy of Marine Science and Engineering
- Fremont Academy of Environmental Science & Innovative Design*
- Juan Lagunas Soria School
- Kamala School*
- Lemonwood School*
- Marina West School
- Norma Harrington School*
- Norman R. Brekke School
- Ramona School*
- Rose Avenue School
- Sierra Linda School
- Thurgood Marshall School

OXNARD UNION HIGH SCHOOL DISTRICT:

- Channel Islands High School
- Condor High School
- Hueneme High School
- Oxnard High School
- Oxnard Middle College High School
- Pacifica High School

Schools for Phase I were selected based on four criteria:

1. **Collision History:** Schools were selected based on a history of pedestrian- and bicyclist-involved collisions that resulted in fatalities and severe injuries. The infrastructure schools selected met these criteria and share similar attributes and infrastructure needs. The 26 non-infrastructure schools were selected by district, including the Oxnard School District elementary and middle schools and the high schools in the Oxnard Union High School District.
2. **School Site Assessments:** Prior to the initiation of Phase I, the Oxnard Police Department (OPD) conducted traffic assessments at all schools in consultation with school administrators and staff. The assessment included observations and walk audits conducted during the arrival (drop off) and dismissal (pick up) periods with a focus on traffic patterns, safety concerns between vehicles and students, bus traffic, crossing guards, and infrastructure deficiencies.
3. **Existing City Plans:** The City's *Bicycle & Pedestrian Facilities Master Plan* identifies and prioritizes the need for Safe Routes to School improvements.
4. **Public Outreach:** Comments highlighting specific safety needs were received through prior plans that included public safety meetings, bicycle stakeholder groups, parent informational meetings, community design charrettes, and community street workshops.

SRTS PHASE II

The second phase of Oxnard's SRTS program began in October 2023, overlapping with Phase I, and was completed in May 2025, covering the 2023-2024 and 2024-2025 academic years. Phase II included all remaining schools that serve Oxnard students, including schools within the City of Oxnard as well as schools located in the City of Port Hueneme and the unincorporated areas of Ventura County, where those schools' attendance boundaries crossed into the City of Oxnard. For schools located outside the City of Oxnard, the project team coordinated with the local jurisdiction to discuss the project and learn more about possible related projects in the attendance boundary. For the purpose of developing this final report and technical appendices, those schools' collision and citation analyses and infrastructure recommendations are limited to the right of way that is within the City of Oxnard's boundaries.

The following school districts and schools were included in Phase II. Schools located outside the City of Oxnard are noted with two asterisks (**).

RIO ELEMENTARY SCHOOL DISTRICT:

- Rio del Mar Elementary
- Rio del Norte Elementary
- Rio del Sol STEAM Academy
- Rio Lindo Elementary
- Rio Plaza Elementary**
- Rio Real Elementary**
- Rio Rosales Elementary
- Rio del Valle Middle
- Rio Vista Middle**

HUENEME SCHOOL DISTRICT:

- Ansgar Larson Elementary
- Art Haycox Elementary
- Fred L. Williams Elementary
- Hollywood Beach Elementary**
- Julien Hathaway Elementary
- Parkview Elementary**
- Sunkist Elementary**
- Charles Blackstock Junior High
- E.O. Green Junior High

OCEAN VIEW SCHOOL DISTRICT:

- Mar Vista Elementary
- Tierra Vista Elementary
- Laguna Vista Elementary**
- Ocean View Junior High

OXNARD UNION HIGH SCHOOL DISTRICT:

- Oxnard Adult School
- Rio Mesa High
- Del Sol High

FUNDING

Phase I of the Oxnard SRTS program was funded by a California Transportation Commission Active Transportation Program grant selected by the Ventura County Transportation Commission and administered by the California Department of Transportation (Caltrans). SRTS Phase I was also included in the City's Capital Improvement Program 2022 – 2027.

Phase II was included as a part of the City's On Call Agreement for Traffic Engineering Consulting & Services from 2022 to 2025.

PLAN DEVELOPMENT

The Oxnard SRTS program includes the following components that inform and build upon each other to identify infrastructure and operational recommendations for future grant funding opportunities:

1. **Education and Engagement:** The project team led a "Walk to School Day" and a "Walk and Roll to School Day" in October and May of each school year respectively. For each event, schools received campaign materials designed to educate and promote student participation. In addition, eight of the schools held events like bike skills workshops and pedestrian safety assemblies. These events were also an opportunity to partner with local organizations, such as BikeVC, as well as connect with OPD officers who have led educational sessions on bicyclist and pedestrian safety both for schools and the broader community.
2. **Collision and Citation Analysis:** The project team analyzed recent datasets for injury collisions and citations to find safety trends as they relate to schools. These trends were reviewed with OPD officers as part of ongoing discussions about how OPD can continue to support roadway safety around schools. At the time of the analysis, the most readily available collision dataset was for the years 2016-2020. For citations, the most recent dataset spanned 2016-2022.
3. **Walk Audit:** In partnership with school representatives, the project team conducted in-person observations of existing conditions for students walking and biking to and from school. The goal was to help identify opportunities for improvements to infrastructure, programs, and operational safety. Prior to each of these walk audits, the SRTS team met with school staff to review travel patterns and known challenges to inform the audit schedule and route. In addition to observing drop off/pick up times at a school, the team also physically walked the surrounding streets to better understand the realities of the existing infrastructure.

The SRTS team used knowledge and conclusions gained from the above project components to better understand the unique conditions of each school and provide tailored recommendations.

This report serves as both an introduction and a summary of the extensive efforts undertaken across 51 schools in Phase I and Phase II. The remainder of the report includes the processes, considerations, and key takeaways from the team's educational and engagement initiatives, as well as observations and conclusions from the collision and citation analyses and the walk audits. The report also presents specific infrastructure recommendations for each school alongside citywide recommendations aimed at enhancing communication and providing robust program support.

For those seeking in-depth data and findings, school-specific technical documentation is provided in the appendices. The documentation includes detailed analyses of collisions, citations, and walk audits for each school.

2. Education & Engagement



The SRTS education and engagement programs are designed to be adaptable, meeting the diverse needs of schools throughout the City of Oxnard. To this end, the SRTS team developed a flexible menu of programming options, which included two major citywide events: Walk to School Day in October and Walk & Roll to School Day in May. These events aimed to build momentum and catalyze the adoption of Safe Routes to School initiatives within individual schools, as detailed in Section 2.1. In addition to these citywide events, schools had access to a range of customized programming, including customized assemblies and workshops. These events are further described in Section 2.2.

CITYWIDE EDUCATION AND ENGAGEMENT

The following citywide education and engagement events were held during this first phase of Oxnard's SRTS program.

OCTOBER 2022, 2023, & 2024 - WALK TO SCHOOL DAY:

Walk to School Day events were conducted twice : in October 2022 and 2023. The project team offered support for any school interested in participating. During the October 2022 event, as the SRTS program was in its initial phase and schools were still getting familiar with it, flyer and banner templates were distributed to schools who expressed interest in participating. In October 2023, flyer and banner templates were shared with all schools and school districts.

MAY 2023, 2024, & 2025 - WALK AND ROLL TO SCHOOL DAY:

Bike to School Day was rebranded as "Walk and Roll to School Day" in Oxnard's Safe Routes to School (SRTS) program, reflecting the higher proportion of students who walk rather than bike to school. This change aimed to make the event more inclusive. As part of the initiative, flyer and banner templates were distributed to all schools and school districts. Schools were encouraged to either align their Walk and Roll to School Day with the National Bike to School Day on May 3rd or choose another date that better suited their schedule. The second annual Walk and Roll to School Day was successfully held on May 8th, 2024. The third annueal event was held on May 7th, 2025 with 2 schools participating.

JUNE 2023 & 2024 - ART COMPETITION:

Oxnard students were invited to submit artwork in response to the prompt, "Why Drive, When You Can...?" in the form of drawings, paintings, photographs, or videos/animations. Contest winners were recognized at a City Council meeting in June 2023, and artwork was displayed at the Oxnard South Branch Library.

SCHOOL-SPECIFIC EDUCATION AND ENGAGEMENT

In addition to the citywide resources, each school was invited to participate in bespoke activities tailored to meet their specific needs. The SRTS team provided a variety of specialized activities, including pedestrian safety assemblies, bicycle safety demonstrations, and skills workshops. These initiatives were designed to enhance educational and engagement efforts, focusing on improving safety awareness and practices among students. The specific topics and activities were customized based on communication with participating schools.





SCHEDULE

OCTOBER 2022 - WALK TO SCHOOL DAY



APRIL 2023 - DRIFFILL BIKE SKILLS WORKSHOP



MAY 2023 - WALK AND ROLL TO SCHOOL DAY



JUNE 2023 - ART COMPETITION





OCTOBER 2023 - WALK TO SCHOOL DAY



JANUARY 2024 - KAMALA PEDESTRIAN SAFETY ASSEMBLY



APRIL 2024 - OCEANVIEW BIKE SKILLS WORKSHOP



MAY 2024 - WALK AND ROLL TO SCHOOL DAY

JUNE 2024 - ART COMPETITION

OCTOBER 2024 - WALK TO SCHOOL DAY

MAY 2025 - WALK AND ROLL TO SCHOOL DAY

PEDESTRIAN SAFETY ASSEMBLIES



The pedestrian safety assemblies were designed to educate students on crucial aspects of pedestrian safety. These assemblies covered key topics such as safe crossing practices and the importance of paying attention to traffic signals. To foster direct engagement and enhance the learning experience, sessions were conducted in individual classrooms across the participating schools.

The schools that participated in the Pedestrian Safety Assemblies include:

- Christa McAuliffe Elementary School
- Juan Lagunas Soria Elementary School
- McKinna Elementary School
- Kamala School
- Julien Hathaway Elementary School
- Parkview Elementary School
- Mar Vista Elementary School
- Rio Real Elementary School
- Ansgar Larsen Elementary School

BIKE SKILLS WORKSHOPS



Bike skills workshops focused on teaching students the importance of biking safely to school, emphasizing helmet safety and essential biking skills. This initiative was supported by Bike Ventura and included participation from the Oxnard Police Department, enhancing the workshop's credibility and educational value. The workshop provided students there with hands-on experience and practical knowledge to ensure their safety while biking.

The school that participated in the Bike Skills Workshop is Driffill School.

Other schools had access to the citywide resources. They were offered the opportunity to participate in additional school-specific activities but declined.

See **Appendix A** for the flyer and banner templates.



3. Collision & Citation Trends

Before the walk audits, **the SRTS team analyzed injury collision data from 2016 to 2020 for Phase I schools, 2018 to 2022 collision data for Phase II schools, and citation data from 2016 to 2022 for both phases** to identify collision hot spots and key trends in traffic violations and crash types, particularly those involving pedestrians, cyclists, and minors under 16 years old. The focus was on a quarter-mile radius around each school, where student travel activity intensifies. Collision data, provided by the Oxnard Police Department, were cross-referenced with the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data were also sourced from the Oxnard Police Department.

PHASE I CITYWIDE INJURY COLLISION AND CITATION TRENDS

CITYWIDE TRENDS

From 2016 to 2020, there were a total of 4,749 injury collisions reported in the City of Oxnard.

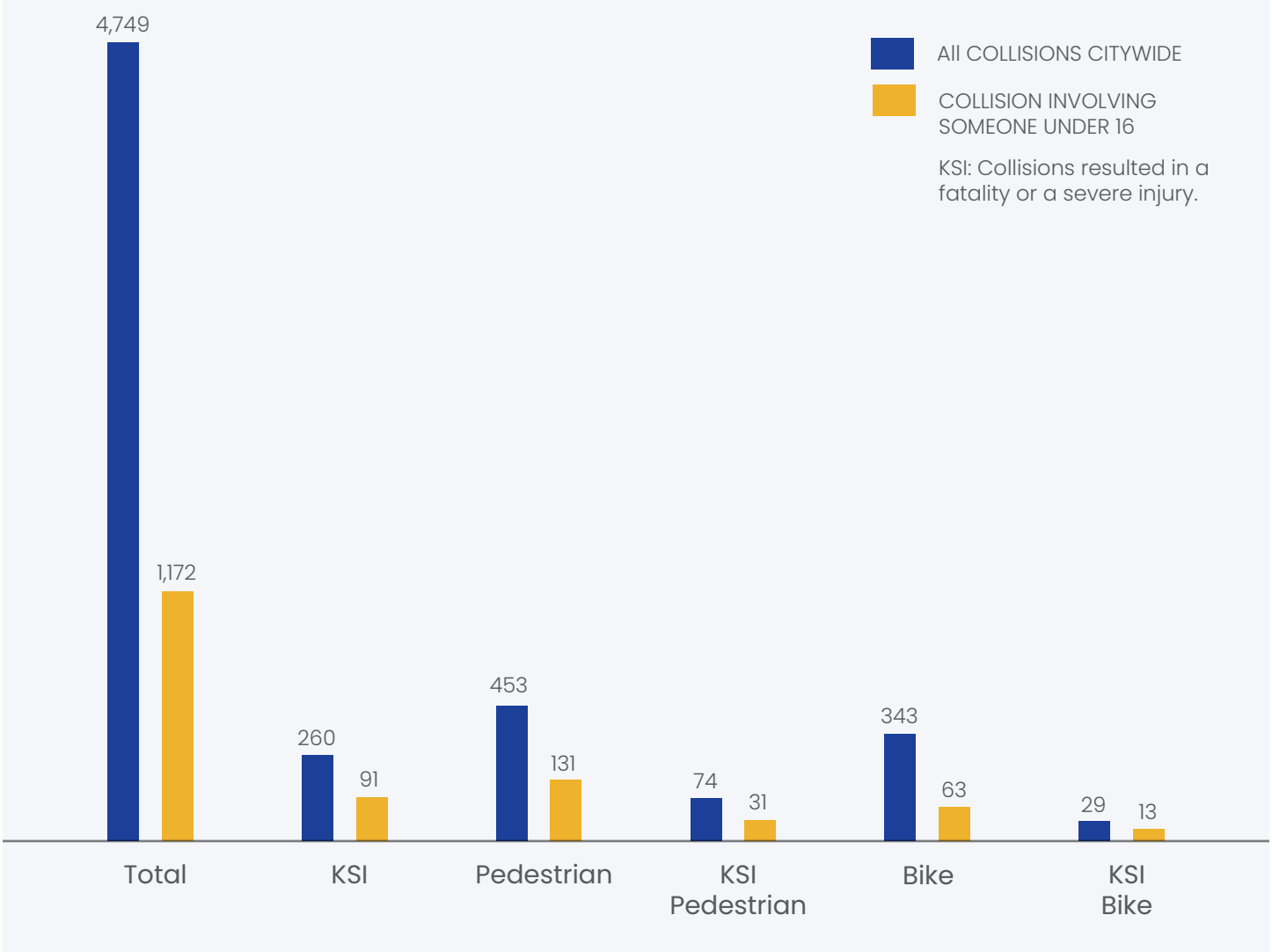
Top Violations for the injury collisions are Unsafe Speed (22%), Automobile Right of Way (23%), and Traffic Signals and Signs (11%).

COLLISIONS INVOLVING SOMEONE UNDER 16

In the context of SRTS program, the team focused on analyzing collisions involving pedestrians, cyclists, and minors under 16 years old.

Collisions involving individuals under the age of 16 represented 25% of the total collisions.

1. **Pedestrian-involved collisions** accounted for 453, which is 10% of all injury collisions. Of these, 74 were classified as KSI, meaning someone was killed or seriously injured. These pedestrian-involved KSI collisions represent 28% of all KSI collisions. Almost half of these pedestrian-involved KSI collisions also involved someone under the age of 16.
2. **Bicycle-involved collisions** numbered 343 (7% of all collisions), of which 29 were KSI. Around one-third of these bicycle-involved KSI collisions also involved someone under the age of 16.

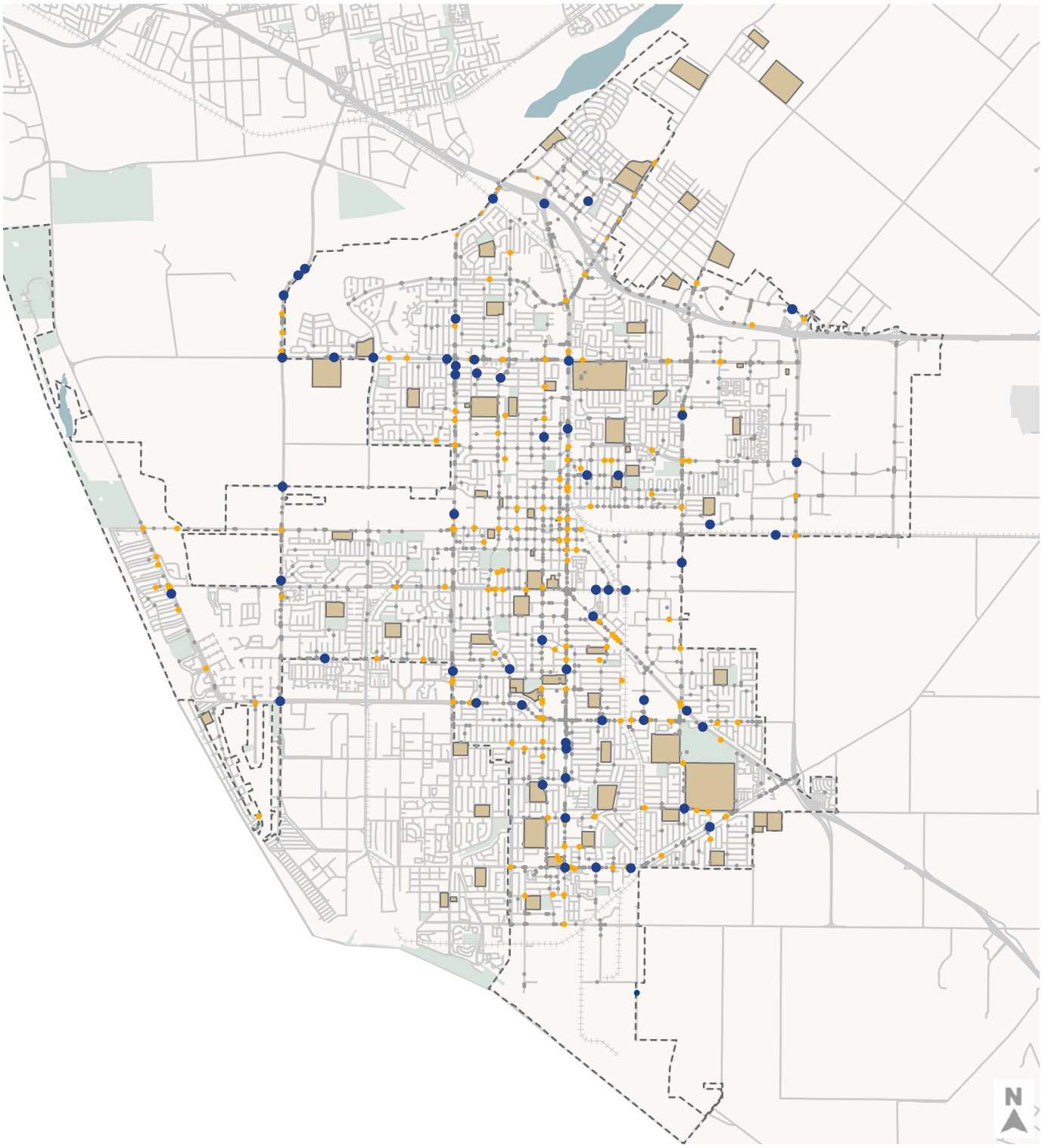


PHASE I CITYWIDE INJURY COLLISION SUMMARY TABLE

Citywide Injury Collision Summary (2016-2020)			
Total Injury Collisions	4,749		
KSI (Killed or Seriously Injured) Collisions	260 (5%)		
Collisions with victim under 16 years old	1,172 (25%) (KSI: 91 – 35% of all KSI collisions)		
Pedestrian-Involved	453 (10%) (KSI: 74 – 28% of all KSI collisions)		
Bicycle-Involved	343 (7%) (KSI: 29 – 11% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Unsafe Speed	1,087	23%
	Automobile Right of Way	1,086	23%
	Traffic Signals and Signs	546	11%
Top Crash Types		Count	Percent of Total
	Broadside	1,775	37%
	Rear End	1,364	29%
	Vehicle/Pedestrian	431	9%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**719**	**15%**
	Midday (10AM-3PM)	**1,179**	**25%**
	Evening Peak (3PM-7PM)	1,474	31%
	Overnight (7PM-6AM)	1,317	28%
Streetlight Conditions		Count	Percent of Total
	Dark - No Streetlights	74	2%
	Dark - Streetlights	1,323	29%
	Dark - Streetlights Not Functioning	13	0%
	Daylight	3,074	65%
	Dusk/Dawn	221	5%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	423	9%
	No	4,326	91%

Note: Times in **Bold** are when school is in session.

PHASE I CITYWIDE INJURY COLLISION MAP (2016 - 2020)



City Boundary
School
Fatality Collision
Severe Injury Collision
Other Injury Collision

Oxnard Safe Routes to School:
Citywide Injury Collisions (2016 -2020)

PHASE II CITYWIDE INJURY COLLISION AND CITATION TRENDS

CITYWIDE TRENDS

From 2018 to 2022, there were a total number of 4,749 injury collisions reported in the City of Oxnard.

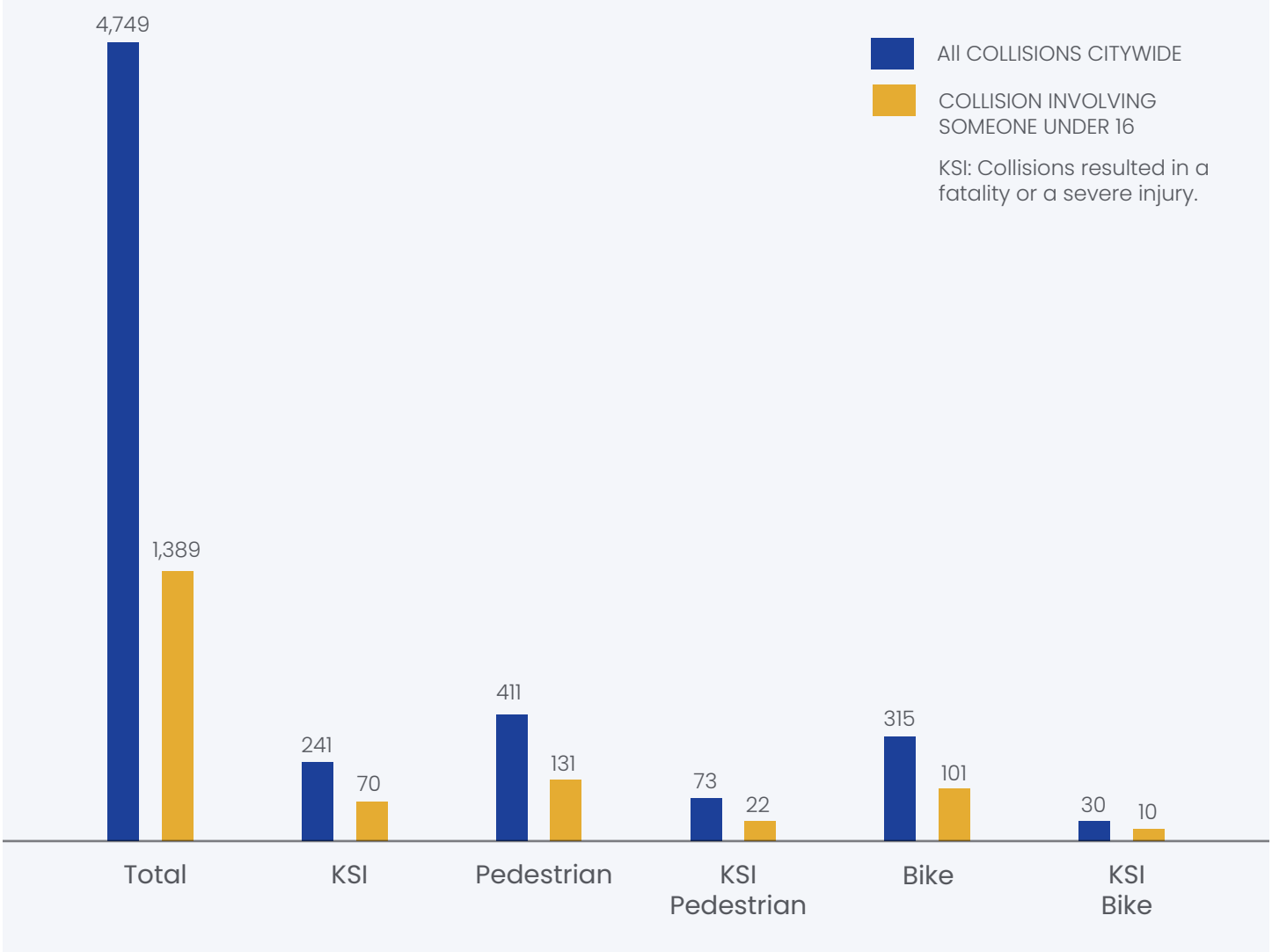
Top Violations of the injury collisions are Automobile Right of Way (22%), Unsafe Speed (21%), and Traffic Signals and Signs (13%).

COLLISIONS INVOLVING SOMEONE UNDER 16

In the context of SRTS program, the team focused on analyzing collisions involving pedestrians, cyclists, and minors under 16 years old.

Collisions involving individuals under the age of 16 represented 29% of the total collisions.

1. **Pedestrian-involved collisions** accounted for 411, which is 9% of all injury collisions. Of these, 73 were classified as KSI, meaning someone was killed or seriously injured. These pedestrian-involved KSI collisions represent 30% of all KSI collisions. Almost 30% of these pedestrian-involved KSI collisions also involved someone under the age of 16.
2. **Bicycle-involved collisions** numbered 315 (7% of all collisions), of which 30 were KSI. Around one-third of these bicycle-involved KSI collisions also involved someone under the age of 16.

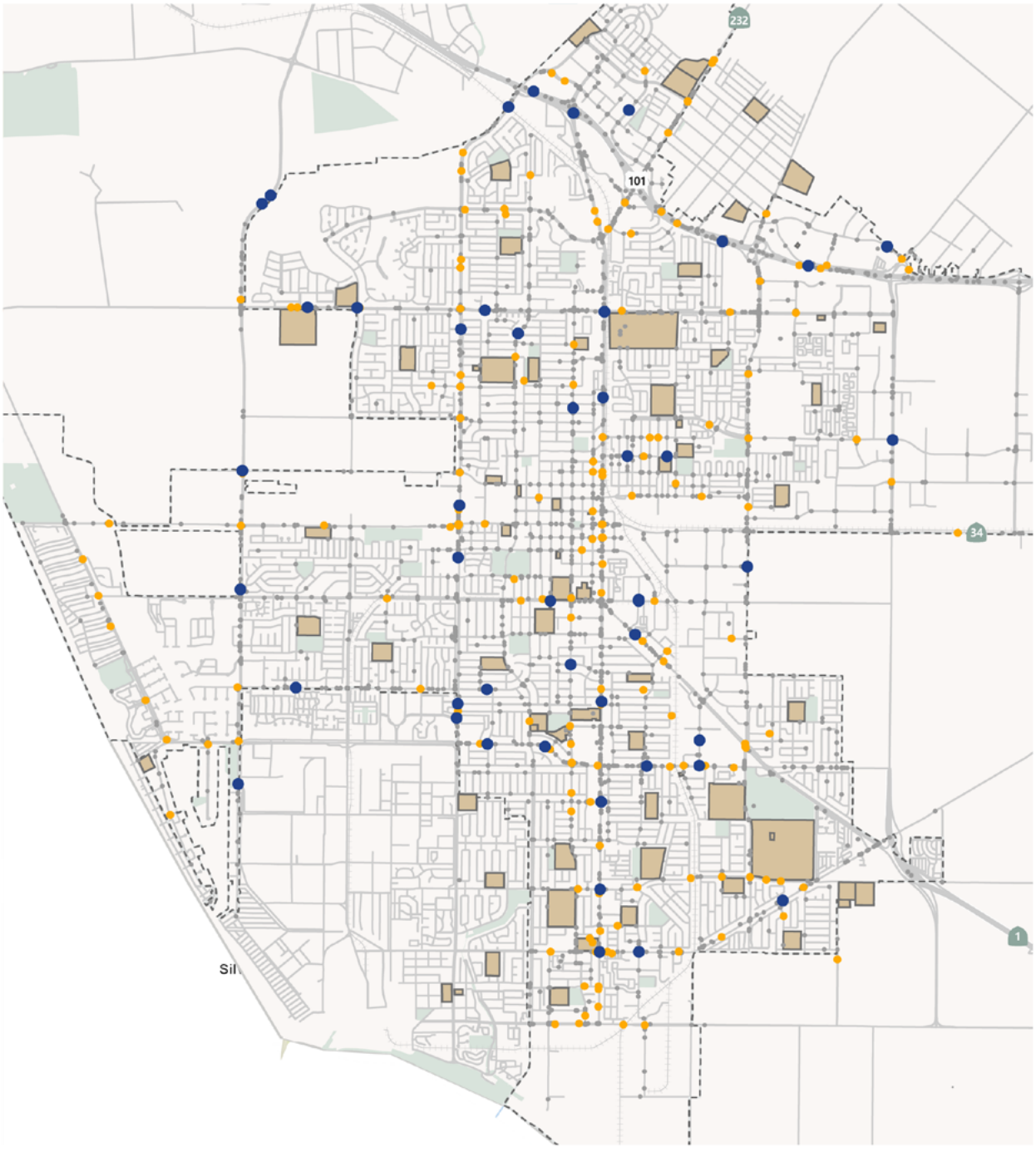


PHASE II CITYWIDE INJURY COLLISION SUMMARY TABLE

Citywide Injury Collision Summary (2018-2022)			
Total Injury Collisions	4,749		
KSI (Killed or Seriously Injured) Collisions	241 (5%)		
Collisions with victim under 16 years old	1,389 (29%) (KSI: 70 – 29% of all KSI collisions)		
Pedestrian-Involved	411 (9%) (KSI: 73 – 30% of all KSI collisions)		
Bicycle-Involved	315 (7%) (KSI: 30 – 12% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Unsafe Speed	987	21%
	Automobile Right of Way	1,054	22%
	Traffic Signals and Signs	650	13%
Top Crash Types		Count	Percent of Total
	Broadside	1,830	39%
	Rear End	1,294	27%
	Sideswipe	438	9%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**691**	**15%**
	Midday (10AM-3PM)	**1,195**	**25%**
	Evening Peak (3PM-7PM)	1,415	30%
	Overnight (7PM-6AM)	1,448	30%
Streetlight Conditions		Count	Percent of Total
	Dark - No Streetlights	88	2%
	Dark - Streetlights	1,370	29%
	Dark - Streetlights Not Functioning	13	0%
	Daylight	3,034	64%
	Dusk/Dawn	208	4%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	401	8%
	No	4,269	90%

Note: Times in **Bold** are when school is in session.

PHASE II CITYWIDE INJURY COLLISION MAP (2018 - 2022)



Oxnard Safe Routes to School:
Citywide Collision Map (2018 - 2022)

SCHOOL-SPECIFIC COLLISION AND CITATION ANALYSIS

For Phase I schools, the SRTS team analyzed collision data from 2016-2020, which was the most recent 5-year period available. For Phase II schools, the SRTS team analyzed collision data from 2018-2022, which was the most recent 5-year period available The focus of this analysis included collisions involving vulnerable road users (pedestrians, bicyclists, and individuals under the age of 16), collisions that resulted in fatalities or severe injuries, collision hotspots near schools, and the top violations and citations associated with these collisions. These insights into collision and citation trends provided a solid foundation and reference point for the SRTS team to conduct walk audits and formulate targeted recommendations.

More details are available in the School Technical Reports (Appendix B).

ADDITIONAL SCHOOL-SPECIFIC COLLISION & CITATION ANALYSIS (APPENDIX B)

INJURY COLLISION SUMMARY AND HOT SPOTS ANALYSIS

Injury Collisions Summary Table

Injury Collision Summary within ½ Mile of Kamala Elementary (2016 – 2020)			
Total Injury Collisions	86		
KSI (Killed or Seriously Injured) Collisions	5 (6%)		
Collisions with victim under 16 years old	27 (31%) (KSI: 2 – 40% of all KSI collisions)		
Pedestrian-Involved	9 (10%) (KSI: 3 – 60% of all KSI collisions)		
Bicycle-Involved	10 (12%) (KSI: 1 – 20% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	21	24%
	Traffic Signals and Signs	19	22%
Top Crash Types		Count	Percent of Total
	Broadside	39	45%
	Rear End	17	20%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**16**	**19%**
	Midday (10AM-3PM)	**20**	**23%**
	Evening Peak (3PM-7PM)	23	27%
	Overnight (7PM-6AM)	26	30%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	2	2%
	Dark – Streetlights	31	36%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	49	57%
	Dusk/Dawn	3	3%
Roadway Classification		Count	Percent of Total
	Primary	41	48%
	Secondary	34	40%
	Minor	11	13%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	7	8%
	No	79	92%

*Times in **bold** are when school is in session.*

Time of Day and Location

Street (Intersection/Corridor)	Number of Collisions	Top Factors	Notes
Channel Islands Boulevard	41	**Right of Way Violation (14)** **Unsafe Speed (9)** **Improper Turning (6)**	A concentration of these collisions (26) occurred at the J Street intersection, which is subject to relatively high instances of hard braking and harsh acceleration. 12 collisions were the result of drivers not yielding while making a left turn, and 6 collisions were the result of red light running. Another concentration of these collisions (10) occurred at the Maywood Way intersection. 5 of the collisions were the result of Unsafe Speed. There was one fatal collision that occurred when a driver under the influence crossed over into oncoming traffic and collided head-on with another vehicle.
C Street	19	Right of Way Violation (3) Improper Turning (3) Unsafe Speed (3)	One collision resulted in a severe injury at the Laurel Street intersection. A pedestrian was crossing outside of a marked crosswalk. This intersection has standard crosswalks on its north and east legs. Two collisions resulted in severe injuries at the Maywood Way intersection. One of the collisions involved a pedestrian just south of the intersection. No cause of collision was reported. The other collision involved an eastbound bicyclist who was struck by a southbound vehicle at the intersection. The intersection is side street stop controlled.
J Street	11		On J Street north of the Juniper intersection, there was a fatal collision involving a pedestrian crossing the street outside of a marked crosswalk. The nearest marked crosswalk is one block south at the Kamala Street intersection.

INJURY COLLISION MAP AND CITATION MAP







4. Walk Audits

The primary objective of the walk audits was to evaluate the current conditions affecting students' journeys on foot or by bike to and from school, including during drop-off and pick-up times. This assessment aims to pinpoint potential enhancements in infrastructure, programming, and operational safety. The audit also includes an analysis of circulation patterns to determine the main routes students use to access the school. To ensure a thorough understanding of the unique conditions at each school, a walk audit was conducted for each of the 51 schools included in Phases I and II.







PROCESS OF WALK AUDITS

To lay the groundwork for the walk audits, the SRTS team organized initial meetings with key personnel at each school to outline the audit schedules and discuss the designated walking routes. These conversations focused on understanding students' travel patterns to and from school, identifying preferred pathways, recognizing significant physical and perceptual obstacles, and discussing the challenges and successes related to arrival and departure times.

During each walk audit, the team conducted observations in two specific areas: the school perimeter and the walkshed. Observations within the school perimeter focused on the streets immediately bordering the school property, while the walkshed observations covered a broader area extending roughly a quarter mile from the school. This approach allowed for a comprehensive assessment of the safety and accessibility of student travel paths.

The SRTS team summarized the results of each walk audit in a school-specific School Technical Report (Appendix B). These reports cover the specific observations that supported the development of recommendations included in **Chapter 5: Recommendations.**

CITYWIDE OBSERVATIONS

During the walk audits, the SRTS team identified two typical scenarios that impact the transportation environment around schools:

SCHOOLS ADJACENT TO LOCAL ROADS

Some schools are adjacent to local streets, which become notably congested during the drop-off and pick-up times. The arrival and departure of students and parents/guardians lead to a dramatic increase in traffic volume on these narrow and otherwise low-volume streets.



"A crossing guard at the San Mateo Place & Du Pont Street intersection instructed pedestrians to wait until there was a critical mass of people and then would ***stop the heavy vehicular traffic during drop-off and pick-up peak times*** *to allow people to cross the south and east legs like a pedestrian scramble at a signalized intersection."*

-Lemonwood School Observation



"To ***improve pick-up traffic flow****, the school principal has instructed* ***parents/guardians to park in the vicinity of the school****, such as on Via Marina Avenue & Offshore Street. The majority of parents/guardians were observed walking to the school entrance to pick up their student and walk back to their parked vehicles. Many parents/guardians were observed crossing midblock outside of a marked crosswalk."*

-McAuliffe Elementary School Observation

SCHOOLS ADJACENT TO MAJOR ROADS (ARTERIALS & COLLECTORS)

Some schools located near major roads face constant high traffic volumes and speeds, creating an environment that is less comfortable for students commuting on foot or by bike.





5. Recommendations

Recommendations to improve the walking and rolling environment for Oxnard students fall within three categories:

- **Infrastructure**, which addresses the built environment
- **Operations**, which addresses school arrival/dismissal traffic
- **Programs**, which offer additional resources to help students get to and from school more easily

5.1 INFRASTRUCTURE

The following section describes infrastructure recommendations, informed by the observations made during the walk audit, the challenges shared during the pre-walk virtual meeting, and the collision and citation analysis.

Infrastructure recommendations that are a higher level of effort, requiring a longer time frame, grant funds, and additional study, are all marked in the school-specific recommendations section. The feasibility, funding source, and timeline for each improvement will vary and will require outreach and studies in order to finalize individual projects. The inclusion of higher-effort projects in this report does not commit the City of Oxnard to implementing these ideas; rather it serves as a documentation of opportunities to pursue meaningful changes to the public right-of-way near schools. These infrastructure recommendations reflect conditions at the time of this study, and recommendations may evolve as travel patterns and school needs change over time.

Certain infrastructure recommendations are intended to act as new City policy to be incorporated alongside resurfacing and general street upgrade work that the City undertakes, often to bring school-area infrastructure into State and Federal compliance or align with best practices. These recommendations can be implemented in all locations deemed feasible from an engineering perspective within the sphere of influence of school areas described in this report.

NEAR TERM GLOBAL RECOMMENDATIONS:

- Continue to upgrade curb ramps to ADA standards, including cross slope, tactile warning pads, etc. at all points where legal crosswalks are located, marked or unmarked, as a part of resurfacing projects. Priority should be given to marked crosswalks.
- Upgrade all marked crosswalks within 600 ft of school perimeter to striped high -visibility yellow ladder crosswalks per the California Manual for Uniform Traffic Control Devices (MUTCD).
- Evaluate all three-way uncontrolled intersections for stop control using stop sign application guidance per California MUTCD and add all-way or minor-leg control as appropriate based on vehicular traffic volumes, sight lines, and crash history.
- Add school speed limit signage at least 200 feet in advance of school grounds/crosswalk per the California MUTCD.
- Explore school zone speed reductions to 15 or 20 miles per hour within 500 feet of schools per recent changes in the California MUTCD that acknowledge risks to vulnerable users including children.
- Consider Leading Pedestrian Intervals (LPIs) at traffic signals adjacent to school campus. These could be implemented around arrival/dismissal time to reduce issues with signal timing (with generous buffer for bell schedule changes).
- Consider adopting a standard curb ramp design that reduces the curb radius and includes directional ramps for all corners adjacent to schools

LONG-TERM, HIGH-EFFORT GLOBAL RECOMMENDATIONS:

- To increase driver compliance with red curb zones and to shorten the crossing distance for pedestrians, consider piloting and evaluating the efficacy of paint and bollard curb extensions as a quick-build treatment while longer-term funding is secured to design and construct raised curb extensions.
- In locations that involve leaving a higher speed arterial to enter a residential neighborhood with a school, consider piloting and evaluating the efficacy of paint and bollard gateway treatments, such as street narrowing, mini-roundabouts, or other traffic calming devices, while longer-term funding is secured to design and construct permanent treatments.

5.2 OPERATIONS

RECOMMENDATIONS FOR SCHOOLS AND DISTRICTS

In addition to changes to the public right of way, schools across the City of Oxnard may make a series of general operational changes to facilitate smoother school-related travel. In general, spreading out the arrival and dismissal peak in space and time can help address some of the congestion-related concerns.

GLOBAL RECOMMENDATIONS:

- Increase staffing during arrival and dismissal, to the extent possible through contracts and union agreements, to supervise students and provide crossing guard support. Finding opportunities to hire full-time supervisor staff rather than part-time staff may help with retention issues. Utilizing a parent volunteer force could also help extend the reach of staff support during arrival/dismissal.

- Enforce that cars do not park within 20 feet of crosswalks or intersections. "Daylighting" the crosswalk with at least 20 feet (one vehicle length) is now required by state law and improves visibility between pedestrians and vehicles.

- To the degree possible with staffing and infrastructure considerations, utilize multiple gates or access points across the campus. This can relieve bottlenecks and peak congestion at specific access and egress points.

- Stagger arrival and dismissal times by grade and by gates, where possible. Staggering pick-up and drop-off times by as little as 5 minutes can spread peak congestion to a more steady and manageable flow for existing infrastructure.

- Communicate expectations with school families, encouraging people who live within 4 blocks to walk to school rather than drive. Communicate expectations around use of loading areas (where they exist), gates, staggered times, and behavior/etiquette with staff and other school families. Encourage a calm, safe, and courteous environment for all. Consider tying these recommendations to key research findings about student performance, safety, and wellness, which include:

- Students who walk to school generally have better school performance and are more focused during the day than children who are driven to school.

- Reducing dismissal traffic through prioritizing walking and biking can reduce vehicle traffic overall and reduce collisions in the school area.

- Increasing the number of students walking and biking increases active time and improves the health of students while reducing concentrations in air pollution from cars which may impact children with asthma and/or chronic lung conditions.

- Distribute the recommended crossings maps developed as part of the Oxnard SRTS project to further encourage students to walk to school using the available crosswalks, ramps, and sidewalks.

- Incorporate transportation safety into existing comprehensive school safety plans to memorialize the expectations around student transportation safety. Comprehensive school safety plans incorporate and aggregate many aspects of student safety, including reducing the risk of crime, drug use, and injury on school campus. They also include safe access and egress routes for students, which is most relevant to the safe routes program.

5.3 PROGRAMS

OXNARD POLICE DEPARTMENT & THE CROSSING GUARD PROGRAM

The Oxnard Police Department (OPD) shared that the Crossing Guard Program currently experiences challenges in staffing, training, and funding to meet the needs of the City's schools. The following recommendations outline how Oxnard schools and OPD might coordinate with one another to implement the Crossing Guard Program.

Staffing

Schools could call upon parents to serve as volunteer crossing guards to meet the needs that are present due to current vacancies and staffing/funding limitations within the Crossing Guard Program. The comprehensive school safety plan should provide parents with standard procedures for safe ingress/egress of students. This may include the identification of different crossing guard locations (i.e., crosswalks, student loading/unloading zones, bus stops) and policies on early dismissal and tardiness. Additionally, OPD could consider contracting with a Crossing Guard staffing agency to hire, train, and deploy the crossing guards.

Training

Schools can coordinate with OPD to develop a "train the trainer" program based on department training guidelines and statewide crossing guard practices. Through this program, parent volunteer groups and teacher/staff would be trained by OPD's current crossing guard and Traffic Safety staff, which includes Traffic Service Assistants and Community Service Officers.

Funding

Schools can consider several funding mechanisms, which may require coordination with local agencies, to expand the crossing guard program.

- Local sales tax funding (e.g. Measure AA, the ½-cent transportation sales tax in Marin County where 7% of funds are dedicated to crossing guards)
- Traffic fines and forfeitures (e.g. the City of Long Beach use of revenues from fines and forfeitures under the California Vehicle Code to fund its School Crossing Guard Program)
- Cost-sharing agreement between City and school districts (e.g. Encinitas City Council decision to set up a cost-sharing agreement with area school districts)
- California Office of Traffic Safety (OTS) Pedestrian and Bicycle Safety Grant (in use by OPD)

GOLD COAST TRANSIT DISTRICT

Gold Coast Transit District offers several programs that serve students in Oxnard. In addition, staff expressed interest in coordinating with schools to highlight access opportunities and to ensure safe routes to bus stops nearest to middle and high schools, which may include improved crosswalk or sidewalk infrastructure.

Youth Ride Free Program

The Youth Ride Free program provides a free transportation option for students to and from school. Students can ride free without a pass on all Gold Coast Transit District fixed-route services.

Late Night Safe Rides Program

The Late Night Safe Rides program accommodates students 16 and older who may have irregular schedules due to extracurricular activities. Late Night Safe Rides operate within Gold Coast's service area between the hours of 7:00 PM and 12:00 AM and provide shared, door-to-door rides.

Fixed-Route Services

Current fixed-route services in the City of Oxnard allow students to travel to and from schools outside of their district if their school does not provide a dedicated school bus. Special services may be provided during arrival and/or dismissal time to local high schools in Oxnard.

AFTER-SCHOOL PROGRAMS

Boys & Girls Clubs of Greater Oxnard and Port Hueneme

Some students may participate in after-school programs, such as the Boys & Girls Clubs of Greater Oxnard and Port Hueneme. Coordination with the Boys & Girls Clubs is recommended to ensure student safety when traveling to these off-site locations. There are 21 Boys & Girls Club locations within the City of Oxnard, including 7 clubhouse locations and 14 additional sites in the Rio Elementary, Ocean View Elementary, and Hueneme Elementary school districts.

School-Specific Recommendation Summaries



Cesar Chavez School (TK-8)

The area surrounding **Cesar Chavez School** in general is impacted by traffic congestion during arrival & dismissal hours. Improving traffic flow through education & procedural changes would improve the walk to school.

QUICK ACTION

- **SCHOOL STAFF:** Distribute literature with pick-up/drop-off instructions, including instructions on how to use the loading zone on Marquita Street, to the school community.
- **PARENTS/GUARDIANS/STUDENTS:** Follow the pick-up/drop-off instructions provided by your school. Park a few blocks away from the school when possible.



LOCATION	KEY FINDING	ACTION	LEAD
A	Vehicles parked along Juanita Ave near Gloria Ct during dismissal were **blocking visibility for turning vehicles**.	**Add bulb outs & upgrade curb ramps** on the eastern leg of Juanita Ave & Gloria Ct.	**City of Oxnard**
B	There was a **lack of shade along local streets**, despite the presence of tree wells.	**Seek opportunities to add Marquita St to the street trees landscaping schedule.**	**City of Oxnard**
C	**No marked crosswalks** are present at Marquita St & Colonia Rd.	**Stripe high-visibility crosswalks** on south and east legs of Colonia Road & Marquita St.	**City of Oxnard**
D	**Large, exposed wall of school** near the parking lot **reduces character.**	**Install mural** on the east side of the school facing Marquita St.	**School/District**
E	**Vehicles made midblock U-turns** to use the loading lane on Marquita St.	**Place cones** along the center of Marquita St during arrival & dismissal.	**School/District**
F	**Large amount of vehicle & pedestrian crossing volumes** at Juanita Ave & Cooper Rd **creates congestion.**	**Change crossing guard procedures** to have pedestrians wait for several vehicles to pass & then cross in a group.	**School/District**

Kamala School (K-8)

Kamala's location near wide, higher-speed streets creates an environment that is challenging for pedestrians. General traffic calming measures to reduce vehicle speeds are recommend in the area.

☑ QUICK ACTION

- **SCHOOL STAFF:** Distribute literature on the importance of speed reduction for crash surviveability and reaction time.
- **PARENTS/GUARDIANS/STUDENTS:** Watch your vehicle speed around the school and anticipate that there may be pedestrians or other road users in areas of limited visibility.



LOCATION	KEY FINDING	ACTION	LEAD
A	Intersection angles create **wide crossing distances for pedestrians** and broad curves **increase speeds for turning vehicles.**	**Add curb extensions** to reduce pedestrian crossing distances, improve visibility, and reduce vehicle speeds.	**City of Oxnard**
B	Curvature in the roadway combined with higher vehicle speeds **limit pedestrian visibility to drivers.**	**Add a traffic circle with marked crosswalks** to reduce vehicle speeds and clearly deliniate pedestrian crossings.	**City of Oxnard**
C	**High vehicle speeds** alongside sharp roadway curvature can **cause vehicles to lose control, as well as block visibility.**	**Explore traffic calming measures such as lane narrowing** to reduce speeds.	**City of Oxnard**

Ramona Elementary School (TK-5)

Ramona's location in a dense neighborhood with lots of vehicle activity creates for busy streets near the campus. Improvements are focused at crosswalks surrounding Ramona to give pedestrians more priority.

QUICK ACTION

- **SCHOOL STAFF:** Distribute literature to parents about the importance of watching for pedestrians on streets near campus while driving.
- **PARENTS/GUARDIANS/STUDENTS:** Reduce your vehicle speed around the school and anticipate that there may be pedestrians or other road users in areas of limited visibility.



LOCATION	KEY FINDING	ACTION	LEAD
A	The **position of the crosswalk in between two offset streets creates a challenge** to pedestrians from cars travelling between the offset streets across the crosswalk.	**Add curb extensions** to sharpen turn angles for vehicles traversing between the offset streets. **Move the RRFB & crosswalk** to the north of the intersection.	**City of Oxnard**
B	**No crosswalk exists on the north leg of the intersection**, despite this being a major access route to the school campus.	**Stripe a high-visibility crosswalk** on the north leg of the intersection.	**City of Oxnard**
C	**Busier commercial area creates large amounts of traffic** at this stop controlled intersection.	Pursue grant/funding opportunities to **add curb extensions and new curb ramps** to reduce crossing distance and improve visibility for pedestrians.	**City of Oxnard**
D	A **large amount of traffic** and **uncontrolled intersections creates difficulties for pedestrians** to cross Colonia Rd.	Evaluate this intersection based on FHWA guidelines to see if this location warrants **adding an RRFB and curb extensions to the crosswalk** on the east leg to help enforce pedestrian right-of-way.	**City of Oxnard**
E	**Vehicles were observed traveling at speeds above the posted speed limit** along Colonia Rd.	Evaluate this intersection based on MUTCD guidelines to determine if **adding an all-way stop control is warranted** at Colonia Rd. and Bonita Ave. to reduce vehicle speeds.	**City of Oxnard**
F	Analysis of collisions in the school area shows **a large amount of collisions involving school-aged children** along this corridor.	**Extend the sidewalk** to reduce vehicle speeds, reduce crossing distance, and increase space for students on the sidewalk.	**City of Oxnard**

Lemonwood School (TK-8)

Streets around **Lemonwood** are quite wide, and can feel wider with an absence of parked cars. Changes to roadway markings can help slow vehicles and increase pedestrian visbility.

QUICK ACTION

- **SCHOOL STAFF:** Distribute updated information regarding allowed turning movements when entering or exiting paring at the school campus.
- **PARENTS/GUARDIANS/STUDENTS:** Utilize parking throughout the neighborhood and walk with students the block or two to the school campus.



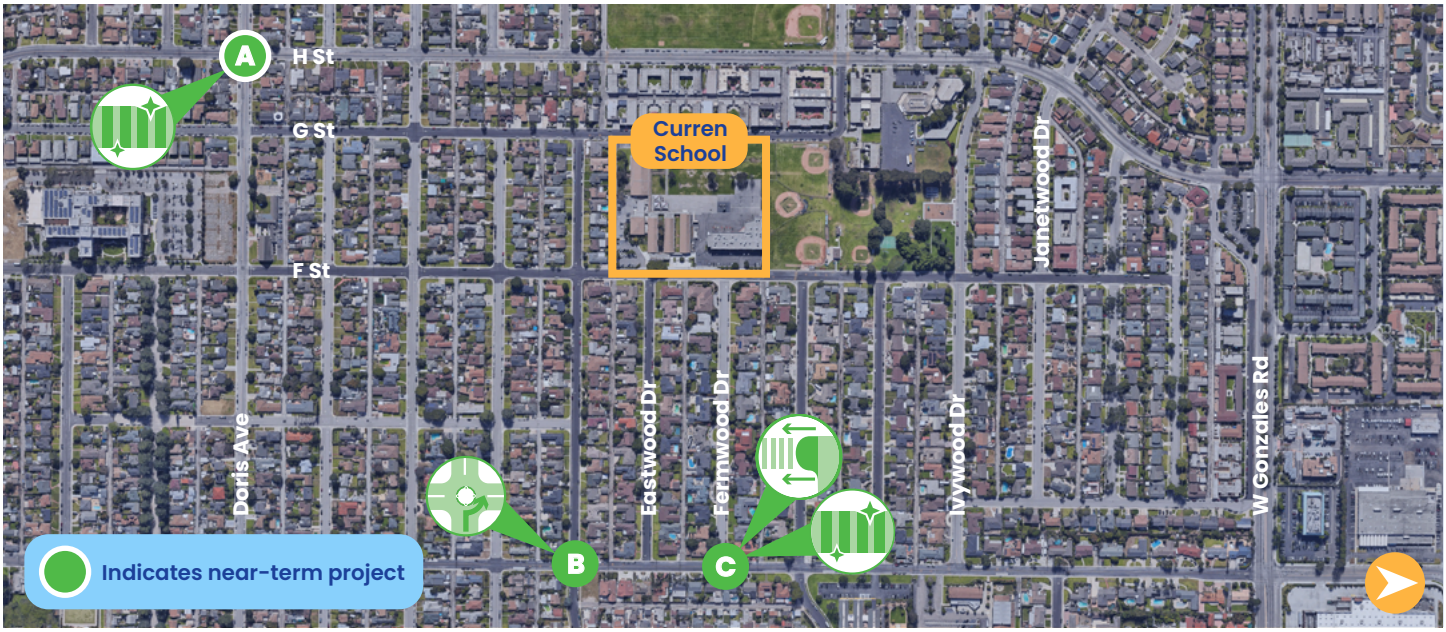
LOCATION	KEY FINDING	ACTION		LEAD
A	Despite the presence of a right turn only arrow at the parking lot exit, **drivers were observed making left & right turns.**		**Permit left turns** to reduce traffic conflicts with pedestrians at San Mateo Pl & Du Pont St.	**School/District**
B	**Parking has low utilization** on San Mateo Pl, **making the roadway environment feel very wide** for a residential street.		**Stripe on-street parking** to narrow travel lanes for cars and reduce vehicle speeds.	**City of Oxnard**

Curren School (K-8)

Curren is located between two collector streets, H Street and C Street. Adding traffic calming can help reduce vehicle speeds and increase safety for pedestrians.

☑ QUICK ACTION

- **SCHOOL STAFF:** Reiterate to parents the importance of watching for pedestrians on streets near campus while driving.
- **PARENTS/GUARDIANS/STUDENTS:** Watch your vehicle speed around the school and anticipate that there may be pedestrians or other road users in areas of limited visibility.



LOCATION	KEY FINDING	ACTION	LEAD
A	There is a **high amount of pedestrian activity**, especially around the bus stop in this area.	**Stripe high visibility crosswalks** across all legs of the intersection.	**City of Oxnard**
B	Collision analysis shows that there have been a relatively **high number of crashes along this corridor.**	**Add traffic calming measures such as traffic circles.** Good candidates include Fernwood, Devonshire, Robert, Roderick, and Douglas.	**City of Oxnard**
C	The **curb radius is quite large** increasing crossing distance and vehicle speeds for pedestrians.	**Add a curb extension & stripe a high-visibility crosswalk** to the east leg of the intersection to shorten crossing distance.	**City of Oxnard**

Fremont Academy (6-8)

Ventura Road, located just to the west of **Fremont Academy**, is a busy street which limits access between the school and community. Improvements to increase pedestrian and bicyclist comfort and safety are recommended.

QUICK ACTION

- **SCHOOL STAFF:** Activate the school boundary on the south side of the campus along the existing alley to help encourage travel on this convenient route to school.
- **PARENTS/GUARDIANS/STUDENTS:** Watch for pedestrians in the school area, especially at intersections and when turning off and onto busy roads.



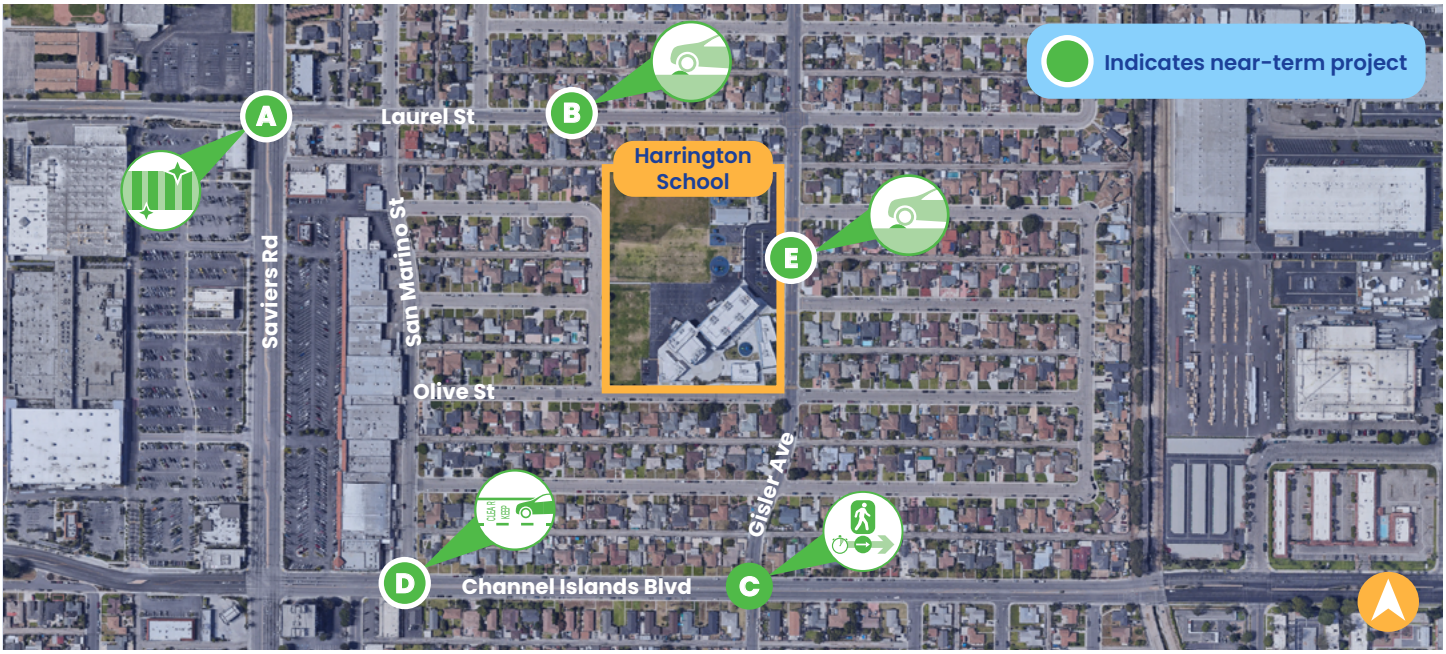
LOCATION	KEY FINDING	ACTION	LEAD
A	**Existing alley** is a quick and convenient route to access campus but **has minimal protection from the elements.**	**Add shade and stripe markings** for all modes along alleyway **and artwork along school perimeter fence.**	**City of Oxnard, School/District**
B	Large gap between southbound right-turn and thru lanes, as well as a lane ending, **is susceptible to merging vehicles.**	**Add impermeable median** between the southbound right turn and thru-travel lanes.	**City of Oxnard**
C	**Driveway creates a lack of space for pedestrians** to wait to cross between the frontage road and northbound travel lanes.	**Enhance crosswalk and add curb extension** to area of intersection between frontage road driveway and intersection corner.	**City of Oxnard**
D	**Curve in roadway limits visbility** for motorists.	**Add caution signage in advance of the curve in both directions** to slow and alert motorists.	**City of Oxnard**

Harrington Elementary School (TK-5)

Harrington's location just off of two high-speed arterial roads, Saviers and Channel Islands, generates higher speed traffic within the neighborhood. Improvements are focused on traffic calming to reduce vehicle speeds.

QUICK ACTION

- **SCHOOL STAFF:** Consider reworking pick-up and drop-off proceedures by supervising with crossing guard or eliminating right-turns onto Gisler where there is a conflict with the crosswalk at Nectarine.
- **PARENTS/GUARDIANS/STUDENTS:** Reduce vehicle speeds while driving in the neighborhood, especially during high-traffic periods such as arrival and dismissal.



LOCATION	KEY FINDING	ACTION	LEAD
A	**A high volume of children were observed crossing at this intersection,** which is at a high-speed roadway with older crosswalk markings.	**Enhance markings with high-visibility yellow crosswalks** to improve pedestrian safety.	**City of Oxnard**
B	**Traffic was observed at a relatively high rate of speed** when children were present, and **the corridor has a high rate of harsh braking and acceleration.**	**Consider other traffic calming measures** to reduce vehicle speeds.	**City of Oxnard**
C	**Pedestrians** crossing on Channel Islands **have to navigate a wide street of almost 73 feet.**	**Add Leading Pedestrian Intervals (LPIs) and adjust signal timing** to provide pedestrians more time to cross the street.	**City of Oxnard**
D	**Traffic backs up and blocks this intersection** in the westbound direction on Channel Islands approaching the light at Saviers.	**Add "keep clear" road markings at intersections** to assist traffic entering/ exiting at these streets.	**City of Oxnard**
E	A history of **harsh acceleration and braking and aggressive driving patterns** have been observed on Gisler.	**Evaluate this corridor for traffic calming** to reduce vehicle speeds.	**City of Oxnard**

R.J. Frank Academy (6-8)

R.J. Frank Academy is located within a fairly compact and walkable neighborhood and surrounded by lower-speed streets. Recommendations are focused on improving the pedestrian environment and vehicle flow.

QUICK ACTION

- **SCHOOL STAFF:** Distribute literature reminding parents not to park in loading zones.
- **PARENTS/GUARDIANS/STUDENTS:** Consider parking a few blocks away and walking the remainder of the distance to school in order to reduce traffic congestion at arrival and dismissal.



LOCATION	KEY FINDING	ACTION	LEAD
A	**Intersection configuration leads to wide curb radius for turning autos** from northbound Entrada onto eastbound Morado.	**Tighten curb radius with curb extension** to slow turning vehicle speeds and decrease pedestrian crossing distance.	**City of Oxnard**
B	**The designated area for bus loading and unloading does not have red curb.**	**Paint a red curb along the loading zone** to prevent parents from leaving cars there during pickup and drop-off.	**City of Oxnard, School/District**
C	**There were no painted crosswalks,** despite proximity to school campus, **and the corners of the intersection do not align.**	**Stripe high-visibility crosswalks on all intersection legs and add curb extension** to help "square up" the intersection.	**City of Oxnard**
D	There are **existing tree wells** along this segment **that have no trees planted in them.**	**Plant trees in existing tree wells** to provide shade and relief from the elements.	**City of Oxnard**
E	**The roadway width is far wider than necessary** here, especially since the street is a dead-end.	**Consider other uses for roadway right-of-way**, including wider sidewalks, linear parks, or green buffers.	**City of Oxnard**

Mc Auliffe Elementary School (TK-5)

McAuliffe is located in a residential area and the streets adjacent to the campus can get congested with vehicles during pick-up and drop-off. The street network also includes wide intersections which increase pedestrian crossing distances and turning vehicle speeds.

QUICK ACTION

- **SCHOOL STAFF:** Consider opening a portion of the bus loading zone to vehicles for pick-up and drop-off to relieve congestion on Offshore Street.
- **PARENTS/GUARDIANS/STUDENTS:** Try parking a few blocks from the school and walk the remaining during arrival and pickup to avoid congestion on Offshore Street and Via Marina Avenue.



LOCATION	KEY FINDING	ACTION	LEAD
A	The intersection is very busy during pick-up hours with vehicle traffic, pedestrians, and parked cars. **The intersection geometry prevents crosswalks from being aligned.**	**Add curb extension** to "square up" intersection and crosswalk. Evaluate this intersection based on FHWA guidelines and **add RRFB at crosswalk and paint red curb** to enforce parking restrictions.	**City of Oxnard**
B	**Parked cars can obscure pedestrians in crosswalk and limit visiblity** around the intersection.	**Add curb extensions to each side of street** to improve pedestrian visibility.	**City of Oxnard**
C	**There is only a crosswalk striped on the south leg of the intersection,** despite the proximity to school campus and activity at intersection.	**Stripe high-visibility crosswalk** on east leg and **enhance the crosswalk** on the south leg **with a high-visibility marking.**	**City of Oxnard**
D	**Curb radii on all corners are very large,** allowing autos to turn quickly and extending the distance for pedestrians to cross.	**Tighten curb radii on all corners with curb extensions** to reduce pedestrian crossing distances and vehicle speeds.	**City of Oxnard**
E	**The curb radii on the southern corners were observed to be large**, increasing turning vehicle speeds and crossing distances for pedestrians.	**Add curb extensions** on the southwest and southeast corners of the intersection.	**City of Oxnard**

Oxnard High School (9-12)

Oxnard High School sees a large amount of pedestrian activity and vehicle congestion during arrival and dismissal, partially due to the location on Gonzales Road and partially due to the size of the school. Recommendations focus on increasing comfort for pedestrians and cyclists and reducing traffic congestion.

QUICK ACTION

- **SCHOOL STAFF:** Prepare a plan to enforce and monitor a reversible lane on Campus Road during arrival and dismissal.
- **PARENTS/GUARDIANS/STUDENTS:** Outside of arrival/dismissal, there is no parking permitted along Gonzales Road.



LOCATION	KEY FINDING	ACTION	LEAD
A	**Many students were observed using the sidewalk** on the southside of Gonzales Road.	**Widen the sidewalk and install sidewalk lighting.**	**City of Oxnard**
B	**Pedestrian crossing times were short** for a 100' wide roadway.	**Reevaluate signal timing for pedestrians** and potentially lengthen during arrival & dismissal periods.	**City of Oxnard**
C	**Parents & guardians park in the bike lane** during dismissal period.	**Stripe red curb and install signage prohibiting parking** except for during school drop-off and pick-up.	**City of Oxnard**
D	**The curb radius on the southwest and southeast corners of the intersection are large,** leading to increased speeds for turning vehicles.	**Tighten curb radii** to reduce vehicle speeds and pedestrian crossing distances.	**City of Oxnard**
E	During dismissal period, **only having one northbound lane leads to traffic congestion.**	**Stripe a reversible center lane** so that two lanes can be available for both pick-up and drop-off. **Enforce with cones.**	**City of Oxnard, School/District**

Soria School (K-8)

Soria's location diverts a lot of traffic during arrival and dismissal periods onto Dunkirk Drive, creating congested conditions for bicyclists and pedestrians trying to access the school from the neighborhood to the south.

QUICK ACTION

- **SCHOOL STAFF:** Pilot closure of parking lot entrance onto Dunkirk Drive during dismissal to reduce pedestrian/vehicle conflicts.
- **PARENTS/GUARDIANS/STUDENTS:** Try parking a few blocks away in the neighborhood to the south of the school campus during arrival and dismissal and walking the remaining distance to meet your child.



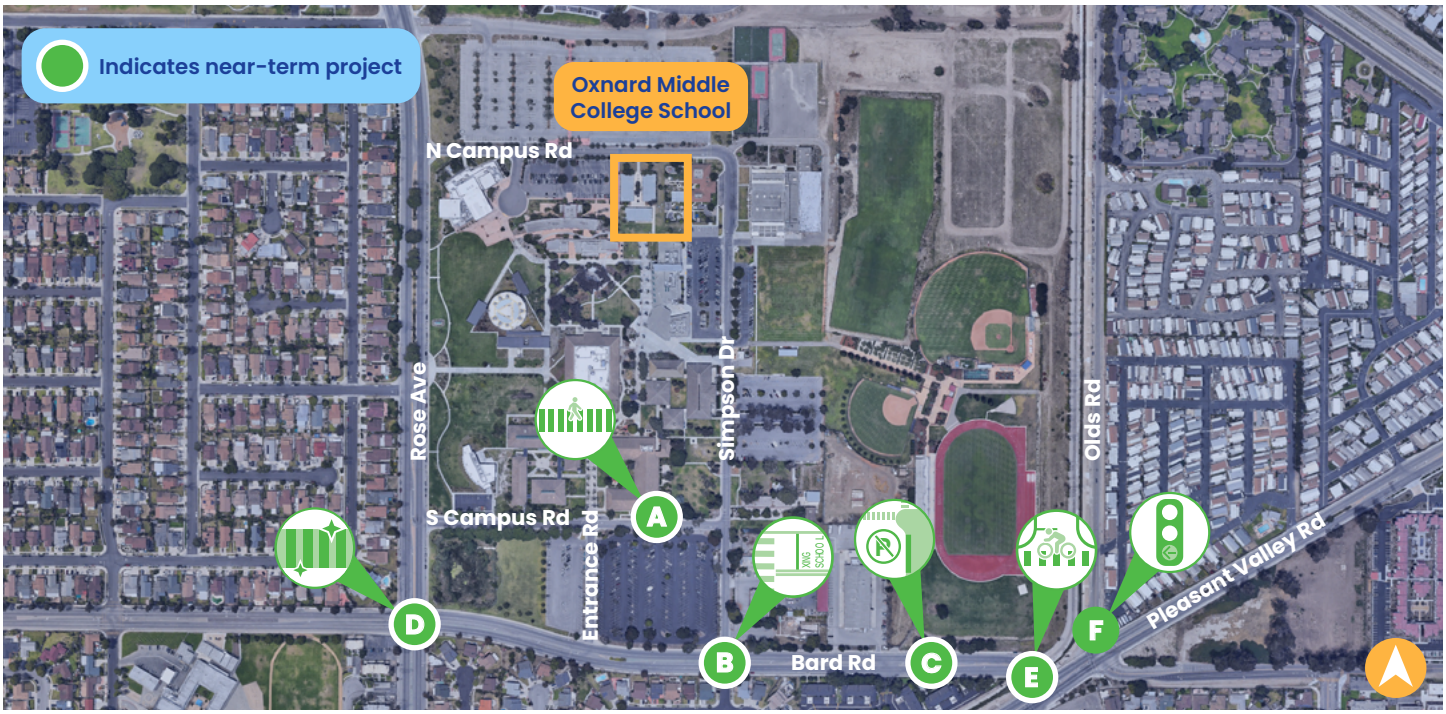
LOCATION	KEY FINDING	ACTION	LEAD
A	**Collision analysis shows a history of vehicles being struck by autos** along Dunkirk after drivers do not yield to stop signs.	**Stripe crosswalks on all south legs** to funnel kids to school. **Add signage on cross street to alert that traffic does not stop.**	**City of Oxnard**
B	**Bike lanes along Patterson abruptly end at roundabout,** forcing bikes to merge into traffic.	**Install signage on the roundabout approach** instructing drivers and cyclists to share the road and **stripe sharrows in the roundabout.**	**City of Oxnard**
C	**Gap in northbound bicycle and pedestrian facilities.**	**Restripe right turn lane to provide a Class II bike facility** in the northbound direction and **pave concrete sidewalk over dirt driveway.**	**City of Oxnard**
D	**Northbound slip lane for right turning vehicles creates narrow pedestrian island.** Additionally, there is **no conflict striping** in the shared bike lanes and right turn lanes.	**Stripe a bike conflict zone** on the west and eastbound turn lanes where bicycles share the lanes. **Evaluate signal timing and traffic flow impacts of removing slip lane.**	**City of Oxnard**

Oxnard Middle College High School (9-12)

Oxnard Middle College High School is in a rather unique location colocated with the campus of Oxnard Middle College. The insular environment of the community college campus and internal circulation create challenges.

QUICK ACTION

- **SCHOOL STAFF:** Instruct students and work with college to ensure students park in Lot A faciliatating easy access to the school campous.
- **PARENTS/GUARDIANS/STUDENTS:** Watch for cyclists and share the road in areas where there are not striped bike lanes.



LOCATION	KEY FINDING	ACTION	LEAD
A	**Pedestrians were observed crossing midblock** along South Campus Road in this segment.	**Add a midblock crosswalk** to facilitate access to Parking Lot A.	**School/District**
B	**The multi-lane nature** of Bard road and this stop-controlled intersection can **reduce pedestrian visbility for drivers across all lanes.**	**Add roadway markings indiciating the presence of the school and pedestrian crossings** to increase driver awareness.	**City of Oxnard**
C	Multiple **automobiles were observed parking in the eastbound bike lane** during prohibited hours.	**Paint a red curb and increase no parking signage visibility.**	**City of Oxnard**
D	**Crosswalks were of a standard variety,** despite the nearby presence of a school.	**Enhance all crosswalks to high-visibility.**	**City of Oxnard**
E	**The westbound bike lane striping ends** approximate 85 feet before the intersection **and lacks conflict striping.**	**Add conflict striping along the missing bike lane segment** to enhance driver awareness.	**City of Oxnard**
F	**The westbound approach does not have a protected left turn phase.**	Evaluate this signal based on MUTCD guidelines to **install a left turn signal to assist vehicles turning at this intersection** which measures 130 feet in diameter.	**City of Oxnard**

Brekke Elementary School (TK-5)

Brekke sits on neighborhood streets that have a substantial amount of vehicles parked, compounded during arrival and dismissal time. In addition, average vehicle speeds tend to be high on Cesar Chavez leading to challenging conditions for pedestrians.

☑ QUICK ACTION

- **SCHOOL STAFF:** Open up bike racks, which appeared to be behind locked gates during dismissal, to encourage students cycling to school.
- **PARENTS/GUARDIANS/STUDENTS:** Park at least one car length from intersections and crosswalks to allow sufficient visibility for turning autos and crossing pedestrians.



LOCATION	KEY FINDING	ACTION	LEAD
A	**Cars are often parked right up to the crosswalk,** reducing pedestrian visibilty.	**Add cones during arrival/dismissal** to enforce no parking restriction and **stripe high visibilty crosswalk.**	**School/District**
B	**Curb ramps at this intersection lack truncated domes.**	**Upgrade curb ramps** to improve accessibility for all roadway users.	**City of Oxnard**
C	**Diagonal crosswalk across the south leg of the intersection interferes with school entry driveway,** creating a potential conflict for pedestrians.	**Add a curb extension** on the southwest corner of the intersection to square up crosswalk.	**City of Oxnard**
D	**A lack of intersection controls and relatively wide streets increase average vehicle speeds.**	Evaluate this intersection based on MUTCD guidelines to **install all-way stop control** at Rosalinda Drive, **and consider other traffic calming measures** to reduce motorist speeds.	**City of Oxnard**
E	**Vegetation and parked cars can obscure visbility** of pedestrians and traffic control devices. Vehicles approach the intersection quickly and lack advanced warning about the presence of pedestrians.	**Upgrade to high visibility crosswalks** on all legs and add reflective pole tape to signs. **Add advanced pedestrian and stop controlled signage** and/or pavement markings.	**City of Oxnard**
F	**Drivers exiting** Rose Avenue tend to approach the eastern leg of the intersection **at a higher rate of speed, demonstrating reduced stop sign compliance.**	**Add a flashing stop signal to remind drivers of stop sign and add advanced stop bars** to encourage drivers to stop further back giving more space to pedestrians in the crosswalk.	**City of Oxnard**

Channel Islands High School (9-12)

Channel Islands High School has a constrained campus environment, and many students are dropped off in surrounding areas so parents can avoid traffic congestion. The presence of major streets surrounding campus is challenging for these students when accessing the school.

QUICK ACTION

- **SCHOOL COMMUNITY:** Use marked crosswalks when crossing major streets to access the campus.
- **PARENTS/GUARDIANS/STUDENTS:** Drop off students in locations along key routes where access to crosswalks is convenient for students reaching campus.



LOCATION	KEY FINDING	ACTION	LEAD
A	**Crosswalks on all legs are standard crosswalks,** despite being within school zone.	**Upgrade existing standard crosswalks to high visibility, ladder-style crosswalks.**	**City of Oxnard**
B	**Students were crossing Rose Avenue in the middle of the block** to access the skate park/park drop-off.	Evaluate this intersection based on MUTCD guidelines and **add crosswalk with Pedestrian Hybrid Beacons** or other traffic control device if warranted.	**City of Oxnard**
C	**Crosswalks on the west and east legs were standard crosswalks,** despite being within school zone.	**Upgrade existing crosswalks on west and east legs to high visibility crosswalks.**	**City of Oxnard**
D	**High roadway speeds and wide roads create an uncomfortable crossing environment for pedestrians.**	**Upgrade standard crosswalks to high visibility crosswalks and add advanced stop bars** to encourage drivers to give pedestrians more space.	**City of Oxnard**
E	**Students were observed crossing midblock** at this location to access housing to the north of Channel Islands Blvd.	Evaluate this intersection based on MUTCD guidelines and **add crosswalk with Pedestrian Hybrid Beacons** or other traffic control device if warranted.	**City of Oxnard**

Driffill School (TK-8)

Driffill's location in a dense neighborhood with no drop-off/pick-up zones creates bottlenecks with drivers double- and triple-parked during arrival and dismissal. Additionally, residential streets tend to have narrow sidewalks, wide curb radii, and wide travel lanes, which all encourage faster vehicle speeds.

QUICK ACTION

- **SCHOOL STAFF:** Enforce situations where drivers are double-parked waiting to drop-off or pick-up students.
- **PARENTS/GUARDIANS/STUDENTS:** Consider parking a few blocks away from the school and then walking the final distance with your children to the school campus.



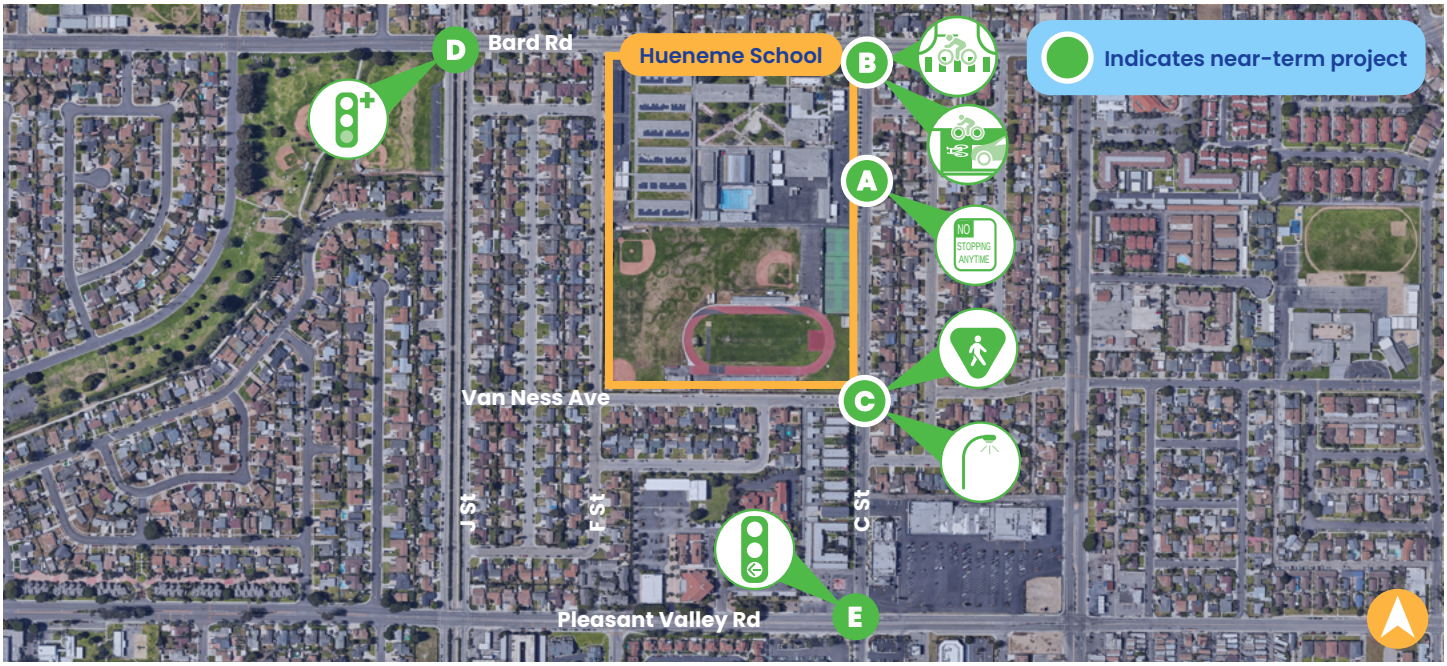
LOCATION	KEY FINDING	ACTION	LEAD
A	**Curb cuts lack truncated domes and crosswalks are a standard variety** despite being in a school zone.	**Upgrade curb ramps** on NE and NW corners **to add curb extensions and improve accessibility for all roadway users; upgrade existing crosswalks to high-visibility crosswalks.**	**City of Oxnard**
B	**Vehicle travel lanes are wide and sidewalks are narrow,** despite being a key walking route to school.	**Widen sidewalk** on the southern side of 9th Street and the eastern side of F Street.	**City of Oxnard**
C	**The curb radii are quite wide** and permit vehicles to make fast right-turning movements while increasing crossing distance for pedestrians.	**Tighten curb radius** to reduce pedestrian crossing distance and right-turning vehicle speeds.	**City of Oxnard**
D		**Add bulb-outs** to reduce crossing distance and improve pedestrian visibility. **Stripe high-visibility crosswalks** on all legs.	**City of Oxnard**
E	**Vehicles are often double and triple-parked** while dropping off students.	**Add drop-off zone** to reduce vehicle double-parking and improve safety and traffic flow.	**School/District**

Hueneme High School (9-12)

While there is good bicycle and pedestrian infrastructure around **Hueneme**, drivers parking and dropping off students often block this infrastructure. Recommendations focus on increasing visibility of students walking and biking.

☑ QUICK ACTION

- **SCHOOL STAFF:** Distribute literature on safe biking and walking for students, as well as literature for parents with parking and drop-off dos and don'ts.
- **PARENTS/GUARDIANS/STUDENTS:** Consider picking up and dropping off students a few blocks from the school campus and allowing them to walk the remaining distance to school.



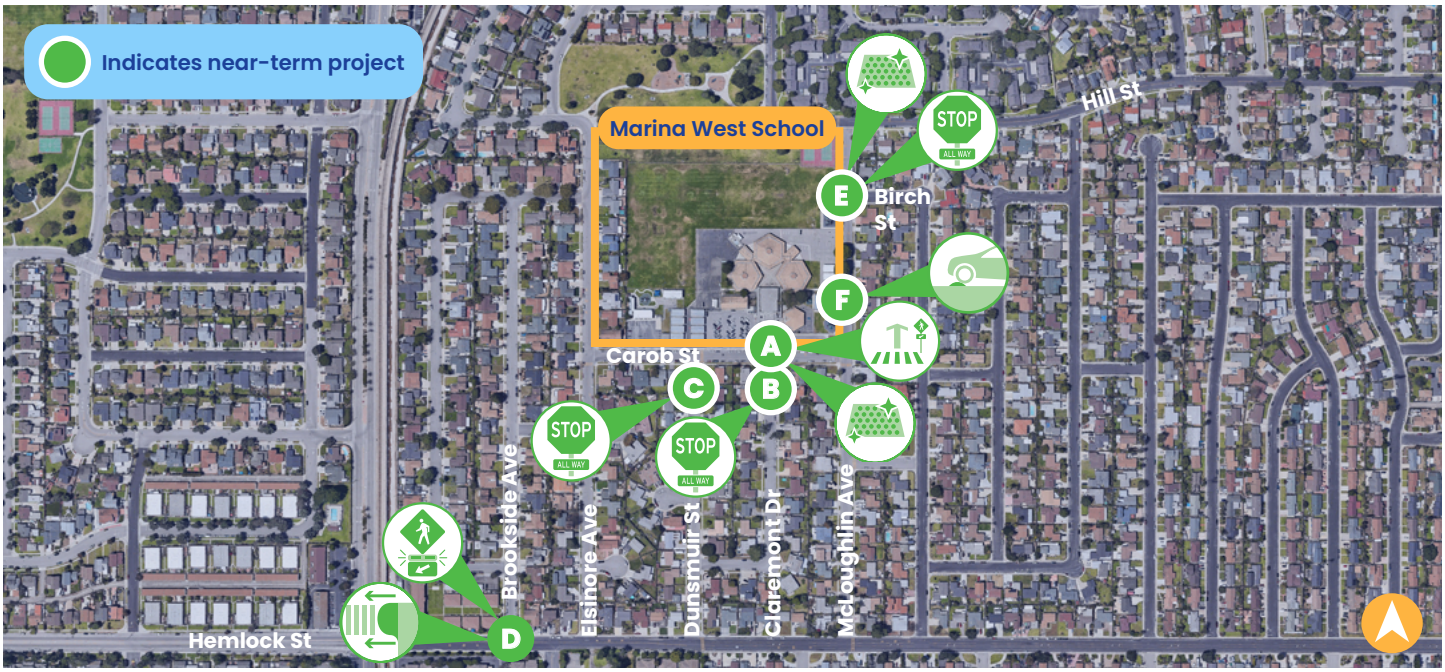
LOCATION	KEY FINDING	ACTION	LEAD
A	**Many vehicle drop-offs occurred along southbound C Street in the bike lane,** which has existing red curb.	**Add "No Stopping" signage** to prohibit drop-offs in this area.	**City of Oxnard**
C	**The crosswalk across C Street has been moved** from the south leg to the north leg of the intersection, **but the warning sign has not been adjusted.**	**Move warning signs** to align with new crosswalk location and **add intersection lighting and crosswalk yield markings to improve pedestrian visibility.**	**City of Oxnard**
D	**Large center-running median with drainage canal reduces visibility** for all-way stop controlled intersection.	Evaluate the intersection based on MUTCD signal warrants and **add traffic signals to this intersection** given the reduced visibility and high vehicle and pedestrian volumes.	**City of Oxnard**
E	Despite high vehicle speeds and volumes, **east/west left turns from Pleasant Valley onto C Street lack left turn signals.**	Evaluate the intersection based on MUTCD guidelines and **add protected left turn signals** from Pleasant Valley Road onto C Street.	**City of Oxnard**

Marina West Elementary School (TK-5)

Marina West is located in the middle of a residential area within Oxnard, but experiences high vehicle speeds on some key walking routes to school. Recommendations focus on increasing intersection control and treatments to reduce vehicle speeds.

☑ QUICK ACTION

- **SCHOOL STAFF:** Consider moving the drop off from the crosswalk in the parking lot to the northeast corrner of the staff parking lot to add additional vehicle spaces for drop-off during arrival.
- **PARENTS/GUARDIANS/STUDENTS:** Watch your speed when driving through the neighborhood, especially around crosswalks and intersections.



LOCATION	KEY FINDING	ACTION	LEAD
A	**Crosswalk to school entrance is at an angle** due to intersection geometries and proximity to the school driveway. The north landing of the crosswalk is **missing a curb cut.**	**Move crosswalk from west to east leg of the intersection** to shorten crossing distance and move further from school driveway. **Add ADA-compliant curb ramp** to north end of crosswalk.	**City of Oxnard**
B C	**Lack of stop sign at intersection may contribute to confusion** during busy arrival and dismissal periods.	**Add side-street stop control** to Claremont Drive and Dunsmuir Street to clarify operations at these intersections.	**City of Oxnard**
D	**There is an uncontrolled crosswalk** crossing Hemlock, where **vehicles travel at relatively high speeds** and the **presence of parking obscures pedestrians.**	Follow FHWA guidelines to **add a Rectangular Rapid-Flashing Beacon (RRFB) and curb extensions** at crosswalk to improve visibility. Consider same treatment at Dunsmuir and McLoughlin.	**City of Oxnard**
E	**The curb ramps** at this intersection **are not upgraded** and **there are no stop or yield signs** controlling the intersection.	**Upgrade curb ramps to be ADA-compliant and add a side-street stop control** to Birch Street to clarify operations at this intersection.	**City of Oxnard**
F	**Relatively high speeds were observed from vehicles** on McLoughlin Avenue.	**Evaluate corridor for traffic calming measures** to reduce vehicle speeds.	**City of Oxnard**

Elm Elementary School (TK-5)

Elm is located between two higher-volume neighborhood streets that feed from Oxnard Boulevard, increasing traffic through the area. Recommendations are focused on reducing vehicle speeds and improving pedestrian visibility.

☑ QUICK ACTION

- **SCHOOL STAFF:** Place traffic cones in red curb parking areas to daylight crosswalks and increase pedestrian visibility.
- **PARENTS/GUARDIANS/STUDENTS:** Reduce your vehicle speeds when entering and exiting the neighborhood and around the school area.



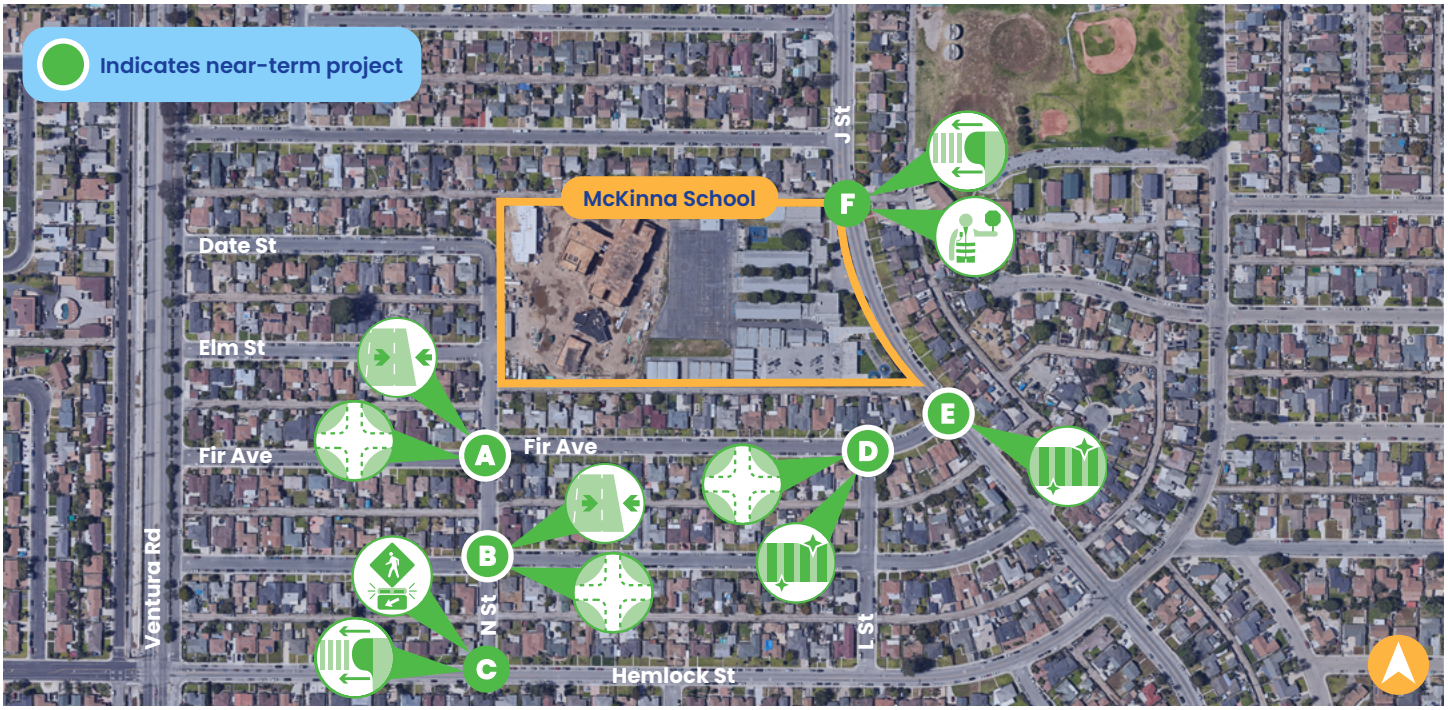
LOCATION	KEY FINDING	ACTION	LEAD
A	**No crosswalks are striped at this intersection,** despite it being adjacent to the school campus.	**Stripe high-visibility crosswalks and upgrade curb ramps** on NW, SW, and NE corners to improve accessibility.	**City of Oxnard**
B	**Only a crosswalk is striped along the north leg of the intersection,** despite it being adjacent to the school campus.	**Stripe high-visibility crosswalks on east and west leg and upgrade** all NW, SW, and SE curb ramps to improve accessibility for all roadway users.	**City of Oxnard**
C, D	**High vehicle speeds were noted** along these stretches of Fir Avenue and Elm Street.	**Consider other traffic calming measures and stripe edge lines along the parking lane** to reduce travel lane widths.	**City of Oxnard**
E	**Wide curb radii increase crossing distance,** including at crosswalk location with the Rectangular Rapid Flashing Beach (RRFB).	**Add curb extensions** to reduce crossing distance and improve pedestrian visibility.	**City of Oxnard**
F	**The RRFB at this location is insufficient** for traffic speeds and volumes and roadway width.	Evaluate this location based on MUTCD guidelines and **add Pedestrian Hybrid Beacon or traffic signal at this location, along with pedestrian refuge island,** to increase pedestrian safety.	**City of Oxnard**
G	**Students traveling along the west side of San Marino Street lack infrastructure to be able to cross onto Fir Avenue.**	**Stripe a high-visibility crosswalk** on the north leg of San Marino/Fir. **Add ADA-compliant curb ramp** to west end of the crosswalk.	**City of Oxnard**

McKinna Elementary School (TK-5)

McKinna is located in a residential neighborhood, but the attendance boundary is bisected by relatively wide collector streets. Recommendations focus on reducing curb radii and adding curb extensions to improve pedestrian visibility and reduce vehicle speeds.

QUICK ACTION

- **SCHOOL STAFF:** Ensure that traffic cones are properly supervised to encourage parents not to move the cones.
- **PARENTS/GUARDIANS/STUDENTS:** Avoid traffic by parking a few blocks away from the school campus and walk to drop off or pick up your child.



LOCATION	KEY FINDING	ACTION	LEAD
A, B	**Wide curb radii creates long crossing distance for pedestrians,** roadway seems wider than traffic volumes would warrant.	**Stripe narrow lanes and tighten curb radii, potentially through curb extensions,** to reduce vehicle speeds and pedestrian crossing distances.	**City of Oxnard**
C	**Faster vehicle speeds were observed** on Hemlock surrouding the crosswalk here and the **presence of on street parking reduced pedestrian visibility.**	Follow FHWA guidelines **to add a Rectangular Rapid-Flashing Beacon (RRFB) and curb extensions** into the parking lane to improve pedestrian visibility.	**City of Oxnard**
D	There was **a lack of a striped crosswalk** on the southern leg of the intersection and **wide curb radii increased pedestrian crossing distance.**	**Tighten curb radii and stripe a high-visbility crosswalk** on the south leg to increase pedestrian visibility and reduce crossing distance.	**City of Oxnard**
E	**There is a lack of striped crosswalks** at this intersection **despite its proximity to the school campus.**	**Stripe high-visibility crosswalks** across Fir Avenue on the southwest leg.	**City of Oxnard**
F	There is an RRFB at this crosswalk, but **its location on a curve with street parking limits visibility.**	**Add curb extensions** to increase pedestrian visibility and **re-train crossing guard** to enforce parking restrictions/red curb near crosswalk.	**City of Oxnard, Oxnard Police Department**

Pacifica High School (9-12)

Pacifica is located along Gonzales Road, which is a major arterial with limited infrastructure to support walking and cycling. Recommendations are focused on improving access for pedestrians and bicyclists along and across Gonzales.

QUICK ACTION

- **SCHOOL STAFF:** Continue to advise parents that stopping in the bike lane along Gonzales is not permitted any time, including during arrival and dismissal periods.
- **PARENTS/GUARDIANS/STUDENTS:** Ensure that you are not dropping off students on the east side of the parking lot, as this is reserved for teachers and is coned off to improve traffic flow.



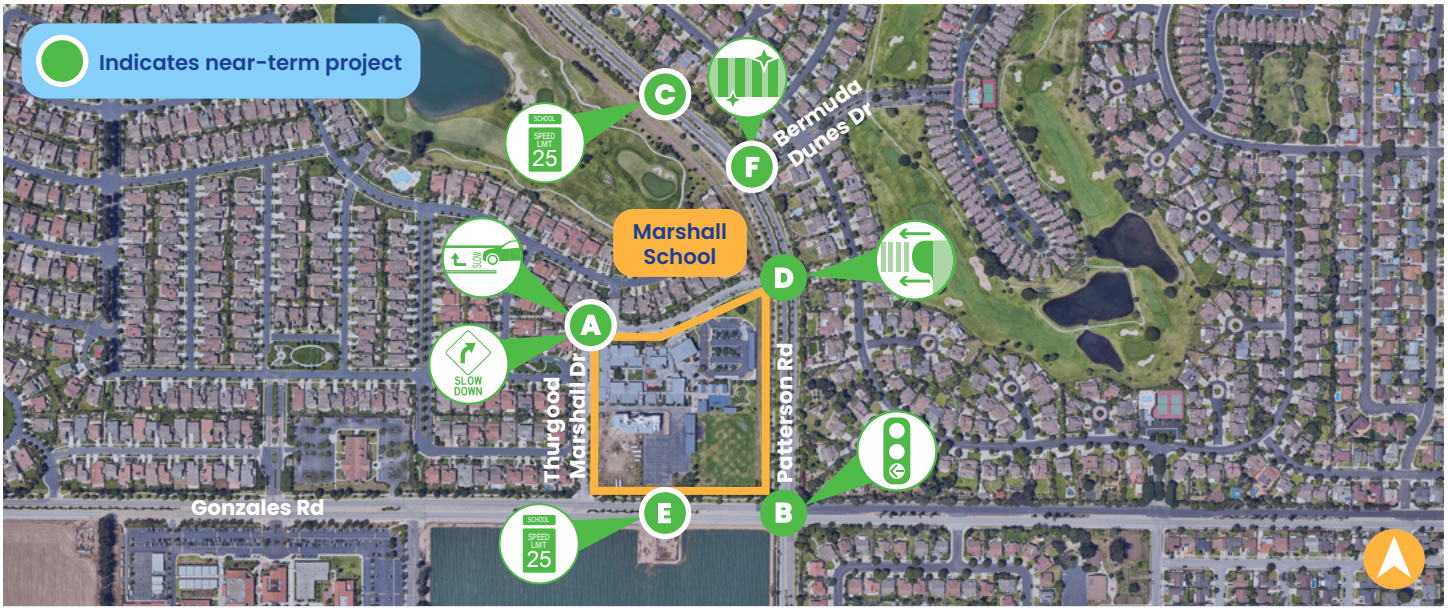
LOCATION	KEY FINDING	ACTION	LEAD
A	**Students walking** on the south side of the street **are somewhat exposed to traffic** on Gonzales Road.	**Add street trees and green space** to increase shade and separation from car traffic.	**City of Oxnard**
B	**The traffic signal timing does not provide sufficient time for all students to cross** Gonzales Road before the signal changes.	**Extend the walk signal phase during school arrival and dismissal hours and add a leading pedestrian interval.**	**City of Oxnard**
C	While **the southbound direction** of Indiana Drive **only permits a right turn, lack of pavement markings and the presence of a left turn pocket** on Gonzales may confuse drivers.	**Channelize right turn from Indiana onto Gonzlaes and add "Do Not Enter" signage to the left turn pocket.**	**City of Oxnard**

Marshall School (TK-8)

Marshall is a school in a residential area of Oxnard. Large arterials and a disconnected street grid limit walking mode share. Recommendations focus on reducing vehicle speeds during school hours and improving crosswalk connections to nearby neighborhoods.

QUICK ACTION

- **SCHOOL STAFF:** Instruct students to avoid wrong-way biking, especially on higher-speed arterials such as Patterson Road and Gonzales Road.
- **PARENTS/GUARDIANS/STUDENTS:** Avoid double-parking on Marshall. Try shifting your drop-off arrival time by 5 minutes in each direction to avoid peak congestion periods.



LOCATION	KEY FINDING	ACTION	LEAD
A	**This curve is very tight and the road is narrow**, leading to potential head-on conflicts if vehicles turn too sharp and/or wide.	**Add "SLOW - Curve" pavement markings and signage** to improve visibility of curve to motorists.	**City of Oxnard**
B	Protected-permissive left turn signals are used on Gonzales, despite the **wide right-of-way and high speeds.**	**Consider adding protected left turn signals** to Gonzales Road.	**City of Oxnard**
C	**The speed limit on this road is 40 miles per hour**, with no school zone or speed limit sign present.	**Add school zone speed limit signage restricting vehicle speeds to 25 miles per hour** when children are present.	**City of Oxnard**
D	**Parents were observed parking cars through the crosswalk and intersection**, limiting pedestrian visibility.	**Add curb extensions and** to daylight crosswalk and improve visbility.	**City of Oxnard**
E	**The speed limit on this road is 45 miles per hour**, with no school zone speed limit present.	**Consider reducing speeds at all times, and add school zone speed limit signatge to 25 miles per hour** when children are present.	**City of Oxnard**
F	**Crosswalks are of a standard variety and lacking on the east leg of the intersection.**	**Upgrade crosswalks to yellow school high-visibility and add a high-visibility yellow crosswalk across the east leg.**	**City of Oxnard**

Ritchen Elementary School (TK-5)

Ritchen is located in a residential neighborhood just off of high-speed arterials. Recommendations focus on adding stop controls to a number of uncontrolled intersections, as well as gateway treatments to slow traffic coming into the neighborhood.

QUICK ACTION

- **SCHOOL STAFF:** Consider repurposing the unused bus loading zone on Cabrillo Way into diagonal short-term parking to provide more space for vehicles during arrival and dismissal.
- **PARENTS/GUARDIANS/STUDENTS:** Park at least 20 feet back (one car length) from a crosswalk to ensure that pedestrians and motorists have adequate visibility.



LOCATION	KEY FINDING	ACTION	LEAD
A	A large number of families were seen walking from **neighborhoods northeast of the schoo**l where there are **limited marked crosswalks.**	**Stripe a high-visibility ladder style yellow crosswalk on the south, west, and north legs** to funnel pedestrians to the south side of Cabrillo Way.	**City of Oxnard**
B	Current signage provides for side-street stop control on Coronado Place. Due to the nature of **parked cars** along Devonshire and the **width/lack of curvature in the road**, vehicles may reach higher speeds along Devonshire.	**Add "cross-traffic does not stop" signage to existing side street stop control** along Coronado.	**City of Oxnard**
C	**A number of three-legged intersections along Coronado are uncontrolled**, leading to ambiguity of right-of-way.	**Add minor-street stop control** to these intersections along Coronado Place.	**City of Oxnard**
D	**Drivers entering the neighborhood of high-speed Doris Avenue may exhibit high speeds on residential streets**, which have a history of collisions.	**Add a gateway treatment, such as mini roundabout and/or curb extension**, to slow drivers as they enter the neighborhood. Also applicable at Oxford, Daffodil.	**City of Oxnard**
E	**No school zone signage or pavement markings were observed**, despite being close proximity to the school campus.	**Stripe school markings and add school zone signage.**	**City of Oxnard**
F	**This curve is very tight and the road is narrow**, leading to potential head-on conflicts if vehicles turn to sharp and/or wide.	**Add "SLOW - Curve" pavement markings and signage** to improve visibility of curve to motorists.	**City of Oxnard**

Rose Avenue Elementary School (TK-5)

Rose Avenue is located in a dense residential neighborhood and seems to be managing dismissal operations very well through a coherent pick-up strategy and high walk mode-share. Recommendations are focused on upgrading old infrastructure in the neighborhood nearby.

QUICK ACTION

- **SCHOOL STAFF:** Ensure that procedures and protocols regarding student pick-up and parent instructions are communicated and adjusted with the opening of the new school building.
- **PARENTS/GUARDIANS/STUDENTS:** Avoid parking in front of the cones at the curb which demarcate the bus zone and help provide visibility at crosswalks.



LOCATION	KEY FINDING	ACTION	LEAD
A	**There were no marked crosswalks at this intersection**, despite its proximity to a neighborhood park.	**Stripe high-visibility crosswalks across the south and east legs** to improve park access for students.	**City of Oxnard**
B	**Pavement quality is poor and crosswalk markings are very faded.**	**Resurface street and restripe crosswalks, upgrading to high-visibility where appropriate.**	**City of Oxnard**
C	**Nearly all three-legged intersections are uncontrolled**, leading to right-of-way confusion especially with pedestrians.	**Add side-street stop control and/ or marked high-visibility crosswalks to the minor leg of all uncontrolled intersections along Santa Lucia Ave. street segment.**	**City of Oxnard**
D	**The existing speed humps were worn** and were not slowing car traffic adequately.	**Consider modifying speed hump profile** to improve their effectiveness.	**City of Oxnard**

Sierra Linda Elementary School (TK-5)

Sierra Linda is located in a suburban residential neighborhood. Recommendations focus on upgrading uncontrolled intersections and pedestrian crossings at nearby streets.

QUICK ACTION

- **SCHOOL STAFF:** Recruit volunteers to help serve as crossing guards or student chaparones at nearby crosswalks to improve crosswalk yielding compliance.
- **PARENTS/GUARDIANS/STUDENTS:** Be sure to leave about 20 feet (at least one car length) between your car and an intersection or crosswalk to provide adequate visibility between pedestrians and drivers.



LOCATION	KEY FINDING	ACTION	LEAD
A	**Cars were parked across the stop bar**, blocking visibility on the north leg during dismissal time.	**Stripe red curb or add a curb extension** along the east leg of the interesection approaching the crosswalk.	**City of Oxnard**
B	**The tight radii of the curve in the road leads to potential hazards** for oncoming vehicles if a driver cuts the corner.	**Add "SLOW-Curve" signage and markings** to alert drivers to the curve.	**City of Oxnard**
C	**All three-legged intersections along this corridor are uncontrolled lacking stop signs.**	**Add minor-street side-street stop control along all intersections on Jasmine St.**	**City of Oxnard**
D	**H Street is signed for a 40 mile per hour speed limit**, despite the presence of multiple homes, an RRFB, and Class II bike lanes along the corridor.	**Conduct a speed survey to potentially reduce speeds along the corridor.**	**City of Oxnard**
E	**The current crosswalk configuration is not aligned with current best practice.**	**Remove the diagonal crosswalk at Jasmine/Gladiola. Stripe a high-visibility crosswalk** on the north leg of Jasmine/Fuchsia. **Add ADA-compliant curb ramp** to east end of the new crosswalk.	**City of Oxnard**

Dr. Manuel M. Lopez Academy (6-8)

Lopez Academy is located in a dense residential neighborhood off a busy collector street, with substantial congestion during peak arrival and dismissal times. Additonal recommendations can be seen in the McKinna and Driffill reports, located within the same neighborhood as Lopez Academy.

☑ QUICK ACTION

- **SCHOOL STAFF:** Consider eliminating right turns out of the driveway, which put drivers directly in conflict with the crossing guard and increases vehicle queues.
- **PARENTS/GUARDIANS/STUDENTS:** Avoid school congestion and park a block or two away, perhaps at nearby Durley Park, and walk with your children the rest of the way to the school entry.



LOCATION	KEY FINDING	ACTION	LEAD
A	**The railroad crossing signals are located in the crosswalk path** across the east leg on J Street. Curb repairs are also needed.	**Work with the railroad to move the crossing gate out of the path of the crosswalk.**	**City of Oxnard, Railroad**
B	**No school zone signs or markings were present along the corridor**, despite higher vehicle speeds.	**Add school zone signage and school speed limit signage** to 20 or 15 miles per hour when children are present.	**City of Oxnard**
C	**No crosswalk is observed on the south leg of the intersection across F Street despite high pedestrian volumes at school time.**	**Stripe a new high-visibility yellow crosswalk across the south leg of the intersection. Upgrade existing crosswalk on east leg.**	**City of Oxnard**
D	**The sidewalk was extremely narrow in this location**, as low as 3.5 feet to the curb.	**Explore options to widen sidewalks to at least 5 feet on one side of the street by reducing lane widths.**	**City of Oxnard**
E	**The existing crosswalks** are along a key path to school and within 2,800 feet of a school campus, yet **are white standard crosswalks.**	**Upgrade crosswalks to yellow high-visibilty ladder crosswalks** to facilitate student travel to and from school.	**City of Oxnard**

Rio Del Mar (K-5)

The expansion of **Rio del Mar's** attendance boundary across Vineyard, a busy four-lane arterial, requires new treatments to make the walking and biking experience more comfortable for students.

QUICK ACTION

- **SCHOOL STAFF:** Evaluate closing left turns out of parking lots onto Thames River Drive and instead having parents make right turns onto Thames River, Vineyard, and Forest Park to get back into the neighborhood.
- **PARENTS/GUARDIANS/STUDENTS:** Ensure you are yielding to pedestrians crossing in the crosswalks at the roundabout at Thames River Drive and Kiawah River Drive.



LOCATION	KEY FINDING	ACTION	LEAD
A	**The driveway seems to allow for left turns onto Vineyard**, a difficult movement for vehicle traffic to make due to high observed speeds on Vineyard.	**Restrict left turns out of driveway onto Vineyard. Add signing and striping to driveway** to make it more clear if the driveway is designed for one-way or two-way traffic.	**Rio School District**
B	**There are school zone signs, but no reduction in speed limit.**	**Reduce the speed limit with a school zone restriction when children are present to 25 miles per hour** along Vineyard between Forest Park and Thames River.	**Caltrans**
C	**There is no crosswalk across Vineyard at this intersection**, requiring students coming up from Collins to go up to Walnut to cross or jaywalk across Vineyard.	**Stripe a high-visibility crosswalk across the south leg of the intersection** to accommodate pedestrians from expanded attendance boundary. (Note: This recommendation is also relevant for Rio Vista).	**Caltrans**
D	**No bicycle signage is present around the roundabout.**	**Add sharrows and bike signage in the roundabout.**	**City of Oxnard**
E	**No school zone signs are present**, despite the close proximity of two school campuses.	**Add school zone signage and signage to indicate reduced speed zone when children are present.**	**City of Oxnard**

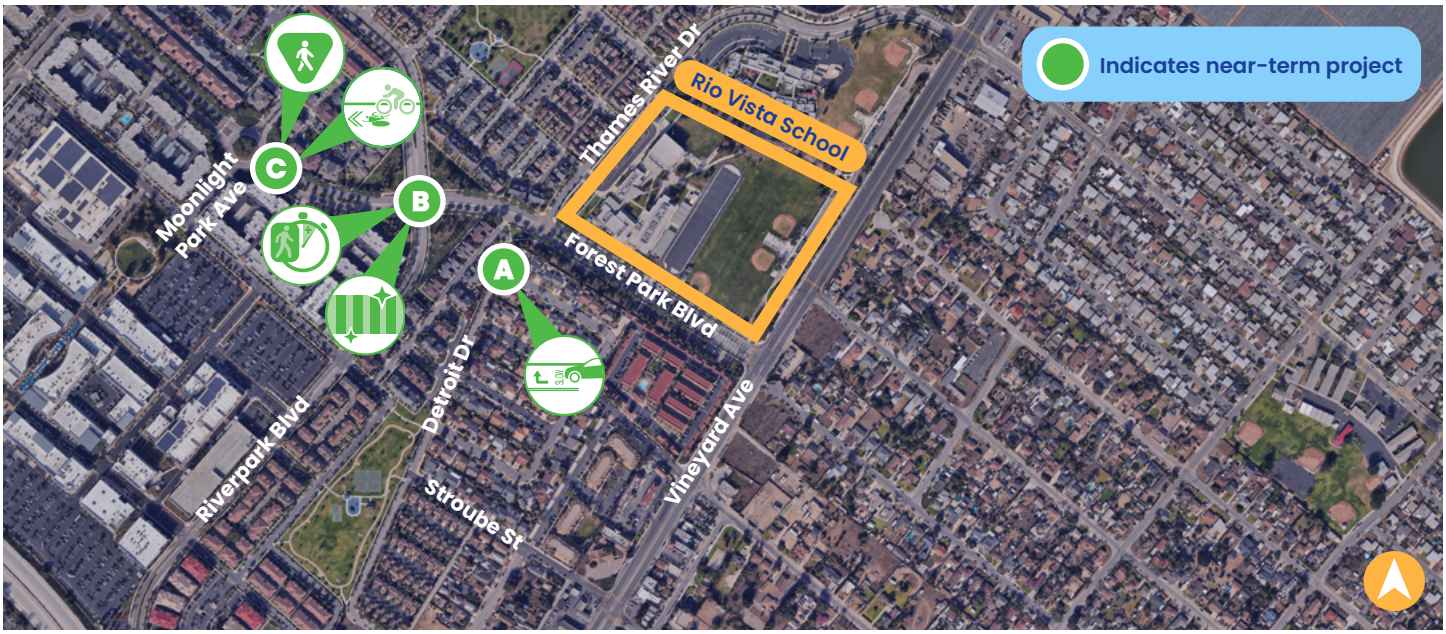
Note: Additional improvements are listed on the Rio Vista summary page.

Rio Vista (6-8)

Rio Vista is a middle school located in the River Park neighborhood of Oxnard. Recommendations focus on improving pedestrian and crosswalk visibility at busy intersections in the school area.

QUICK ACTION

- **SCHOOL STAFF:** Evaluate opening the back gate near the baseball fields and rear parking area near Vineyard for drop-off/pick-up to reduce the concentration of traffic at the front entrance.
- **PARENTS/GUARDIANS/STUDENTS:** To avoid the peak congestion at the school entrance, park at East Park along Orleans Drive or Roja Lane and walk the remaining distance to/from school campus.



LOCATION	KEY FINDING	ACTION	LEAD
A	**An acute intersection between Detroit and Louisiana limits visibility for oncoming vehicles and pedestrians.**	**Add "slow - curve" markings and striped centerline** to reduce vehicle speeds and alert drivers to limited visibility.	**City of Oxnard**
B	**No countdown timer is present on the pedestrian signal heads.**	**Add countdown timers to pedestrian signals. Upgrade existing yellow crosswalks to high-visibility school yellow crosswalks.**	**City of Oxnard**
C	**Dual lane entry of roundabout creates double threat for pedestrians in crosswalk.**	**Add additional signage/warning for pedestrians at crosswalks. Add bike signs or markings within roundabout.**	**City of Oxnard**

Note: Additional improvements are listed on the Rio del Mar summary page.

Rio Rosales (K-5)

Rio Rosales is a neighborhood school located along local streets. Recommendations focus on improving signing and striping around the school to increase visibility of pedestrians to drivers.

QUICK ACTION

- **SCHOOL STAFF:** Consider how the extension of Jacinto Road to Del Sol High School will impact traffic patterns at arrival and dismissal, directing parents towards the park on the north side of the school if possible.
- **PARENTS/GUARDIANS/STUDENTS:** Watch for oncoming motorists, pedestrians, and cyclists on some of the tighter curves on the neighborhood streets that surround the school campus.



LOCATION	KEY FINDING	ACTION	LEAD
A	A high volume of traffic makes the left turn from Gibraltar Street onto Milagro Place, **often observed cutting the corner interfering with other road users.**	**Stripe slow curve markings and a solid double yellow line through the intersection.**	**City of Oxnard**
B	**The existing crosswalks are of a standard variety and the pedestrian signals on the northbound crossing lack a countdown timer.**	**Upgrade existing crosswalks to high visbility white crosswalks on all legs and upgrade pedestrian signal heads northbound on Kohala to include countdown timers.**	**City of Oxnard**
C	**Roundabout lacks traffic control** enforcing right of way for pedestrians.	**Stripe yield markings and add yield signage on each approach to the roundabout.**	**City of Oxnard**
D	**Roundabout lacks traffic control** enforcing right of way for pedestrians.	**Stripe yield markings and add yield signage on each approach to the roundabout.**	**City of Oxnard**

Rio Real (K-8)

Rio Real is located in the El Rio neighborhood, and many of the surrounding streets lack sidewalks or other pedestrian infrastructure. **Rio Real is located in unincorporated Ventura County; no infrastructure recommendations are made since the school is outside the City of Oxnard's jurisdictional right-of-way.**

QUICK ACTION

- **SCHOOL STAFF:** Consider allocating some of the space in the new school-owned parking lot being built off Alvarado Street to include bus loading to remove bus conflicts from the main entrance.
- **PARENTS/GUARDIANS/STUDENTS:** With the completion of new sidewalks along Stroube Street, consider parking there and walking with your student to/from the main campus.



Note: Because this school is located outside the City of Oxnard in Ventura County, no infrastructure recommendations have been provided as part of this report. The City of Oxnard will continue to coordinate with Ventura County to improve the school transportation environment for Oxnard students.

Rio Lindo (TK-5)

Rio Lindo is located in the heart of a residential neighborhood in north Oxnard. Recommendations focus on elements such as shade and curb extensions to improve the walking environment.

QUICK ACTION

- **SCHOOL STAFF:** Consider making the the driveway right-turn-out only during school hours in order to increase visibility for turning vehicles.
- **PARENTS/GUARDIANS/STUDENTS:** Consider parking at the park on Rio Lindo Street and walking your students to/from the school campus.



LOCATION	KEY FINDING	ACTION	LEAD
A	Pedestrian volumes are high during arrival.	**Add curb extensions to NE & SE side to complement the existing curb extension and upgrade crosswalks to yellow high-visibility school crosswalks.**	**City of Oxnard**
B	**Left turns from Gonzales Rd onto Almanor St and into the Walmart shopping center are challenging due to wide intersections.** Left turns onto Gonzales are similarly challenging.	**Evaluate restricting left turns** along Gonzales at this location to minimize exposure between vehicles and pedestrians.	**City of Oxnard**
C	**Wide curb radii create long crossing distances for pedestrians at these locations.**	**Tighten curb radii with curb extensions** to minimize pedestrian crossing distance and reduce turning vehicle speeds.	**City of Oxnard**
D	**A sharp turn** limits visibility for oncoming vehicles.	**Add "slow - curve" markings and striped centerline** to reduce vehicle speeds and alert drivers to visibility issue.	**City of Oxnard**

Rio del Norte (TK-5)

Rio Del Norte is located in a newer residential development in the north of Oxnard. Recommendations are focused on narrowing wide rights of way and adding marked crossings for school access.

QUICK ACTION

- **SCHOOL STAFF:** Add temporary loading zone signage at pick-up/drop-off time to help enforce the striped yellow-curb loading zone on Lobelia Drive.
- **PARENTS/GUARDIANS/STUDENTS:** Consider parking at Southbank Park near Kentia Street and Woodside Place and walking your students the rest of the way to/from school to avoid peak congestion.



LOCATION	KEY FINDING	ACTION	LEAD
A	**Crosswalk lacks a curb ramp** on the east landing.	**Upgrade existing crosswalk on north leg to high-visibilty school yellow, upgrade curb ramp on west landing, and add curb ramp to east landing.** Consider adding curb extensions to east and west landings.	**City of Oxnard**
B	**No marked crosswalks nor stop controls** at Kentia and Timber Creek.	**Stripe new high-visibilty crosswalks on north and east leg, add a curb extension on the north leg, add side street stop control, and upgrade curb ramps** to facilitate student access to school.	**City of Oxnard**
C	**Visibility is limited by the private property wall on southwest corner. A wide street width (85-90 feet)** creates a challenging pedestrian environment.	**Stripe new high-visibilty crosswalks** across Stone Creek, add curb extensions, and upgrade ramps to reduce the crossing distance and improve visibility**.**	**City of Oxnard**
D	**Road is very wide**, with only one lane of traffic and few driveways or access points into the neighborhood, which could encourage speeding.	**Add buffered, protected bike lanes** to connect to existing bike facilities on Ventura Rd, providing an active transportation connection to Rio Del Norte and adjacent Southbank Park.	**City of Oxnard**
E	**No marked crossing on H Street**, making it challenging for neighborhoods on the east side of H to access Rio del Norte.	**Conduct RRFB warrant to evaluate if this location warrants installation of an RRFB** to allow student access from east side of H Street.	**City of Oxnard**
F	**Posted parking signs conflict with striped bike lane.** In addition, H St is signed with a 40MPH speed limit in only one location on the south end of the corridor.	**Remove parking signs and convert to a buffered bike lane to improve comfort for cyclists.** Reduce the speed limit and add additional speed limit signage in both directions.	**City of Oxnard**

Rio Mesa (9-12)

Rio Mesa is located in a rural area, surrounded mostly by farmland, with one nearby residential neighborhood. Recommendations focus on reducing speeds along the school's frontage and improving walking conditions to and within the nearby neighborhood. **Rio Mesa is located in unincorporated Ventura County; no infrastructure recommendations are made since the school is outside the City of Oxnard's jurisdictional right-of-way.**

QUICK ACTION

- **SCHOOL STAFF:** Distribute literature to parents/students on recommended drop-off and pick-up routes to the school to ease congestion along Vineyard, Central, and Rose Ave.
- **PARENTS/GUARDIANS/STUDENTS:** Slow down when approaching the school's campus, as there may be students crossing during drop off and pick up.



Note: Because this school is located outside the City of Oxnard in Ventura County, no infrastructure recommendations have been provided as part of this report. The City of Oxnard will continue to coordinate with Ventura County to improve the school transportation environment for Oxnard students.

Rio del Sol (K-8)

Rio del Sol is a magnet school located in the River Park neighborhood, which means students travel longer distances from outside the neighborhood. Limited driveway entrances and a roundabout directly in front of the school makes arrival and dismissal traffic a challenge. Recommendations focus on operational and infrastructure changes to improve traffic flow.

QUICK ACTION

- **SCHOOL STAFF:** Develop a formal MOU with the commercial property south of the school campus to provide a place for pick-up and drop-off outside of school driveways.
- **PARENTS/GUARDIANS/STUDENTS:** Consider parking on Owens River Drive along Windrow Park and walking the remaining distance to campus to avoid peak congestion in the roundabout during pick up and drop off.



LOCATION	KEY FINDING	ACTION	LEAD
A	**Existing Class II bikeway is too narrow (less than 4 feet) and has limited separation from cars.**	**Add a new, two-way Class I bike facility** on the east side connecting pedestrian bridge at US 101 to Wagon Wheel and River Park.	**City of Oxnard**
B	Traffic congestion from entering the south driveway prevents access to the north driveway, **creating gridlock conditions during arrival time.**	**Evaluate converting the south parking lot to staff parking and move drop-offs/ pick-ups to north lot and commercial parking area.**	**Rio School District**
C	**Visibility for bikes and pedestrians is constrained** at the busy roundabout at the school entrance.	**Add better bike accommodation to the roundabout and more warnings at pedestrian crossings at dual-lane approach** to mitigate double threats.	**City of Oxnard**
D	**Cars are parked right up to the intersection create visibility issues for pedestrians in the crosswalk.**	**Add daylighting through red curb or curb extensions** on the southeast leg across Green River.	**City of Oxnard**
E	**Cars are parked right up to the intersection create visibility issues for pedestrians in the crosswalk.**	**Add daylighting through red curb or curb extensions** on the northwest leg across Owens River.	**City of Oxnard**

Rio Plaza (TK-5)

Rio Plaza is located within the El Rio neighborhood, which lacks continuous sidewalks and curb ramps throughout. **Rio Plaza is located in unincorporated Ventura County; no infrastructure recommendations are made since the school is outside the City of Oxnard's jurisdictional right-of-way.**

QUICK ACTION

- **SCHOOL STAFF:** Consider having staff or parent volunteers stationed along Corsicana Dr at both Cortez St and Balboa St, as these intersections are located near the school but lack supportive crossing infrastructure.
- **PARENTS/GUARDIANS/STUDENTS:** To avoid congestion along Simon Way, consider parking along Balboa St or Cortez St and walking your student to the school's main entrance.



Note: Because this school is located outside the City of Oxnard in Ventura County, no infrastructure recommendations have been provided as part of this report. The City of Oxnard will continue to coordinate with Ventura County to improve the school transportation environment for Oxnard students.

Rio del Valle (6-8)

Rio del Valle is near residential and rural land uses, with Rose Ave as the only road accessing the school. **Rio del Valle is located in unincorporated Ventura County; no infrastructure recommendations are made since the school is outside the City of Oxnard's jurisdictional right-of-way.**

QUICK ACTION

- **SCHOOL STAFF:** Distribute literature to parents/students on recommended pick-up/drop-off strategies due to limited capacity along Rose Ave.
- **PARENTS/GUARDIANS/STUDENTS:** Slow down when driving along Rose Ave, and watch for students traveling to and from the school.



Note: Because this school is located outside the City of Oxnard in Ventura County, no infrastructure recommendations have been provided as part of this report. The City of Oxnard will continue to coordinate with Ventura County to improve the school transportation environment for Oxnard students.

Parkview (TK-5)

Parkview is a neighborhood school within the City of Port Hueneme, serving students who live nearby in the City of Oxnard. Recommendations are focused on reducing vehicle speeds and increasing visibilty for pedestrians. **Note, the majority of the right-of-way surrounding the school lies outside the City of Oxnard's jurisdiction.**

QUICK ACTION

- **SCHOOL STAFF:** Consider shuffling staffing to be able to open the front gate at 7:15 to accommodate earlier dropoffs.
- **PARENTS/GUARDIANS/STUDENTS:** Consider parking on Park Avenue and walking to the front entrance to drop-off and pick-up your students to minimize impacts from traffic congestion.



LOCATION	KEY FINDING	ACTION	LEAD
A	**The geometry of the intersection, vegetation growth, and fencing reduces visbility for drivers and pedestrians.**	**Trim vegetation and consider pulling fence back** to increase visibility. Alternately, widen the sidewalk on Bard Road between the northbound and southbound directions of J Street to provide more visibility for pedestrians and an additional raised buffer, slowing down turning vehicles.	**City of Oxnard**

Tierra Vista (TK-5)

Tierra Vista is located at the heart of a residential neighborhood. Recommendations focus on improving pedestrian visbility by daylighting at intersections and reducing crossing distances.

QUICK ACTION

- **SCHOOL STAFF:** Add cones to the center of Syracuse Drive to prevent parents from making mid-block U-Turns into the parking lane from southbound Syracuse.
- **PARENTS/GUARDIANS/STUDENTS:** Refrain from crossing mid-block on Syracuse from the west side of the street to enter the school entrance and instead use the marked crosswalk at Syracuse & Sanford.



LOCATION	KEY FINDING	ACTION	LEAD
A	The intersection has **a wide turning radius and poor sight lines** for pedestrians.	**Square intersection corners up** with paint/bollards or concrete.	**City of Oxnard**
B	**A Class II bike lane is present with a 45 mile per hour speed limit, creating an uncomfortable environment for cyclists.**	**Add a buffer to the bike lane to** provide a degree of protection for cyclists. Long-term, consider redesigning the corridor to include wider sidewalks and a Class I bicycle facility on the north side of Pleasant Valley Road.	**City of Oxnard**
C	**The signal timing is too short for pedestrians crossing Beaumont Avenue.**	**Adjust signal timing by lengthening the flashing "don't walk" signal phase** to comply with the MUTCD-required 3.5 feet per second.	**City of Oxnard**
D	**The east leg has a wide pedestrian crossing with no red curb and a curving approach.**	**Add curb extensions and reduce the turning radius to** increase pedestrian visibility. Stripe red curb on the approaches and on the west side of Beaumont Avenue to daylight the intersection.	**City of Oxnard**
E	**Existing crosswalks are of a yellow standard variety.**	**Upgrade existing crosswalks to high-visibility school-zone yellow.**	**City of Oxnard**

Ocean View (6-8)

Ocean View Junior High School is located on Olds Road with limited entrance and exit opportunities for vehicles and the potential for higher-speed traffic entering the neighborhood from the the agricultural area to the south, creating conflict for pedestrians.

QUICK ACTION

- **SCHOOL STAFF:** Temporarily cone off the south edge of the driveway to provide a walking path for students to access Olds Road.
- **PARENTS/GUARDIANS/STUDENTS:** Try picking up and dropping off your student on southbound Olds Road and having your student walk to and from the school entrance instead of entering the congested parking lot.



LOCATION	KEY FINDING	ACTION	LEAD
A	**A lack of continuous sidewalk through the parking lot means students have to walk in the middle of the driveway to reach Olds Road from the school entrance.**	**Evaluate a curb & sidewalk extension** on the south side of the driveway at either the north driveway exit or south driveway entrance to provide a walking path for students. Relocate crosswalk to south of driveway entrance if changes are made to the south driveway.	**Ocean View School District, City of Oxnard**
B	Despite having a relatively high observed traffic volume and prevailing speed, **there are limited signs for drivers alerting them to the presence of a school.**	**Add school zone signs and speed limit signs** on Olds Road approaching the school campus from the south.	**City of Oxnard**
C	**The curb radii of the west leg allows for cars to make turns at relatively high speeds.**	**Tighten curb radii** to reduce turning speeds and crossing distance for pedestrians.	**City of Oxnard**
D	**Olds Road transitions to a much more agricultural setting south of Sanford with higher prevailing speeds.**	**Add gateway treatment** (see pg. 29 for more information on gateway treatments) just south of this intersection to alert northbound motorists to a change in land use context.	**City of Oxnard**

Art Haycox (TK-5)

Art Haycox is a large elementary school located in a dense residential neighborhood with a relatively high volume of traffic and parking demand. Recommendations focus on improving visibility for pedestrians, traffic calming, and increasing parking capacity around the school.

QUICK ACTION

- **SCHOOL STAFF:** Pursue a funding agreement with the district to allow for more campus supervision at gates facing Southwinds Park and the alley by Cuesta del Mar to allow more entry/exit points for students.
- **PARENTS/GUARDIANS/STUDENTS:** Consider parking at Southwinds Park a block away and walking your student to the school entrance at drop off.



LOCATION	KEY FINDING	ACTION		LEAD
A	Community feedback indicated **traffic routinely travels at a higher speed from Hueneme Road, an arterial, into the neighborhood.**		**Add gateway treatment** (see pg. 29 for more information on gateway treatments) on Courtland Street to remind drivers they are entering a residential neighborhood with a school.	**City of Oxnard**
B	**The neighborhood surrounding the school has an undersupply of parking,** creating more situations where drivers park near intersections/crosswalks.		**Consider designing a "slow street" treatment by narrowing the street and converting parking on one side of the street to angle parking** to increase parking occupancy and reduce lane widths, in turn decreasing vehicle speeds.	**City of Oxnard**
C	Intersection of Clara and Courtland provides key access point along path to Haycox, and access to Southwinds Park. **Standard crosswalks are present on north and south legs of the intersection.**		**Stripe high-visibility school zone crosswalks** along the north, south, and west legs of the intersection.	**City of Oxnard**
D	**Community complaints of perceived speeding vehicles** along Perkins Road at school hours, including directly in front of main entrance.		**Evaluate additional traffic calming treatments on Perkins Rd.**	**City of Oxnard**

Mar Vista (TK-5)

Mar Vista is an elementary school located along the City of Oxnard's boundary, surrounded by both residential and rural land uses. Recommendations focus on improving circulation between the mobile home community and school.

QUICK ACTION

- **SCHOOL STAFF:** Coordinate with the mobile home community to identify opportunities to provide safety co-benefits for pedestrians traveling to and from the mobile home and/or school.
- **PARENTS/GUARDIANS/STUDENTS:** Consider parking within the nearby residential neighborhood and walking your student to the school to avoid congestion along Etting Rd.



LOCATION	KEY FINDING	ACTION	LEAD
A	**Recently-added bike lanes lack bike markings or signage.**	**Add bike markings and signage** to complete the Class II bike lane design.	**City of Oxnard**
B	**Pedestrian access gate** connecting to the residential development on Etting Road, north of Mar Vista School, **is permanently locked.**	**Coordinate with development manager to open the gate to encourage students to walk to school.**	**City of Oxnard, Mar Vista School**

Julien Hathaway (TK-5)

Julien Hathaway is located in a dense residential neighborhood in south Oxnard. Recommendations are focused on improving pedestrian visibility around parked cars and upgrading crossings of major streets within the attendance boundary.

QUICK ACTION

- **SCHOOL STAFF:** Distribute literature to parents about the importance of driving slowly around the school campus when children are present.
- **PARENTS/GUARDIANS/STUDENTS:** Consider parking on Dollie Street or Justin Way around Pleasant Valley Park and walking your children to/from school to avoid peak congestion.



LOCATION	KEY FINDING	ACTION	LEAD
A	While there is a crosswalk on the east leg across Dollie at this location, **there is no marked crossing on Petit for students coming from the west.**	**Stripe a new high-visibility school crosswalk** across Petit on the south leg of the intersection, which can encourage students to cross Dollie at the existing crosswalk.	**City of Oxnard**
B	**A ninety degree turn limits visibility** for oncoming vehicles.	**Add "slow - curve" markings and striped centerline** to reduce vehicle speeds and alert drivers to visibility issue.	**City of Oxnard**
C	**Parked cars at Saviers Road limit pedestrian visibility** for the multi-lane pedestrian crossing at the RRFB.	**Add curb extensions** to improve visibility and reduce pedestrian crossing **and restripe all crosswalks. Upgrade to PHB or signal** for enhanced visibility and control following all MUTCD/FHWA warrants and guidelines.	**City of Oxnard**
D	**The northbound third lane on Saviers starts at Dollie**, with no observed change in vehicle volumes until north of Bard Road.	**Convert third northbound lane on east side** to a bike facility and parking, matching the configuration of southbound Saviers between Dollie and Bard.	**City of Oxnard**

Sunkist (TK-5)

Sunkist is located in the City of Port Hueneme, serving students in southwest Oxnard. The recommendations included here are focused in the City of Oxnard jurisdiction, and are focused on providing more marked crossings to direct pedestrians towards existing striped pedestrian infrastructure.

QUICK ACTION

- **SCHOOL STAFF:** Add cones and temporary signage to the middle of Teakwood Street to discourage parents making mid-block u-turns to pick up and drop off.
- **PARENTS/GUARDIANS/STUDENTS:** Avoid parking or stopping within a car length of an intersection to permit appropriate visibility around the intersection for other drivers and pedestrians.



LOCATION	KEY FINDING	ACTION	LEAD
A	**No marked crossings are provided across side streets** to access the existing crosswalks across Teakwood to the school entrance.	**Stripe new high-visibility yellow school crosswalks** on the north leg of Napa, N, and Monterey Streets.	**City of Oxnard**
B	**School crosswalks are striped on north and west leg, but not the south leg** which provides direct access to school entrance from the south side of Teakwood.	**Stripe a school crosswalk on the south leg. Upgrade existing crosswalks to high-visibility school yellow.**	**City of Oxnard**
C	**The geometry of the intersection** across the drainage channel in the median of J Street **reduces visibility between drivers and pedestrians and does not provide a clear path of travel.**	**Stripe high-visibility white crosswalk** on south, east, and west legs. **Add a curb extension , upgrade existing crosswalk, and consider adding sidewalk** on the north leg to align existing crosswalk providing more visibility for pedestrians and an additional raised buffer, slowing down turning vehicles.	**City of Oxnard**

Blackstock (6-8)

Charles F. Blackstock is a middle school located near Bard Road, a higher volume, higher speed arterial. Recommendations focus on improving pedestrian visibility and accessibility at key conflict points.

QUICK ACTION

- **SCHOOL STAFF:** Provide direction for students entering from Donner Street and Blackstock Park, since existing sidewalk infrastructure does not clearly direct students to the school.
- **PARENTS/GUARDIANS/STUDENTS:** Observe school speed limits along Bard Road, as many students cross Bard Road to access the school.



LOCATION	KEY FINDING	ACTION	LEAD
A	**Vehicles** driving north along Justin Way and east along Johnson Road **experienced right-of-way confusion when approaching the narrow parking lot entrance.**	**Add "slow - curve" markings** to warn oncoming vehicles of other approaching vehicles and provide clarity at the driveway entrance.	**City of Oxnard**
B	**Crosswalk at parking lot entrance lacks north landing curb cut and ramp.**	**Reconstruct curb extensions to add curb ramp to north landing of crosswalk.**	**City of Oxnard**
C	**There is no clear path of travel** for students entering from Donner Street.	**Add a curb extension, crosswalk, and ADA-compliant curb ramps** on the west leg and north leg of the intersection and direct students to use the northern sidewalk.	**City of Oxnard**
D	Sign posts and utility poles **block a clear path of travel** on the sidewalk along Bard Road**.**	Conduct corridor study for Bard Road to **identify opportunities to improve pedestrian access and evaluate tradeoffs with vehicle capacity.**	**City of Oxnard**
E	**High vehicle travel speeds were observed** along Bard Road.	**Near term, consider illuminating school speed limit signs for greater visibility.** Long term, a corridor reconfiguration including sidewalk widening described in Action D could narrow the corridor and encourage slower speeds for vehicles.	**City of Oxnard**
F	**Cars were observed parking within 20' of intersection**, which blocks visibility for turning vehicles.	Consider adding **curb extensions to square up and shorten crossing distances** at this slightly off-set intersection.	**City of Oxnard**

Ansgar Larsen (TK-5)

Ansgar Larsen is an elementary school that experiences unique traffic congestion issues due to having no frontage road. Recommendations focus on increasing visibility of pedestrians along key access routes to the school.

QUICK ACTION

- **SCHOOL STAFF:** Distribute literature to parents/students on recommended pick-up/drop-off strategies to improve congestion within the immediate school area, especially along Thomas Ave and Sequoia St.
- **PARENTS/GUARDIANS/STUDENTS:** Due to limited roadway frontage along both Thomas Ave and Sequoia St, consider parking within the residential neighborhoods and walking with your student to the school.



LOCATION	KEY FINDING	ACTION	LEAD
A	**This location has wide curb radii,** narrow sidewalks, and wide crossing distance for the residential context.	**Add bulb-outs/curb extensions and upgrade the curb ramps** to reduce crossing distance and improve pedestrian visibility.	**City of Oxnard**
B	**Crosswalks are of a standard variety** adjacent to the school entrance.	**Upgrade existing standard crosswalks to yellow high visibility, ladder-style crosswalks and add a crosswalk on the west leg for improved driver awareness of pedestrians.**	**City of Oxnard**
C	**No crosswalks are striped at this location** despite high pedestrian volumes from Ansgar Larsen and Blackstock Junior High, to the south.	**Stripe high visibility crosswalks on all legs of the intersection to improve access from neighborhoods to schools north and south.**	**City of Oxnard**
D	**No crosswalks are striped across La Canada Avenue.**	**Stripe high visibility crosswalks** across La Canada on east and west leg to improve access from neighborhoods to schools north and south. **Upgrade existing standard crosswalks** to yellow high visibility, ladder-style crosswalks.	**City of Oxnard**
E	**Sequoia and Fornier serve as a secondary entrance to the school. No crosswalk is striped across Sequoia Street legs.**	**Stripe high visibility crosswalks** across Sequoia on east and west legs. **Upgrade existing standard crosswalks** to yellow high visibility, ladder-style crosswalks.	**City of Oxnard**
F	**A sharp turn limits visibility for oncoming vehiciles.**	**Add "slow - curve" markings and striped centerline** to reduce vehicle speeds and alert drivers to visibility issue.	**City of Oxnard**

E.O. Green (6-8)

E.O. Green is a junior high school near several schools, including Parkview Elementary, Blackstock Junior High School, and Hueneme High. Recommendations focus on improving visibility for pedestrians in the immediate school area.

QUICK ACTION

- **SCHOOL STAFF:** Consider having school staff manage pick-up/drop-off operations, as many parents were observed parking in red curb areas in front of the school.
- **PARENTS/GUARDIANS/STUDENTS:** To avoid the peak congestion at the school entrance, park along Zion Ave and walk the remaining distance to/from school campus.



LOCATION	KEY FINDING	ACTION		LEAD
A	There are **standard crosswalks on the north and south leg of the intersection, lacking stop signs** in north and south directions. School staff noted **heavy school traffic** exiting campus from parking lot on Glacier Ave.	STOP ALL WAY	**Evaluate this intersection based on MUTCD guidelines to determine if an all-way stop control is warranted. Add high visibility yellow crosswalks** to the east and west legs. Upgrade crosswalks on north and south legs to match.	**City of Oxnard**
B	**There is no side street stop control** along Zion Avenue.	STOP	**Add side street stop control at Francisco, Encino, and Del Mar** to facilitate safe crossings for students walking to school.	**City of Oxnard**
C	**No school zone speed limit signage is posted along Zion Avenue.**	SCHOOL SPEED LIMIT 25	**Add school zone speed limit signage** to remind drivers to slow down in areas where students may be crossing.	**City of Oxnard**
D	**Low compliance is observed with RRFB controlled crosswalk.**		**Add yield markings** preceding the crosswalk to warn oncoming vehicles to slow down and yield to students crossing.	**City of Oxnard**

Del Sol (9-12)

Del Sol is a new school in the East Village neighborhood of Oxnard. At the time of the walk audit, the school only had enrolled students in ninth and tenth grades, with an expectation to grow to full capacity in future years. Recommendations focus on increasing visibility and slowing down speeds for students walking or biking to and from school.

QUICK ACTION

- **SCHOOL STAFF:** Improve pick-up/drop-off operations by distributing literature to parents/students reminding them of right-out only restrictions at the driveway entering out onto Camino Del Sol.
- **PARENTS/GUARDIANS/STUDENTS:** Remember to slow down on Rose Ave and Camino Del Sol - even though these are major roads, they are still a school zone with many students walking and biking.



LOCATION	KEY FINDING	ACTION	LEAD
A	**No school zone speed limit signage is posted along Jaguar.**	**Add school zone speed limit signage** to remind drivers to slow down in areas where students may be walking.	**City of Oxnard**
B	**There is limited visibility** for vehicles entering and exiting the parking lot. Pedestrians were also observed exiting via the parking lot on the northeast corner of campus.	**Conduct a sight distance analysis** to determine if moving fencing would provide increased visibility for turning vehicles.	**City of Oxnard, Del Sol School**

Hollywood Beach (TK-6)

Hollywood Beach is an elementary school located by the beach in unincorporated Ventura County. Recommendations focus on improving pedestrian visibility and slowing down speeding vehicles. Coordination between the City of Oxnard and Ventura County will be necessary for any improvements immediately adjacent to the school, as Sunset Lane and part of Channel Islands Boulevard are owned by the County.

QUICK ACTION

- **SCHOOL STAFF:** Distribute literature to parents/students on recommended pick-up/drop-off strategies due to limited capacity along Sunset Ln.
- **PARENTS/GUARDIANS/STUDENTS:** Slow down when driving along Channel Islands Blvd or Harbor Blvd, as there may be students nearby.



LOCATION	KEY FINDING	ACTION	LEAD
A	**Curb ramps at this intersection have not been upgraded for ADA compliance.**	**Upgrade curb ramps to improve accessibility for all roadway users.**	**City of Oxnard, Ventura County**
B	**Vehicles were observed traveling quickly** despite the presence of school zone signage.	**Post school zone speed limit signage closer** to the intersection of Channel Islands Blvd and Harbor Blvd. In addition, reinforce with speed limit signage in both directions along Harbor Blvd.	**City of Oxnard**
C	**Offset intersection geometry creates visibility issues.**	**Add limit lines before marked crosswalks and square up the intersection with curb extensions.**	**City of Oxnard, Ventura County**

Fred L. Williams (TK-5)

Fred L. Williams is an elementary school located off of a high volume, high speed arterial. Recommendations focus on improving accessibility and mitigating potential conflicts.

QUICK ACTION

- **SCHOOL STAFF:** Distribute literature to parents/students on recommended pick-up/drop-off strategies to aid congestion along Anchorage St.
- **PARENTS/GUARDIANS/STUDENTS:** Avoid making U-turns along Anchorage, as that may conflict with parents leaving from the school drop off area. Instead, exit the neighborhood at Terrace and Bard for eastbound travel or Terrace and Pleasant Valley for westbound travel.



LOCATION	KEY FINDING	ACTION	LEAD
A	**There is currently a multi-lane stop controlled approach** along Bard at Anchorage.	**Add advance-warning signage and stop markings** across Bard.	**City of Oxnard**
B	**Standard crosswalks are striped on all legs.**	**Upgrade all crosswalks to high visibility yellow due to proximity to school campus.**	**City of Oxnard**
C	**The westbound approach of York Street is not stop-controlled.**	**Add side- street stop control** at this intersection to facilitate safer crossings.	**City of Oxnard**
D	**A tight curve on Highland limits visibility of oncoming vehicles and pedestrians**.	**Add "slow-curve" signage and markings to alert drivers to the curve.**	**City of Oxnard**
E	**The northbound approach of Hamilton Ave is not stop-controlled.**	**Add side- street stop control** at this intersection to facilitate safer crossings.	**City of Oxnard**

Laguna Vista (TK-5)

Laguna Vista is uniquely located in a rural/farmland setting, where high speeds commonly occur along long stretches of unobstructed roadway. **Laguna Vista is located in unincorporated Ventura County; no infrastructure recommendations are made since the school is outside the City of Oxnard's jurisdictional right-of-way.**

☑ QUICK ACTION

- **SCHOOL STAFF:** Consider allocating staff or parent volunteers to direct traffic in the morning at school driveway entrances along Etting Road to improve the flow of traffic.
- **PARENTS/GUARDIANS/STUDENTS:** Slow down when approaching the school and yield to students who may be crossing during drop off and pick up.



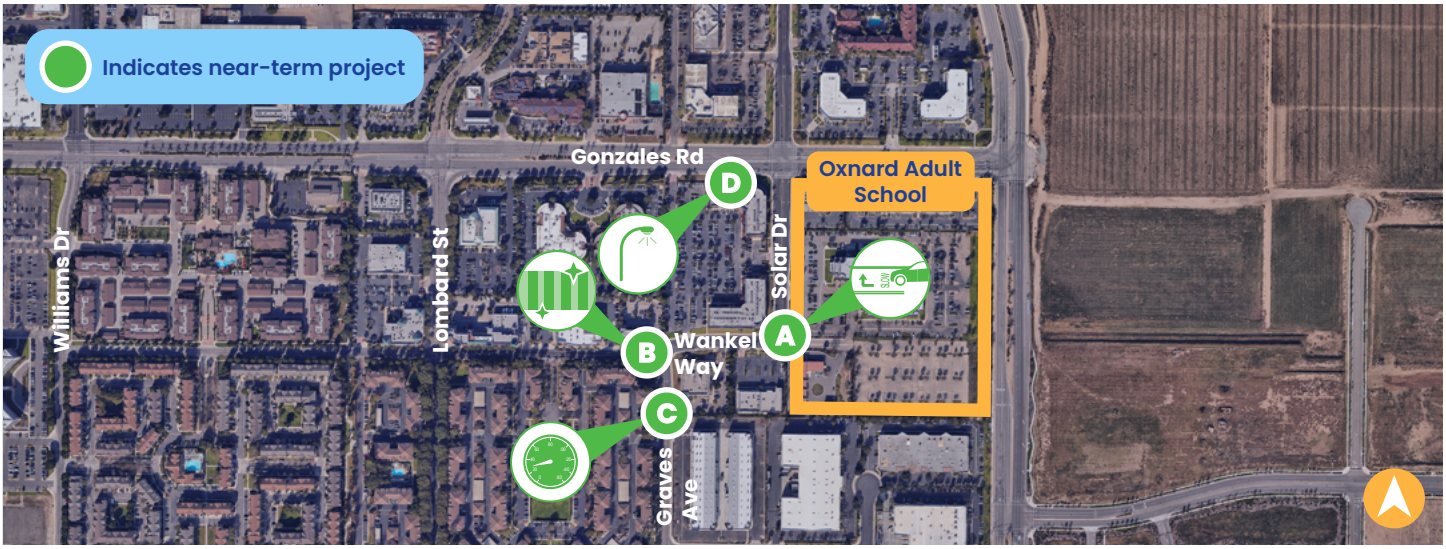
Note: Because this school is located outside the City of Oxnard in Ventura County, no infrastructure recommendations have been provided as part of this report. The City of Oxnard will continue to coordinate with Ventura County to improve the school transportation environment for Oxnard students.

Oxnard Adult School

Oxnard Adult School is an adult education school whose students typically arrive either for the morning or evening classes. Recommendations focus on improving the surrounding area for students who arrive after the parking lot is full, and walk the last block to campus.

QUICK ACTION

- **SCHOOL STAFF:** Distribute literature to students promoting alternatives to driving, such as the Gold Coast Transit bus, which provides free rides to students.
- **STUDENTS:** Consider walking, biking, or taking transit to school to avoid having to park alongside Oxnard and Rio district staff.



LOCATION	KEY FINDING	ACTION	LEAD
A	**The curve in the road leads to visibility issues** for oncoming vehicles and other road users.	**Add "slow-curve" signage and markings to alert drivers to the curve.**	**City of Oxnard**
B	**There is no marked crosswalk at the curb ramps across Graves Ave.**	**Collect pedestrian counts to determine whether a high-visibility, marked crosswalk** across Graves on the south leg and across Wankel on the west leg **is warranted.**	**City of Oxnard**
C	**Graves Ave, a two-lane street adjacent to residential areas, has a posted speed limit of 40 MPH.**	**Conduct a speed survey to evaluate the opportunity to reduce the speed limit to be more appropriate to the roadway context.**	**City of Oxnard**
D	Students who take evening classes often arrive after the parking lot is full, and report that the **street lighting in the surrounding area could be improved.**	**Add pedestrian scale street lighting** to Solar, Wankel, and Gonzales around the campus to improve student safety at night.	**City of Oxnard**



6. Key Routes & Crossings Maps

The following key routes & crossings maps were created as a resource for parents and students traveling to and from school. The maps show recommended routes, which take into account the most direct path to school from surrounding neighborhoods, the presence of supportive crossing infrastructure such as crosswalks, stop signs, and traffic signals, and where possible, minimizing the number of conflict points with vehicles. **However, parents remain responsible for getting their children to and from school safely. New hazards or condtions may arise, and parents and children should exercise common sense when using these maps.**

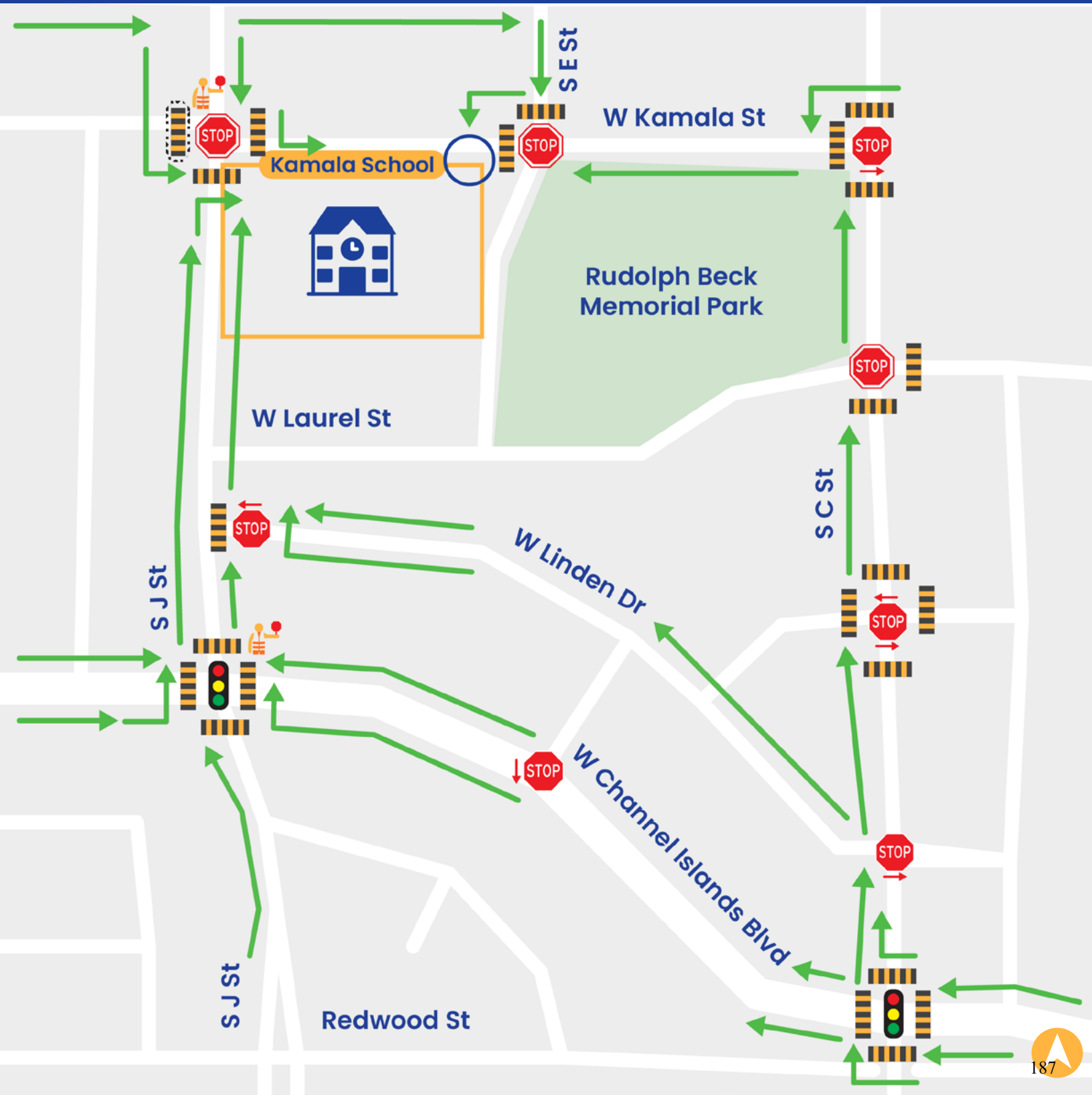
Recommended Key Routes & Crossings to School: Cesar Chavez (TK-8)

- Recommended Route to School
- Access Point to School
- Planned Crosswalk
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- RRFB (Rectangular Rapid Flashing Beacon)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled
- Crossing Guard (locations subject to change)



Recommended Key Routes & Crossings to School: Kamala (K-8)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Planned Crosswalk
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled
- Crossing Guard (locations subject to change)



Recommended Key Routes & Crossings to School: Ramona (TK-5)

- Recommended Route to School
- Access Point to School
- Planned Crosswalk
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- RRFB (Rectangular Rapid Flashing Beacon)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled
- Planned Stop Sign
- Crossing Guard (locations subject to change)



Recommended Key Routes & Crossings to School: Lemonwood (TK-8)

- Recommended Route to School
- Access Point to School
- Planned Crosswalk
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Curren (K-8)

- Recommended Route to School
- Access Point to School
- Alley Access Available
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- RRFB (Rectangular Rapid Flashing Beacon)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



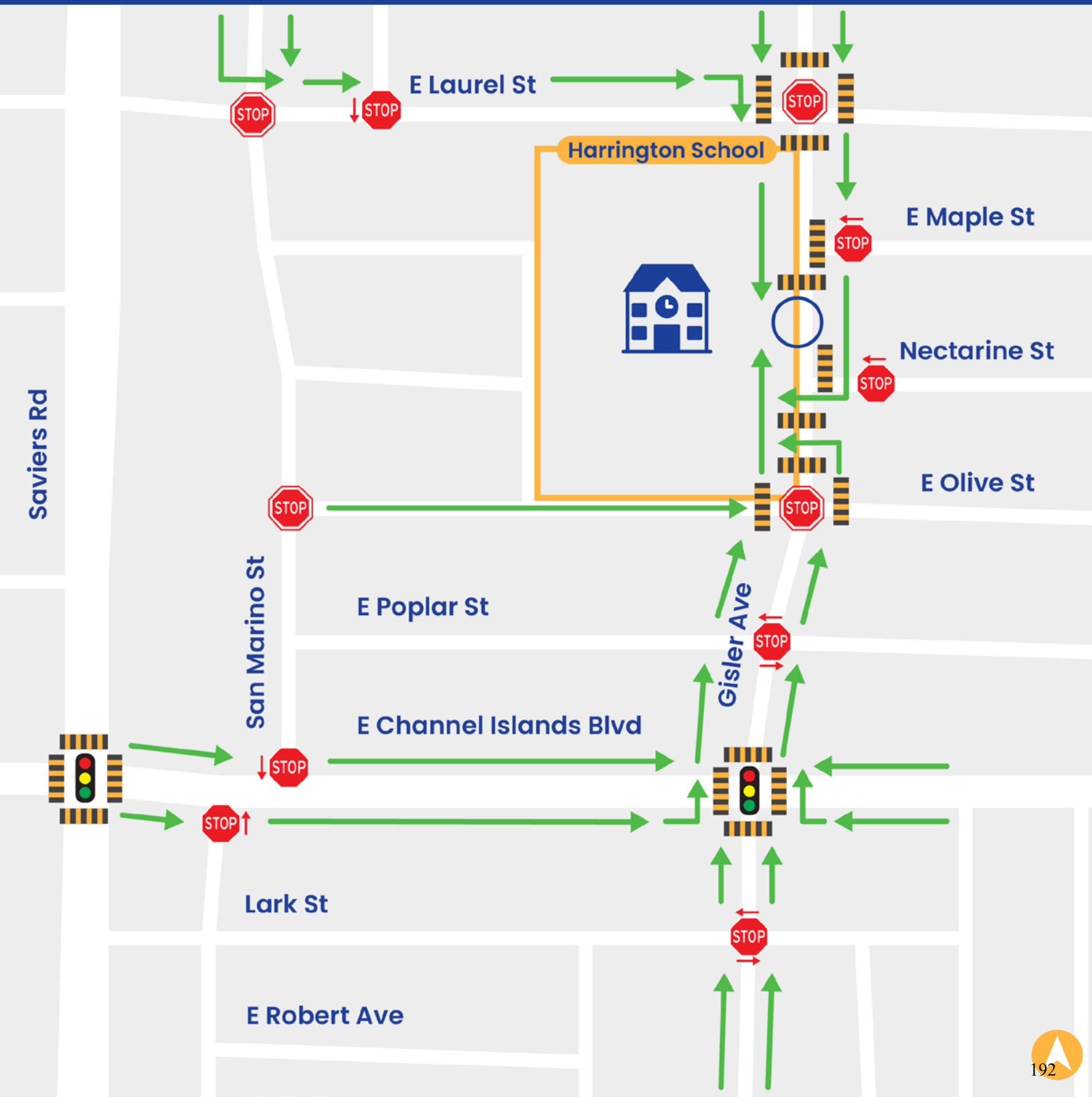
Recommended Key Routes & Crossings to School: Fremont (6-8)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Alley Access Available
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled
- RRFB (Rectangular Rapid Flashing Beacon)



Recommended Key Routes & Crossings to School: Harrington (TK-5)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: R.J. Frank (6-8)

- Recommended Route to School
- Access Point to School
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



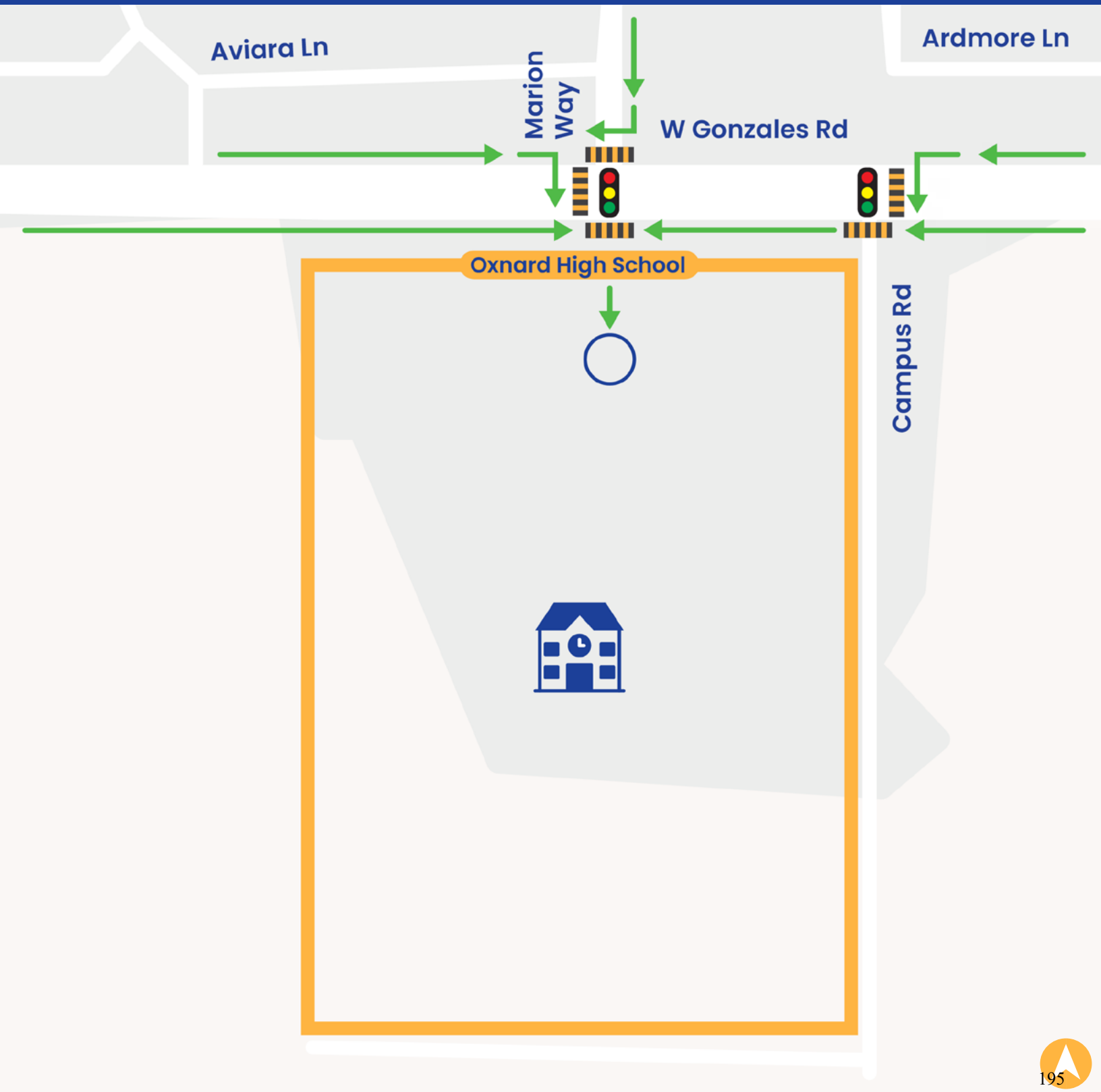
Recommended Key Routes & Crossings to School: Mc Auliffe (TK-5)

- Recommended Route to School
- Access Point to School
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Oxnard (9-12)

- Recommended Route to School
- Access Point to School
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Signal at Intersection



Recommended Key Routes & Crossings to School: Juan Lagunas Soria (K-8)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Pedestrian Access Available
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Oxnard Middle College (9-12)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Brekke (TK-5)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Channel Islands (9-12)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Driffill (TK-8)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Crossing Guard (locations subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Hueneme (9-12)

- Recommended Route to School
- Access Point to School
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Marina West (TK-5)

- Recommended Route to School
- Access Point to School
- RRFB (Rectangular Rapid Flashing Beacon)
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Elm (TK-5)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Crossing Guard (locations subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: McKinna (TK-5)

- Recommended Route to School
- Access Point to School
- RRFB (Rectangular Rapid Flashing Beacon)
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Alley Access Available
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled
- Crossing Guard (locations subject to change)



Recommended Key Routes & Crossings to School: Pacifica (9-12)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



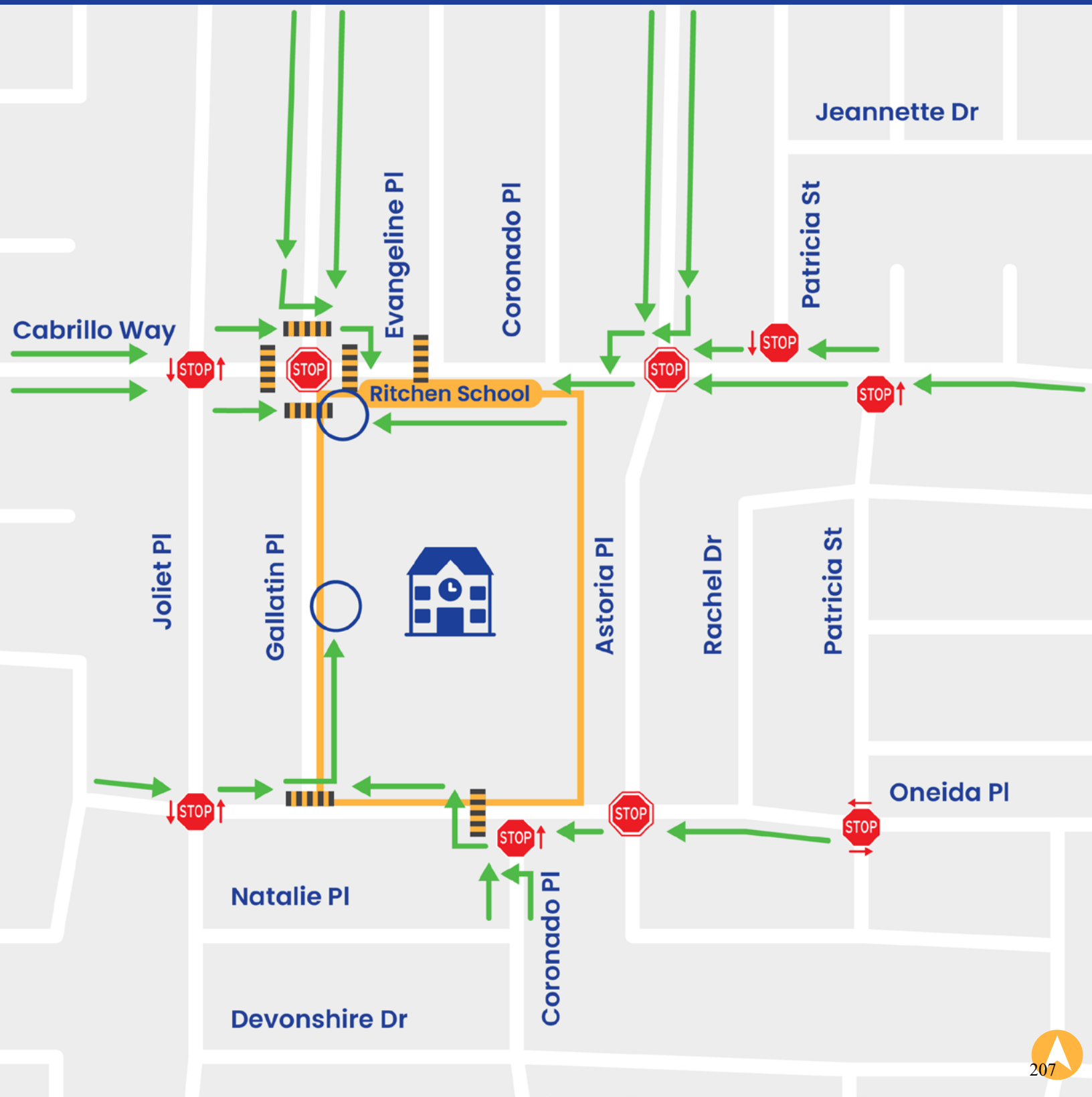
Recommended Key Routes & Crossings to School: Marshall (TK-8)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Ritchen (TK-5)

- Recommended Route to School
- Access Point to School
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



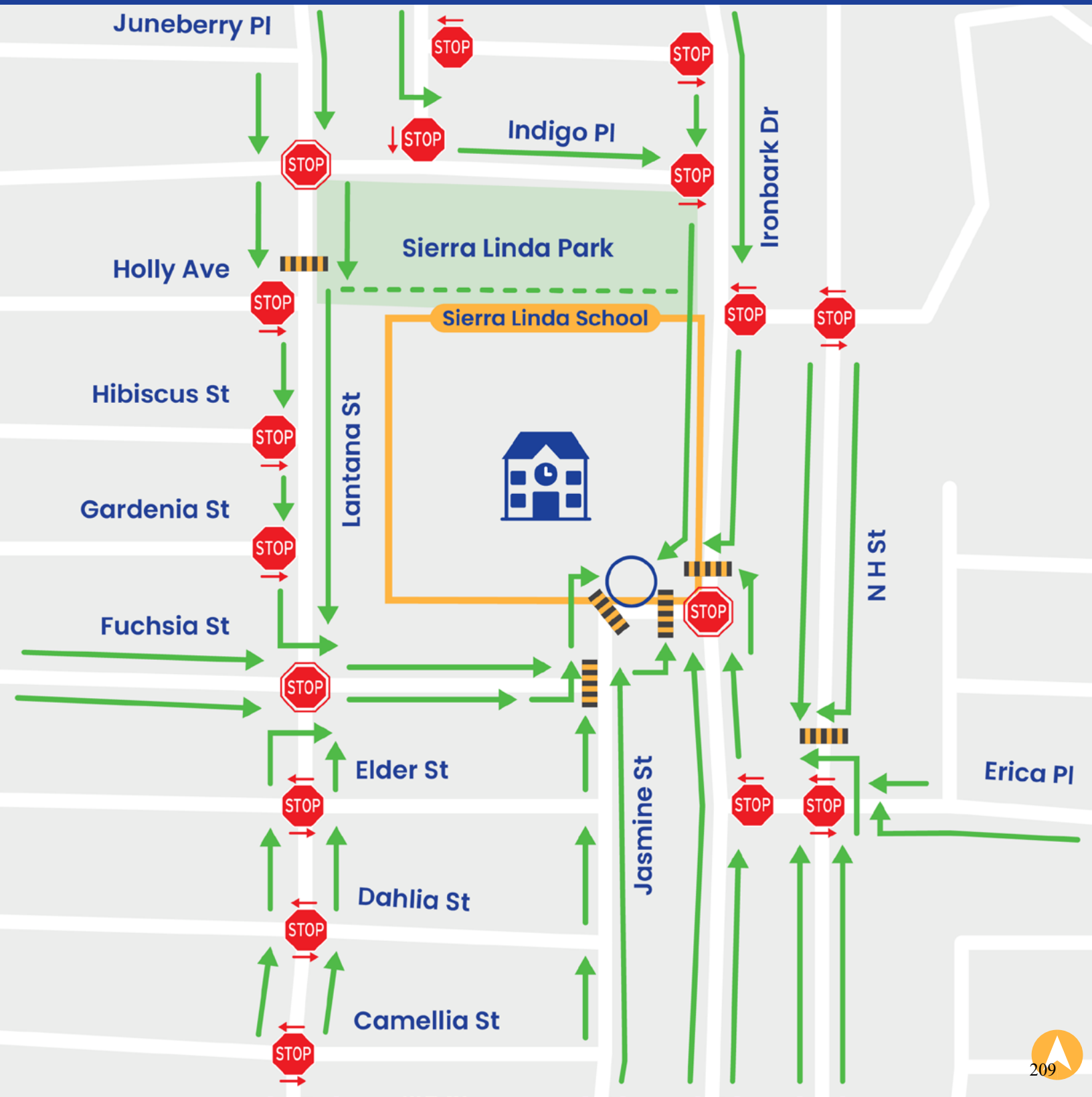
Recommended Key Routes & Crossings to School: Rose Avenue (TK-5)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Crossing Guard (locations subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



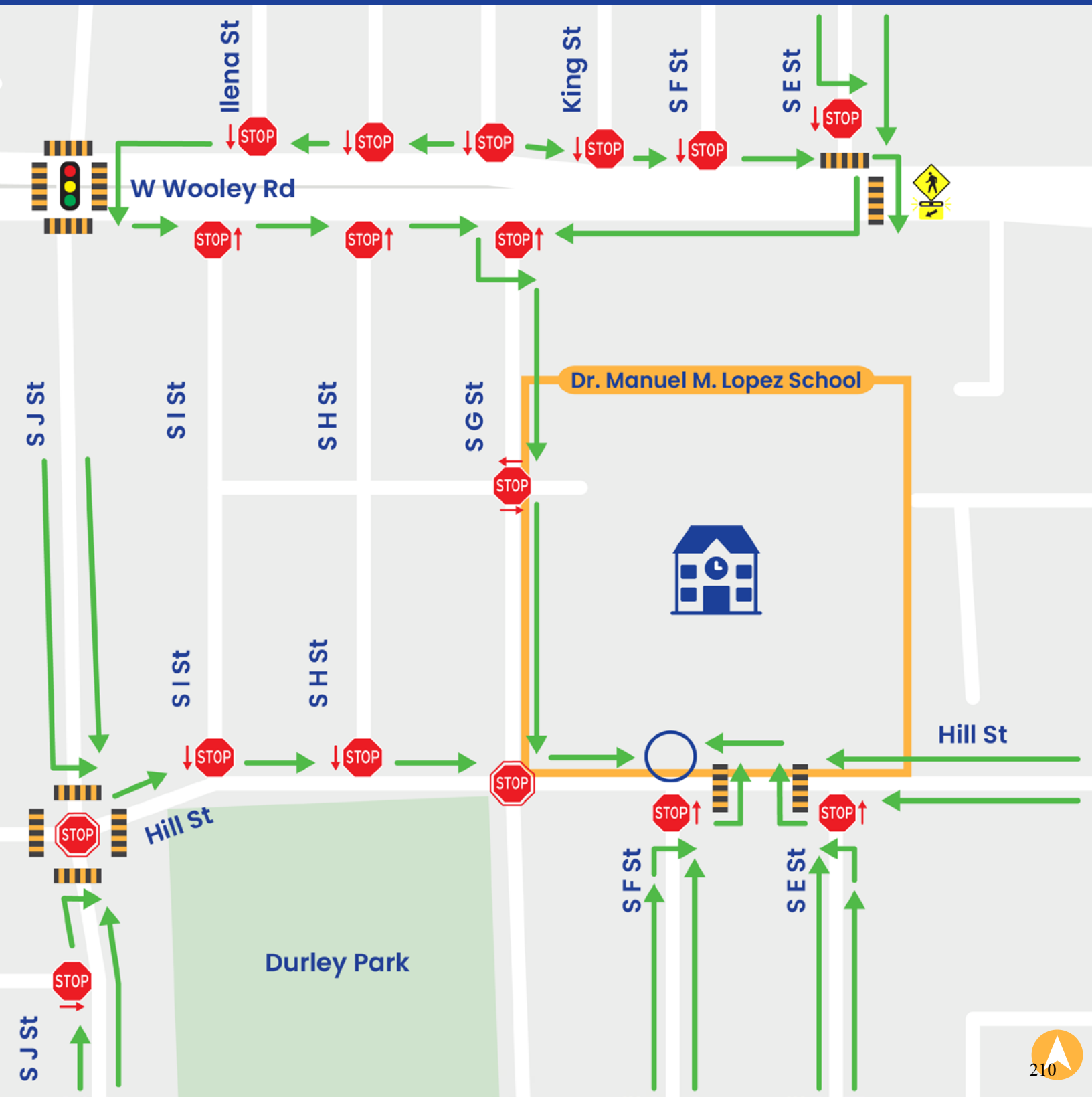
Recommended Key Routes & Crossings to School: Sierra Linda (TK-5)

- Recommended Route to School
- Access Point to School
- Pedestrian Access Available
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



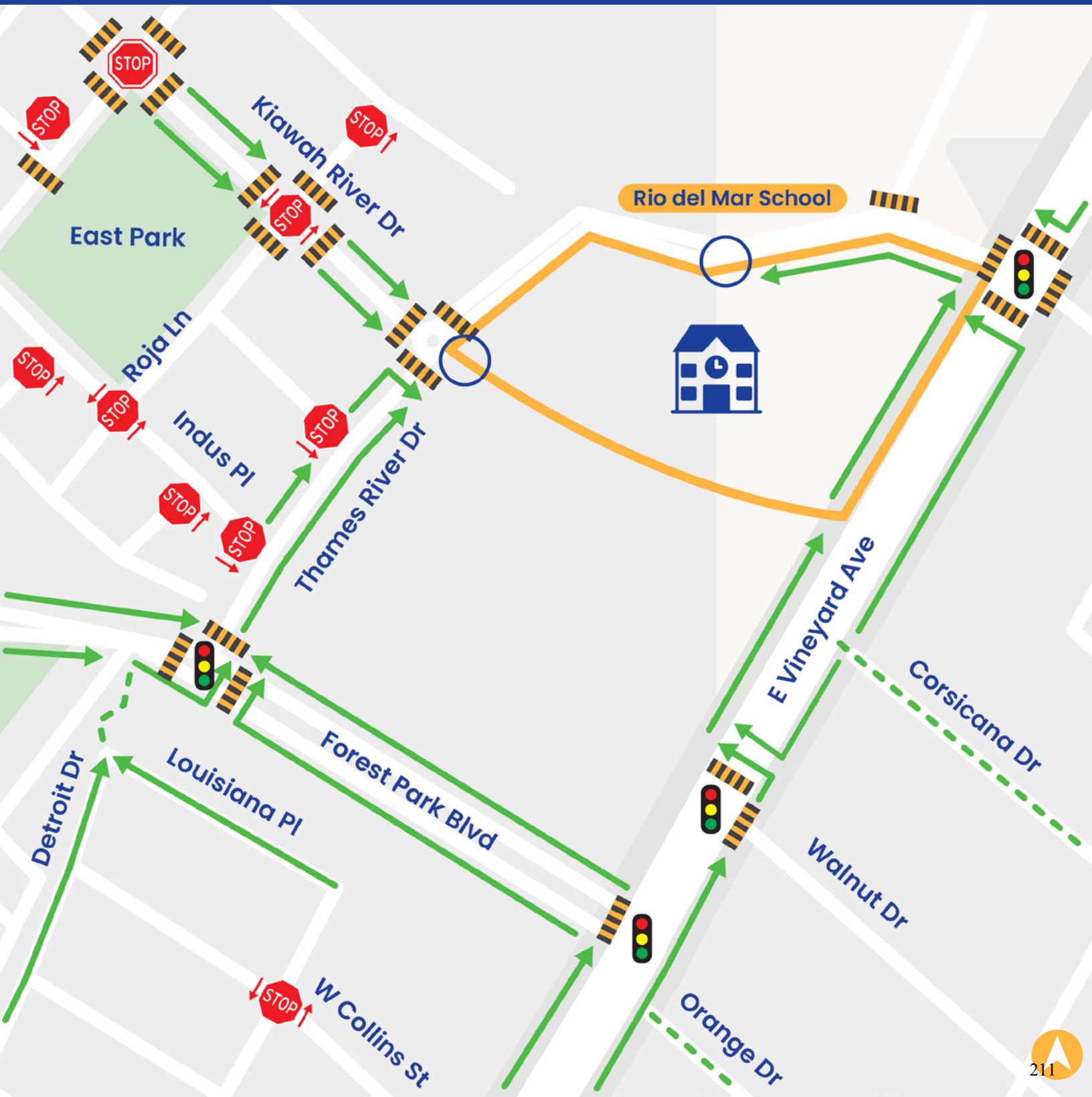
Recommended Key Routes & Crossings to School: Dr. Manuel M. Lopez (6-8)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- RRFB (Rectangular Rapid Flashing Beacon)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



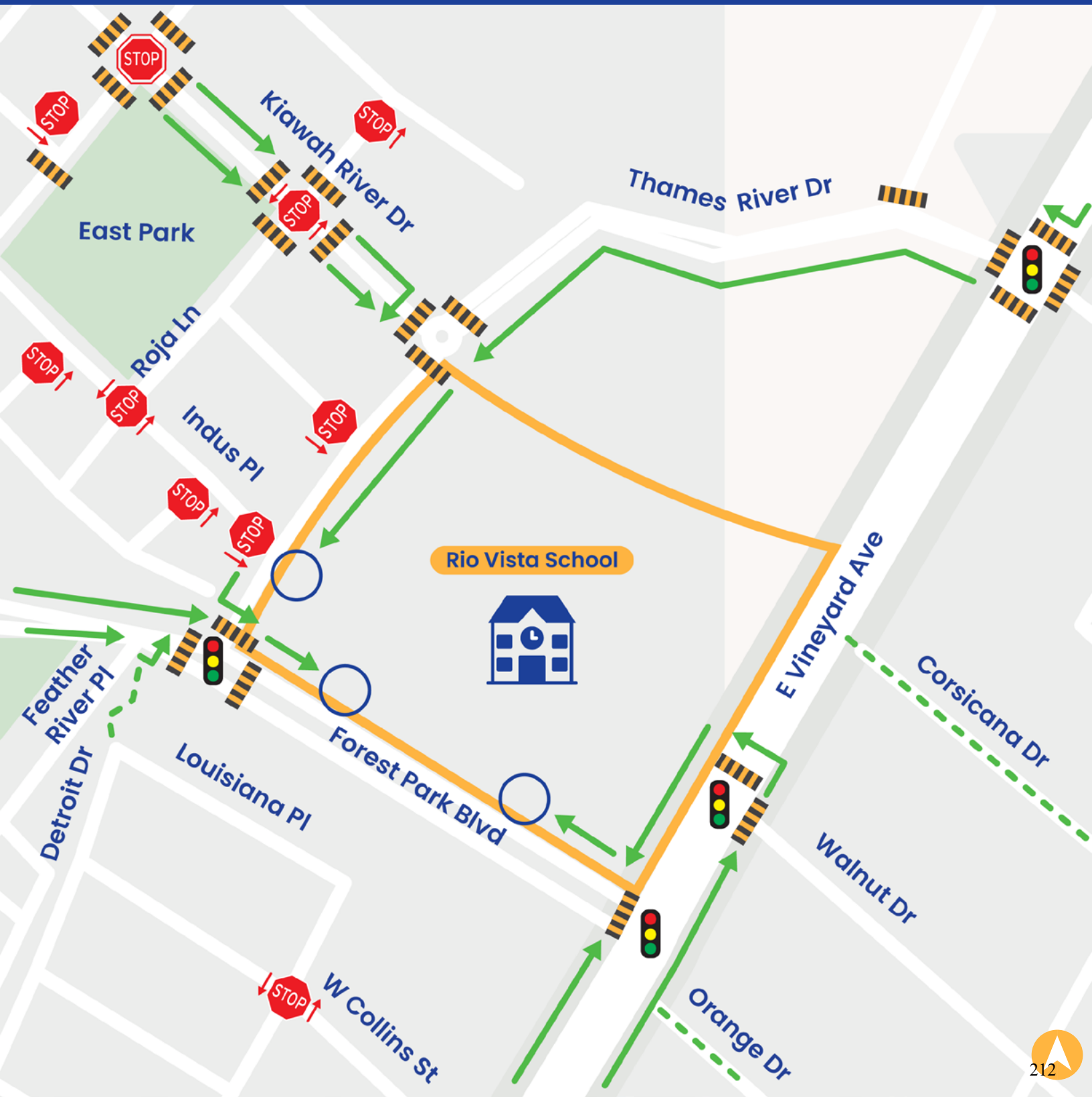
Recommended Key Routes & Crossings to School: Rio Del Mar (K-5)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Pedestrian Access Available
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



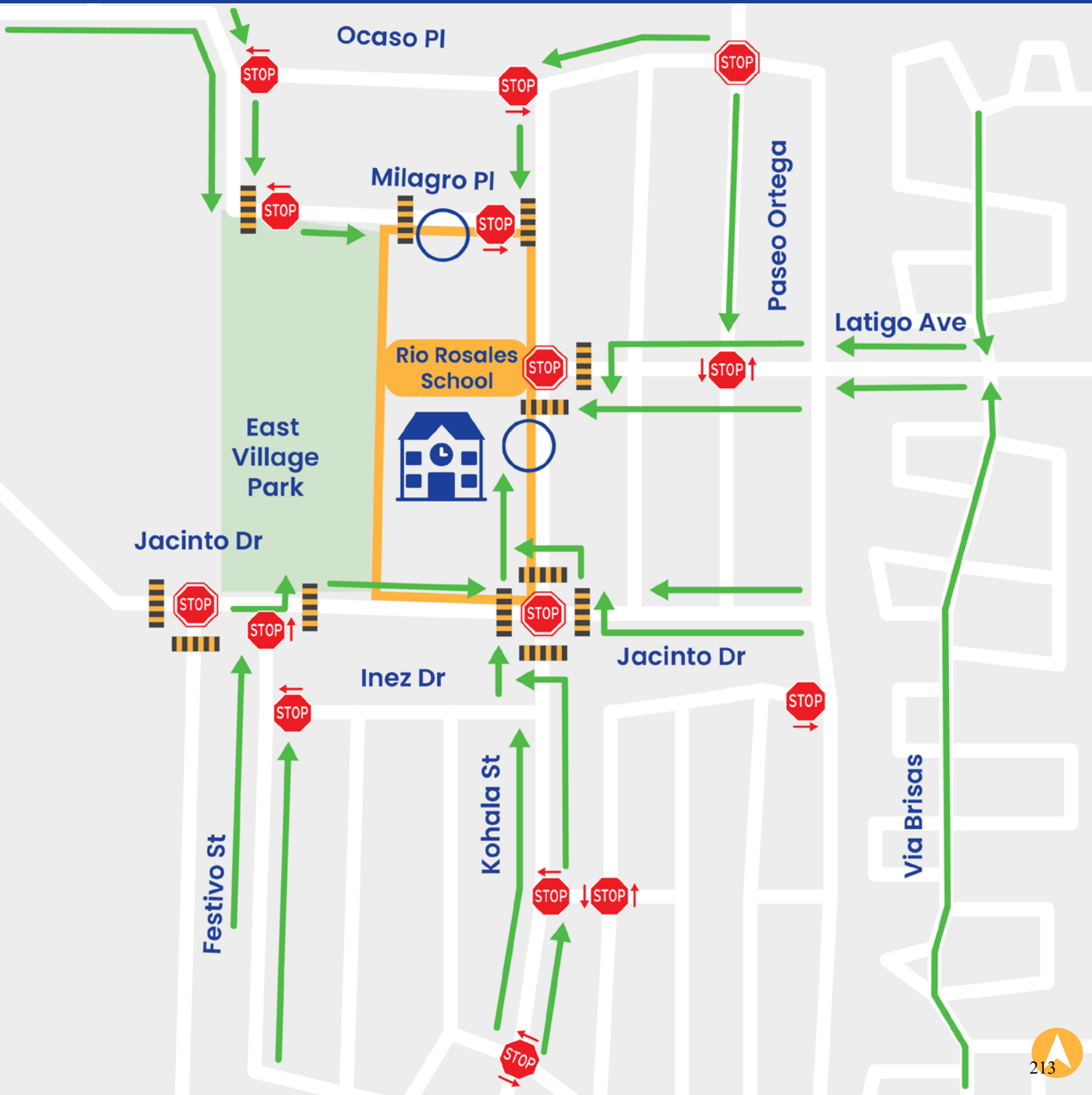
Recommended Key Routes & Crossings to School: Rio Vista (6-8)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Pedestrian Access Available
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



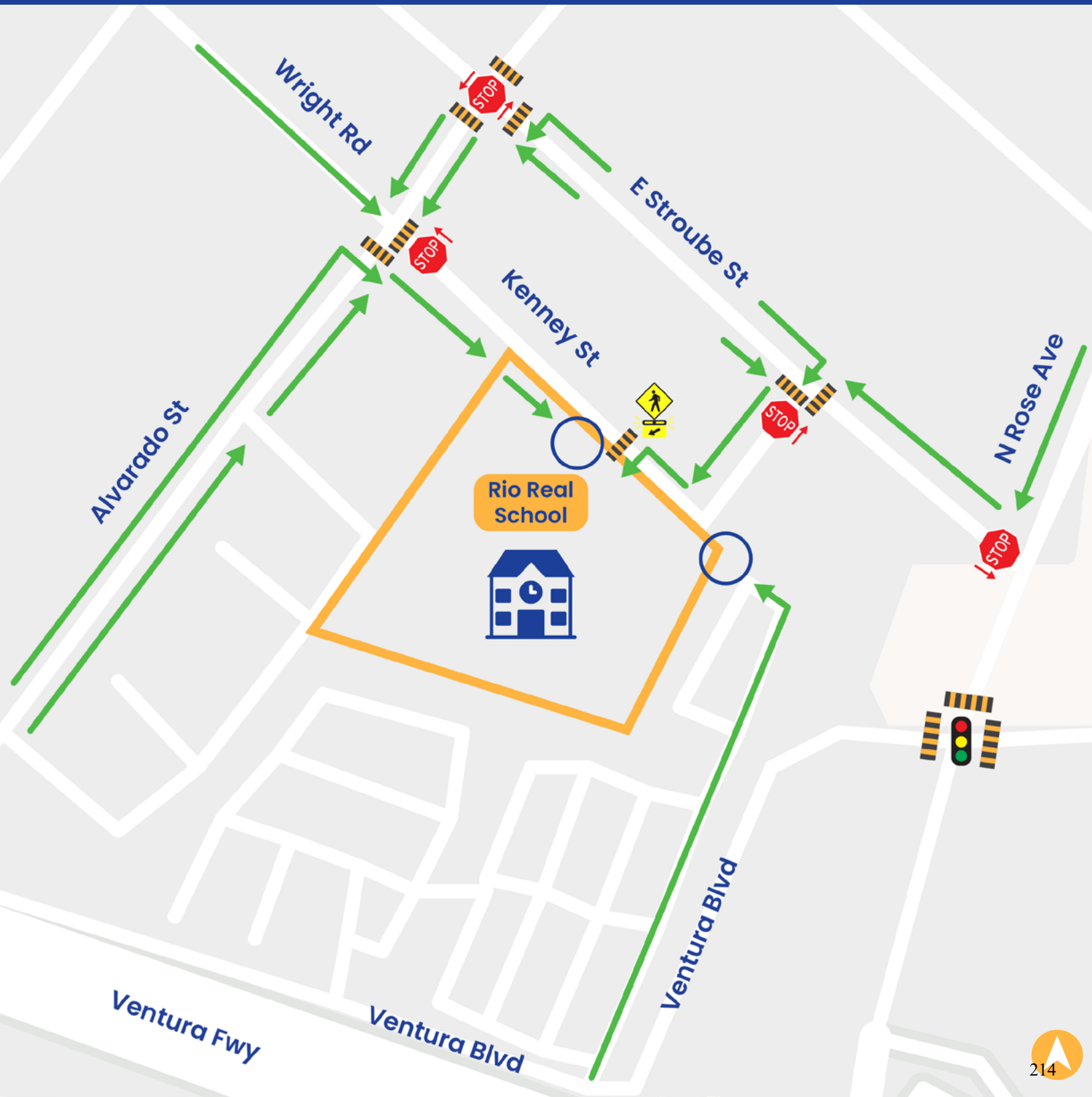
Recommended Key Routes & Crossings to School: Rio Rosales (K-5)

- Recommended Route to School
- Access Point to School
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



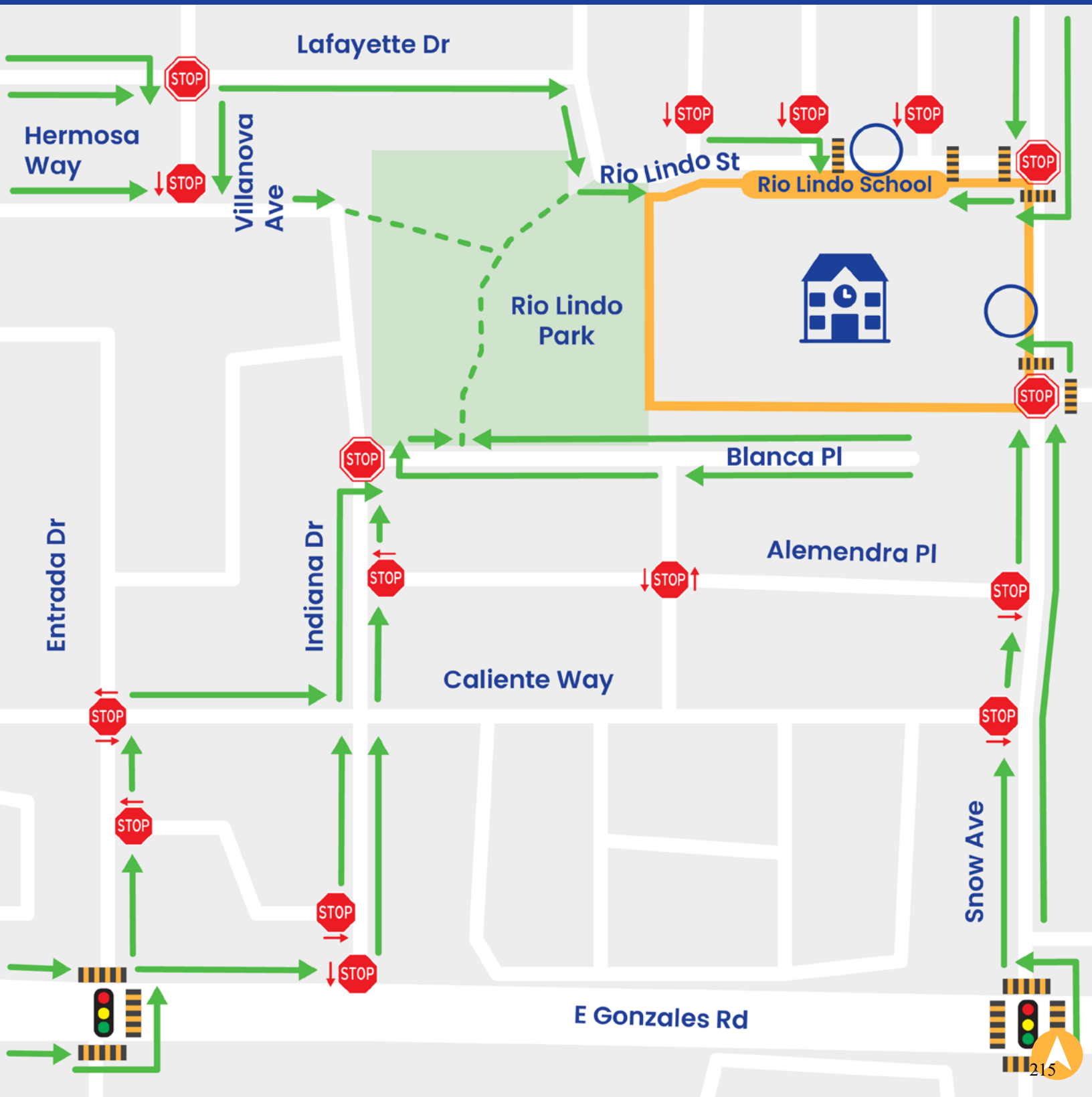
Recommended Key Routes & Crossings to School: Rio Real (K-8)

- Recommended Route to School
- Access Point to School
- RRFB (Rectangular Rapid Flashing Beacon)
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



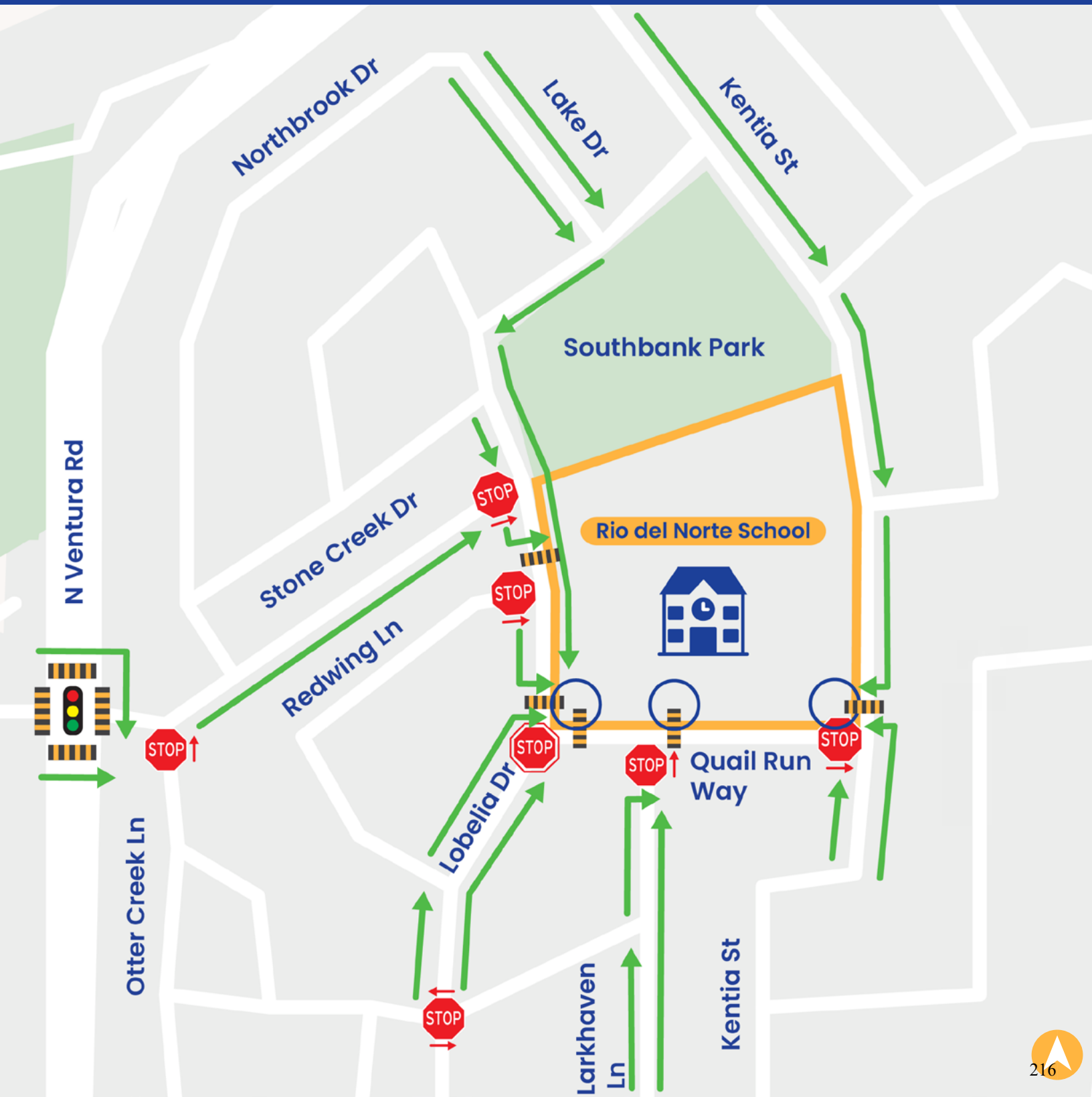
Recommended Key Routes & Crossings to School: Rio Lindo (TK-5)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Pedestrian Access Available
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



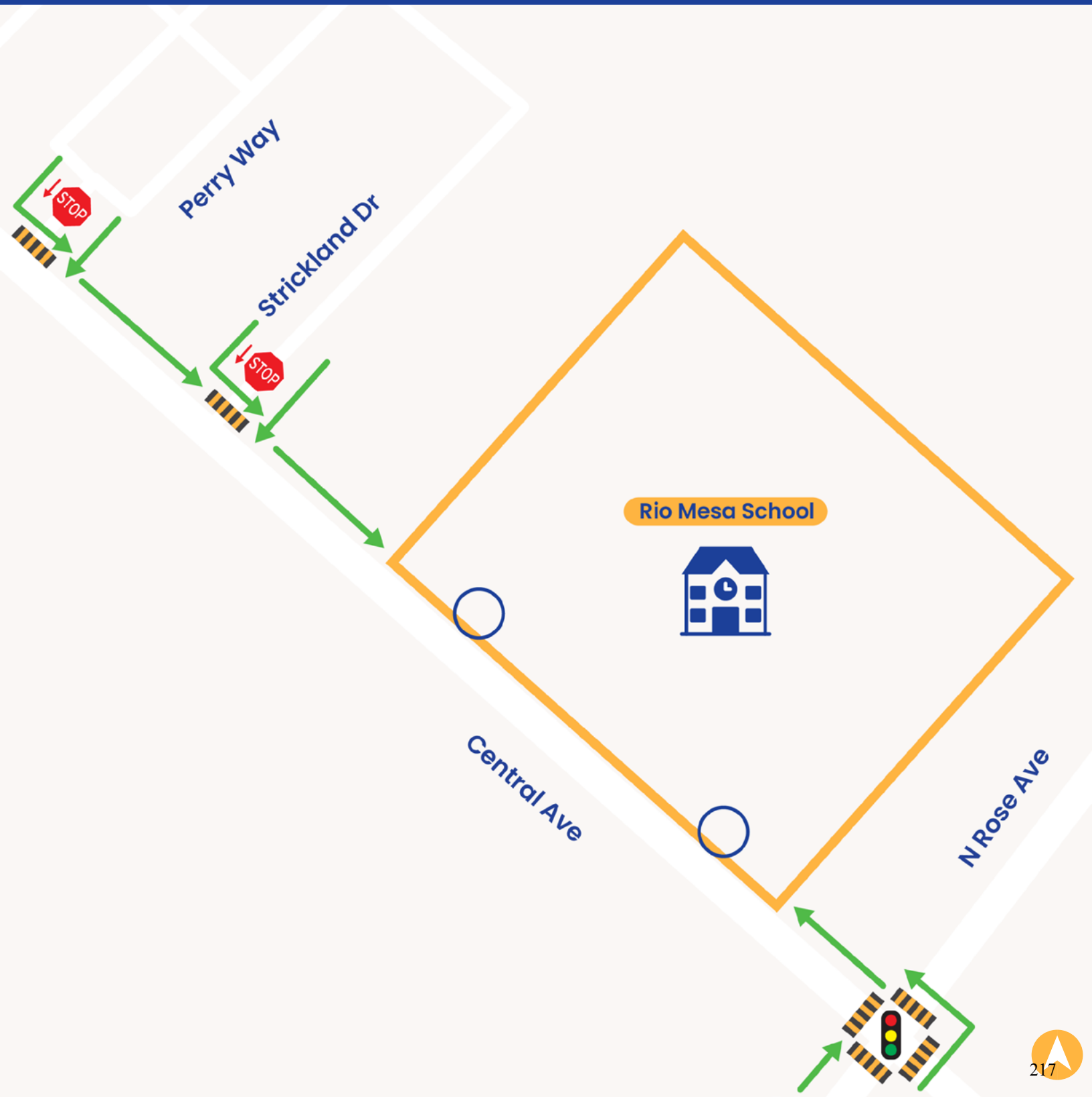
Recommended Key Routes & Crossings to School: Rio del Norte (TK-5)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Rio Mesa (9-12)

- Recommended Route to School
- Access Point to School
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- Signal at Intersection



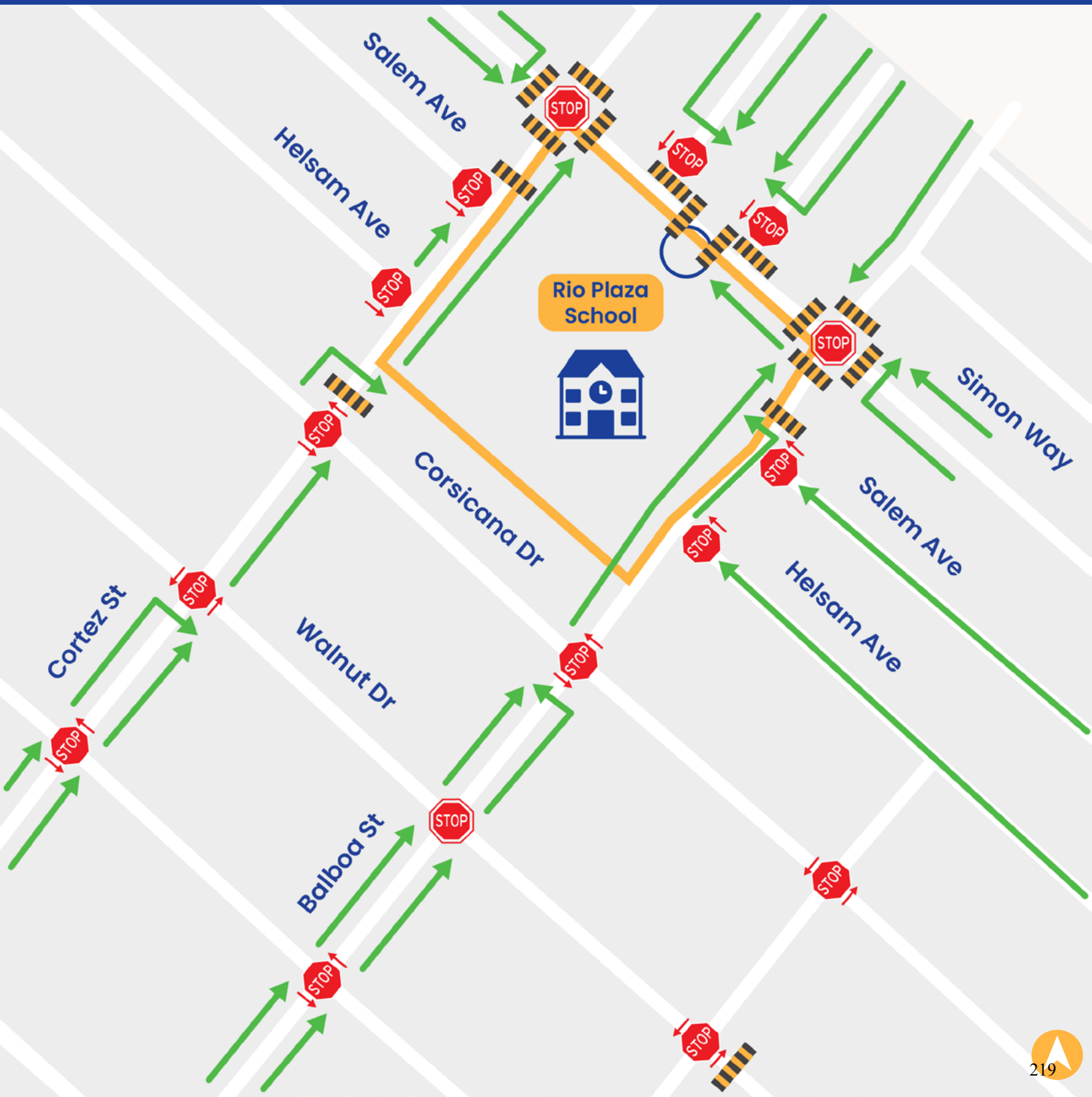
Recommended Key Routes & Crossings to School: Rio del Sol (K-8)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



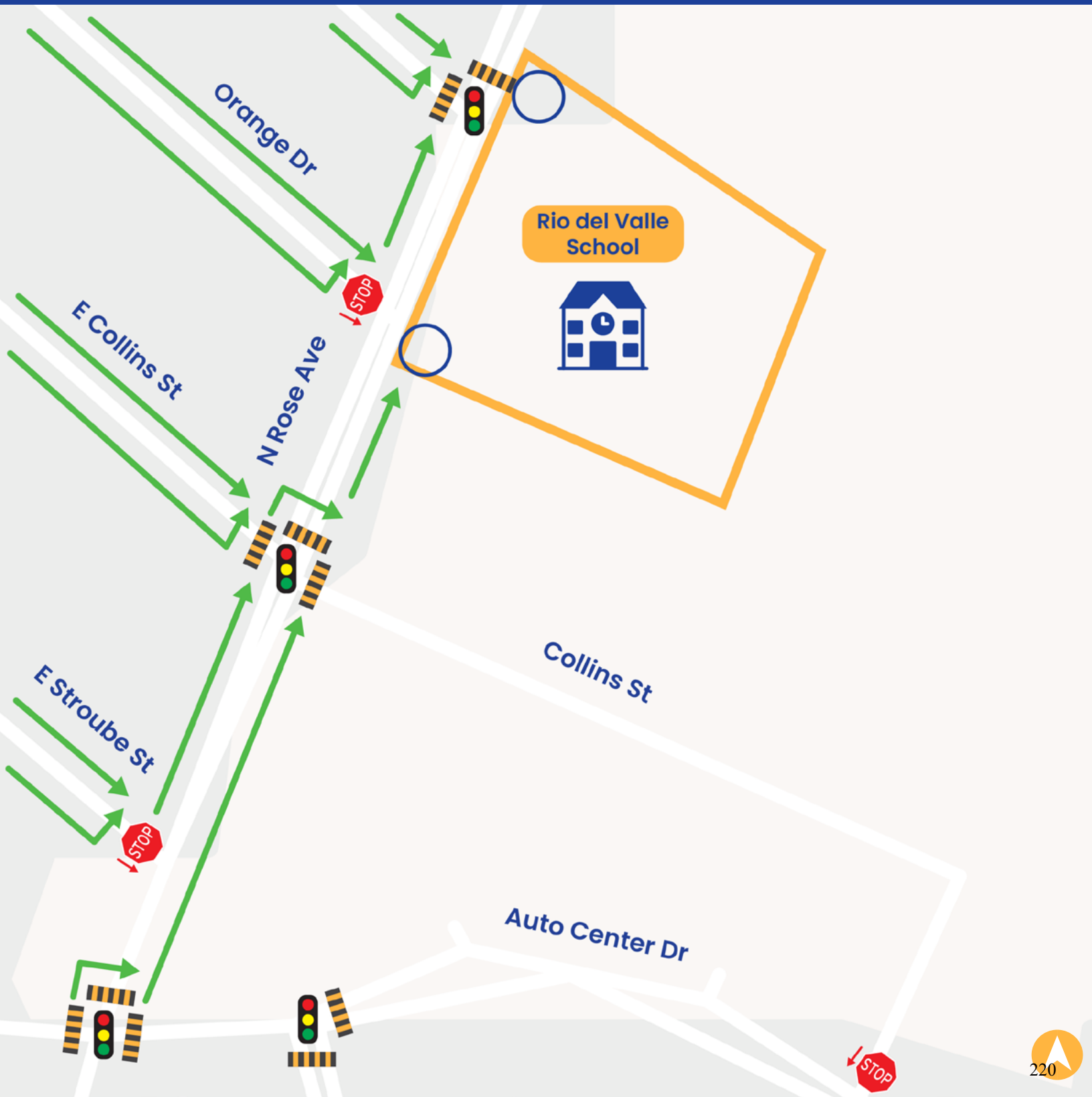
Recommended Key Routes & Crossings to School: Rio Plaza (TK-5)

- Recommended Route to School
- Access Point to School
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



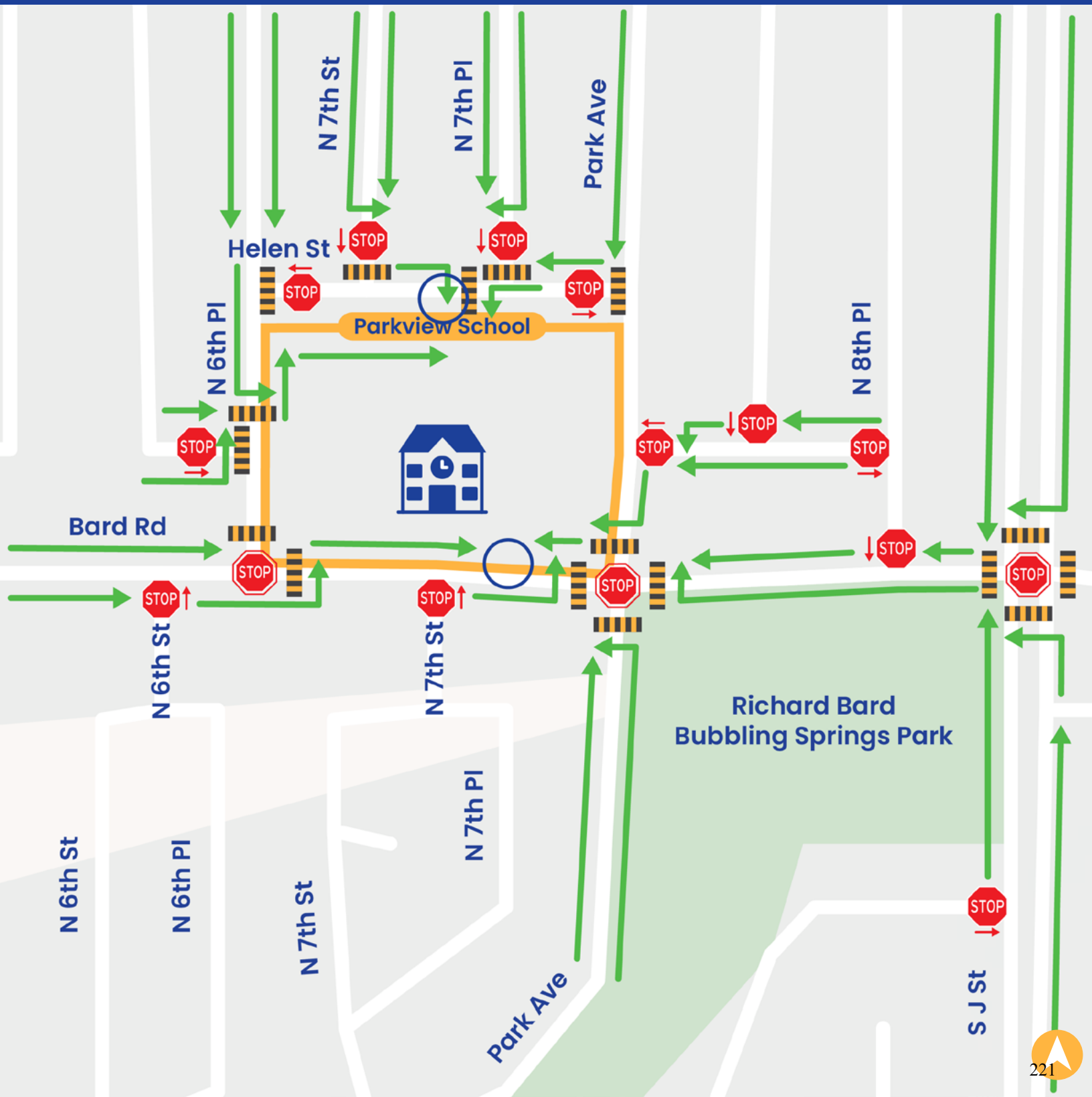
Recommended Key Routes & Crossings to School: Rio del Valle (6-8)

- Recommended Route to School
- Access Point to School
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- Signal at Intersection



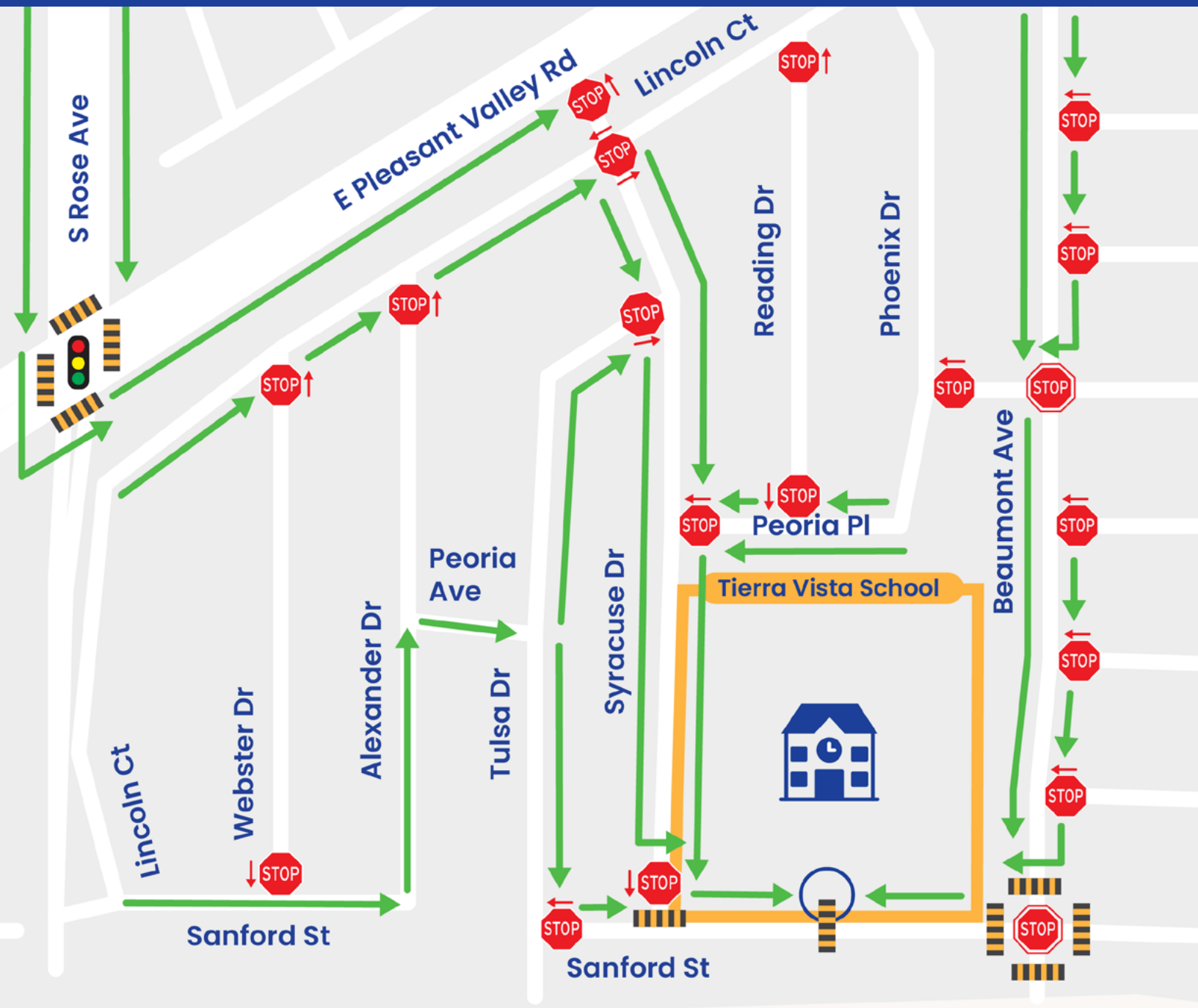
Recommended Key Routes & Crossings to School: Parkview (TK-5)

- Recommended Route to School
- Access Point to School
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



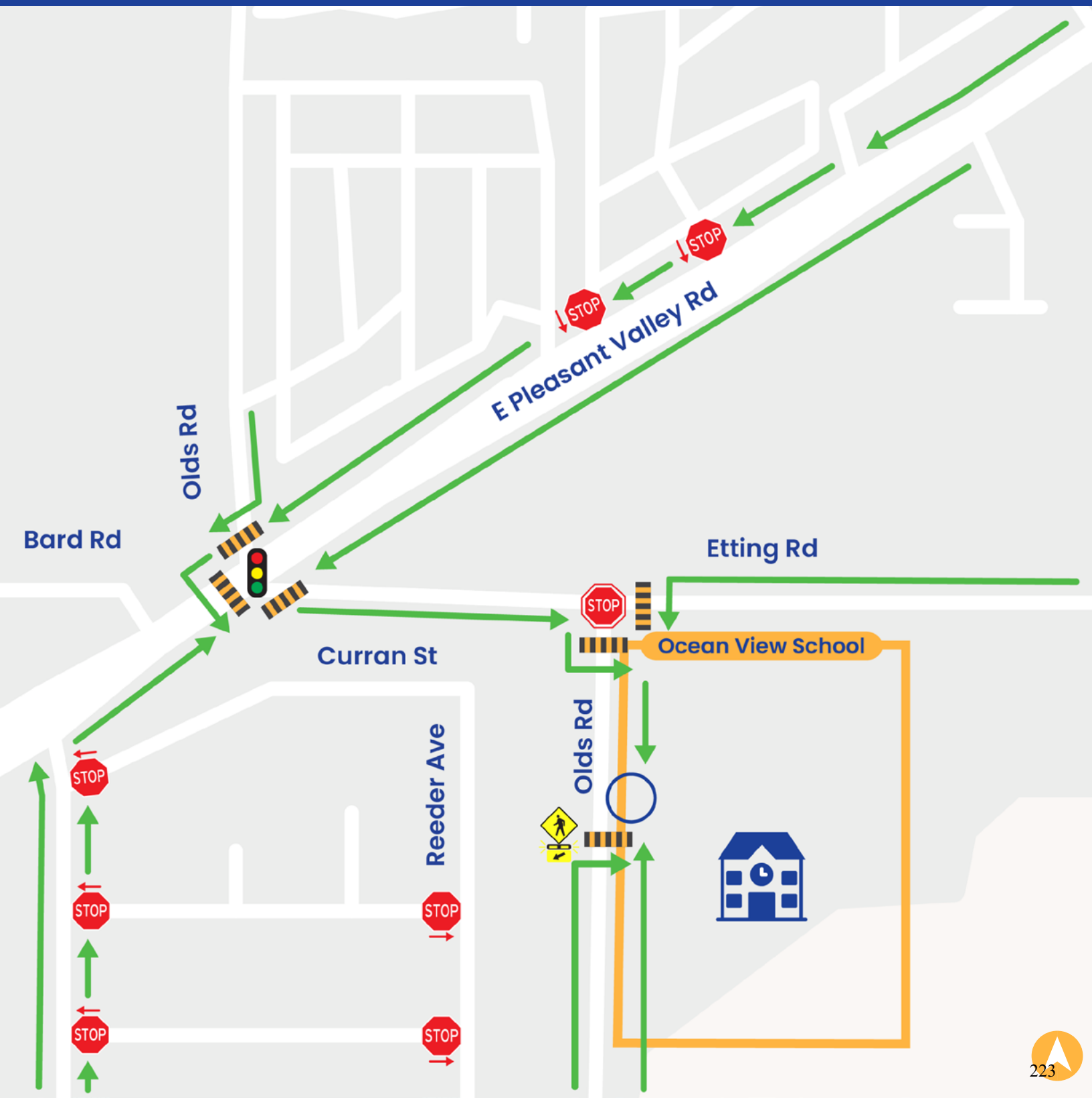
Recommended Key Routes & Crossings to School: Tierra Vista (TK-5)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Ocean View (6-8)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- RRFB (Rectangular Rapid Flashing Beacon)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



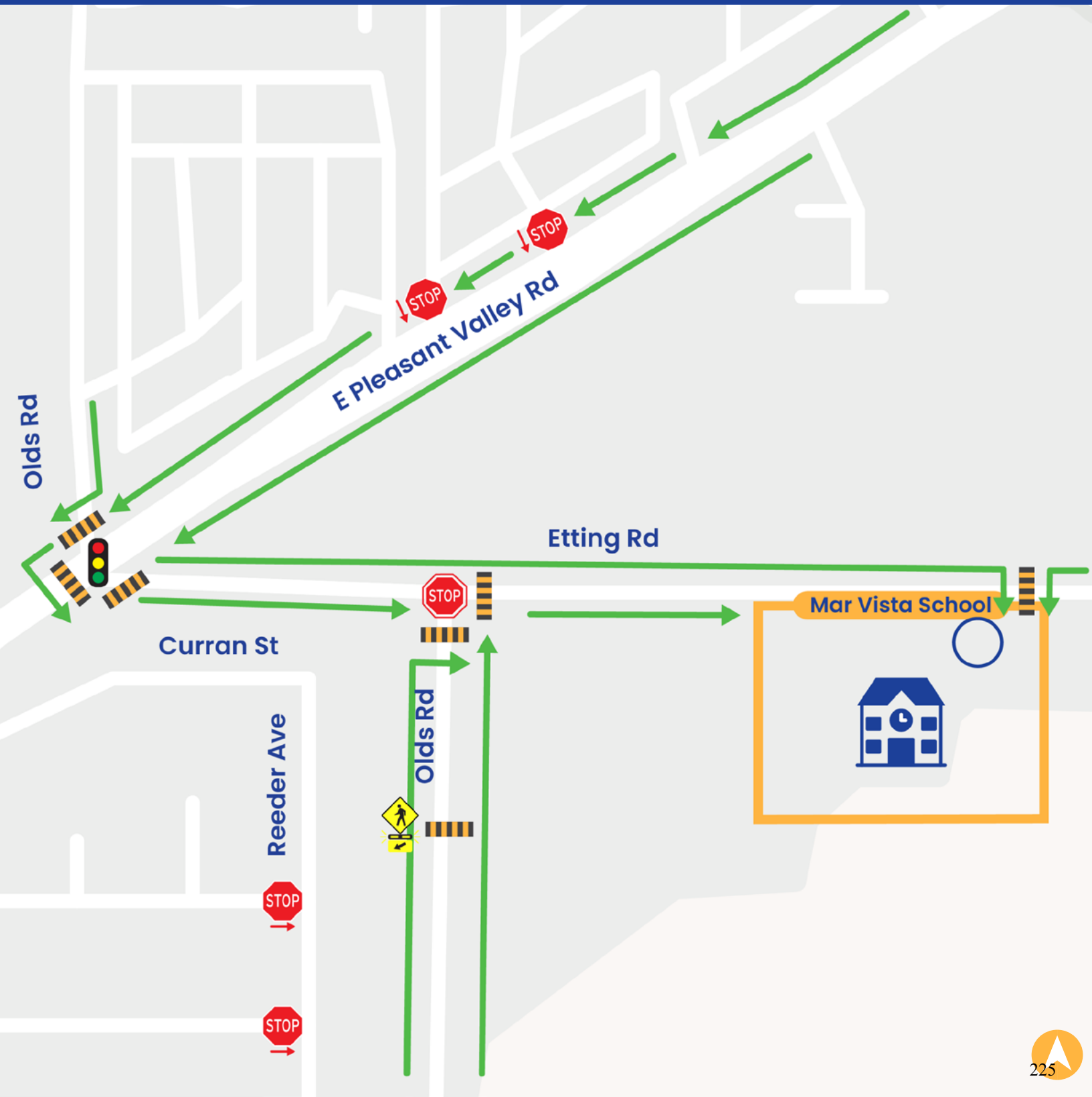
Recommended Key Routes & Crossings to School: Art Haycox (TK-5)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Mar Vista (TK-5)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- RRFB (Rectangular Rapid Flashing Beacon)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



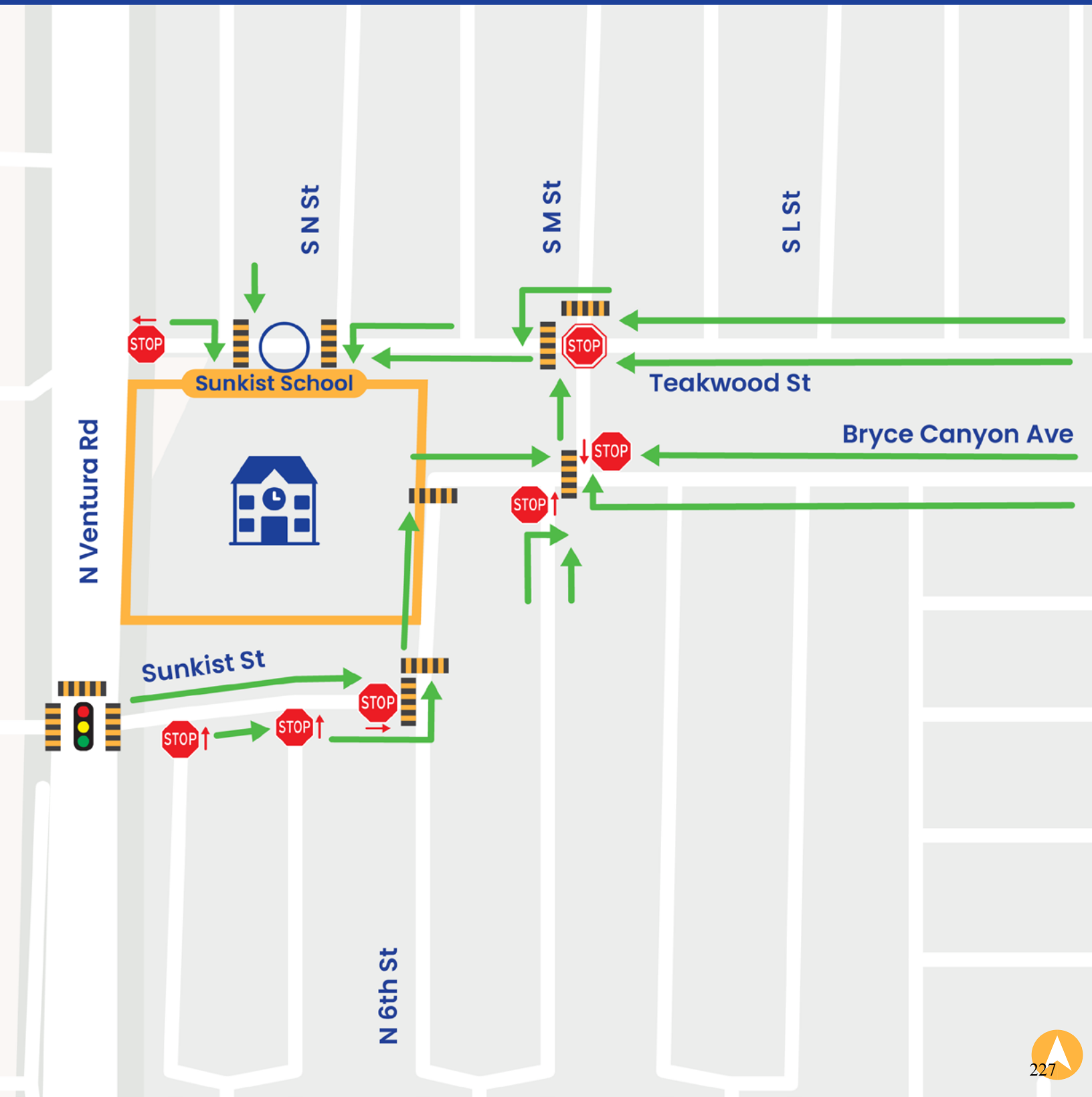
Recommended Key Routes & Crossings to School: Julien Hathaway (TK-5)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- RRFB (Rectangular Rapid Flashing Beacon)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Sunkist (TK-5)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Blackstock (6-8)

- Recommended Route to School
- Access Point to School
- RRFB (Rectangular Rapid Flashing Beacon)
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Alley Access Available
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled
- Crossing Guard (locations subject to change)



Recommended Key Routes & Crossings to School: Ansgar Larsen (TK-5)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Alley Access Available
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled
- RRFB (Rectangular Rapid Flashing Beacon)



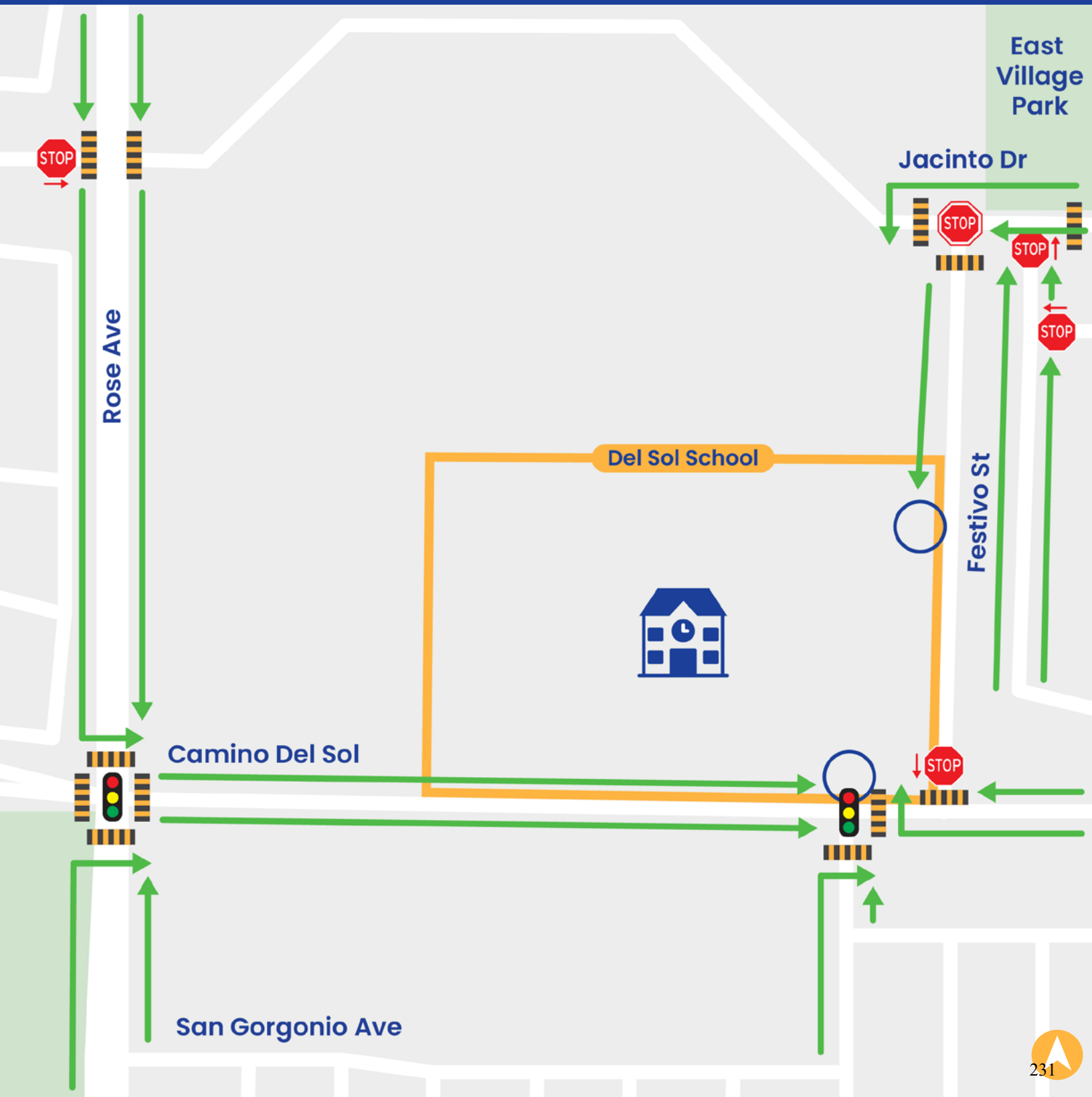
Recommended Key Routes & Crossings to School: E.O. Green (6-8)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- RRFB (Rectangular Rapid Flashing Beacon)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Del Sol (9-12)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



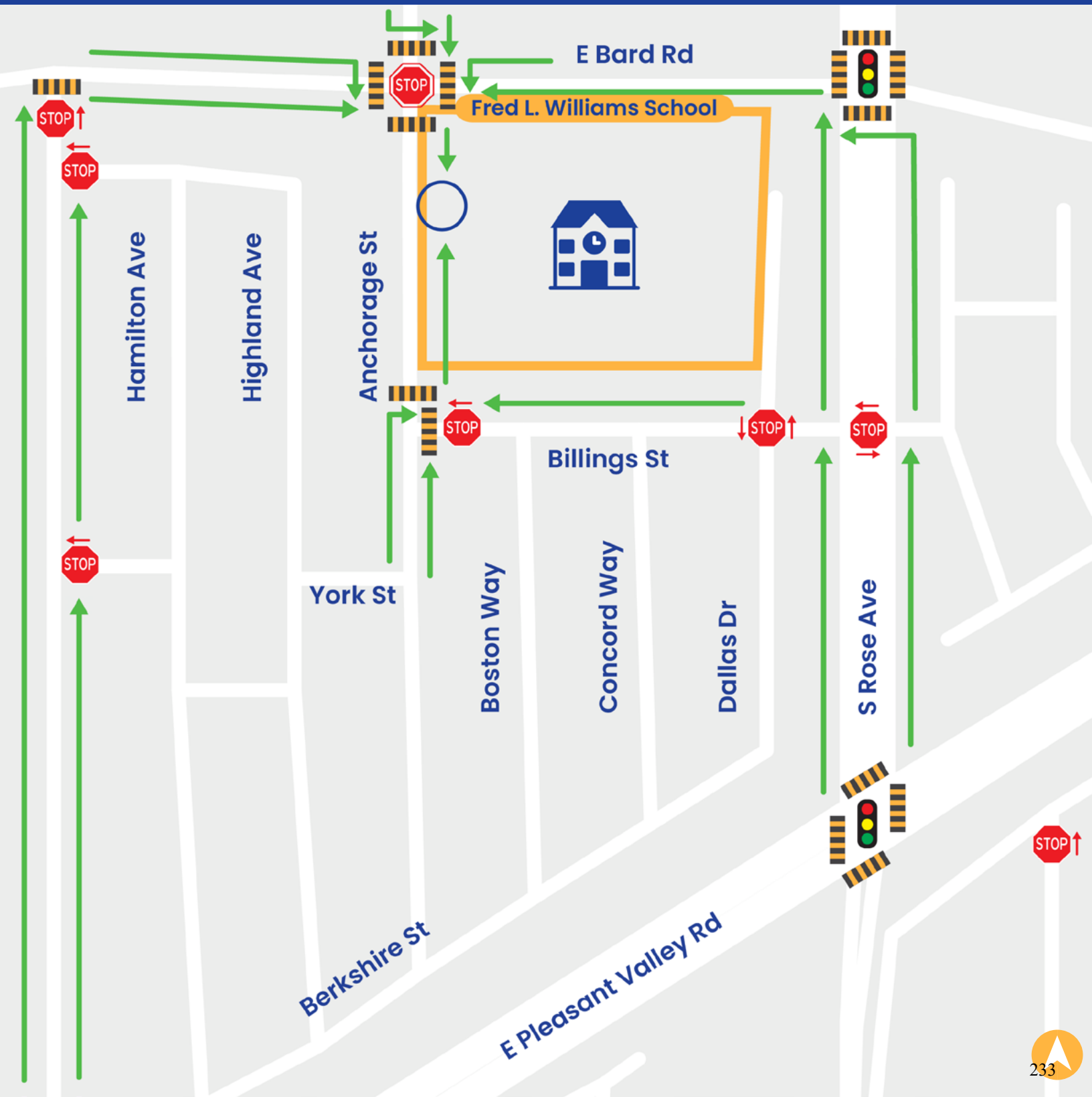
Recommended Key Routes & Crossings to School: Hollywood Beach (TK-6)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- RRFB (Rectangular Rapid Flashing Beacon)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled



Recommended Key Routes & Crossings to School: Fred L. Williams (TK-5)

- Recommended Route to School
- Access Point to School
- Signal at Intersection
- School Perimeter
- Crosswalk (crosswalk locations are subject to change)
- Stop Sign at Intersection (stop controlled in the direction of arrow)
- All-Way Stop-Controlled

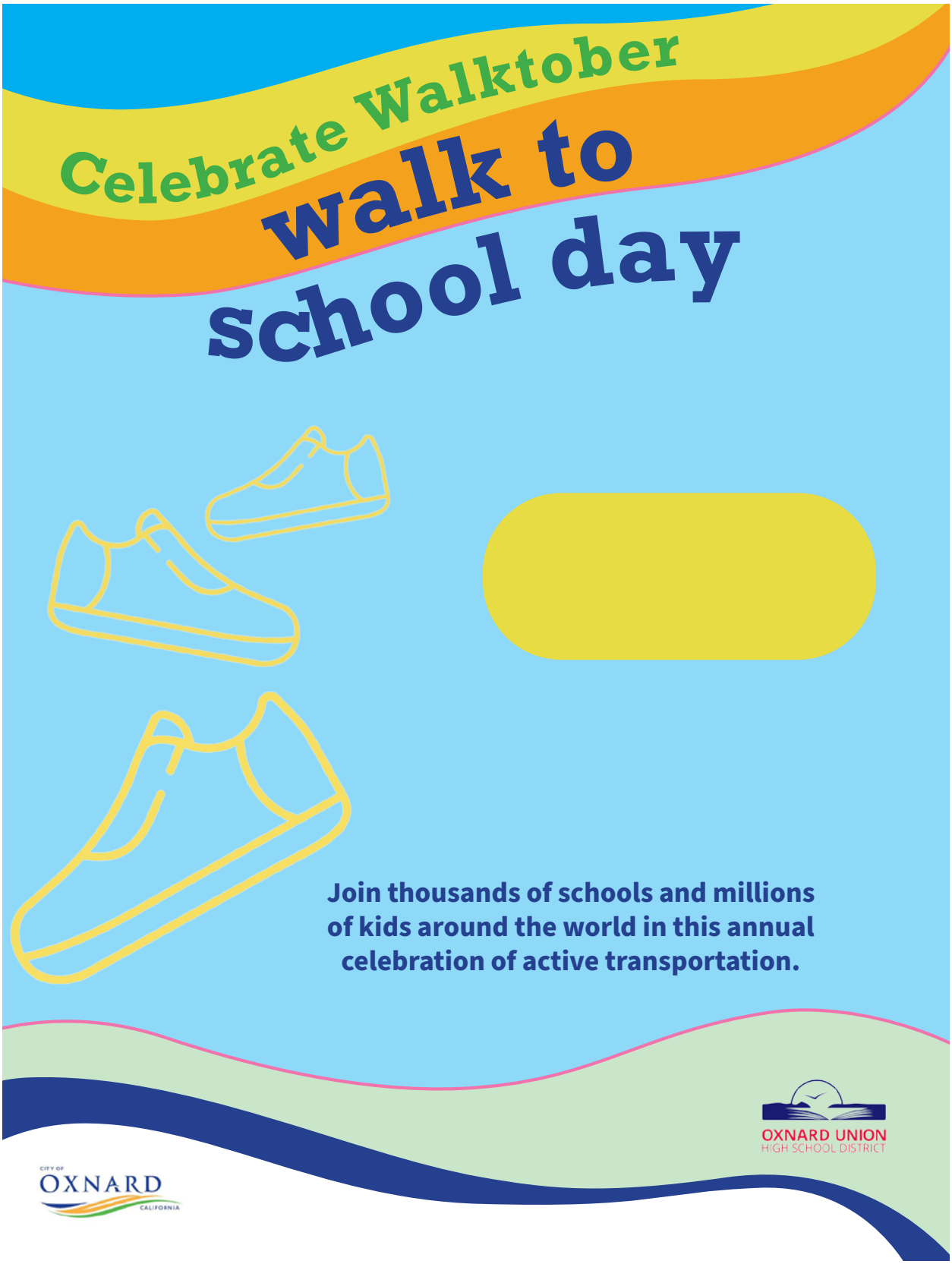




Appendix A
Outreach Materials

Appendix A contains the outreach materials that were distributed to schools as part of the Education and Engagement efforts.

1. Walk to School Day Flier (English)



1. Walk to School Day Flier (Spanish)



2. Walk and Roll Flier



3. Art Competition Flier (English)

SAFE ROUTES TO SCHOOL
OXNARD

CITY OF OXNARD CALIFORNIA
WALK 'n ROLL

Attention Oxnard Students:

ART COMPETITION

Imagine if you didn't take a bus or a car to school. How would you get there?

Students are encouraged to submit artwork showing the different ways they would get to school without using a vehicle. This project will inspire conversations about alternative transportation and the opportunities that exist for walking, biking or skating to school.

Create an original art piece with the theme:

Why drive, when you can... ?



Deadline: May 30

- Download an application at: www.oxnard.org/srts
- Open to grades K-12
- Grade-Level Awards
- Eligible Artwork:
  - Drawing
  - Painting
  - Photography
  - Video/Animation
- Winners announced May 31
- **Winners will be displayed at the Oxnard South Branch Library**

Questions?
chinnaly@walkmorebikemore.org
(310) 204-4346

Submit artwork to:
City of Oxnard Service Center
Attention:
Debbie O'Leary, Transportation Planner
214 S. C Street, Oxnard, CA 93030

For more information please visit: www.oxnard.org/srts

3. Art Competition Flier (Spanish)

RUTAS SEGURAS A LA ESCUELA

OXNARD

CITY OF OXNARD CALIFORNIA

WALK 'n ROLLERS to school

Atención estudiantes de Oxnard

Competencia de Arte

Imagina no tomar un autobús o vehículo para ir a la escuela. ¿Como llegarías allí?

Se anima a los estudiantes entregar obras de arte que enseñan las diferentes maneras de llegar a la escuela sin usar un vehículo. Este proyecto inspirará conversaciones acerca de la transportación alternativa y las oportunidades que existen para caminar, andar en bicicleta, o patinar a la escuela.

Crea una obra de arte original con el tema:

¿Por qué manejar, cuando puedes...?



Fecha límite: 30 de mayo

- Descargue una aplicación en: www.oxnard.org/srts
- Abierto a los grados K-12
- Premios para cada grado
- Obras de arte elegibles:
  - Dibujo
  - Pintura
  - Fotografía
  - Vídeo/Animación
- Ganadores anunciados el 31 de mayo
- **Los ganadores se mostrarán en la biblioteca del sur de Oxnard**

¿Preguntas?
chinnaly@walkmorebikemore.org
(310) 204-4346

Enviar obra de arte a:
City of Oxnard Service Center
Atención:
Debbie O'Leary, Transportation Planner
214 S. C Street, Oxnard, CA 93030

Para más información por favor visite: www.oxnard.org/srts



Appendix B
School Technical Reports

Appendix B includes detailed documentation of collision and citation trends, along with walk audits for each school involved in Phase 1 and Phase 2.

Note: Please use Bookmarks to navigate to a specific school's technical report.

City of Oxnard Safe Routes to School Technical Appendix

Brekke Elementary School (TK-5)



Prepared By:

FEHR PEERS

Walk 'n Rollers bike · walk · skate · scoot

1. Collision and Citation Trends

This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

Collisions were spread in the west portion of the quarter mile buffer area of the School and notably clustered on Oxnard Boulevard, Glenwood Drive, and Gonzales Road. There was one fatality collision and one severe injury collision with the quarter mile radius. Both of them happened on North Rose Avenue. The fatal collision involved a person under the age of 16 in a vehicle.



There were three pedestrian collisions and two bike collisions within the quarter mile radius. These collisions occurred along Martin Luther king Drive, Pinata Drive, and Rose Avenue.



Putting all the information together, several collisions involving someone under the age of 16 also involved a pedestrian or a bicyclist. The one fatal collision occurred midday along Rose Avenue between Cesar Chavez Drive & Camino De La Luna and resulted from a driver making an unsafe lane change.



1.2 Injury Collision Summary

There were 34 injury collisions between 2016-2020 within a quarter mile radius of Brekke Elementary School. One collision resulted in a fatal collision, and one resulted in a severe injury. Nine collisions (26%) involved someone under the age of 16, one of which involved someone killed or severely injured. Details are provided below.

Action During Collisions

The leading violations were Unsafe Speeds (26%), Vehicle Right of Way Violations (21%), and Improper Turning (12%). Nearly 80% of the collisions within a quarter mile of the school occurred on Rose Avenue, which exhibited representative violation patterns of all collisions within a quarter mile radius. Two of the three collisions that occurred nearest to the school involved a driver failing to yield.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Brekke Elementary School (2016 – 2020)			
Total Injury Collisions	34		
KSI (Killed or Seriously Injured) Collisions	2 (6%)		
Collisions with victim under 16 years old	9 (26%) (KSI: 1)		
Pedestrian-Involved	3 (9%) (KSI: 0)		
Bicycle-Involved	3 (9%) (KSI: 0)		
Top Violations		Count	Percent of Total
	Unsafe Speeds	9	26%
	Vehicle Right of Way Violation	7	21%
	Improper Turning	4	12%
Top Crash Types		Count	Percent of Total
	Head-On	9	26%
	Rear End	7	21%
	Hit Object	7	21%
	Vehicle/Pedestrian	4	12%
	Broadside	4	12%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**6**	**18%**
	Midday (10AM-3PM)	**6**	**18%**
	Evening Peak (3PM-7PM)	9	26%
	Overnight (7PM-6AM)	12	35%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	14	41%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	19	56%
	Dusk/Dawn	1	3%
Roadway Classification		Count	Percent of Total
	Primary	0	0%
	Secondary	28	28%
	Minor	6	6%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	3	9%
	No	31	91%

Note: Times in **Bold** are when school is in session.

Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Rose Avenue	**27**	**Unsafe Speeds (9)** **Vehicle Right of Way Violations (4)** **Improper Turning (4)**	The one fatal collision within a quarter mile radius of school occurred midday along Rose Avenue between Cesar Chavez Drive & Camino De La Luna. The collision resulted from a driver making an unsafe lane change. One pedestrian collision occurred due to a bus making a right turn from Rose Ave to Socorro Way and failing to yield at the crosswalk.
Rose Avenue & Cesar Chavez Drive intersection	*15*	Unsafe Speeds (7) Vehicle Right of Way Violations (4)	Unsafe Speed: 7 of the 9 Unsafe Speed violations along Rose Avenue occurred at this intersection. Vehicle Right-of-Way: All 4 of the Traffic Signals and Signs collisions along Rose Avenue occurred at this intersection. Each were the result of the driver not yielding after a left turn. Two of the collisions involved a cyclist and each was the result of a driver not stopping at the traffic signal line. The one severe injury within a quarter mile of the school occurred at this intersection, which resulted from someone driving at an unsafe speed and hitting an object south of the intersection.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Running Stop Sign	31	48%
Speeding	22	34%
Improper Turning	6	9%
Running Red Light	5	8%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Tammy Smith, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students live in the surrounding neighborhood. Approximately half of students walk to school while the other half are dropped off. Bus services are provided for students with special needs.
- Key locations include: Martin Luther King Jr. Drive & Gottfried Place crosswalk (crossing guard location), Gottfried Place/Sombra Way crosswalk (crossing guard location), and Gottfried Place parking lot and entrance.
- Key issues include: high vehicle speeds, rushed drop-offs, double parking and illegal u-turn maneuvers.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Thursday, March 23, 2023
- Start time: 2:00 PM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Jose Rivera – City of Oxnard
    2. Tom Reilly – LSY Enterprise
    3. Rachel Om – Fehr & Peers
    4. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Gottfried Place



Figure 2. Observed Corridor of Gottfried Place

- Gottfried Place & Martin Luther King Jr. Drive
  - The crosswalks on all legs are standard. The curb cuts/ramps lack truncated domes, which should be added for accessibility.
  - Parked cars were observed up to the intersection, limiting visibility of pedestrians in the crosswalk (Figure 3).



Figure 3. Cars parked through the intersection at Gottfried and MLK during dismissal

- Gottfried Place & Sombra Drive
  - A high visibility crosswalk extends at an angle across Gottfried place due to a driveway into the Brekke parking lot where the south leg of the crosswalk would normally land on the east side of the street (Figure 4).
  - Just south of the intersection, pedestrians were observed crossing in the middle of the block where the facilities driveway to the playground is located.
  - Curb ramps lack truncated domes.

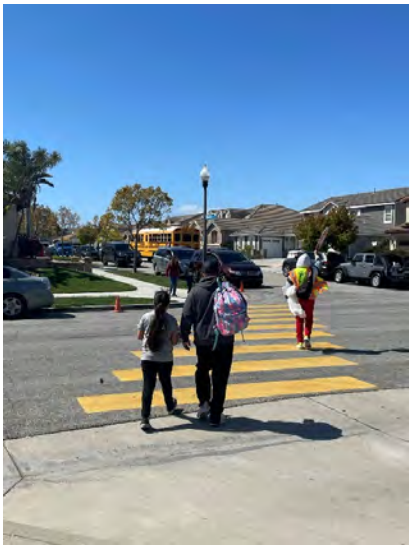


Figure 4. Angled crosswalk at Gottfried Place & Sombra Drive

- Gottfried Place & Cesar Chavez Drive
  - The crosswalks on all legs are standard crosswalk. The pavement markings are faded.
  - The curb ramps lack truncated domes.

Teresa Street



Figure 5. Observed Corridor of Teresa Street

- Teresa Street & Rubio Circle
  - There is a small curb extension to a standard crosswalk on the north leg of the intersection across Teresa Street (Figure 6).
- Teresa Street & Cesar Chavez Drive
  - The intersection has all-way stop controls, ladder-style high-visibility crosswalks, and upgraded curb ramps. Infrastructure at this location can be seen as a model for other stop-controlled intersections in the school vicinity.



Figure 6. Small curb extension at the intersection of Teresa and Rubio

East-West Streets

Martin Luther King Jr. Drive



Figure 7. Observed Corridor of Martin Luther King Jr. Drive

- A large amount of trees provide shade for pedestrians and road users.

- Martin Luther King Jr. Drive & Brekke Driveway exit
  - The curb ramps at this intersection lack truncated domes.
- Martin Luther King Jr. Drive & Sonata Drive
  - The curb ramps at this intersection lack truncated domes, which should be added for accessibility.

Cesar Chavez Drive



Figure 8. Observed Corridor of Cesar Chavez Drive

- Cesar Chavez Drive & Rosalinda Drive
  - There are no stop controls at this intersection.
- Cesar Chavez Drive & Sonia Drive
  - There are no stop controls at this intersection.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Melito Drive



Figure 9. Observed Corridor of Melito Drive

- Sidewalk uplift was observed from root undergrowth and/or ground movement on the east side of Melito Drive (Figure 10).

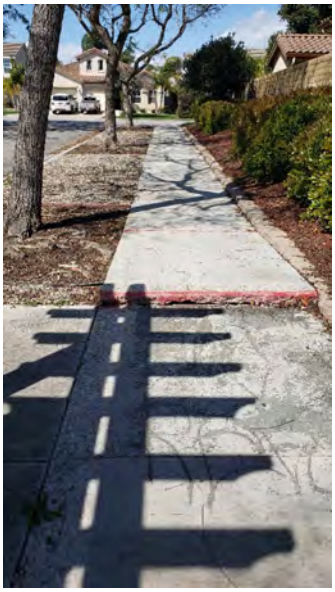


Figure 10. Sidewalk uplift along Melito Drive

- Melito Drive & Resplandor Way
  - No stop sign controls or crosswalks are present at this intersection.

Opalo Drive



Figure 11. Observed Corridor of Opalo Drive

- Opalo Drive & Sombra Way
  - No stop sign controls or crosswalks are present at this intersection.

East-West Streets

Cesar Chavez Drive



Figure 12. Observed Corridor of Cesar Chavez Drive

- A large gap between stop-sign controlled intersections between Gottfried Place and Melito Drive allows average vehicle speeds to increase.

City of Oxnard Safe Routes to School Technical Appendix

Cesar Chavez School (TK-8)



Prepared By:

FEHR & PEERS

Walk 'n Rollers
bike · walk · skate · scoot

1. Collision and Citation Trends

This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

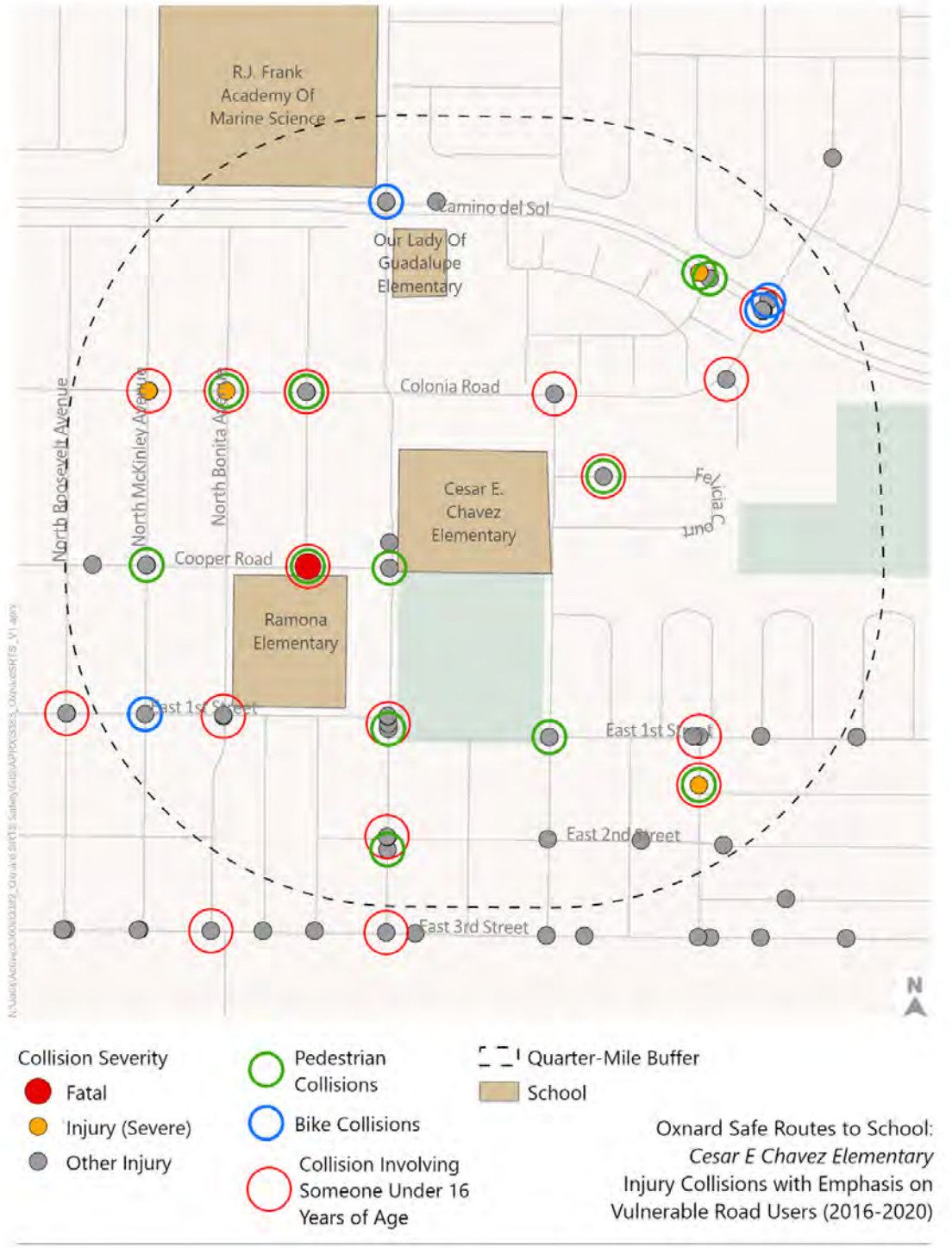
Collisions are prevalent along East 3rd Street just outside of the quarter-mile buffer of the school area. Collisions involving individuals under 16 years of age largely clustered along Colonia Road as well as East 1st Street and Juanita Avenue. Collisions with severe injuries occur across the study area with limited patterns, and there was one fatal collision within the quarter mile study area.



Pedestrian collisions are spread fairly evenly across the buffer area, with concentrations around Camino del Sol and Gotita Way and along Cooper Road, Colonia Road, and Juanita Avenue. Bicycle collisions are also prevalent along Camino del Sol especially where it intersects with Colonia Road.



Putting all this information together, collisions surrounding Cesar Chavez K-8 School involving someone under the age of 16 tend to be those that result in a severe injury or fatality, particularly on streets in the northern part of the buffer area. Collisions resulting in a severe injury or fatality have also more likely involved a pedestrian than collisions that have resulted in minor injuries.



1.2 Injury Collision Summary

There were 46 injury collisions between 2016-2020 within a quarter mile radius of Cesar Chavez School. One collision resulted in a fatality and four collisions resulted in a severe injury. Four of these collisions involved a pedestrian. Fourteen collisions (30%) within a quarter mile radius of the school involved someone under the age of 16, primarily vehicle passengers. Six of the collisions involving an individual under the age of 16 also involved a bicyclist or pedestrian. These collisions occurred throughout the study area, with a pattern along Colonia Road, 1st Street, and Juanita Avenue. There was one fatal collision during the 5-year study period that involved a pedestrian under the age of 16 crossing in a crosswalk at the intersection of Anita Avenue & Cooper Road. Two other pedestrians were injured in this collision. The intersection is a three-legged intersection with a standard crosswalk on the east leg of this intersection. It is side-street stop controlled on the north leg.

Action During Collisions

The leading violations were Vehicle Right of Way Violation (24%) and Traffic Signals & Signs (15%). Vehicle Right of Way Violation collisions occurred primarily along 1st Street. Traffic Signals & Signs collisions occurred throughout the area along Camino del Sol, Juanita Avenue, and Cooper Road.

Injury Collisions Summary Table

Injury Collision Summary within ¼ Mile of Cesar Chavez Elementary (2016 – 2020)			
Total Injury Collisions	46		
KSI (Killed or Seriously Injured) Collisions	5 (11%)		
Collisions with victim under 16 years old	14 (30%) (KSI: 3 – 60% of all KSI collisions)		
Pedestrian-Involved	13 (10%) (KSI: 4 – 80% of all KSI collisions)		
Bicycle-Involved	5 (11%) (KSI: 0)		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	11	24%
	Traffic Signals and Signs	7	15%
Top Crash Types		Count	Percent of Total
	Broadside	21	46%
	Rear End	13	28%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**10**	**23%**
	Midday (10AM-3PM)	**5**	**11%**
	Evening Peak (3PM-7PM)	16	36%
	Overnight (7PM-6AM)	15	34%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	1	2%
	Dark – Streetlights	17	37%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	25	54%
	Dusk/Dawn	3	7%
Roadway Classification		Count	Percent of Total
	Primary	0	0%
	Secondary	20	43%
	Minor	26	57%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	5	11%
	No	41	89%

Note: Times in **Bold** are when school is in session.

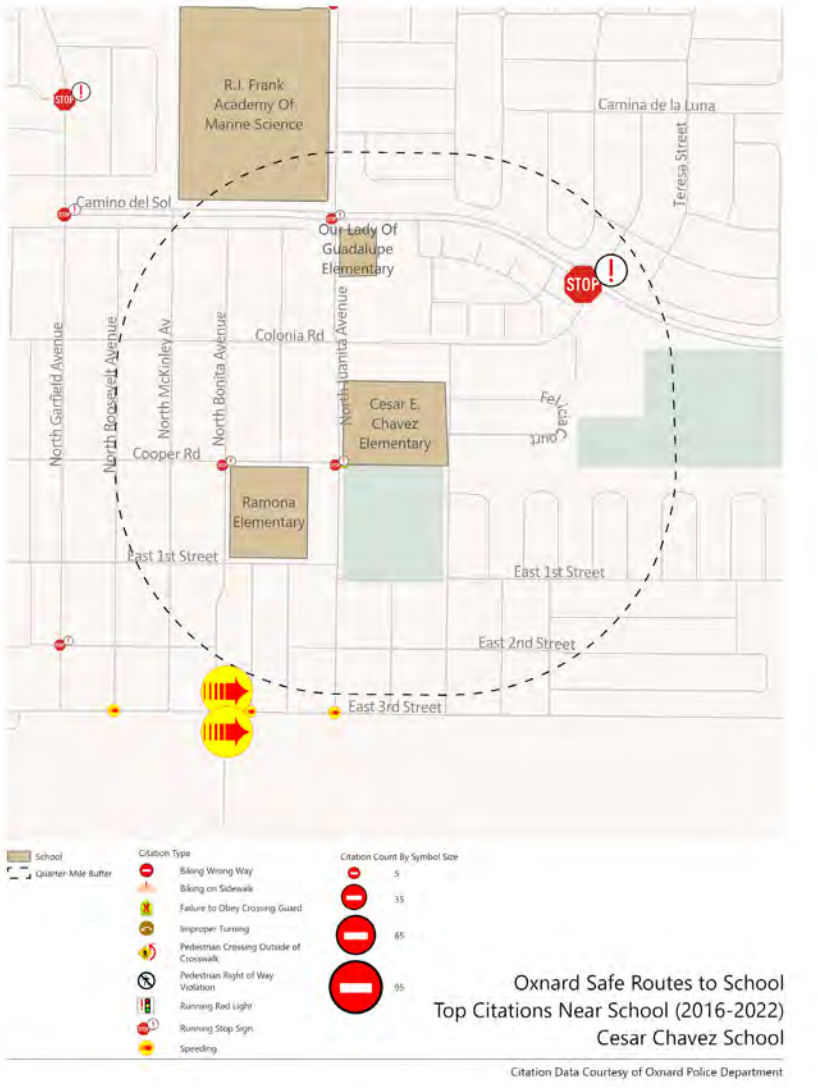
Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Colonia Road	**14**	**Traffic Signs & Signals (3)** **Unsafe Speed (3)**	
Colonia Road & Camino Del Sol	5	Failing to stop at stop sign (3)	Often occurred where eastbound drivers proceeding straight collided with westbound drivers turning left. Predominantly in the afternoon.
Colonia Road between McKinley Ave. & Anita Ave.	6	Vehicles did not yield to ped. (2) Unsafe speed (2)	
1st Street	**11**	**Failing to stop at stop sign (5)**	
Camino Del Sol	**6**		
Camino Del Sol & Gotita Way	2	Vehicle striking pedestrian (2)	One KSI collision – occurred in the evening involving an eastbound vehicle and a pedestrian outside crosswalk. The other collision occurred in the morning involving a northbound vehicle exiting driveway and pedestrian crossing driveway.
Camino Del Sol & Sara Drive	2	Collision involving bicyclist (2)	Both Non-KSI collisions – one was a bicyclist riding against traffic westbound, other unknown. Class II bike lanes on Camino Del Sol.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Running Stop Sign	83	78%
Failure to Obey Crossing Guard	10	9%
Pedestrian Right of Way Violation	4	4%
Running Red Light	4	4%
Speeding	3	3%
Biking Wrong Way	1	1%
Improper Turning	1	1%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Bertha Anguianoto, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students live in the surrounding neighborhoods and either walk or are driven to/from school. Very few students bike or skateboard to/from school.
- Key locations for arrival and dismissal activity include walking through Colonia Park, Gloria Court and the crosswalk near Felicia Court.
- Concentrated dismissal results in heavy afternoon congestion
- Parking on Gloria Court east of Marquita Street often blocks traffic flow, drivers often make illegal northbound U-turn maneuvers near the school entrance,
- Proximity of the on-street angled parking on Marquita Street to the Felicia Court crosswalk poses pedestrian-vehicle conflicts.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Thursday, November 17, 2022
- Start time: 10:30 AM
- Weather Conditions: Clear
- Events/Unique Conditions: Minimum day (dismissal at 12:05pm (K-5th) and 11:48am (6th-8th))
- Attendees:
    1. Debbie O'Leary – City of Oxnard
    2. Jose Rivera – City of Oxnard
    3. Chelsea Richer – Fehr & Peers
    4. Rachel Om – Fehr & Peers
    5. Alex Sarno – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Juanita Avenue

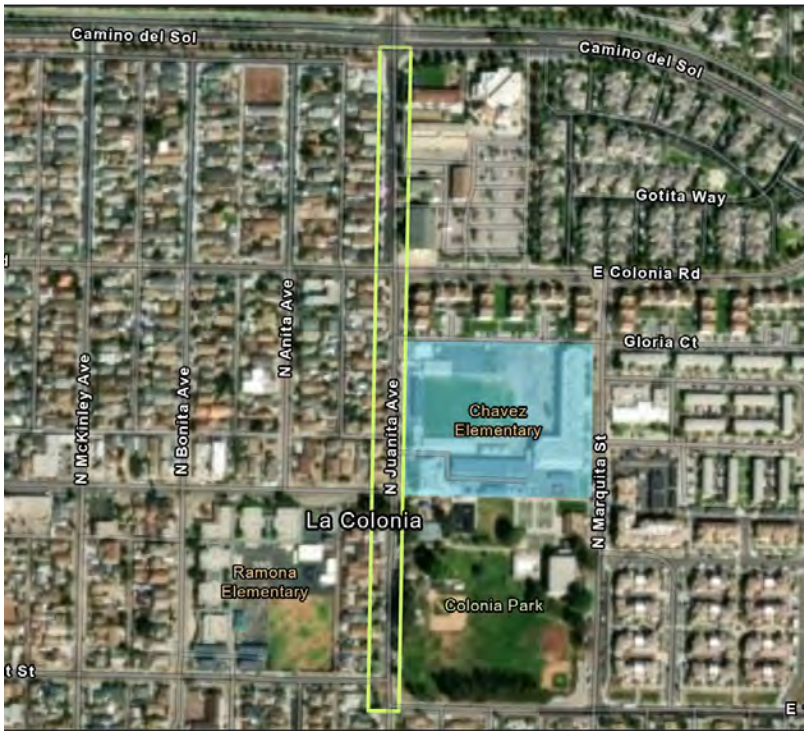


Figure 2. Observed Corridor of Juanita Avenue

- Juanita Avenue between Cooper Road & Gloria Court
  - There is a loading zone along the school perimeter that is striped with a red curb and no parking sign for 7 AM-4 PM. Vehicles were observed parking in the loading zone during the restricted hours.
- Juanita Avenue between 1st Street & Colonia Road
  - Most students were observed using the sidewalks and designated crosswalks along Juanita Avenue.

- Juanita Avenue & Gloria Court
  - The sidewalk and curb ramps on the east leg of this intersection were in poor condition (Figure 3).



Figure 3. Sidewalk condition at Juanita Avenue & Gloria Court

  - During dismissal period, vehicles parked on Juanita Avenue near the Gloria Court intersection were blocking visibility for vehicles turning at this intersection.
- Juanita Avenue & Camino Del Sol
  - The pedestrian crossing distance on the west and east legs of this intersection felt long. They are approximately 90 and 105 feet, respectively.

Marquita Street

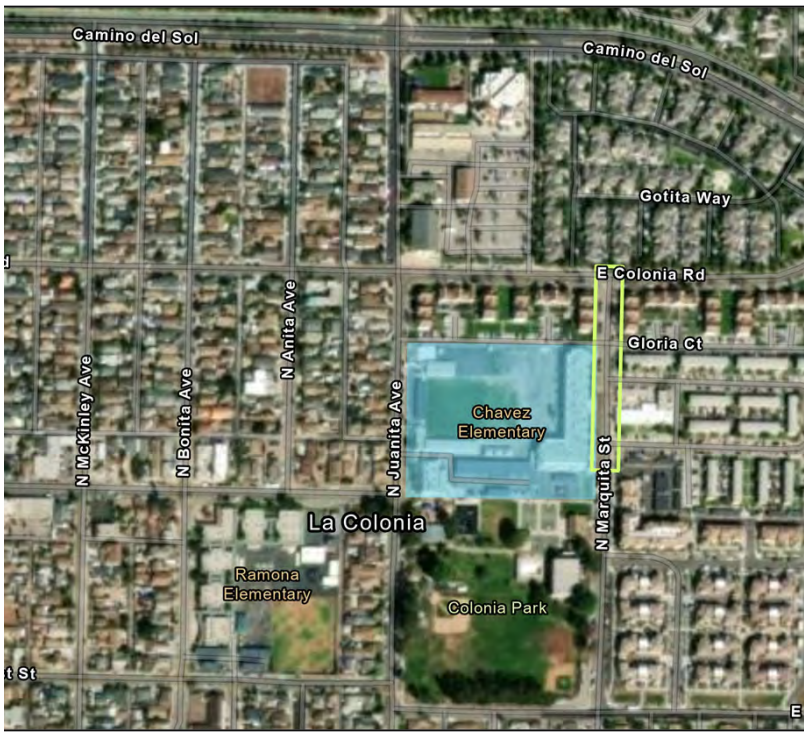


Figure 4. Observed Corridor of Marquita Street

- Marquita Street & Colonia Road
  - No marked crosswalks are present at this intersection; however, new curb ramps are present on each side of the south leg and on the northeast corner (Figure 5).



Figure 5. Marquita Street & Colonia Road

- Marquita Street between Gloria Court & northern Felicia Court
  - The speed limit along this section is signed for 40 miles per hour, with no school speed limit signage present. This is too fast for a school zone.
- Marquita Street between northern Felicia Court & southern Felicia Court
  - There are two walls along a parking lot on the east side of the street that may be an opportunity to add a mural.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

East-West Streets

Colonia Road

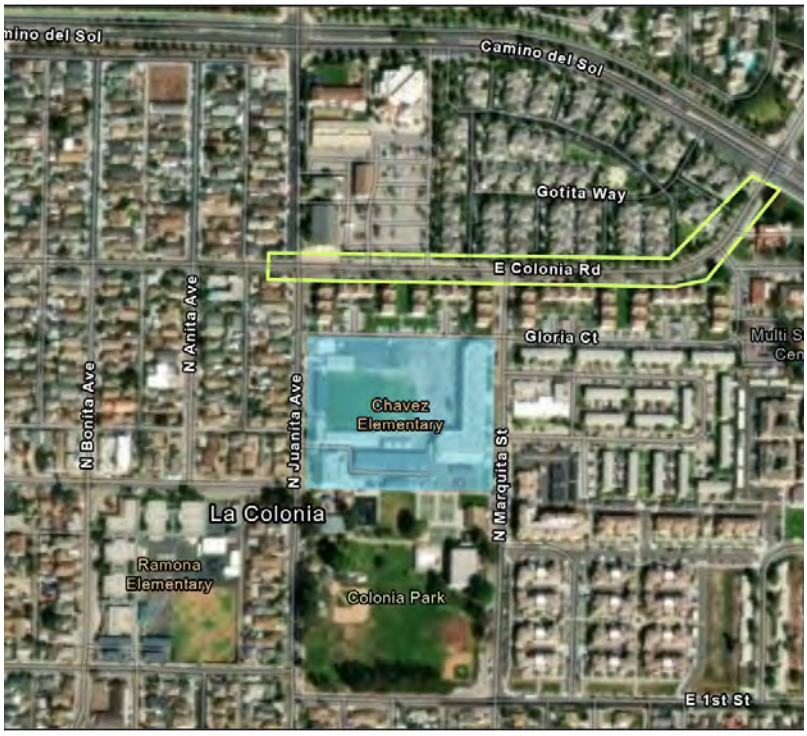


Figure 6. Observed Corridor of Colonia Road

- Colonia Road between Marquita Street & Camino Del Sol
  - The corridor lacks shade, and the sidewalk on the north side of Colonia Road has empty existing tree wells.

Camino Del Sol

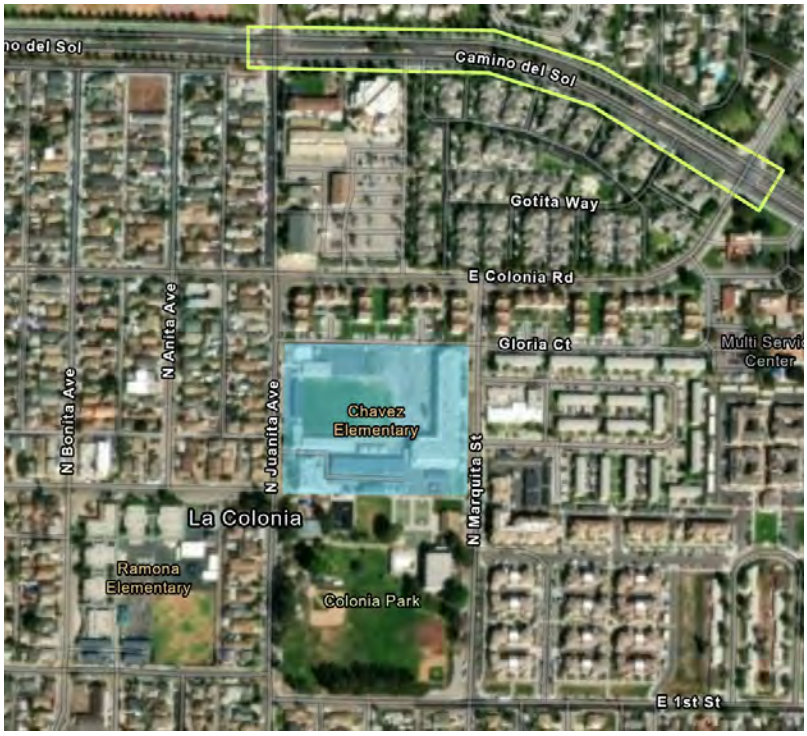


Figure 7. Observed Corridor of Camino Del Sol

- Camino Del Sol between Juanita Avenue & Colonia Road
  - Camino Del Sol measures nearly 100 feet in width, with multi-lane stop-controlled intersections at Juanita Avenue and Colonia Road, which results in long pedestrian crossing distances and potential conflicts between vehicles given the many possible movements at the intersections. Given that the street ends at Garfield Avenue, the team discussed opportunities to repurpose the excess street capacity for more pedestrian, cyclist and recreational activities. This could include a linear park, sidewalk widening, a Class I multi-use path and/or green buffers (Figure 8 & 9).



Figure 8. Camino Del Sol & Juanita Avenue



Figure 9. Camino Del Sol south side

- Camino Del Sol & Gotita Way
  - During the walk audit period, a vehicle-pedestrian collision occurred on the south leg of this intersection. There is a streetlight present, but it is in the center median with a single lamp illuminating the north side opposite the Gotita Way driveway.

2.5 Arrival and Dismissal Observations

Observing school dismissal identifies key transportation corridors used to get to and from the school, as well as how parents/guardians and students navigate the dismissal period.

Cesar Chavez has entrances on the west (Juanita Avenue) and east (Marquita Avenue) sides of the school perimeter. Camino Del Sol, Colonia Road, Cooper Road and 1st Street provide access to Juanita Avenue and Marquita Avenue.

- During the dismissal, parents/guardians were observed parking or walking along Juanita Avenue and Marquita Street.
- Some students met their parents/guardians at the school entrance while other students walked off campus on their own.
- In general, elementary students exited to Juanita Avenue and middle school students exited to Marquita Avenue.
- The loading lane along Marquita Avenue, adjacent to the school, was observed to function well with school staff facilitation.
- Some cars were observed double parking during dismissal period.
- Some vehicles made midblock U-turns to use the loading lane.
- Crossing guards were present on both sides of the school. The Marquita Avenue crossing guard was at the southern Felicia Court intersection (Figure 10) and the Juanita Avenue crossing guard was at the Cooper Road intersection (Figure 11).



Figure 10. Crossing guard on Marquita Avenue & Felicia Court



Figure 11. Crossing guard on Juanita Avenue & Cooper Road

School Bus Observations:

- The bus loading zone is located on Juanita Avenue, north of Cooper Road. Most buses were traveling northbound, and several buses stopped by Chavez after picking up students at Ramona Elementary School.

Crossing Guards:

- Crossing guards are utilized during peak student-travel hours around arrival and dismissal to provide an extra layer of safety for students needing to use crosswalks to get to and from school. Crossing guards are effective at reducing collisions between pedestrians and vehicles. Crossing guard deployment can result in a 50% decrease in crashes involving pedestrians and a 37% decrease in the number of crashes causing injuries at the crosswalk. Meanwhile, crossing guards increase the frequency that drivers yield to pedestrians in the crosswalk and decrease instances of pedestrians crossing against a walk signal.
- The California Manual on Uniform Traffic Control Devices provides standards for crossing guard placement. There are a number of standards depending on if the area is urban or rural, but generally crossing guard are permitted at locations more than 600 feet from a traffic signal or other control device which have 40 or more school pedestrians crossing daily and at least 350 vehicles per hour for two hours of the day. Crossing guards may also be located at four-lane roads with stop signs and at traffic signals depending on hourly vehicle volumes at the intersection.
- At Cesar Chavez School, crossing guards are available at the unsignalized crosswalks immediately adjacent to the campus on Marquita Street to provide safe crossing for students coming from the north, east, and south areas of campus.

City of Oxnard Safe Routes to School Technical Appendix

Condor High School (9-12)



Prepared By:

FEHR & PEERS

Walk 'n Rollers
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1. Collision and Citation Trends

This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

Collisions were prevalent along Gonzales Road, especially near the intersection with Rice Avenue. Collisions involving individuals under 16 years of age largely mirrored these general patterns. There were no collisions with severe or fatal injuries across the quarter mile study area.



There were no injury collisions involving bicyclists or pedestrians within the quarter mile study area. One collision involving a bicyclist was just outside the study area at Gonzales Road and Lombard Street.



Putting all the information together, collisions surrounding Condor High School generally had not resulted in a severe or fatal injury or involved a pedestrian and bicyclist, and had not involved a victim under the age of 16.



1.2 Injury Collision Summary

There were 26 injury collisions between 2016-2020 within a quarter mile radius of Condor High School. Zero collisions resulted in a fatality or severe injury. Seven collisions (27%) within a quarter mile radius of the school involved someone under the age of 16. These collisions occurred mainly along Gonzales Road and Rice Avenue. None of these resulted in a fatality or severe injury.

Action During Collisions

The leading violations were Vehicle Right of Way Violations (31%), Unsafe Speeds (27%), and Driving or Bicycling Under the Influence of Alcohol or Drug (12%). Six of the seven collisions Vehicle Right of Way Violations involved a driver not yielding while making a left turn.

Injury Collisions Summary Table

Injury Collision Summary within ¼ Mile of Condor High School (2016 – 2020)			
Total Injury Collisions	26		
KSI (Killed or Seriously Injured) Collisions	0		
Collisions with victim under 16 years old	7 (27%)		
Pedestrian-Involved	0		
Bicycle-Involved	0		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	8	31%
	Traffic Signals and Signs	7	27%
Top Crash Types		Count	Percent of Total
	Broadside	12	46%
	Rear End/Sideswipe	5	19%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**5**	**19%**
	Midday (10AM-3PM)	**8**	**31%**
	Evening Peak (3PM-7PM)	8	31%
	Overnight (7PM-6AM)	5	19%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	6	23%
	Dark – Streetlights Not Functioning	1	4%
	Daylight	16	62%
	Dusk/Dawn	2	8%
Roadway Classification		Count	Percent of Total
	Primary	26	100%
	Secondary	0	0%
	Minor	0	0%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	3	12%
	No	23	88%

*Times in **bold** are when school is in session.*

Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Gonzales Road & Rice Avenue	*9*	Driving Under the Influence (3) Unsafe Speed (4)	There were 9 collisions at the intersection of Gonzales Road & Rice Avenue. Half of these collisions occurred during daylight hours. This is a signalized 3-legged intersection with a protected left turn phase for northbound and southbound approaches.
Gonzales Road and Entrada Drive intersection	*17*	Right of Way Violation (7) Traffic Signs & Signals (2)	There were 13 collisions at the intersection of Gonzales Road & Solar Drive. The Condor High School parking lot entrance is on Solar Drive just south of this intersection. It is a signalized intersection with left turn pockets and protected left turn phases for the eastbound and westbound approaches.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Running Red Light	3	60%
Improper Turning	1	20%
Running Stop Sign	1	20%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Mark Contreras, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- 450 students enrolled in grades 9-12 attend Condor but attend classes virtually and go to their home schools.
- A few students (~20) meet at the Condor administrative location for extracurricular activities like student government.
- There could be opportunities to improve communication between Condor and home schools about transportation issues.
- The home school with the largest attendance of Condor students is Pacifica High. Rio Mesa is one of the more remote schools.
- Channel Islands and Hueneme have the highest concentration of students living with three miles of campus.

2.2 Walk Audit Details

Condor High School is a unique campus for high school students compared to other schools in Oxnard. Students attend school in a hybrid manner, attending some classes and activities virtually through an online school program and attending some courses at "home schools" across the school district. The partner schools with Condor include:

- Pacifica High School
- Oxnard High School
- Channel Islands High School
- Hueneme High School
- Rio Mesa High School
- Camarillo High School

Pacifica, Oxnard, Channel Islands, and Hueneme high schools were included in Phase I of Safe Routes to School. Rio Mesa High School will be included in Phase II to be completed by Spring 2025. Camarillo High School is outside the City of Oxnard and therefore not included in the SRTS program. Given the unique nature of Condor's attendance characteristics, a walk audit was not conducted at the school. For detailed walk audit notes around Condor High School Campus, please refer to Pacifica, Oxnard, Channel Islands, and Hueneme high schools walk audit.

City of Oxnard Safe Routes to School Technical Appendix

Channel Islands High School (9-12)



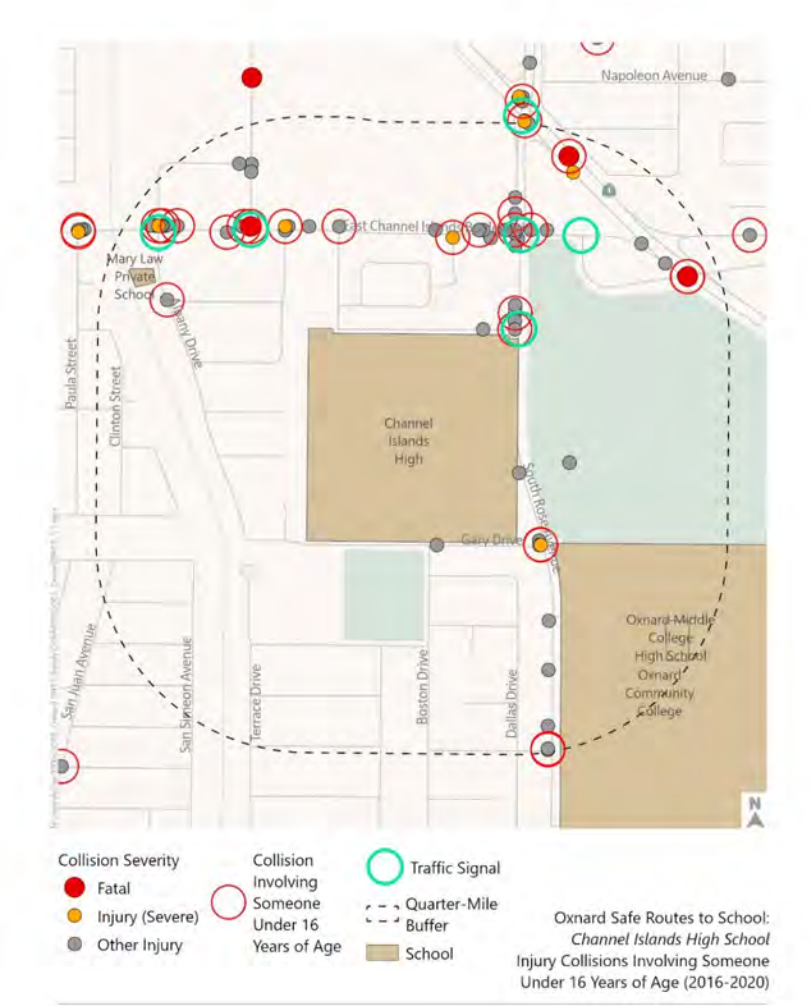
Prepared By:

1. Collision and Citation Trends

This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

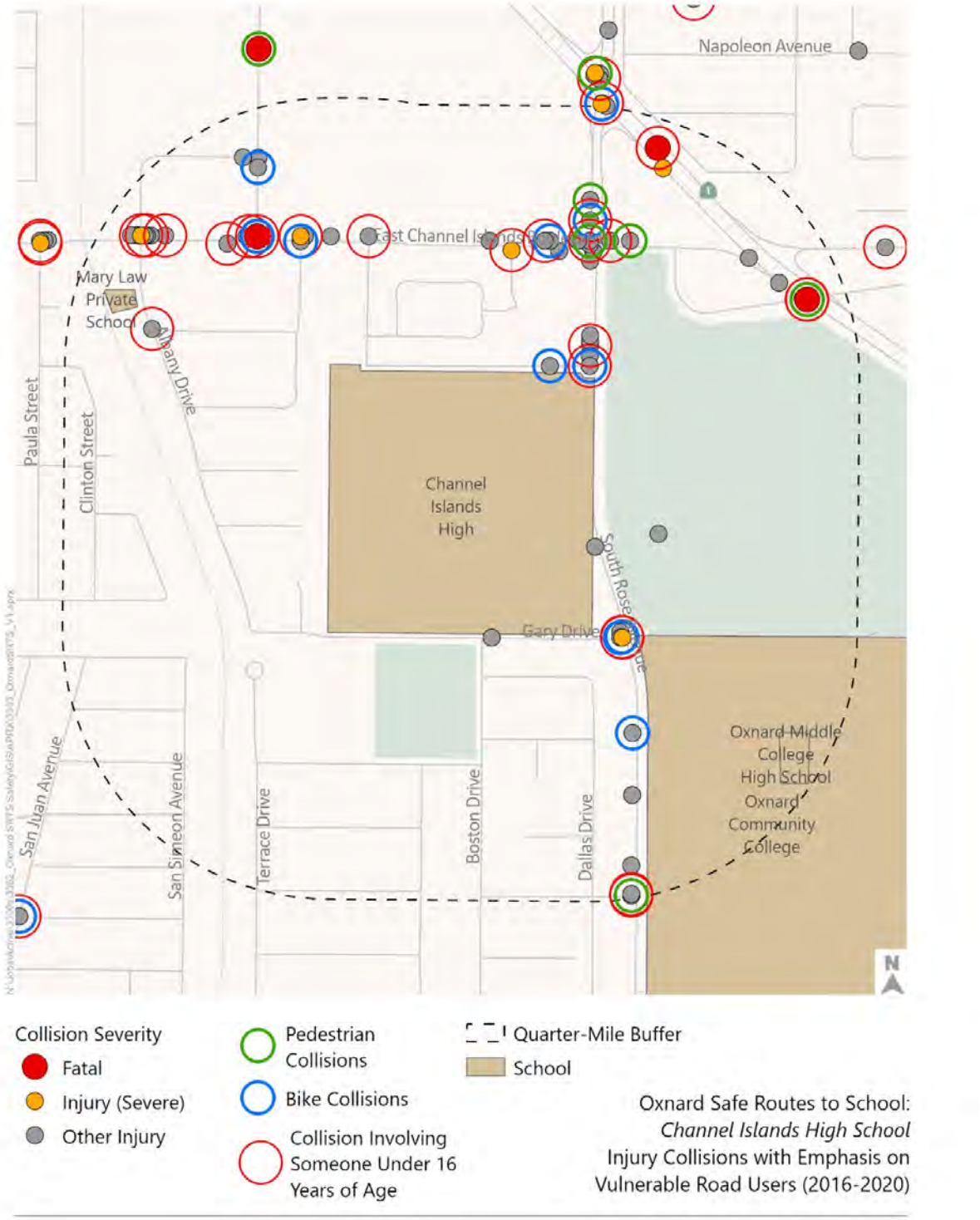
Collisions largely clustered on Channel Islands Boulevard and Rose Avenue. There were three collisions that resulted in fatalities within the quarter mile buffer area. One of the fatality collisions occurred along Channel Islands Boulevard and two happened along Oxnard Boulevard.



Pedestrian and bike collisions largely clustered on Channel Islands Boulevard and Rose Avenue as well.



Putting all the information together, three collisions within the study area that resulted in severe injuries or fatalities involved individuals under the age of 16. One fatality collision happened along Oxnard Boulevard involved a pedestrian.



1.2 Injury Collision Summary

There were 118 injury collisions between 2016-2020 within a quarter mile radius of Channel Islands High School. Three collisions (3%) resulted in a fatality and six (5%) in a severe injury, one of which involved a pedestrian. Details are provided below. Thirty-one collisions (26%) involved someone under the age of 16, three of which involved someone killed or severely injured. Details are provided below.

Action During Collisions

The leading violations were Unsafe Speed (25%), Right of Way Violation (26%), and Traffic Signals and Signs (12%). Two of the five pedestrian-involved collisions involved a pedestrian crossing in a crosswalk, and two involved a pedestrian crossing outside of a crosswalk.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Channel Islands High School (2016 – 2020)			
Total Injury Collisions	118		
KSI (Killed or Seriously Injured) Collisions	9 (8%)		
Collisions with victim under 16 years old	31 (26%) (KSI: 3 – 33% of all KSI collisions)		
Pedestrian-Involved	5 (4%) (KSI: 1 – 11% of all KSI collisions)		
Bicycle-Involved	15 (13%) (KSI: 0)		
Top Violations		Count	Percent of Total
	Unsafe Speed	31	26%
	Vehicle Right of Way Violation	29	25%
Top Crash Types		Count	Percent of Total
	Broadside	52	44%
	Rear End	33	28%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**12**	**10%**
	Midday (10AM-3PM)	**42**	**36%**
	Evening Peak (3PM-7PM)	35	30%
	Overnight (7PM-6AM)	28	24%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	5	4%
	Dark – Streetlights	30	25%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	79	67%
	Dusk/Dawn	4	3%
Roadway Classification		Count	Percent of Total
	Primary	84	71%
	Secondary	28	24%
	Minor	6	5%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	7	6%
	No	111	94%
Note: Times in **Bold** are when school is in session.			

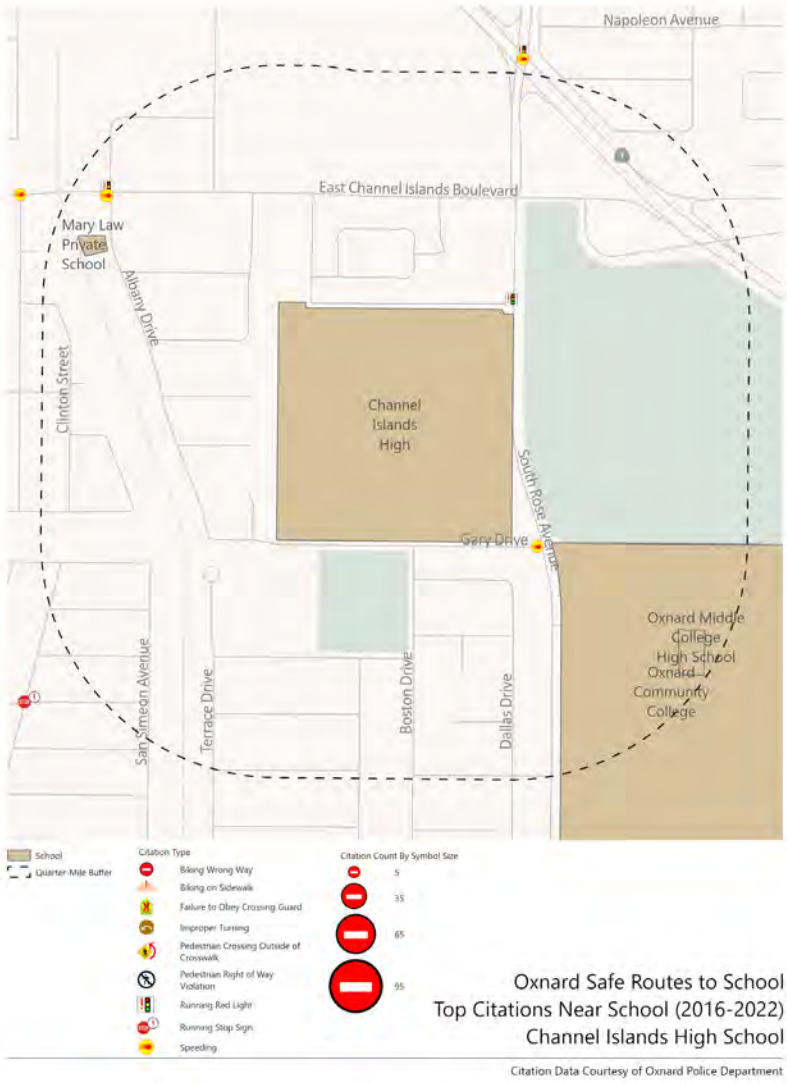
Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Channel Islands Boulevard & South Rose Avenue Intersection			A third of these collisions were broadside, six collisions involved a bicyclist (mostly wrong way riding), and three involved a pedestrian (vehicle failure to yield).
Channel Islands Boulevard & Albany Drive intersection			6 broadside and 7 rear end collisions, mostly related to speeding and red-light running violations. Three collisions involved someone under the age of 16 (vehicle passengers) and one collision resulted in a severe injury (broadside).
Channel Islands Boulevard & Concord Drive Intersection			6 collisions involved turning violations, and 1 collision resulted in a severe injury involving a vehicle passenger under 16 years of age.
South Rose Avenue & Raiders Way Intersection			2 broadside (1 bike with driver at fault), 3 rear end, and 2 sideswipe collisions (1 bike with driver at fault).
South Rose Avenue & Gary Drive			4 collisions were due to vehicle right-of-way violations (failure to yield) with 1 collision resulting in a severe injury involving a vehicle passenger under 16 years of age.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Speeding	11	46%
Running Red Light	10	42%
Improper Turning	1	4%
Pedestrian Right of Way Violation	1	4%
Running Stop Sign	1	4%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Assistant Principal David (Topi) Sanchez, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students live in the surrounding neighborhoods and either walk, bike or get driven to school.
- Key locations include: Dallas Drive entrance, Raiders Way, Starbucks/Walgreens informal drop-off area, Gary Drive southern gate, and Rose Avenue crosswalk.
- Key issues include: queues on southbound Rose Avenue, congestion in the parking lot off Rose Avenue, limited on and off-street parking, and large numbers of students crossing outside of Rose Avenue crosswalk.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.

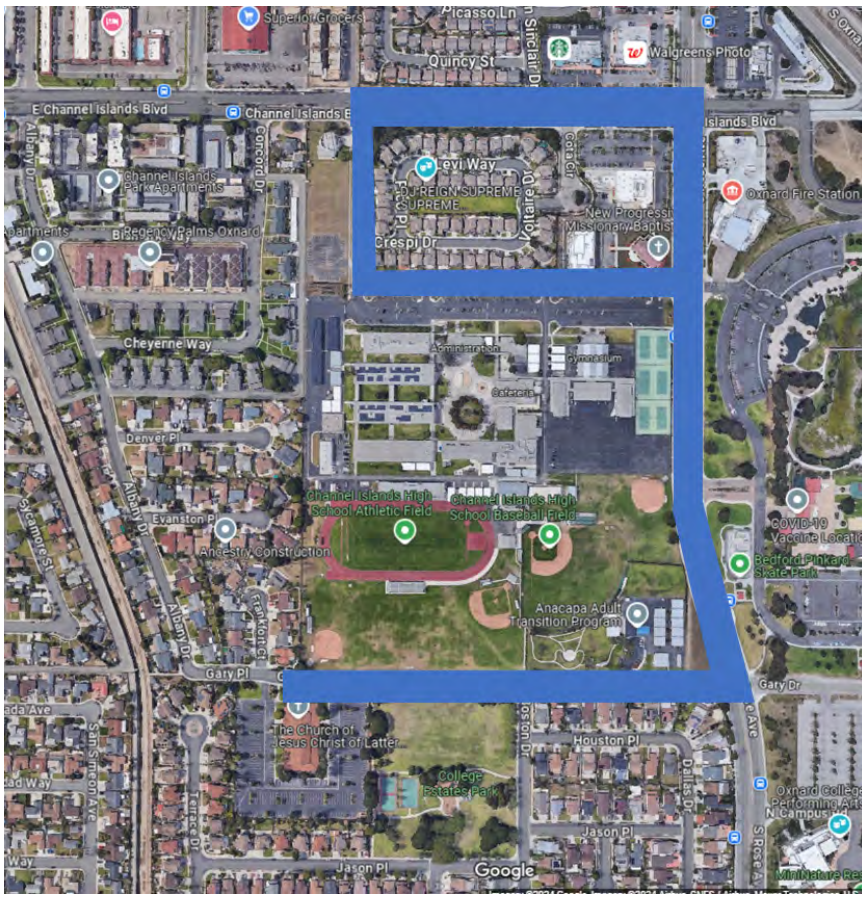


Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Friday, March 24, 2023
- Start time: 8:10 AM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: Walk audit took place during finals, or a "minimum day", so there was likely less activity than a normal day.
- Attendees:
    1. Jose Rivera – City of Oxnard
    2. Tom Reilly – LSY Enterprise
    3. Rachel Om – Fehr & Peers
    4. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Rose Avenue

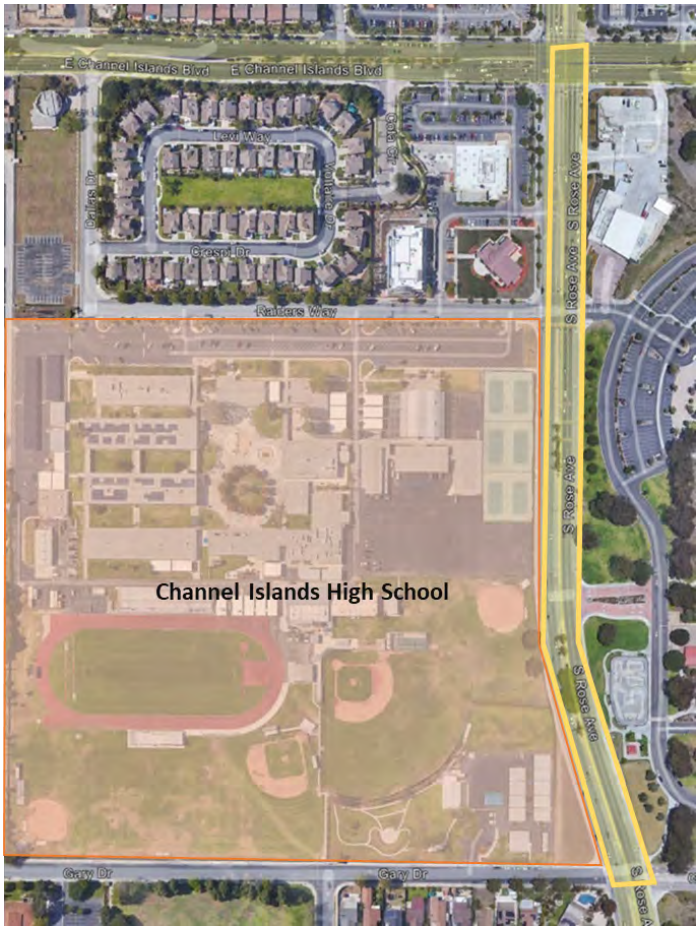


Figure 2. Observed Corridor of Rose Avenue

- There are no crosswalks at the midblock park entrance near the skate park. Midblock crossings were observed to access the park.

- Bicycle riders were observed riding the wrong way on the painted bike lane on Rose Avenue (Figure 3). The cyclists were riding northbound in the southbound lane.



Figure 3. Painted bike lane

- Rose Avenue and Raiders Way
  - Immediately to the south of the intersection in the southbound direction, 15-minute parking between 7am and 4pm is signed and allowed,without any paint or pavement delineation from the bike lane.
  - There is no crosswalk on the north leg of the intersection. The crosswalks on the west and east legs are standard crosswalks with a ladder crosswalk present on the south leg.
- Rose Avenue and Gary Drive
  - The crosswalks on all legs are standard crosswalks.

East-West Streets

Raiders Way

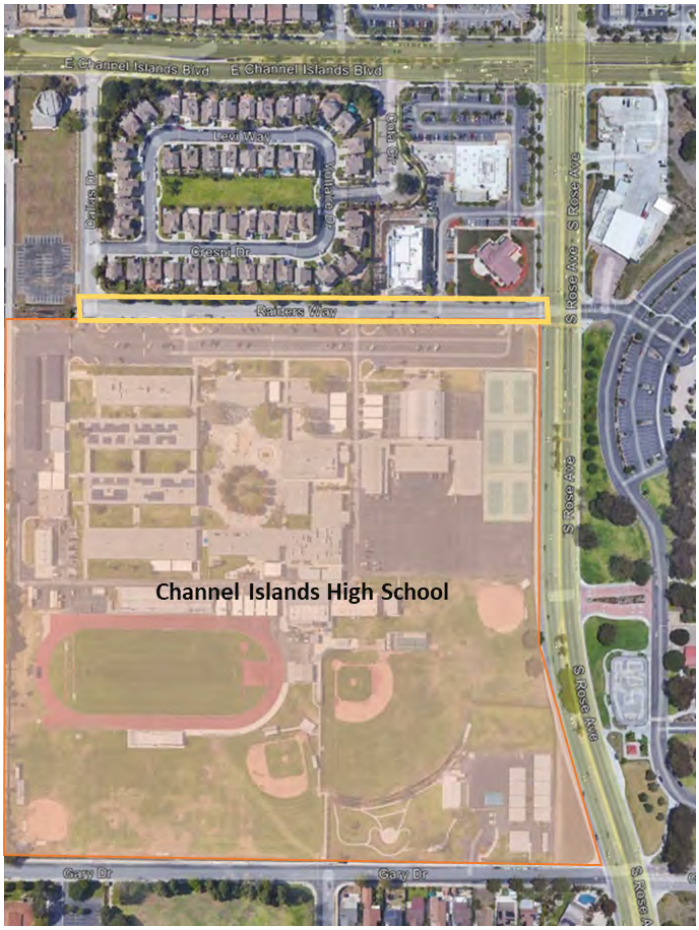


Figure 4. Observed Corridor of Raiders Way

- People cross midblock between the commercial properties to the north and the Channel Islands campus to the south, possibly because these lots are used as ad hoc drop-off areas.

Gary Drive



Figure 5. Observed Corridor of Gary Drive

- Gary Drive and Boston Drive
  - Standard crosswalks are on the west and south legs of the intersection, with no crosswalk on the east leg (Figure 6).
  - There is a fire hydrant with no red curb to the west of the intersection on Gary Drive.



Figure 6. Students crossing the crosswalk at Gary and Boston

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

East-West Streets

Channel Islands Boulevard



Figure 7. Observed Corridor of Channel Islands Boulevard

- Channel Islands Boulevard and Dallas Drive
  - No crosswalks, pedestrians were observed crossing at this uncontrolled location. A new apartment complex is under construction on the north side of this intersection which may increase foot traffic at this location.
  - Curb cuts are present on the southbound leg and are in good condition.
- Channel Islands Boulevard between Dallas Drive and Rose Avenue
  - Student drop-offs were observed in the bike lane on Channel Islands Boulevard.
  - Various pedestrians and students were observed crossing Channel Islands Boulevard at the shopping center driveway to access the Starbucks and other commercial establishments on the north side of Channel Islands Boulevard.

- Channel Islands Boulevard and Rose Avenue
  - Crosswalks are present on all four legs of the intersection. All crosswalks are standard crosswalks.

3.5 Arrival and Dismissal Observations

The team observed arrival at two locations: Raiders Way and Dallas Drive near the main entrance of the campus and Gary Drive and Boston Drive at a back gate. Assistant Principal Sanchez had shared that the entrance on Raiders Way is the primary access point for students and parents, as many are coming from the north and northeast. However, observations at both locations were important as the school only recently opened the gate on Gary Drive for arrivals. The school has entrances facing Raiders Way and Gary Drive.

Raiders Way:

- Students on foot often mixed with traffic to cross at Raiders Way and Dallas Drive and crossed and unmarked locations along Raiders Way.
- At the driveway entering Raiders Way and Dallas Drive, vehicles turning left from Raiders Way and entering the driveway straight from Dallas Drive often were in conflict.
- Student drop-offs were observed at the DaVita Dialysis Clinic across Raiders Way.
- Student drop-offs were occurring in the bike lane along Rose Avenue.
- Long vehicle queues were observed on Rose Avenue. The southbound right turn queue extended to Channel Islands Boulevard and the northbound left turn queue was outside the turn pocket.
- Vehicles were observed cutting through the College Park parking lot to proceed across Rose Avenue onto Raiders Way and avoid lengthy left and right turn queues.
- Identification was checked before entering the drop off zone.

Gary Drive:

- A staff member was monitoring the back gate at Gary Drive and Boston Drive. Many students were in cars waiting for the gate to open at 8:10am.
- Conflicting vehicle movements were observed between northbound left turning cars onto Gary Drive and westbound left turning cars onto Boston Drive.
- A student on a bicycle was observed getting hit by the door of another student getting out of a car to be dropped off.
- Students were mostly observed using crosswalks on the south and west legs of the intersection of Gary and Boston.
- Students were walking through College Estates Park to the crosswalk on the west leg of the intersection of Gary and Boston.
- Northbound traffic on Boston had the most queuing. It started the earliest and was persistent through 8:30am.

- Vehicles were observed entering the crosswalk on the south leg due to impaired visibility of cross-traffic.
- Some vehicles made midblock U-turns on Gary Drive after dropping students off.
- Some vehicles were double-parked at the gate to drop off students.
- One vehicle was observed dropping off on the wrong side of the street.

City of Oxnard Safe Routes to School Technical Appendix

Mc Auliffe Elementary School (TK-5)



Prepared By:

FEHR & PEERS

Walk 'n Rollers bike · walk · skate · scoot

1. Collision and Citation Trends

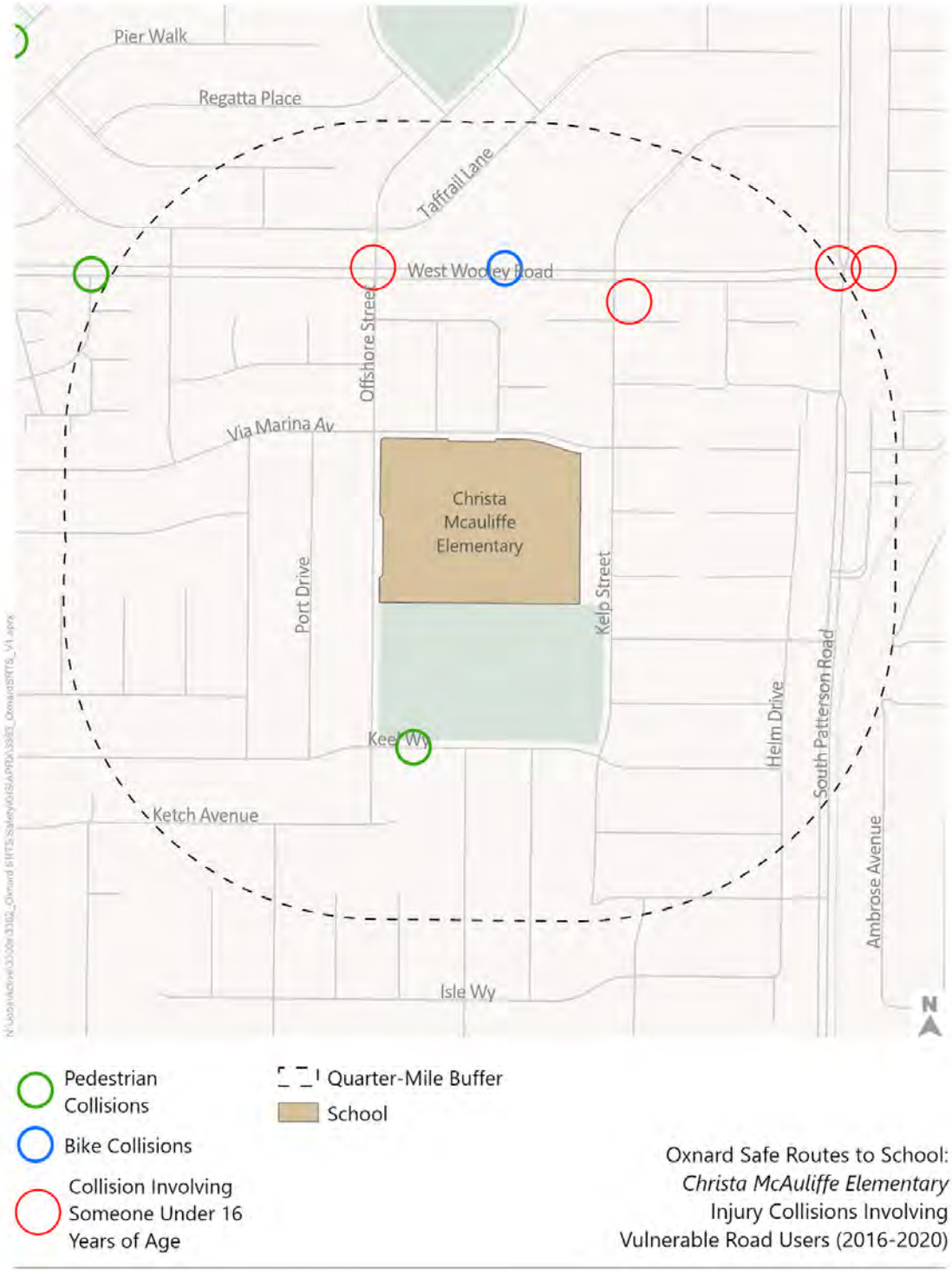
This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

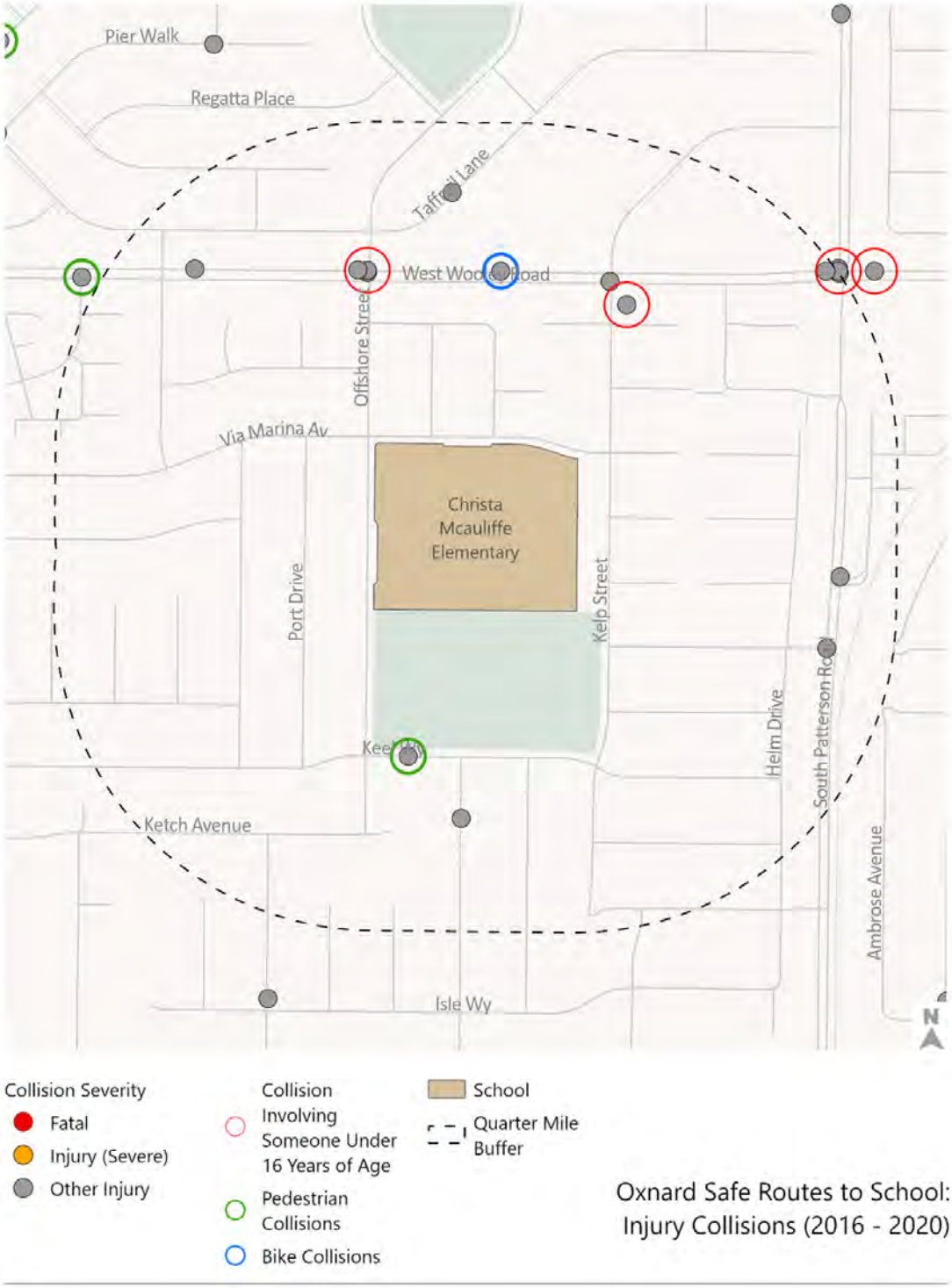
Collisions were highly concentrated along Wooley Road, including one collision that resulted in fatality. There were no collisions that resulted in fatalities or severe injuries within the quarter mile buffer area.



There was one bike collision within the study area and it occurred on Wooley Road. There was one pedestrian collision within the study area and it occurred on Keel Way.



Putting all the information together, none of the bike or pedestrian collisions in the study area involved someone under the age of 16. There were two collisions involving someone under the age of 16 within the study area. Both of them occurred along Wooley Road.



1.2 Injury Collision Summary

There were 15 injury collisions between 2016-2020 within a quarter mile radius of Christa McAuliffe Elementary School. No collisions resulted in a fatality or severe injury. Two collisions within a quarter mile radius of the school involved someone under the age of 16, both along Wooley Road.

Action During Collisions

The leading violations were Vehicle Right of Way Violation (40%) and Unsafe Speed (20%). All Vehicle Right of Way Violations occurred on Wooley Road. Speeding violations are also prominent on Wooley Road, especially at the Wooley Road & Patterson Road intersection just outside of the quarter mile radius.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of McAuliffe Elementary School (2016 – 2020)			
Total Injury Collisions	15		
KSI (Killed or Seriously Injured) Collisions	0 (0%)		
Collisions with victim under 16 years old	2 (13%)		
Pedestrian-Involved	1 (7%)		
Bicycle-Involved	1 (7%)		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	6	40%
	Unsafe Speed	3	20%
Top Crash Types		Count	Percent of Total
	Broadside	5	33%
	Rear End	4	27%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**2**	**13%**
	Midday (10AM-3PM)	**4**	**27%**
	Evening Peak (3PM-7PM)	4	27%
	Overnight (7PM-6AM)	5	33%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	6	40%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	8	53%
	Dusk/Dawn	1	7%
Roadway Classification		Count	Percent of Total
	Primary	0	0%
	Secondary	11	73%
	Minor	4	27%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	0	0%
	No	15	100%

Note: Times in **Bold** are when school is in session.

Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Wooley Road	**12**	**Vehicle Right of Way Violation (7)** **Unsafe Speed (3)**	There was a concentration of 12 collisions at the signalized intersection of Wooley Road and Patterson Road, some of which fell just outside of the quarter mile study area. The leading causes for collision were Vehicle Right of Way Violation (7) and Unsafe Speed (3). 6 of the right of way violations were due to drivers not yielding after a left turn or U-turn. There are left turn pockets for all approaches, but only left turn phases for EB/WB traffic. 3 of the 12 collisions at this intersection involved NB or SB left turns. There was a concentration of 4 collisions at the signalized intersection of Wooley Road and Offshore Street. Offshore Street is the western boundary of campus. There were multiple causes for collision, including Vehicle Right of Way Violation, Unsafe Speed, Traffic Signals & Signs, and Improper Turning. There are left turn pockets for EB/WB traffic and dedicated turn phases There were two collisions at the side-street stop-controlled intersection of Wooley Road and Kelp Lane. Kelp Lane is the east boundary of campus. Both were broadside collisions, and one involved a left hand-turn from the stop-controlled leg. There was one bicyclist-involved collision on Wooley Road between Offshore Street and Kelp Street. The collision was a head-on collision caused by an unsafe lane change by the vehicle. Wooley Road is a divided 4-lane roadway with EB and WB Class II bike lanes

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Running Stop Sign	64	96%
Speeding	2	3%
Running Red Light	1	1%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Brian Blevins, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students live in the surrounding neighborhoods and approximately half get driven to school. Few students bike or walk to school.
- Bus service is provided for students with special needs.
- Key locations include: Offshore Street pick-up zone, Via Marina Park, and Via Marina Avenue & Masthead Drive intersection.
- Key issues include: un-staggered dismissal leading to afternoon congestion, limited parking, and a lack of high visibility crosswalks and flashing beacons near the school at key locations (e.g. Offshore Street and Via Marina Avenue).

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Wednesday, November 16, 2022
- Start time: 10:30 AM
- Weather Conditions: Clear and high winds
- Events/Unique Conditions: Minimum day (dismissal at 12:30 PM)
- Attendees:
    1. Jose Rivera – City of Oxnard
    2. Tom Reilly – LSY Enterprise
    3. Rachel Om – Fehr & Peers
    4. Alex Sarno – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Offshore Street:



Figure 2. Observed corridor of Offshore Street

- Offshore Street & Via Marina Avenue
  - It was observed that automobiles struggled to proceed smoothly through this intersection during the pick-up time. If a crossing guard is obtained, this may be a good location for deployment.
  - The north leg of the intersection was the least used by pedestrians.
  - Most people who crossed the intersection were walking to their vehicles parked north and west of the intersection.
- Offshore Street between Via Marina Avenue & Keel Avenue
  - The on-street parking along Offshore Street was not at capacity before the dismissal period. However, the on-street parking was at full capacity shortly before and throughout the dismissal period.
  - Several vehicles were observed making U-turns by using driveways or making three-point turns in the middle of Offshore Street.
  - The bus loading zone measures approximately 260 feet, which is nearly half of the space

along the western side of the school property. Although the length of the bus loading zone, paired with the school parking lot closure limits the amount of space for vehicle parking in front of the school, the streets within a block of the school entrance were not at full capacity.

- Since the bus loading zone was blocked off with cones, several vehicles used the travel lane next to the cones as a waiting/loading zone and school staff would tell the driver to wait/ pick up elsewhere.

East-West Streets

Via Marina Avenue:



Figure 3. Observed corridor of Via Marina Avenue

- Via Marina Avenue between Offshore Street & Masthead Drive
  - No designated parking signs were seen along this portion of Via Marina Avenue.
- Via Marina Avenue & Masthead Drive
  - This intersection was very busy during pick-up time. Students were waiting in groups with adult supervision on the south side of the intersection, in front of school. Parents/guardians were observed walking to this area from all directions, including from Via Marina Avenue, Masthead Drive and Lookout Drive. Masthead Drive appeared to be the primary place for parents/guardians to park their vehicles and walk to the school to pick up their students.
  - This intersection is offset from the McAuliffe driveway exit. There is a continental crosswalk connecting the northeast and southwest corners. Although there is a marked crosswalk, the majority of parents/guardians walked outside of the marked crosswalk from the northeast to the southeast corner where their students were waiting.

- There are no marked crosswalks on the north leg of the intersection or across the driveway, though these street segments were frequently crossed by pedestrians.
- Vehicles were observed parking in front curb ramps at stop-controlled intersections, in crosswalks, and in front of fire hydrants. Although parking is not permitted at these locations, there were no red curb markings to reinforce the parking prohibitions.

- Via Marina Avenue between Masthead Drive & Lookout Drive
  - Parents/guardians were observed crossing in the middle of Via Marina Avenue between Masthead Drive & Lookout Drive to pick up their children.
- Via Marina Avenue & Lookout Drive
  - The continental crosswalk on the east leg was observed to be hidden by shade created by a tree during the time of the audit (Figure 4).
  - Parents/guardians were observed crossing on the west side of the intersection, outside of the marked crosswalk, as that was the most direct path to the school entrance.



Figure 4. East leg crosswalk on Via Marina Avenue & Lookout Drive

- Via Marina Avenue & Kelp Street
  - There is an existing standard crosswalk on the south leg of the intersection.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Offshore Street:



Figure 5. Observed corridor of Offshore Street

- Offshore Street & Keel Avenue
  - There is an existing standard crosswalk on the north leg of the intersection (Figure 6).
  - The curb radii on all corners were observed to be large, which allows vehicles to turn quickly and extends the pedestrian crossing distance. Tightening the curb radii would slow down turning vehicles, shorten pedestrian crossing distances, and improve pedestrian visibility. This could be done as part of street resurfacing.



Figure 6. North leg crosswalk on Offshore Street & Keel Avenue

- Wooley Road & Offshore Street
  - The curb radii on the southern corners were observed to be large, which allows vehicles to turn quickly and extends the pedestrian crossing distance. Tightening the curb radii would slow down turning vehicles, shorten pedestrian crossing distances, and improve pedestrian visibility. This could be done as part of street resurfacing.

Kelp Street:



Figure 7. Observed corridor of Kelp Street

- Kelp Street & Lee Place
  - There was a white crosswalk on the south leg of this intersection. Though it is not immediately connected to the school, it may need to be repainted yellow given its proximity.

- Kelp Street & Keel Avenue
  - The stop sign for the southbound approach appeared to be smaller than the size recommended for a conventional road in the California Manual of Uniform Traffic Control Devices (CA MUTCD) (Figure 8).
  - The curb radii on the northern corners were observed to be large, which allows vehicles to turn quickly and extends the pedestrian crossing distance. Tightening the curb radii would slow down turning vehicles, shorten pedestrian crossing distances, and improve pedestrian visibility. This could be done as part of street resurfacing. (Figure 8).



Figure 8. Stop Sign and Curb on Kelp Street

East-West Streets

Keel Avenue:



Figure 9. Observed corridor of Keel Avenue

- Keel Avenue & Lookout Drive
  - The curb on the southeast corner allows for quick turns and may benefit from a curb extension to tighten the turn radius (Figure 10).
- Keel Avenue & Masthead Drive
  - The curb on the southeast corner allows for quick turns and may benefit from a curb extension to tighten the turn radius (Figure 10).



Figure 10. Curb on Keel Avenue

2.5 Arrival and Dismissal Observations

School dismissal was observed as Principal Blevins shared the dismissal is generally more congested and challenging than the arrival period. The team observed dismissal at the school site and the adjacent streets.

- The school entrance faces Via Marina Avenue and Offshore Street. Parents/guardians were observed approaching the school from Via Marina Avenue, Offshore Street, Masthead Drive, Lookout Drive, Kelp Street, and Keel Avenue.
- During the dismissal period, the driveway along Offshore Street to the school parking lot is closed with cones and parents/guardians are not permitted to enter to pick-up students.
- To improve pick-up traffic flow, the school principal has instructed parents/guardians to park in the vicinity of the school, such as on Via Marina Avenue & Offshore Street. The majority of parents/guardians were observed walking to the school entrance to pick up their student and walk back to their parked vehicles (Figure 11). Many parents/guardians were observed crossing midblock outside of a marked crosswalk (Figure 12).



Figure 11. Parents/guardians walking their students



Figure 12. Parent/guardian and students crossing Offshore Street midblock

- Students were waiting to be picked up along the south side of Via Marina Avenue between Masthead Drive and Lookout Drive as well as the paved semi-circle along Offshore Street between the two school driveways.
- The bus loading zone along Offshore Street is coned off every afternoon to discourage parents/guardians from parking in the loading zone (Figure 13). Automobiles were observed waiting next to the cones in the travel lane, which would block other cars from traveling through and occasionally block buses from exiting the loading zone (Figure 14).



Figure 13. Bus loading zone on Offshore Street



Figure 14. Vehicle parked along bus loading zone

City of Oxnard Safe Routes to School Technical Appendix

Curren School (K-8)



Prepared By:

FEHR & PEERS

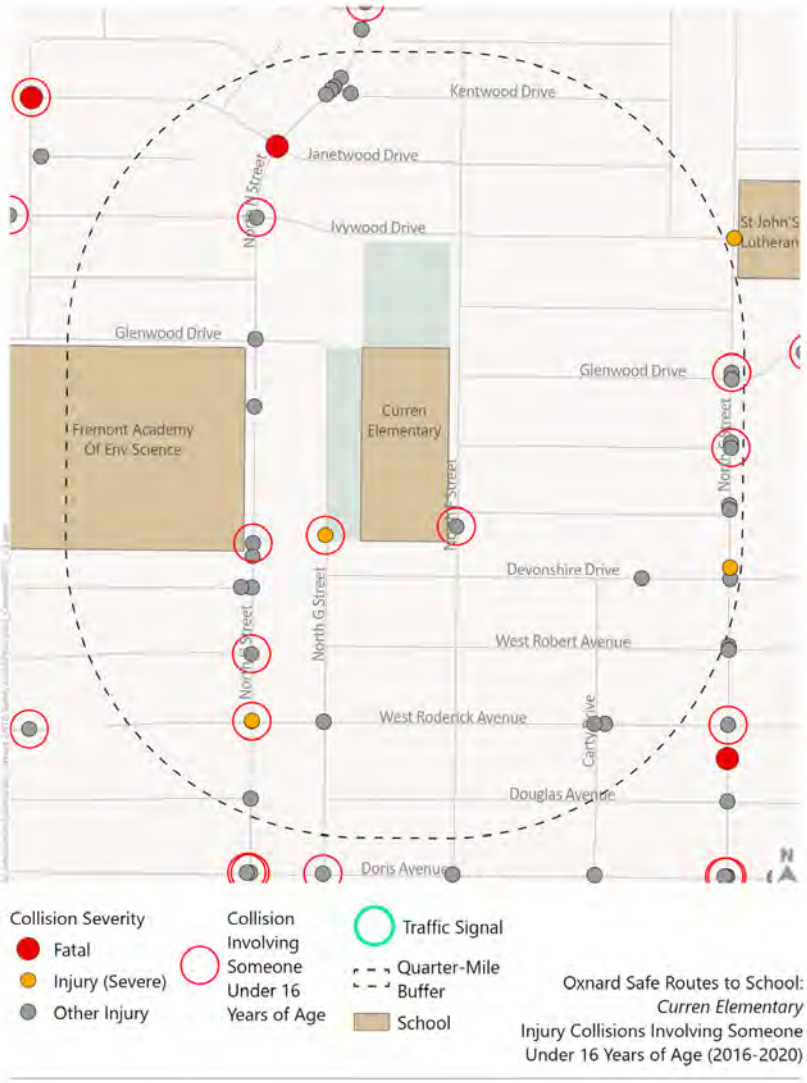
Walk 'n Rollers bike · walk · skate · scoot

1. Collision and Citation Trends

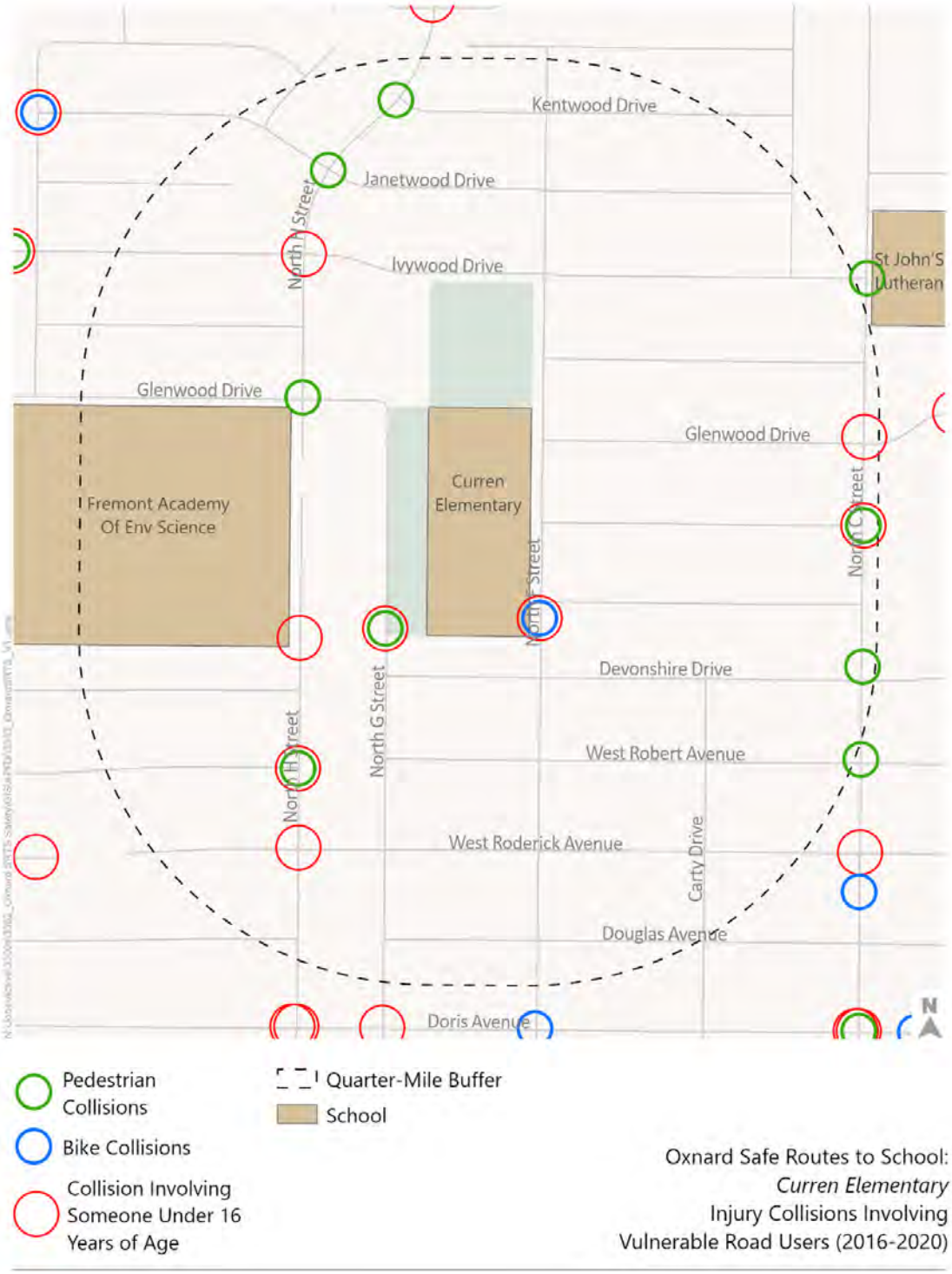
This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

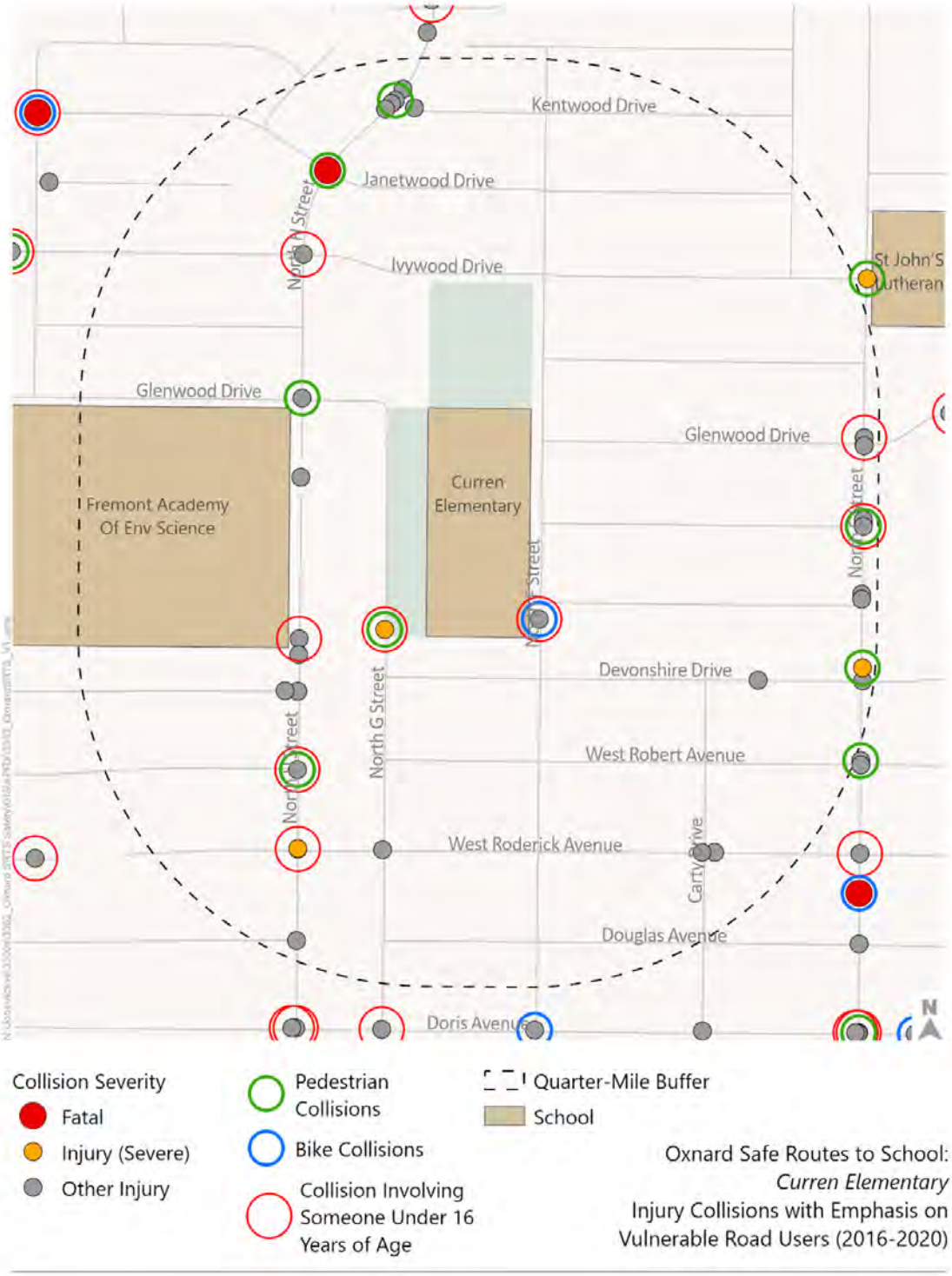
Collisions are prevalent along C Street and H street within the quarter mile buffer area. One collision resulted in a fatality, and three resulted in a severe injury. The fatality occurred at Janetwood Drive and H Street.



Pedestrian collisions occurred along H Street and C Street. There was one bicycle collision occurring along F Street.



Putting all this information together, the one fatality collision at Janetwood and H Street involved a pedestrian. The severe injury collisions on G Street and C Street involved a pedestrian as well, one of which involved a victim under 16 years of age.



1.2 Injury Collision Summary

There were 42 injury collisions between 2016-2020 within a quarter mile radius of Curren Elementary and Middle School. Four (9%) collisions resulted in someone killed or severely injured (KSI), and three of those collisions involved a pedestrian. Nineteen percent of all injury collisions and 25% of KSI collisions involved someone under 16 years of age. One of the victims of a severe injury collision was a 3-year-old. Collisions were primarily concentrated on H Street and C Street.

Action During Collisions

The three leading violations which led to collisions were Vehicle Right of Way Violations (19%), which primarily occurred at stop-controlled intersections, Unsafe Speeds (19%), and Improper Turning (19%). Most of the Vehicle Right of Way Violations were stop sign/red light running and occurred on streets throughout the study area, including H Street, G Street, F Street, and Glenwood Drive. Unsafe Speeds mostly occurred on H Street, with an a small concentration near the intersection of Glenwood Drive and C Street. Improper turning violations were similarly spread across the study area, with most occurring on H Street and C Street. Six of the eight collisions involving a pedestrian occurred due to a driver not yielding to the pedestrian in the crosswalk. Five of these collisions occurred on H Street between Kentwood Drive and Robert Avenue.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Curren School (2016 – 2020)			
Total Injury Collisions	42		
KSI (Killed or Seriously Injured) Collisions	4 (9%)		
Collisions with victim under 16 years old	8 (19%) (KSI: 2 – 50% of all KSI collisions)		
Pedestrian-Involved	8 (19%) (KSI: 3 – 75% of all KSI collisions)		
Bicycle-Involved	1 (2%) (KSI: 0 – 0% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	8	19%
	DUI	8	19%
	Traffic Signals and Signs	8	19%
Top Crash Types		Count	Percent of Total
	Broadside	14	33%
	Rear End	11	26%
	Vehicle/Pedestrian	6	14%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**11**	**26%**
	Midday (10AM-3PM)	**10**	**24%**
	Evening Peak (3PM-7PM)	6	14%
	Overnight (7PM-6AM)	14	33%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	1	2%
	Dark – Streetlights	13	31%
	Dark – Streetlights Not Functioning	1	2%
	Daylight	24	57%
	Dusk/Dawn	3	7%
Roadway Classification		Count	Percent of Total
	Primary	0	0%
	Secondary	35	83%
	Minor	7	17%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	5	12%
	No	37	88%

Note: Times in **Bold** are when school is in session.

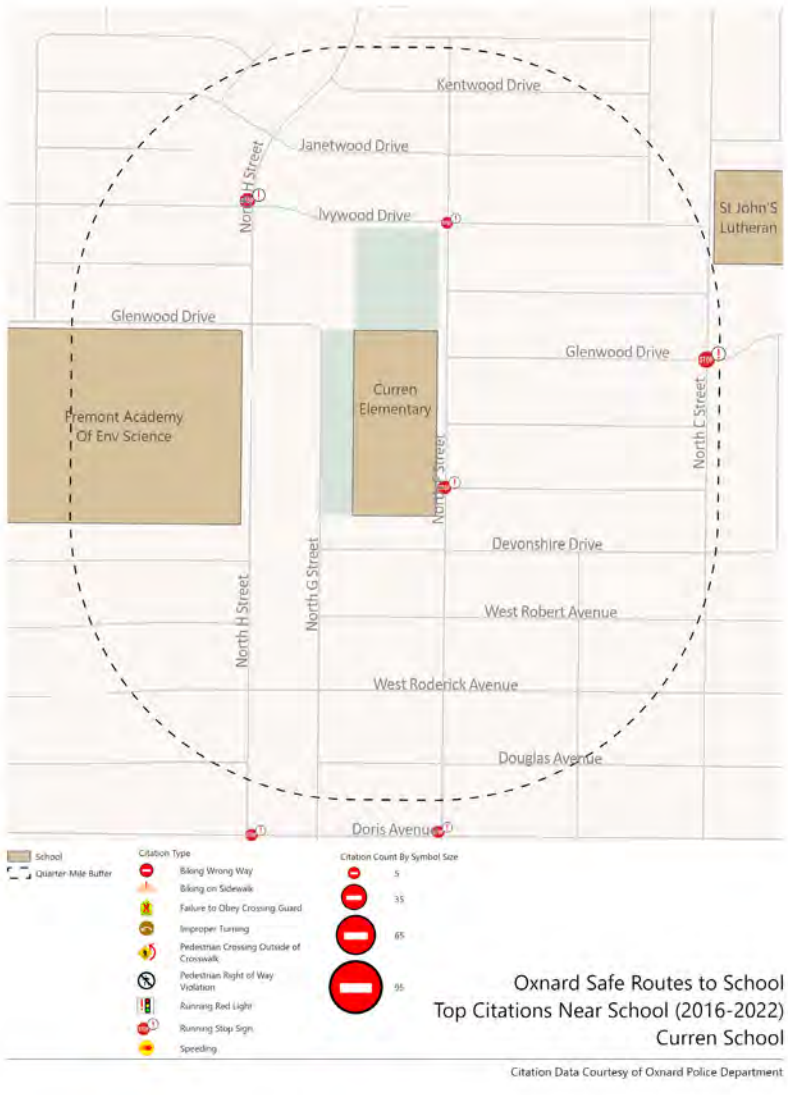
Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
H Street	**22**	**Unsafe Speed (5) Vehicle Right of Way Violation (4) Improper Turning (4) Pedestrian Right of Way Violation (4)**	A concentration of these collisions (3) occurred at the Garfield Avenue intersection, which is subject to moderate instances of harsh acceleration and hard braking. There were two collisions at this location caused by drivers driving under the influence. There were two collisions that resulted in a severe injury along this segment. One was a hit object collision at the McKinley Avenue intersection caused by Unsafe Speed. The other was a pedestrian-involved collision at the Bonita Avenue intersection. A northbound driver was making a U-Turn and collided with a pedestrian. The pedestrian action was not reported, but there are no marked crosswalks at the intersection. These collisions occurred one block apart.
Eastwood Drive & Devonshire Drive Alley	*2*		One of the collisions resulted in a severe injury and occurred on G Street near the crosswalk north of Devonshire Drive. A pedestrian under 16 years of age was crossing outside of the crosswalk and was involved in a collision with a driver traveling northbound on G Street. The other collision occurred on F Street, south of Eastwood Drive, at the school driveway. A bicyclist under 16 years of age was crossing F Street from the driveway and was involved in a broadside collision with a driver traveling southbound on F Street.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Running Stop Sign	54	92%
Speeding	3	5%
Pedestrian Right of Way Violation	2	3%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

As part of the preparations for the walk audit, the SRTS team organized virtual kick-off meetings, inviting key staff members from participating schools. This school either declined the invitations or confirmed their participation after the walk audit had already been conducted.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.

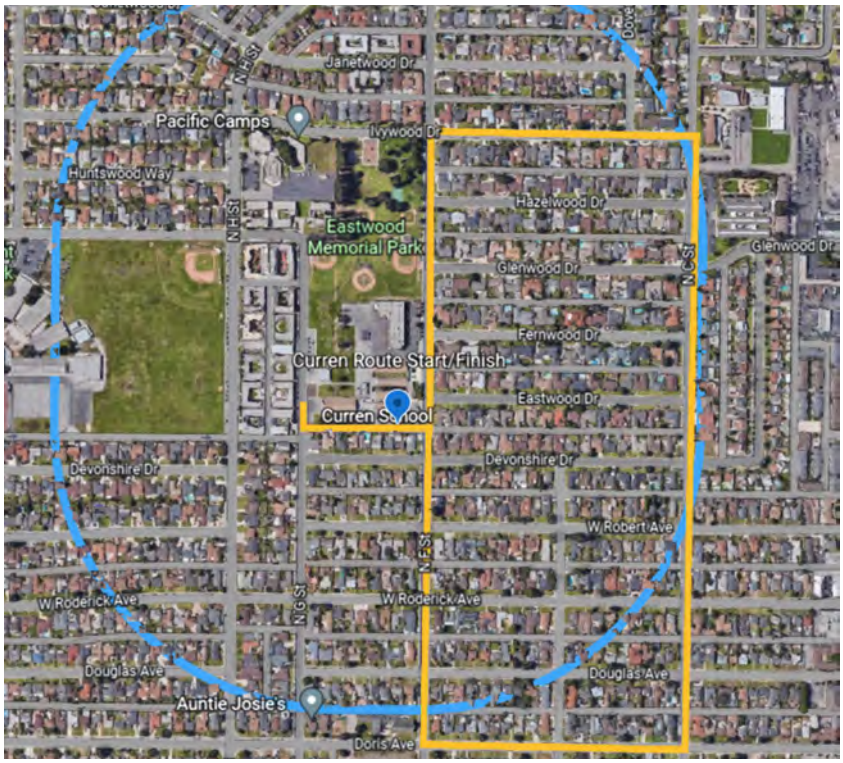


Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Wednesday, August 17, 2022
- Start time: 11:00 AM
- Weather Conditions: Clear
- Events/Unique Conditions: First day of school
- Attendees:
    1. Debbie O'Leary – City of Oxnard
    2. Chelsea Richer – Fehr & Peers
    3. Rachel Om – Fehr & Peers
    4. Alex Sarno – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

F Street:

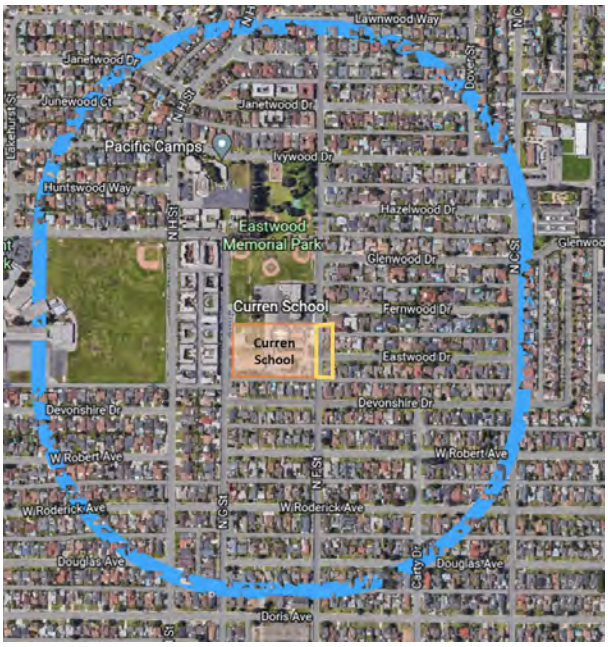


Figure 2. Observed corridor of F Street

- **F Street** runs north-south on the eastern side of the school boundary. The intersections along **F Street** within a quarter-mile of the school are primarily side-street stop-controlled with pedestrian crossings at **Eastwood Drive** (north leg) and **Glenwood Drive** (south leg). The nearest all-way stop-controlled intersections are at **Ivywood Drive** and **Roderick Avenue**, which are approximately 0.5 mile apart. The intersection of **F Street & Ivywood Drive** has marked crosswalks on the west and south legs, and the intersection of **F Street & Roderick Avenue** does not have any marked crosswalks.
- The distance to cross F Street at intersections such as **Hazelwood Drive, Glenwood Drive, and Fernwood Drive** is nearly 70 feet.

G Street:

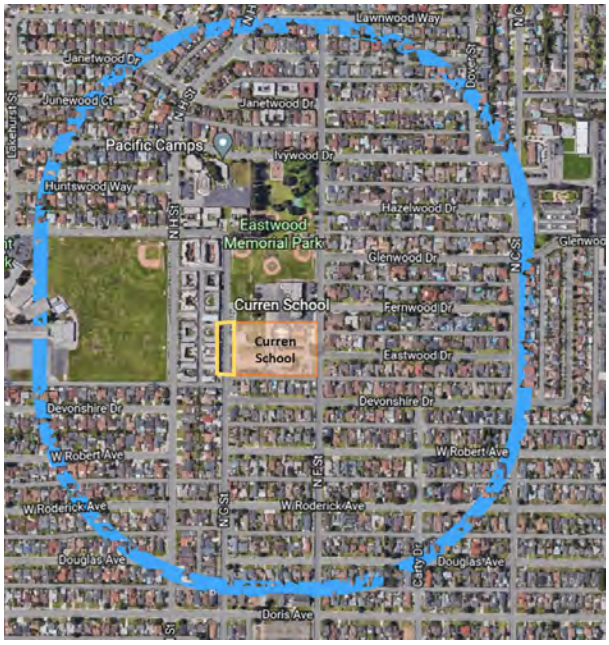


Figure 3. Observed corridor of G Street

- **G Street** runs north-south on the western side of the school boundary. There is a parking lot with one-way in and one-way out between **Devonshire Drive and Glenwood Drive**. MNS Engineering, a firm hired to implement Safe Routes to School infrastructure improvements, has designed crossing improvements along **G Street and F Street**. Construction is anticipated in 2024.

East-West Streets

Eastwood Drive & Devonshire Drive Alley

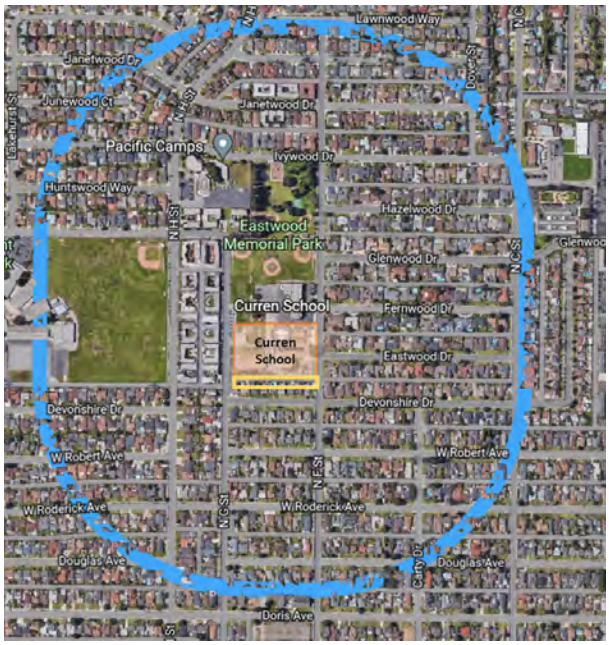


Figure 4. Observed corridor of Eastwood Drive & Devonshire Drive Alley

- The alley on the southern border of the school, which connects **G Street and F Street**, is approximately 20 feet wide and is paved with asphalt.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets:

H Street:

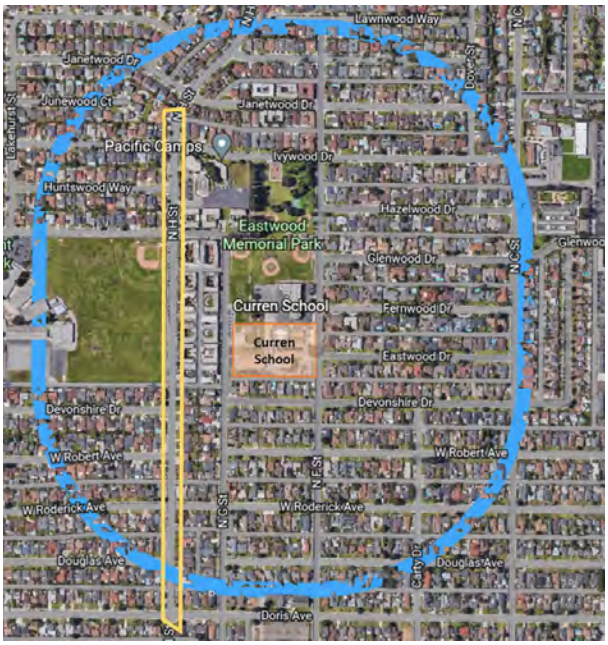


Figure 5. Observed corridor of H Street

- The intersections along **H Street** within a quarter mile of the school are primarily side-street stop-controlled with marked crosswalks at **Glenwood Drive** (all legs) and the alley north of **Devonshire Drive** (north leg).

- There are two crossings with rectangular rapid flashing beacons (RRFB) along **H Street** in the study area: one at the intersection of **Glenwood Drive** (flashing beacons on north and south legs) (Figure 6) and the other at the alley north of **Devonshire Drive** (flashing beacon on north leg) (Figure 7).



Figure 6. H Street & Glenwood Drive



Figure 7. H Street & Fremont Alley Crosswalk

- The all-way stop-controlled intersections nearest the school are at **Ivywood Drive and Doris Avenue**, which are approximately 0.5 mile apart. The **Ivywood Drive intersection** does not have marked crosswalks, and **Doris Avenue intersection** has standard crosswalks marked across all legs. There is a relatively higher amount of harsh acceleration and hard braking at these two intersections

F Street:

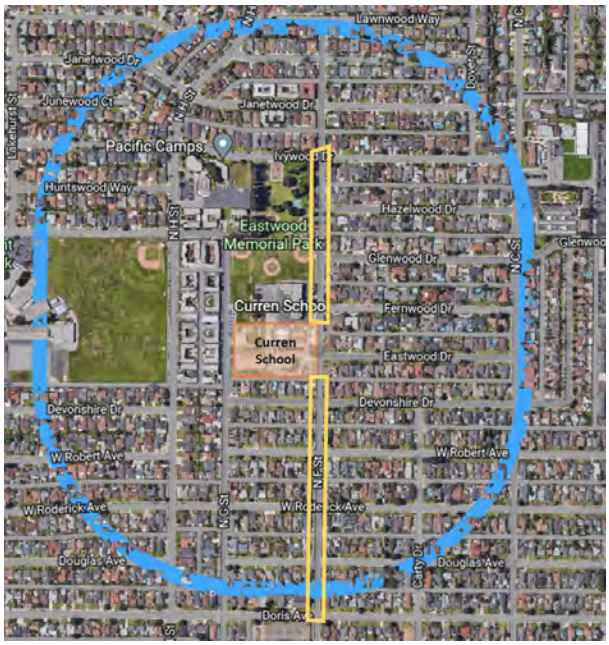


Figure 8. Observed corridor of F Street

- The Lutheran Church of Our Redeemer on the northeast corner of the **Doris Avenue** intersection hosts a pre-K and kindergarten school, but there is no street signage or striping indicating that the school is there.

C Street:

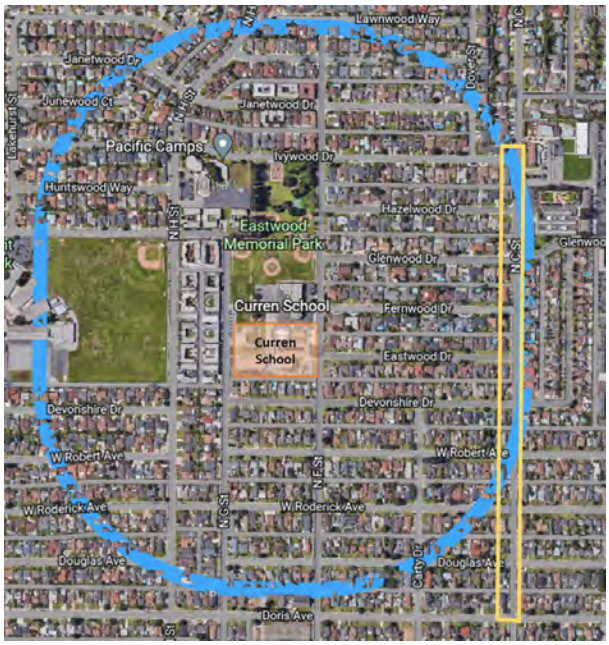


Figure 9. Observed corridor of C Street

- The intersections along **C Street** within a quarter mile of the school are primarily side-street stop-controlled with pedestrian crossings at **Ivywood Drive** (west and south leg), **Glenwood Drive** (all legs), and **Devonshire Drive** (north and south legs).
- C Street is among the streets within a quarter mile of the school with the most collision history. The collision history includes a multi-victim pedestrian-involved collision at **Fernwood Drive**, where there are no crosswalks across the north or south legs of the intersection (Figure 10). Pedestrian collisions also are recorded at **Devonshire Drive** and **Robert Avenue**, and a cyclist fatality occurred between **Roderick Avenue and Douglas Avenue** (Figure 11, 12).



Figure 10. C Street & Fernwood Drive



Figure 11. C Street & Roderick Avenue (The red box shows the alley entrance/exit, which is shown in a larger image in Figure 14)



Figure 12. Alleyway Entrance/Exit on C Street between Roderick Avenue and Douglas Avenue

- The wide curb radii on the east leg of the **C Street and Fernwood Drive** intersection create a wide crossing, with a crossing distance of approximately 60 feet.

- There was a cyclist fatality near the alley entrance/exit on **C Street between Roderick Avenue and Douglas Avenue**. During the walk audit, cyclist activity along **C Street** was observed.
- Pedestrian activity was observed around the **Doris Avenue & C Street** intersection, as there are bus stops to the north, south, and east.

East-West Streets:

Doris Avenue:

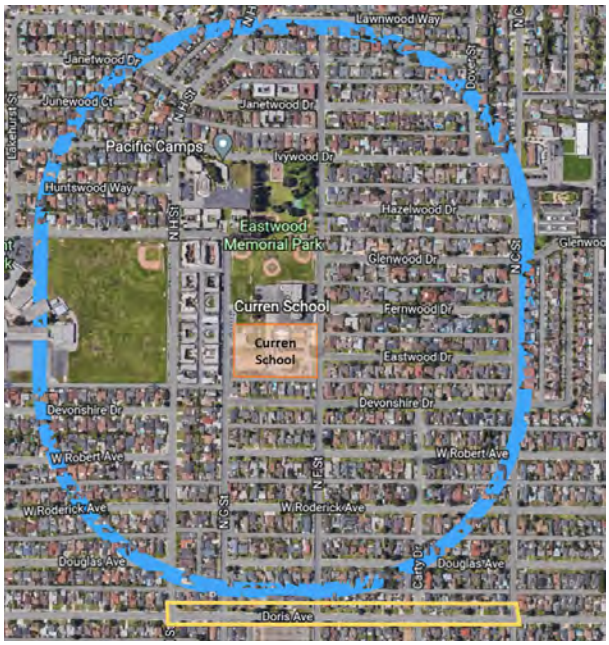


Figure 13. Observed corridor of Doris Avenue

- There are eastbound and westbound bike lanes on **Doris Avenue between Ventura Road and H Street. However**, there are no bike lanes between **H Street and F Street**—the corridor which leads to the Curren School entrance. This segment has a history of bicyclist-involved collisions.

City of Oxnard Safe Routes to School Technical Appendix

McKinna Elementary School (TK-5)



Prepared By:

FEHR & PEERS

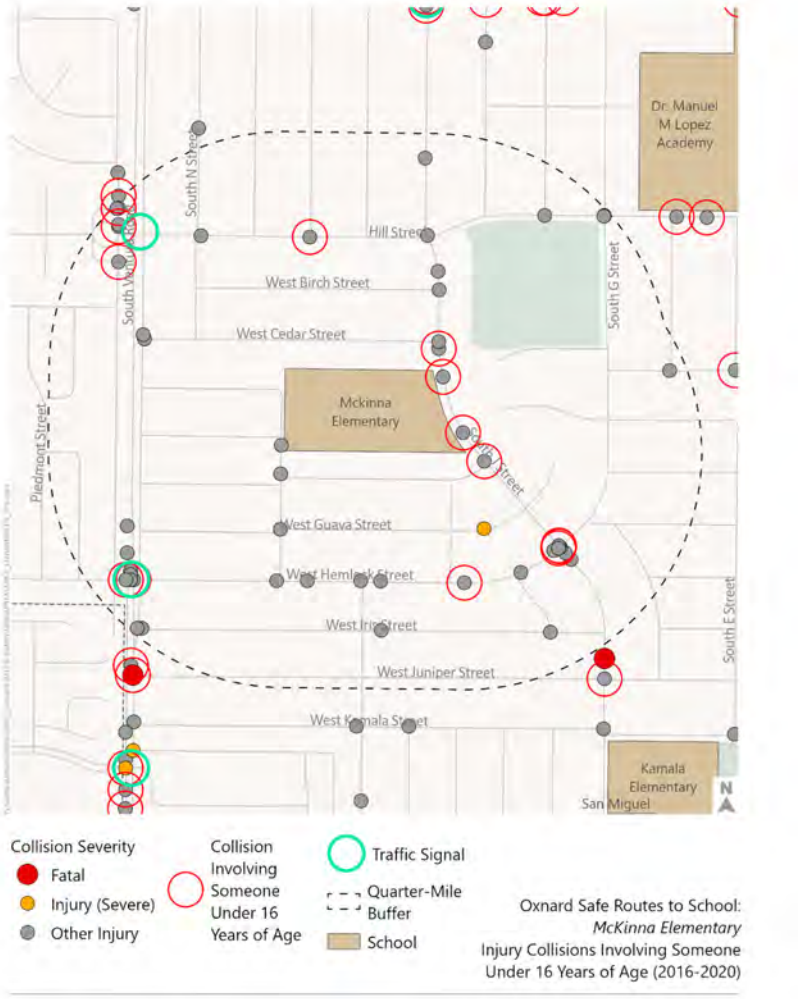
Walk 'n Rollers
bike · walk · skate · scoot

1. Collision and Citation Trends

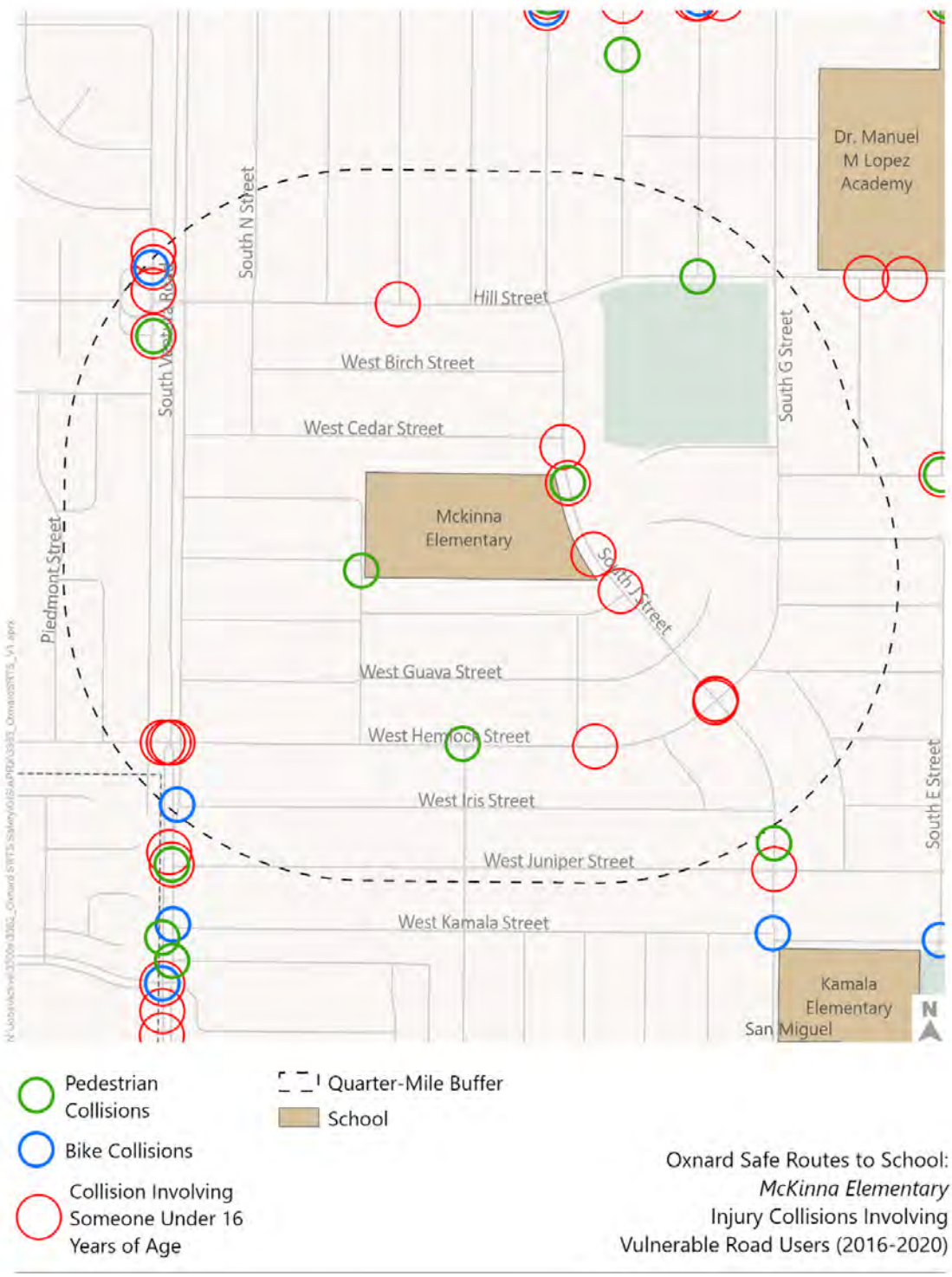
This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

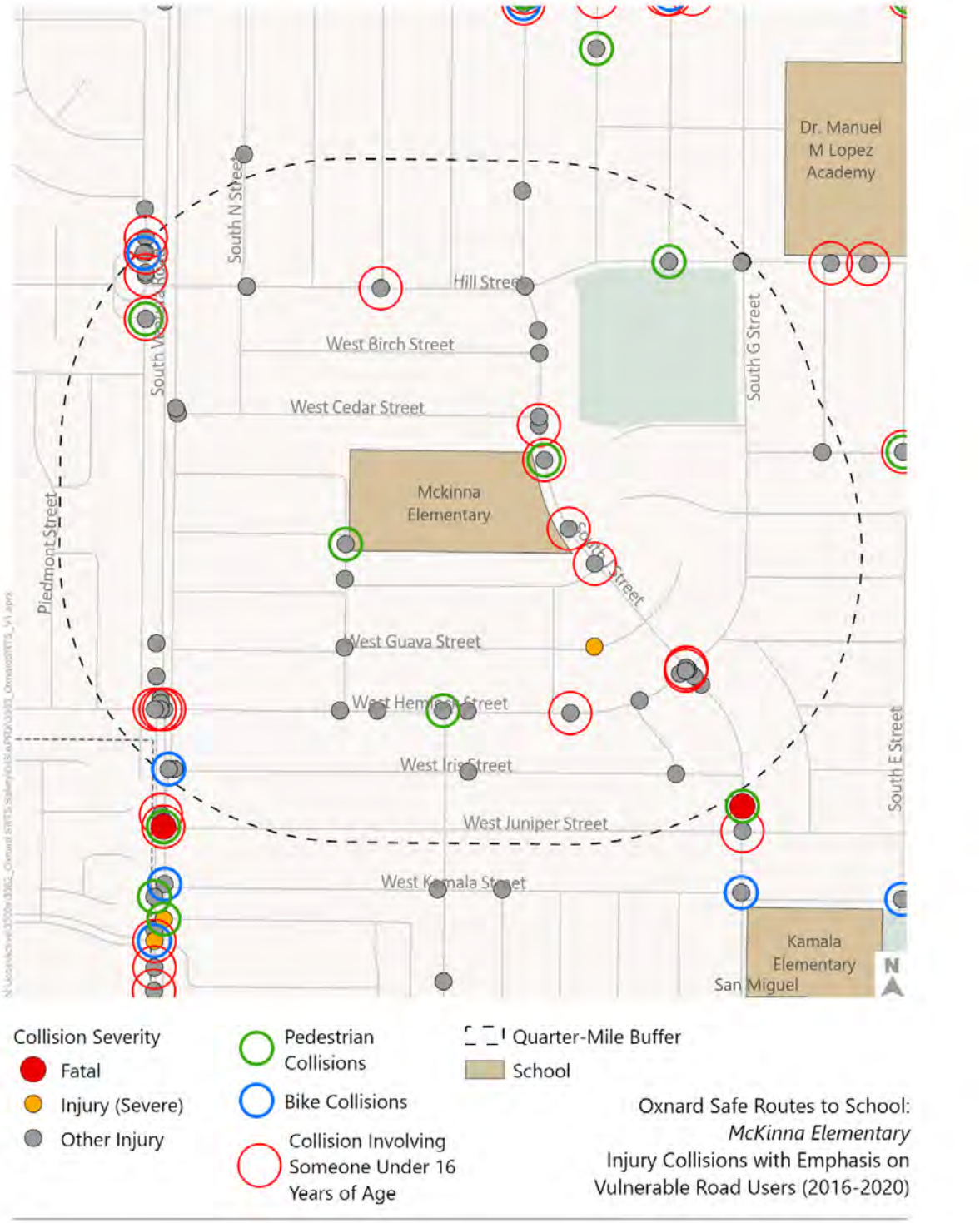
Collisions were prevalent along Ventura Road and J Street within the quarter mile buffer area. There were no collisions that resulted in fatalities within the 1/4 mile boundary, but two fatalities occurred just outside the boundary including one involving someone under 16 years of age. The one severe injury collision was on Guava Street.



There were five pedestrian collisions fairly spread out within the quarter mile buffer area. The two bike collisions were on Ventura Road.



Putting all the information together, several collisions on J Street and Ventura Road involved individuals under the age of 16. The one severe injury collision did not involve a pedestrian, bicyclist , or someone under the age of 16.



1.2 Injury Collision Summary

There were 70 injury collisions between 2016-2020 within a quarter mile radius of McKinna Elementary School. One collision (1%) resulted in a severe injury, which did not involve a pedestrian or a cyclist. Nineteen collisions (27%) within a quarter mile radius of the school involved someone under the age of 16. Most of these occurred along J Street and at intersections Hemlock Street & J Street and Hemlock Street & Ventura Street. Five of the collisions along J Street occurred along the eastern border of the school between Cedar Street & Fir Avenue – more details about this road segment are provided below.

Action During Collisions

The leading violations were Unsafe Speeds (26%), DUI (17%), Traffic Signs & Signals (14%), and Vehicle Right of Way Violations (14%). Unsafe Speed and Traffic Signals & Signs violations occurred primarily at Hemlock Street & Ventura Road and Hemlock Street & J Street. DUIs occurred mostly along Ventura Road and J Street. The Vehicle Right of Way Violations occurred sporadically, with a small cluster occurring at the Hemlock Street & Ventura Road intersection.

Injury Collisions Summary Table

Injury Collision Summary within ¼ Mile of McKinna Elementary School (2016 – 2020)			
Total Injury Collisions	70		
KSI (Killed or Seriously Injured) Collisions	1 (1%)		
Collisions with victim under 16 years old	19 (27%) (KSI: 0)		
Pedestrian-Involved	5 (7%) (KSI: 0)		
Bicycle-Involved	2 (3%) (KSI: 0)		
Top Violations		Count	Percent of Total
	Unsafe Speeds	18	26%
	DUI	12	17%
	Traffic Signals and Signs	10	14%
	Vehicle Right of Way Violation	10	14%
Top Crash Types		Count	Percent of Total
	Broadside	28	40%
	Rear End	16	23%
	Sideswipe	11	16%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**8**	**11%**
	Midday (10AM-3PM)	**16**	**23%**
	Evening Peak (3PM-7PM)	20	29%
	Overnight (7PM-6AM)	25	36%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	1	1%
	Dark – Streetlights	25	36%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	38	54%
	Dusk/Dawn	6	9%
Roadway Classification		Count	Percent of Total
	Primary	1	1%
	Secondary	37	53%
	Minor	32	46%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	12	17%
	No	58	83%

Note: Times in **Bold** are when school is in session.

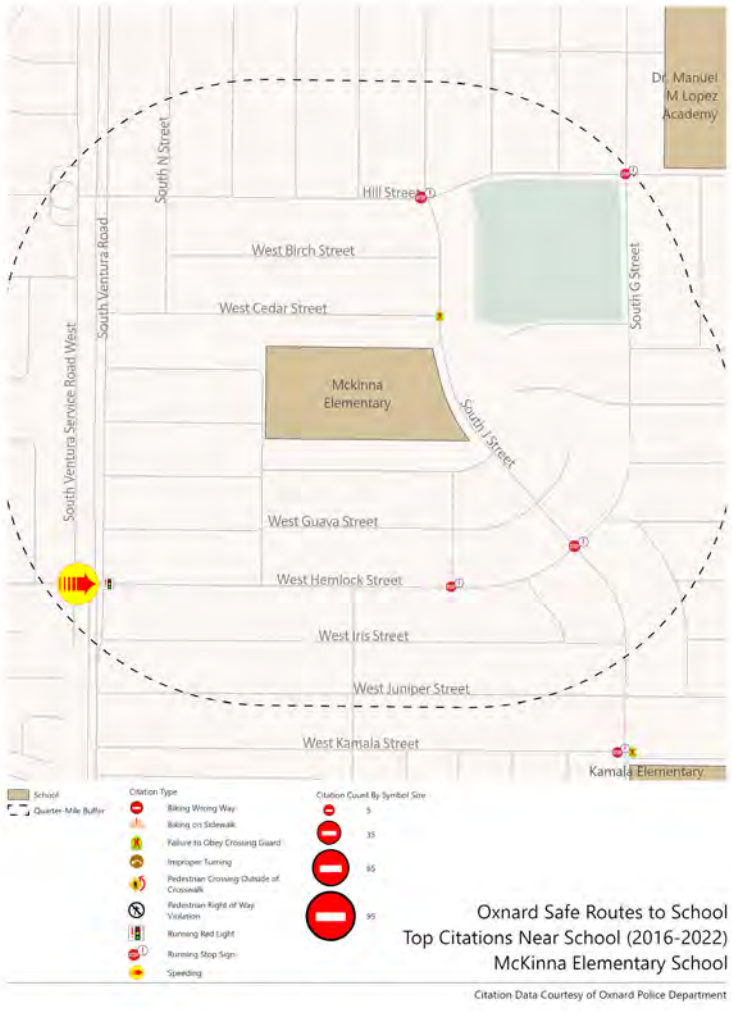
Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Ventura Road	**26**	**Unsafe Speeds (7)** **Traffic Signals and Signs (7)** **Vehicle Right of Way Violations (4)**	The concentration of these collisions occurred at the Hemlock Street intersection, which is subject to relatively high instances of harsh accelerations and hard brakes. Unsafe Speeds: 6 of the 7 Unsafe Speeds collisions along Ventura Road occurred at this intersection. Traffic Signals and Signs: All 7 of the Traffic Signals and Signs collisions along Ventura Road occurred at this intersection. Each was the result of the driver not stopping at the designated line, leading to a broadside collision. One collision involved a southbound bicycle riding on the wrong side of the road leading to broadside collision at the Iris Street intersection.
J Street	**16**	**Unsafe Speeds (6)** **Driving Under the Influence (5)**	The cause of collision varied in each of the 5 collisions that occurred on J Street, along the border of the school between Cedar Street & Fir Avenue. The collisions involved Unsafe Speed, Pedestrian Violation – a pedestrian crossing outside a sidewalk, Vehicle Right of Way Violation, DUI and Following Too Closely. Each of the collisions, except for the DUI, involved a victim under the age of 16. Along J Street there is a collision cluster at the Hemlock Street intersection (8). Unsafe Speed (4) and DUI (2) were the leading causes of collisions.
Hemlock Street	**6**		Half of these collisions occurred during daylight hours. Improper turning was the cause for half of these collisions (3), which led to 2 sideswipes and 1 rear end. One of the six collisions involved a westbound vehicle striking a 62-year-old pedestrian not crossing in a crosswalk at the M Street intersection.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Speeding	88	67%
Running Stop Sign	29	22%
Failure to Obey Crossing Guard	6	5%
Running Red Light	5	4%
Improper Turning	3	2%
Biking Wrong Way	1	1%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Erika Ragan, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students walk or get dropped off from surrounding neighborhoods, a small percentage of students take the bus.
- Key locations include: the northeastern corner of J Street (crossing guard location) and an alley parallel to the large parking lot where parents have open parking opportunities.
- Key issues include: double parking on N Street, a large number of students being dismissed at the same time, and congested alley access south of the campus (north of Fir Avenue) due to parents driving in both directions.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: 5/11/2023
- Meet time: 1:25 PM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Jose Rivera – City of Oxnard
    2. Tom Reilly – LSY Enterprise
    3. Rachel Om – Fehr & Peers
    4. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

N Street



Figure 2. Observed Corridor of N Street

- N Street & Elm Street & Date Street
  - There is no shade available near the school (Figure 3).
  - Students huddled in the small pockets while waiting for dismissal.

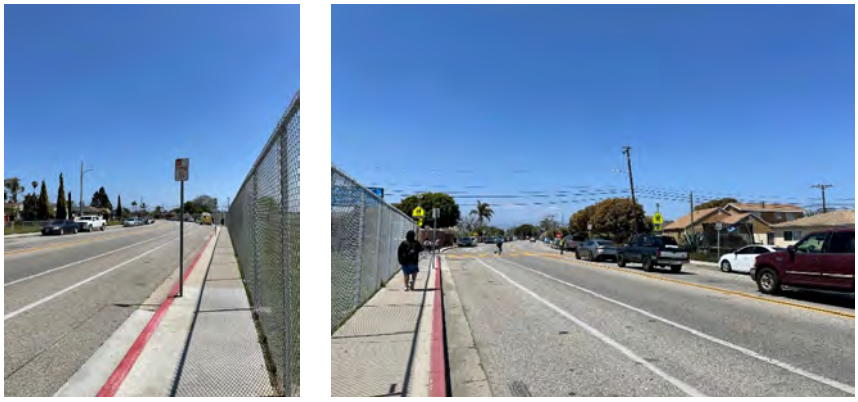


Figure 3. Lack of shade along school perimeter

- N Street & Fir Avenue
  - Crosswalks lack striping at N Street and Fir Avenue. Consider adding crosswalk striping.
  - Wide curb radii create a long crossing distance for pedestrians.
- N Street & Guava Street
  - Crosswalks lack striping at N Street and Guava Street. Consider adding crosswalk striping.
  - Wide curb radii create a long crossing distance for pedestrians.
- N Street & Hemlock Street
  - Not all curb cuts have tactile warning domes. Consider upgrading curbs.
  - Crosswalks lack striping. Consider adding crosswalk striping.
  - Wide curb radii create a long crossing distance for pedestrians on Ventura Road and L Street.
  - A red curb was observed on the northwest and northeast corner.
  - Speed feedback signs were present, indicating a speed limit of 25 MPH.

J Street



Figure 4. Observed Corridor of J Street

- J Street & North Alley
  - There are RRFBs at the crossing at this location. A bulbout could improve visibility of the RRFBs at this crossing, especially with the curve.

- J Street North of Fir Avenue
  - There are RRFBs located at the curve on J Street (Figure 5).
  - The crossing guard parked too close to the crosswalk.



Figure 5. RRFB and crossing guard at J Street

- J Street & Fir Avenue
  - Wide curb radii create a long crossing distance for pedestrians.

East-West Streets

Alley located to the south of the school campus

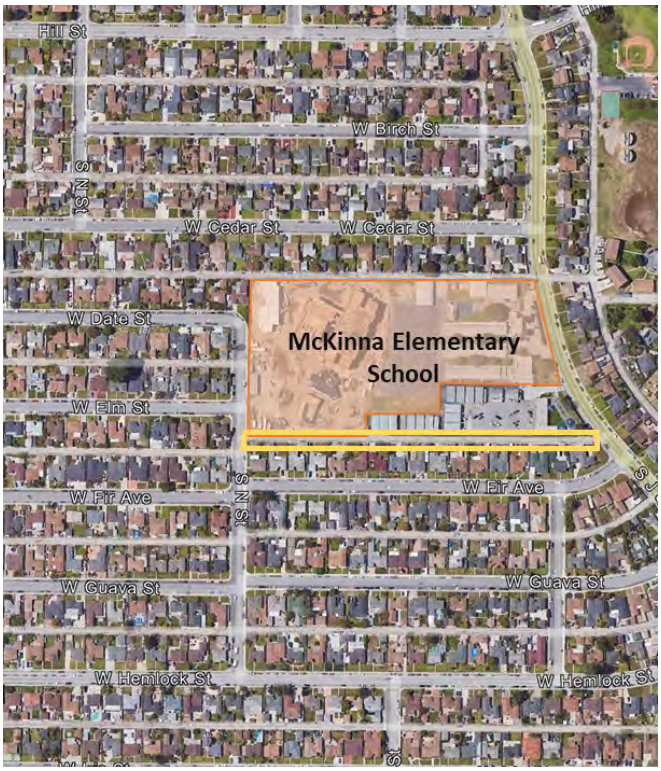


Figure 6. Observed Corridor of Alley located to the south of the school campus

- Wide curb radii create a long crossing distance for pedestrians. (Figure 7)



Figure 7. Wide curb radii

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

L Street

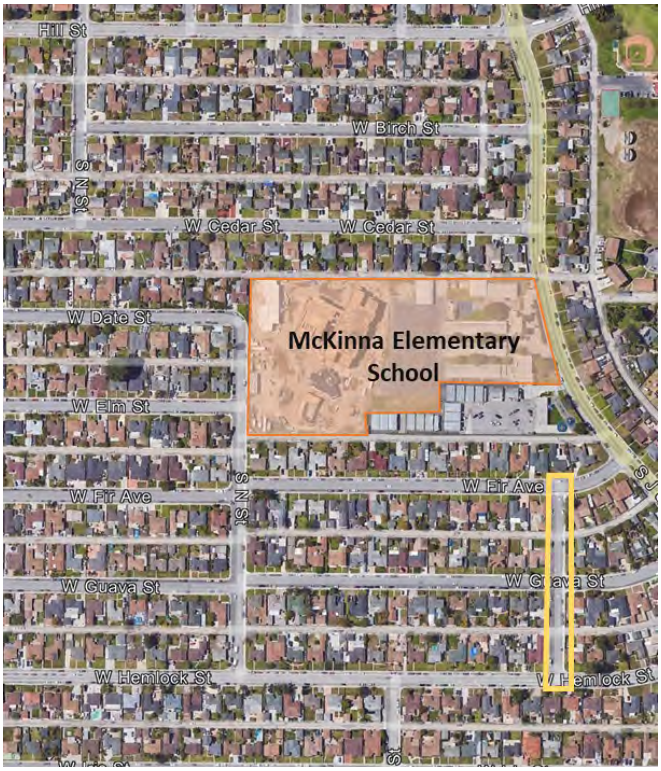


Figure 8. Observed Corridor of L Street

- L Street & Fir Avenue
  - Crosswalk lacks striping at the intersection of L Street and Fir Avenue. The intersection is two-way stop controlled (TWSC). Consider adding crosswalk striping.
- L Street & Guava Street
  - Crosswalks lack striping at the intersection of L Street and Guava Street. Consider adding crosswalk striping.
  - Wide curb radii create a long crossing distance for pedestrians.
- L Street & Hemlock Street
  - Not all curb cuts have tactile warning domes. Consider adding curb extensions.
  - The intersection at L Street and Hemlock Street is all-way stop controlled. The crosswalks lack striping in all directions. Consider adding crosswalk striping.
  - Consider daylighting the intersection with a red curb.

East-West Streets

Fir Avenue



Figure 9. Observed Corridor of Fir Avenue

- Fir Avenue is a wide street, enabling higher speeds and an unpleasant walking experience for pedestrians.

2.5 Arrival and Dismissal Observations

Kindergarten dismissal, approximately 150 students, was observed by the team from 1:25 PM to 1:40 PM. The team observed this dismissal along N Street. First through fifth grade dismissal, approximately 400 students, was observed by the team from 2:15 PM to 2:35 PM. The team observed the first through fifth grade dismissal at several locations, including along N Street, the alley between N Street and J Street, and J Street.

N Street:

- The parking lot along N Street is closed during dismissal, and the team observed double parking on N Street.
- During kindergarten dismissal, staff put cones out on N Street to ensure visibility of the red curb.
- The cones were moved at 2:37 PM. Followed in by two others, the school staff told the team he typically moves the cones at 2:35 to let parents in.
- Bus drivers needed to move the cones.
- The curve along N Street makes parking difficult.
- U-turns on N Street contributing to congestion at Date Street curve.
- There was a lot of crossing at the curve where walkway lets out.
- Some parking was observed in the west leg crosswalk. A curb extension at this leg of the crosswalk could prevent parking.
- Pedestrians were observed to be using south leg crosswalk and driveway crosswalk.

North Alley:

- Double parking was observed in the alley between N and J Street.
- Some parents parked in the alley in front of school for pick up. People parked in both direction and in the travel lanes.
- During the first through fifth grade dismissal, there was a crossing guard at J Street and north alley.

South Alley:

- The south alley has very poor pavement condition.

J Street:

- The parking lot along the alley is accessible via J Street. The team observed open spots where parents could park.
- During the first through fifth grade dismissal, there was a crossing guard at J Street and north alley.
- During first through fifth grade dismissal, students were observed walking northbound on J Street.
- When students leave through the gate on J Street, they need to “u-turn” to parking.

Elm Street:

- Parking on Elm Street increased approximately five minutes before dismissal. Before dismissal, it was empty.
- Back up was observed between Elm Street and Date Street when northbound vehicles waited for people crossing.
- Double parking on Elm Street caused honking during dismissal.

Ventura Road:

- The team had questions about activities on Ventura Road, particularly at Date Street versus at ElmStreet. Date Street appeared to be the more desirable path west.

General Observations:

- The team estimates that 100 students enter and exit through the back gate of the school.
- A digital sign was present that said "Parents don't walk across parking lot. Use sidewalk"
- The team observed wayfinding signage indicating pick-up location for different grades.
- Many parents parked and walked into the school to pick up their children.
- For a 2:30PM dismissal, conditions were mostly to all clear by 2:40 PM.
- Generally, drivers yielded well at crosswalks.
- The team observed approximately 15 to 20 cars parked in the lot.
- The team observed speeds increasing after dismissal.

City of Oxnard Safe Routes to School Technical Appendix

Dr. Manuel M. Lopez Academy (6-8)



Prepared By:

FEHR & PEERS

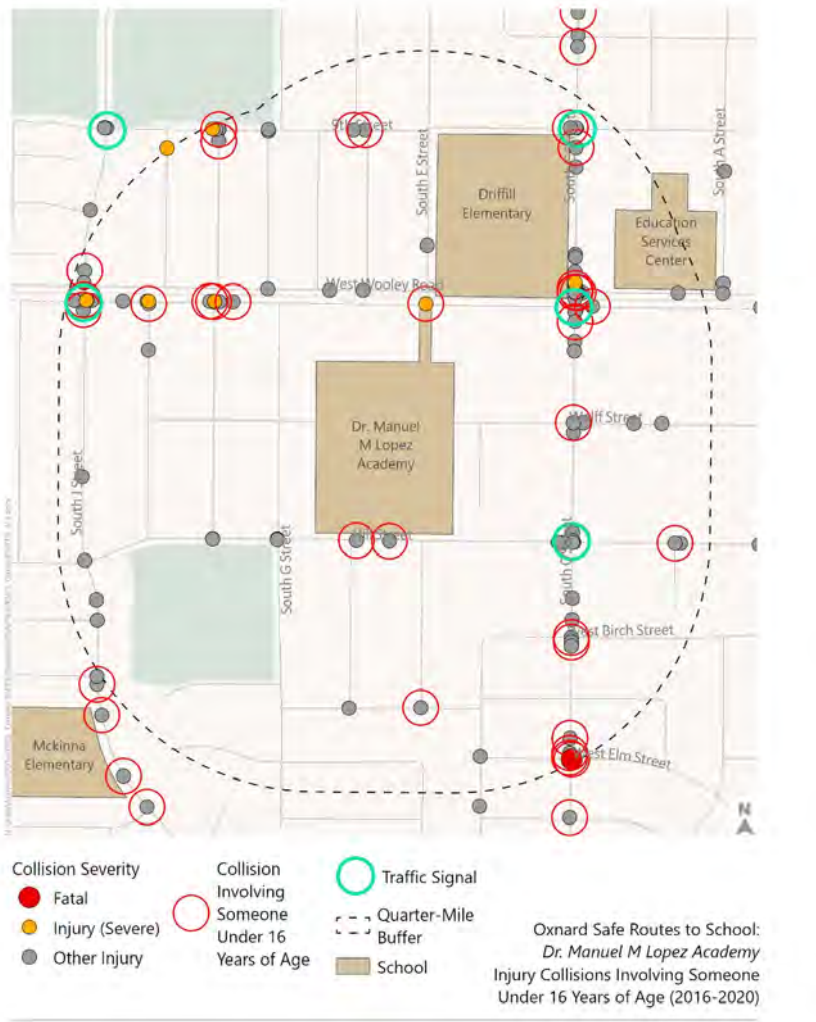
Walk 'n Rollers
bike · walk · skate · scoot

1. Collision and Citation Trends

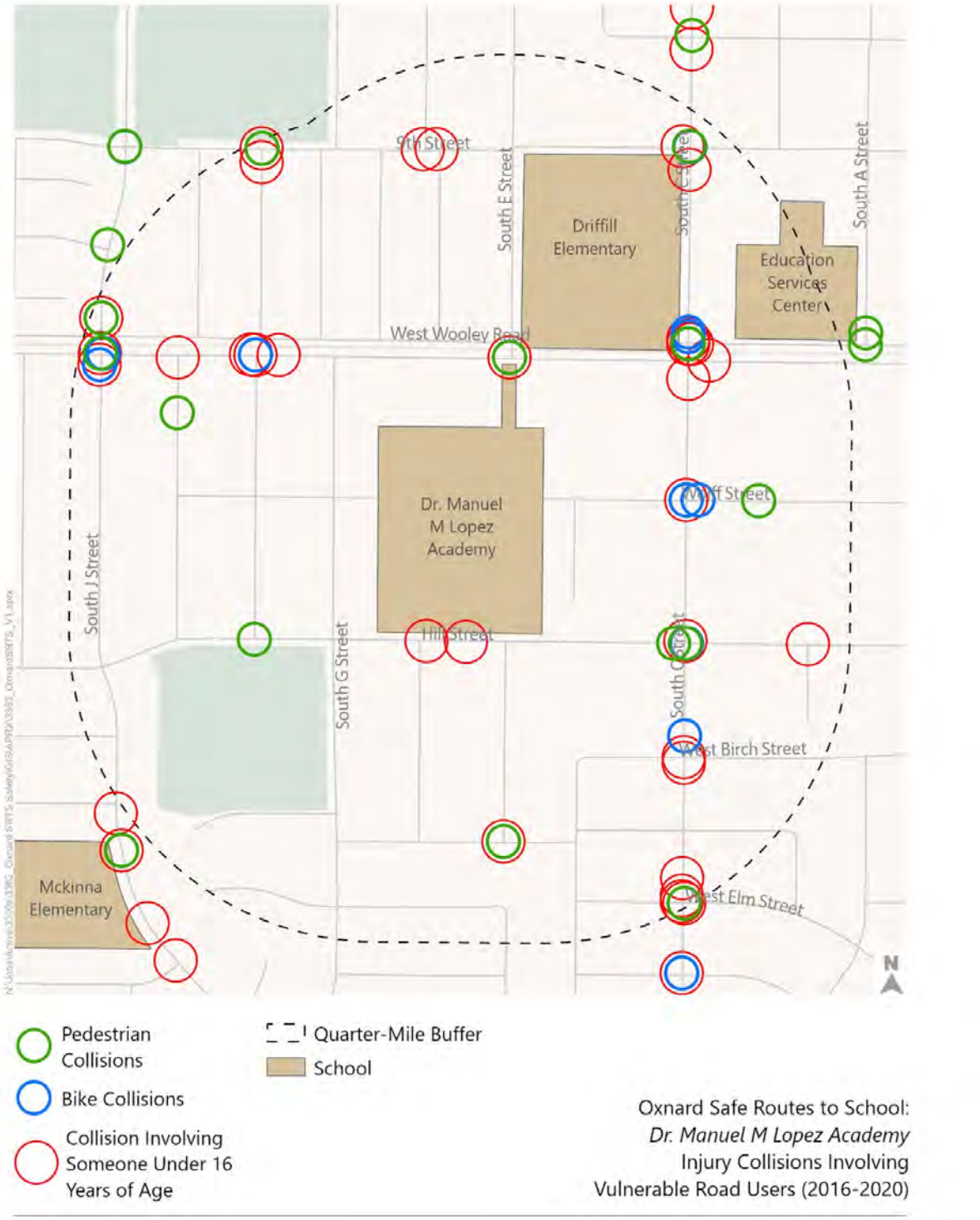
This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

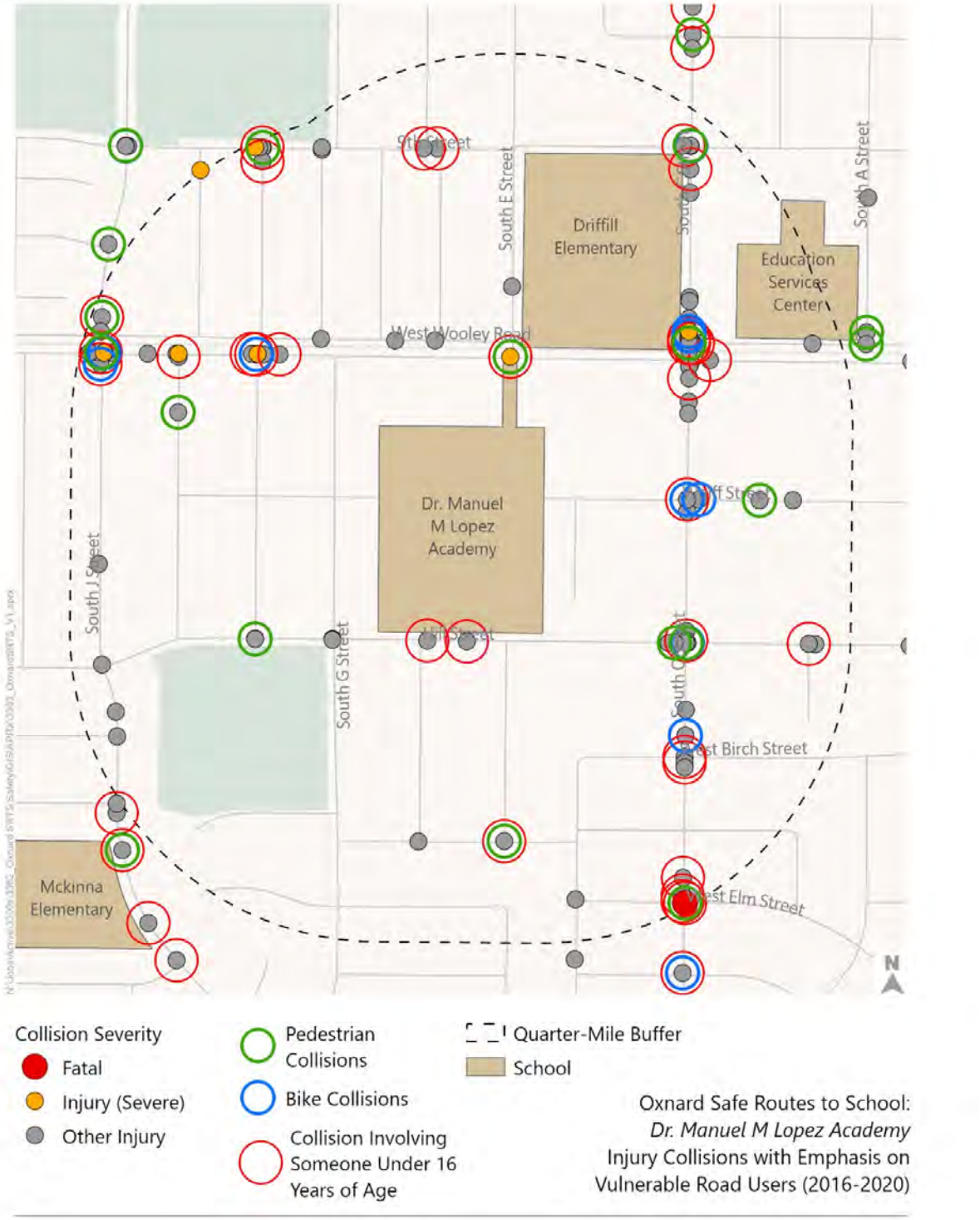
Collisions are prevalent along Wooley Road, C Street, and J Street within the quarter-mile buffer of the school area. Collisions involving individuals under 16 years of age largely clustered along Wooley Road, C Street, and 9th Street. Collisions with severe injuries occur concentrating along Wooley Road and C Street as well, and there was one fatal collision within the study area.



Pedestrian collisions present throughout the study area, with concentrations along C Street. Bicycle collisions are prevalent along Wooley Road and C Street.



Putting all the information together, several collisions involving someone under the age of 16 were a pedestrian or bicycle collision resulting in an injury (severe or otherwise). One collision resulting in a fatality occurred at the intersection of Elm Street and C Street.



1.2 Injury Collision Summary

There were 154 injury collisions between 2016-2020 within a quarter mile radius of Dr. Manuel M Lopez Academy of Arts and Sciences. One collision (1%) resulted in a fatality and six (4%) in a severe injury, one of which involved a pedestrian. Details are provided below. 41 collisions (27%) involved someone under the age of 16, one of which involved someone killed or severely injured. Details are provided below.

Action During Collisions

The leading violations were Vehicle Right of Way Violation (18%), Unsafe Speed (17%), and Traffic Signals and Signs (17%). Seven of the 16 pedestrian-involved collisions involved a pedestrian crossing in a crosswalk at an intersection. The other nine were crossing outside of a crosswalk or in the road, including shoulder. All 13 of the bicycle-involved collisions were on Wooley Road or C Street.

Injury Collisions Summary Table

Injury Collision Summary within ¼ Mile of Dr. Manuel M. Lopez Academy (2016 – 2020)			
Total Injury Collisions	154		
KSI (Killed or Seriously Injured) Collisions	7 (5%)		
Collisions with victim under 16 years old	41 (27%) (KSI: 1 – 14% of all KSI collisions)		
Pedestrian-Involved	16 (10%) (KSI: 2 – 28% of all KSI collisions)		
Bicycle-Involved	13 (8%) (KSI: 2 – 28% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	27	18%
	Traffic Signals and Signs	26	17%
	Unsafe Speed	26	17%
Top Crash Types		Count	Percent of Total
	Broadside	62	40%
	Rear End	41	27%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**22**	**14%**
	Midday (10AM-3PM)	**44**	**29%**
	Evening Peak (3PM-7PM)	41	27%
	Overnight (7PM-6AM)	46	30%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	4	3%
	Dark – Streetlights	46	30%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	100	65%
	Dusk/Dawn	3	2%
Roadway Classification		Count	Percent of Total
	Primary	0	0%
	Secondary	125	81%
	Minor	29	19%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	16	10%
	No	138	90%

Note: Times in **Bold** are when school is in session.

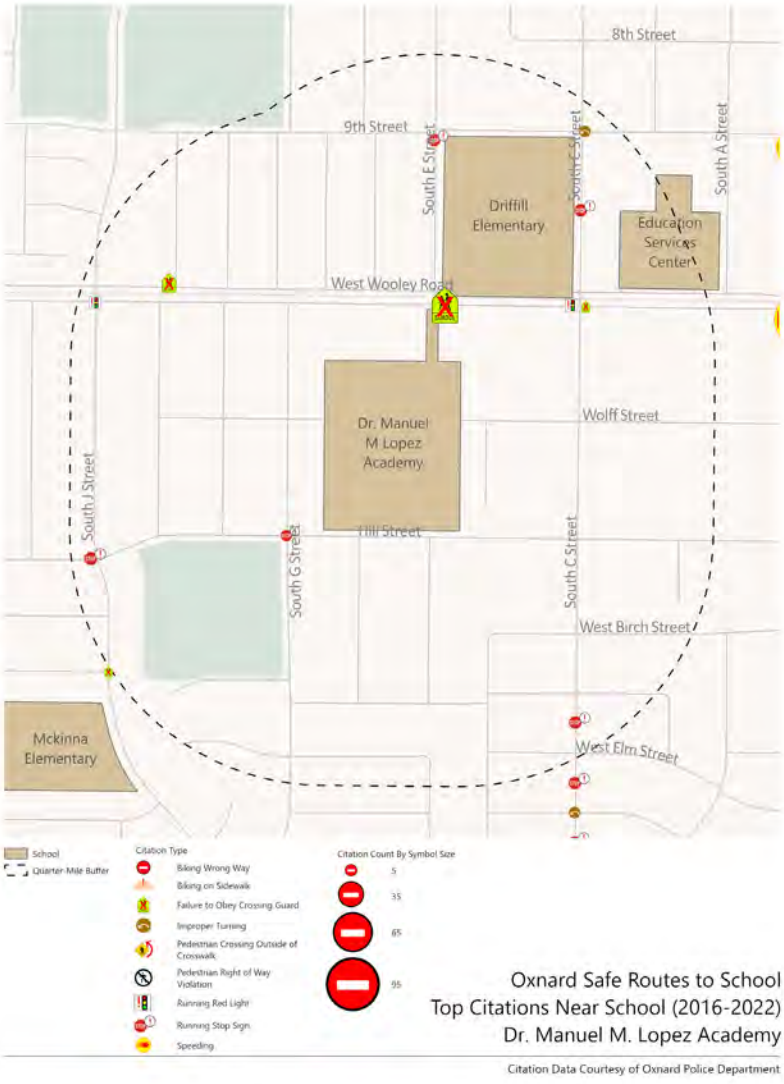
Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Wooley Road & C Street	*36*		The largest concentration of collisions was at the intersection of Wooley Road & C Street, where there were 36 collisions, two of which were pedestrian-involved and two of which were bicyclist-involved. One collision resulted in a severe injury and nine collisions involved someone under the age of 16. This intersection has two-stage crossing for pedestrians crossing north-south due to the train tracks bisecting east-west.
Wooley Road & J Street	*28*		Another large concentration of collisions occurred at the intersection of Wooley Road & J Street, where there were 28 collisions, one of which resulted in a serious injury for a bicyclist who was riding on the wrong side of the road. At this location there were 3 pedestrian collisions and two bicycle collisions. Half of the collisions were broadside collisions, and the majority of the broadsides were a result of red light running. Similar to Wooley Road & C Street, this intersection has two-stage crossing for pedestrians crossing north-south due to the train tracks bisecting east-west.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Failure to Obey Crossing Guard	95	62%
Running Stop Sign	23	15%
Running Red Light	14	9%
Improper Turning	10	6%
Speeding	5	3%
Biking Wrong Way	3	2%
Pedestrian Right of Way Violation	3	2%
Pedestrian Crossing Outside of Crosswalk	1	1%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

As part of the preparations for the walk audit, the SRTS team organized virtual kick-off meetings, inviting key staff members from participating schools. This school either declined the invitations or confirmed their participation after the walk audit had already been conducted.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: 11/28/2023
- Meet time: 8:15 AM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Andy Meger – Fehr & Peers
    2. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

East-West Streets

Hill Street

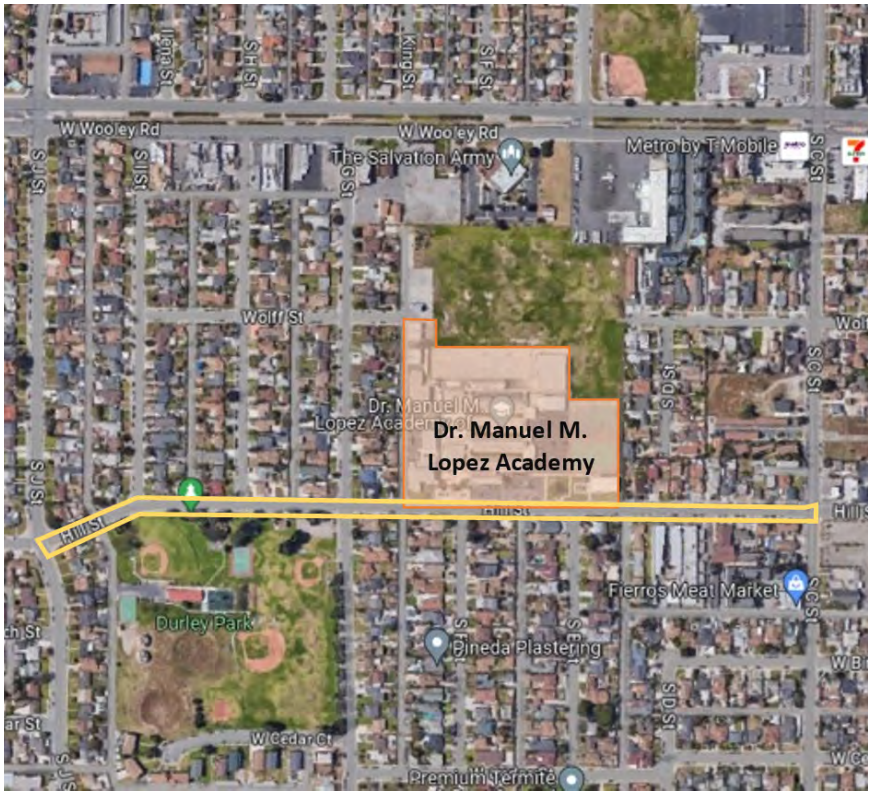


Figure 2. Observed Corridor of Hill Street

- Hill Street between C Street and J Street
  - Narrow sidewalks were observed, only about 3.5 feet wide (Figure 3).

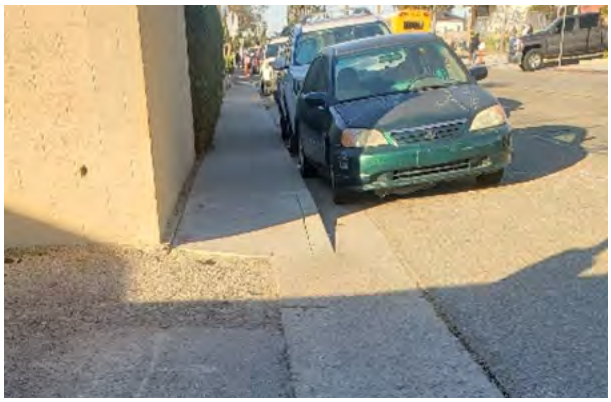


Figure 3. Narrow Sidewalks along Hill Street

- Sidewalk repairs were actively in progress during the walk audit to fix damage/uplift.
- No school zone signs or markings were present.
- Higher vehicle speeds were present along this corridor outside of the congested arrival period. Curvature in the roadway also limits visibility near J Street.

- Hill Street & E Street
  - No curb ramp was present on the north landing of the crosswalk.
  - The existing curb ramps lacked tactile warning pads.
  - The crosswalk is an older style with diagonal striping.
- Hill & Alley west of E Street
  - Poor pavement quality was observed along Hill Street.
- Hill Street & F Street
  - The curb ramps lacked tactile warning pads.
  - The crosswalk is an older style with diagonal striping.
  - No crosswalk was observed across F Street despite a high volume of pedestrian traffic.
- Hill Street & G Street
  - The curb ramps lacked tactile warning pads.
  - No marked crosswalks were observed at this intersection.
  - The pavement was in rough condition along Hill Street.
- Hill Street & H Street
  - The curb ramps lacked tactile warning pads.
- Hill Street & Durley Park
  - A preschool is at the park and the team observed student arrival at 9:00am. People were dropping off preschoolers but there was limited congestion.
- Hill Street & I Street
  - The curb ramps lacked tactile warning pads.
- Hill Street & J Street
  - The intersection was very large and had wide curb radii. It also had standard-style school crosswalks (Figure 4).
  - The curb ramps lacked tactile warning pads.



Figure 4. Wide Intersection and Standard-style Crosswalks at Hill & J.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

J Street

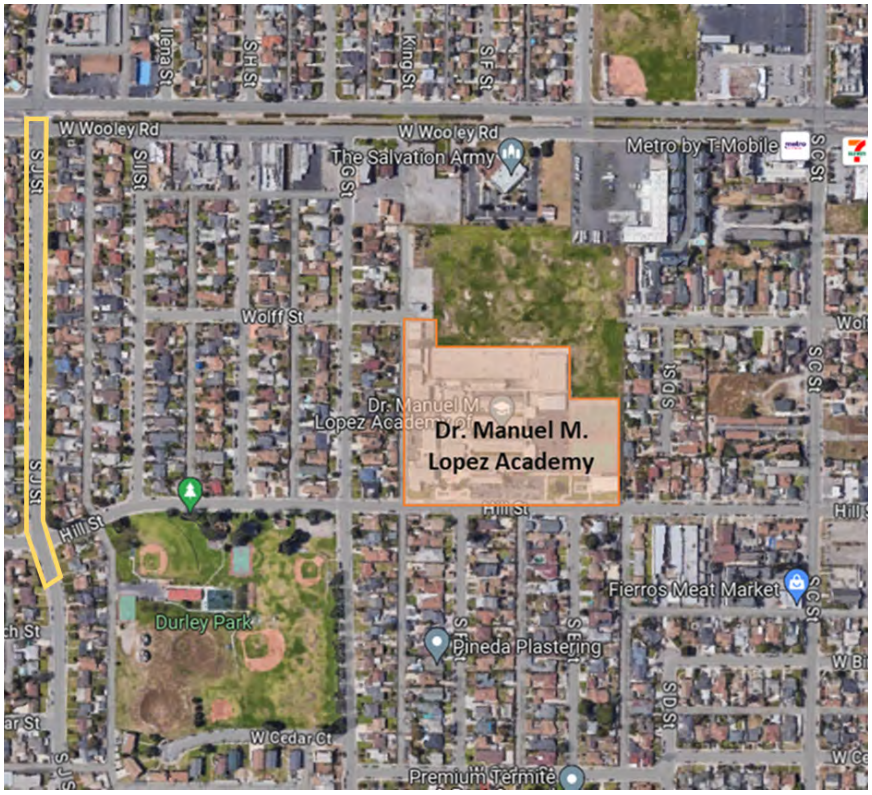


Figure 5. Observed Corridor of J Street

- J Street between Hill Street and Wooley Road
  - Narrow sidewalks are present along this corridor.
  - Class II bike lane is present but faded.
  - No tree cover is available, the sun was fairly intense even in November.
  - Driveway cross-slope issues may be present along parts of the corridor.
- J Street & Wooley Road
  - Old signal activation loops were observed in the roadway.
  - The curb near the railroad were damaged and blocked the path of travel in the crosswalk.
  - One out of four ramps had curb ramps with tactile warning pads, the other three were not upgraded.

C Street

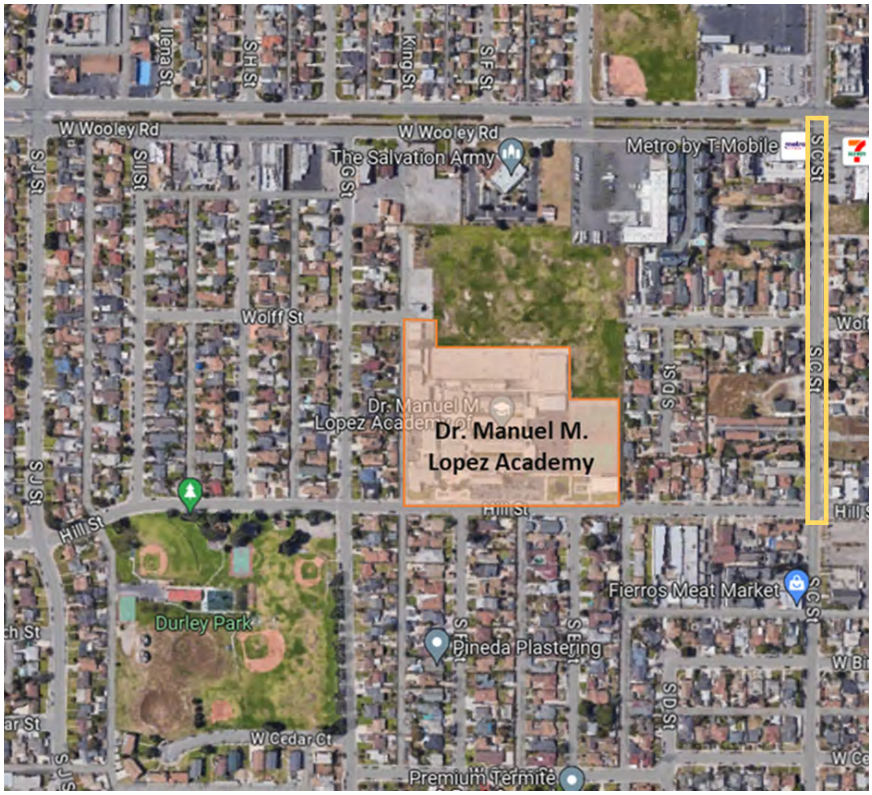


Figure 6. Observed Corridor of C Street

- C Street between Wooley Road and Hill Street
  - This stretch of C Street had no trade cover or shade. It was quite warm, even at 9:30am on a November morning.
- C Street & Wolff Street
  - Pavement condition was poor/rough in the crosswalk.
- C Street & Hill Street
  - While the crosswalk is more than 600 feet from the school campus, it is the primary path of travel for east/west students before reaching the school campus and is within 2,800 feet. Therefore, all legs should be painted yellow as opposed to the current white crosswalk configuration.

East-West Streets

Wooley Road

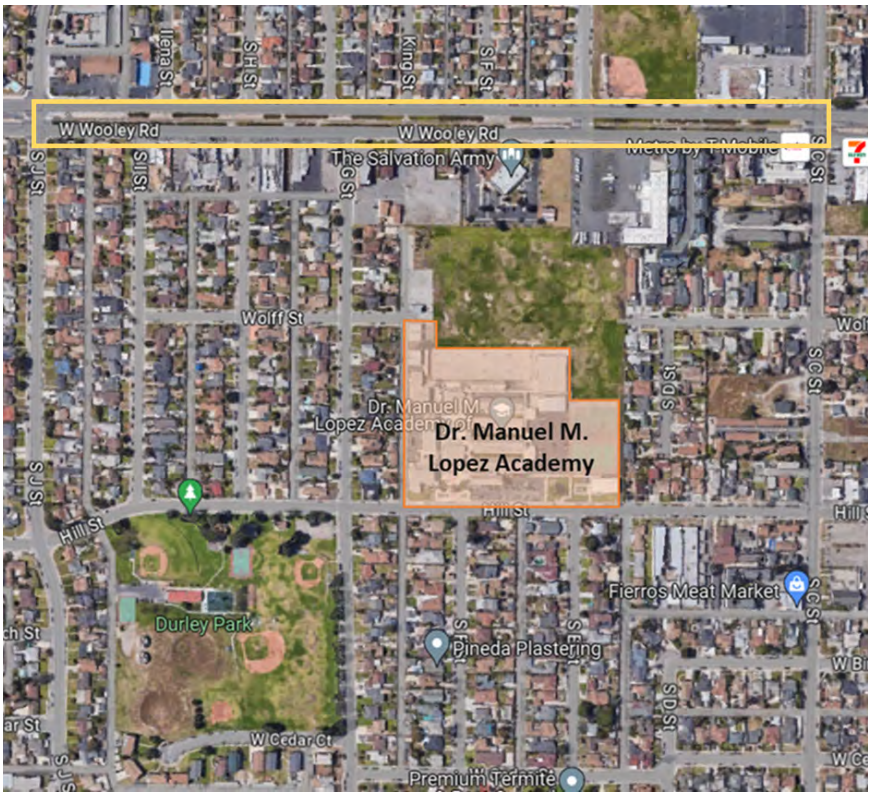


Figure 7. Observed Corridor of Wooley Road

- Wooley Road & I Street
  - One out of two ramps had curb ramps with tactile warning pads.
- Wooley Road & H Street
  - The curb ramps lacked tactile warning pads.
- Wooley Road & G Street
  - The curb ramps lacked tactile warning pads.
  - Offset sidewalks cross lane at an awkward angle.
- Wooley Road & Salvation Army Driveway
  - The sidewalk ramp was broken at this location (Figure 8).

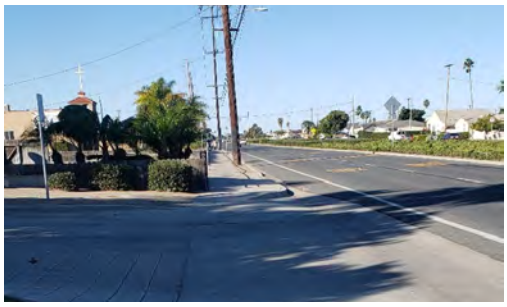


Figure 8. Broken Ramp at Salvation Army Driveway

2.5 Arrival and Dismissal Observations

The team observed arrival at Hill & F Street near the alley as well as Hill & E Street near the crosswalk at the front of the school.

Hill Street & F Street:

- Temporary parking restrictions were present due to City sidewalk work during the walk audit, valid between November 27th and December 1st.
- Already quite busy by 8:15am.
- Bus drop-offs on Hill Street, lots of buses observed.
- There were lots of cars dropping off students. Many walkers were also observed.
- The small parking lot was being used for some drop-offs.
- There was a crossing guard at the crosswalk at Hill Street & F Street (Figure 9).



Figure 9. Crossing guard at Hill Street and F Street

- The driveway exiting the parking lot presented a lot of conflicts between drivers and pedestrians.
- Three bicyclists were observed during the arrival period.
- Student compliance with crossing guard was good. The crossing guard would hold students until a group had formed and then stopped traffic to allow them to cross.
- The crosswalk led to backups westbound and eastbound on Hill. The westbound left from Hill onto F contributed to backups as well.
- Northbound F Street was backed-up at bell time.
- Driveway queue began spilling out onto Hill at the bell time. Right after the first bell at 8:39am, peak congestion was observed.
- The second bell rang after 8:44am.
- Crossing guard went inside at 8:46am, locking the gate behind her. Some stragglers arrived up until about 8:50am.
- Overall fairly chaotic, especially the turning movements around F and Hill.

Hill Street & E Street:

- Two right-of-way violations occurred with the crossing guard at Hill & F.
- Four-foot sidewalk on Hill Street led to very narrow pedestrian environment for walkers.
- Nine buses were observed arriving.
- Double-parking was visible along F Street for students, and then using the crosswalk across Hill to reach the front of the school.
- Six bikes were noted coming from the westbound direction.
- The crossing guard was too busy to also control students crossing F Street to the front of the school.
- A few students crossed midblock.
- Busiest between 8:20am and 8:45am.
- Right turns out of parking lot exit were blocked by busy crosswalk/crossing guard creating knock-on queuing impacts. Some honking was observed during the busiest periods.
- Back-ups on Hill at peak around 8:40am, traffic spilling out from drop-off loop.
- As traffic dissipated at the end of the congestion period, traffic speeds were notably higher along Hill Street.

City of Oxnard Safe Routes to School Technical Appendix

Driffill School (TK - 8)



Prepared By:

FEHR PEERS

Walk 'n Rollers
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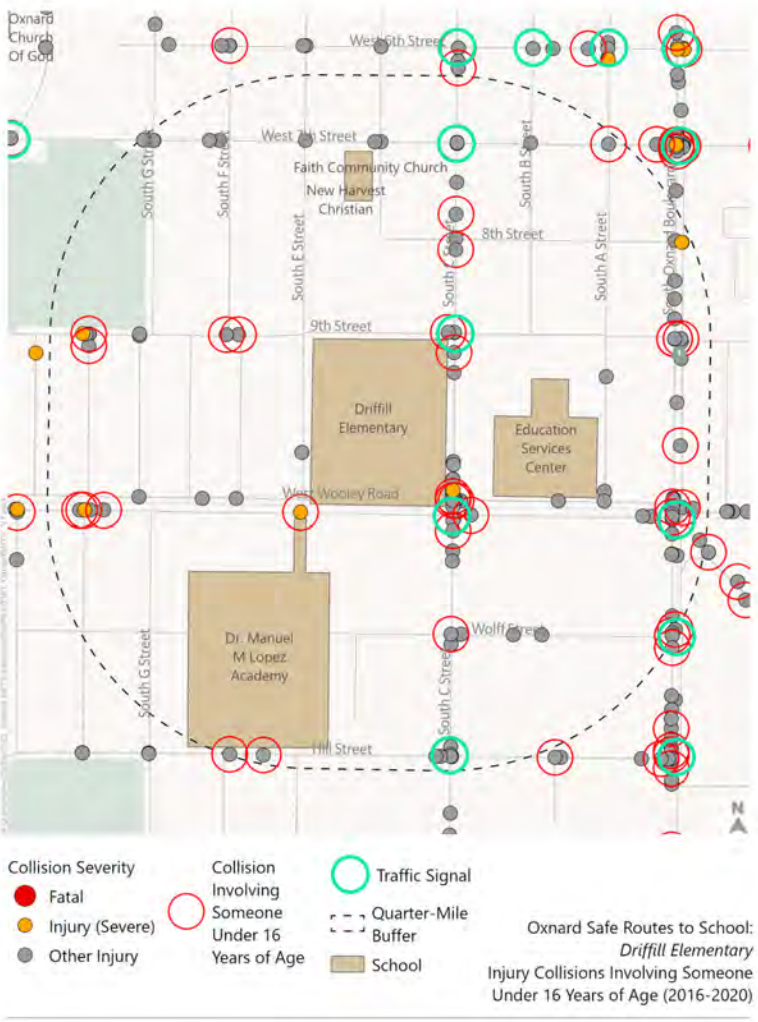
1. Collision and Citation Trends

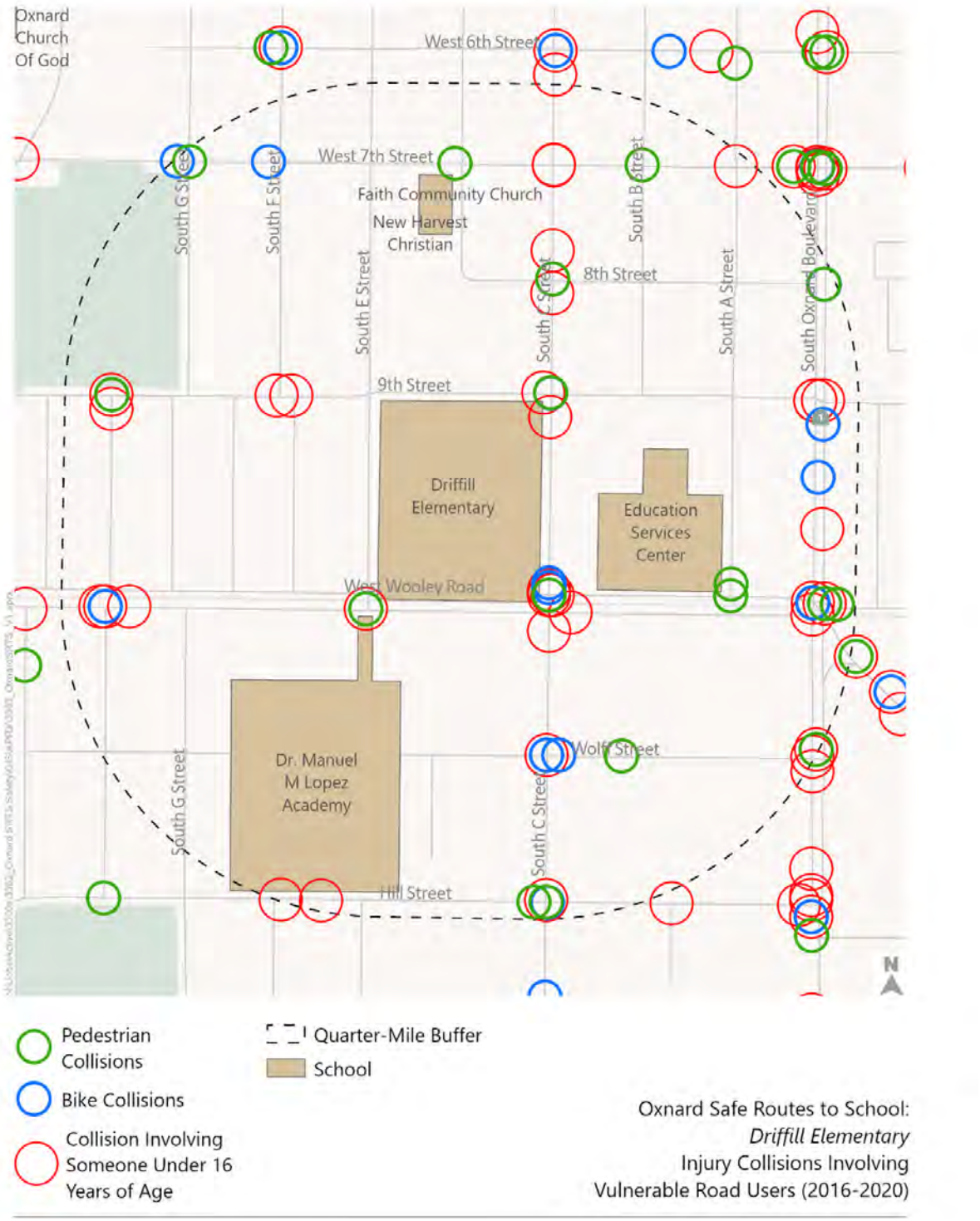
This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

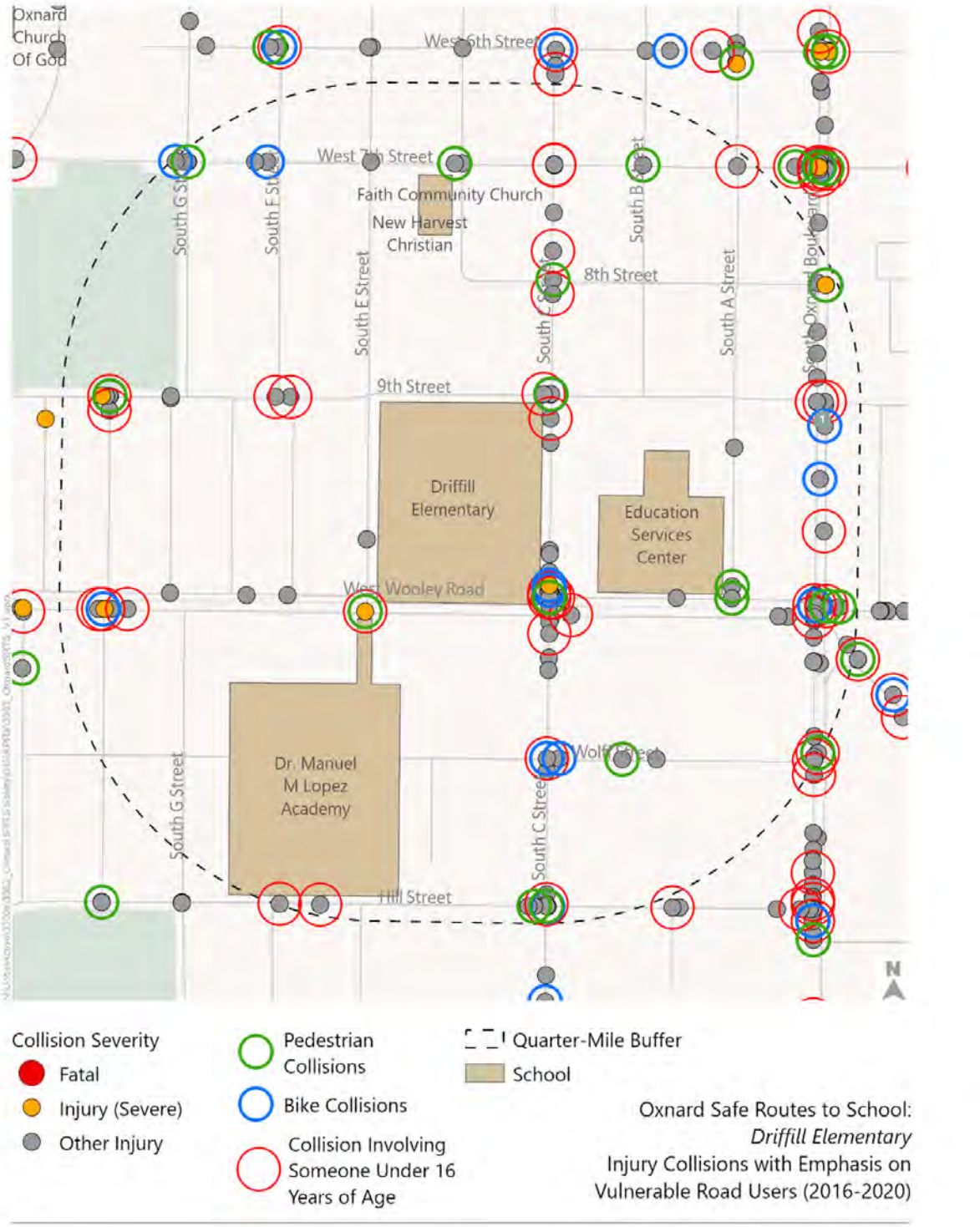
Collisions were spread out within the quarter mile buffer and clustered on Wooley Road, C Street, and Oxnard Boulevard. There were five collisions that resulted in severe injuries within the buffer area, and none of the collisions resulted in a fatality. Three of the severe injury collisions happened on Wooley Road, one on 9th Street, and one on Oxnard Boulevard.



Bike collisions were prevalent along C Street and Oxnard Boulevard. Pedestrian collisions concentrated on 7th Street, C Street, Wooley Road, and Oxnard Boulevard.



Putting all the information together, many collisions near Driffill School that resulted in other injuries involved individuals under the age of 16. One severe injury collision involved someone under the age of 16. This collision happened at the intersection of Wooley Road and C Street.



12 Injury Collision Summary

There were 170 injury collisions between 2016-2020 within a quarter mile radius of Driffill School. Five collisions (3%) resulted in a severe injury (2 ped and 1 bike). Thirty-nine collisions (23%) within a quarter mile radius of the school involved someone under the age of 16 (all vehicle passengers).

Action During Collisions

The leading violations were Unsafe Speeds (22%), Vehicle Right of Way Violations (17%), and Traffic Signs & Signals (15%). Unsafe Speeds led to collisions along many roads, with the main hotspots being Wooley Road, C Street, and Oxnard Boulevard. Vehicle Right of Way Violations occurred primarily along C Street, 7th Street, and 9th Street. Traffic Signs & Signals collisions similarly occurred primarily along 7th Street and C Street.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Driffill School (2016 – 2020)			
Total Injury Collisions	170		
KSI (Killed or Seriously Injured) Collisions	5 (3%)		
Collisions with victim under 16 years old	39 (23%) (KSI: 0)		
Pedestrian-Involved	19 (11%) (KSI: 2 – 40% of all KSI collisions)		
Bicycle-Involved	17 (10%) (KSI: 1 – 20% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Unsafe Speed	37	22%
	Vehicle Right of Way Violation	29	17%
	Traffic Signals and Signs	25	15%
Top Crash Types		Count	Percent of Total
	Broadside	68	40%
	Rear End	54	32%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**22**	**13%**
	Midday (10AM-3PM)	**49**	**29%**
	Evening Peak (3PM-7PM)	55	32%
	Overnight (7PM-6AM)	42	25%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	1	1%
	Dark – Streetlights	42	25%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	122	72%
	Dusk/Dawn	4	2%
Roadway Classification		Count	Percent of Total
	Primary	53	31%
	Secondary	87	51%
	Minor	30	18%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	17	10%
	No	153	90%

Note: Times in **Bold** are when school is in session.

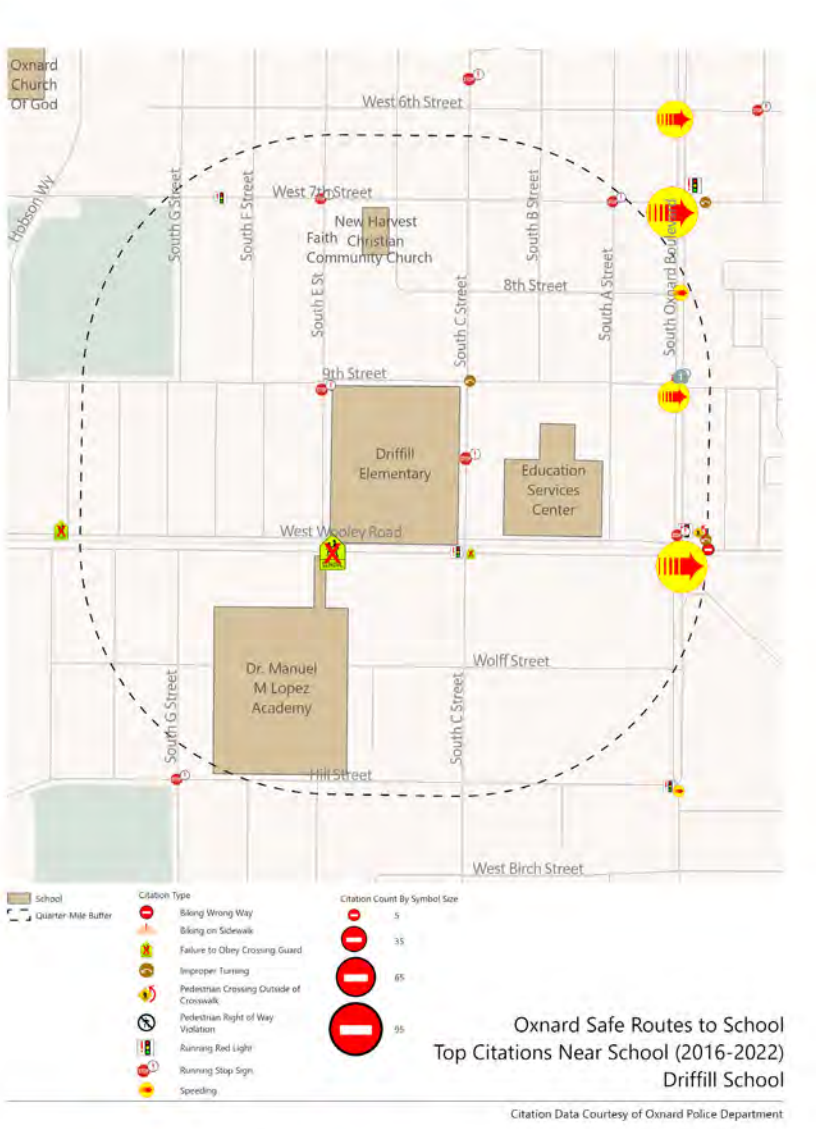
Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Wooley Road	**86**	**Unsafe Speeds (24)** **Traffic Signs & Signals – Driver not stopping at line (15)** **Vehicle Right of Way Violation (12) Driving Under the Influence (6)**	Two of the three severe injury collisions on Wooley Street occurred at the E Street intersection, one involving a pedestrian struck by an eastbound vehicle while crossing outside of the crosswalk. This intersection is side street stop controlled with a RRFB and only one north-south crosswalk across the east leg. It is the southwest corner of campus. 33 collisions occurred where Wooley Road intersects Oxnard Boulevard/Saviers Road. This intersection is subject to relatively high instances of hard braking and harsh acceleration.
Wooley Road & C Street Intersection	*36*	Traffic Signs & Signals – Driver not stopping at line (12)	There were two pedestrian-involved and two bicyclist-involved collisions. One collision resulted in a severe injury and 9 collisions involved someone under the age of 16 (vehicle passengers). This intersection is at the southeast corner of campus. It has two-stage crossing for pedestrians crossing north-south due to the train tracks bisecting east-west. The severe injury collision occurred just north of the intersection and involved a bicyclist.
C Street	**15**	**Unsafe Speed (6)**	Excluding the C Street & Wooley Road intersection.
Oxnard Boulevard	**16**		One collision involving a pedestrian resulted in a severe injury. The pedestrian was crossing Oxnard Boulevard at 8th Street outside of a marked crosswalk. Oxnard Boulevard is a four-lane divided arterial with a planted median. There are curb cuts on both the median and the sidewalk on the east side of the road at the 8th Street intersection, as well as a lighting fixture in the median. However, there is no marked crosswalk.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Speeding	298	76%
Running Stop Sign	58	15%
Running Red Light	25	6%
Improper Turning	6	2%
Pedestrian Crossing Outside of Crosswalk	4	1%
Pedestrian Right of Way Violation	2	1%
Biking Wrong Way	1	0%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Javier Tapia, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students live in the surrounding neighborhoods and are dropped off. Students who walk typically come from the west and a small number of students ride the bus.
- Key locations include: 9th Street pick-up/drop-off zone, 9th & E Street intersection (crossing guard location) and Wooley Road & C Street crossing.
- Key issues include: double/triple parking in the loading zone at 9th Street, limited parking on both sides of E Street and C Street, and a lack of students using the Rectangular Rapid Flashing Beacon (RRFB) at Wooley Road & C Street crossing.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Thursday, March 23, 2023
- Start time: 2:15 PM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Jose Rivera – City of Oxnard
    2. Tom Reilly – LSY Enterprise
    3. Rachel Om – Fehr & Peers
    4. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

E Street



Figure 2. Observed Corridor of E Street

- E Street has wide vehicle travel and parking lanes, and narrow sidewalks.
- Buses park along the curb of the northbound direction of E Street and sit for an extended period of time waiting to pickup students.

- E Street & 9th Street
  - Crosswalk markings need to be refreshed. Crosswalks are standard marking.
  - Curb cuts on the northeast and northwest corners of the intersection lack truncated domes.
  - Street has potholes in the crosswalk area creating trip hazards for pedestrians.
  - Overgrown landscaping is blocking the stop sign on the northbound approach of E Street to the intersection. Due to this, the stop sign has reduced visibility for drivers.
- E Street & Wooley Road
  - The Rectangular Rapid Flashing Beacons (RRFBs) at the crosswalk across Wooley Road only have flashers on the outside signs on the sidewalks. Standard crosswalk signs are present in the median near the railroad tracks, but they lack any signalized warning function.

C Street



Figure 3. Observed Corridor of C Street

- C Street & Wooley Avenue
  - The crosswalks on all four legs of the intersection have standard crosswalks (Figure 4).
  - The pedestrian signal for north/south crossings on C Street was timed to be 40 seconds. Given the width of Wooley Avenue at this intersection, this amount of time may be too short for crossing pedestrians.



Figure 4. Intersection of Wooley Road and C Street

East-West Streets

9th Street



Figure 5. Observed Corridor of 9th Street

- Parents in cars are often double or tripled parked along this street waiting to pickup students during the dismissal, blocking traffic flow (Figure 6).



Figure 6. Parents double and triple parked at dismissal

Wooley Road



Figure 7. Observed Corridor of Wooley Road

- Wooley Road between C Street and E Street
  - In the westbound direction, Wooley Road drops from three travel lanes to two (Figure 8). This occurs just before the pedestrian crossing at E Street. The merge movement required by drivers here may distract them from pedestrians crossing in the crosswalk and adds an additional layer of complexity.



Figure 8. Wooley Road Decreases from three travel lanes to two

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

King Street



Figure 9. Observed Corridor of King Street

- King Street & 9th Street
  - The curb radii at the corners of the intersection corners are wide and permit vehicles to make fast right turn movements (Figure 10).



Figure 10. Observed Corridor of King Street

- King Street between 9th Street and Wooley Road
  - The vehicle travel and parking lanes are very wide, and the sidewalks are very narrow.

G Street



Figure 11. Observed Corridor of G Street

- G Street & 9th Street
  - The curb radii at the corners of the intersection corners are wide and permit vehicles to make fast right turn movements while also increasing the crossing distance for pedestrians.
- G Street between 7th Street and Wooley Road
  - The vehicle travel and parking lanes are very wide, and the sidewalks are very narrow.

F Street



Figure 12. Observed Corridor of F Street

- F Street & 9th Street
  - The curb radii at the corners of the intersection corners are quite wide and permit vehicles to make fast right turning movements while also increasing the length required for pedestrians to cross the street.
- F Street between 7th Street and 9th Street
  - The vehicle travel and parking lanes are very wide, and the sidewalks are very narrow.

2.5 Arrival and Dismissal Observations

School dismissal was observed as Principal Javier Tapia shared the dismissal is generally more congested and challenging than the arrival period. The team observed dismissal at two locations: 9th Street & E Street near the school entrance, as well as C Street & Wooley Road at the opposite corner of the campus.

General Observations:

- Middle schoolers (grades 4+) can leave campus without parents.
- Middle schoolers often pick up younger kids.
- Parents often trip chain, picking up kids from Driffill and then nearby high schools.

E Street & 9th Street:

- A large number of students were observed walking west of the school on 9th Street.
- Drivers were observed to ignore the stop sign at 9th and E, even failing to obey the crossing guard at times.
- Parents double and triple parked on 9th Street waiting to pick up students.
- Cars were parked along 9th Street in white loading zones signed "No Parking School Days 7am-4pm"
- Parents want to use C Street to pick up students.
- E Street is mostly used as parking for nearby residences.
- Occasionally, a crossing guard was located at Wooley & E.
- Buses picked up on E Street, blocking access to staff parking lots. Students hang were observed hanging out in the parking lots after school.

C Street & Wooley Road:

- Students (mostly older kids) on bikes were observed riding in an unsafe manner, includingriding against the flow of traffic and trick-riding.
- Students cross Wooley Road to visit the nearby 7-Eleven at the southeast corner of C Street and Wooley Road and return to campus to hang out afterwards.

City of Oxnard Safe Routes to School Technical Appendix

Elm Elementary School (TK-5)



Prepared By:

FEHR PEERS

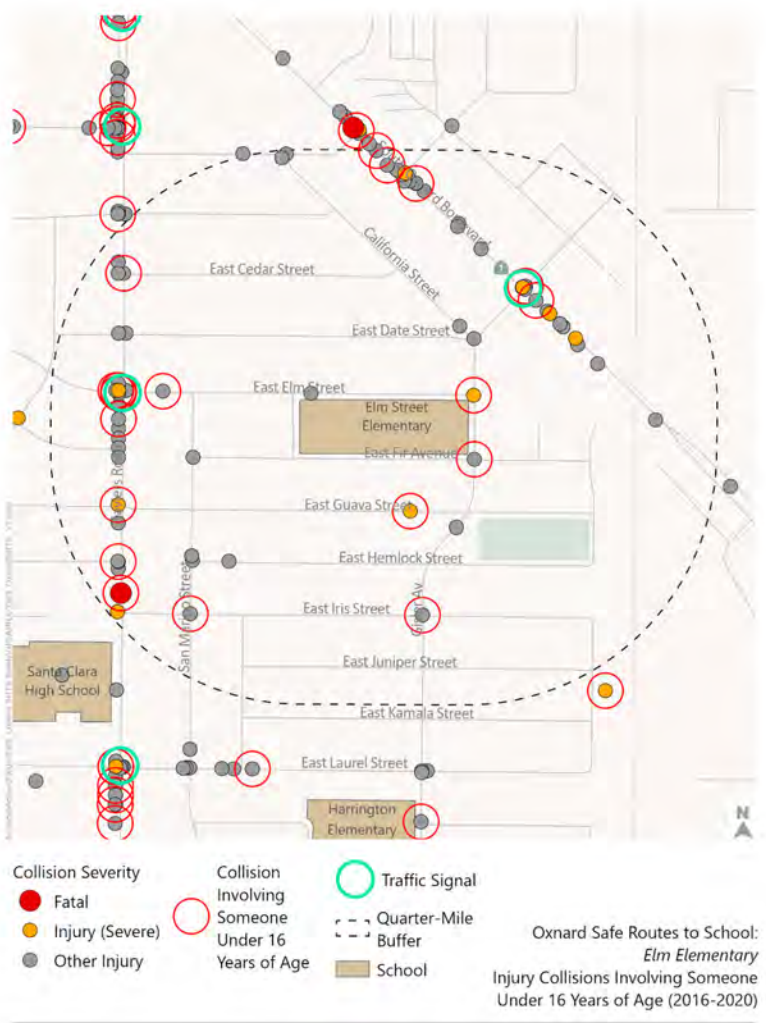
Walk 'n Rollers bike · walk · skate · scoot

1. Collision and Citation Trends

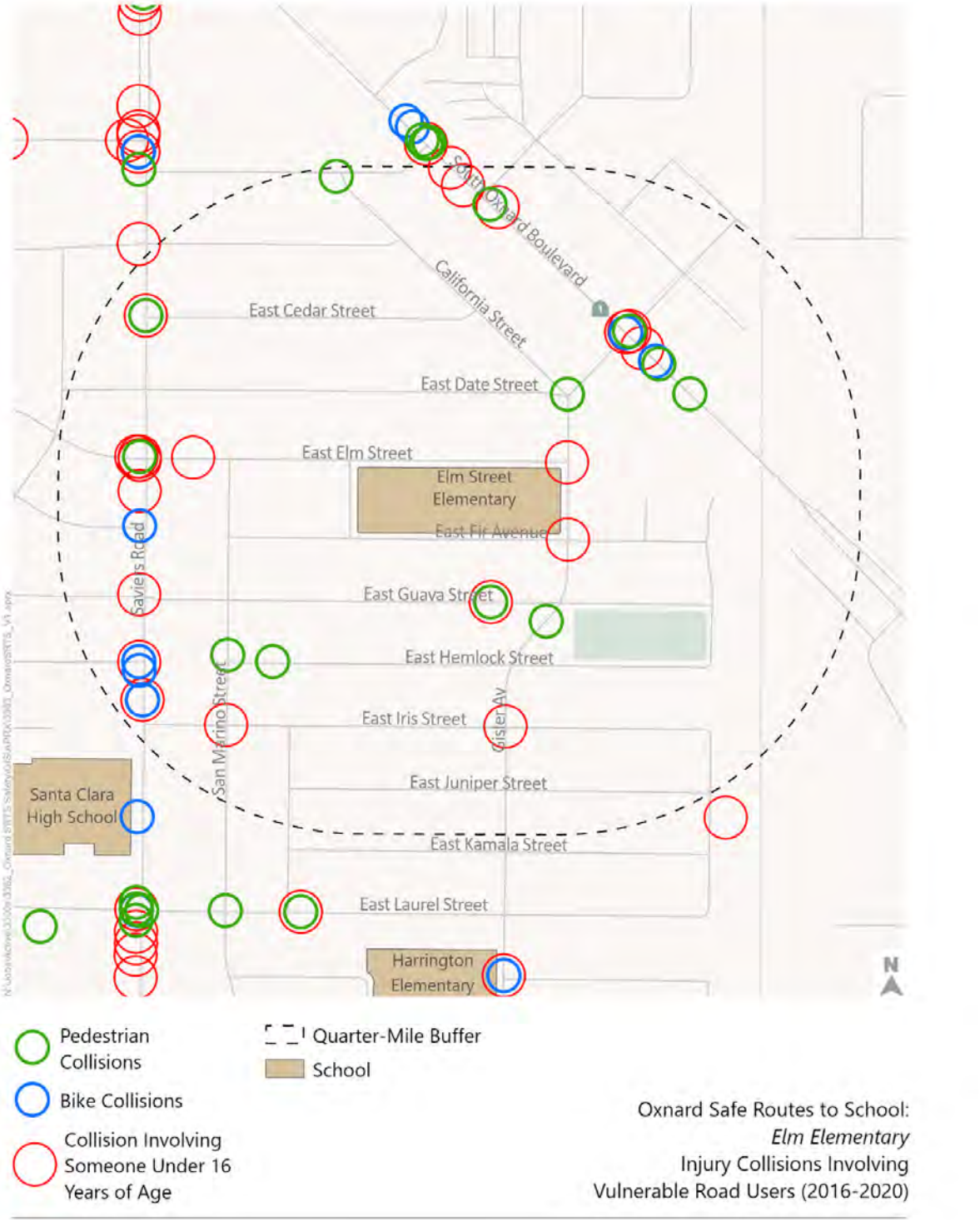
This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

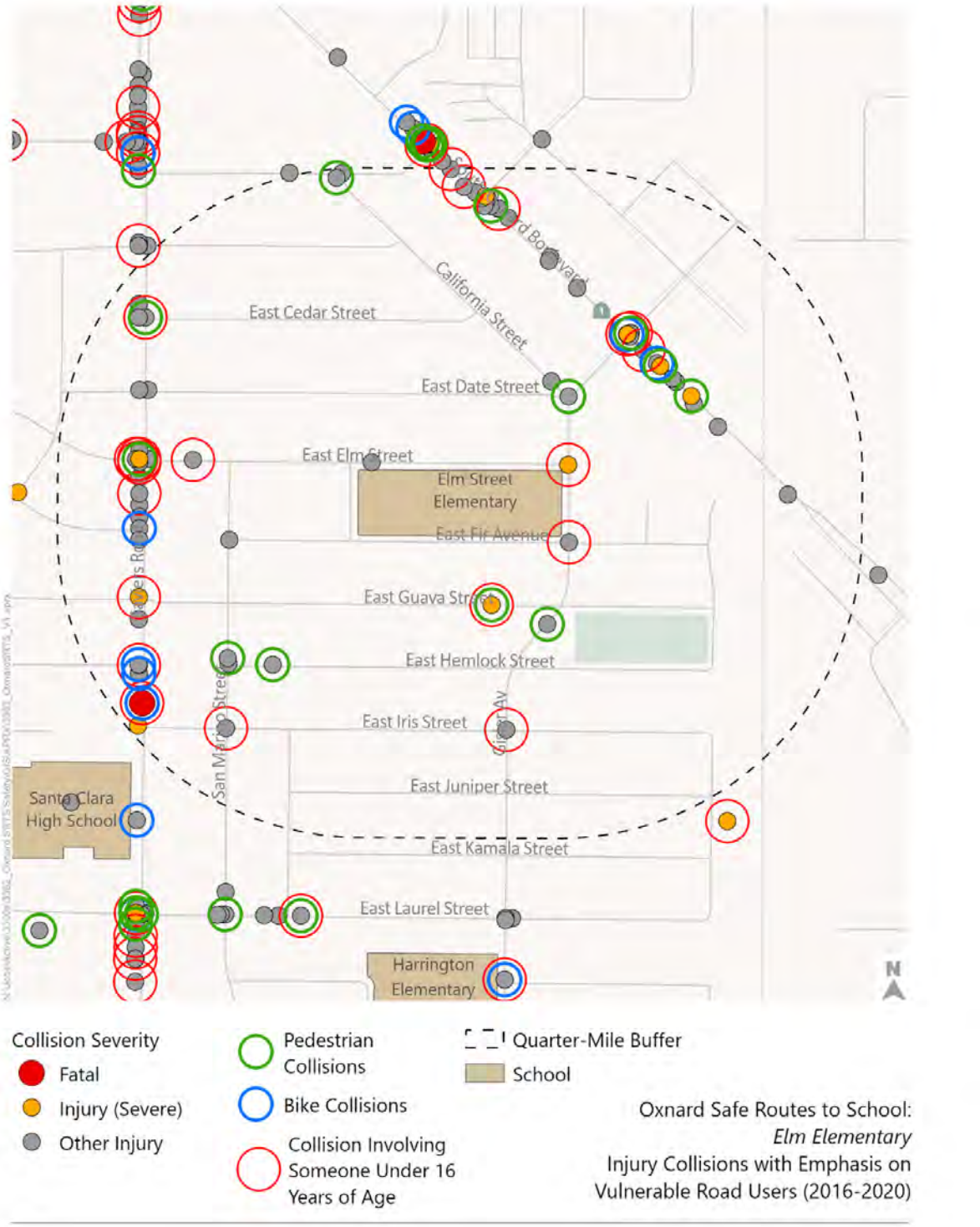
Collisions within the quarter mile buffer area of Elm Elementary School were prevalent along Oxnard Boulevard and Saviers Road. There were one collisions that resulted in fatalities and ten that resulted in severe injuries within the buffer area. The fatality collision occurred on Saviers Road.



Bike collisions largely clustered on Saviers Road. Pedestrian collisions were spread in the study area with a concentration along Oxnard Boulevard.



Putting all the information together, three severe injury collisions near Elm Elementary School involved individuals under the age of 16. The fatal collision occurred in the evening on Saviers Road between West and East Iris Street, and the details of the collision were not provided (unknown).



1.2 Injury Collision Summary

There were 118 injury collisions between 2016-2020 within a quarter mile radius of Elm Street Elementary School. 1 collision (1%) resulted in a fatal collision and 10 in severe injury. The fatal collision involved a cyclist, and two of the severe injuries involved a pedestrian. Details are provided below. 23 collisions (19%) involved someone under the age of 16, three of which involved someone killed or severely injured. Details are provided below.

Action During Collisions

The leading violations were Vehicle Right of Way Violations (VROW) (34%), Unsafe Speeds (12%), Improper Turning (10%), Traffic Signals and Signs (10%) and Driving Under the Influence (8%) were the leading causes for collision. More than 80% of the collisions within a quarter mile of the school occurred on Saviers Road and Oxnard Boulevard.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Elm Elementary School (2016 – 2020)			
Total Injury Collisions	118		
KSI (Killed or Seriously Injured) Collisions	11 (9%)		
Collisions with victim under 16 years old	23 (19%) (KSI: 3)		
Pedestrian-Involved	13 (11%) (KSI: 2)		
Bicycle-Involved	8 (7%) (KSI: 1)		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	40	34%
	Unsafe Speeds	14	12%
	Traffic Signals and Signs	12	10%
	Improper Turning	12	10%
Top Crash Types		Count	Percent of Total
	Broadside	58	49%
	Rear End	20	17%
	Vehicle/Pedestrian	12	10%
	Head-On	12	10%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**17**	**14%**
	Midday (10AM-3PM)	**40**	**34%**
	Evening Peak (3PM-7PM)	53	28%
	Overnight (7PM-6AM)	52	28%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	32	27%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	80	68%
	Dusk/Dawn	4	3%
Roadway Classification		Count	Percent of Total
	Primary	96	81%
	Secondary	0	0%
	Minor	22	19%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	18	10%
	No	170	90%

Note: Times in **Bold** are when school is in session.

Time of Day and Location

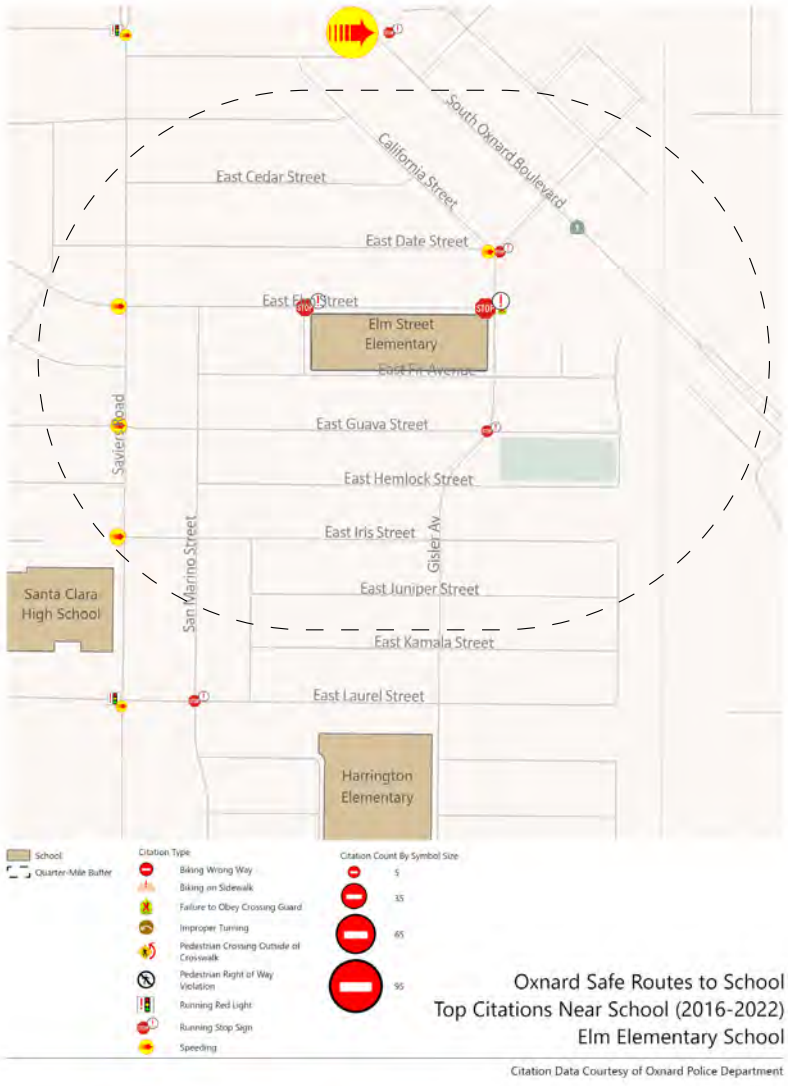
Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Oxnard Boulevard	**54**	**Vehicle Right of Way Violation (25)** **Driving Under the Influence (5)** **Unsafe Speed (5)**	
Oxnard Boulevard & Date Street intersection	*28*	Vehicle Right of Way Violation (9)	There were two vehicular collisions that each resulted in a serious injury. One involved a driver who was driving under the influence, and one was the result of a driver failing to yield when exiting a driveway. There are street trees on Oxnard Boulevard near the intersection that might limit visibility for southbound traffic. There were two pedestrian-involved collisions that resulted from Improper Driving and vehicles not yielding to pedestrians at the crosswalk. There were two bicyclist-involved collisions resulting from Wrong Side of Road violations. There are no bike lanes on either Oxnard Boulevard or Date Street. Vehicle Right of Way Violation: there were 9 instances of drivers failing to yield when making a left turn, with the majority of collisions between a northbound left and southbound through. Left turns are permissive for traffic on Date Street and protected for traffic on Oxnard Boulevard (based on map imagery, the protected left turn phase was added after May 2019).
Oxnard Boulevard & Commercial Avenue intersection	*16*	Vehicle Right of Way Violation (8)	This is a side-street stop-controlled intersection, and Commercial Avenue is a roadway that provides key connection to residential and industrial land uses. There was one collision that resulted in a serious injury. The collision was a result of improper turning leading to a rear-end vehicular collision. Vehicle Right of Way Violation: 6 of the 8 Vehicle Right of Way violations at this intersection were drivers failing to yield when making a turning movement, primarily from Commercial Avenue or the driveways turning onto Oxnard Boulevard.

Saviers Road	**42**	**Unsafe Speed (6)** **Red Light/Stop Sign Running (6)** **Vehicle Right of Way Violation (10)**	Six bicycle collisions occurred along Saviers Road, including one fatal collision. The fatal collision occurred in the evening on Saviers Road between West and East Iris Street, and the details of the collision were not provided (unknown). Three collisions involving cyclists occurred at the Saviers Road & West Iris Street intersection. Two of the three collisions involved a northbound bicyclist riding on the wrong side of the road, and the last involved a northbound cyclist making an unsafe land change. One bicycle collision occurred at the Saviers Road & Fir Avenue intersection, which involved an eastbound vehicle turning right into a northbound cyclist. One bicycle collision occurred at the Saviers Road & Elm Street intersection, which involved an eastbound vehicle turning right into a southbound cyclist. There was a severe injury collision at the Saviers Road & Iris Street intersection that resulted from a driver failing to yield when making a left turn. Iris Street is a side-street stop-controlled intersection.
Saviers Road & Elm Street intersection	*18*		There were two vehicular KSI collisions: One was the result of a driver running a red light, and the other was a result of a driver not yielding while making a left turn. 5 of the 6 instances of Red Light/Stop Sign Running and 3 of the 6 instances of Unsafe Speed occurred at this intersection. The nearest controlled intersection to the north is 0.25 miles away, and the nearest to the south is 0.35 miles away. 5 collisions at this intersection involved vehicle passengers under the age of 16.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Running Stop Sign	60	46%
Speeding	59	45%
Failure to Obey Crossing Guard	5	4%
Improper Turning	5	4%
Pedestrian Crossing Outside of Crosswalk	1	1%
Running Red Light	1	1%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Guadalupe Martinez Cornejo, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students come from different areas and get dropped off since Elm is a school of choice. Other students who walk typically come from east of the school (the Commercial Avenue Mobile Homes or the apartments near Five Points).
- Key locations include: Fir Avenue pick-up/drop-off zone, Elm Street gate, church parking lot off Montrose Street, Montrose Street bus pick-up area, and California Street & Elm Street intersection (a police officer is occasionally staffed there for traffic control).
- Key issues include: double parking in the loading zone at Fir Avenue, limited access to the school via Elm Street if there are no campus supervisors, high parking demand on Fir Avenue, and a limited bus pick-up area.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Friday, May 12, 2023
- Start time: 7:40 AM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Rachel Om – Fehr & Peers
    2. Chelsea Richer – Fehr & Peers

1.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Montrose Street



Figure 2. Observed Corridor of Montrose Street

- Montrose Street & Elm Street
  - There are no crosswalks at this intersection, despite its proximity to the school campus. The intersection is all-way stop controlled.
  - Upgraded curb ramps needed on all but one corner (Figure 3). The southeast corner is the only one with truncated domes.



Figure 3. Curb cut at Elm and Montrose

- Montrose Street & Fir Avenue
  - There is only a crosswalk along the north leg of this intersection, despite its proximity to the school campus. The intersection is two-way stop controlled.
  - There is a fire hydrant without any red curb painted to prohibit parking.
  - Not all curb cuts have tactile warning domes. The northwest, southwest, and southeast ramps need them.

Gisler Avenue



Figure 4. Observed Corridor of Gisler Avenue

- Gisler Avenue & Elm Street
  - Crosswalks are only present on the north and west legs of the intersections (Figure 5). This requires two crossings to get to apartment building on the east side of Gisler Avenue.



Figure 5. Crosswalk at Gisler and Elm

- Vehicles speeding were noted along Gisler Avenue. This intersection is only minor-street stop controlled with a stop sign on Elm Street.

- Gisler Avenue & Fir Avenue
  - Rectangular Rapid Flashing Beacons (RRFBs) are not within sight line and a bit obscured for drivers.
  - Wide curb radii create a long crossing distance for pedestrians.
  - There is some street surface damage in crosswalk where cars have bottomed out in the cross drainage/dip in roadway.

1.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

California Street

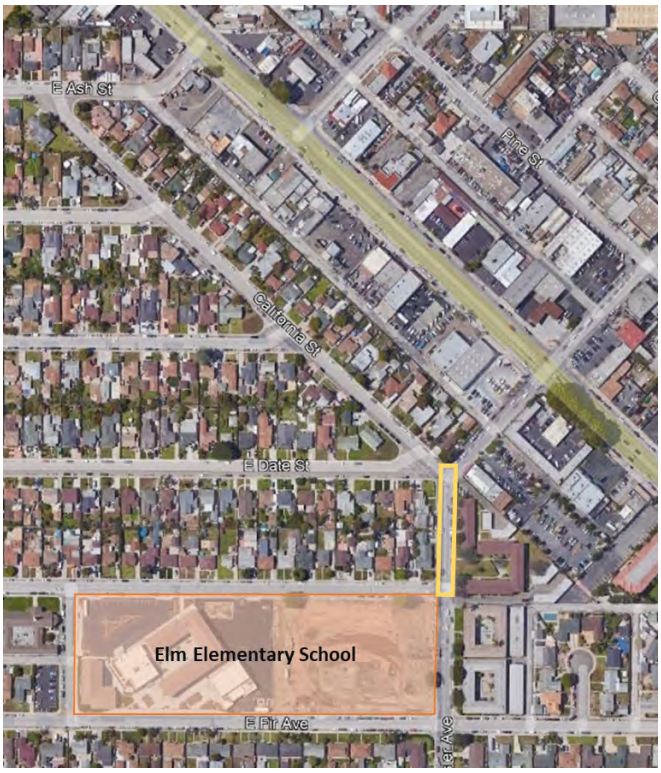


Figure 6. Observed Corridor of California Street

- California Street between Ash Street & Date Street
  - California Street along this segment has wide travel lanes and narrow sidewalks, despite low vehicle traffic volumes.

Oxnard Boulevard



Figure 7. Observed Corridor of Oxnard Boulevard

- Oxnard Boulevard North of Ash Street
  - There are RRFBs at the crossing at this location, but Oxnard Boulevard is too wide with high speed/volume traffic for this control device.
- Oxnard Boulevard & Ash Street
  - There are RRFBs at the crossing at this location, but Oxnard Boulevard is too wide with high speed/volume traffic for this control device (Figure 8).

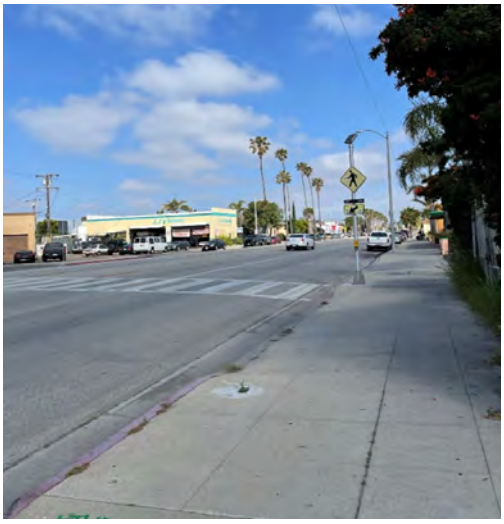


Figure 8. RRFB along Oxnard Blvd

- Oxnard Boulevard & Commercial Avenue
  - There is no sidewalk along Commercial Avenue for students from mobile home parks to access the school.
- Oxnard Boulevard between Date Street & Commercial Avenue
  - Along the east side of the street, there is sidewalk damage.
- Oxnard Boulevard & Date Street
  - The curb ramps have been improved, along with new signal at Oxnard Boulevard and Date Street (Figure 9).



Figure 9. Updated improvements at Oxnard & Date

2.5 Arrival and Dismissal Observations

School arrival was observed by the team as Principal Guadalupe Martinez Cornejo shared that this period was more crowded than dismissal. The team observed arrival at several locations, including at the corner of Elm Street and Montrose Street and at Fir Avenue and Montrose Street. The school has entrances facing onto Elm Street, Montrose Street, and Fir Avenue:

Elm Street:

- There is 1 campus supervisor along Elm Street gate.
- There is a crossing guard at Elm Street & Gisler Avenue.
- Fast turning traffic was observed due to large radii at SE corner of Elm Street & Montrose Street.
- At 7:42am, there was a bus that dropped-off students. Car violated no parking in bus zone signage (Figure 10).



Figure 10. Vehicle parked in bus parking zone

- Cyclists along Elm Street were using sidewalk.
- Students mostly cross Elm Street at the corner, but some cross mid-block when coming from the west.

Fir Avenue:

- There are 2 parent volunteers along Fir Avenue and 2 campus supervisors at Fir Avenue gate.
- Double parking occurs primarily on Fir Avenue.
- Fast turning traffic was observed due to large radii at NE corner of Fir Ave & Montrose Street.
- There is no crosswalk crossing Fir Avenue at intersection with Montrose Street.
- Cars going westbound on Fir Avenue have to slow for cross drainage/dip in roadway.

Montrose Street:

- There is a bus turnout along east side of Montrose Street between Elm Street and Fir Avenue.
- "No Parking" along Montrose Street has high compliance.
- Entrance to parking lot off of Montrose Street was the busiest, 7:50am was the busiest time.
- Some parents parked and dropped off on Montrose Street.
- Students boarded bus on Montrose going to Lopez Middle School (6 grade and older with siblings who attend Elm Elementary.

General Observations:

- Most students are dropped off by car, but students who walk are coming from the northeast: Commercial Avenue and Five Points intersection.
- Lots of drop-offs were noted right at 8:00am, there were abrupt driving movements largely originating from the time being so close to the bell time.
- More students were observe walking from the east and entered the campus mid-block.
- Additionally, the team sat in on the ELAC Meeting with parents and heard their concerns. Major issues that the team noted that parents brought up include.
- A prevalence of speeding in the neighborhood.
- Parents park/stop on the opposite side of streets and students cross by themselves.
- There is generally more traffic in the afternoon, desire for a police officer or crossing guard. Existing crossing guards are inadequate to handle traffic/pedestrian flow.
- Principal sends pre-recorded messages to school community 2 times a month.
- Rectangular Rapid Flashing Beacons (RRFBs) are generally not respected by drivers. It is hard to see the flashing lights on sunny days. Crossing guard compliance is also low.
- Drivers generally do not respect the red curbs around crosswalks on Gisler Avenue.
- Desire for crosswalks on all legs of Fir Avenue and Elm Street.

City of Oxnard Safe Routes to School Technical Appendix

Fremont Academy (6-8)



Prepared By:

FEHR & PEERS

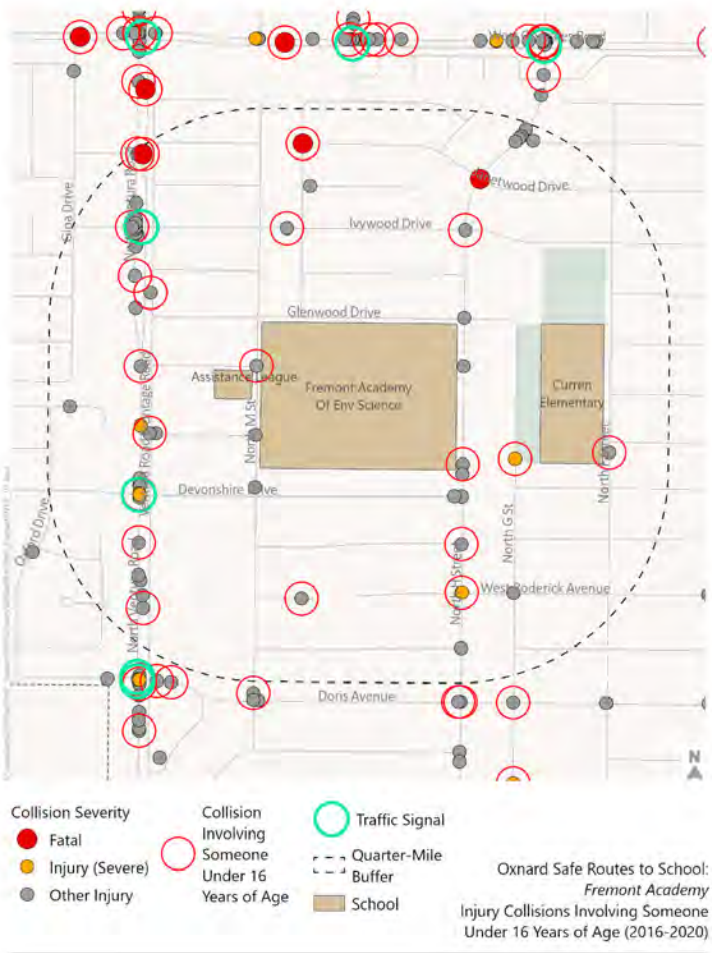
WALK 'n ROLLERS bike · walk · skate · scoot

1. Collision and Citation Trends

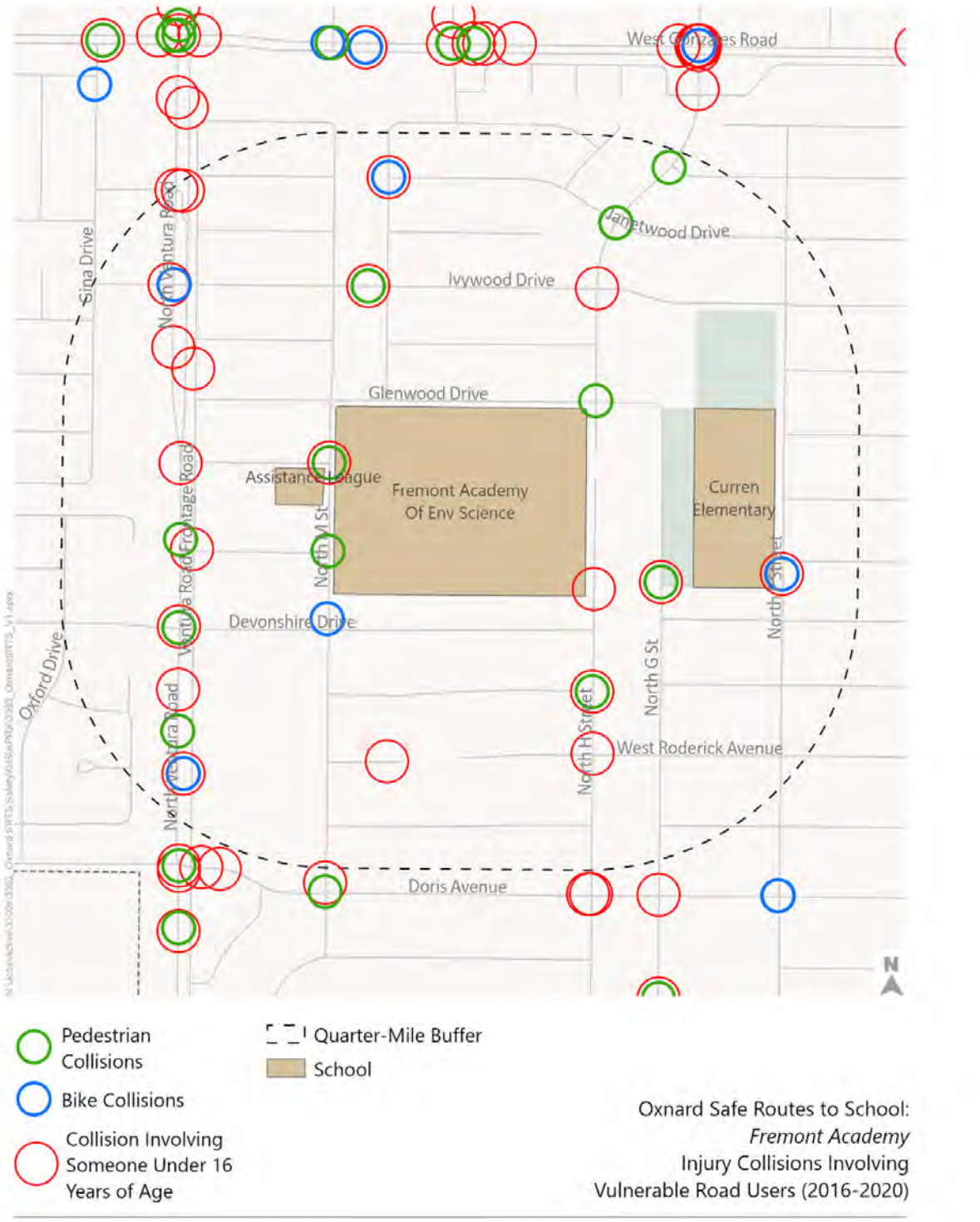
This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

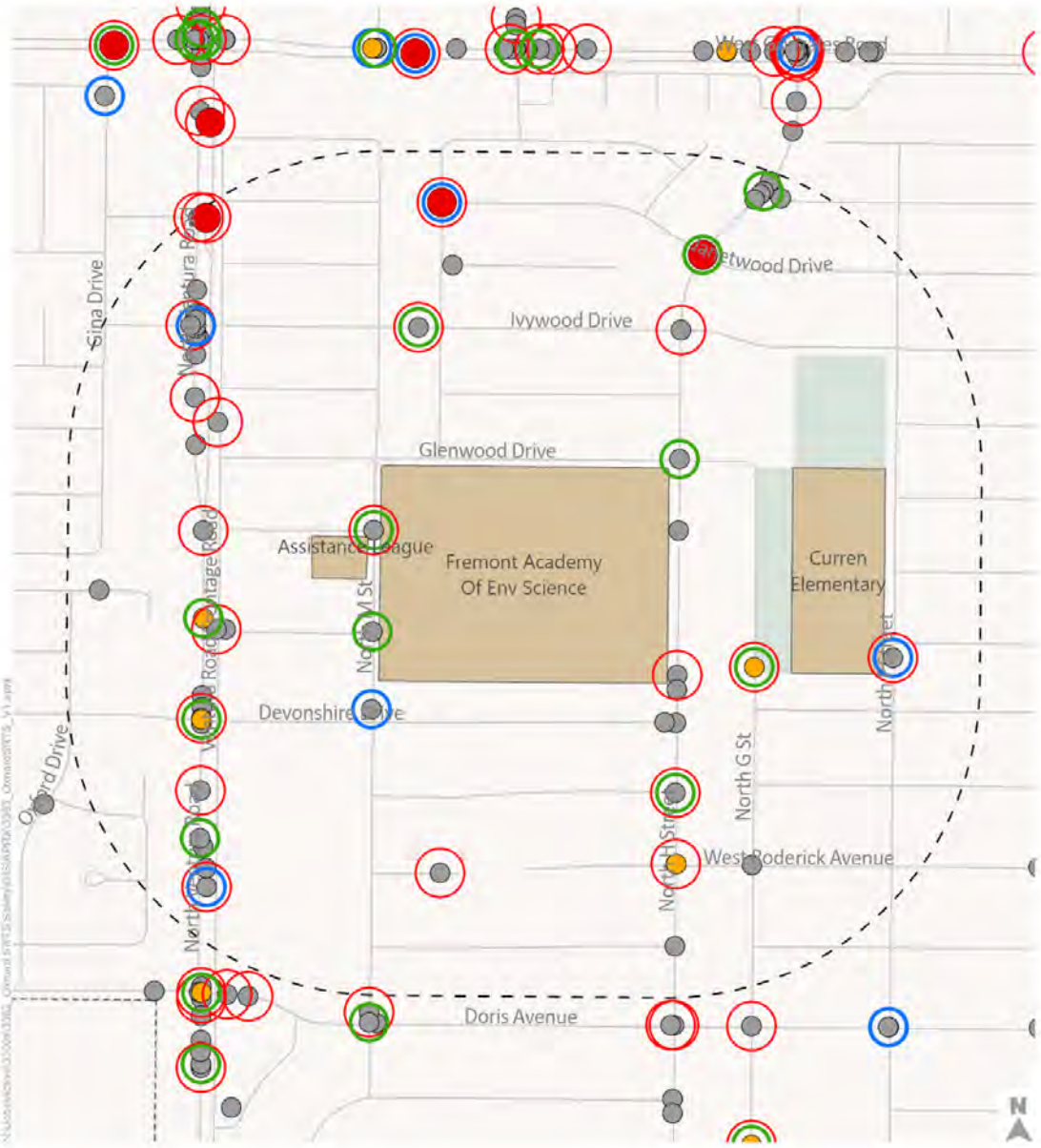
Collisions are prevalent along Ventura Road and H street within the quarter mile buffer area. Three collisions resulted in a fatality, and four resulted in a severe injury. All the three fatality collisions were on Ivywood Drive. Severe injury collisions occurred on Ventura Road, H Street, and G Street.



Pedestrian and bike collisions were spread across the quarter-mile buffer area.



Putting all this information together, several pedestrian or bike collisions involved someone under the age of 16, including the fatality collision at Janetwood Drive and Lakehurst Street and two severe injury collisions. The fatality collisions at H Street and Janetwood Drive involved a pedestrian and the one at Ventura Road and Janetwood Drive involved someone under the age of 16.



1.2 Injury Collision Summary

There were 80 injury collisions between 2016-2020 within a quarter mile radius of Fremont Middle School. Three collisions resulted in a fatality, and four resulted in a severe injury. 71% of those killed or severely injured were a pedestrian or bicyclist. 22 collisions (28%) involved someone under the age of 16, two of which resulted in a fatality and one of which resulted in a severe injury.

Action During Collisions

The two leading violations which led to collisions were Vehicle Right of Way Violations (26%) and Unsafe Speeds (23%). The Vehicle Right of Way Violation collisions mostly occurred along Ventura Road and were related to drivers not yielding when making a left turn. The Unsafe Speed collisions also occurred mostly along Ventura Road, with a smaller concentration on H Street at the Devonshire Drive and Kentwood Drive intersections.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Fremont Academy (2016 – 2020)			
Total Injury Collisions	80		
KSI (Killed or Seriously Injured) Collisions	7 (9%)		
Collisions with victim under 16 years old	22 (28%) (KSI: 3 – 43% of KSI collisions)		
Pedestrian-Involved	12 (15%) (KSI: 4 – 57% of KSI collisions)		
Bicycle-Involved	6 (8%) (KSI: 1 – 14% of KSI collisions)		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	21	26%
	Unsafe Speed	18	23%
Top Crash Types		Count	Percent of Total
	Broadside	26	33%
	Rear End	22	28%
	Vehicle/Pedestrian	12	15%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**15**	**19%**
	Midday (10AM-3PM)	**21**	**26%**
	Evening Peak (3PM-7PM)	26	33%
	Overnight (7PM-6AM)	16	20%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	2	3%
	Dark – Streetlights	15	19%
	Dark – Streetlights Not Functioning	1	1%
	Daylight	59	74%
	Dusk/Dawn	2	3%
Roadway Classification		Count	Percent of Total
	Primary	42	53%
	Secondary	22	28%
	Minor	16	20%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	6	8%
	No	74	93%
Note: Times in **Bold** are when school is in session.			

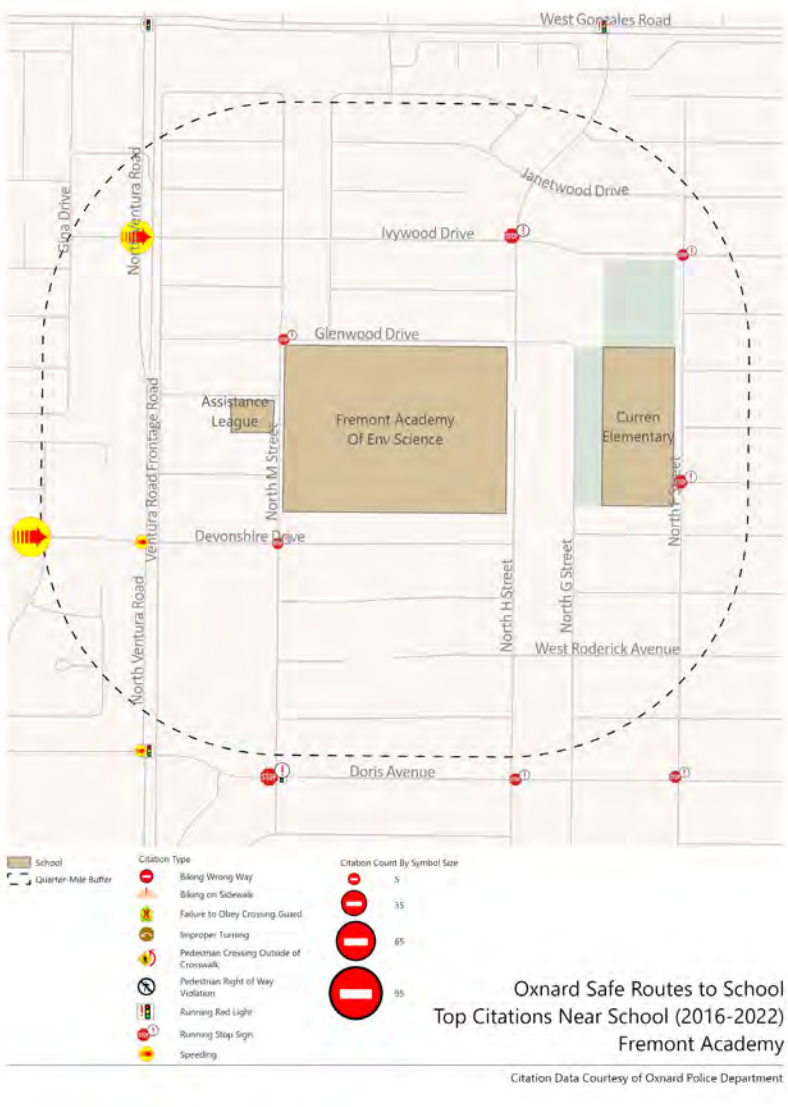
Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Ventura Road	**46**	**Unsafe Speeds (13)** **Vehicle Right of Way Violations (13)**	A concentration (13) of these collisions occurred at the Ivywood Drive intersection, which is subject to relatively high instances of harsh accelerations and hard brakes. 6 of the 13 Unsafe Speed violations that led to collisions on Ventura Road occurred at this intersection. Another concentration (10) of these collisions occurred at the Anna Way intersection, which is subject to relatively high instances of hard brakes. One of these collisions was fatal and involved a motorist travelling southbound on Ventura Road colliding with a northbound vehicle making a left turn onto Anna Way. No cause of collision was listed. 10 of 13 Vehicle Right of Way Violations that led to collisions on Ventura Road occurred at this intersection. There was one severe injury at the Edgewood Way intersection that involved a pedestrian crossing Ventura Road outside of a crosswalk. It is unclear from the collision detail if this collision occurred on Ventura Road or on the parallel Ventura Frontage Road, which is separated from Ventura Road by a planted median.
H Street	**23**	**Unsafe Speed (5)** **Pedestrian Right of Way Violation (5)** **Vehicle Right of Way Violation (4)** **Improper Turning (4)**	One collision at the Janetwood Drive intersection resulted in a fatality. A pedestrian was crossing Janetwood in the southbound direction and was struck by a westbound vehicle. One collision at the Roderick Avenue intersection resulted in severe injury. A westbound driver was driving under the influence and caused a head-on collision with another vehicle.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Running Stop Sign	54	92%
Speeding	3	5%
Pedestrian Right of Way Violation	2	3%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

As part of the preparations for the walk audit, the SRTS team organized virtual kick-off meetings, inviting key staff members from participating schools. This school either declined the invitations or confirmed their participation after the walk audit had already been conducted.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.

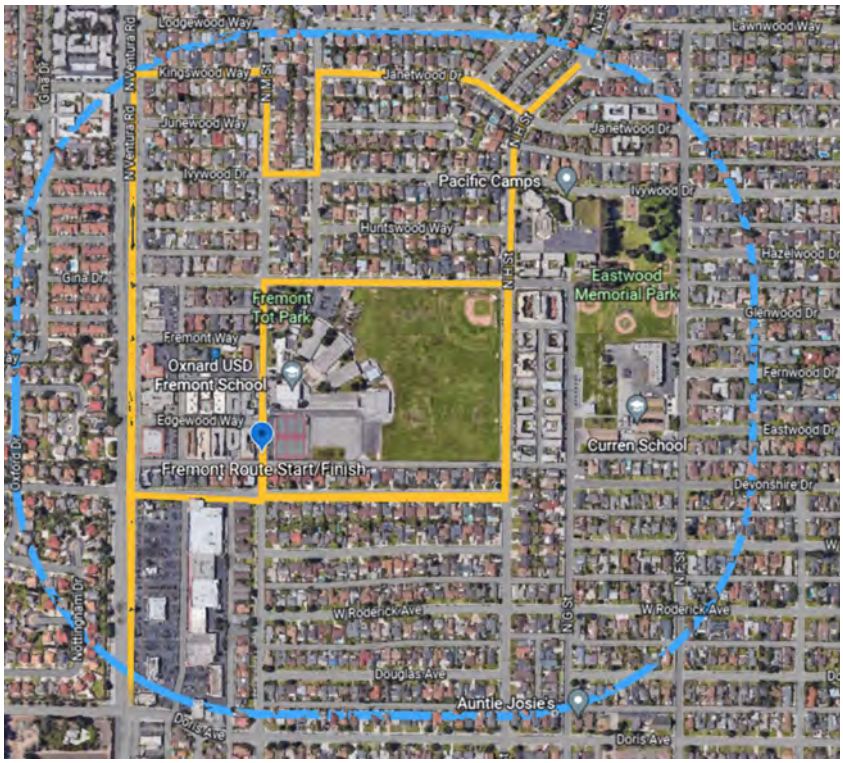


Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Wednesday, August 17, 2022
- Start time: 8:00 AM
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Attendees:
    1. Jose Rivera – City of Oxnard
    2. Chelsea Richer – Fehr & Peers
    3. Rachel Om – Fehr & Peers
    4. Alex Sarno – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

M Street:



Figure 2. Observed corridor of M Street

- M Street borders the western part of the school boundary. The intersections along **M Street** within a quarter mile of the school are primarily side-street stop-controlled with marked crosswalks at **Glenwood Drive** (all legs), **Fremont Way** (south leg), and **Devonshire Drive** (all legs).
- The nearest all-way stop-controlled intersections are at **Glenwood Drive** and **Devonshire Drive**, which are approximately 0.2 miles apart.
- The team observed a high volume of vehicle traffic along **M Street** during the morning drop-off period (Figure 3). There were also many students arriving by foot and a few cyclists.



Figure 3. M Street during the Morning Drop-Off

- There is an alley (Figure 6) that is the nearest vehicle-permitted corridor to the south of the school (**north of Devonshire Drive**) and therefore could a cut-through path for vehicles as well as a path for people on foot approaching from the south of the school. A rectangular rapid flashing beacon (RRFB) and crosswalk are installed on **H Street**, guiding pedestrians to the alley (Figure 4).



Figure 4. Alley South of Fremont School

H Street:



Figure 5. Observed corridor of H Street

- H Street is the eastern boundary of the school. The intersections along **H Street** within a quarter mile of the school are primarily side-street stop-controlled with marked crosswalks at **Glenwood Drive** (all legs) and the alley north of **Devonshire Drive** (north leg).

- There are two crossings with rectangular rapid flashing beacons (RRFB) along **H Street** in the study area: one at the intersection of **Glenwood Drive** (RRFB north and south legs) (Figure 6) and the other at the alley north of **Devonshire Drive** (RRFB on north leg) (Figure 7).



Figure 6. H Street & Glenwood Drive



Figure 7. H Street & Fremont Alley Crosswalk

- The nearest all-way stop-controlled intersections are at **H Street & Ivywood Drive** and **H Street & Doris Avenue**, which are approximately 0.5 mile apart. **H Street & Ivywood Drive** does not have marked crosswalks, and **H Street & Doris Avenue** has standard crosswalks marked across all legs. There is a history of high incidence of harsh acceleration and hard braking at these two intersections, which may indicate the distance between the two intersections is conducive to speeding.
- At the intersection of **H Street & Doris Avenue** there is a 4-way stop with standard crosswalks.

East-West Streets

Glenwood Drive:



Figure 8. Observed corridor of Glenwood Drive

- There is an ADA-accessible curb parking space marked on **Glenwood Drive** immediately east of the **M Street intersection**. Typically this space would be marked with red curb to avoid vehicles parking too close to the intersection.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets:

Ventura Road:



Figure 9. Observed corridor of Ventura Road

- **Ventura Road** has the highest concentration of collisions of any corridor within the quarter-mile radius of the school.
- A history of broadside collisions at the intersection of **Anna Way & Ventura Road** suggests that vehicles traveling southbound on Ventura Road may not anticipate northbound traffic turning left onto **Anna Way** (Figure 10).



Figure 10. Ventura Road & Anna Way - Northbound Left Turn onto Anna Way

- **Glenwood Drive** is a key access point to the school entrance.

- At the **Ventura Road Frontage Road/Devonshire Drive** intersection, there are signs indicating that left turn entrances are prohibited for vehicles traveling east on **Devonshire Drive** or north on **Ventura Road**. However, the location of the "no left turn" sign is placed such that drivers may not see the sign or understand what maneuver is prohibited. In addition, the physical infrastructure provides sufficient space for drivers to illegally access the frontage road from this angle (Figure 11).

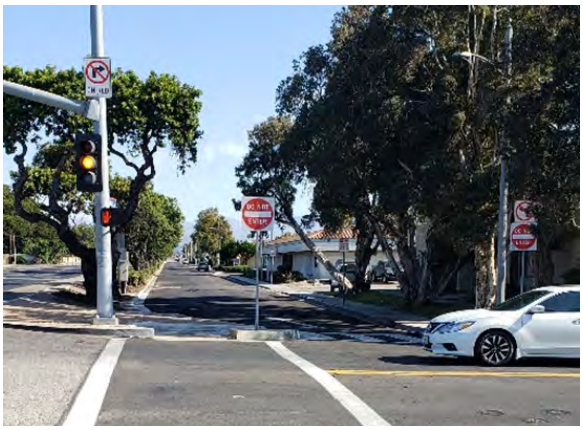


Figure 11. Ventura Road Frontage Road - Exit onto Devonshire Drive

- The **N Ventura Road/Doris Avenue** intersection has a history of collisions. Two primary issues were identified during the walk audit. First, the transition on southbound **Ventura Road** from three lanes to two lanes crossing **Doris Avenue** was reported to create a safety hazard as drivers try to bypass southbound congestion by merging from the right turn lane back into the through lane (Figure 12).



Figure 12. Ventura Road & Doris Avenue – Ventura Road Southbound Right Turn onto Doris Avenue

H Street:



Figure 13. Observed corridor of H Street

- The curvature of **H Street** may limit the visibility of pedestrians.

Lakehurst Street:



Figure 14. Observed corridor of Lakehurst Street

- There was a cyclist fatality at the intersection of **Janetwood Drive & Lakehurst Street**. The observed curvature of the street north of the intersection may limit driver vision (Figure 15).



Figure 15. Janetwood Drive & Lakehurst Street - Location of a Cyclist Fatality

City of Oxnard Safe Routes to School Technical Appendix

Harrington Elementary School (K-5)



Prepared By:

FEHR & PEERS

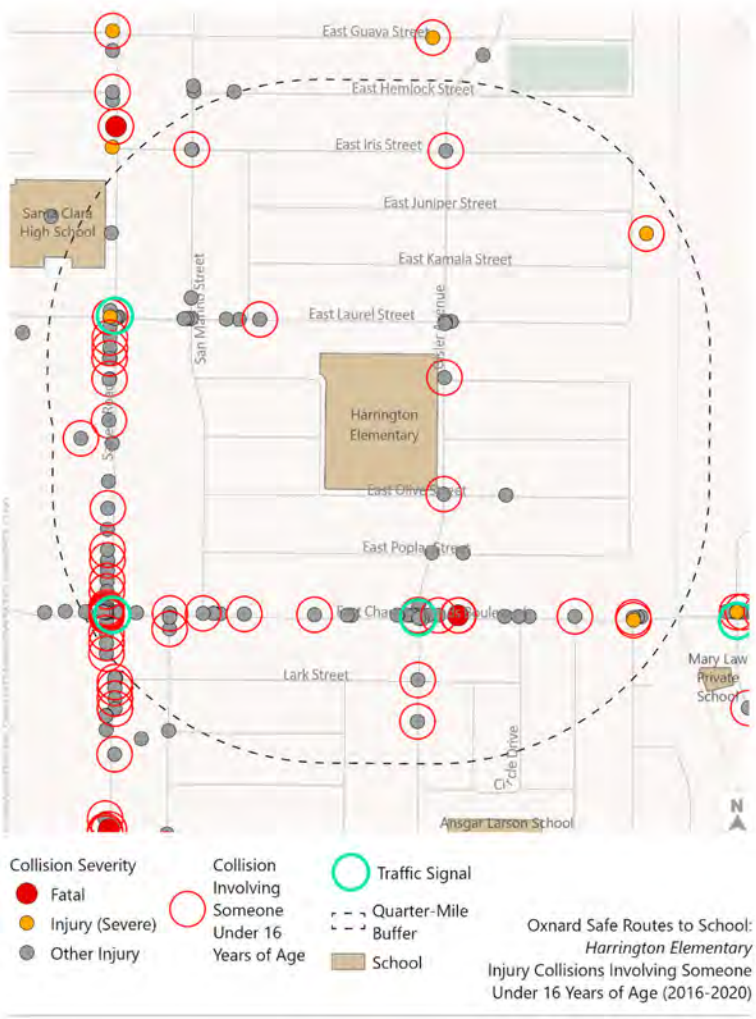
WALK 'n ROLLERS bike · walk · skate · scoot

1. Collision and Citation Trends

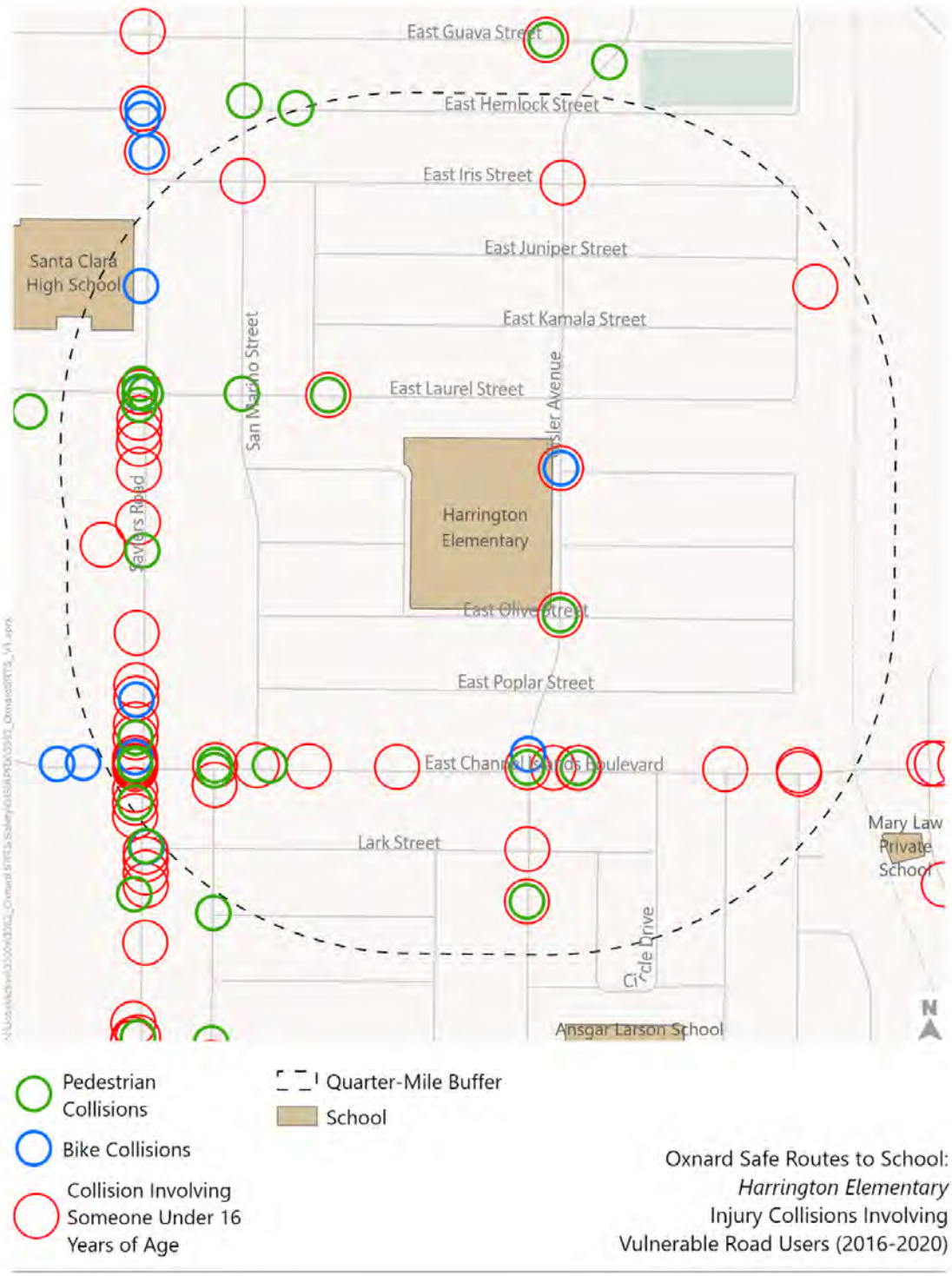
This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

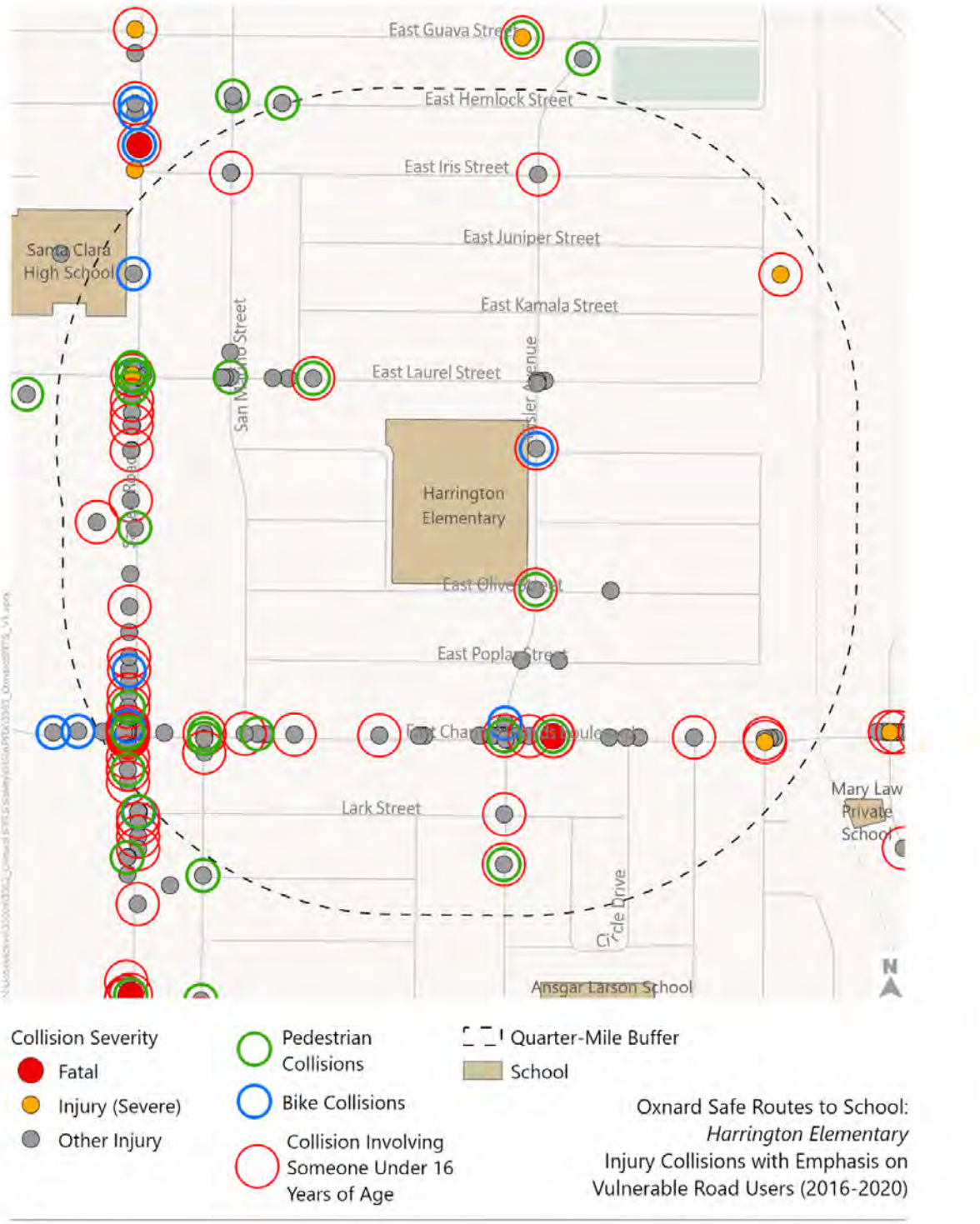
Collisions were prevalent along Saviers Road and Channel Islands Boulevard. There was one fatality collision and three severe injury collisions within the quarter mile buffer area. The one fatality collision occurred on Channel Island Boulevard.



Pedestrian and bike collisions largely clustered along Saviers Road and Channel Islands Boulevard as well.



Putting all the information together, all the fatality or severe injury collisions within the buffer area involved someone under the age of 16. The one fatality collision also involved a pedestrian. Several other injury collisions involved a pedestrian or bicyclist.



1.2 Injury Collision Summary

There were 162 injury collisions between 2016-2020 within a quarter mile radius of Harrington Elementary School. One collisions resulted in a fatality, and three more involved serious injuries. 51 collisions (31%) within a quarter mile radius of the school involved someone under the age of 16. Most of these occurred along Saviers Road and Channel Islands Boulevard. Laurel Street and Gisler Avenue to the north and east of campus, respectively, also had high incidences of collisions.

Action During Collisions

Unsafe Speed (26%) and Vehicle Right of Way Violation (23%) were the leading causes of collision. Unsafe Speed collisions primarily occurred on Saviers Road, with smaller concentrations at the intersection of Channel Islands & Gisler Avenue and San Marino Street and Laurel Street. Vehicle Right of Way Violations similarly occurred primarily along Saviers Road, with a smaller number occurring on Gisler Avenue.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Harrington Elementary School (2016 – 2020)			
Total Injury Collisions	162		
KSI (Killed or Seriously Injured) Collisions	4 (3%)		
Collisions with victim under 16 years old	51 (31%) (KSI: 4 – 100% of all KSI collisions)		
Pedestrian-Involved	22 (14%) (KSI: 2 – 50% of all KSI collisions)		
Bicycle-Involved	10 (6%) (KSI: 0 – 0% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Unsafe Speed	42	26%
	Vehicle Right of Way Violation	37	23%
Top Crash Types		Count	Percent of Total
	Rear End	58	36%
	Broadside	53	33%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**28**	**17%**
	Midday (10AM-3PM)	**33**	**20%**
	Evening Peak (3PM-7PM)	47	29%
	Overnight (7PM-6AM)	51	31%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	53	33%
	Dark – Streetlights Not Functioning	101	62%
	Daylight	3	2%
	Dusk/Dawn	5	3%
Roadway Classification		Count	Percent of Total
	Primary	135	83%
	Secondary	0	0%
	Minor	27	17%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	12	7%
	No	150	93%
Note: Times in **Bold** are when school is in session.			

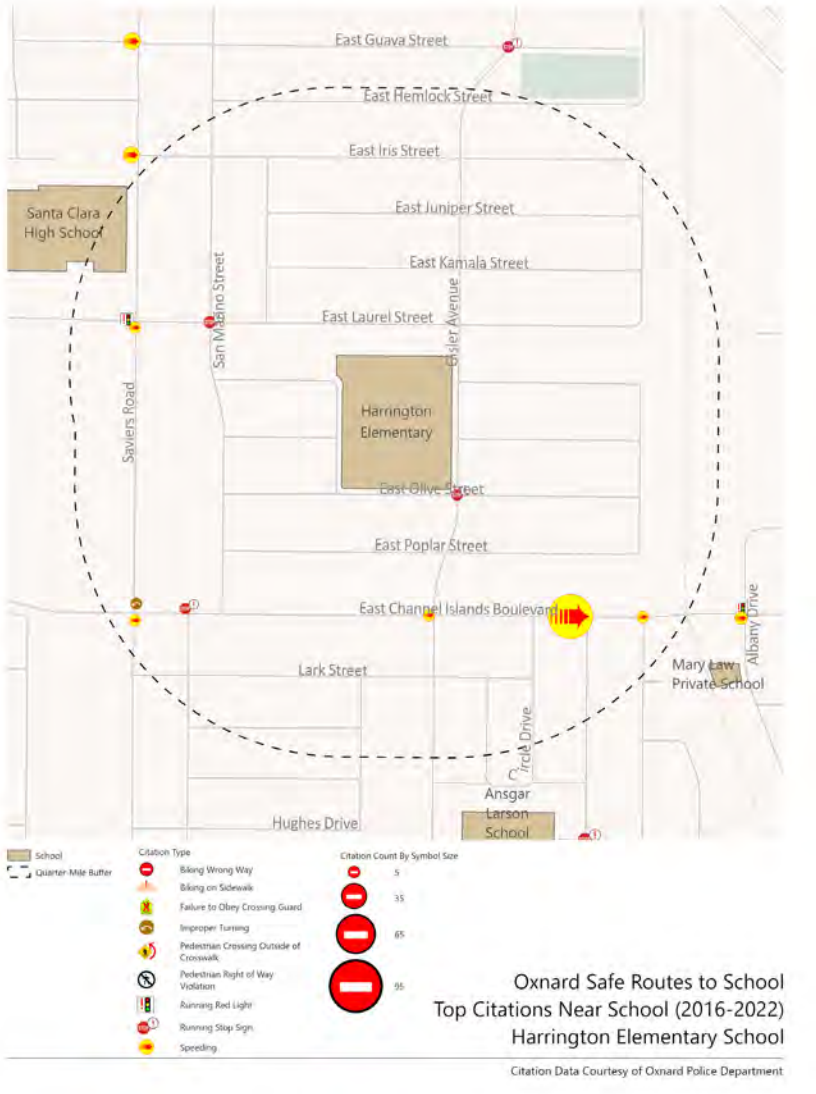
Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Saviers Road	**84**	**Unsafe Speed (23)** **Vehicle Right of Way Violation (20)** **Pedestrian Right of Way Violation (8)** **Improper Turning (8)**	A concentration (38) of collisions occurred at the Channel Islands Boulevard intersection, which is subject to relatively high instances of hard braking and harsh acceleration. 14 of these collisions were a result of Unsafe Speeds. Another concentration (25) of collisions occurred at the Laurel Street intersection, which is subject to relatively high instances of harsh acceleration, especially in the northbound direction, and hard braking. 6 of these collisions were the result of drivers not yielding while making a left turn and 5 were the result of red light running. There were 5 instances of drivers not yielding to pedestrians crossing in the crosswalk, including one that resulted in a severe injury.
Channel Islands Boulevard	**52**	**Vehicle Right of Way Violation (12)** **Unsafe Speed (11)** **Traffic Signals and Signs (7)**	A concentration (26) of collisions occurred at the Gisler Avenue intersection, which is subject to relatively high instances of hard braking and moderate instances of harsh acceleration. Unsafe Speed (8), Vehicle Right of Way Violation (6), and Traffic Signs and Signals (6) were the leading causes of collision. One collision resulted in a pedestrian fatality. A 14-year-old was crossing Channel Islands Boulevard between Gisler Avenue and Circle Drive outside of a marked crosswalk.
Laurel Street	**11**	**Unsafe Speed violations (5)**	11 collisions occurred on Laurel Street between San Marino Street and Gisler Avenue to the north of campus.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Running Stop Sign	186	78%
Failure to Obey Crossing Guard	22	9%
Speeding	18	8%
Improper Turning	4	2%
Running Red Light	4	2%
Pedestrian Right of Way Violation	3	1%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Rosa Castellanos, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students live in the surrounding neighborhoods and are dropped off, while the rest either walk or take a bus to school.
- Students who take the bus typically live farther away and more students take the bus in the afternoon.
- Key locations include: Gisler Avenue & Nectarine Street intersection crosswalk, Gisler Avenue pick-up/drop-off zone, and Millie Lane pick-up/drop-off zone (including buses).
- Key issues include: students crossing at Gisler Avenue & Nectarine Street instead of at Maple Street or Olive Street, high vehicle speeds and congestion on Gisler Avenue, and left turns out of the parking lot.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.

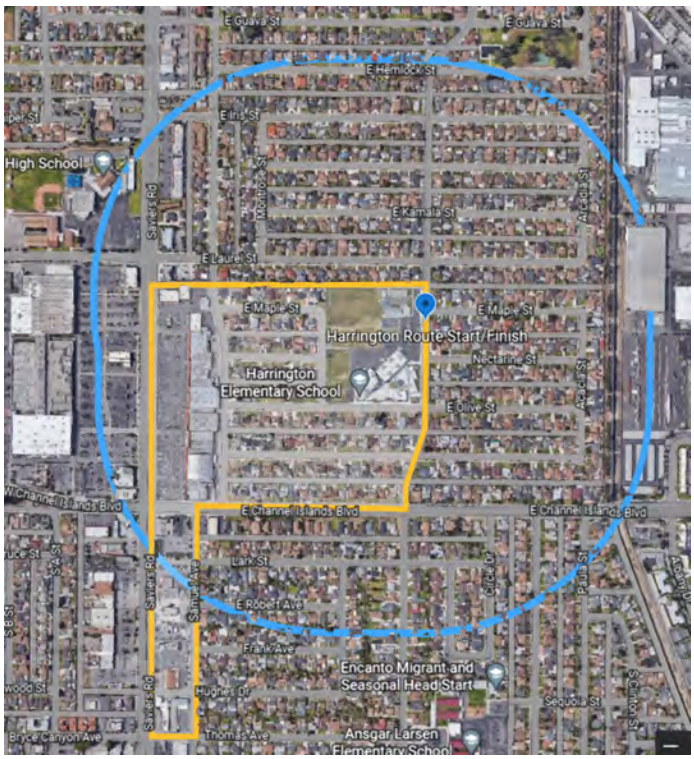


Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Tuesday, August 16, 2022
- Start time: 11:00 AM
- Weather Conditions: Clear
- Events/Unique Conditions: School Summer Break
- Attendees:
    1. Jose Rivera — City of Oxnard
    2. Andrew Yi – LSY Enterprise
    3. Chelsea Richer – Fehr & Peers
    4. Rachel Om – Fehr & Peers
    5. Alex Sarno – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Gisler Avenue:

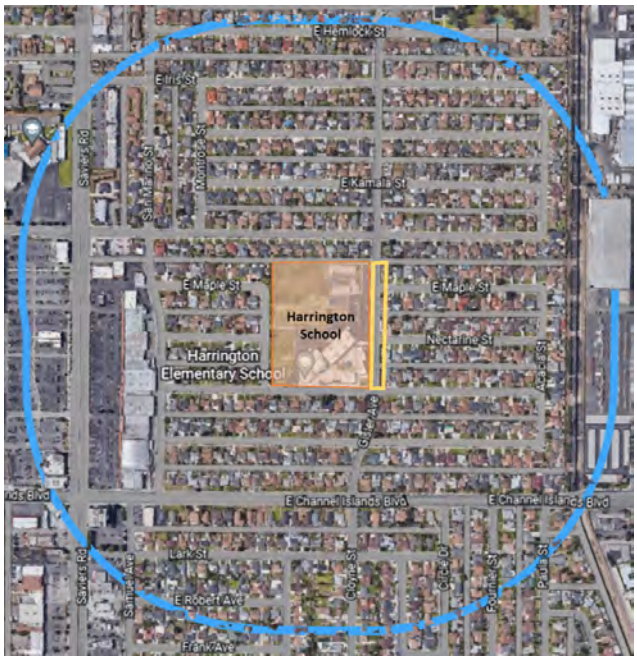


Figure 2. Observed corridor of Gisler Avenue

- Gisler Avenue is the western border of the campus. The intersections along **Gisler Avenue** within a quarter mile of the school are primarily side-street stop-controlled with marked crosswalks at **Laurel Street** (all legs), **Maple Street** (east and south legs), **Nectarine Street** (east and south legs), and **Olive Street** (north and west legs). MNS Engineering, a firm hired to implement Safe Routes to School infrastructure improvements, has designed curb extensions and high-visibility crosswalks at the **Olive Street intersection**.
- The nearest all-way stop-controlled intersections are at **Laurel Street** and **Olive Street**, which are approximately 0.16 miles apart.
- The current pick-up/drop-off procedure is to enter the school parking lot from the north entrance, **near E Maple Street**. Circulation within the lot is one-way, and vehicles exit onto **Gisler Avenue** from either the eastbound right turn lane or the eastbound left turn lane. Given this procedure, the principal of Harrington Elementary requested removal of the crosswalk across the south leg of the **Gisler Avenue & Nectarine Street** intersection, as it conflicts with right turning vehicles exiting the pick-up/drop-off area. Striped crossings are provided at **Laurel Street, Maple Street and Olive Street**, along with planned curb extensions. Construction is anticipated to take place in 2024.

- **Gisler Avenue between Channel Islands Boulevard and Laurel Street** has a history of relatively high incidences of hard braking and harsh acceleration. The north-south crossing distance at the **Gisler Avenue & Channel Islands Boulevard** intersection is 73 feet. A fatal collision occurred near this intersection as a result of a pedestrian not crossing in the crosswalk.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

East-West Streets

Laurel Street:



Figure 3. Observed corridor of Laurel Street

- During the walk audit, many children were observed on **Laurel Street**, which connects with **Saviers Road** west of the school. **Laurel Street and Saviers Road** has a history of collisions involving pedestrians and individuals under 16.
- Laurel Street has stop-controlled intersections at **San Marino Street** and **Gisler Avenue**. There is also a history of relatively high harsh accelerations and hard brakes between these intersections, as well as a history of collisions.

Channel Islands Boulevard:



Figure 4. Observed corridor of Channel Islands Boulevard

- A high volume of westbound traffic was observed along **Channel Islands Boulevard**, with queues forming while vehicles waited for the **Saviers Road** traffic light (Figure 5). This created blockages for vehicles attempting to merge onto **Channel Islands Boulevard from San Marino Street and Samuel Avenue.**

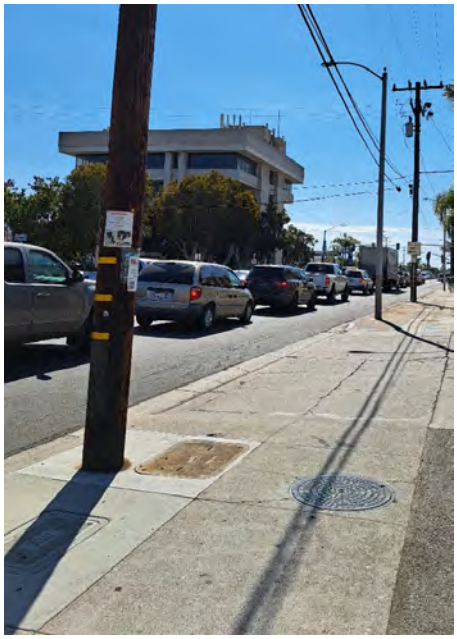


Figure 5. Traffic along Channel Islands Boulevard Just West of San Marino Street

City of Oxnard Safe Routes to School Technical Appendix

Hueneme High School (9 - 12)



Prepared By:

FEHR & PEERS

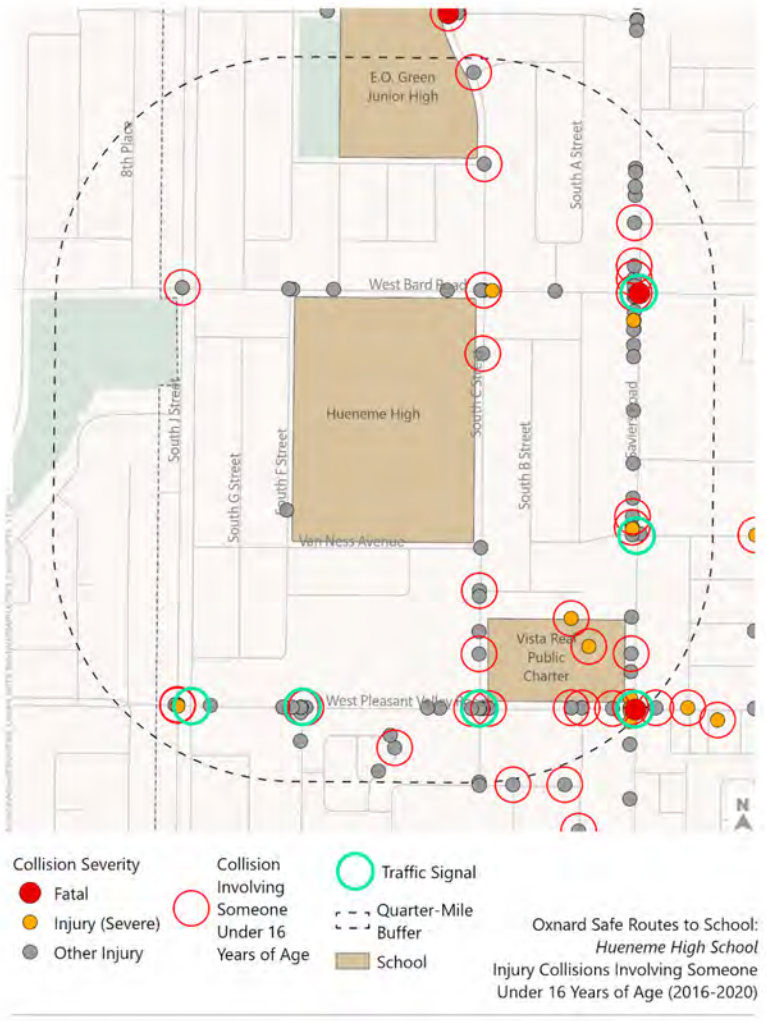
Walk 'n Rollers
bike · walk · skate · scoot

1. Collision and Citation Trends

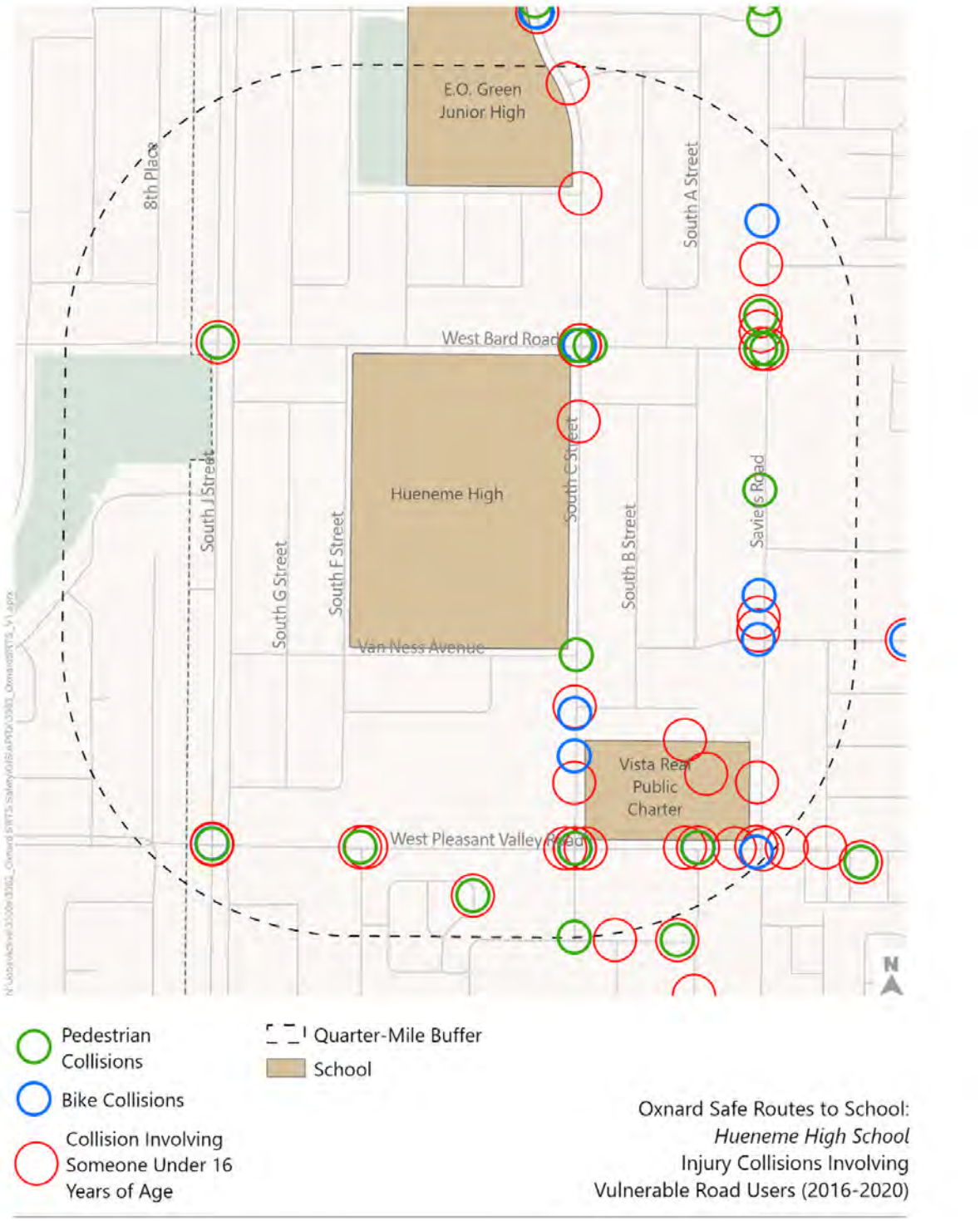
This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

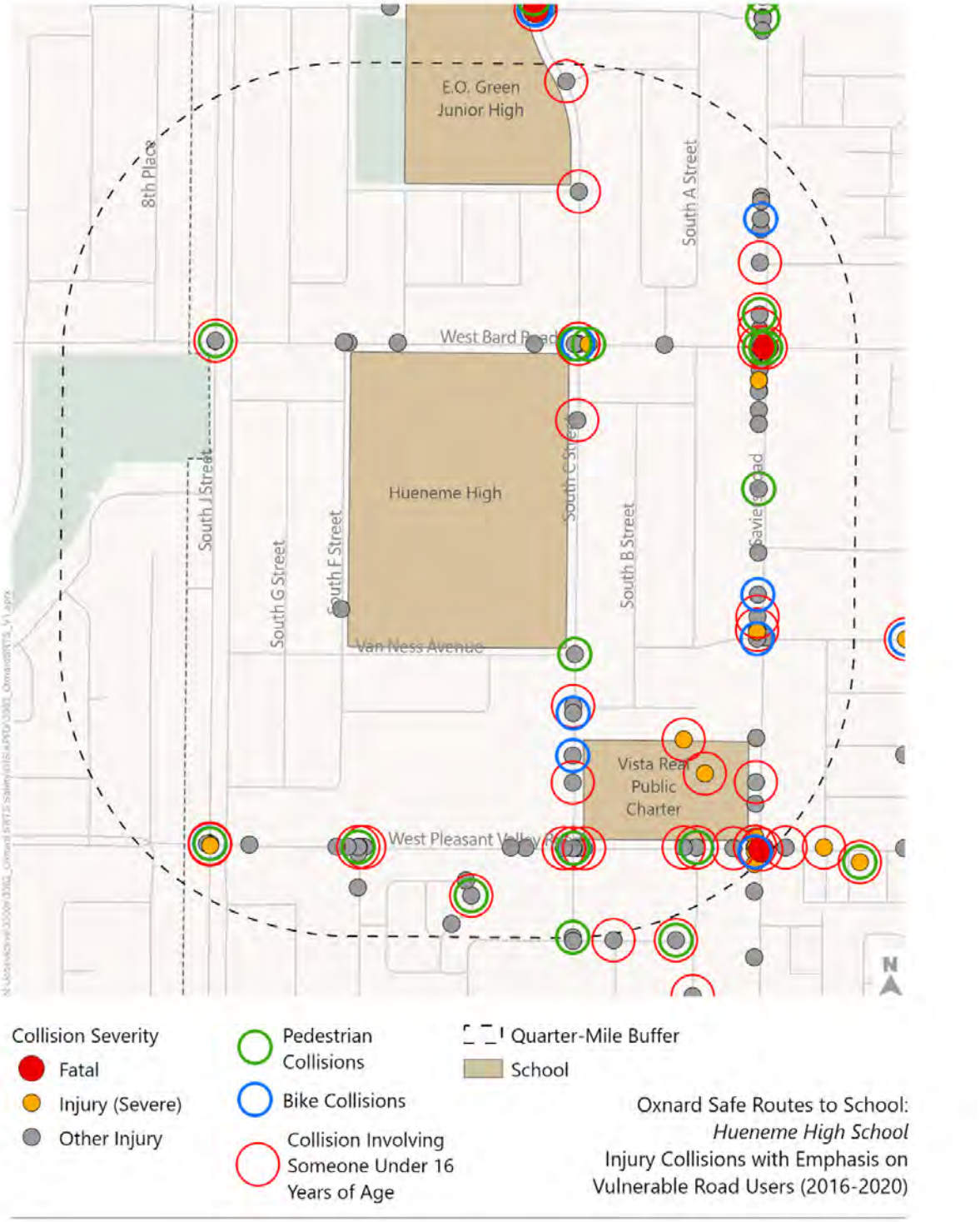
Collisions were prevalent along Saviers Road, West Pleasant Valley Road, and C Street. There were two collisions that resulted in fatalities and ten that resulted in severe injuries within the quarter mile buffer area. One fatality collision occurred at Saviers Road and Pleasant Valley Road and the other one occurred at Bard Road and Saviers Road.



Bike collisions were prevalent along Saviers Road and C Street. Pedestrian collisions concentrated on Bard Road Saviers Road, and Pleasant Valley Road.



Putting all the information together, four collisions near Hueneme High School that resulted in severe injuries or fatalities involved individuals under the age of 16. The fatality collision at Saviers Road and Pleasant Intersection was due to unsafe speed and the other at Saviers Road and Pleasant Valley Road was due to a driver driving under the influence and striking an object.



1.2 Injury Collision Summary

There were 188 injury collisions between 2016-2020 within a quarter mile radius of Hueneme High School. 10 collisions (5%) resulted in a severe injury, and 2 (1%) resulted in a fatality. Two of these killed or severely injured collisions involved a pedestrian and one involved a cyclist. Fifty-five collisions (29%) within a quarter mile radius of the school involved someone under the age of 16. Most of these occurred along Pleasant Valley Road or Saviers Road, with a concentration of collisions at the intersections of Saviers Road & Pleasant Valley Road, Saviers Road & Dollie Street, and Saviers Road & Bard Road. Another intersection with a high frequency of collisions was Bard Road & C Street—the intersection at the northeastern corner of the school. More details about these locations are provided below.

Action During Collisions

The leading violations were Vehicle Right of Way Violation (34%), Unsafe Speed (16%), Driving or Bicycling Under the Influence (8%), and Pedestrian Right of Way Violation (8%). Vehicle Right of Way Violations occurred primarily at Saviers Road & Pleasant Valley Road and Saviers Road & Bard Road. Unsafe Speed violations occurred mostly along Pleasant Valley Road. Saviers Road and Bard Road also had a number of Unsafe Speed collisions.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Hueneme High School (2016 – 2020)			
Total Injury Collisions	188		
KSI (Killed or Seriously Injured) Collisions	12 (6%)		
Collisions with victim under 16 years old	55 (29%) (KSI: 4 –33% of all KSI collisions)		
Pedestrian-Involved	21 (11%) (KSI: 2 – 17% of all KSI collisions)		
Bicycle-Involved	18 (10%) (KSI: 1 – 8% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	63	34%
	Unsafe Speed	30	16%
Top Crash Types		Count	Percent of Total
	Broadside	83	44%
	Rear End	38	20%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**39**	**21%**
	Midday (10AM-3PM)	**40**	**21%**
	Evening Peak (3PM-7PM)	53	28%
	Overnight (7PM-6AM)	52	28%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	1	1%
	Dark – Streetlights	53	28%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	117	62%
	Dusk/Dawn	17	9%
Roadway Classification		Count	Percent of Total
	Primary	149	79%
	Secondary	32	17%
	Minor	7	4%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	18	10%
	No	170	90%

Note: Times in **Bold** are when school is in session.

Time of Day and Location

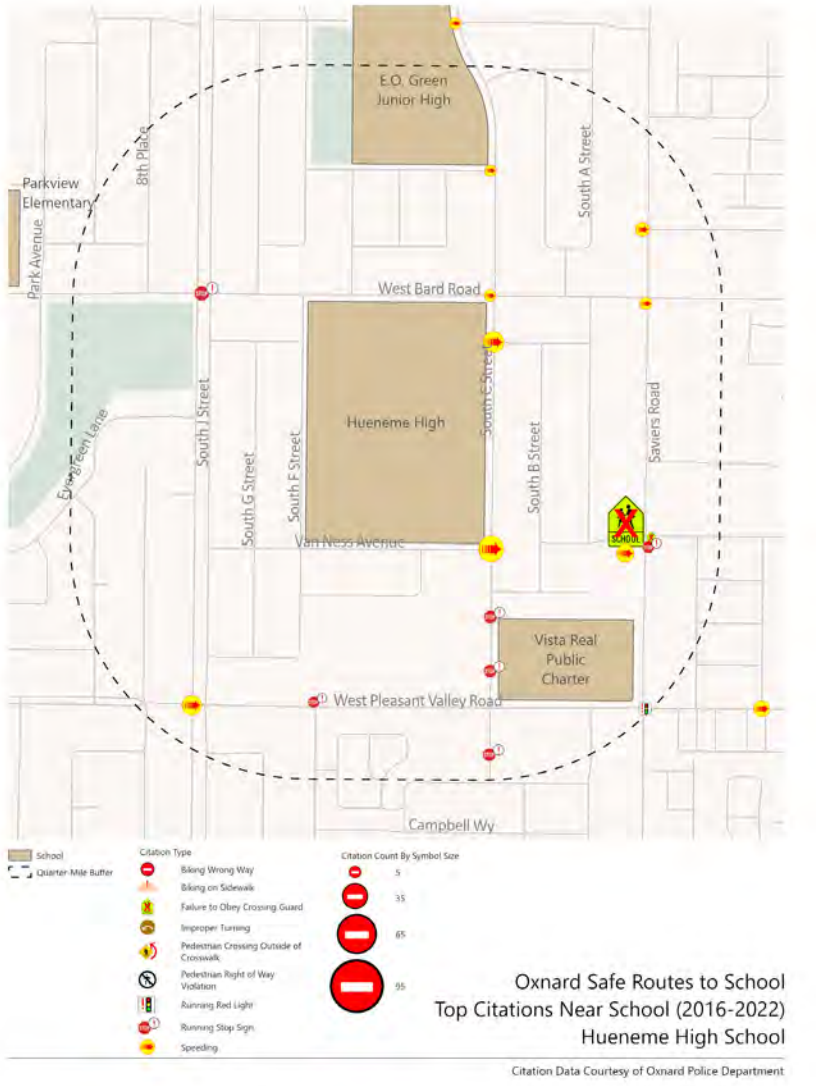
Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Saviers Road	**88**	**Vehicle Right of Way Violation (33)** **Unsafe Speed (12)** **Improper Turning (7)** **Driving Under the Influence (7)**	Almost half (47%) of all collisions within a quarter mile of the school occurred along Saviers Road. 65% of these collisions occurred during daylight hours.
Saviers Road & Bard Road intersection	*44*		Vehicle Right of Way Violation: 22 of the 33 Vehicle Right of Way collisions along Saviers Road occurred at this intersection. Majority were due to a driver not yielding while making a left turn, leading to a head-on or broadside collision. 7 collisions involved a pedestrian, four of which involved a driver not yielding for a pedestrian in the crosswalk. One pedestrian collision resulted in a fatality: a vehicle collided with a pedestrian while the pedestrian was in the road near a bus stop.
Saviers Road & Dollie Street intersection		Unsafe Speed (3) Vehicle Right of Way Violations related to left turns (3)	Another concentration of collisions occurred at the Saviers Road & Dollie Street intersection, which is subject to relatively high instances of hard brakes.
Saviers Road & Pleasant Valley Road intersection	*19*	Unsafe Speeds (6)	4 collisions resulted in a severe injury, one of which involved a bicyclist who was riding on the wrong side of the road. There are Class II bike lanes running north-south on Saviers Road, and none on Pleasant Valley Road. The cyclist was travelling east on the westbound side of the street. 1 collision resulted in a fatality. The primary collision factor stated was Unsafe Speed, and the collision involved someone under the age of 19.

Pleasant Valley Road	**61**	**Unsafe Speed (11)** **Traffic Signs and Signals in which the driver ran a red light or did not stop at the stop sign (9)**	One fatality occurred at the J Street intersection as a result of a driver driving under the influence and striking an object. 18 of the collisions along Pleasant Valley Road involved someone under the age of 16, two of which involved a pedestrian that was struck while crossing in the crosswalk (one instance at J Street and one at Perkins Road). There are relatively high instances of hard braking along this segment at all three intersections, especially in the westbound direction.
C Street and Bard Road intersection	*11*		11 collisions occurred at the intersection of C Street and Bard Road, the northeastern corner of the school's campus. One collision resulted in a pedestrian severely injured after crossing the street outside of the crosswalk at night. Two collisions involved someone driving under the influence. Three collisions at this location involved someone under the age of 16.

4.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Speeding	138	48%
Failure to Obey Crossing Guard	113	39%
Running Stop Sign	23	8%
Running Red Light	8	3%
Biking Wrong Way	2	1%
Pedestrian Right of Way Violation	2	1%
Improper Turning	1	0%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Brenda Bravo, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students live in the surrounding neighborhood (within three miles) and either walk or bike to school. Bus services are provided for students with special needs.
- Key locations include: Bard Road parking lot, one-way parking lot loop off Bard Road/drop-off zone, F Street student parking lot and drop-off, C Street parking and drop-off, and Bard Road & C Street intersection.
- Key issues include: double parking on C Street and F Street, high vehicle speeds on F Street, congestion in the Bard Road parking lot, and pedestrian congestion at the Bard Road & C Street intersection.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Thursday, March 23, 2023
- Start time: 8:10 AM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Jose Rivera – City of Oxnard
    2. Tom Reilly – LSY Enterprise
    3. Rachel Om – Fehr & Peers
    4. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

F Street



Figure 2. Observed Corridor of F Street

- There is limited tree coverage along F Street along the campus.

- F Street & Brucker Road
  - Eastbound Brucker Road is not stop-controlled.
  - The fire hydrant on the southwest corner of the intersection does not have red curb.
- F Street & Van Ness Avenue
  - Street markings have faded at this intersection (Figure 3).
  - Stop signs on all approaches are too small which hinders visibility for drivers.



Figure 3. Faded street markings

C Street



Figure 4. Observed Corridor of C Street

- Sidewalks are relatively narrow on C Street and lack lighting and shade.

- C Street & Bard Road
  - In the southbound direction on C Street, conflict was observed between vehicles turning right onto Bard Road and cyclists in the bike lane (Figure 5, Figure 6).



Figure 5. Right turn conflict with bicycle lane



Figure 6. Right turn conflict with cyclist

- C Street & School Driveway
  - The sidewalk lacks any tactile warning at the driveway entrance to the school parking lot alerting pedestrians with vision impairments of potential conflicts with motorists (Figure 7).



Figure 7. Lack of tactile warnings at school driveway entrance

- C Street & Van Ness Avenue
  - The crosswalk across C Street appears to have been moved from the south leg to the north leg of the intersection, but the pedestrian crossing warning sign has not been adjusted to reflect the new crosswalk (Figure 8). The crosswalk across C Street is a ladder marking and the crosswalk across Van Ness (west leg) is a standard marking.



Figure 8. Pedestrian crossing warning on wrong leg of the intersection

3.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

J Street



Figure 9. Observed Corridor of J Street

- J Street & Bard Avenue
  - An all-way stop controlled intersection is present here. Given that J Street is a divided road with a wide drainage channel running the middle, visibility is challenging for cars and pedestrians crossing the intersection.
- J Street & Sonoma Way
  - Curb extensions are present here, reducing the length for pedestrians crossing Sonoma and to facilitate runoff into the drainage ditch in the middle of J Street.

East-West Streets

Pleasant Valley Road



Figure 10. Observed Corridor of Pleasant Valley Road

- Pleasant Valley Road & Maple Way
  - Dynamic traffic speed sign consistently registered vehicle speeds 40 miles per hour or greater, although the posted speed limit sign is for 35 miles per hour.
- Pleasant Valley Road & Perkins Road
  - Just west of the intersection, sidewalk uplift is present due to the presence of roots and undergrowth on the north side of Pleasant Valley Road.
  - Two-way left turn lane markings in center traffic lane just west of the intersection and not pointing towards specific cross streets may create confusion for drivers.
  - Curb ramps on the northern legs and southwest corner of the intersection lack tactile markings and should be upgraded with truncated domes.
  - Vehicles were observed parked in a bus stop zone with red curb on southbound Perkins Road just south of the intersection.
  - Intersection curb radii are quite wide permitting high speeds for vehicle right turning movements and increasing pedestrian crossing distances.
- Pleasant Valley Road & C Street
  - The markings at this intersection are faded and should be refreshed.
  - Despite high vehicle speeds and volumes, east/west left turns from Pleasant Valley onto C Street lack protected left turn signals.

3.5 Arrival and Dismissal Observations

School arrival was observed as Principal Brenda Bravo shared the arrival is generally more congested and challenging than the dismissal period. The team observed arrival at several locations since Hueneme has several entrances: F Street & Bard Road, Bard Road between F Street and C Street, and C Street & Bard Road. The school has entrances facing F Street, Bard Road, and C Street:

Bard Road:

- There was a steady number of students walking eastbound and westbound on Bard Road.
- Several students crossed Bard Road midblock, west of F Street, while students who crossed Bard Road east of F Street used the crosswalk at Francisco Place.
- The red curb along Bard Road, west of F Street, helped improve pedestrian visibility as eastbound vehicles were making a right turn onto F Street. Even with the red curb, the visibility for eastbound vehicles turning from Bard Road to F Street is limited, and drivers were careful in making the turn.
- In the morning arrival period, the angle of the sun may pose visibility difficulties for drivers' traveling westbound on Bard Road, which may limit visibility of pedestrians crossing the crosswalk at Francisco Place.
- Several drivers made midblock u-turns along Bard Road.
- There is a wide turning radius into the parking lot along Bard Road and many cars were able to turn into the parking lot without slowing down.
- Many students rode GCTD route 1B, which dropped off passengers at the northwest corner of Bard Road & C Street

F Street:

- There was a steady number of students walking northbound on F Street.
- One of the entrances is along the parking lot facing F Street.

C Street:

- There was a steady number of students walking southbound and northbound along C Street.
- Students were dropped off on the northwest corner of C Street & Bard Road.
- At C Street & Bard Road, some crosswalk intrusion was observed by stopped or turning vehicles. The existing crosswalk has yellow ladder markings and no advance stop bar.
- Students crossed C Street at Brucker Road, which has a marked crosswalk along the east leg and a stop-controlled approach for Brucker Road. Students were dropped off on Brucker Road.
- Many vehicle drop offs occurred along southbound C Street in the bike lane, which has existing red curb south of the C Street & Bard Road intersection.

City of Oxnard Safe Routes to School Technical Appendix

Kamala School (K-8)



Prepared By:

FEHR & PEERS

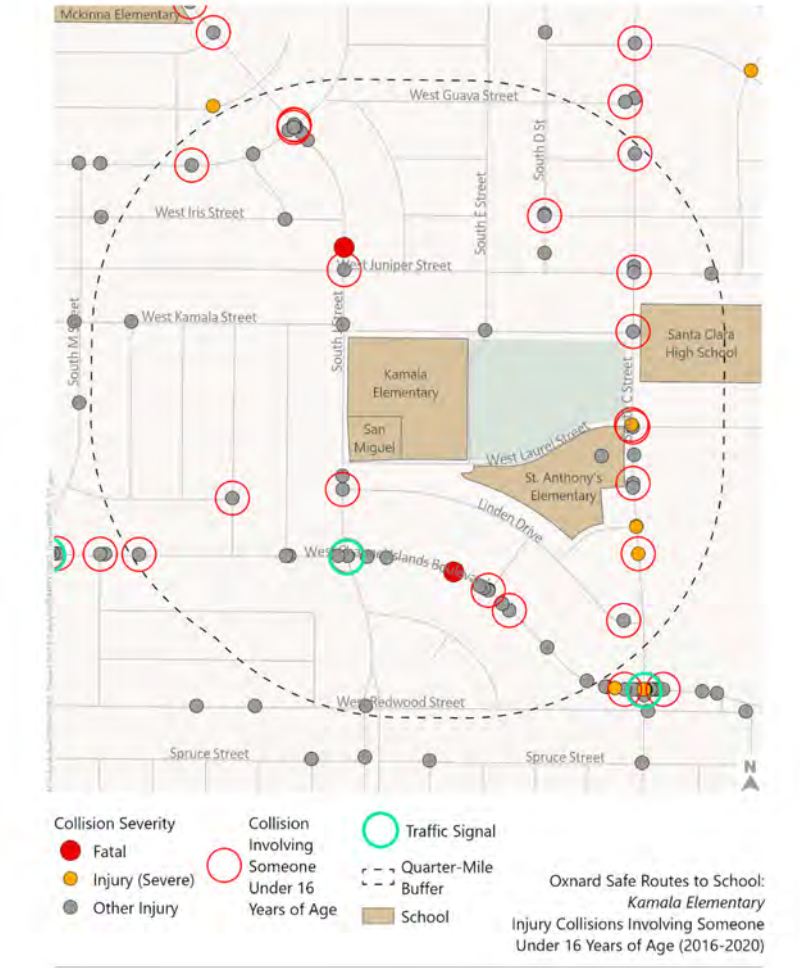
Walk 'n Rollers
bike · walk · skate · scoot

1. Collision and Citation Trends

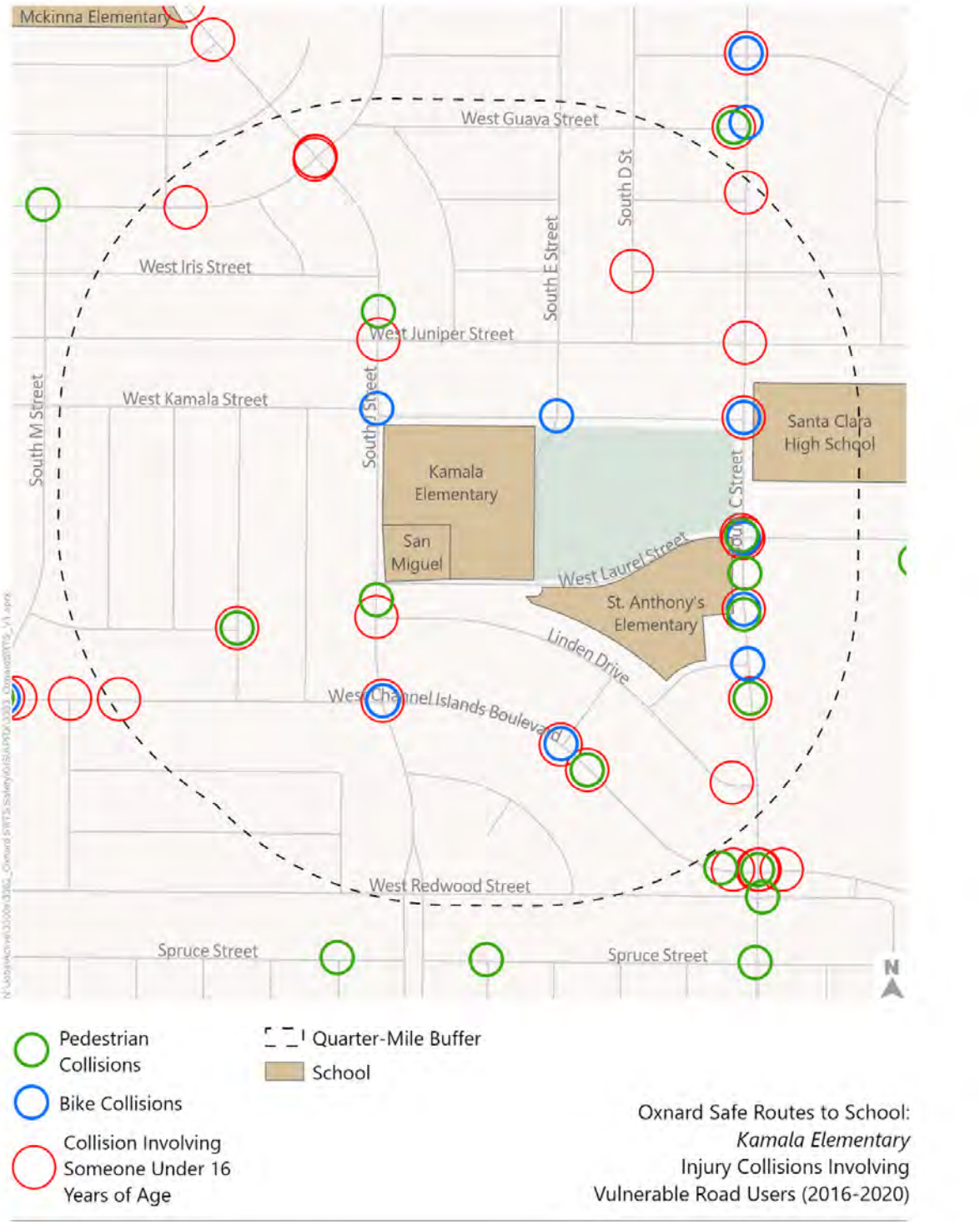
This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

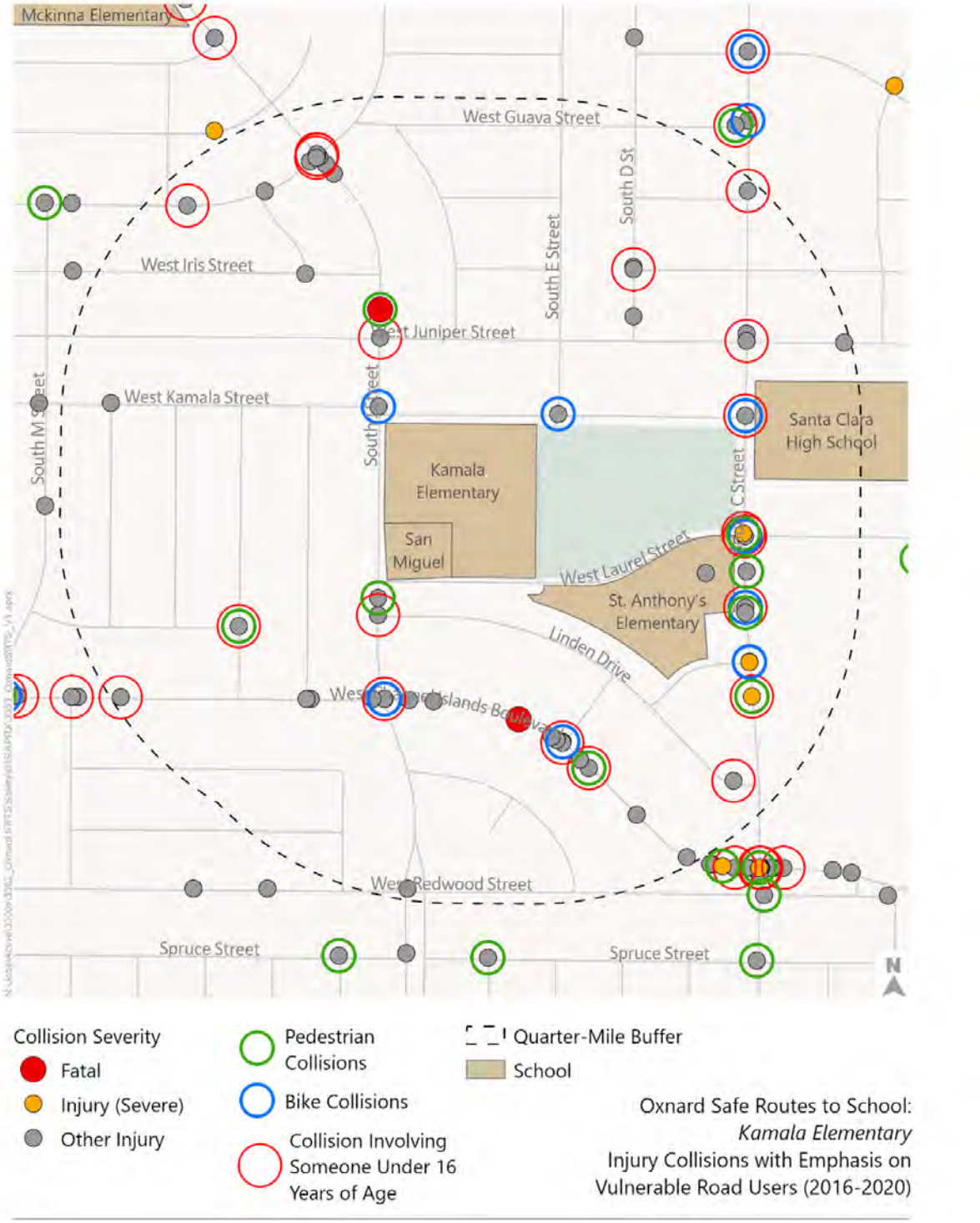
Collisions are prevalent along South C Street and West Channel Islands Boulevard within the quarter-mile buffer of the school area. Collisions involving individuals under 16 years of age largely clustered along South C Street and West Channel Islands Boulevard as well. Collisions with severe injuries occur concentrating along South C Street, and there were two fatal collisions within the quarter mile study area.



Pedestrian collisions were present throughout the study area, with concentrations around South C Street and at the intersection of C Street & Channel Islands Boulevard. Bicycle collisions were also present along South C Street, West Channel Islands Boulevard and West Kamala Street.



Putting all this information together, several collisions involving someone under the age of 16 were a pedestrian or bicycle collision resulting in an injury (severe or otherwise). One collision resulting in a fatality involved a pedestrian over the age of 16 (C Street north of Juniper Street), and one additional fatality in the study area did not involve a pedestrian, bicyclist, or someone under the age of 16 (Channel Islands Boulevard east of C Street).



1.2 Injury Collision Summary

There were 86 injury collisions between 2016-2020 within a quarter mile radius of Kamala School. Two collisions resulted in a fatality, and three resulted in a severe injury. Twenty-seven collisions (31%) within a quarter mile radius of the school involved someone under the age of 16. Most of these occurred along C Street and Channel Islands Boulevard to the east and south of campus, respectively. The C Street & Channel Island Boulevard intersection just outside of the quarter mile study area was another collision hot spot, with eight collisions involving someone under the age of 16.

Action During Collisions

The leading violations were Vehicle Right of Way Violations (24%) and Unsafe Speeds (22%). Vehicle Right of Way Violation collisions occurred on several streets in the study area, with the largest cluster at the J Street & Channel Islands Boulevard. Unsafe Speed collisions occurred primarily along Channel Islands Boulevard, with clusters at the J Street and Maywood Way intersections. Another cluster was at the J Street & Hemlock Street intersection north of campus.

Injury Collisions Summary Table

Injury Collision Summary within ¼ Mile of Kamala Elementary (2016 – 2020)			
Total Injury Collisions	86		
KSI (Killed or Seriously Injured) Collisions	5 (6%)		
Collisions with victim under 16 years old	27 (31%) (KSI: 2 – 40% of all KSI collisions)		
Pedestrian-Involved	9 (10%) (KSI: 3 – 60% of all KSI collisions)		
Bicycle-Involved	10 (12%) (KSI: 1 – 20% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	21	24%
	Traffic Signals and Signs	19	22%
Top Crash Types		Count	Percent of Total
	Broadside	39	45%
	Rear End	17	20%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**16**	**19%**
	Midday (10AM-3PM)	**20**	**23%**
	Evening Peak (3PM-7PM)	23	27%
	Overnight (7PM-6AM)	26	30%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	2	2%
	Dark – Streetlights	31	36%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	49	57%
	Dusk/Dawn	3	3%
Roadway Classification		Count	Percent of Total
	Primary	41	48%
	Secondary	34	40%
	Minor	11	13%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	7	8%
	No	79	92%
Note: Times in **Bold** are when school is in session.			

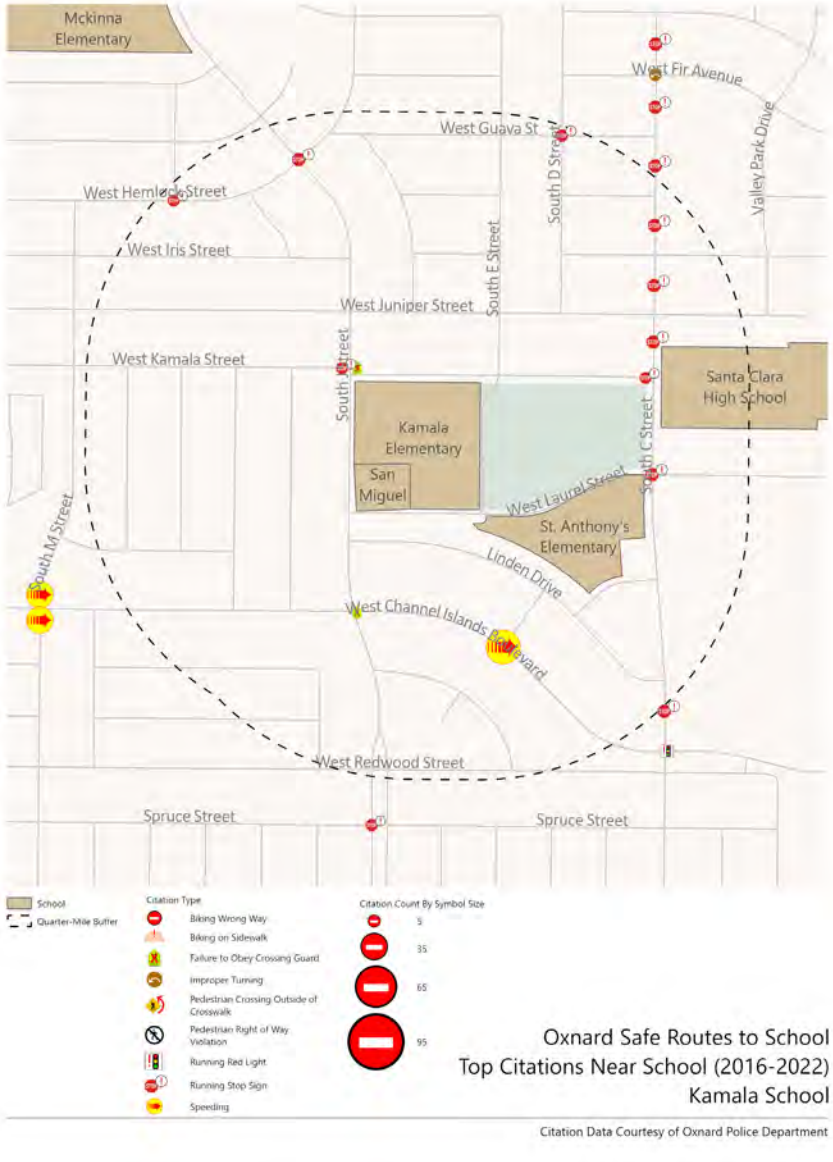
Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Channel Islands Boulevard	**41**	**Right of Way Violation (14)** **Unsafe Speed (9)** **Improper Turning (6)**	A concentration of these collisions (26) occurred at the J Street intersection, which is an intersection that experiences relatively high instances of hard braking and harsh acceleration. 12 collisions were the result of drivers not yielding while making a left turn, and 6 collisions were the result of red light running. Another concentration of these collisions (10) occurred at the Maywood Way intersection. Five of the collisions were the result of Unsafe Speed. There was one fatal collision that occurred when a driver under the influence crossed over into oncoming traffic and collided head-on with another vehicle.
C Street	*19*	Right of Way Violation (3) Improper Turning (3) Unsafe Speed (3)	One collision resulted in a severe injury at the Laurel Street intersection. A pedestrian was crossing outside of a marked crosswalk. This intersection has standard crosswalks on its north and east legs. Two collisions resulted in severe injuries at the Maywood Way intersection. One of the collisions involved a pedestrian just south of the intersection. No cause of collision was reported. The other collision involved an eastbound bicyclist who was struck by a southbound vehicle at the intersection. The intersection is side-street stop-controlled.
J Street	*11*		On J Street north of the Juniper intersection, there was a fatal collision involving a pedestrian crossing the street outside of a marked crosswalk. The nearest marked crosswalk is one block south at the Kamala Street intersection.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Speeding	57	52%
Running Stop Sign	40	37%
Failure to Obey Crossing Guard	8	7%
Pedestrian Right of Way Violation	3	3%
Running Red Light	1	1%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

As part of the preparations for the walk audit, the SRTS team organized virtual kick-off meetings, inviting key staff members from participating schools. This school either declined the invitations or confirmed their participation after the walk audit had already been conducted.

2.2 Walk Audit Details

The collision and citation analysis were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.

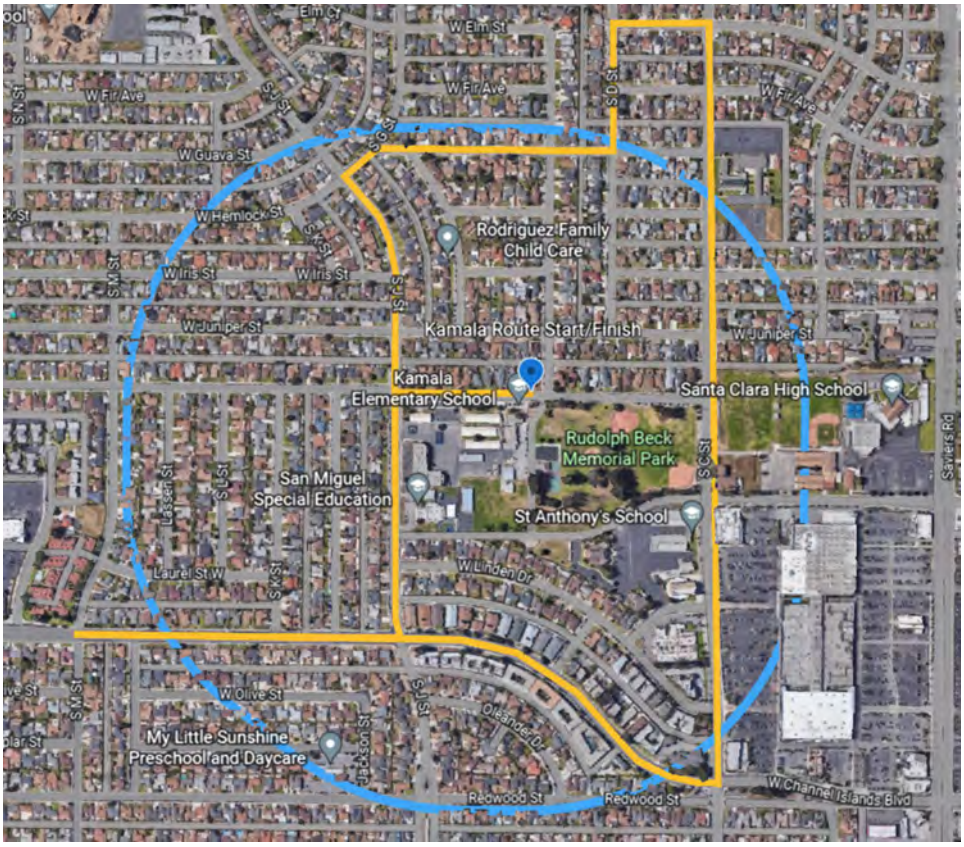


Figure 1. Walk Audit Route

Other details of the walk audit are presented below:

- Walk Audit Date: Tuesday, August 16, 2022
- Start time: 8:00 AM
- Weather Conditions: Clear
- Events/Unique Conditions: School Summer Break
- Indent Attendees:
    1. Jose Rivera – City of Oxnard
    2. Chelsea Richer – Fehr & Peers
    3. Rachel Om – Fehr & Peers
    4. Alex Sarno – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

J Street:



Figure 2. Observed corridor of J Street

- J Street is the western boundary of the school. The intersections along J Street within a quarter-mile of the school are primarily side-street stop-controlled.
- There are marked crosswalks at **Kamala Street (north, east and south legs)**, and **Channel Islands Boulevard (all legs)**, approximately 0.22 miles apart. MNS Engineering, a firm hired to implement Safe Routes to School infrastructure improvements, indicated plans to remove the **north leg crosswalk of the Kamala Street intersection** and stripe a high-visibility crosswalk on the **west leg**.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North/South Streets

J Street:



Figure 3. Observed corridor of J Street

- There was a fatal pedestrian collision during morning hours, involving a victim over 60 years of age, which occurred north of **the intersection of J Street & Juniper Street** when the pedestrian was crossing outside of the crosswalk. There are few some marked pedestrian crossings on **J Street** in this residential area. The distance between Kamala Street and the nearest crosswalk to the north is over 0.4 miles. Further, the walk audit team observed that **north of Juniper Street, J Street** curves and drivers may have limited visibility, particularly if traveling at higher speeds.

G Street:



Figure 4. Observed corridor of G Street

- Several unsignalized intersections are along curved roads, which results in large corner radii that have longer pedestrian crossing distances and allow vehicles to turn quickly. The **east leg of the G Street & Guava Street intersection**, for example, is 78 feet long.

C Street:

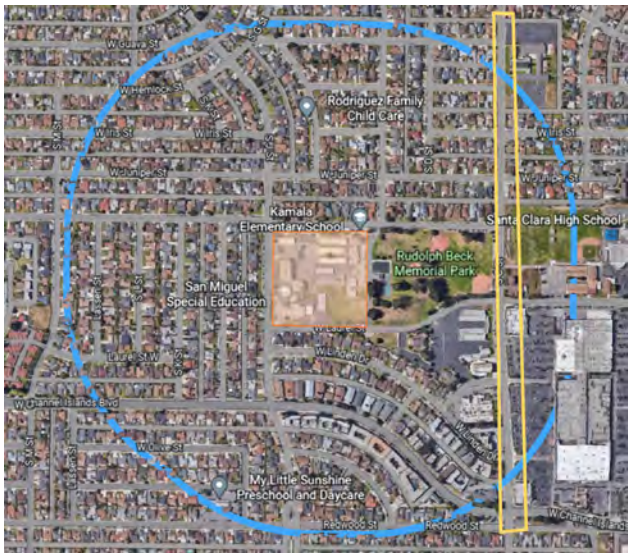


Figure 5. Observed corridor of C Street

- There is a history of collisions at **the intersection of C Street & W Elm Street**, including one fatal pedestrian collision involving a victim under 19 years of age, during after-school hours (3pm-7pm). During the walk audit, there was a high volume of westbound traffic toward **the Elm Street intersection**. This is potentially related to higher proportions of traffic routing

along **Elm Street** from the signalized intersection at **Elm Street & Saviers Road** to the east. The distance between controlled **intersections on this stretch of C Street** is over half a mile, allowing for vehicles to pick up speed and limiting crossing opportunities for people on foot.

East-West Streets

Channel Islands Boulevard:



Figure 6. Observed corridor of Islands Boulevard

- The crosswalk at the **intersection of J Street & Channel Islands Boulevard** is approximately 70 feet. This intersection has a history of harsh acceleration and hard brake events.
- The westbound bike lane on Channel Islands Boulevard begins **west of M Street** (Figure 7).



Figure 7. Bike Lane Beginning West of Channel Islands Boulevard & M Street Intersection

- During the walk audit, overgrown trees on **the northeastern corner of the Channel Islands Boulevard & M Street intersection** were observed limiting visibility of the traffic signal and pedestrian signal (Figure 8).



Figure 8. Bike Lane Beginning West of Channel Islands Boulevard & M Street Intersection

- The bus stop on the **south side of Channel Islands Boulevard**, **east of Lassen Street**, lacks shade and supportive elements (Figure 9).



Figure 9. Channel Islands & Lassen Street Bus Stop

- **Channel Islands Boulevard between J Street and C Street** is a major corridor and has a history of collisions, including one fatal vehicle-vehicle collision with a victim under 19 years old, during late night/overnight hours (7pm-6am) as well as several collisions resulting from unsafe speeding. During the walk audit, vehicles were observed to be traveling at speeds above the posted 35mph. The fatal collision was a result of someone driving on the wrong side of the road.
- There is a pattern of non-severe vehicle collisions at the **intersection of Channel Islands Boulevard & C Street**, as well as a pattern of harsh accelerations and hard brakes. There was a high degree of pedestrian activity observed during the walk audit.

City of Oxnard Safe Routes to School Technical Appendix

Lemonwood School (TK - 8)



Prepared By:

FEHR & PEERS

Walk 'n Rollers bike · walk · skate · scoot

1. Collision and Citation Trends

This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

Collisions are present along San Mateo Place within the quarter mile buffer area. None of the collisions within the study area resulted in a fatality or severe injury.



The two pedestrian collisions occurred along San Mateo Place. There was one bicycle collision on Ives Avenue.



Putting all this information together, the two pedestrian collisions within the study area both involved someone under the age of 16.



1.2 Injury Collision Summary

There were 13 injury collisions between 2016-2020 within a quarter mile radius of Lemonwood Elementary and Middle School. No collisions resulted in a severe injury or fatality. Six collisions (46%) within a quarter mile radius of the school involved someone under the age of 16. These collisions were spread across the study area, with two each occurring on San Mateo Place and Alexander Street.

Action During Collisions

The leading violations which led to collisions were and Unsafe Speeds (38%), and Vehicle Right of Way Violations (31%). Unsafe Speed collisions occurred throughout the study area on Emerson Avenue, Kepler Drive, Alexander Street, and MacArthur Place. Vehicle Right of Way Violations similarly occurred throughout the study area with no strong patterns on Emerson Avenue, Du Pont Street, Napoleon Avenue, and Marin Way.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Lemonwood School (2016 – 2020)			
Total Injury Collisions	13		
KSI (Killed or Seriously Injured) Collisions	0 (0%)		
Collisions with victim under 16 years old	6 (46%) (KSI: 0 – 0% of all KSI collisions)		
Pedestrian-Involved	2 (15%) (KSI: 0 – 0% of all KSI collisions)		
Bicycle-Involved	1 (8%) (KSI: 0 – 0% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	5	38%
	Traffic Signals and Signs	4	31%
Top Crash Types		Count	Percent of Total
	Broadside	5	38%
	Rear End	3	23%
	Head-on	3	23%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**5**	**38%**
	Midday (10AM-3PM)	**0**	**0%**
	Evening Peak (3PM-7PM)	7	54%
	Overnight (7PM-6AM)	1	8%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	1	8%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	12	92%
	Dusk/Dawn	0	0%
Roadway Classification		Count	Percent of Total
	Primary	0	0%
	Secondary	2	15%
	Minor	11	85%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	0	0%
	No	13	100%
Note: Times in **Bold** are when school is in session.			

Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Mateo Place	**3**		Three collisions occurred on Mateo Place, the roadway that makes up the southern boundary of campus. One of these collisions occurred immediately adjacent to the school at the Earhart Court intersection involving two pedestrians, including a 7-year-old, who were crossing San Mateo Place reported to be outside of the crosswalk and struck by an eastbound vehicle. There is a crosswalk on the east leg of the intersection.
Emerson Avenue & Du Pont Street	*2*	Improper Turning (1) Unsafe Speed (1)	Two collisions occurred near the Emerson Avenue & Du Pont Street intersection, one resulting from Unsafe Speeds and the other resulting from a driver not yielding while making a left turn. This intersection is an all-way stop-controlled intersection, and has experienced moderate instances of hard braking and harsh acceleration.
Alexander Street	**2**		One of these collisions occurred just south of the San Mateo Place intersection and involved a pedestrian under the age of 16 crossing outside of a marked crosswalk.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Running Stop Sign	13	100%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

As part of the preparations for the walk audit, the SRTS team organized virtual kick-off meetings, inviting key staff members from participating schools. This school either declined the invitations or confirmed their participation after the walk audit had already been conducted.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Thursday, August 18, 2022
- Start time: 7:55 AM
- Weather Conditions: Overcast
- Events/Unique Conditions: None
- Attendees:
    1. Debbie O'Leary – City of Oxnard
    2. Jose Rivera — City of Oxnard
    3. Chelsea Richer – Fehr & Peers
    4. Rachel Om – Fehr & Peers
    5. Alex Sarno – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Carnegie Court:



Figure 2. Observed corridor of Carnegie Court

- During the morning drop-off period, many vehicles were observed making an eastbound right from Ives Avenue onto Carnegie Court. The City is planning to remove the existing crosswalk on the south leg and improve the crosswalk on the north leg with high visibility striping and curb extensions.

East/West Corridors

San Mateo Place:



Figure 3. Observed corridor of San Mateo Place

- A crossing guard at the **San Mateo Place & Du Pont Street** intersection (Figure 4) instructed pedestrians to wait until there was a critical mass of people and then would stop vehicular traffic to allow people to cross the south and east legs like a pedestrian scramble at a signalized intersection.



Figure 4. Crossing Guard at San Mateo Place & Du Pont Street Intersection

- The exit/western driveway of the parking lot, which facilitates pick-up and drop-off, has a "right turn only" arrow. However, cars were observed making both right and left turns.
- San Mateo Place is approximately 40 feet wide, which felt very wide, particularly because the parking lanes were not being used.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Du Pont Street:



Figure 5. Observed corridor of Du Pont Street

- Vehicle tire marks in the shapes of donuts were observed at the intersection of **Du Pont Street and Napoleon Avenue** (Figure 6). Additionally, Du Pont Street has a history of hard braking events.



Figure 6. Tire Marks at Du Pont Street & Napoleon Avenue Intersection

- The **Channel Islands Boulevard & Du Pont Street** intersection south of the school has a history of collisions involving pedestrians, including someone under the age of 16, resulting in severe injuries. This intersection functions as a gateway to the neighborhood and the school.

East-West Streets

Channel Islands Boulevard:



Figure 7. Observed corridor of Channel Islands Boulevard

- The project team encountered narrow sidewalks walking across the bridge (approximately three feet), and on the western end it was difficult to traverse due to sidewalk erosion (Figure 8).



Figure 8. Sidewalk Conditions along Channel Islands Boulevard Overpass

City of Oxnard Safe Routes to School Technical Appendix

Marina West Elementary School (TK-5)



Prepared By:

FEHR PEERS

Walk 'n Rollers
bike · walk · skate · scoot

1. Collision and Citation Trends

This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

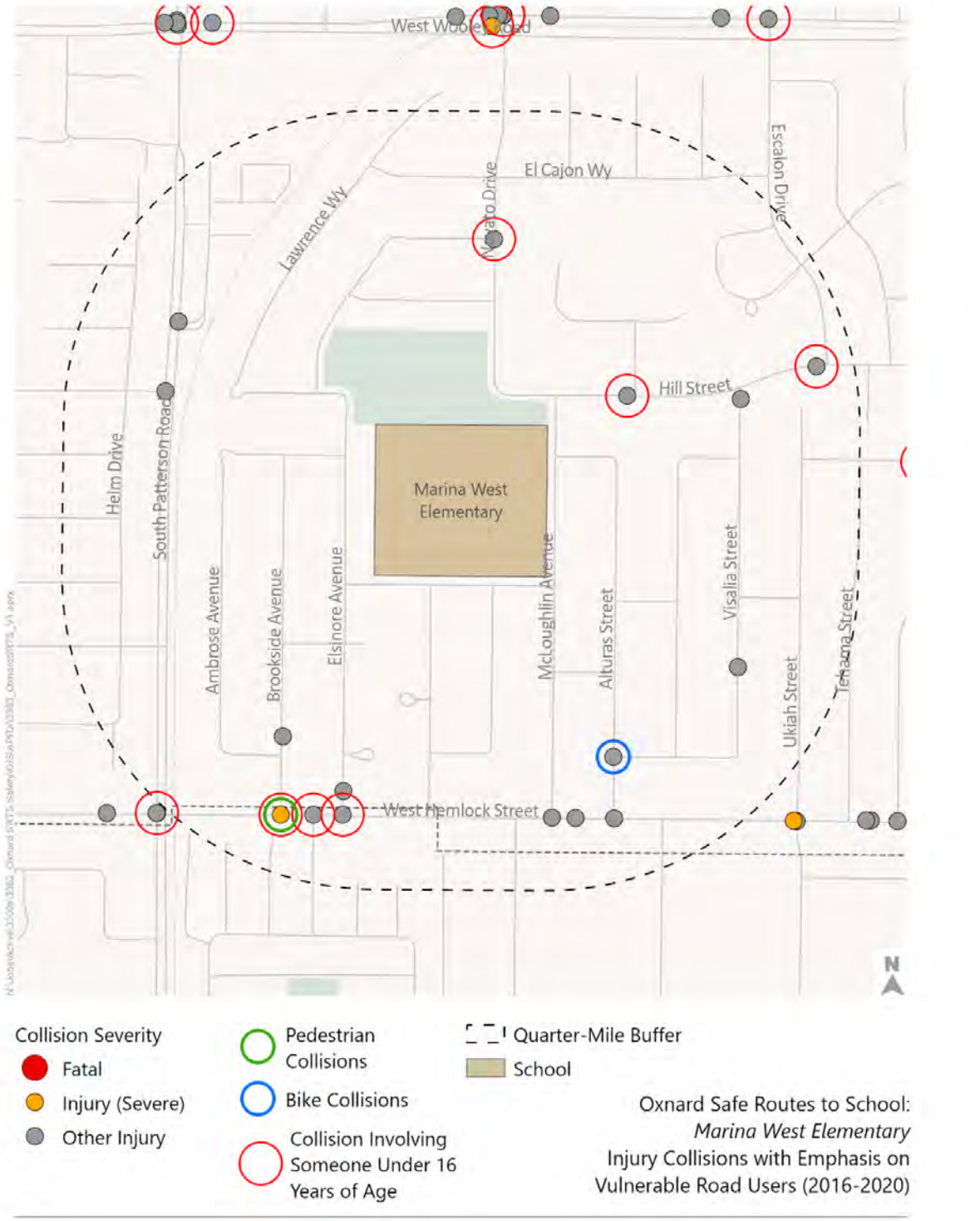
Collisions were notably clustered on Hemlock Street within the quarter mile buffer area. There was one severe injury collision and it occurred along Hemlock Street as well.



There was one bike collision and one pedestrian collision within the quarter mile study area. The pedestrian collision was on Hemlock Street and the bike collision was on Alturas Street.



Putting all the information together, the one severe injury collision involved someone under the age of 16 and a pedestrian.



1.2 Injury Collision Summary

There were 20 injury collisions between 2016-2020 within a quarter mile radius of Marina West Elementary School. One collision, at Hemlock Street & Brookside Avenue, resulted in a severe injury. 40% of collisions within a quarter mile radius of the school involved individuals, primarily vehicular passengers, under the age of 16. Most of these collisions occurred along Hemlock Street between Brookside Avenue and Elsinore Avenue, and along Hill Street between Novato Drive and Escalon Drive.

Action During Collisions

The leading violations were Right of Way Violations (40%) and Unsafe Speeds (14%). These collisions mostly took place along Hemlock Street. Half of collisions that occurred along Hemlock Street between Brookside Drive and Altura Street were the result of Vehicle Right of Way Violations – specifically, drivers not yielding after left turn or U-turn, or at a stop sign.

Injury Collisions Summary Table

Injury Collision Summary within ¼ Mile of Marina West Elementary School (2016 – 2020)			
Total Injury Collisions	20		
KSI (Killed or Seriously Injured) Collisions	1 (5%)		
Collisions with victim under 16 years old	8 (40%) (KSI: 1)		
Pedestrian-Involved	1 (5%) (KSI: 1)		
Bicycle-Involved	1 (5%) (KSI: 0)		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	8	40%
	Unsafe Speeds	5	14%
	Improper Turning	2	10%
	Driving or Bicycling Under the Influence of Alcohol or Drug	2	10%
Top Crash Types		Count	Percent of Total
	Broadside	7	35%
	Head On	5	25%
	Rear End	3	15%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**5**	**25%**
	Midday (10AM-3PM)	**6**	**30%**
	Evening Peak (3PM-7PM)	5	25%
	Overnight (7PM-6AM)	4	20%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	5	25%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	15	75%
	Dusk/Dawn	0	0%
Roadway Classification		Count	Percent of Total
	Primary	0	0%
	Secondary	12	60%
	Minor	8	40%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	2	10%
	No	18	90%

Note: Times in **Bold** are when school is in session.

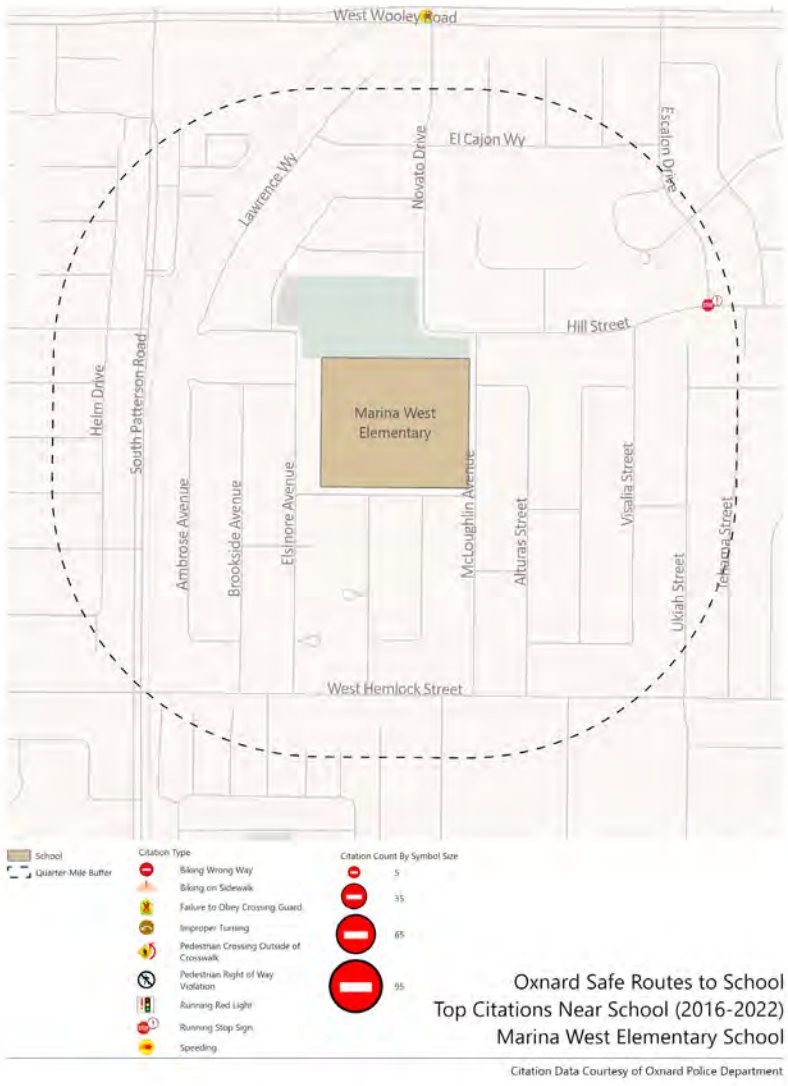
Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Hemlock Street	**10**		Nine collisions occurred at intersections. Most of these collisions were the result of Vehicle Right of Way Violations – specifically, drivers not yielding after left turn or U-turn, or at a stop sign. These collisions occurred primarily during the daytime. Hemlock Street between Patterson Road & Elsinore Avenue is subject to hard braking and harsh acceleration. There was one pedestrian collision at the Brookside Avenue intersection that resulted in a severe injury. An eastbound driver did not yield to an 8-year-old pedestrian crossing in the crosswalk across the east leg of the intersection.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Running Stop Sign	9	100%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Elva Gonzales Nares, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students live in the surrounding neighborhoods and are dropped off, while the rest either walk or take a bus to school. Students who walk typically come from the southern neighborhood.
- Key locations include: Carob Street pick-up/drop-off zone, Carob Street crosswalk, Carob Street & Claremont Drive intersection (crossing guard location) and Carob Street & Dunsmuir Street intersection (crossing guard location).
- Key issues include: congestion/queuing spillover on Carob Street and McLoughlin Avenue, illegal parent driver maneuvers to leave the vehicle queue, residential driveway blockage, and traffic blockage on Carob Street while students are using the crosswalk.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.

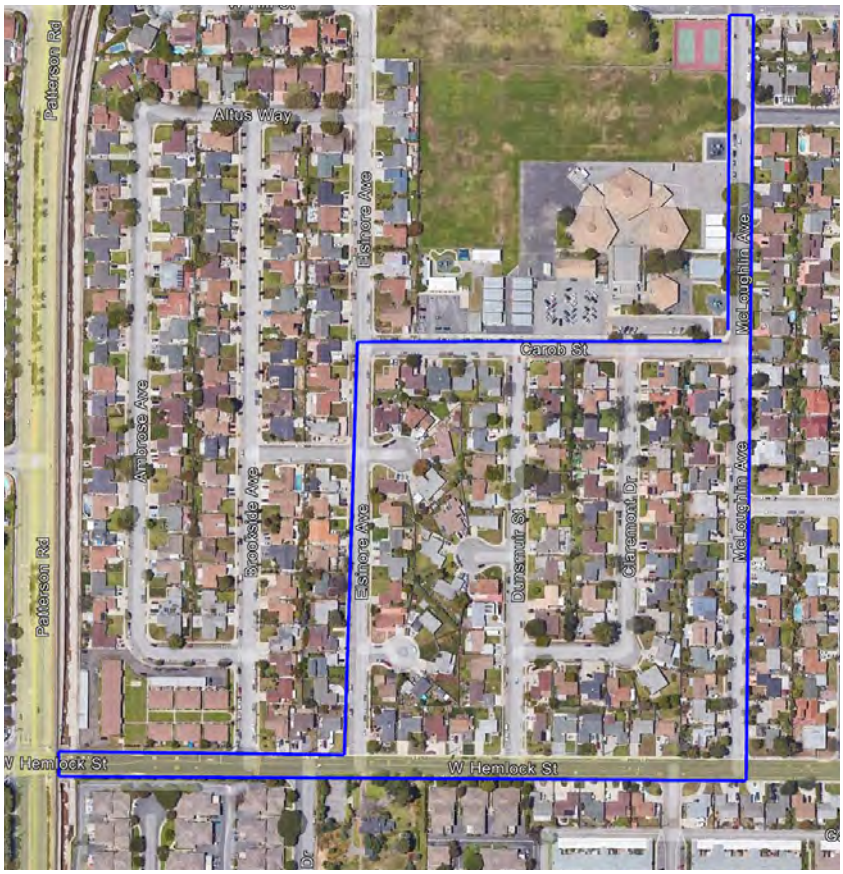


Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Thursday, May 11, 2023
- Start time: 1:25 PM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Jose Rivera – City of Oxnard
    2. Tom Reilly – LSY Enterprise
    3. Rachel Om – Fehr & Peers
    4. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Elsinore Avenue



Figure 2. Observed corridor of Elsinore Avenue

- There are no trees along Elsinore Avenue but there is a parkway along the east and west side of the street.

• Elsinore Avenue & Carob Street (north)

- The stop sign at this intersection was installed at westbound Carob Street in response to a residential request made through 311.
- A Rectangular Rapid Flashing Beacon (RRFB) is installed on the north leg of an intersection protecting a high visibility crosswalk (Figure 3). The crosswalk was removed from the south end of the intersection when the RRFB was installed.



Figure 3. RRFBs at Elsinore Avenue & Carob Street

- At the time of the walk audit, the curb ramps on the south leg of the intersection had not yet been upgraded.

- Elsinore Avenue & Elsinore Court
  - A yellow high visibility crosswalk is striped along the west leg, across the minor street (Elsinore Court). This crosswalk is an example of striping a crosswalk across minor streets to direct pedestrians to designated crossing locations.
- Elsinore Avenue & Hemlock Street
  - There is limited visibility for pedestrians crossing Elsinore Avenue due to vehicles parked up to the intersection and a large turn radius for the southeast corner of Elsinore Avenue & Hemlock Street.

McLoughlin Avenue



Figure 4. Observed corridor of McLoughlin Avenue

- McLoughlin Avenue between Hemlock Street and Carob Street benefits from large shade trees, creating a pleasant environment to walk.

- McLoughlin Avenue & Carob Street (south)
  - A yellow high visibility crosswalk is striped along the east leg, across the minor street (Carob Street - south). This crosswalk is an example of striping a crosswalk across minor streets to direct pedestrians to designated crossing locations.
- McLoughlin Avenue & Birch Street
  - Yellow high visibility crosswalks are striped across the east leg and the south leg. The curb ramps have not yet been upgraded. No stop signs controlling traffic movements are present.

- McLoughlin Avenue & Hill Street
  - Yellow high visibility crosswalks are striped across the west leg and the south leg. The north end of the crosswalk across Hill Street ends in a grassy area. The sidewalk is on the other side of the grassy area, in front of the residential development, with no connection to the crosswalk landing.

East-West Streets

Carob Street



Figure 5. Observed corridor of Carob Street

- Carob Street & Dunsmuir Street
  - Yellow high visibility crosswalks are striped across the east leg (across Carob Street) and the south leg (across Dunsmuir Street). There is no curb cut on the north side of the crosswalk across Carob Street to connect pedestrians to campus.
- Carob Street & Claremont Drive
  - As described in the dismissal observations, the crosswalk across Carob Street is diagonal at Claremont Drive (Figure 6).



Figure 6. Diagonal crosswalk at Carob Street and Claremont Drive

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

East-West Streets

Hemlock Street



Figure 7. Observed corridor of Hemlock Street

- There are sharrows striped along Hemlock Street, but vehicles are traveling at high speeds, which may be uncomfortable for cyclists. One cyclist was observed alternating between riding next to the curb and entering traffic to maneuver around parked vehicles.

- Hemlock Street & Patterson Road
  - This intersection has a railroad crossing and pedestrians are permitted to cross the north, south, and west legs of the intersection. The railroad crossing is paved with asphalt and is not accessible for people using a wheelchair (Figure 8).



Figure 8. Sidewalk pavement condition at the railroad crossing at Hemlock Street and Patterson Road

- Hemlock Street & Brookside Avenue
  - There is an uncontrolled yellow high visibility crosswalk across Hemlock Street and a yellow standard crosswalk across Brookside Avenue. Vehicles parked very close to the intersection, partially obscuring pedestrians crossing Hemlock Street (Figure 9). Vehicles were observed traveling at relatively high speeds on Hemlock Street.
- Hemlock Street & Dunsmuir Street
  - There is an uncontrolled yellow high visibility crosswalk across Hemlock Street.
- Hemlock Street & McLoughlin Avenue
  - There is a high visibility high visibility crosswalk and a RRFB across Hemlock Street.

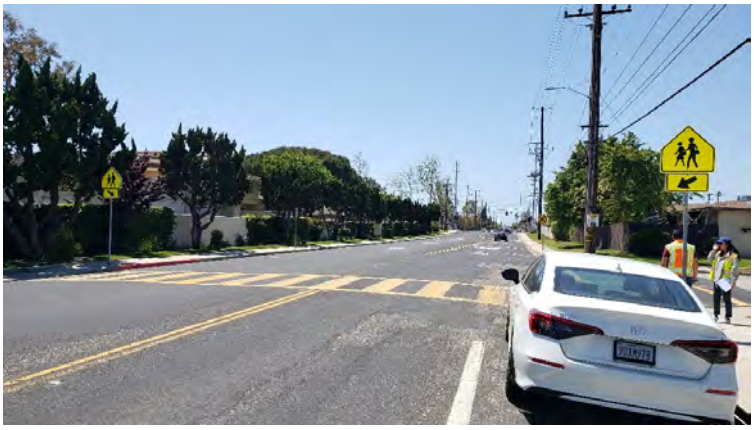


Figure 9. Uncontrolled crosswalk across Hemlock Street at Brookside Avenue

3.5 Arrival and Dismissal Observations

The team observed dismissal along Carob Street for the earlier TK-5 dismissal at 1:37 PM and Carob Street and McLoughlin Avenue for 1st – 5th grade dismissal at 2:30 PM.

General Observation:

- Although the staff parking lot is closed for student pick up, and has a sign indicating this restriction, several vehicles entered the parking lot to pick up students during both dismissal periods.
- During both dismissal periods, parents/guardians primarily parked along Carob Street, Dunsmuir Street, Claremont Drive, and McLoughlin Avenue. Outside of the dismissal period, more than half of the on-street parking spaces were open.
- The majority of vehicles that came after the peak of the dismissal period – after 2:37 PM – did not fully pull over to park along the curb but instead partially pulled over for the student to get in and then departed.
- During the dismissal period, the entrance to the parking lot on the east side of campus was closed as it is only used during the morning arrival period.
- During the pre-walk audit call, Principal Gonzales-Nares shared that the arrival period drop-off queue often extends past the driveway to the Carob Street & McLoughlin Avenue intersection.

Although the walk audit team did not observe the arrival period, the team walked through the drop off parking lot and staff parking lot.

Carob Street:

- Cones were placed along the north side of Carob Street between Claremont Drive and McLoughlin Avenue as a designated bus loading zone. Vehicles did not attempt to pick up students along this space until later in the 1st – 5th grade dismissal period when all buses had departed (around 2:37 PM).
- Carob Street & Dunsmuir Street is not stop-controlled. Vehicles were observed to treat northbound Dunsmuir Street as a stop.
- Carob Street & Claremont Drive is not stop-controlled. Vehicles were observed to treat northbound Claremont Drive as a stop.
- The crosswalk at Carob Street and Claremont Drive is striped along the south and west legs. The crosswalk on the west leg is diagonal and is missing a curb cut on the north side landing (Figure 10).
- A crossing guard staffed the intersection from 2:30 PM to approximately 2:40 PM. The crossing guard had pedestrians wait and then allowed people to cross in a large group, which allowed vehicles to pass on Carob Street.
- During the second dismissal period, a short queue for eastbound vehicles built up from McLoughlin Avenue, but the queue never went west of Claremont Avenue.



Figure 10. Uncontrolled crosswalk across Hemlock Street at Brookside Avenue

McLoughlin Avenue:

- A handful of people picking up students parked along McLoughlin Avenue and walked to the school entrance on Carob Street.

Claremont Drive:

- During the 1st – 5th grade dismissal, many vehicles traveling westbound on Carob Street turned left onto Claremont Drive. Several vehicles were parked along an area of red curb or double parked in the middle of the street.

City of Oxnard Safe Routes to School Technical Appendix

Marshall School (TK-8)



Prepared By:

FEHR & PEERS

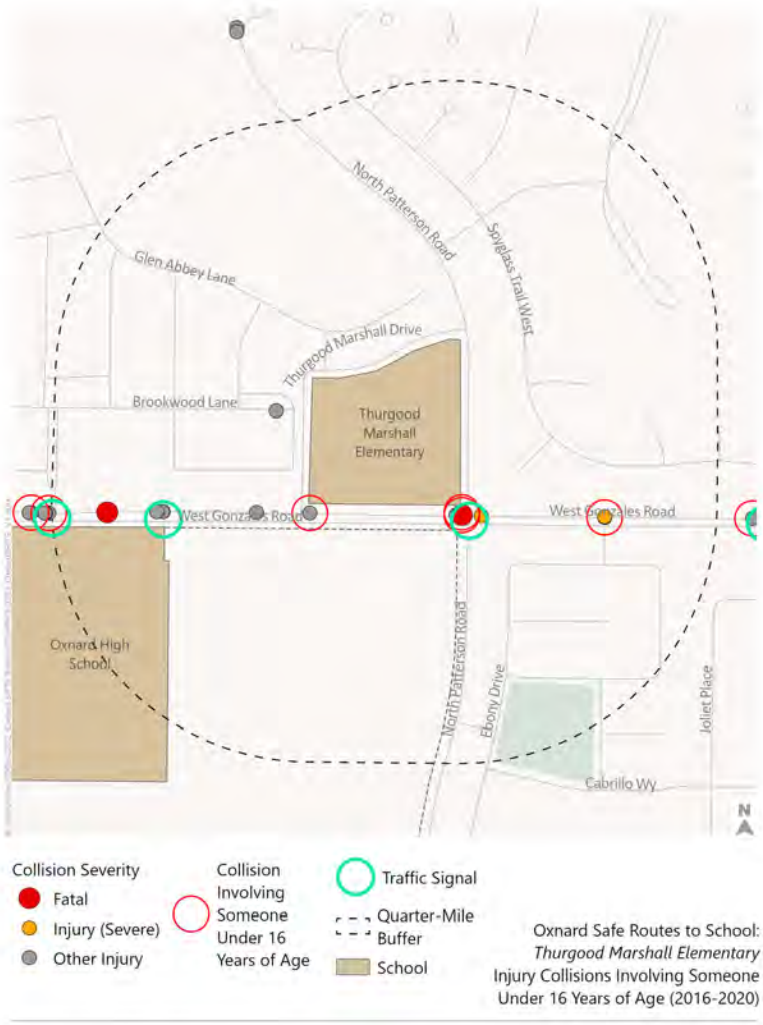
Walk 'n Rollers
bike · walk · skate · scoot

1. Collision and Citation Trends

This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

Collisions are prevalent along Gonzales Road within the quarter mile study area. Two collisions resulted in a fatality, and two collisions resulted in a severe injury. The four fatality or severe injury collisions all occurred along Gonzales Road as well.



There were two bike collisions within the study area and both of them were present along Gonzales Road. The one pedestrian collision was on Brookwood Lane.



Putting all the information together, none of the fatality or severe injury collisions involved a pedestrian or bicyclist. One fatal collision occurred between Merion Way and Campus Road (midblock). The other one fatal collision occurred at Patterson Road and Gonzales Road.



1.2 Injury Collision Summary

There were 21 injury collisions between 2016-2020 within a quarter mile radius of Thurgood Marshall Elementary School. Two collisions resulted in a fatality, and two collisions resulted in a severe injury. None of these collisions involved a pedestrian or bicyclist. 5 collisions (24%) within a quarter mile radius of the school involved someone under the age of 16. All of these collisions occurred on Gonzales Road.

Action During Collisions

The leading violations were Vehicle Right of Way Violation (23%), Unsafe Speed (20%), and Traffic Signals & Signs (17%). All of these collisions occurred on Gonzales Road.

Injury Collisions Summary Table

Injury Collision Summary within ¼ Mile of Marshall School (2016 – 2020)			
Total Injury Collisions	21		
KSI (Killed or Seriously Injured) Collisions	4 (20%)		
Collisions with victim under 16 years old	5 (24%) (KSI: 0)		
Pedestrian-Involved	1 (5%) (KSI: 0)		
Bicycle-Involved	2 (10%) (KSI: 0)		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	7	23%
	Unsafe Speed	6	20%
	Traffic Signals and Signs	5	17%
Top Crash Types		Count	Percent of Total
	Broadside	9	43%
	Rear End	4	19%
	Hit Object	4	19%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**2**	**10%**
	Midday (10AM-3PM)	**6**	**29%**
	Evening Peak (3PM-7PM)	4	19%
	Overnight (7PM-6AM)	9	43%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	9	43%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	12	57%
	Dusk/Dawn	0	0%
Roadway Classification		Count	Percent of Total
	Primary	20	95%
	Secondary	0	0%
	Minor	1	5%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	2	10%
	No	19	90%

Note: Times in **Bold** are when school is in session.

Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Gonzales Road	**23**	Unsafe Speed (4) Improper Turning (4) Traffic Signs & Signals (4)	There was a concentration of 11 collisions at the Patterson Road intersection, which is subject to relatively moderate instances of hard braking and harsh acceleration. The leading causes of collision included Vehicle Right of Way Violation (3), Unsafe Speed (2), and Traffic Signs & Signals (2). There was one fatal collision resulting from a vehicle running a red light, and one severe injury collision resulting from a vehicle making an improper turn and colliding with a fixed object. Three collisions at this intersection involved someone under the age of 16. One fatal collision occurred between Merion Way and Campus Road (midblock), immediately north of campus. The collision involved a motorcyclist who lost control and collided with a fixed object. One severe injury collision occurred at the Beryl Avenue intersection. An eastbound driver was driving under the influence and struck a northbound driver making a left turn. There were two bicyclist-involved collisions, both involving bicyclists riding on the wrong side of the road: one near the Campus Road intersection and one near the Beryl Avenue intersection.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Running Stop Sign	81	69%
Speeding	26	22%
Pedestrian Right of Way Violation	6	5%
Running Red Light	3	3%
Improper Turning	1	1%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

As part of the preparations for the walk audit, the SRTS team organized virtual kick-off meetings, inviting key staff members from participating schools. This school either declined the invitations or confirmed their participation after the walk audit had already been conducted.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: 11/29/2023
- Meet time: 12:15 PM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Andy Meger – Fehr & Peers
    2. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Thurgood Marshall Drive



Figure 2. Observed Corridor of Thurgood Marshall Drive

- Thurgood Marshall & School Driveway
  - The curb ramps lacked truncated domes.
- Thurgood Marshall & Private Gated Community Driveway
  - The curb ramps lacked truncated domes.
  - The westbound crosswalk sign was obscured by vegetation and no eastbound sign was present (Figure 3).

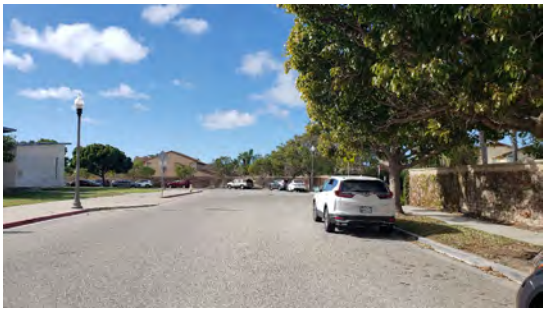


Figure 3. Obscured crosswalk sign by vegetation at Thurgood Marshall Dr.

- A sharp curve in the road reduces visibility. Slow pavement markings are present in the eastbound direction and absent in the westbound direction.

- Thurgood Marshall & Midblock crosswalk between Gonzales and curve
  - The curb ramps lacked truncated domes and the crosswalk is a standard (not high visibility) crosswalk is striped.
- Thurgood Marshall & Gonzales Road
  - The curb ramps lacked truncated domes and the crosswalk is of a standard variety.

Patterson Road



Figure 4. Observed Corridor of Patterson Road

- Patterson Road & Gonzales Road
  - The curb ramps on the southwest and southeast corners lack truncated domes.
  - The crosswalks were of a standard variety (Figure 5).



Figure 5. Standard crosswalks and permissive left turn signal at Gonzales and Patterson

- Protected-permissive left turn signals are on Gonzales, despite the wide road right-of-way and high speeds.

- Patterson Road between Gonzales Road and Vineyard Avenue
  - The speed limit along this section is signed for 40 miles per hour, with no school speed limit signage present. This is too fast for a school zone.
- Patterson Road between Gonzales Road and Thurgood Marshall Drive
  - An asphalt multi-use path was present on the west side of Patterson providing good separation from passing vehicles and adequate shade (Figure 6).



Figure 6. Multi-use path on west side of Patterson Road between Thurgood Marshall Drive and Gonzales Road

- Patterson Road & Thurgood Marshall Drive
  - Cars were observed on southbound Patterson and eastbound Thurgood Marshall parking into the intersection and obscuring pedestrians.

East-West Streets

Gonzales Road



Figure 7. Observed Corridor of Gonzales Road

- Gonzales Road between Thurgood Marshall Drive and Patterson Road
  - The speed limit was observed to be 45 miles per hour in the westbound direction. High speeds along Gonzales make it difficult for students to comfortably walk or bike, and may be contributing to the relatively high number of collisions.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Patterson Road/Vineyard Avenue



Figure 8. Observed Corridor of Patterson Road/Vineyard Avenue

- Patterson Road & Bermuda Dunes Drive
  - All-way stop controlled intersection with lots of stop-sign violations. Ramps are upgraded with tactile warning strips.
  - Crosswalks are of the standard variety.
  - There is no crosswalk on the east leg of the intersection, and this is a path for students traveling from the northeast side of the street to the school campus.

- Patterson Road & Vineyard Avenue
  - Very sharp curve in the road. However, the curve has a lot of speed treatments and the bike lane remains separated by bollards and a buffer through the curb (Figure 9).



Figure 9. Speed treatments and separation of bike lane at the curve between Patterson and Vineyard

- Vineyard Avenue & Crown Point Drive
  - No crosswalks at this intersection, but likely far enough from the school campus to have limited pedestrian activity.
- Jasmine Street & Camelia Street
  - The intersection was uncontrolled and lacked stop signs.
- Vineyard Avenue east of Crown Point
  - A very wide right-of-way is available here with limited vehicular traffic apparent during the walk audit, likely leading to high vehicle speeds. The bike lane is already buffered, but the City could consider a fully separated path for bikes and pedestrians.

2.5 Arrival and Dismissal Observations

The team observed at various points along Thurgood Marshall Drive to cover both the parking lot entrance and some of the pedestrian crossings and parking for pick-up along the street.

Thurgood Marshall Drive & Main Parking Lot:

- 12:30pm starts to pick up for TK/K dismissal at 12:45pm. High percentage of parents arriving in a vehicle with a few arriving by foot. TK/K dismissal wrapped up shortly after 12:50pm.
- The driveway is right-turn out only. The nature of the right turn in/out creates a clockwise traffic pattern that effectively makes the entire block a pick-up zone. Very little counterclockwise traffic and no through traffic.
- Thurgood Marshall Dr. was completely parked up by 1:35pm for 1:45pm dismissal. Lots of people walking up to the school doors from their cars.
- Middle schoolers were released mid-block away from the parking lot entrance on Thurgood Marshall Dr. Lots of older students walked over to "Gate C" to pick up younger siblings.
- Kids walked north/south on Patterson Road, up to Bermuda Dunes Drive. Wrong-way

biking was observed on Patterson Road (Figure 10).

- There was a crossing guard stationed at crosswalk across the driveway. Generally good compliance was noted from drivers.
- Double-parking on Thurgood Marshall Drive right around dismissal time, generally cleared up by 1:55pm.
- A few students crossed to waiting cars on the north side of Thurgood Marshall. A few also walked to waiting cars stopped on Patterson Rd. north and south of Thurgood Marshall Dr.
- All clear by 2:05pm.



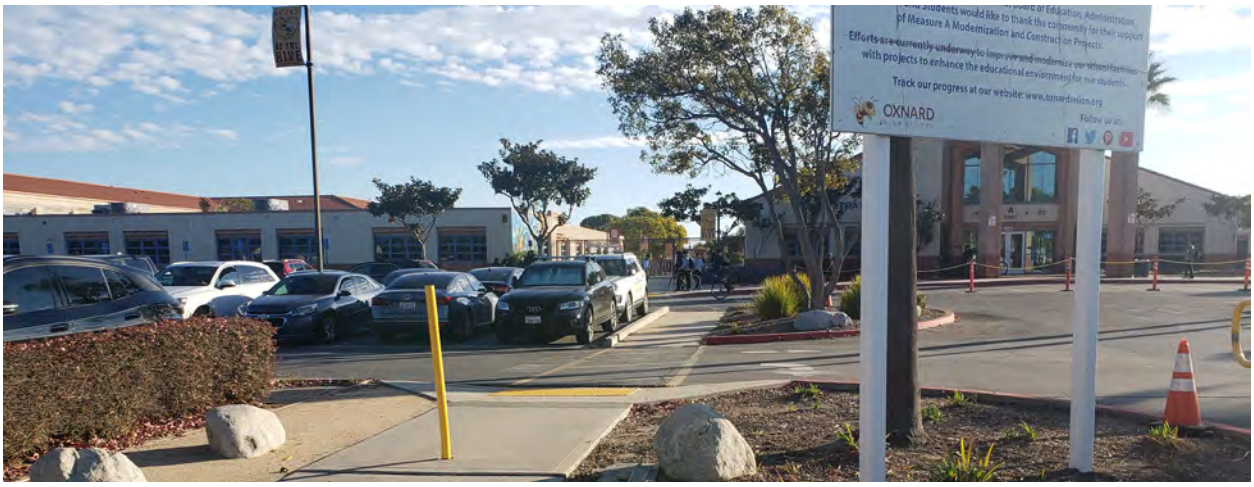
Figure 10. Cars parked up to intersection at Bluebell & Koala

Thurgood Marshall Drive corner at gated neighborhood entry:

- Four buses picked up TK/K students on Thurgood Marshall Dr. near Gonzales. Buses departed TK/K between 12:50 and 12:55pm. Tight radii for buses at the curve in Thurgood Marshall.
- Roadway was fully parked up by 1:40pm. Cars were parked in the bus zone, as well as blocking hydrant.
- Steady stream of students from middle school dismissal at 1:45pm onwards to 1:55pm. Four buses arrive for main dismissal, pick up an estimated 75 to 100 students and leave by 1:53pm.
- Crossing guard at crosswalk into private gated driveway, well utilized for students crossing to parents cars on north side of Thurgood Marshall Dr. Private drive was also used for student pickup.
- Double parking was noted on Thurgood Marshall Dr.
- Generally slow vehicle speeds noted throughout.
- Little use of crosswalk by bus loading zone to private pedestrian gate. Three students observed using that gate. No crossing guard.
- Largely wrapped up by 2pm, crossing guard in at 1:57pm.

City of Oxnard Safe Routes to School Technical Appendix

Oxnard High School (9-12)



Prepared By:

FEHR PEERS

Walk 'n Rollers
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1. Collision and Citation Trends

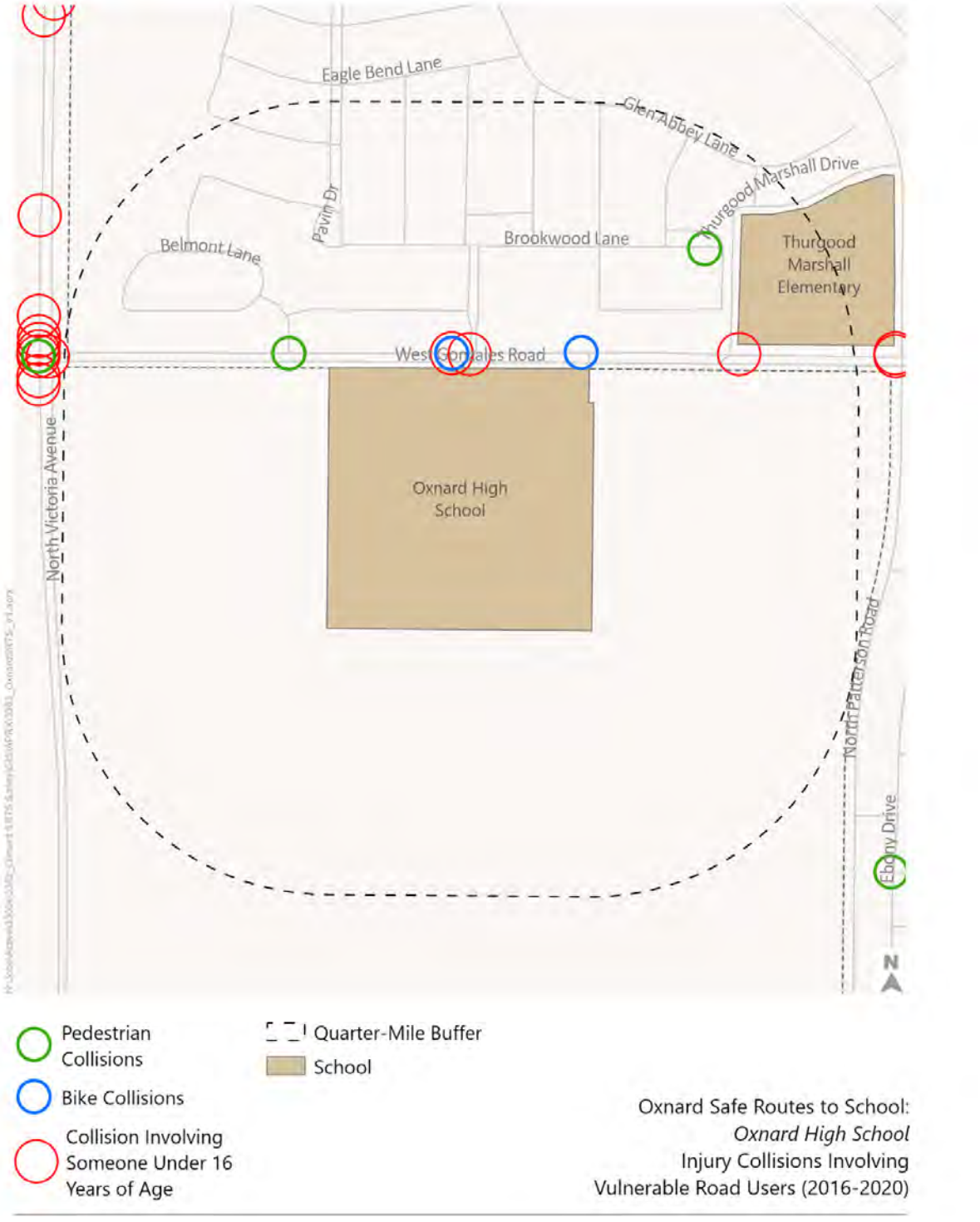
This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

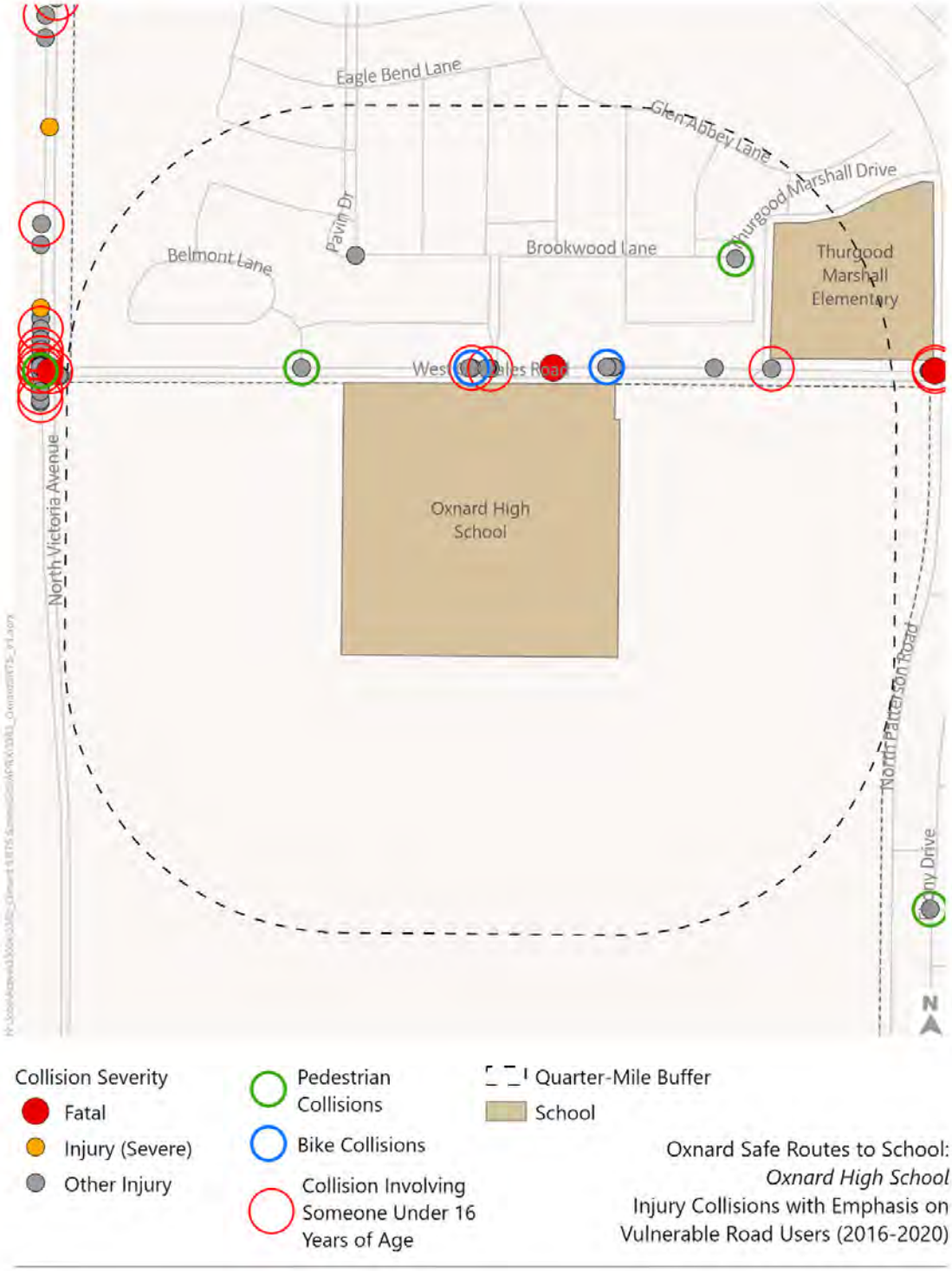
Collisions were highly concentrated along Gonzales Road, including one collision that resulted in fatality. Additionally, there was a cluster of collisions on North Victoria Avenue, which is adjacent to the west side of the study area.



There were two bike collisions within the study area and both of them were located on Gonzales Road. One pedestrian was on Gonzales Road as well and the other one was located on Thurgood Marshall Drive.



Putting all the information together, one collisions involving someone under the age of 16 was a pedestrian collision resulting in an injury. All collisions that involved someone under the age of 16 occurred along Gonzales Road. The fatality collision in the study area did not involve a pedestrian, bicyclist or someone under the age of 16 (Gonzales Road).



1.2 Injury Collision Summary

There were 19 injury collisions between 2016-2020 within a quarter mile radius of Oxnard High School. One collision resulted in a fatality. Three collisions (16%) within a quarter mile radius of the school involved someone under the age of 16. All three collisions occurred along Gonzales Road. An additional 12 collisions involving someone under the age of 16 occurred at the Victoria Avenue and Patterson Road intersections just west and east, respectively, of the quarter mile radius.

Action During Collisions

The leading violations were Unsafe Speed (32%), Traffic Signals & Signs (21%), and Improper Turning (21%). All but one of these collisions occurred on Gonzales Road.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Oxnard High School (2016 – 2020)			
Total Injury Collisions	19		
KSI (Killed or Seriously Injured) Collisions	1 (5%)		
Collisions with victim under 16 years old	3 (16%) (KSI: 0)		
Pedestrian-Involved	2 (11%) (KSI: 0)		
Bicycle-Involved	2 (11%) (KSI: 0)		
Top Violations		Count	Percent of Total
	Unsafe Speed	6	32%
	Traffic Signals and Signs	4	21%
	Improper Turning	4	21%
Top Crash Types		Count	Percent of Total
	Rear End	7	37%
	Broadside	5	26%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**5**	**26%**
	Midday (10AM-3PM)	**3**	**16%**
	Evening Peak (3PM-7PM)	4	21%
	Overnight (7PM-6AM)	6	32%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	7	37%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	10	53%
	Dusk/Dawn	0	0%
Roadway Classification		Count	Percent of Total
	Primary	7	37%
	Secondary	12	63%
	Minor	0	0%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	0	0%
	No	19	100%
Note: Times in **Bold** are when school is in session.			

Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Gonzales Road	**17**	**Unsafe Speed (5)** **Improper Turning (4)** **Traffic Signs & Signals (4)**	One fatal collision occurred between Merion Way and Campus Road (midblock), immediately north of campus. The collision involved a motorcyclist who lost control and collided with a fixed object. There was a pedestrian-involved collision at the Belmont Lane intersection involving a southbound driver failing to yield to a pedestrian crossing at the intersection. There were two bicyclist-involved collisions along Gonzales Road. One collision occurred just west of the Merion Way intersection and involved a bicyclist rear ending a stopped vehicle. The other occurred just west of the Campus Road intersection and involved a bicyclist riding on the wrong side of the road. There are Class II bike lanes on both sides of the street.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Speeding	32	94%
Improper Turning	1	3%
Running Red Light	1	3%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Richard Urias, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students live in the surrounding area, while 400 have a permit to attend. Students drive/get dropped off, walk, take the bus, bike or skateboard to school.
- Key locations include: two entrances along Gonzales Road, one entrance along Campus Road, and eastbound/westbound bicycle lanes along Gonzales Road.
- Key issues include: over-enrollment, a lack of connections to Victoria Avenue and Patterson Road, conflicts between drivers entering drop-off zones and people walking, biking and rolling, uncoordinated signals along Gonzales Road, drop-offs in unauthorized areas (e.g. middle of road), students walking through parking lots, and a lack of students wearing helmets if biking or rolling.

1.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.

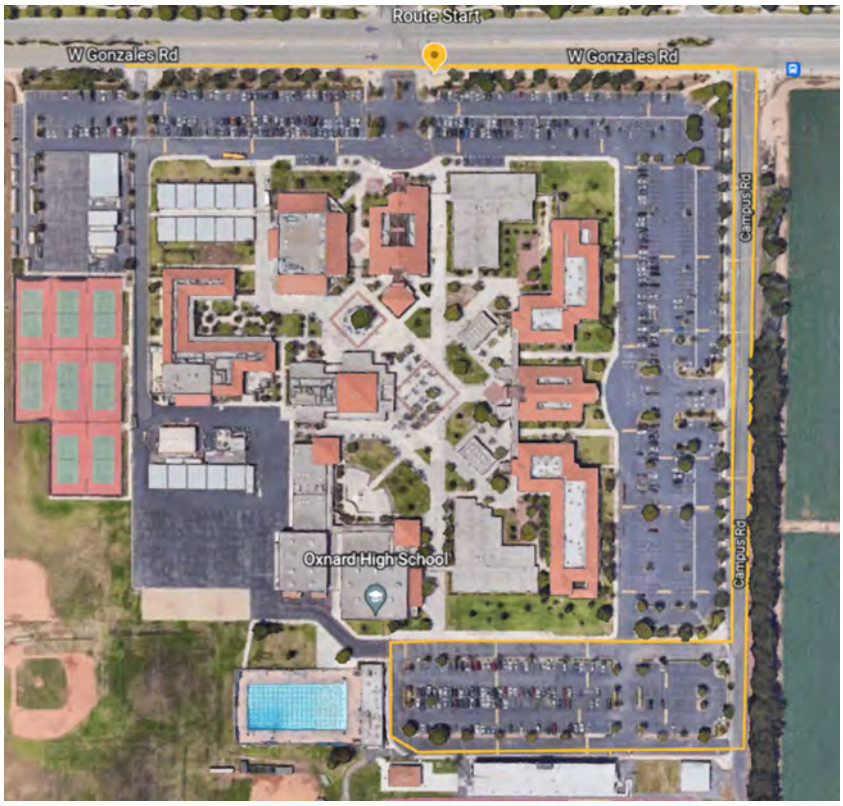


Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Friday, November 18, 2022
- Start time: 3:15 PM
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Attendees:
    1. Jose Rivera – City of Oxnard
    2. Tom Reilly – LSY Enterprise
    3. Rachel Om – Fehr & Peers
    4. Alex Sarno – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Campus Road



Figure 2. Observed corridor of Campus Road

- Campus Road & Campus Road midblock entrance/exit
  - This entrance/exit was very busy. Vehicles entering the school premises appeared equally enter at the midblock entrance and proceed to the south entrance. The all-way stop control created the road space which enabled midblock exiting vehicles to merge onto Campus Road smoothly.
- Campus Road between Campus Road midblock entrance/exit & Campus Road south entrance/exit
  - As previously stated, the one northbound lane was congested for the majority of the dismissal period, while the two southbound lanes were never backed up. It is worth considering restriping the center line to a center turn lane configuration and using cones to shift the number of northbound lanes to two during the dismissal period and vice versa for the arrival period.

East-West Streets

Gonzales Road:



Figure 3. Observed corridor of Gonzales Road

- Gonzales Road & Northwest school entrance
  - The northwest school entrance was closed during the dismissal period. Opening this may relieve some of the traffic congestion.
  - There is no crosswalk along the entrance/exit. It is recommended to stripe a high-visibility crosswalk here and upgrade curb ramps with tactile dome pads.
- Gonzales Road & Merion Way
  - The crosswalks on the north, west and south legs are striped standard. It is recommended to stripe the north, west and south legs with high-visibility crosswalks and upgrade all corners with tactile dome pads.
  - The pedestrian signal felt too short to allow for many students to cross Gonzales Road, which measures approximately 100 feet. It is recommended to reevaluate the pedestrian signal timing and consider increasing the time.
- Gonzales Road & Campus Road
  - The crosswalks on the east and south legs are striped standard. It is recommended to stripe the east and south legs with high-visibility crosswalks and upgrade all corners with tactile dome pads.
  - The curb radius on the southwest and southeast corners were large. It is recommended to tighten the curb radius to slow vehicle turn speed and improve pedestrian safety.

- Gonzales Road between the Northwest school entrance & Campus Road
  - As stated previously, parents/guardians park along Gonzales Road in the bike lane during the dismissal period and this is permissible according to Principal Urias. It is recommended to enhance this configuration by striping a red curb between the northwest and north central school entrance and Merion Way & Campus Road, and install signage that indicates there is no parking except for during school drop-off/pick-up.
  - To provide a safe, continued path for cyclists during the dismissal period, it is recommended to consider shifting the bike lane location on top of the sidewalk, closer to the school where there are currently tree wells, to create a multi-use path.
- Gonzales Road between Victoria Road & Patterson Road
  - Many students were observed using the south side sidewalk on Gonzales Drive. It is recommended to widen the sidewalk here and install sidewalk lighting (Figure 4, Figure 5).



Figure 4. Students walking on Gonzales Road sidewalk toward Victoria Avenue



Figure 5. Students walking on Gonzales Road sidewalk toward Victoria Avenue

2.4 Arrival and Dismissal Observations

School dismissal was observed as Principal Uris shared the dismissal is generally more congested and challenging than the arrival period. The team observed dismissal at the school site and the adjacent streets.

- The school entrance has three entrance areas, one facing north towards Gonzales Road, another facing east towards Campus Road, and the last facing south towards the school's sports facilities (Figure 6).
- During the dismissal period parents/guardians will park along the eastbound bike lane on Gonzales Road as they wait for their students. Parents/guardians were previously ticketed for parking in the bike lane during the dismissal period, but Principal Urias has formally enabled parents/guardians to do so to improve traffic flow. A consequence of this arrangement is that the eastbound bike lane is blocked during the dismissal period (Figure 7).

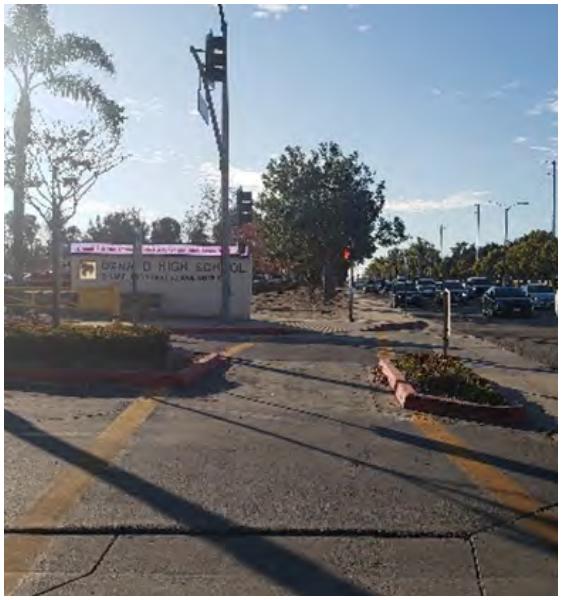


Figure 6. Northern school entrance



Figure 7. Eastbound vehicles in traffic and in the bike lane on Gonzales Road

- Parents/guardians will also enter the school premises at three locations to pick up their students. The first is at the Gonzales Road & Merion Way intersection, the second is in the middle of Campus Road (Campus Road midblock entrance/exit), and the third is further down Campus Road (Campus Road south entrance/exit). All lanes within the northern and eastern parking lots are one-way, which helps move the traffic along, though the southern parking lot has two-way travel lanes.
- It was observed that Campus Road has two southbound lanes between Gonzales Road and the first Campus Road south entrance/exit, which allowed traffic entering the school premises to flow relatively smoothly; in contrast, Campus Road has two northbound lanes between the midblock entrance/exit and the south entrance/exit, but the northbound lanes are reduced to

one lane between the middle and south entrance/exit. A consequence of this configuration was congestion in the northbound lane which is stalled by a stop sign at the middle entrance/exit and the traffic signal at Gonzales Road.

- It was observed that students who walk home do not always follow the sidewalk and crosswalk infrastructure, and will instead walk through the parking lot.
- There is a bus loading zone along the east side entrance of the school. Departing buses get caught in the northbound congestion along Campus Road as they exit.

City of Oxnard Safe Routes to School Technical Appendix

Oxnard Middle College High School (9-12)



Prepared By:

FEHR & PEERS

Walk 'n Rollers bike · walk · skate · scoot

1. Collision and Citation Trends

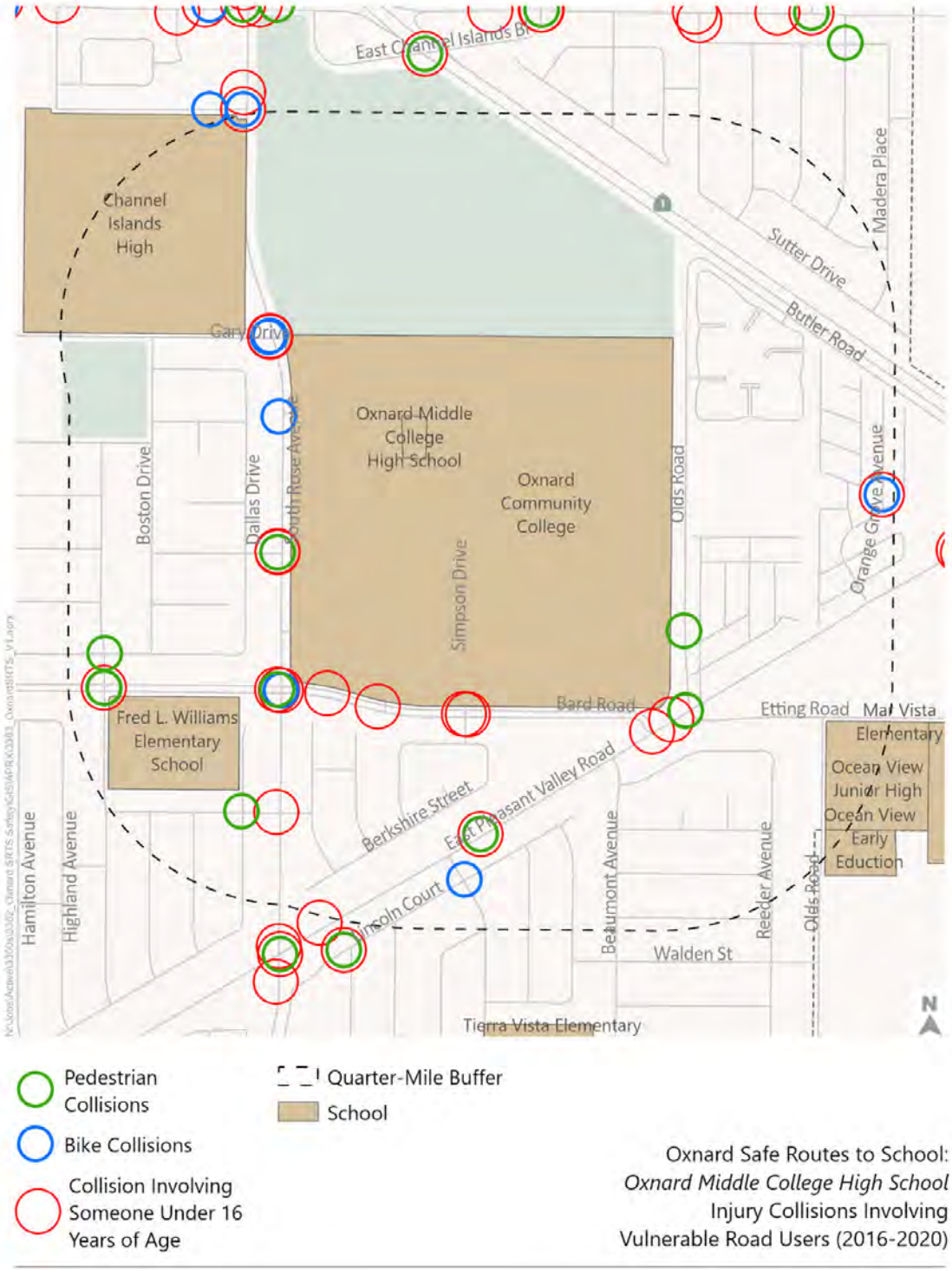
This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

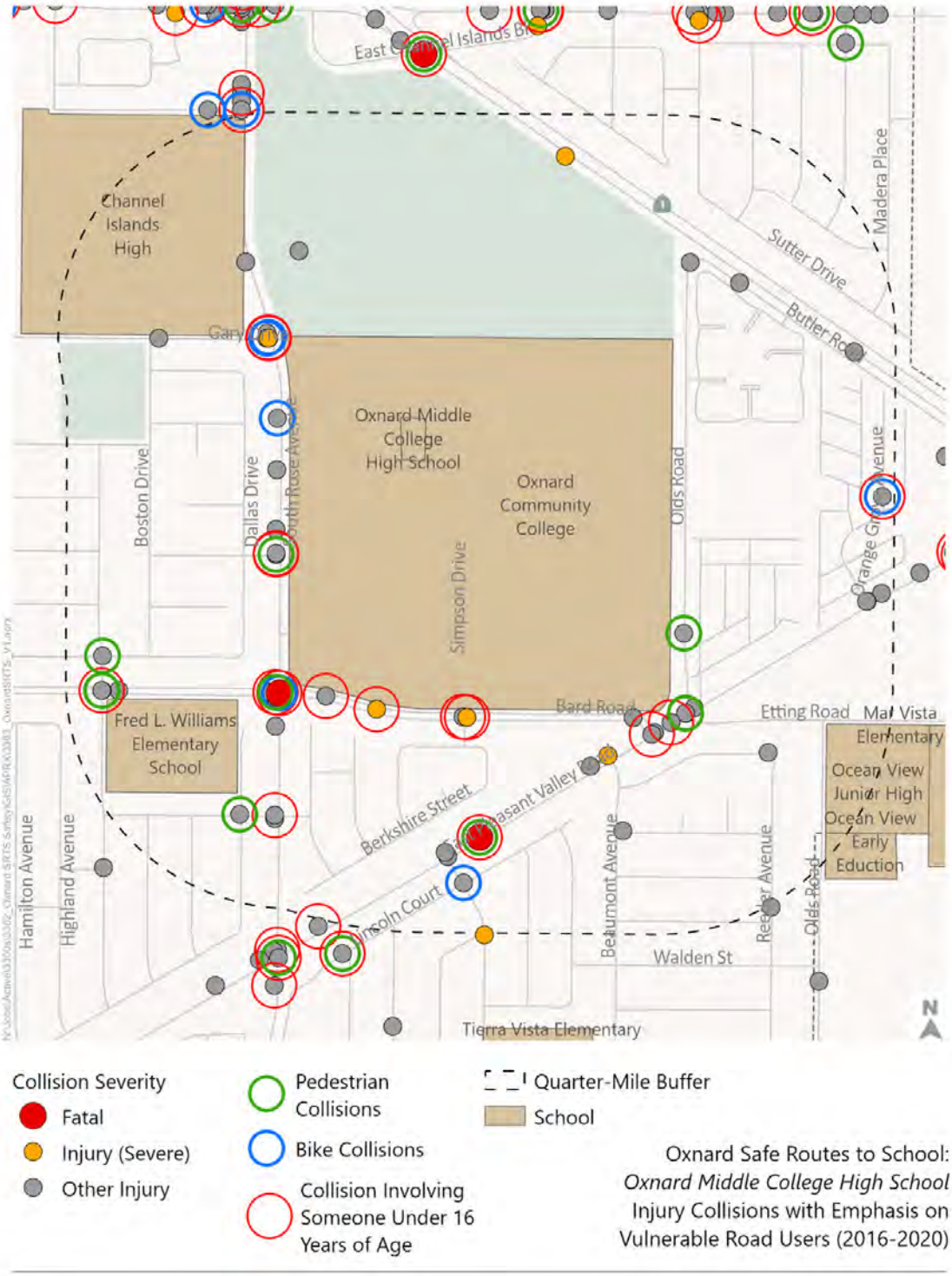
Collisions were spread across the study area and concentrated along Rose Avenue and Pleasant Valley Road. Collisions involving individuals under 16 years of age were prevalent along Bard Road, Pleasant Valley Road, and Rose Avenue. There were two fatality collisions within the quarter mile study area.



Pedestrian collisions were spread across the study area and clustered along Rose Avenue and Bard Road. Bike collisions concentrated at the intersection of Gary Drive and Rose Avenue.



Putting all the information together, several collisions involving someone under the age of 16 were a pedestrian or bicycle collision resulting in a severe injury or fatality. There were two fatality collisions within the study area and both collisions involved someone walking or biking.



1.2 Injury Collision Summary

There were 114 injury collisions between 2016-2020 within a quarter mile radius of Oxnard Middle College High School. 10 (9%) collisions involved someone killed or severely injured (KSI)—2 fatal and 8 severe injury. Both fatal collisions involved someone walking or biking. 28 collisions (25%) within a quarter mile radius of the school involved someone under the age of 16. Most of these occurred along Rose Avenue, Bard Road, and Pleasant Valley Road. No roadways directly border the school's campus, as it is located on the Oxnard Community College Campus. The roadways bordering Oxnard Community College are Rose Avenue to the west, Bard Road to the south, and Olds Road to the east.

Action During Collisions

The leading violations were Vehicle Right of Way Violations (39%), which mostly involved drivers not yielding before making a left turn, and Unsafe Speed (17%). Vehicle Right of Way Violation collisions mostly occurred along Rose Avenue and Pleasant Valley Road. Unsafe Speed collisions similarly occurred along Rose Avenue and Pleasant Valley Road, with a smaller hotspot along Bard Road. 60% of the collisions involving a pedestrian occurred due to a driver not yielding to the pedestrian in the crosswalk. Two of these occurred at the intersection of Olds Road & E Pleasant Valley Road and two occurred at the intersection of Anchorage Street & E Bard Road.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Oxnard Middle College High School (2016 – 2020)			
Total Injury Collisions	114		
KSI (Killed or Seriously Injured) Collisions	10 (9%)		
Collisions with victim under 16 years old	28 (25%) (KSI: 5)		
Pedestrian-Involved	10 (9%) (KSI: 1)		
Bicycle-Involved	8 (7%) (KSI: 1)		
Top Violations		Count	Percent of Total
	Right of Way Violation	44	39%
	Unsafe Speed	19	17%
Top Crash Types		Count	Percent of Total
	Broadside	58	51%
	Rear End	19	17%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	18	16%
	Midday (10AM-3PM)	27	24%
	Evening Peak (3PM-7PM)	43	38%
	Overnight (7PM-6AM)	23	20%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	1	1%
	Dark – Streetlights	28	25%
	Dark – Streetlights Not Functioning	1	1%
	Daylight	78	68%
	Dusk/Dawn	5	4%
Roadway Classification		Count	Percent of Total
	Primary	3	3%
	Secondary	101	89%
	Minor	10	9%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	4	4%
	No	110	96%
Note: Times in **Bold** are when school is in session.			

Time of Day and Location

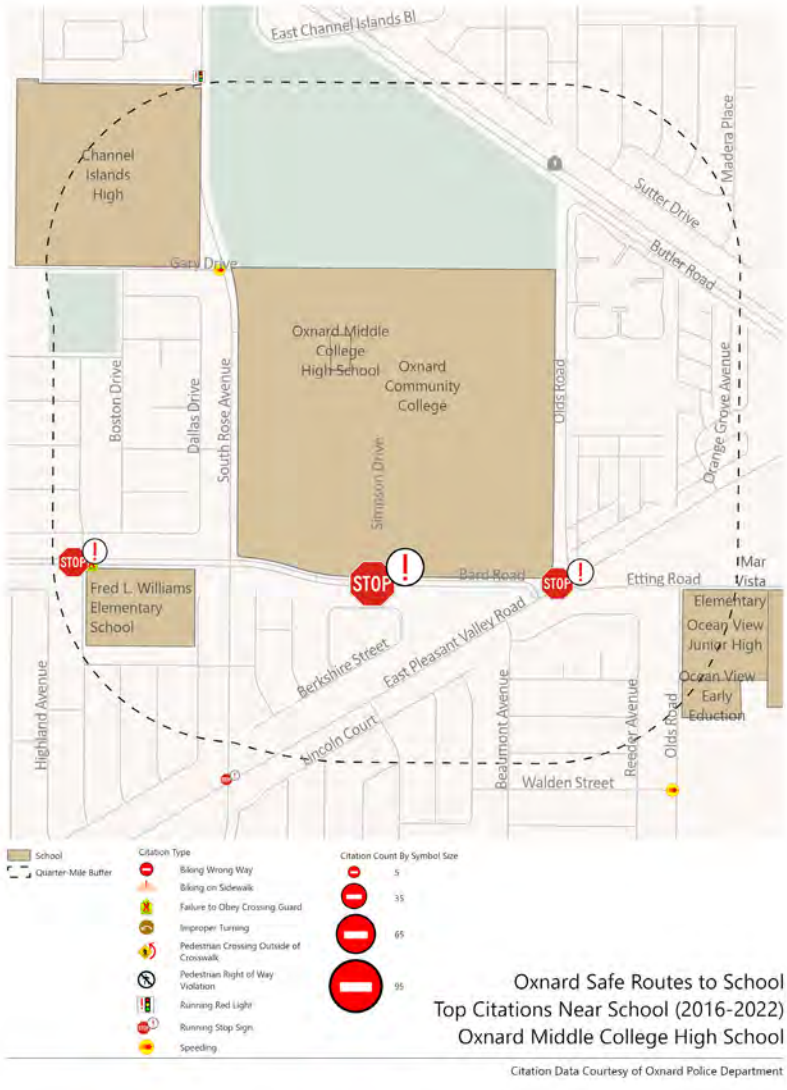
Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Rose Avenue	**50**		Nearly half of the collisions occurred on Rose Avenue, mostly at the intersections of Gary Drive, Lindsay Place, and Bard Road. All three intersections are adjacent to the Oxnard Community College campus. Two-thirds of collisions occurred during daylight hours.
Rose Avenue & Gary Drive	*6*	Vehicle Right of Way Violation (4)	The slight curvature of Rose Avenue south of the intersection combined with vegetation on the southwest corner may limit visibility for eastbound traffic. The east leg of the intersection serves as a connector to school parking lots and has two departure and two receiving lanes. The multi-lane approach may cause confusion. There were two bicycle collisions at this intersection, both broadsides. One involved a bicyclist travelling on the wrong side of the road and running into a stopped car. The other involved a northbound driver colliding with a westbound bicyclist. There are Class II bicycle lanes on both sides of Rose Avenue, however a posted speed of 45 mph and multiple lanes of travel may create an uncomfortable environment for bicyclists.
Rose Avenue & Lindsay Place	*6*	Turning (2) Unsafe Speed (2)	There was one overturned collision and one hit object collision, potentially indicating a need for improved visibility of conflict points at the intersection.
Rose Avenue & Bard Road	*30*	Drivers Not Yielding (20)	There was one collision which resulted in a fatality and three collisions resulted in a severe injury.

Pleasant Valley Road	**28**	**Vehicle Right of Way Violation (12)** **Unsafe Speed (7)** **Traffic Signs & Signals (4)**	One collision resulted in a fatality east of the Syracuse Drive intersection. The collision was a hit-and-run, and the cause of collision was not reported. There were 5 collisions at the Beaumont Avenue intersection, all resulting from Unsafe Speed or Vehicle Right of Way Violations. One of the Vehicle Right of Way Violations resulted in a severe injury—an eastbound vehicle failed to yield to another vehicle making a U-turn.
Bard Road	**5**		One collision at the Entrance Road intersection resulted in a severe injury. A westbound driver was driving under the influence and struck a fixed object, severely injuring one of the passengers who was under the age of 16. One block east at the Simpson Drive intersection, a speeding vehicle rear ended another vehicle, resulting in a severe injury.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Running Stop Sign	186	78%
Failure to Obey Crossing Guard	22	9%
Speeding	18	8%
Improper Turning	4	2%
Running Red Light	4	2%
Pedestrian Right of Way Violation	3	1%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Maricruz Hernandez, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Students live in a wide range of geographies, given that students apply for enrollment. A majority of students get driven to school, while the remainder use public transit or drive themselves. One student was reported to use an electric scooter.
- Key locations include: Lot H pick-up zone, Lot G drop-off zone, midblock crossing at N. Campus Road and northbound Rose Avenue.
- Key issues include drop-offs in unauthorized areas (e.g. N. Campus Road which serves a primary route to Lot G).

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Wednesday, November 16, 2022
- Start time: 3:15 PM
- Weather Conditions: Clear and slight winds
- Events/Unique Conditions: None
- Attendees:
    1. Debbie O'Leary – City of Oxnard
    2. Jose Rivera – City of Oxnard
    3. Tom Reilly – LSY Enterprise
    4. Chelsea Richer – Fehr & Peers
    5. Rachel Om – Fehr & Peers
    6. Alex Sarno – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Rose Avenue



Figure 2. Observed corridor of Rose Avenue

- Rose Avenue & Bard Road
  - Standard crosswalks were observed on all legs of the intersection and would benefit from upgrading to high visibility striping (Figure 3).



Figure 3. Rose Avenue & Bard Road standard crosswalks

- Rose Avenue between Bard Road & Channel Islands Boulevard
  - The east side of Rose Avenue has a limited number of driveways, which could be an opportunity to study the feasibility of upgrading the existing northbound bike lane to a parking-protected bike lane.

East-West Streets

North Campus Road



Figure 4. Observed corridor of North Campus Road

- North Campus Road between Rose Avenue & Simpson Drive
  - Minimal vehicular activity was observed on North Campus Road. All cars on North Campus Road were observed traveling at slow speeds and yielding to pedestrians at the crosswalk (Figure 5).



Figure 5. Vehicle waiting for pedestrians to cross the crosswalk

South Campus Road

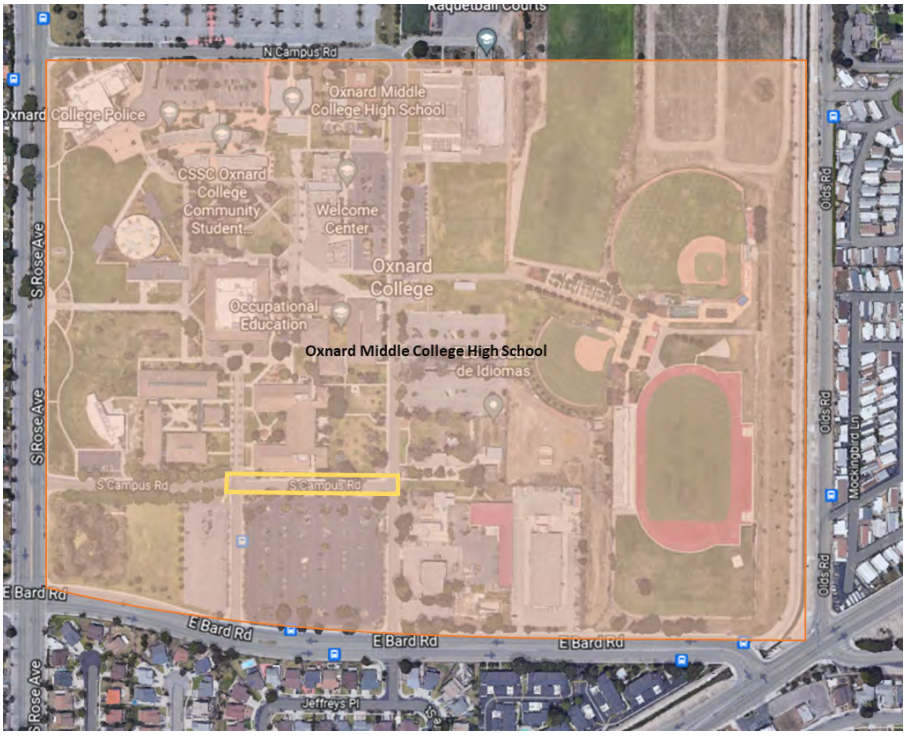


Figure 6. Observed corridor of South Campus Road

- South Campus Road between Entrance Road & Simpson Drive
  - Two pedestrian crossing signs with flashing lights are located along South Campus Road near the liberal arts school. The signs were flashing without any activation (Figure 7).
  - The nearest north-south crosswalk is at Entrance Road. Pedestrians were observed crossing along South Campus Road to Parking Lot A.



Figure 7. One of two RRFB type devices on South Campus Road

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

East-West Streets

Bard Road



Figure 8. Observed corridor of Bard Road

- Bard Road & Simpson Drive

  - The four-way stop controlled intersection has multi-lane approaches on Bard Road, which may cause confusion for drivers on right-of-way and may pose as a safety concern for pedestrians as their visibility is limited if multiple vehicles are stopped in the eastbound and westbound directions. The high visibility crosswalks, which were recently added as part of a resurfacing project, help highlight pedestrian activity (Figure 9). Installing in-road warnings of the school's presence could further enhance pedestrian safety by increasing driver awareness of increased pedestrian activity.



Figure 9. Bard Road & Simpson Drive

- Bard Road between Simpson Drive & Pleasant Valley Road
  - Multiple automobiles were observed parking in the eastbound bike lane during prohibited hours of 8 AM to 8 PM (Figure 10).



Figure 10. Eastbound bike lane on Bard Road between Simpson Drive & Pleasant Valley Road

  - Red curb markings were observed along Bard Road to the west of the driveway for the housing development located between Simpson Drive & Pleasant Valley Road. The red curb markings served to improve visibility for drivers exiting the housing development.
- Bard Road & Pleasant Valley Road
  - The westbound bike lane striping ends approximately 85 feet before the intersection and lacks conflict striping. During the walk audit a cyclist was observed mounting the sidewalk, which was narrow, on Pleasant Valley Road between Olds Road & Pleasant Valley Road and Bard Road & Pleasant Valley Road. The cyclist continued westward along Bard Avenue in the bike lane.
  - The pedestrian crossing button on the southeast corner of the intersection is located approximately 60 feet away from the south leg of the intersection to cross the driveway.
  - Automobiles using the westbound left turn must traverse approximately 58 feet before they are able to turn which may create difficulty for drivers.

Pleasant Valley Road



Figure 11. Observed corridor of Pleasant Valley Road

- Pleasant Valley Road & Olds Road
  - The sidewalk on the northwest corner of the intersection does not continue north of the intersection.
  - The westbound approach does not have a protected left turn phase. Installing a left turn signal may assist vehicles turning at this large intersection which measures 130 feet diagonally (Figure 12).

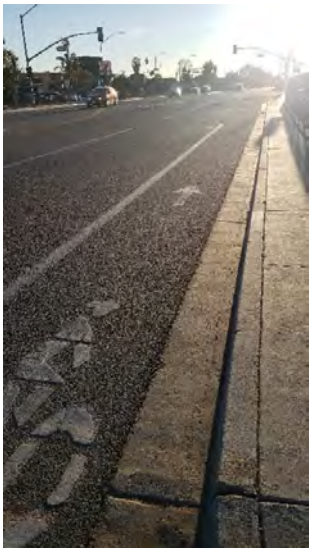


Figure 12. Westbound bike lane on Pleasant Valley Road approaching Bard Road intersection

2.5 Arrival and Dismissal Observations

School dismissal was observed as Principal Hernandez shared that although each grade has a different schedule, the dismissal period has a higher concentration of students compared to the arrival period. The team observed dismissal at the crosswalk to Parking Lot H and the intersection of Campus Road & Rose Avenue.

- The school entrance exit is located along North Campus Road between Rose Avenue & Simpson Drive.
- During the dismissal period, most students were observed using the crosswalk with flashing beacons, which connects the school entrance to Parking Lot H (Figure 13).
- Many students pushed the button to activate the flashing beacons even when cars were not present.
- The majority of students were observed being picked up or getting in their own car in Parking Lot H. A smaller share of students walked along Campus Road to Rose Avenue or south through the Oxnard College campus.



Figure 13. RRFB and crosswalk on North Campus Road

City of Oxnard Safe Routes to School Technical Appendix

Pacifica High School (9-12)



Prepared By:

FEHR PEERS

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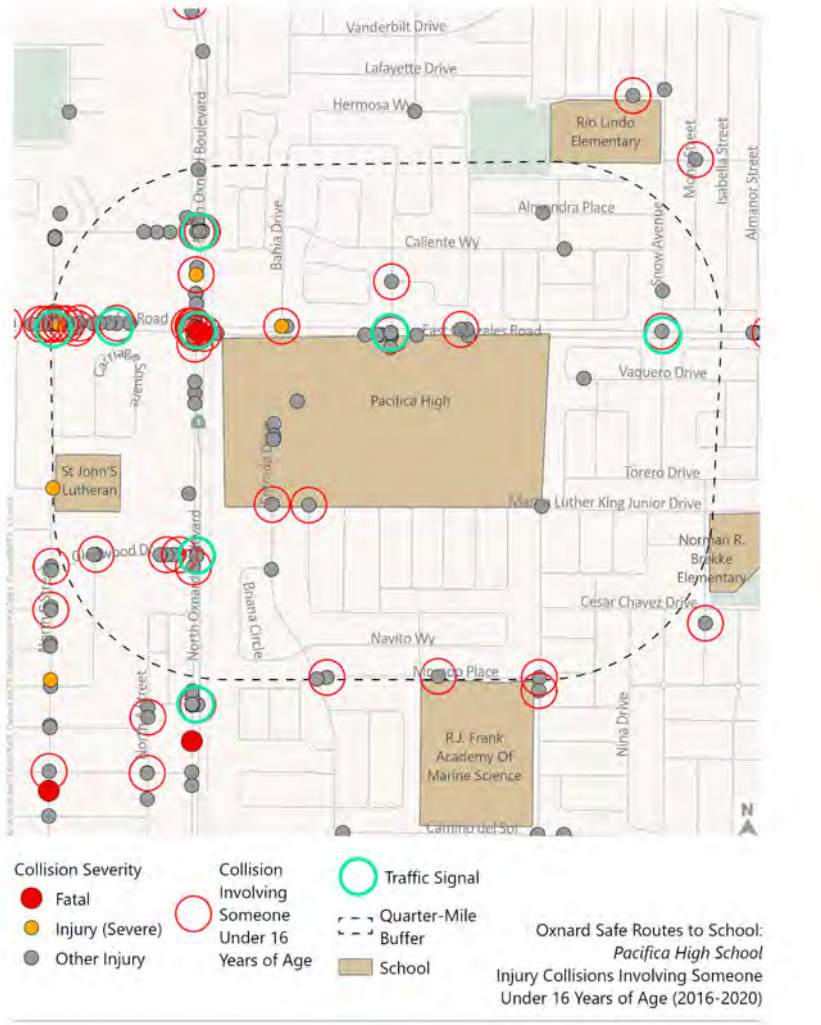
1. Collision and Citation Trends

This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

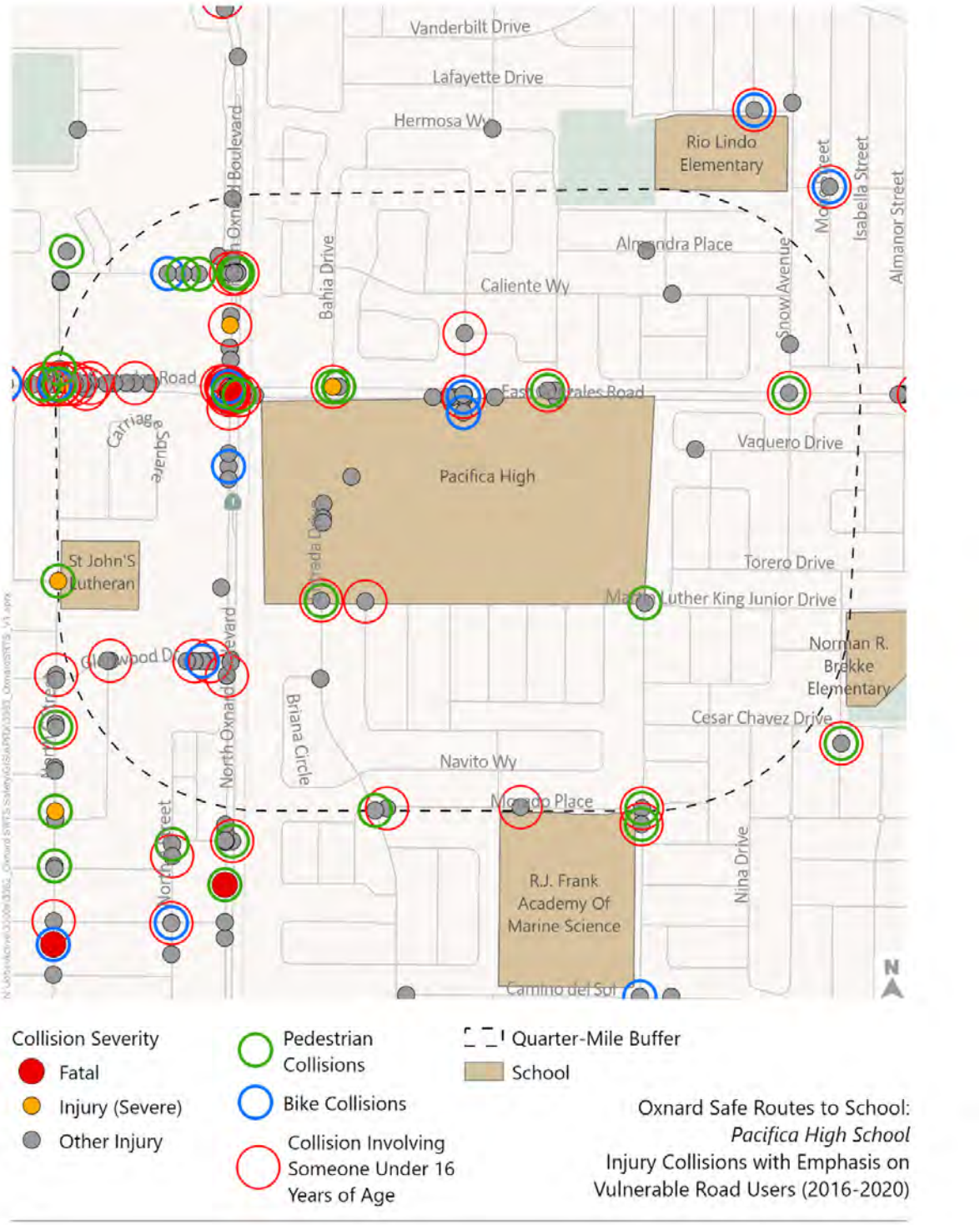
Collisions were spread in the west portion of the quarter mile buffer area and notably clustered on Oxnard Boulevard, Glenwood Drive, and Gonzales Road. Collisions with severe injuries or fatalities occur concentrating along Oxnard Boulevard and Gonzales Road as well.



Pedestrian collisions present throughout the study area, with concentrations along Oxnard Boulevard, Gonzales Road, and Morado Place. Bicycle collisions present along Oxnard Boulevard, Gonzales Road, and Glenwood Drive.



Putting all the information together, there were five collisions resulted in a severe injury or fatality, two of which involved a pedestrian or a cyclist. The one fatality collision occurred at the intersection of Gonzales Road and Oxnard Boulevard.



1.2 Injury Collision Summary

There were 175 injury collisions between 2016-2020 within a quarter mile radius of Pacifica High School. Five collisions (3%) resulted in a severe injury or fatality, two of which involved a pedestrian or a cyclist. Two of these KSI collisions occurred at the intersection of Gonzales Road & Oxnard Boulevard. The other three occurred within one block of the intersection, one each in the north, east, and west directions. 45 collisions (26%) within a quarter mile radius of the school involved someone under the age of 16. Most of these occurred on Gonzales Road west of Oxnard Boulevard.

Action During Collisions

The leading violations were Unsafe Speeds (29%), Traffic Signals and Signs (16%) and Vehicle Right of Way Violation (10%). Unsafe Speed and Traffic Signals and Signs violations occurred primarily along Gonzales Road, with particular clustering at the intersections of Oxnard Boulevard, Entrada Drive, and C Street. Along Entrada Drive (the roadway that provides access to the campus) where it is adjacent to the school, there were 4 collisions involving Unsafe Speeds.

Injury Collisions Summary Table

Injury Collision Summary within ¼ Mile of Pacifica High School (2016 – 2020)			
Total Injury Collisions	175		
KSI (Killed or Seriously Injured) Collisions	5 (3%)		
Collisions with victim under 16 years old	45 (26%) (KSI: 2 – 40% of all KSI collisions)		
Pedestrian-Involved	19 (11%) (KSI: 1 – 20% of all KSI collisions)		
Bicycle-Involved	18 (10%) (KSI: 1 – 20% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Unsafe Speed	51	29%
	Traffic Signals and Signs	28	16%
Top Crash Types		Count	Percent of Total
	Rear End	65	37%
	Broadside	47	27%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**29**	**17%**
	Midday (10AM-3PM)	**47**	**27%**
	Evening Peak (3PM-7PM)	56	32%
	Overnight (7PM-6AM)	39	22%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	1	1%
	Dark – Streetlights	44	25%
	Dark – Streetlights Not Functioning	1	1%
	Daylight	120	69%
	Dusk/Dawn	7	4%
Roadway Classification		Count	Percent of Total
	Primary	143	82%
	Secondary	1	1%
	Minor	31	18%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	9	5%
	No	166	95%
Note: Times in **Bold** are when school is in session.			

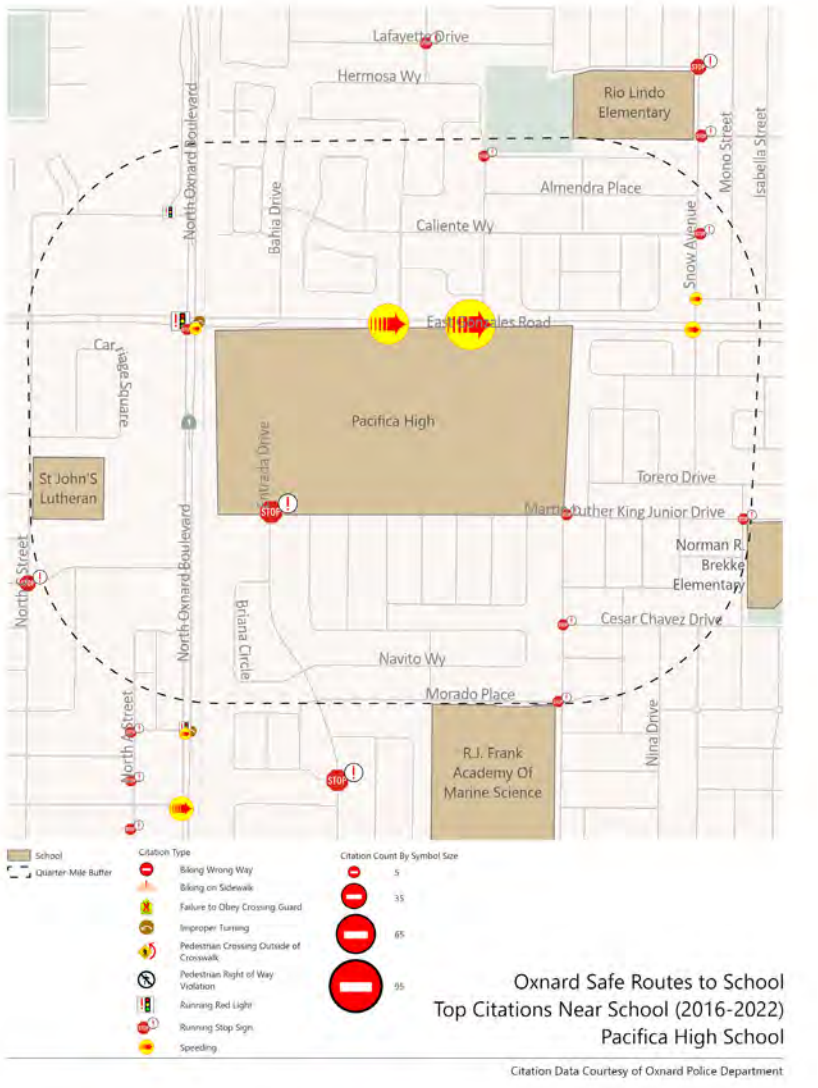
Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Gonzales Road & Oxnard Boulevard	*49*	Unsafe Speeds (18) Following Too Closely (6)	This is a major intersection with 5 to 6 lanes in each direction and railroad tracks running north-south across the east leg of the intersection. There is a Class II bicycle lane in the east and west directions. The majority of collisions occurred during the evening peak period (3 – 7 PM). There were 4 pedestrian collisions and 6 bicyclist collisions, 3 of which were the result of the bicyclist riding on the wrong side of the road. Most of the bicyclists were travelling north at the time of the collision.
Gonzales Road and Entrada Drive	*17*	Unsafe Speed (4) Traffic Signs and Signals (4) Following Too Closely (3)	This intersection is the northwest corner of the school's boundary, and Entrada Drive provides access to the interior of the campus. The majority of collisions occurred during the day. 3 collisions involved a bicyclist: one of these collisions involved a cyclist riding on the wrong side of the road, and the other two involved eastbound or westbound drivers running red lights and striking northbound or southbound cyclists. One of these red light collisions involved someone under the age of 16.
Gonzales Road and C Street	*30*	Red Light Running (9) Unsafe Speeds (6)	Roughly one-third of these collisions occurred under dark/overnight conditions. There were nine collisions that involved someone under the age of 16 and three collisions involved pedestrians, two of whom were crossing in the crosswalk at the intersection. Two collisions involved cyclists, one of which was sideswiped as a vehicle tried to pass, and one of which was riding on the wrong side of the road.
Oxnard Boulevard and Glenwood Drive	*9*	Please see the note	There was no dominant primary collision factor, but 2 collisions involved Red Light Running and 2 involved Unsafe Speeds.
Oxnard Boulevard and Citrus Grove Lane	*16*	Unsafe Speeds (7) Red Light Running (4)	3 collisions involved a pedestrian: one involved a pedestrian crossing in a crosswalk and a driver not yielding. Another involved a pedestrian under the age of 16 suddenly leaving the curb.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Speeding	298	76%
Running Stop Sign	58	15%
Running Red Light	25	6%
Improper Turning	6	2%
Pedestrian Crossing Outside of Crosswalk	4	1%
Pedestrian Right of Way Violation	2	1%
Biking Wrong Way	1	0%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Chris Ramirez, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students live within the district boundaries and walk to school or are dropped off. A smaller percentage of students (10-15%) bike or skateboard.
- Key locations include: the drop-off zone near school gym, nearby intersections and the school parking lot.
- Key issues include: congestion due to overenrollment and late arrivals, drop-offs in unauthorized areas wherever space is available, conflicts between pedestrians and vehicles at intersections and within parking lots, and rushed morning drop-offs.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Thursday, May 11, 2023
- Start time: 8:10 AM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Jose Rivera – City of Oxnard
    2. Tom Reilly – LSY Enterprise
    3. Rachel Om – Fehr & Peers
    4. Chelsea Richer – Fehr & Peers
    5. Assistant Principal Alison Holicky (Arrival observation)
    6. Principal Chris Ramirez (Arrival observation)

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Entrada Drive



Figure 2. Observed Corridor of Entrada Drive

- Entrada Drive & Gonzales Road
  - Standard crosswalk markings are faded on all three legs of the intersection that have crosswalks (there is no crosswalk on the western leg) (Figure 3).

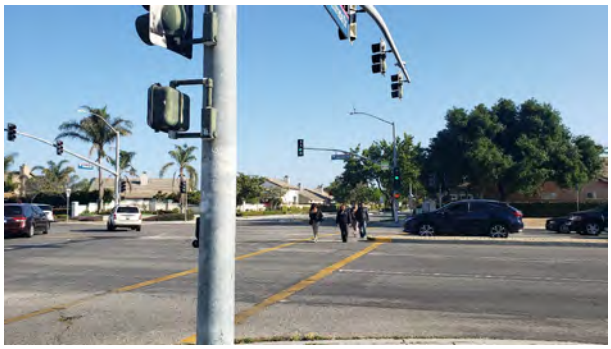


Figure 3. Students crossing at Entrada Drive & Gonzales Road

- The curb cuts at the northwest and northeast corner of the intersection lack tactile warning pads.
- The signal timing does not allow for all students to cross Gonzales Road before ending the walk signal, leaving students in the crosswalk during the proceeding turning phase.

• Entrada Drive south of Gonzales Road
- Drivers in vehicles make illegal southbound U-Turns around the median in the center of Entrada Drive.

East-West Streets



Figure 4. Observed Corridor of Gonzales Road

Gonzales Road

• Gonzales Road between Indiana Drive and Snow Avenue
- The coverage of street trees of the sidewalk on the eastbound leg is spotty, creating situations where there is a lack of shade for pedestrians and other sidewalk users.

• Gonzales Road between Oxnard Boulevard and Snow Avenue
- The bike lanes along this stretch of Gonzales Road are quite narrow, especially considering the traffic speeds and speed limit of the road. Cars were parked in the bike lane for up to 5 minutes during arrival periods blocking bicycles from access the campus.
- Except during 20 minutes surrounding the school arrival period, traffic along Gonzales Road is free-flowing and moves at high speeds. The speed limit along Gonzales in this section

is 45 miles per hour and real time speed signs at Snow Avenue show traffic moving in the 40 to 45 mile per hour range. This traffic generates a significant amount of road noise.

- Gonzales Road and Snow Avenue
  - Crosswalk striping is worn out at this location (Figure 5, 6).
- Gonzales Road and Indiana Drive
  - While the southbound direction of Indiana Drive meeting Gonzales Road only permits a right turn, there are no pavement markings indicating that. The presence of a left turn pocket from Gonzales onto Indiana may confuse drivers.
  - The curb cuts lack truncated domes/tactile warning pads.
- Gonzales Road between Oxnard Boulevard and Entrada Drive
  - The sidewalk on the south (eastbound) side of Gonzales Road lacks street trees or any other vegetation despite a strip of dirt between the sidewalk and road. This leaves pedestrians and sidewalk users exposed to fast-moving vehicular traffic.



Figure 5. Faded crosswalk striping



Figure 6. Narrow, worn bicycle facilities

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Oxnard Boulevard



Figure 7. Observed Corridor of Oxnard Boulevard

- There are no sidewalks on the eastern side of Oxnard Boulevard.

• Oxnard Boulevard & Gonzales Road

- The sidewalk along Gonzales Road is narrow and uneven where crossing the railroad right-of-way parallel to Oxnard Boulevard at this intersection.

2.5 Arrival and Dismissal Observations

School arrival was observed as Chris Ramirez shared the arrival is generally more congested and challenging than the dismissal period. The team observed arrival along Gonzales Road, Entrada Drive, and Martin Luther King Jr Drive to cover the school entrances along Gonzales Road and Martin Luther King Jr Drive and parking lot access along Entrada Drive.

Martin Luther King Jr Drive & Juanita Avenue:

- Students can enter campus by walking through a gate on the north leg of Martin Luther King Jr Drive and Juanita Avenue. This gate is staffed by a campus supervisor, Arnold, and is only open during the arrival and dismissal period. Arnold shared that approximately 400 students enter through this gate in the morning and approximately 1,000 students leave through the gate in the afternoon.
- In general, the congestion was minimal at this intersection during the arrival period. Arnold shared that the afternoon is significantly more congested since more students are walking and cars are waiting to pick up students.
- The majority of the vehicle drop offs occurred at the intersection, which is stop-controlled, with queuing in all directions. Most students got out of the car while the driver was waiting in the queue for the stop sign, but there was plenty of on-street parking along Martin Luther King Jr Drive and along Juanita Avenue where drivers could have pulled over to drop off safely.
- The majority of students who were walking to school were walking north on Juanita Avenue with a smaller number of students walking eastbound and westbound on Martin Luther King Jr Drive.
- The number of students crossing the intersection peaked between 8:20 – 8:30 AM (school starts at 8:30 AM).
- The intersection does not have stop bars, but drivers generally waited behind the crosswalk when students were crossing. A small number of drivers waited in the intersection when pedestrians were crossing (e.g. A westbound vehicle on Martin Luther King Jr Drive crossed the stop sign and then waited in front of the crosswalk across the west leg instead of yielding to pedestrians from the stop sign).
- Visibility was generally not an issue at the intersection, but several vehicles pulled over to drop off a student on the southeast corner of the intersection along Martin Luther King Jr Drive, which limited visibility for vehicles on Juanita Avenue trying to turn right onto Martin Luther King Jr Drive.
- Several drivers made mid block U-turns or used residential driveways to make a U-turn along Juanita Avenue after dropping off a student.

Gonzales Road:

- Eastbound vehicles were queued west of Entrada Drive as vehicles were waiting to turn into campus. There were no student drop offs observed in the bike lane along Gonzales Road

west of Entrada Drive.

- Students were walking eastbound on the south side of Gonzales Road from Oxnard Boulevard. The existing sidewalk is bordered by an open field and the roadway. Although the sidewalk is in good condition, the exposure felt high as there is no horizontal separation between the sidewalk and roadway (e.g. A landscaped parkway or trees).
- The City team shared that video detection had been installed and signal timing had been optimized at intersections along Gonzales Road within the last six months, and one of the campus supervisor shared they thought the congestion on Gonzales Road had improved.
- The existing Class II bike lane feels exposed given the number of vehicle lanes and speeds. The bike lane will be upgraded to include a buffer as part of the City's upcoming resurfacing project along Gonzales Road.
- Gonzales Road & Oxnard Boulevard: During the pre-walk audit call, AP Holicky shared that parents have flagged Gonzales Road & Oxnard Boulevard as a challenge for drop off due to long waiting times. The team observed this intersection during the arrival period, and the congestion seemed typical of a commute period.
- Gonzales Road & Entrada Drive: Student crossing activity was concentrated at Gonzales Road & Entrada Drive, and no students were observed crossing outside of the crosswalk. Given the high level of pedestrian activity, several students were not able to finish crossing Gonzales Road if they did not begin crossing right when the light changed. The Oxnard Complete Streets Safety Assessment includes recommendations to extend pedestrian crossing time to ensure people have enough time to safely cross and/or provide a leading pedestrian interval to give pedestrians a head start. Approximately 100 students were observed getting off either the eastbound or westbound bus at this intersection (Routes 4B and 18E).
- Parking lot along Gonzales Road: the west side of the parking lot is reserved for staff, and the east side of the parking lot is reserved for teachers. AP Holicky and Principal Ramirez shared that teachers have encountered challenges accessing the parking lot due to student drop offs on the east side of the lot, which is not permitted. There are typically cones that direct drivers who enter through the driveway east of Entrada Drive to make a right turn but the cones will often get moved by drivers who want to proceed straight or make a left turn into the teachers' lot. Students are permitted to get dropped off in the staff side of the parking lot because staff arrive before the peak of the student arrival period.

Entrada Drive:

- Multiple vehicles traveling southbound on Entrada Drive made a U-turn where the raised median transitions into a striped median. This caused congestion on southbound Entrada Drive as the vehicles making a U-turn were yielding to the northbound vehicles.

City of Oxnard Safe Routes to School Technical Appendix

R.J. Frank Academy (6-8)



Prepared By:

FEHR & PEERS

Walk 'n Rollers bike · walk · skate · scoot

1. Collision and Citation Trends

This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

Collisions were prevalent along Wooley Road, C Street, and J Street within the quarter mile buffer area. There were two severe injury collisions within the study area, and both of them occurred on Colonia Road.



There was one bike collisions within the study area and it occurred at Juanita Avenue and Camino del Sol. Pedestrian collisions concentrated on Colonia Road and Juanita Avenue.



Putting all the information together, the two severe injury collisions within the study area both involved someone under the age of 16. The severe injury collision at Bonita Avenue and Colonia Road also involved a pedestrian.



1.2 Injury Collision Summary

There were 22 injury collisions between 2016-2020 within a quarter mile of R.J. Frank Academy. Two collisions (9%) resulted in a severe injury, one of which involved a pedestrian. 12 collisions (55%) within a quarter mile radius of the school involved someone under the age of 16. Most of these occurred along Morado Place, directly north of campus, and Colonia Road, one block south of campus.

Action During Collisions

The leading violations were Unsafe Speed (27%), Vehicle Right of Way Violation (18%), Traffic Signals & Signs (14%), Pedestrian Right of Way Violation (14%), and Driving Under the Influence (14%). The Unsafe Speed violations primarily occurred along Colonia Road and Camino del Sol. Vehicle Right of Way Violations and Traffic Signals & Signs primarily occurred along Camino del Sol. Pedestrian Right of Way Violations occurred primarily along Colonia Road. All DUI collisions occurred along Colonia Road.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of R.J. Frank Academy (2016 – 2020)			
Total Injury Collisions	22		
KSI (Killed or Seriously Injured) Collisions	2 (9%)		
Collisions with victim under 16 years old	12 (55%) (KSI: 1)		
Pedestrian-Involved	6 (27%) (KSI: 1)		
Bicycle-Involved	1 (5%) (KSI: 0)		
Top Violations		Count	Percent of Total
	Unsafe Speed	6	27%
	Vehicle Right of Way Violation	4	18%
	Traffic Signals and Signs	3	14%
	Pedestrian ROW Violation	3	14%
	Driving or Bicycling Under the Influence	3	14%
Top Crash Types		Count	Percent of Total
	Broadside	8	36%
	Vehicle/Pedestrian	5	23%
	Rear End	4	18%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**8**	**36%**
	Midday (10AM-3PM)	**3**	**14%**
	Evening Peak (3PM-7PM)	2	9%
	Overnight (7PM-6AM)	9	41%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	6	27%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	16	73%
	Dusk/Dawn	0	0%
Roadway Classification		Count	Percent of Total
	Primary	0	0%
	Secondary	16	73%
	Minor	6	27%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	3	14%
	No	19	86%

Note: Times in **Bold** are when school is in session.

Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Colonia Road	**11**	**Unsafe Speed (3)** **Driving Under the Influence (3)** **Vehicle Right of Way Violation (2)** **Pedestrian Right of Way Violation (2)**	3 collisions occurred at the Garfield intersection, which is subject to relatively high instances of hard brakes and moderate instances of harsh accelerations. Two were DUI rear end collisions, and one was an Unsafe Speed violation. 3 collisions occurred at the McKinley Avenue intersection, one of which resulted in a severe injury. This intersection is subject to moderate instances of hard braking and acceleration, especially on the east leg. The severe injury collision was a result of an eastbound driver speeding and colliding with a fixed object. One severe injury collision involving a pedestrian occurred at the Bonita Avenue intersection. A northbound driver was making a U turn and struck a pedestrian under the age of 16.
Camino del Sol	**6**	**Traffic Signs & Signals (2)** **Unsafe Speed (2)**	There were 3 collisions at the Juanita Avenue intersection, all of which were broadside collisions (8 total broadsides within a quarter mile of campus). Two of the collisions involved a westbound vehicle colliding with a northbound vehicle. The third collision was the only bicycle-involved collision in the study area. A northbound bicyclist was riding on the wrong side of the road and was struck by an eastbound vehicle making a right turn. There are Class II bike lanes and standard crosswalks on all four legs of the intersection.
Morado Place	**4**		The collisions at Entrada Drive and Juanita Avenue involved pedestrians. There are no marked crosswalks at either of these intersections.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Running Stop Sign	57	92%
Pedestrian Right of Way Violation	3	5%
Running Red Light	2	3%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Richard Urias, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students live in the neighborhoods of La Colonia and Rose Park, while approximately 200 students come from other parts of Oxnard. A majority of students either walk or bike to school. Bus services are provided for students with special needs.
- Key locations include: Juanita Avenue drop-off zone, Juanita Avenue & Camino del Sol intersection, and Juanita Ave & Liada Way crosswalk (north of the intersection).
- Key issues include: uncoordinated school schedules with Brekke, difficulties for parents making a left turn into the drop-off area due to high volumes of students walking to school, parents stopping in the middle of Juanita Avenue to let students out, students crossing outside of sidewalks if dropped off in the street, and a lack of bike parking.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Thursday, November 17, 2022
- Start time: 1:30 AM
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Attendees:
    1. Jose Rivera – City of Oxnard
    2. Chelsea Richer – Fehr & Peers
    3. Rachel Om – Fehr & Peers
    4. Alex Sarno – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Juanita Avenue:



Figure 2. Observed corridor of Juanita Avenue

- Juanita Avenue & Morado Place

There were no striped crosswalks at this intersection and the northwest and southwest corners do not align with each other (Figure 3).



Figure 3. Juanita Avenue & Morado Place (facing northwest) with no marked crosswalk and faded stop bars

- Juanita Avenue & crosswalk north of Mika Way

The crosswalk with curb extension just north of this intersection functioned well, even during the dismissal period traffic. It was noted that the slopes of the curb ramps may not be ADA compliant (Figure 4).



Figure 4. Crosswalk north of Juanita Avenue & Mike Way

East-West Streets

Morado Place:



Figure 5. Observed corridor of Morado Place

- Morado Place between Galean Place & Juanita Avenue:

The bus loading zone on Morado Place did not have red curb paint.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

East-West Streets

Morado Place:



Figure 6. Observed corridor of Morado Place

- Morado Place & Entrada Drive:

The curb on the southeast corner allows for quick turns and may benefit from a curb extension to tighten the turn radius (Figure 7).



Figure 7. Southeast corner of Morado Place & Entrada Drive

Camino Del Sol:



Figure 8. Observed corridor of Camino Del Sol

- Camino Del Sol between Entrada Drive & Juanita Avenue:

There were no trees along this segment of Camino Del Sol where there used to be as late as February 2021. This street segment would benefit from trees in the existing tree wells (Figure 9).



Figure 9. North side of Camino Del Sol between Entrada Drive & Juanita Avenue

2.5 Arrival and Dismissal Observations

School dismissal observations identified key transportation corridors used to get to and from the school, as well as how parents/guardians and students navigate the dismissal period.

- The school entrance is located on Juanita Avenue between Mika Way and Katrina Way.
- During the dismissal period, parents/guardians park along Juanita Avenue in both directions. Students also use the sidewalks on Juanita Avenue in both directions.
- Buses were observed at the bus loading zone on the northern perimeter of the school along Morado Place and at the entrance of the school adjacent to Juanita Avenue.
- Students from Pacifica High School were observed walking and biking southward on Juanita Avenue. This resulted in a large wave of students moving southbound, which led to vehicle stalling at the Camino Del Sol intersection (Figure 10 and 11).



Figure 10. Southbound traffic on Juanita Avenue during dismissal period



Figure 11. Eastbound traffic on Camino Del Sol during dismissal period

City of Oxnard Safe Routes to School Technical Appendix

Ramona Elementary School (TK-5)



Prepared By:

FEHR PEERS

Walk 'n Rollers bike · walk · skate · scoot

1. Collision and Citation Trends

This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

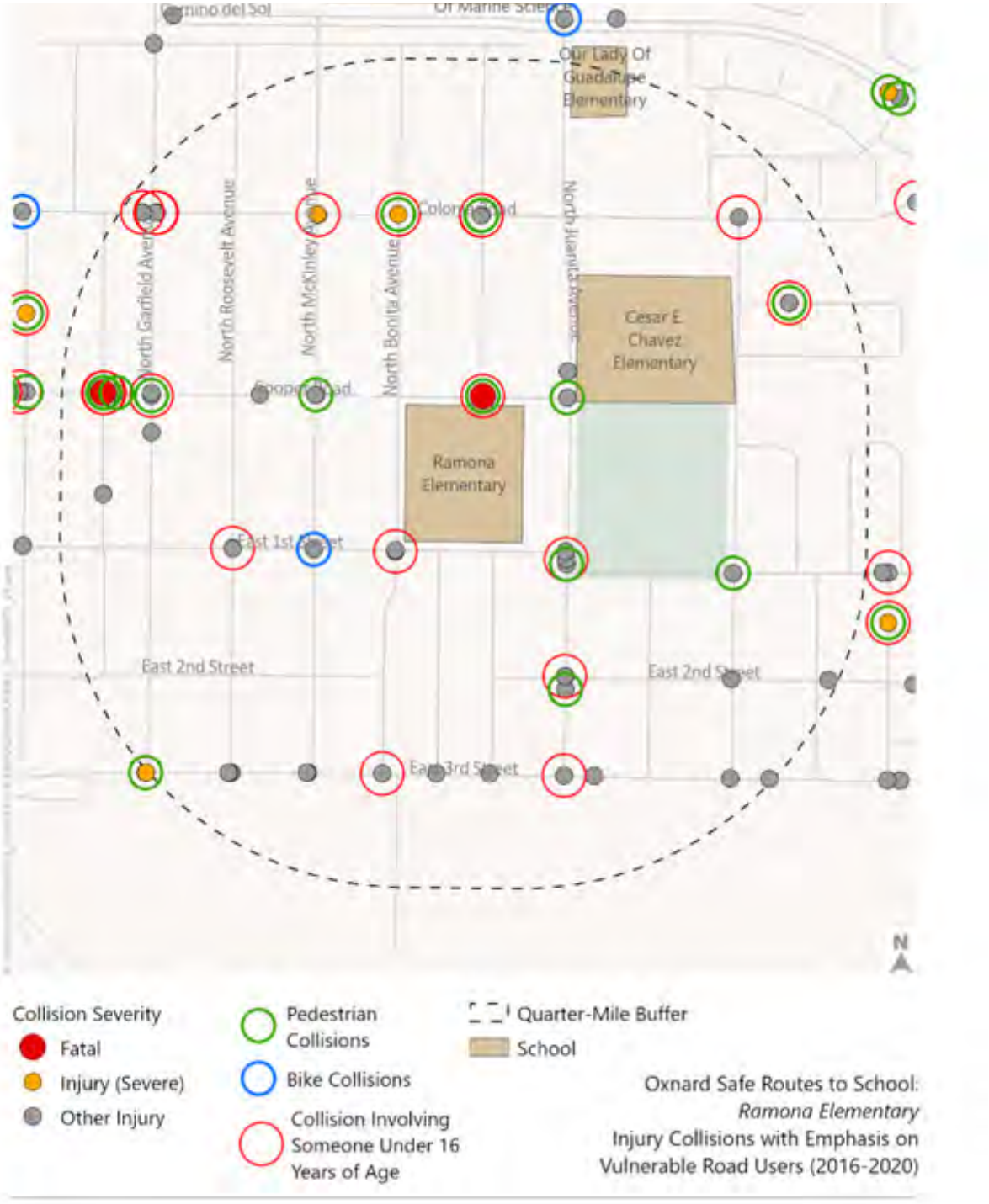
Collisions are fairly spread out within the quarter mile buffer area. There were two fatality collisions and both two were on Cooper Road. The two severe injury collisions within the study area occurred on Colonia Road.



Pedestrian collisions are also spread across the study area and concentrated along Cooper Road and Juanita Avenue. There was one bicycle collision and it occurred along East 1st Street.



Putting all this information together, all the four fatality or severe injury collisions involved someone under the age of 16. The fatality collision at Cooper Road and Anita Avenue also involved a pedestrian.



1.2 Injury Collision Summary

There were 60 injury collisions between 2016-2020 within a quarter mile radius of Ramona Elementary School. Two collisions resulted in a severe injury, and two resulted in a fatality. Twenty collisions (33%) within a quarter mile radius of the school involved someone under the age of 16. Most of these occurred along Colonia Road, Cooper Road, 1st Street, and Juanita Avenue.

Action During Collisions

The leading violations were Vehicle Right of Way Violation, DUI, and Traffic Signals and Signs. Most of the Vehicle Right of Way Violations occurred along 3rd street and 1st Street. DUI collisions occurred on Colonia Road, Garfield Avenue, Cooper Road, Juanita Avenue, and 3rd Street. Traffic Signals and Signs collisions occurred on Cooper Road and 1st Street—the roads directly north and south of campus.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Ramona Elementary School (2016 – 2020)			
Total Injury Collisions	60		
KSI (Killed or Seriously Injured) Collisions	4 (6%)		
Collisions with victim under 16 years old	20 (33%) (KSI: 2 – 50% of all KSI collisions)		
Pedestrian-Involved	14 (23%) (KSI: 3 – 75% of all KSI collisions)		
Bicycle-Involved	2 (3%) (KSI: 0 – 0% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	20	33%
	DUI	7	12%
	Traffic Signals and Signs	6	10%
Top Crash Types		Count	Percent of Total
	Broadside	27	45%
	Vehicle/Pedestrian	14	23%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**12**	**20%**
	Midday (10AM-3PM)	**7**	**12%**
	Evening Peak (3PM-7PM)	23	38%
	Overnight (7PM-6AM)	18	30%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	2	3%
	Dark – Streetlights	17	28%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	37	62%
	Dusk/Dawn	4	7%
Roadway Classification		Count	Percent of Total
	Primary	0	0%
	Secondary	26	43%
	Minor	34	57%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	9	15%
	No	51	85%
Note: Times in **Bold** are when school is in session.			

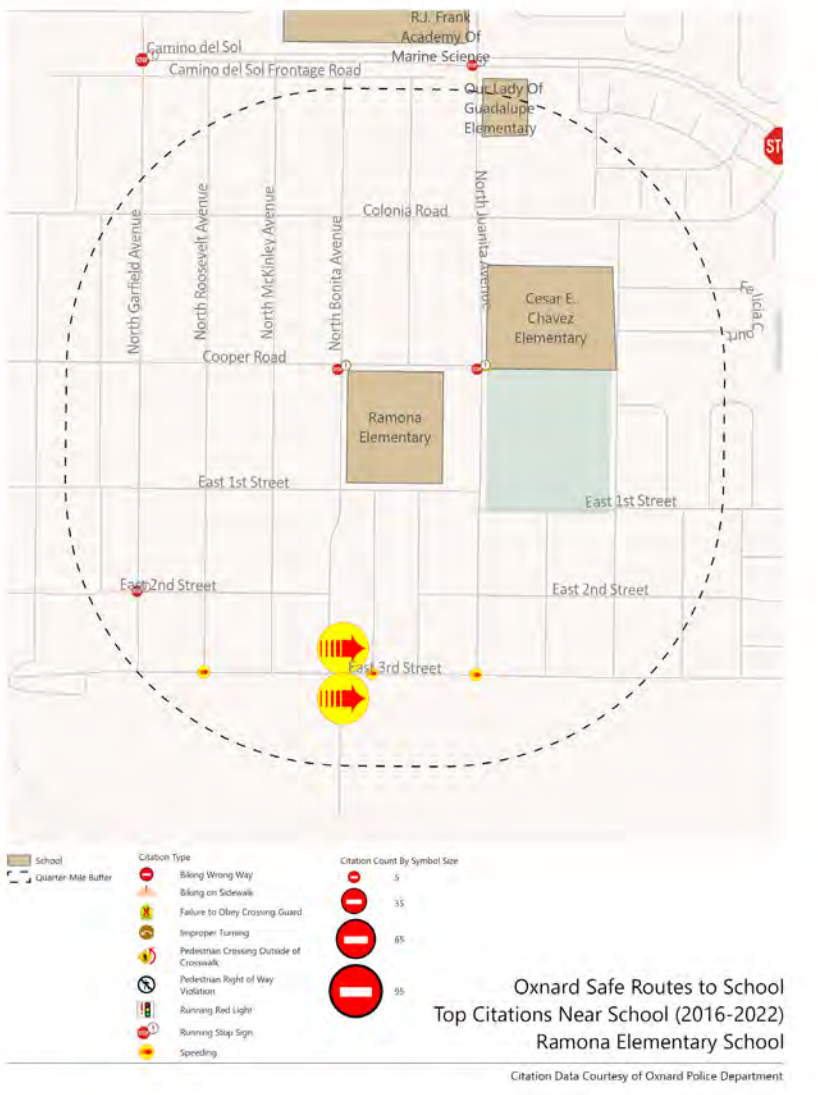
Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Colonia Road	**13**	**Driving Under the Influence (3)** **Unsafe Speed (3)** **Pedestrian Right of Way Violation (2)**	A concentration of these collisions (3) occurred at the Garfield Avenue intersection, which experiences moderate instances of harsh acceleration and hard braking. There were two collisions at this location caused by driving under the influence. There were two collisions that resulted in a severe injury along this segment. One was a hit object collision at the McKinley Avenue intersection caused by Unsafe Speed. The other was a pedestrian-involved collision at the Bonita Avenue intersection. A northbound driver was making a U-Turn and collided with a pedestrian. The pedestrian action was not reported, but there are no marked crosswalks at the intersection. These collisions occurred one block apart.
Cooper Road	**12**	**Traffic Signs and Signals (3)** **Pedestrian Right of Way Violation (2)** **Unsafe Starting or Backing** **Improper Turning (2)**	Seven collisions on this segment involved pedestrians, two of which resulted in a fatality. One of the fatal collisions involved a pedestrian under the age of 16 crossing a crosswalk at the Anita Avenue intersection. Two other pedestrians were injured in this collision. The intersection is a three-legged intersection with a standard crosswalk on the east leg. It is side-street stop-controlled on the north leg. The second fatal collision occurred at the Grant Avenue intersection. A westbound driver driving under the influence struck a northbound pedestrian. The intersection is side-street stop-controlled with a crosswalk on the east leg. Two additional pedestrian collisions occurred at the Grant Avenue intersection, both involving westbound vehicles.
1st Street	**13**	**Vehicle Right of Way Violation (6) Traffic Signals and Signs (3)**	There were four collisions at the Juanita Avenue intersection. Two involved drivers running stop signs, and one involved a pedestrian crossing outside of a crosswalk.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Running Stop Sign	186	78%
Failure to Obey Crossing Guard	22	9%
Speeding	18	8%
Improper Turning	4	2%
Running Red Light	4	2%
Pedestrian Right of Way Violation	3	1%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Allison Cordes, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- Most students live in the surrounding neighborhood. Bus service is provided for a small number of students, while very few students ride a bike to school.
- Key locations for arrival and dismissal activity include the Bonita and Cooper exit gates.
- Key issues include: congestion during pick-up, double/triple parking during pick-up along Bonita Avenue and Cooper Road, and a lack of space for bike parking.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Thursday, August 18, 2022
- Start time: 11:00 AM
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Attendees:
    1. Debbie O'Leary – City of Oxnard
    2. Chelsea Richer – Fehr & Peers
    3. Rachel Om – Fehr & Peers
    4. Alex Sarno – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Juanita Avenue:



Figure 2. Observed corridor of Juanita Avenue

- This location is a wide crossing near a park (Figure 3), where the team observed vehicles making two turn maneuvers in one movement as they navigate the off-set intersection. During the walk audit a bus was observed making a wide right turn.

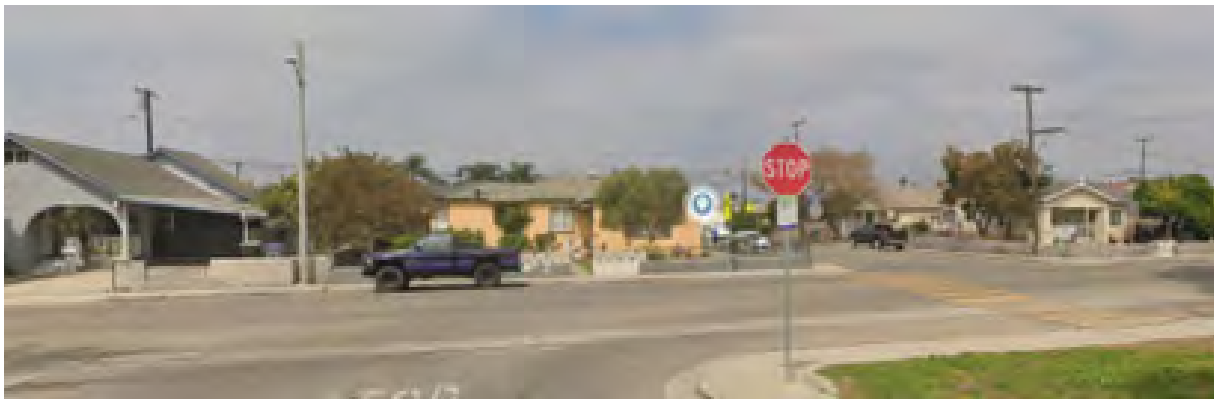


Figure 3. Juanita Avenue & 1st Street Intersection

Bonita Avenue:

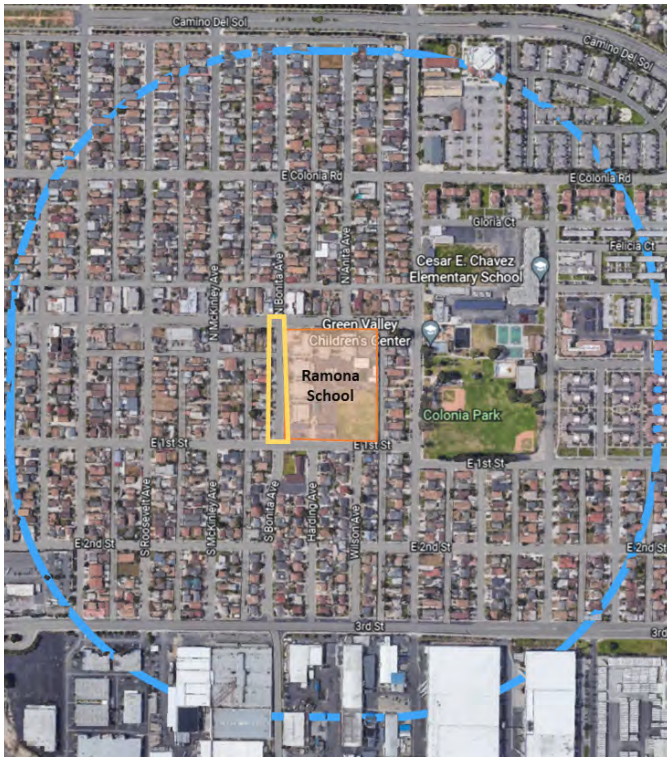


Figure 4. Observed corridor of Bonita Avenue

- MNS Engineering, a firm hired to implement Safe Routes to School infrastructure improvements, indicated plans to install school signage on **Bonita Avenue** for northbound traffic **between 1st Street and 2nd Street**. It was observed during the walk audit that school signage is already present at this location.

East-West Streets

Cooper Road:

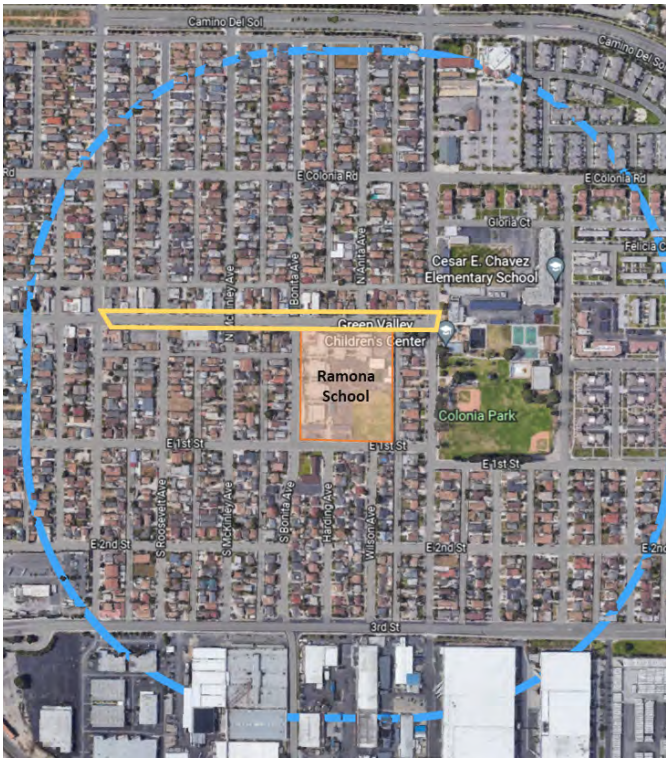


Figure 5. Observed corridor of Cooper Road

- Currently, a high visibility crosswalk is planned for the east leg of the **Cooper Road & Anita Avenue intersection**, paired with a curb extension on each end. One fatal collision occurred at this location, involving a pedestrian under 19 years of age in the early morning hours.
- Field observations at the **Garfield Avenue & Cooper Road intersection** found the curb ramps to be in poor condition (Figure 6).
- There were faded street markings on **Cooper Road near Garfield Avenue.** The audit team was informed that resurfacing was planned for this area, which will include new markings as well.



Figure 6. Garfield Avenue & Cooper Road Intersection - Curb Ramp and Crosswalk Conditions

1st Street:



Figure 7. Observed corridor of 1st Street

- Pavement condition was observed to be degraded in this area.
- Field observations found that the curb ramps at the **1st Street & Harding Avenue and 1st Street & Wilson Avenue intersections** were in poor condition (Figures 8 and 9).



Figure 8. 1st Street & Harding Avenue - Curb Ramp and Crosswalk Conditions



Figure 9. 1st Street & Wilson Avenue - Curb Ramp and Crosswalk Conditions

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

East-West Streets

Colonia Road:



Figure 10. Observed corridor of Colonia Road

- During the walk audit, the team found it difficult to cross **Colonia Road between Garfield Avenue and Juanita Avenue**. Traffic was moving at high speeds, and there was an absence of controlled intersections. The collision analysis also revealed there were five collisions involving parties under 16 along this stretch, two of which involved pedestrians (one severely injured).

City of Oxnard Safe Routes to School Technical Appendix

Ritchen Elementary School (TK-5)



Prepared By:

FEHR & PEERS

Walk 'n Rollers
bike · walk · skate · scoot

1. Collision and Citation Trends

This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

There were three injury collisions within the study area. An additional 128 collisions occurred on Ventura Road and Gonzales Road in the vicinity of campus but outside the quarter-mile radius.



No collisions involved a pedestrian or cyclist.



Putting all the information together, no collisions within the study area resulted in a severe injury or fatality, and no collisions involved a pedestrian, a cyclist, or someone under the age of 16.



1.2 Injury Collision Summary

There were 3 injury collisions between 2016-2020 within a quarter mile radius of Emilie Ritchen Elementary School. No collisions resulted in a severe injury or fatality, and no collisions involved a pedestrian or cyclist. No collisions involved someone under the age of 16.

Action During Collisions

One collision was a broadside that resulted from a driver failing to stop at a stop sign, one was a head-on collision caused by a driver driving on the wrong side of the road, and the other was a hit object collision caused by unsafe speeding that occurred during the evening peak traffic period between 3PM and 7PM.

Injury Collisions Summary Table

Injury Collision Summary within ¼ Mile of Ritchen Elementary School (2016 – 2020)			
Total Injury Collisions	3		
KSI (Killed or Seriously Injured) Collisions	0		
Collisions with victim under 16 years old	0		
Pedestrian-Involved	0		
Bicycle-Involved	0		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	1	33%
	Traffic Signals and Signs	1	33%
	Unsafe Speed	1	33%
Top Crash Types		Count	Percent of Total
	Broadside	1	33%
	Head-On	1	33%
	Hit Object	1	33%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**0**	**0%**
	Midday (10AM-3PM)	**0**	**0%**
	Evening Peak (3PM-7PM)	1	33%
	Overnight (7PM-6AM)	2	67%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	2	67%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	1	33%
	Dusk/Dawn	0	0%
Roadway Classification		Count	Percent of Total
	Primary	0	0%
	Secondary	0	0%
	Minor	3	100%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	0	0%
	No	3	100%
Note: Times in **Bold** are when school is in session.			

Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Oneida Place	**2**		Oneida Place makes up the southern boundary of campus, but the collisions occurred toward the east end of the roadway and not directly adjacent to campus. The collisions both occurred during overnight hours between 7PM and 6AM.
Coronado Place	**1**		The third collision occurred on Coronado Place, one block north of campus. This was a hit object collision caused by unsafe speeding that occurred during the evening peak traffic period between 3PM and 7PM.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Speeding	110	95%
Running Stop Sign	4	3%
Running Red Light	2	2%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

As part of the preparations for the walk audit, the SRTS team organized virtual kick-off meetings, inviting key staff members from participating schools. This school either declined the invitations or confirmed their participation after the walk audit had already been conducted.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: 11/29/2023
- Meet time: 8:15 AM
- Weather Conditions: Partly cloudy
- Events/Unique Conditions: None
- Attendees:
    1. Andy Meger – Fehr & Peers
    2. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Gallatin Place



Figure 2. Observed Corridor of Gallatin Place

- Gallatin Place & School Driveway
  - The curb ramps lacked tactile warning pads.
- Gallatin Place & Cabrillo Way
  - The curb ramps lacked tactile warning pads.
  - The crosswalks were of a school standard variety.

East-West Streets

Cabrillo Way



Figure 3. Observed Corridor of Cabrillo Way

- Cabrillo Way & Evangeline Place
  - The curb ramps at the crosswalk lacked tactile warning pads.
- Cabrillo Way & School Driveway
  - The curb ramps lacked tactile warning pads.
- Cabrillo Way & bus loading zone east of driveway
  - The bus loading zone was not seen utilizing during the morning arrival period. If it is no longer utilized, it can be restriped as diagonal parking to provide more capacity during arrival and dismissal.
- Cabrillo Way & Coronado Place
  - Lots of people were observed crossing here during the arrival period, with no marked crosswalk being present.
- Cabrillo Way & Driveway near Coronado
  - The school gate at driveway was locked. The curb ramps lacked tactile warning pads.
- Cabrillo Way & Astoria Place
  - All-way stop controlled and no crosswalks.
  - Some curb ramps lacked tactile warning pads.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Joliet Place



Figure 4. Observed Corridor of Joliet Place

- Joliet Place & Cabrillo Way
  - The curb ramps lacked tactile warning pads.
  - Despite the proximity to the school and the fact that Cabrillo Way is a thru-street, there are no pavement markings indicating the presence of a school.

- Joliet Place & Lions Gate Drive
  - Recommendation: Alert to the side-street stop control nature of the intersection by adding "Cross Traffic Does Not Stop" signage (Figure 5).



Figure 5. Two-way stop control between two streets with relatively equivalent speeds and volumes may lead to conflicts, especially with on-street parking reducing visibility. Adding "cross traffic does not stop" signage helps alert drivers to who has right-of-way.

  - The curb ramps lacked tactile warning pads.
- Joliet Place & Devonshire Drive
  - Currently an uncontrolled intersection with no signage alerting drivers or pedestrians to right of way.
  - The curb ramps lacked tactile warning pads.
- Joliet Place & curve approaching Gallatin Place
  - This tight curve in the road limits visibility and is near both a church and community garden (Figure 6).



Figure 6. Curve at Joliet Place lacking SLOW markings

Gallatin Place



Figure 7. Observed Corridor of Gallatin Place

- Gallatin Place & Bernadette Street
  - The curb ramps lacked tactile warning pads.
  - The stop sign on Bernadette appeared to be too small.
- Gallatin Place & Gonzales Road
  - The curb ramps lacked tactile warning pads.
  - The crosswalks were of a school standard variety.

Coronado Place



Figure 8. Observed Corridor of Coronado Place

- Coronado Place & Oneida Place
  - The curb ramps lacked tactile warning pads.
- Coronado Place & Natalie Place
  - Currently an uncontrolled intersection with no signage alerting drivers or pedestrians to right of way.
- Coronado Place & Devonshire Drive
  - Current signage provides for side-street stop control on Coronado Place. Due to the nature of parked cars along Devonshire and the width/lack of curvature in the road, vehicles may reach higher speeds along Devonshire.
  - The curb ramps lacked tactile warning pads.
- Coronado Place & Lennox Court
  - Currently an uncontrolled intersection with no signage alerting drivers or pedestrians to right of way.
  - The curb ramps lacked tactile warning pads.
- Coronado Place & Kensington Lane
  - Currently an uncontrolled intersection with no signage alerting drivers or pedestrians to right of way.
  - The curb ramps lacked tactile warning pads

- Coronado Place & Ivanhoe Avenue
  - A serious collision involving a school-aged pedestrian occurred here shortly before the walk audit was conducted. The lack of curvature and wide width of both Ivanhoe and Coronado increase vehicle speeds, especially for drivers exiting the arterial Doris Avenue (Figure 9).
  - The curb ramps lacked tactile warning pads.

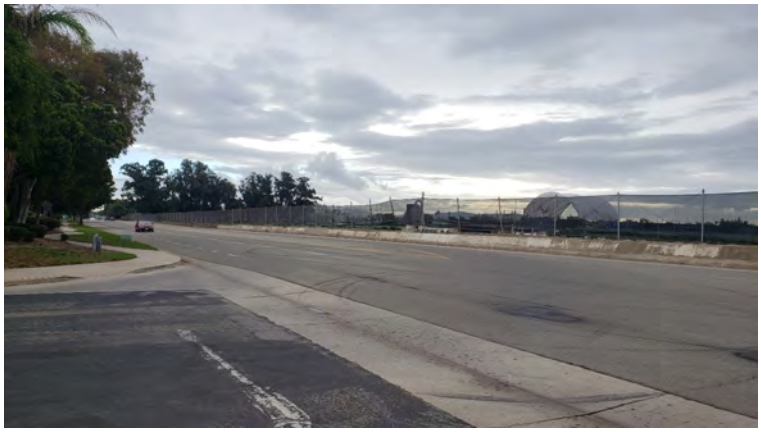


Figure 9. Roadway environment along Doris Avenue at Coronado, which leads directly into a quiet residential neighborhood

East-West Streets

Ivanhoe Avenue



Figure 10. Observed Corridor of Ivanhoe Avenue

- Ivanhoe Avenue west of Coronado Place
  - One out of two ramps had curb ramps with tactile warning pads, the other one was not upgraded.
- Ivanhoe Avenue and Daffodill Way
  - Similar to Ivanhoe & Coronado, drivers existing Doris may continue higher speeds through the neighborhood, which could lead to potential hazards to other motorists and road users.
  - The curb ramps lacked tactile warning pads.
- Ivanhoe Avenue and Oxford Drive
  - Similar to Ivanhoe & Coronado, drivers existing Doris may continue higher speeds through the neighborhood, which could lead to potential hazards to other motorists and road users.
  - The curb ramps lacked tactile warning pads.
- Ivanhoe Avenue and Waverly Court
  - Similar to Ivanhoe & Coronado, drivers existing Doris may continue higher speeds through the neighborhood, which could lead to potential hazards to other motorists and road users.
  - The curb ramps lacked tactile warning pads.

2.5 Arrival and Dismissal Observations

The team observed at the two access points to the school parking lot. One team member was at the driveway exit at Cabrillo Way while the other was at the entry into the school parking lot off of Gallatin Place.

Cabrillo Way & School Driveway:

- Seven buses were observed passing this location.
- Lots of students and families were seen walking from neighborhood northeast of school.
- No crossing guard at driveway or nearby crosswalk at Cabrillo and Evangeline.
- The crosswalk at Cabrillo and Evangeline had some pedestrian activity, as well as vehicles exiting the driveway not yielding to traffic.
- A red-curb section marked for buses was not utilized, instead was used for student drop-offs in cars beginning around 8:30am.
- Cars were observed parking very close to the crosswalk on Cabrillo, limiting visibility for pedestrians.
- A fairly smooth flow of vehicles exiting was noted from about 8:20am onwards. Bell at 8:40am, last drop-offs trickle out through 8:43.

Gallatin Place & School Driveway:

- Eight buses were parked in loading zone along Gallatin. Some were dropping students at Ritchen, while some were collecting students to transport to other schools using Ritchen as a "hub" (Figure 11).



Figure 11. "Bus Hub" at Ritchen

- 8:20am – drop-off lane is already active, steady stream of arrivals.
- Drop-off driveway was coned into a single lane outside of the aisle (onto the street).
- By 8:33am, the drop-off lane was spilling out onto Gallatin. It remained this way for around two minutes.
- Cones separate a lane for staff/teachers to access parking lot.
- First bell at 8:40am. Some driveway activity was observed after the bell.
- One parent was observed leaving car with flashers on for about half a minute.

City of Oxnard Safe Routes to School Technical Appendix

Rose Avenue Elementary School (TK-5)



Prepared By:

FEHR PEERS

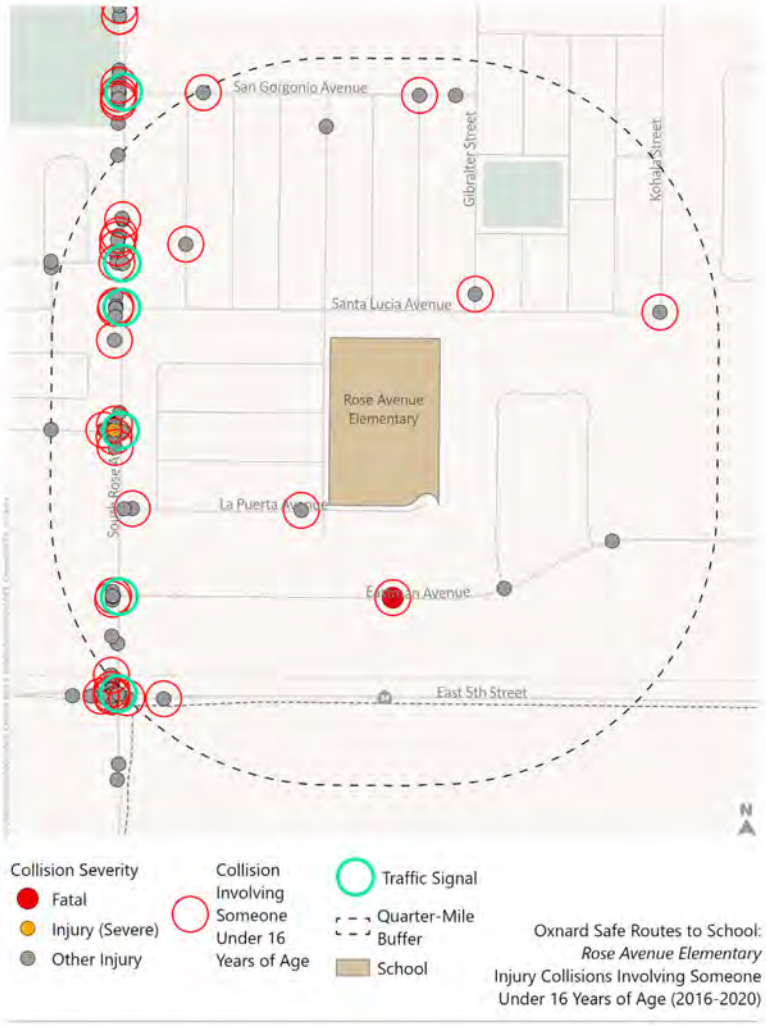
Walk 'n Rollers
bike · walk · skate · scoot

1. Collision and Citation Trends

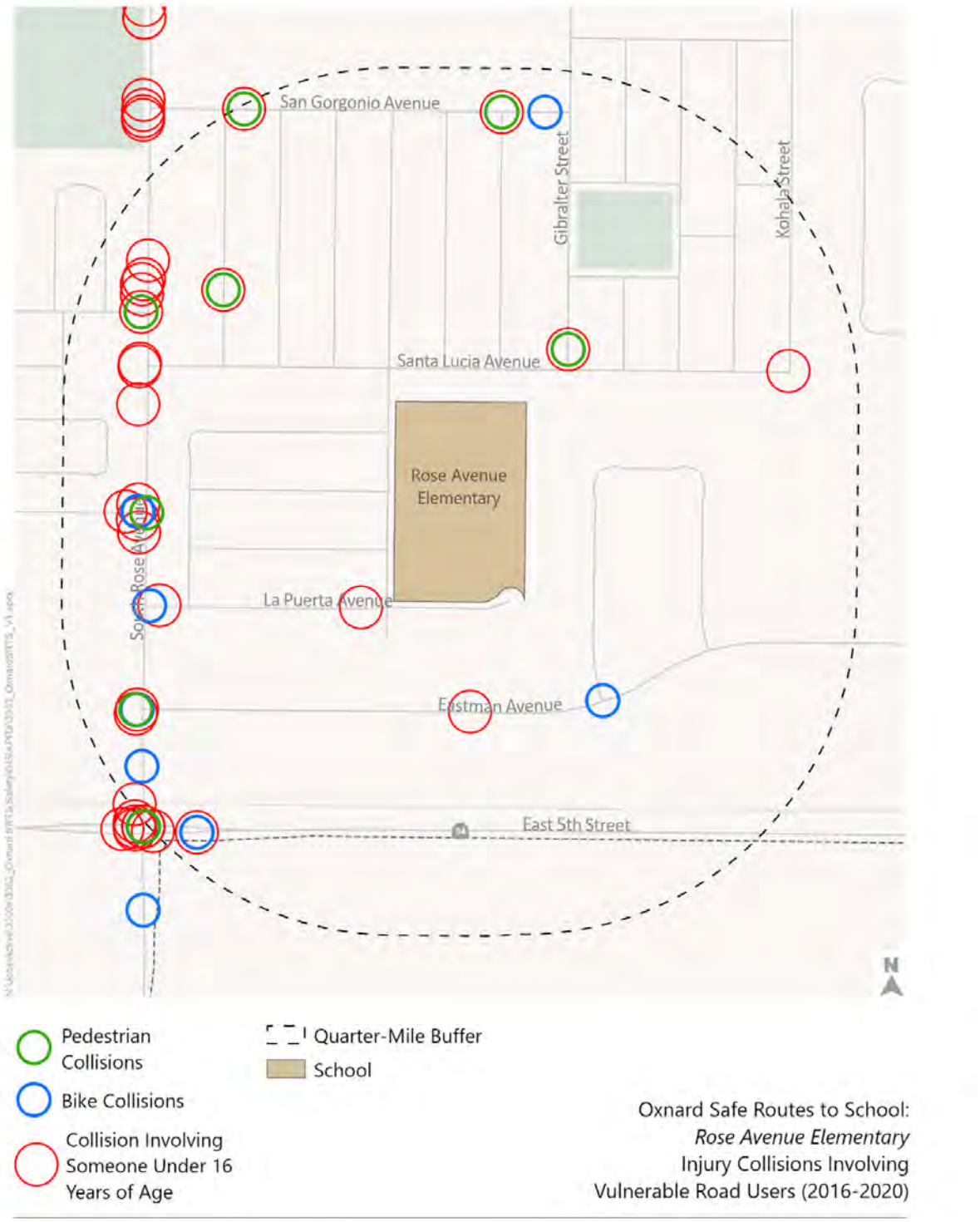
This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

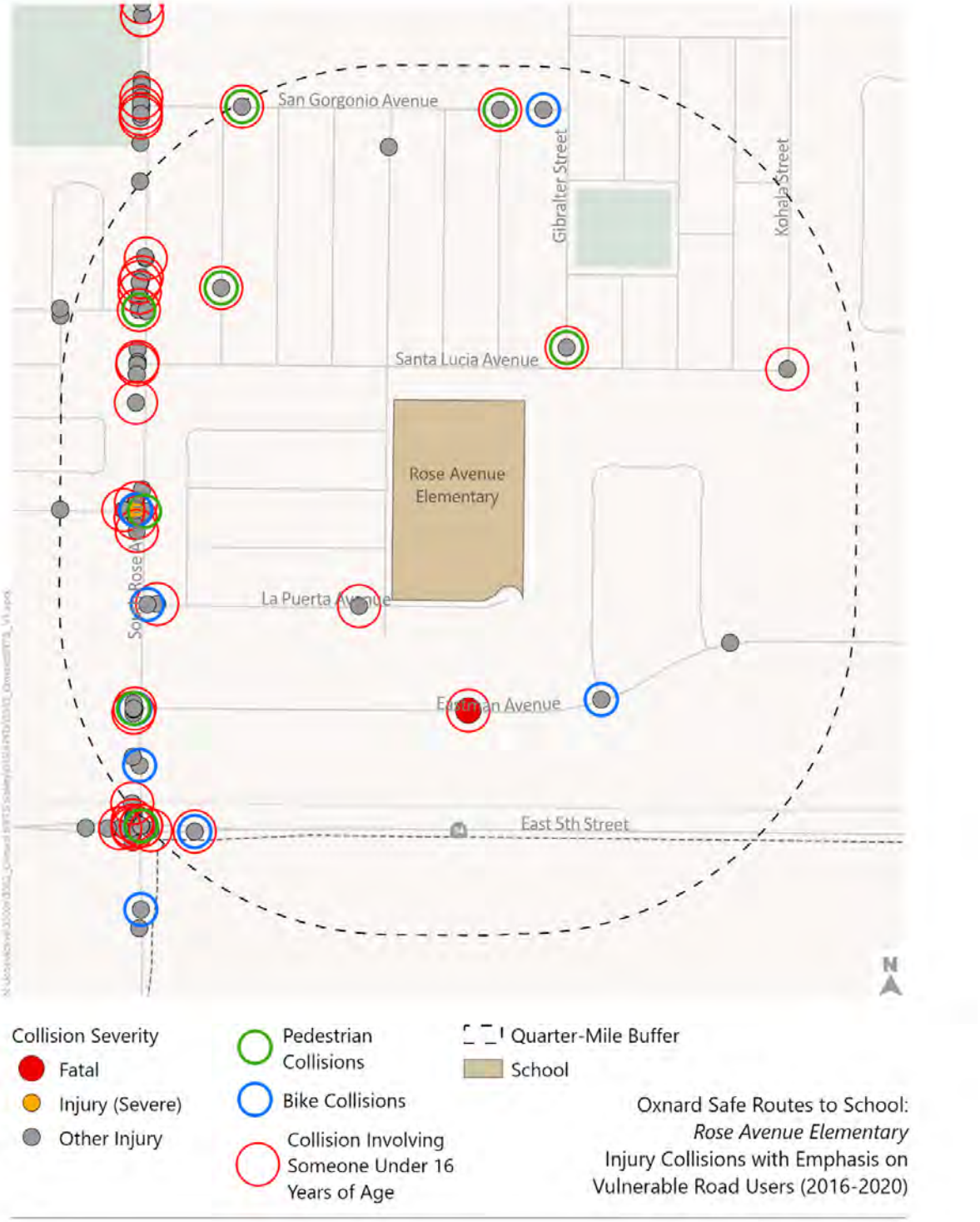
Collisions were prevalent along Rose Avenue within the quarter-mile buffer of the school area. Collisions involving individuals under 16 years of age largely clustered along Rose Avenue as well. There was a fatal collision occurring midblock along Eastman Avenue between Rose Avenue and Hearst Drive and a severe injury collision occurring at the 3rd Street & Rose Avenue intersection.



Pedestrian collisions concentrated along Rose Avenue and San Gorgonio Avenue. Bicycle collisions were prevalent along Rose Avenue as well.



Putting all the information together, several collisions involving someone under the age of 16 were a pedestrian or bicycle collision resulting in an injury (severe or otherwise). There was a fatal collision occurring midblock along Eastman Avenue between Rose Avenue and Hearst Drive, which involved someone under the age of 16.



1.2 Injury Collision Summary

There were 83 injury collisions between 2016-2020 within a quarter mile radius of Rose Avenue Elementary School. Two collisions (2%) involved someone killed or severely injured (KSI). The fatal collision occurred midblock along Eastman Avenue between Rose Avenue and Hearst Drive and was the result of unsafe speeding during morning peak hours. The severe injury occurred at the 3rd Street & Rose Avenue intersection and was due to a driver not stopping at the traffic signal line, which led to a broadside collision. 27 collisions (33%) within a quarter mile radius of the school involved someone under the age of 16. Most of these occurred along Rose Avenue; however, most of the collisions that occurred on secondary streets near the school involved someone under the age of 16, two of which involved pedestrians.

Action During Collisions

The leading violations were Unsafe Speeds (37%), Improper Turning (12%), Traffic Signals & Signs (11%), and Vehicle Right of Way Violations (8%), all of which mostly occurred along Rose Avenue. Collisions that occurred outside of Rose Avenue occurred for various reasons and without specific clusters, except for San Gorgonio Avenue. Along San Gorgonio Avenue, both pedestrian collisions occurred as a result of the pedestrian not crossing in a crosswalk.

Injury Collisions Summary Table

Injury Collision Summary within ¼ Mile of Rose Avenue Elementary School (2016 – 2020)			
Total Injury Collisions	83		
KSI (Killed or Seriously Injured) Collisions	2 (2%)		
Collisions with victim under 16 years old	27 (33%) (KSI: 1)		
Pedestrian-Involved	7 (8%) (KSI: 0)		
Bicycle-Involved	11 (13%) (KSI: 1)		
Top Violations		Count	Percent of Total
	Unsafe Speeds	31	37%
	Improper Turning	10	12%
	Traffic Signals and Signs	9	11%
Top Crash Types		Count	Percent of Total
	Rear End	41	49%
	Broadside	19	23%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**21**	**25%**
	Midday (10AM-3PM)	**17**	**20%**
	Evening Peak (3PM-7PM)	21	25%
	Overnight (7PM-6AM)	23	28%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	3	4%
	Dark – Streetlights	16	19%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	59	71%
	Dusk/Dawn	4	5%
Roadway Classification		Count	Percent of Total
	Primary	2	2%
	Secondary	69	83%
	Minor	12	14%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	6	7%
	No	77	93%
Note: Times in **Bold** are when school is in session.			

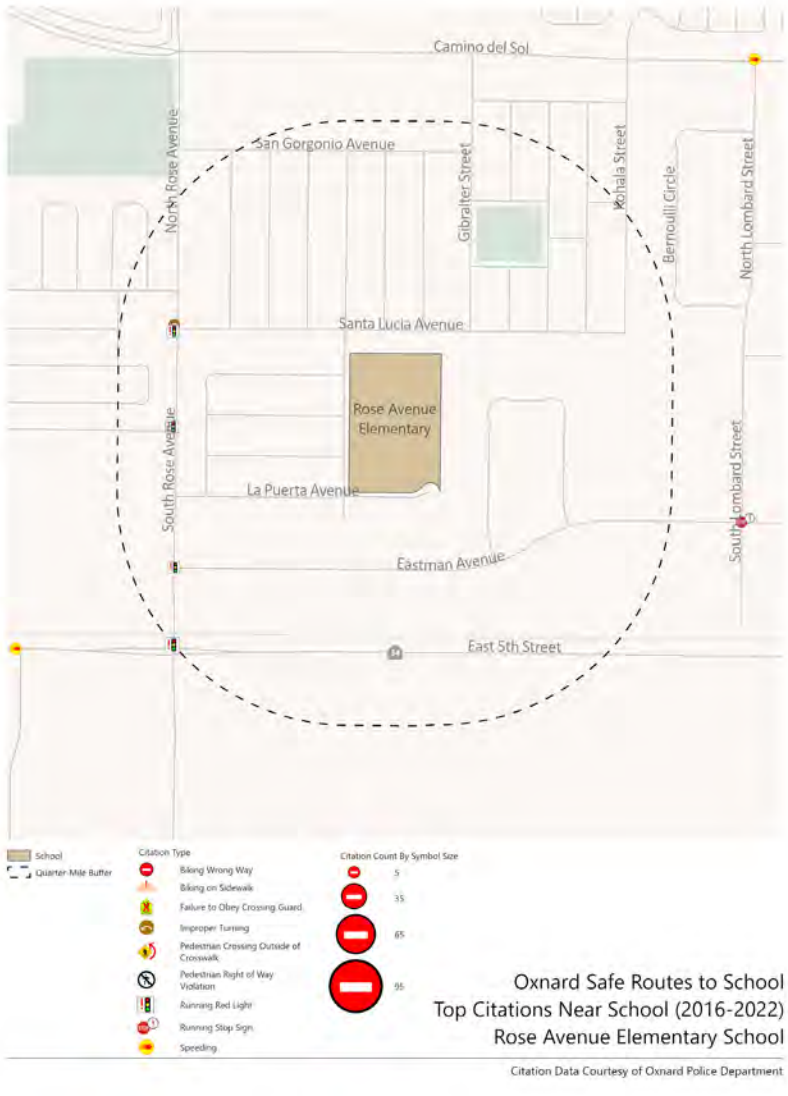
Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Rose Avenue	**61**		Approximately 80% of collisions within a quarter mile of the school occurred along Rose Avenue. Unsafe speeding was the leading cause of collisions, and this segment of Rose Avenue had relatively high incidents of harsh accelerations and hard braking. Other common violations include improper turning, traffic signals and signs, and vehicle right of way violations.
Rose Avenue and Saint Lucia Avenue			The intersections of Rose Avenue and Saint Lucia Avenue and La Puerta Avenue are key intersections that lead directly to the school grounds. Collisions at the Saint Lucia Avenue intersection are a representative subset of collision trends along Rose Avenue as most collisions were due to unsafe speeding. Improper turning was the other leading cause of collision, and 75 percent of improper turning collisions involved a northbound vehicle. The left turn lane into a plaza for northbound vehicles occurs prior to the signalized intersection, which may be a contributing factor to these collisions.
Rose Avenue and La Puerta Avenue	*3*		There were three collisions at the La Puerta Avenue intersection, one of which involved a cyclist. The cyclist collision was due to biking on the wrong side of the road during morning peak hours, which led to a broadside collision. The other two collisions were due to improper turning which led to a sideswipe and a hit object.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Running Red Light	18	69%
Improper Turning	3	12%
Running Stop Sign	2	8%
Failure to Obey Crossing Guard	1	4%
Pedestrian Crossing Outside of Crosswalk	1	4%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

As part of the preparations for the walk audit, the SRTS team organized virtual kick-off meetings, inviting key staff members from participating schools. This school either declined the invitations or confirmed their participation after the walk audit had already been conducted.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: 11/27/2023
- Meet time: 1:30 PM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Andy Meger – Fehr & Peers
    2. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Driskill Street

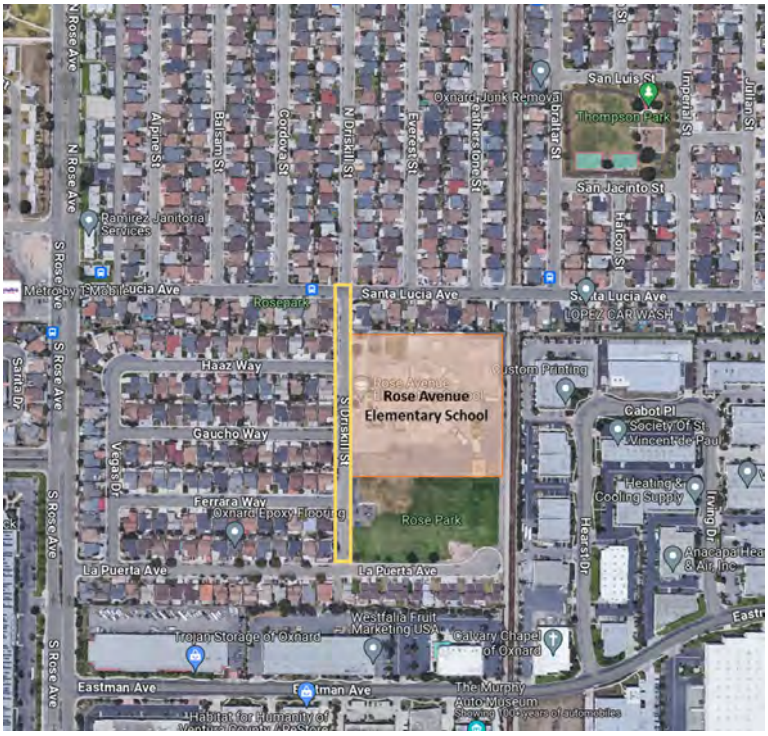


Figure 2. Observed Corridor of Driskill Street

- Driskill Street & Haaz Way
  - The crosswalk was in good shape and was as ladder-style yellow school crosswalk.
  - The curb ramps lacked tactile warning pads.
- Driskill Street & Gaucho Way
  - The crosswalk was in good shape and as ladder-style yellow school crosswalk (Figure 3).
  - The curb ramps lacked tactile warning pads.
  - Sidewalk uplift was observed on the west side of the street.



Figure 3. Crosswalk and ramps at Driskill and Gaucho

- Driskill Street & Ferrara Way
  - No crosswalk at all here.
  - Heavy construction due to new school construction.
- Driskill Street between La Puerta Avenue and Santa Lucia Avenue
  - Much of the east side of the street is a bus loading zone with no parking during school hours.
- Driskill Street & La Puerta Avenue
  - Yellow school-style ladder crosswalk was observed on the eastern leg of the intersection.
  - The curb ramps lacked tactile warning pads.

East-West Streets

La Puerta Avenue

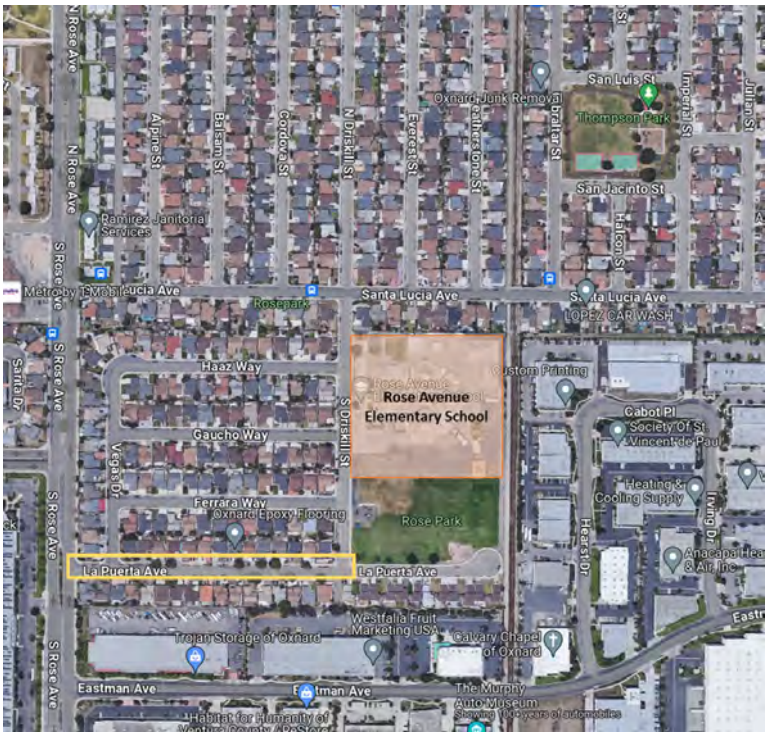


Figure 4. Observed Corridor of La Puerta Avenue

- La Puerta Avenue between Driskill Street and Rose Avenue
  - A good tree canopy provided shade coverage along this street. Some sidewalk uplift was observed from the vegetation.
- La Puerta Avenue and Vegas Drive
  - The curb ramps lacked tactile warning pads.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Rose Avenue

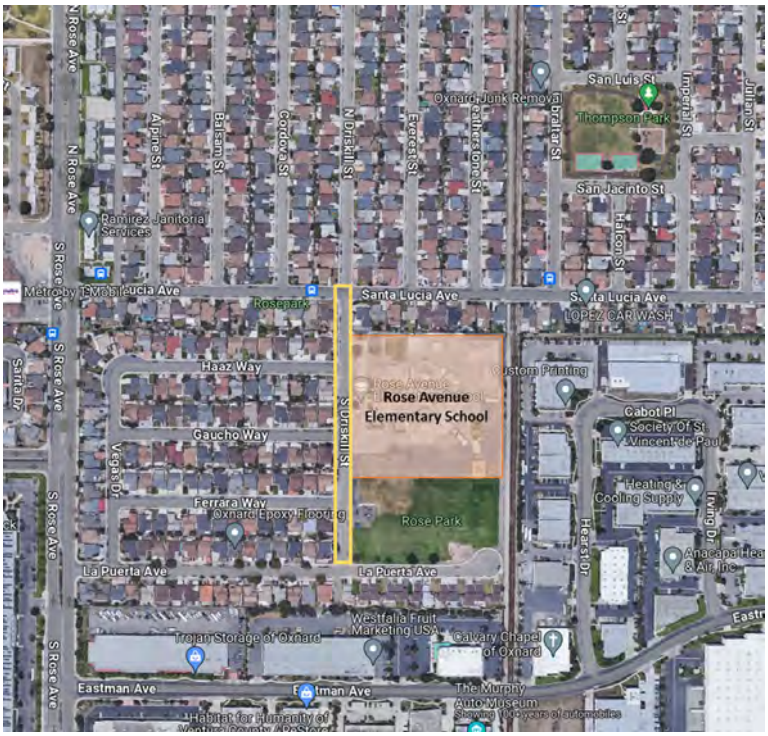


Figure 5. Observed Corridor of Rose Avenue

- Rose Avenue & 3rd Street
  - Large intersection with high volume of truck traffic. No crosswalk on north leg, likely to avoid conflict with left turning vehicles (Figure 6).
  - With the new school location, the south leg crosswalk may become more important as a ped connection. It is of the standard variety.
  - The curb ramps lacked tactile warning pads.



Figure 6. Truck traffic and intersection size at Rose & 3rd

- Rose Avenue & Santa Lucia Avenue
  - No crosswalk on south leg.
  - The curb ramps lacked tactile warning pads.
  - Pavement quality is quite poor on the east leg.
  - There is bike signal activation northbound on Rose on the south leg.
  - Driveways to businesses on the west side of Rose interact with the intersection.
- Rose Avenue & 1st Street
  - No crosswalk on north leg.
  - The curb ramps lacked tactile warning pads.

Gibraltar Street

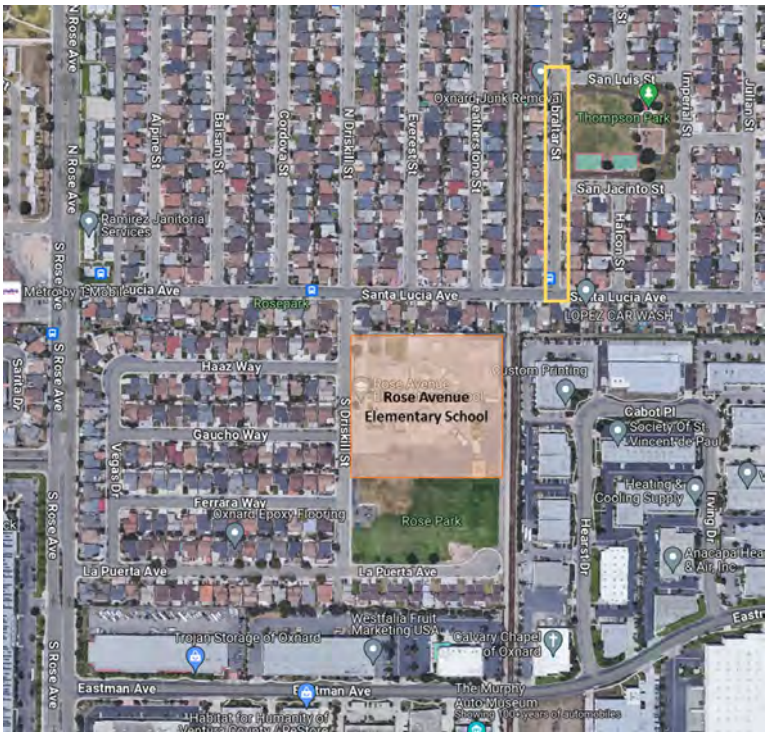


Figure 7. Observed Corridor of Gibraltar Street

- Gibraltar Street & San Luis Street
  - The intersection was stop controlled, despite most other three-legged intersections in the neighborhood lacking minor street stop control.
  - The curb ramps lacked tactile warning pads.
  - There were no marked crosswalks despite the proximity to a neighborhood park.
- Gibraltar Street south of San Jacinto Street.
  - Sidewalk uplift was observed on the east side of the street.

East-West Streets

Santa Lucia Avenue

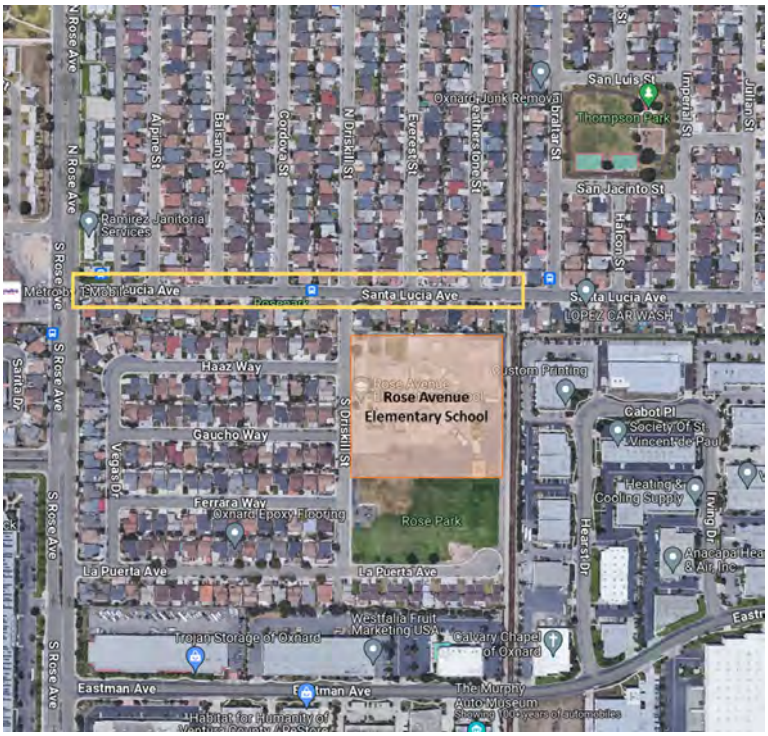


Figure 8. Observed Corridor of Santa Lucia Avenue

- Santa Lucia Avenue & alley east of Rose
  - Good tactile domes/ADA compliant ramps at the alley entrance.
- Santa Lucia Avenue between Rose Avenue and Kohala Street
  - Corridor treatment. Poor pavement quality, faded markings, curb ramps not up to ADA standards, three-legged intersections are uncontrolled and lack minor street stop control (Figure 9).



Figure 9. Typical corridor condition along Santa Lucia Avenue

- Santa Lucia Avenue between Featherstone and Imperial
  - Existing speed humps are quite low, not effective at slowing vehicles (Figure 10). Vehicles were observed not braking at all before hitting the speed humps.



Figure 10. Speed hump condition along Santa Lucia.

2.5 Arrival and Dismissal Observations

The team observed at Driskill and Gaucho to observe pick-up procedures right in front of the school campus, as well as crosswalk procedures at Driskill and Santa Lucia.

Driskill Street & Gaucho Way:

- Crossing guard at Gaucho crosswalk.
- 2:15 pm- TK used the northern exit, K used the southern exit along Driskill.
- Parents pick-up kids at the north gate, teachers lead students to buses at south gate.
- Despite cones being set up, cars were parked at the curb along Driskill.
- 2:20pm – 1-5 dismissal – very high bus and walk mode share.
- Minimal parking & double parking along Driskill.
- Very minimal mid-block crossing along Driskill.
- 10 minutes total, not chaotic.
- Overall, this school is largely a model for minimizing congestion and conflicts at dismissal from the teams observations on the walk audit day.

Driskill Street & Santa Lucia Avenue:

- Crossing guard arrived at Driskill & Santa Lucia at 2:15pm.
- Another crossing guard was present at Gaucho driveway.
- Five buses arrived at 2:15pm, leave at 2:20pm sharp.
- Challenging visibility with school buses parked at crosswalk.
- Vehicles were observed parked in red curb along Driskill.
- One car was observed making a mid-block illegal U-turn.
- Traffic was mostly cleared out by 2:25pm.
- Very high bus and walking mode share was observed.
- Drivers seemed well behaved and patient.

City of Oxnard Safe Routes to School Technical Appendix

Sierra Linda Elementary School (TK-5)



Prepared By:

FEHR & PEERS

Walk 'n Rollers bike · walk · skate · scoot

1. Collision and Citation Trends

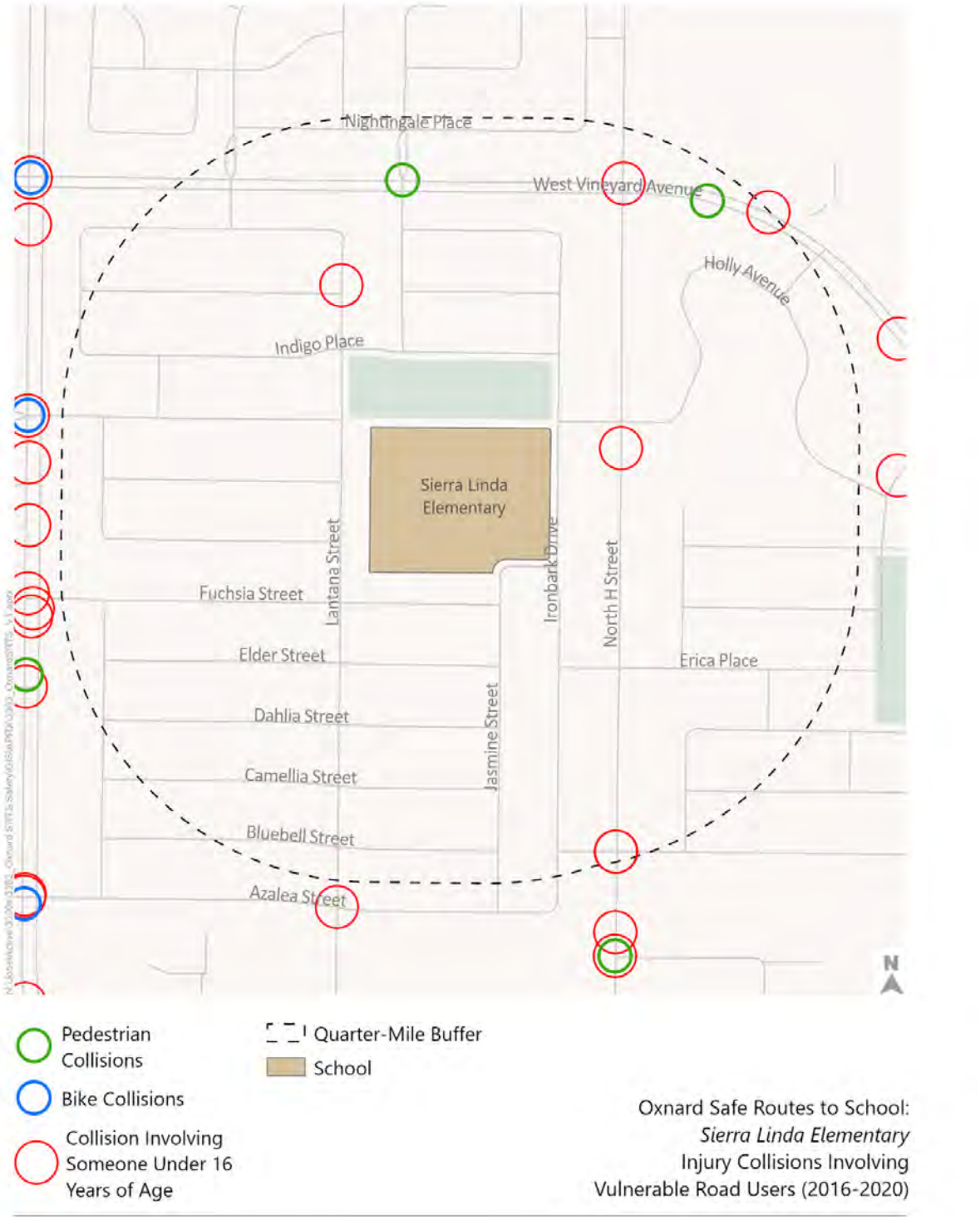
This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

Collisions were prevalent along H Street and Vineyard Avenue. Collisions involving individuals under the age of 16 concentrated along H Street and Vineyard Avenue as well.



There were two pedestrian collisions within the study area and both of them were present along Vineyard Avenue. No collisions involved a bicyclist.



Putting all the information together, none of the collisions involving someone under the age of 16 were a pedestrian or bicycle collision resulting in an injury (severe or otherwise). One collision resulting in a severe injury occurred at the intersection of Lobelia Drive and Vineyard Ave, which involved a pedestrian.



1.2 Injury Collision Summary

There were 37 injury collisions between 2016-2020 within a quarter mile radius of Sierra Linda Elementary School. One collision resulted in a severe injury. 24% of collisions within a quarter mile radius of the school involved someone under the age of 16, none of which involved a pedestrian or cyclist. Major intersections for collisions include: H Street & Vineyard Avenue, H Street & Holly Avenue, H Street & Bluebell Place and Lantana Street & Juneberry Place.

Action During Collisions

The leading violations were Right of Way Violations (49%), which mostly involved drivers not yielding at a stop sign or before making a left turn, and Improper Turning (14%). Collision clusters for these violations are Vineyard Avenue & Kentia Avenue, Vineyard Avenue & H Street, and H Street & Bluebell Place.

Injury Collisions Summary Table

Injury Collision Summary within ¼ Mile of Sierra Linda Elementary (2016 – 2020)			
Total Injury Collisions	37		
KSI (Killed or Seriously Injured) Collisions	1 (3%)		
Collisions with victim under 16 years old	9 (24%) (KSI: 0)		
Pedestrian-Involved	2 (5%) (KSI: 0)		
Bicycle-Involved	0		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	18	49%
	Improper Turning	5	14%
	Unsafe Speeds	4	11%
	Driving or Bicycling Under the Influence of Alcohol or Drug	4	11%
Top Crash Types		Count	Percent of Total
	Broadside	62	40%
	Rear End	41	27%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**2**	**5%**
	Midday (10AM-3PM)	**9**	**24%**
	Evening Peak (3PM-7PM)	11	30%
	Overnight (7PM-6AM)	14	38%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	2	5%
	Dark – Streetlights	12	32%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	21	57%
	Dusk/Dawn	2	5%
Roadway Classification		Count	Percent of Total
	Primary	22	59%
	Secondary	10	27%
	Minor	5	14%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	4	11%
	No	33	89%
Note: Times in **Bold** are when school is in session.			

Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
H Street	**23**	Vehicle Right of Way Violation (13) Unsafe Speed (3)	There were 23 collisions along H Street within a quarter mile of campus. 15 of these collisions occurred during daylight hours. Vehicle Right of Way Violation (13) and Unsafe Speed (3) were the leading causes of collision. There was a concentration of 13 collisions at the Vineyard Avenue intersection (35% of all collisions). More than half of the collisions that occurred at this intersection were the result of a failure to yield after a left turn or U-turn. A smaller concentration of 4 collisions occurred at Bluebell Place. Three of the collisions were the result of a failure to yield at the stop or after a left turn which led to broadside or head-on collisions.
Vineyard Avenue			Both pedestrian-involved collisions and the only severe injury collision within a quarter mile of the school occurred on Vineyard Avenue, which is subject to relatively high instances of hard braking and moderate instances of harsh acceleration. The severe injury collision occurred at the Kentia Street intersection after a driver failed to yield before making a left turn.
Vineyard Avenue & Edelweiss Street	*7*		7 collisions occurred at the Vineyard Avenue & Edelweiss Street intersection just east of the quarter mile radius around the school. One of these collisions involved a pedestrian crossing outside of a marked crosswalk and an eastbound vehicle. There is no crosswalk on the east or west leg of the intersection at this intersection.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Speeding	54	71%
Running Stop Sign	19	25%
Running Red Light	2	3%
Improper Turning	1	1%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

As part of the preparations for the walk audit, the SRTS team organized virtual kick-off meetings, inviting key staff members from participating schools. This school either declined the invitations or confirmed their participation after the walk audit had already been conducted.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: 11/28/2023
- Meet time: 2:15 PM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Andy Meger – Fehr & Peers
    2. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Ironbark Drive

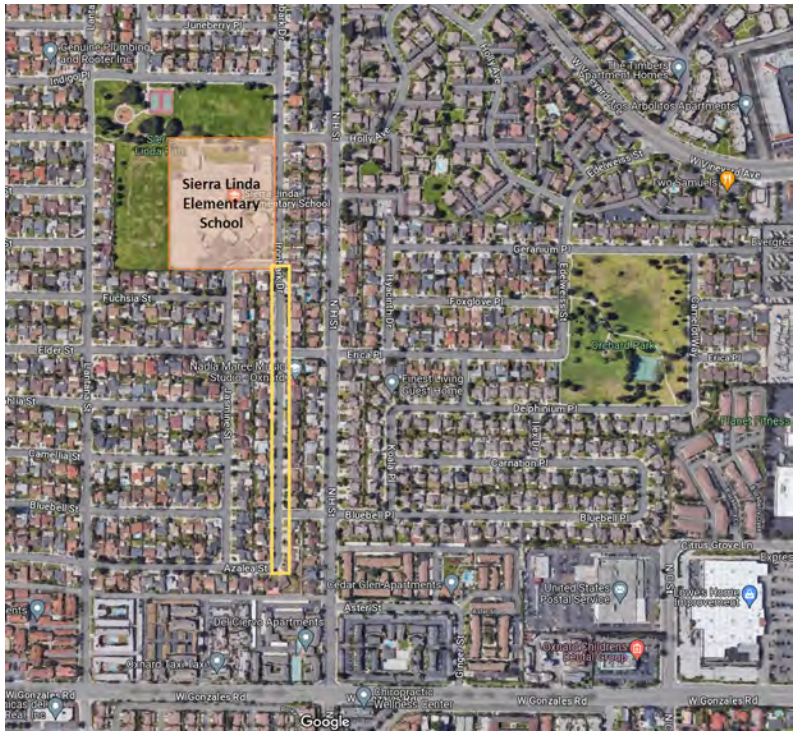


Figure 2. Observed Corridor of Ironbark Drive

- Ironbark Drive south of Holly
  - Sidewalk uplift observed near tree wells.
- Ironbark Drive & Gladiola Street
  - The existing crosswalks were in poor condition and of a standard school variety.
  - The existing curb ramps lacked tactile warning pads.
  - The curb ramp on the northeast corner of the intersection is missing despite it being the landing of a marked crosswalk.
  - Cars were parked across the stop bar, blocking the visibility of the north leg during dismissal time.

- Ironbark Drive & Azalea Street
  - The sharp curve had stop bars and a SLOW marking to alert drivers to the presence of the curve (Figure 3).



Figure 3. Slow markings at Ironbark & Azalea

- Ironbark Drive north of Azalea Street
  - Sidewalk uplift was observed from vegetation and street trees.
- Ironbark Drive & Erica Street
  - The existing curb ramps lacked tactile warning pads.
- Ironbark Drive & Bluebell Street
  - Stop sign is too small to be compliant with MUTCD, which may limit its visibility to road users.
- Ironbark Drive & Holly Street
  - There were no striped crosswalks at this intersection, despite its presence to the school campus. Many people were observed crossing during dismissal and the walk audit to access the school and park.

East-West Streets

Gladiola Street

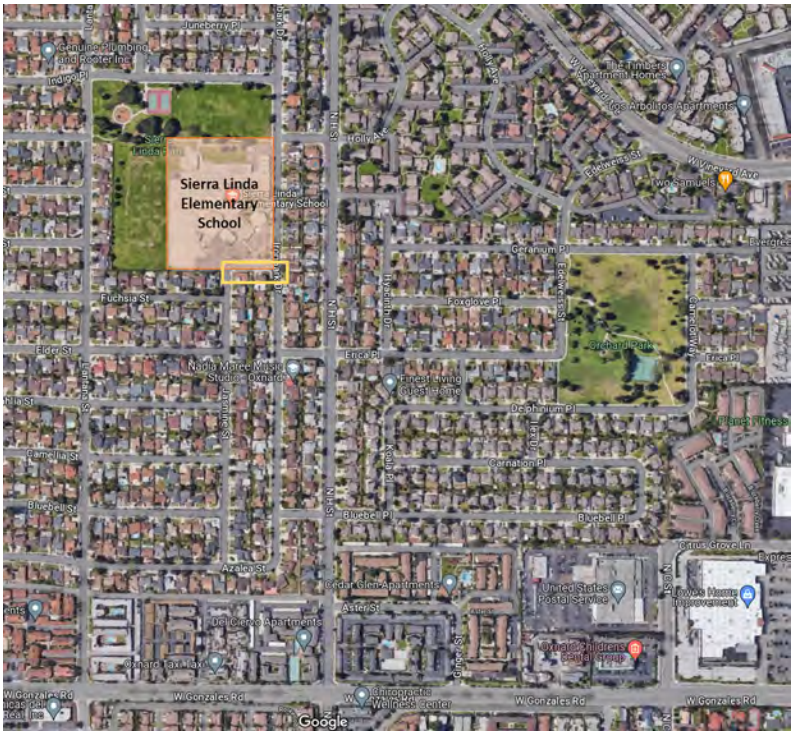


Figure 4. Observed Corridor of Gladiola Street

- Gladiola Street & Jasmine Street
  - The existing crosswalk was a standard yellow school crosswalk 45 degrees diagonally across the curve of the road (Figure 5).
  - The existing curb ramps lacked tactile warning pads.
  - The tight radii of the curve leads to potential hazards for oncoming vehicles if a vehicle cuts the corner.
  - When cars are parked along the inner portion of the curve on Jasmine, it makes visibility difficult between drivers and pedestrians.



Figure 5. Crosswalk on curve at Gladiola & Jasmine

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Jasmine Street



Figure 6. Observed Corridor of Jasmine Street

- Jasmine Street north of Fuchsia Street
  - Sidewalk uplift was noted due to vegetation on the west side of the street.
- Jasmine Street & Fuchsia Street
  - Older style crosswalk on side street.
  - The intersection was uncontrolled and lacked stop signs
- Jasmine Street & Dahlia Street
  - The intersection was uncontrolled and lacked stop signs.
- Jasmine Street & Camelia Street
  - The intersection was uncontrolled and lacked stop signs.
- Jasmine Street & Bluebell Street
  - The intersection was uncontrolled and lacked stop signs.
- Jasmine Street & Azalea Street
  - The intersection has compliant ramps, adequate striping and signage. Looks good.

H Street



Figure 7. Observed Corridor of H Street

- H Street between Gonzales Road and Erica Place
  - A marked speed limit was observed of 40 miles per hour, despite having residential structures with driveways opening on to the street, a Class II bikeway, and an RRFB at Erica Place.
- H Street & Gonzales Road
  - The curb ramps on the northeast and northwest corners lacked tactile warning pads.
- H Street & Erica Place
  - An RRFB was present at this crosswalk (Figure 8). (Note, the posted speed along H Street is 40 MPH, which, per FHWA guidance would require the consideration of a Pedestrian Hybrid Beacon.)The curb ramp on the east landing of the crosswalk was missing a tactile pad.

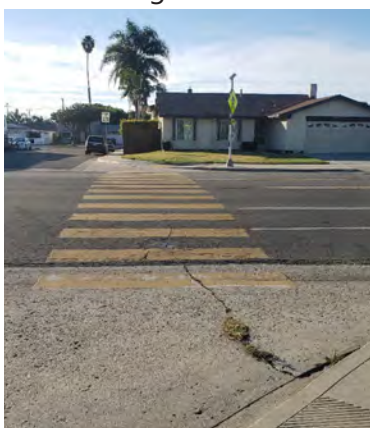


Figure 8. Typical corridor condition along Santa Lucia Avenue

  - This was a very wide crossing for pedestrians.
- H Street & Bluebell Street
  - Sidewalk uplift was observed on the west side of the street.
  - No crossing of H Street was provided.
  - The curb ramps lacked tactile warning pads.
  - The distance across Bluebell was very wide for pedestrians.
- H Street & Aster Street
  - The curb ramps lacked tactile warning pads.

East-West Streets

Bluebell Place



Figure 9. Observed Corridor of Bluebell Place

- Bluebell Place between Koala Place & Fauna Drive
  - The street trees end just east of Koala Place intersection.

- Bluebell Place & Koala Place
  - The curb ramps lacked tactile warning pads.
  - The intersection was uncontrolled and lacked stop signs.
  - Cars were seen parked right up and into the intersection off Koala (Figure 10).



Figure 10. Cars parked up to intersection at Bluebell & Koala

- Bluebell Place & Fauna Drive
  - The curb ramps linking to the pedestrian cut-through lacked tactile warning pads.
  - The road turns sharply 90 degrees, leading to potential conflicts between opposing vehicles if a driver cuts the corner.

2.5 Arrival and Dismissal Observations

The team observed at Ironbark Drive and Gladiola Street to observe students crossing and pick-up procedures at this busy intersection, as well as at the curve between Jasmine Street an Gladiola Street where a diagonal crosswalk was present across the curve intersection.

Ironbark Drive & Gladiola Street:

- By 2:40pm, Ironbark was parked up with parents.
- Three buses arrive at 2:45pm to pick up students, another three buses arrived at 2:55pm.
- Double parking was observed along Ironbark. Parking was also seen across driveways in the neighborhood.
- Lots of parents were picking up on kids on foot.
- Some midblock crossings were observed along Ironbark.
- No crossing guards were present at Ironbark & Gladiola
- TK/K/1st grade dismissed along Ironbark. Parents and kids were seen crossing at Holly Avenue.

- A few U-Turns were observed midblock along Ironbark.
- All clear and uncongested by 3:05pm.

Jasmine Street & Gladiola Street:

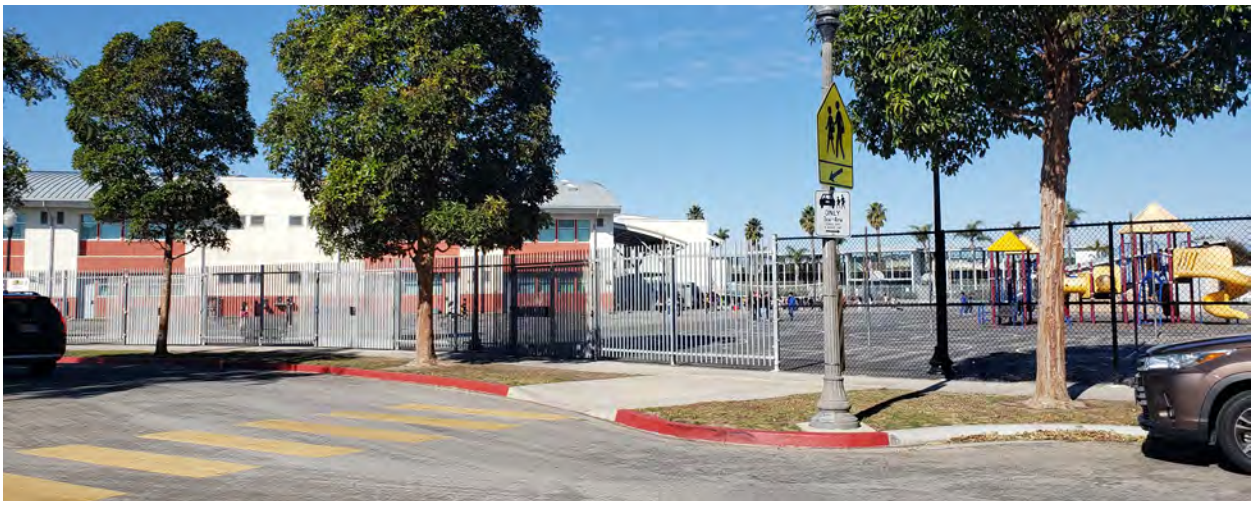
- Bus zone seen on Ironbark.
- No entry into the driveway and parking lot at the corner of Ironbark and Gladiola. Was coned off during dismissal period (Figure 11).
- Parents use the larger lot off of Gladiola to park and pick-up kids.
- Gladiola and Jasmine both parked up by 2:45pm, Jasmine all the way down to Elder Street.
- Parents were leaving cars with hazard flashers on in red curb zone at 2:50pm, 2:55pm.
- Cutting the corner was an issue at Gladiola and Jasmine curve. The curve is tight when two vehicles are moving through at the same time.
- Some compliance issues with vehicles yielding at crosswalk.
- Parking in front of driveway at 2:55pm.
- No crossing guard at crosswalk at corner
- A high car mode share was observed, with a lot of adults also walking to pick up kids. Three bikes were observed.
- Starting to dissipate by 3:05pm, all clear by 3:10pm.



Figure 11. Coned off driveway entrance at Gladiola and Ironbark.

City of Oxnard Safe Routes to School Technical Appendix

Soria School (K-8)



Prepared By:

FEHR & PEERS

Walk 'n Rollers bike · walk · skate · scoot

1. Collision and Citation Trends

This section summarizes the collision analysis and citation analysis within a quarter mile of the school, as pedestrian and bicyclist activity is concentrated as students approach or depart the school campus. Collision data from 2016 through 2020 was provided by the Oxnard Police Department and validated against the Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). Citation data from 2016 through 2022 was provided by the Oxnard Police Department.

1.1 Collision Trends

Collisions were prevalent along 5th Street and Patterson Road. Collisions involving someone under the age of 16 also clustered on 5th Street and Patterson Road. There were no severe injury or fatality collisions within the study area.



There was one pedestrian collision at the intersection of 5th Street and Patterson Road. Bike collisions clustered along 5th Street and Patterson Road.



Putting all the information together, there was one pedestrian collision that involved someone under the age of 16 and two bike collisions that involved some one under the age of 16.



1.2 Injury Collision Summary

There were 30 injury collisions between 2016-2020 within a quarter mile radius of Juan Lagunas Soria School. No collisions resulted in a fatality or severe injury. 5 collisions (17%) within a quarter mile radius of the school involved someone under the age of 16. Most collisions occurred along 5th Street immediately north of campus.

Action During Collisions

The leading violations were Vehicle Right of Way Violation (23%), Unsafe Speed (20%), and Traffic Signals & Signs (17%). All of the Unsafe Speed collisions occurred within one block of each other—at the intersections of Patterson Road & 5th Street and Patterson Road & Dunkirk Drive. Vehicle Right of Way Violation collisions occurred along 5th Street and Dunkirk Drive, and Traffic Signals & Signs collisions occurred on 5th Street and Patterson Road.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Soria School (2016 – 2020)			
Total Injury Collisions	30		
KSI (Killed or Seriously Injured) Collisions	0		
Collisions with victim under 16 years old	5 (17%) (KSI: 0)		
Pedestrian-Involved	1 (3%) (KSI: 0)		
Bicycle-Involved	4 (13%) (KSI: 0)		
Top Violations		Count	Percent of Total
	Vehicle Right of Way Violation	7	23%
	Unsafe Speed	6	20%
	Traffic Signals and Signs	5	17%
Top Crash Types		Count	Percent of Total
	Broadside	11	37%
	Rear End	5	17%
	Sideswipe	5	17%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**6**	**20%**
	Midday (10AM-3PM)	**6**	**20%**
	Evening Peak (3PM-7PM)	13	43%
	Overnight (7PM-6AM)	5	17%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	5	17%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	22	73%
	Dusk/Dawn	2	7%
Roadway Classification		Count	Percent of Total
	Primary	18	60%
	Secondary	9	30%
	Minor	3	10%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	1	3%
	No	29	97%
Note: Times in **Bold** are when school is in session.			

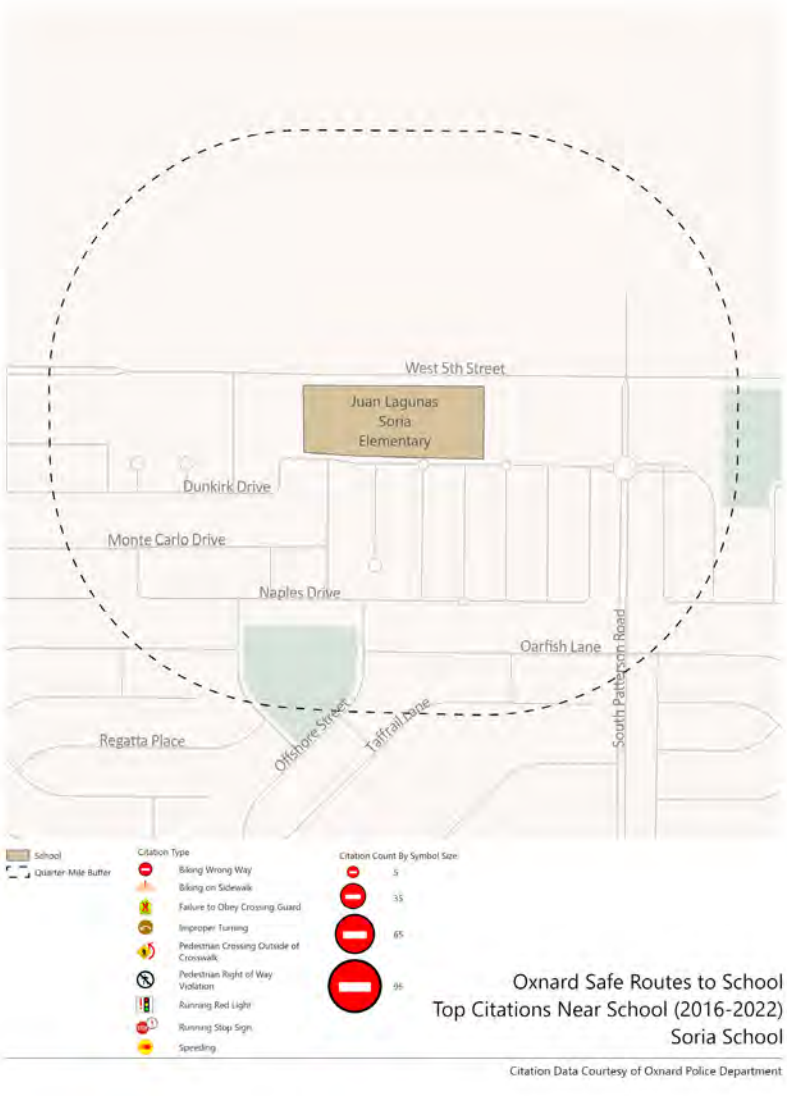
Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
5th Street	**18**		There was a concentration of collisions (10) at the intersection of 5th Street & Patterson Road. The intersection has been signalized, has had standard crosswalks on all legs, and curb cuts/ramps on all corners. There was a bicyclist-involved collision between Southampton Place & Portofino Place: both the cyclist and the vehicle were traveling westbound. 5th Street is a 4-lane roadway with Class II bike lanes. There was another bicyclist-involved collision and one pedestrian-involved collision at the Patterson Road intersection. A westbound cyclist was traveling on the wrong side of the road and collided with an eastbound vehicle. There was a class II bike lane on the westbound side of the road and a median separating east/westbound traffic. A northbound driver was making a right turn onto 5th Street and struck a pedestrian in the crosswalk. The intersection is signalized, and the right turn is a slip lane with a yield sign. There was a standard crosswalk at the time of the collision which leads from the sidewalk to a pedestrian island at the base of the intersection signal.
Dunkirk Drive	**7**		One of these collisions involved a bicyclist and occurred at the Patterson Road intersection. This intersection is controlled by a roundabout. There are Class II bike lanes south of the intersection, however, the northbound bike lane ends about 80 feet before the intersection. Actions preceding the collision were not reported.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Citation Type	Count	Percent of Total
Running Stop Sign	3	43%
Improper Turning	2	29%
Speeding	2	29%



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2016-2020 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Chris Ramirez, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students live within the district boundaries and walk to school or are dropped off. A smaller percentage of students (10-15%) bike or skateboard.
- Key locations include: the drop-off zone near school gym, nearby intersections and the school parking lot.
- Key issues include: congestion due to overenrollment and late arrivals, drop-offs in unauthorized areas wherever space is available, conflicts between pedestrians and vehicles at intersections and within parking lots, and rushed morning drop-offs.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Friday, November 18, 2022
- Start time: 11:00 AM
- Weather Conditions: Clear
- Events/Unique Conditions: Minimum day (dismissal at 12:25 (K-5th) and 12:22pm (6th-8th))
- Attendees:
    1. Jose Rivera – City of Oxnard
    2. Tom Reilly – LSY Enterprise
    3. Chelsea Richer – Fehr & Peers
    4. Rachel Om – Fehr & Peers
    5. Alex Sarno – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

East-West Streets

Dunkirk Drive



Figure 2. Observed Corridor of Dunkirk Drive

- Dunkirk Drive between Northport Lane & Freeport Lane
  - None of the intersection in this segment of Dunkirk Drive had a high visibility continental crosswalks on the south leg. In order to help funnel parents/guardians and students to the places where there are north-south crosswalks it is recommended to stripe high visibility crosswalks and install tactile dome pads on the south leg of all intersections, and install a sign for northbound traffic that says, "crossing traffic does not stop," within this segment of Dunkirk Drive.
- Dunkirk Drive & Northport Lane
  - The injury collision analysis revealed that a vehicle-to-vehicle collision occurred at this intersection and was due to a driver not yielding at the stop sign. The northbound stop sign was measured to be approximately two feet in width and should be replaced with a bigger sign.

- Some people were observed crossing at this intersection, but there are no striped crosswalks or curb extensions (Figure 3). It was observed that a curb extension on the southwest corner of the intersection, creating a curb cut on the north side of the sidewalk, striping a crosswalk on the west leg, and piloting a closure of the parking lot entrance during the dismissal period may benefit the intersection.



Figure 3. Parent/guardian and students crossing Dunkirk Drive & Northport Lane

- Dunkirk Drive & Halifax Lane
  - Many walking parents/guardians, students and vehicles cross this intersection.
- Dunkirk Drive & Genoa Lane
  - The northbound stop sign was measured to be approximately two feet in width and should be replaced with a bigger sign.
- Dunkirk Drive & Genoa Lane
  - The northbound stop sign was measured to be approximately two feet in width and should be replaced with a bigger sign.
- Dunkirk Drive & Freeport Lane
  - The northbound stop sign was measured to be approximately two feet in width and should be replaced with a bigger sign.

- Dunkirk Drive & Patterson Road
  - The injury collision analysis revealed that a vehicle-to-bike sideswipe collision occurred at this roundabout (Figure 4). It was observed that there is a southbound bike lane north of the intersection and bike lanes in both directions south of the intersection; additionally, there are two lanes north and south of the intersection which merge into one as they enter the intersection, however there are no signs telling drivers and cyclists to share the road when merging, nor are there bike lane markings in the roundabout. It is recommended to install signage in the north and southbound directions that warn drivers and cyclists to share the road when the lanes merge, stripe bike sharrow markings in the roundabout.



Figure 4. Cyclist and vehicles using the Dunkirk Drive & Patterson Road roundabout

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Patterson Road



Figure 5. Observed Corridor of Patterson Road

- Patterson Road & 5th Street
  - The injury collision analysis revealed there was a vehicle-to-pedestrian collision where a northbound vehicle was attempting to turn right. The pedestrian island configuration located here may have caused confusion for the parties involved. It is recommended to evaluate the signal timing and traffic flow of removing the pedestrian island; and, consider moving the streetlight.
  - There is no conflict striping along the eastbound bike lanes where vehicles turn at this intersection. It is recommended to stripe bike conflict striping on the west and east side of the intersection to enhance cyclist safety (Figure 6, Figure 7).



Figure 6. Right turn slip lane on Patterson Road & 5th Street



Figure 7. Right turn slip lane on Patterson Road & 5th Street; and eastbound bike lane on 5th Street

- Patterson Road between 5th Street and Dunkirk Drive
- There is no northbound bike lane on this street segment; however, there are bikes lanes on 5th Street and Patterson Road south of Dunkirk Drive. To provide a safe space to connect to these facilities, it is recommended to restripe the northbound right turn lane to make space for a Class II bike lane (Figure 6).



Figure 8. Eastbound bike lane on west side of 5th Street & Patterson Road intersection

- A portion of the sidewalk on the west side Patterson Road is disrupted by a gravel driveway for an evacuation site (Figure 9). It is recommended to repave this with concrete to establish a continuous sidewalk connection for pedestrians.



Figure 9. Evacuation site driveway on Patterson Road

2.5 Arrival and Dismissal Observations

School dismissal observations identified key transportation corridors used to get to and from the school, as well as how parents/guardians and students navigate the dismissal period.

- There are school entrances on the west side facing the school parking lot and on the south side facing Dunkirk Drive. Cross streets that provide access to Dunkirk Drive include Portofino Place, Northport Lane, Marbella Court, Lazaro Lane, Ibiza Lane, Halifax Lane, Genoa Lane, Freeport Lane and Patterson Road.
- During the dismissal period, parents/guardians picking up their students would park along Dunkirk Drive and other connector streets to the south (e.g. Northport Lane, Marbella Court, etc.) (Figure 12). Some would wait on the north side of Dunkirk Drive along the school perimeter and others would wait for their students in their vehicles.



Figure 10. Dunkirk Drive during the dismissal period

- The roundabouts at Dunkirk Drive & Lazaro Lane and Dunkirk Drive & Halifax Lane were observed to function well because traffic flowed steadily without significant congestion, vehicles proceeded at safe speeds, and vehicles making U-turns did so safely (Figure 11).



Figure 11. Parents/guardians waiting for their students on Dunkirk Drive & Lazaro Lane

City of Oxnard

Safe Routes to School

Ansgar Larsen Elementary School (TK-5)



Prepared By:

FEHR PEERS

Walk 'n Rollers
bike · walk · skate · scoot

FEHR PEERS

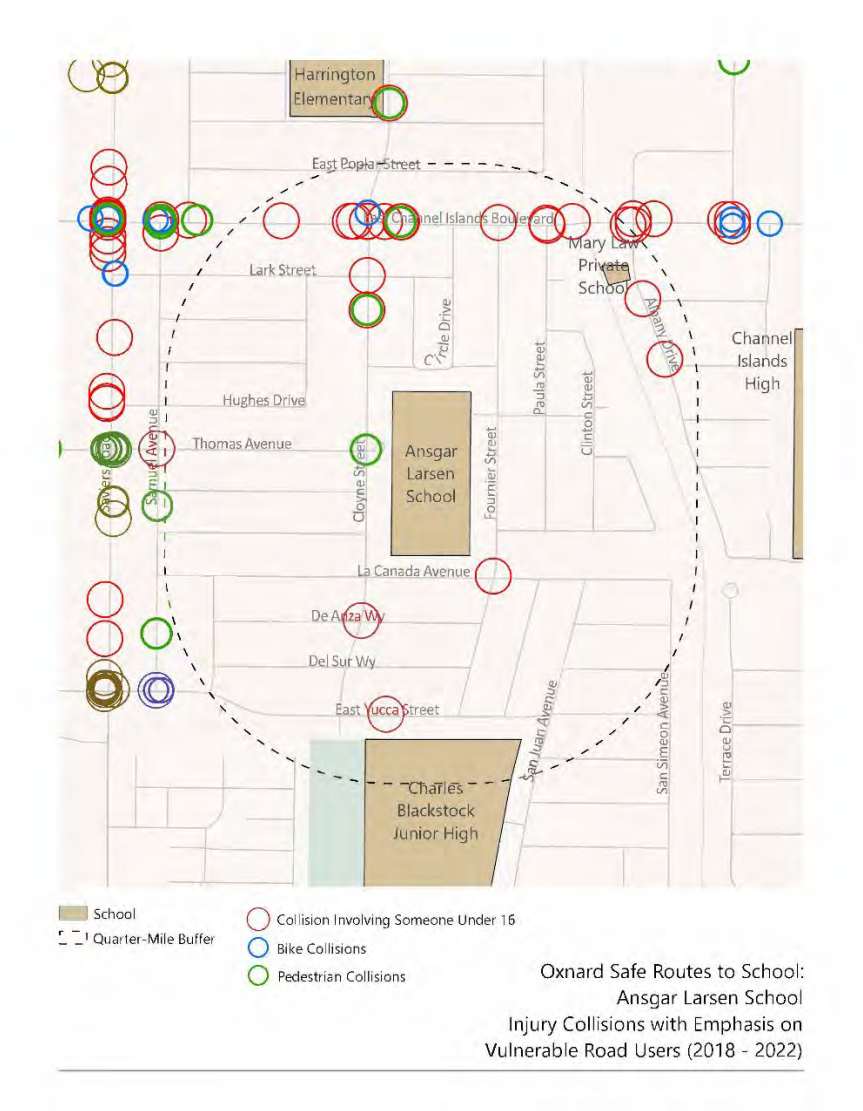
1. Collision and Citation Trends

1.1 Collision Trends

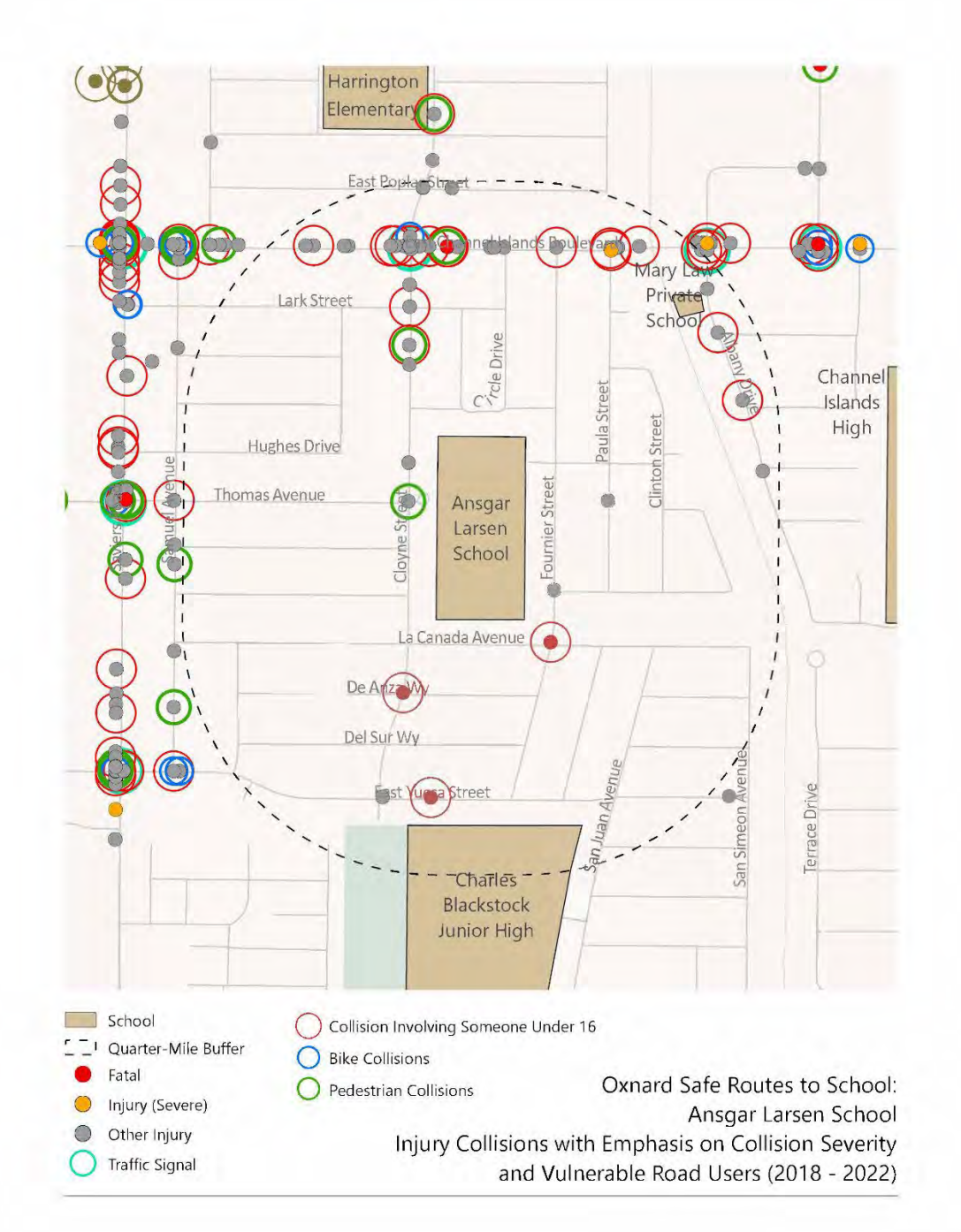
Collisions were prevalent along Channel Islands Boulevard within the study area. Additionally, collisions involving individuals under 16 years of age were concentrated along Channel Islands Boulevard and Cloyne Street. There was one fatality injury collision and one severe injury collision, which occurred along Channel Islands Boulevard as well.



Within the study area, there were three pedestrian collisions reported: one occurred along Channel Islands Boulevard and the other two on Cloyne Street. Additionally, there was one bicycle collision, which took place at the intersection of Channel Islands Boulevard and Cloyne Street.



Collisions within the study area were predominantly concentrated along Channel Islands Boulevard. Notably, both a fatality collision and a severe injury collision occurred along this route. Furthermore, collisions involving individuals under the age of 16 were also highly concentrated along Channel Islands Boulevard.



1.2 Injury Collision Summary

Between 2018 and 2022, there were 64 injury collisions within a quarter-mile radius of Ansgar Larsen School. The study area recorded one fatal collision and one severe injury collision. Both Killed or Seriously Injured (KSI) collisions occurred on Channel Islands Boulevard and involved individuals under the age of 16. The fatal collision, which happened during the morning hours, was caused by a pedestrian violation. The cause of the violation leading to the severe injury collision was unknown.

Action During Collisions

The leading violations were Automobile Right of Way (30%), Improper Turning (14%), and Unsafe Speed (14%).

- Automobile Right of Way collisions were spatially spread out within the study area with a concentration along Channel Islands Boulevard.
- Improper Turning collisions were prevalent along Cloyne Street.
- Unsafe Speed collisions were also prevalent along Channel Islands Boulevard and Gisler Avenue.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Ansgar Larsen School (2018 – 2022)			
Total Injury Collisions	64		
KSI (Killed or Seriously Injured) Collisions	2 (3%)		
Collisions with victim under 16 years old	26 (41%) (KSI: 2 – 100% of all KSI collisions)		
Pedestrian-Involved	3 (5%) (KSI: 1 – 50% of all KSI collisions)		
Bicycle-Involved	1 (2%) (KSI: 0 – 0% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Automobile Right of Way	19	30%
	Improper Turning	9	14%
	Unsafe Speed	9	14%
Top Crash Types		Count	Percent of Total
	Rear End	25	39%
	Broadside	24	38%
	Sideswipe	5	8%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**12**	**19%**
	Midday (10AM-3PM)	**14**	**22%**
	Evening Peak (3PM-7PM)	18	28%
	Overnight (7PM-6AM)	20	31%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	1	2%
	Dark – Streetlights	21	33%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	41	64%
	Dusk/Dawn	1	2%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	8	13%
	No	55	86%

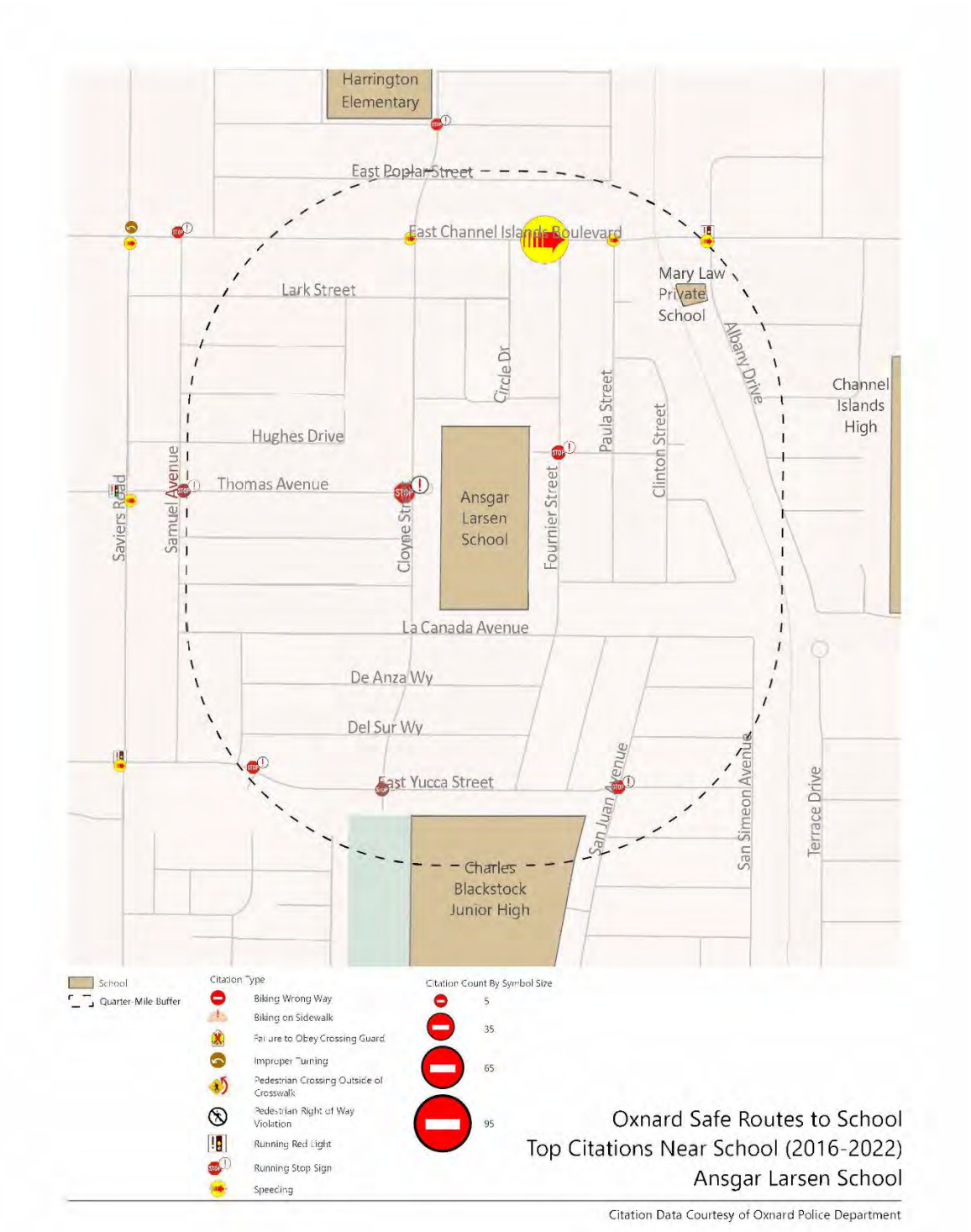
Note: Times in **Bold** are when school is in session.

Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Channel Islands Boulevard	**45**	**Automobile Right of Way (16)** **Driving or Bicycling Under the Influence of Alcohol or Drug (6)** **Following Too Closely (6)**	Nearly half of the collisions within the study area occurred during daylight hours. Along Channel Islands Boulevard, there was one fatality injury collision (near Gisler Street) and one severe injury collision (near Paula Street), both involving individuals under the age of 16. The fatal collision occurred during the morning peak hours and was attributed to a pedestrian violation. The severe injury collision took place at night, and the specific violation involved remains unknown.
Channel Islands Boulevard & Cloyne Street	***9***	Traffic Signals and Signs (4)	Around two-thirds of the collisions at this intersection occurred during night hours. None of these collisions resulted in a fatality or severe injury. Around half of the collisions involved individuals under the age of 16.
Channel Islands Boulevard & Gisler Street	***16***	Automobile Right of Way (4)	More than two-thirds of the collisions happened during daylight hours. There was one fatal collision happened along Channel Islands Boulevard near to the intersection with Gisler Street.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Citation Type	Count	Percent of Total
Speeding	89	60%
Running Stop Sign	59	40%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Evelyn Jimenez, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- Most students are dropped-off and picked-up by parents who drive. Less than 40 students take the bus, and no students ride their bicycle to school.
- Circulation during drop-off and pick-up is challenging. There are no east/west cross streets between La Canada Ave and Channel Islands Blvd.
- Despite falling enrollment, there are congestion issues at both sides of the campus.
- There are visibility concerns from the alley on the south side of Sequoia Street.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

Walk Audit Date: Friday, January 17, 2025

Start time: 3:00 PM

Weather Conditions: Clear

Events/Unique Conditions: None

Attendees:

1. Principal Evelyn Jimenez – Ansgar Larsen
2. Parents/Staff – Ansgar Larsen
3. Jose Rivera – City of Oxnard
4. Chelsea Richer – Fehr & Peers
5. Andy Meger – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Cloyne Street

2.3.1 Cloyne St, Channel Islands Blvd, and La Canada Ave

2.3.1.1 The driveways at these intersections are very steep and have cross slope issues that impact accessibility.

2.3.2 Cloyne St and James Ave

2.3.2.1 Both the curb ramps and stop signs at this intersection need to be upgraded.

2.3.3 Cloyne St and McMillan Ave

2.3.3.1 The sidewalk is in poor condition and the stop sign is small; it is recommended to repair the sidewalk North and South of McMillan, add a bigger stop sign, and upgrade the curb ramps on the west leg.

2.3.4 Cloyne St and La Canada Ave

2.3.4.1 All curb ramps and stop signs need to be upgraded, and high visibility crosswalks are needed on the east, west, and north legs. This area sees many Blackstock students walking through, increasing the importance of these improvements.

2.3.5 Cloyne St and Lark St

2.3.5.1 The curb ramps need to be upgraded, and the intersection should be evaluated for a possible curb extension.

2.3.6 Cloyne St and Thomas Ave

2.3.6.1 The curb ramps need upgrades, crosswalks should be upgraded to high visibility, and tactile warnings and flashing lights should be added to the stop sign to enhance safety.

2.3.7 Cloyne St and De Anza Way

2.3.7.1 Tactile warning markers are missing, and any markings should be refreshed.

Fournier Ave

2.3.8 Fournier Ave and Sequoia St

2.3.8.1 All stop signs should be replaced, curb ramps should be upgraded, and high-visibility crosswalks should be added. A curb extension should be considered, along with a new crosswalk on the west leg.

2.3.9 Fournier Ave and Alley

2.3.9.1 Pedestrian mirrors should be added at the wall to improve visibility, lighting should be installed in the alley to improve nighttime safety, as well as adding a stop sign at alley entrance/exit.

2.3.10 Fournier and Tamarac St

2.3.10.1 The curb ramps at this intersection should be upgraded and side street stop control should be added.

2.3.11 Fournier Driveway (School Entrance)

2.3.11.1 Yellow retro-reflective paint is present on the school driveway. The stop signs should be upgraded to flashing lights, and tactile warning pads should be added for pedestrian safety.

East-West Streets

La Canada Ave

2.3.12 La Canada Ave and Cloyne St

2.3.12.1 The sidewalks at this intersection are narrow, and the south side path is obstructed by a hydrant, limiting accessibility.

2.3.13 La Canada and Fournier

2.3.13.1 All ramps and signage should be upgraded, although the existing legs are currently in fair condition. Crosswalks should be restriped, and a new crosswalk should be added to the west leg.

2.3.13.2 There are small stop signs on the E/S/W legs; it is recommended to upgrade to high visibility crosswalks and upgrade ramps

2.3.14 La Canada, Cloyne, and Fournier

2.3.14.1 The sidewalks at this intersection are narrow, and the south side path is obstructed by hydrants, limiting accessibility.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

East-West Streets

Channel Islands Blvd

2.4.1 Channel Islands Blvd, Albany Dr, and Fournier St

2.4.1.1 Utility poles block the clear path of travel on the south side.

2.4.2 Channel Islands Blvd and Albany Dr

2.4.2.1 Utility poles block the clear path of travel on the south side, and all crosswalks should be upgraded to high-visibility markings. The buffered bike lanes on both sides of Channel Islands are wide.

2.4.2.2 There is no landing pad at the bus stop east of the railroad crossing, which creates a trip hazard. A clear path of travel should be added across the tracks.

2.4.3 Channel Islands Blvd and Railroad Crossing (W/O Albany Dr.)

2.4.3.1 There is no landing pad at the bus stop east of the railroad crossing, which creates a trip hazard. A clear path of travel should be added across the tracks.

2.4.4 Channel Islands Blvd and (E/O) Cloyne St.

2.4.4.1 A sign is blocking the clear path of travel on the south side and should be relocated.

2.4.5 Channel Islands Blvd and (E/O) Paula St.

2.4.5.1 Obstruction of the walking path was observed; it is recommended to add a clear path of travel.

Paula Street

2.4.6 Paula St, Clinton St, and Sequoia St

2.4.6.1 There was sidewalk uplift observed on the west side, and the sidewalk is narrow; it is recommended to upgrade ramps at all intersections and add stop signs.

2.4.6.2 S/O Channel Islands, the sidewalk by the electrical pole needs repair on the West side.

2.4.7 Paula St and Clinton St

2.4.7.1 The east side ramps should be upgraded, and side-street stop control should be added to improve safety.

2.4.7.2 The curb ramps at this intersection need to be upgraded, and side-street stop control should be added.

Other Notes

2.4.8 Circle Dr and Alley Access

2.4.8.1 Curve markings should be implemented to create safer turns for vehicles and pedestrians.

2.4.9 Sequoia St and Entrance Alley

2.4.9.1 Pedestrian mirrors are needed to improve visibility, and mirrors should also be installed at nearby corner crossings where the sightlines are limited.

2.5 Dismissal Observations

The team observed dismissal at two locations: Sequoia Street & the alley/Fournier Street and Cloyne Street & Thomas Avenue.

General Observations:

- Dismissal traffic builds around 2:45pm; clears around 3:00pm
- Most pedestrian traffic clears by 2:55pm
- Staggered dismissal at 2:07pm, 2:40pm, and 2:46pm helps spread the peak
- School dismisses out multiple entrances, helping to spread the demand
- Dismissal is highly controlled with parents/guardians parking and lining up to collect their students

Cloyne St:

- School has experimented with closing the driveway at Cloyne St entirely due to driver behavior. They reported to have reopened this year with more aggressive communication to parents/guardians

Fournier & Sequoia:

- The vehicle pick-up loop at Fournier & Sequoia is working well; no queue observed

City of Oxnard

Safe Routes to School

Art Haycox Elementary School (K-5)



Prepared By:

FEHR PEERS

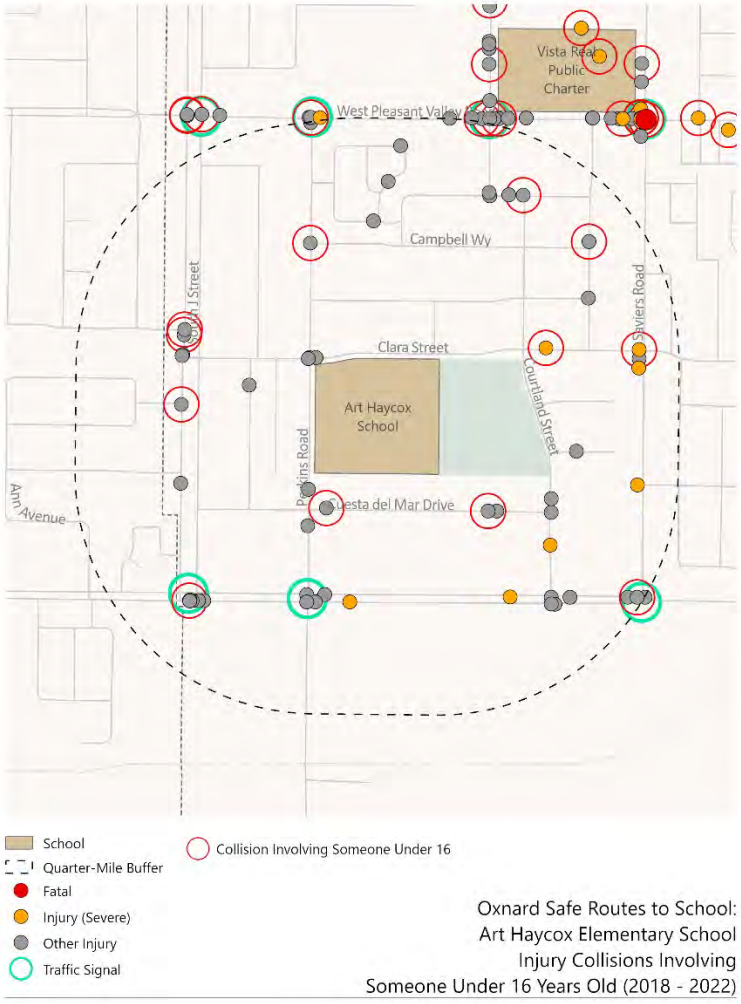
Walk 'n Rollers
bike · walk · skate · scoot

FEHR PEERS

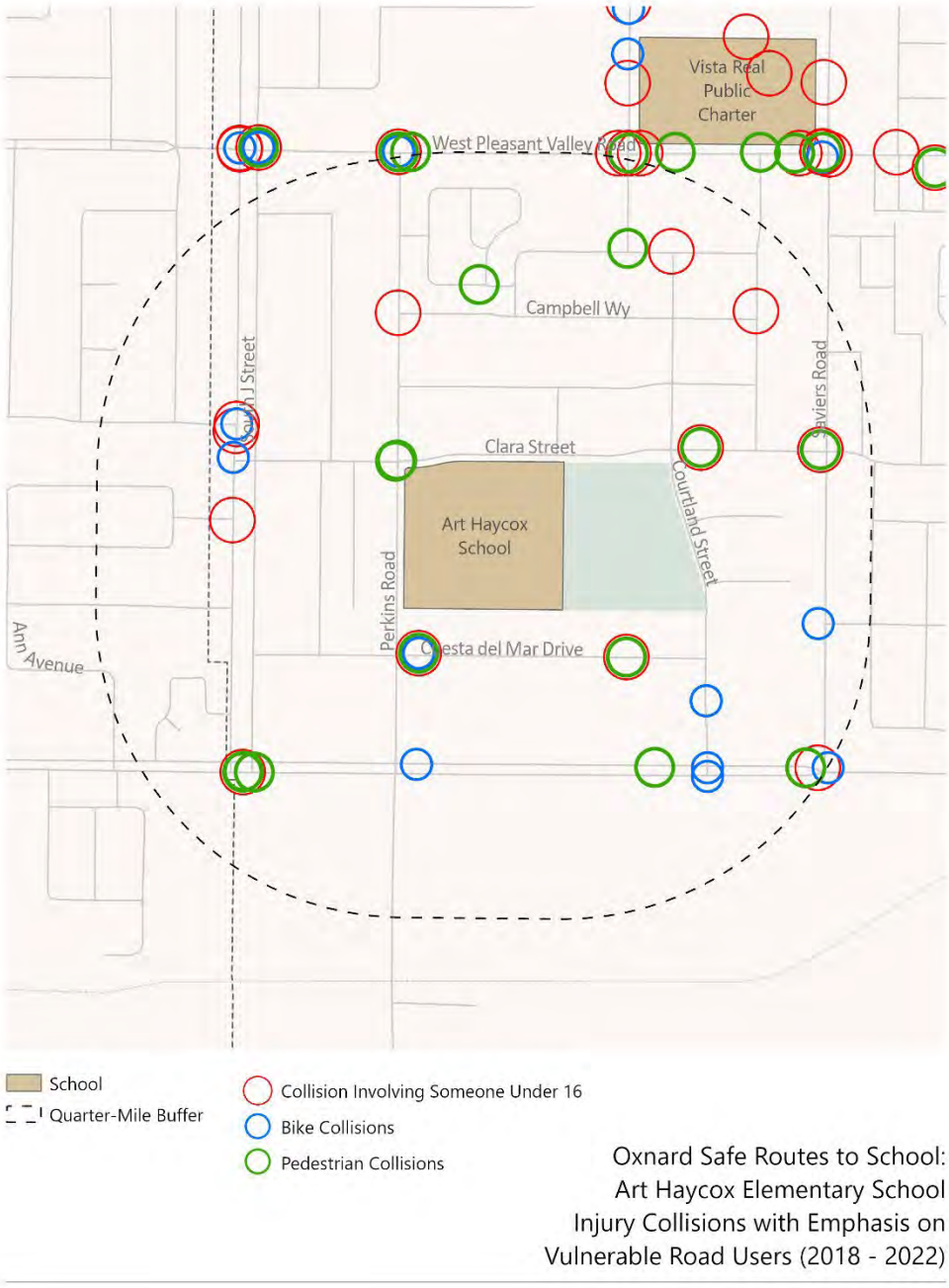
1. Collision and Citation Trends

1.1 Collision Trends

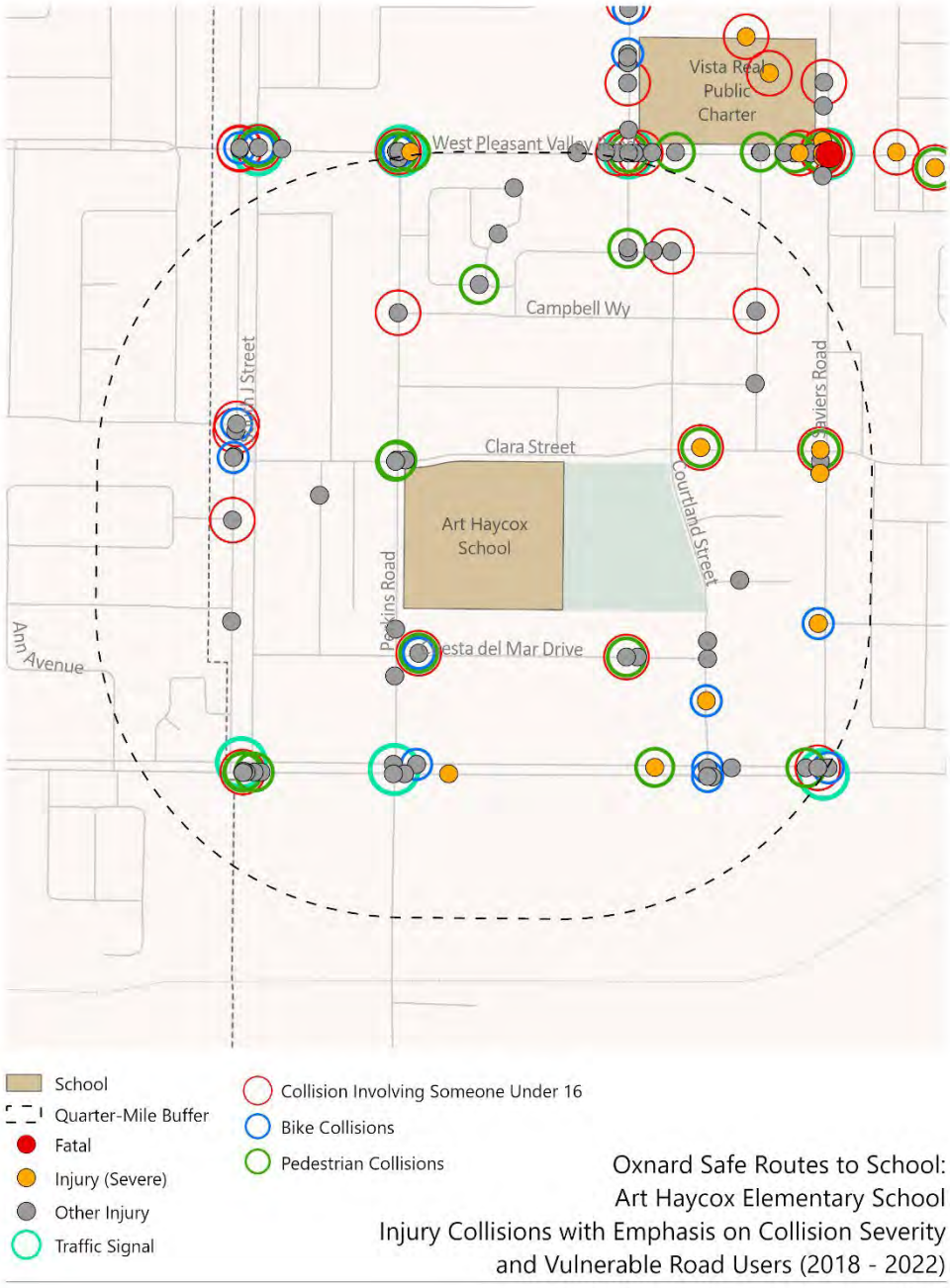
This Collision Trends analysis includes injury collisions from 2018 – 2022 within a quarter mile of the school boundary. The analysis focuses on the quarter-mile radius around the school, as pedestrian and bicyclist activities are concentrated when students are approaching or departing campus. Collisions were fairly spread within the area and notably clustered on Hueneme Road and Saviers Road. Within the buffer area, there were eight collisions resulting in fatalities or severe injuries.



Pedestrian and bike collisions were spread within the buffer area and concentrated along J Street and Hueneme Road.



Putting all the information together, collisions on J Street frequently involved individuals under the age of 16. KSI collisions clustered along Saviers Road. Additionally, collisions resulting in severe injuries or fatalities were more likely to involve a pedestrian or bike, as opposed to those resulting in minor injuries.



Key Findings

Injury Collision Summary

Injury Collision Summary within ¼ Mile of Art Haycox Elementary (2018 – 2022)			
Total Injury Collisions	84		
KSI (Killed or Seriously Injured) Collisions	8 (10%)		
Collisions with victim under 16 years old	23 (43%) (KSI: 2 – 25% of all KSI collisions)		
Pedestrian-Involved	13 (9%) (KSI: 3 – 38% of all KSI collisions)		
Bicycle-Involved	8 (1%) (KSI: 1 – 13% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Automobile Right of Way	23	27%
	Improper Turning	14	17%
	Improper Turning	14	17%
Top Crash Types		Count	Percent of Total
	Broadside	36	43%
	Rear End	12	14%
	Rear End	12	14%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	14	17%
	Midday (10AM-3PM)	19	23%
	Evening Peak (3PM-7PM)	19	23%
	Overnight (7PM-6AM)	32	38%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	2	2%
	Dark – Streetlights	26	31%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	48	57%
	Dusk/Dawn	8	10%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	10	12%
	No	74	88%

*Times in **bold** are when school is in session.*

Time of Day and Location

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Hueneme Road	**37**	**Automobile Right of Way (10)** **Unsafe Speed (7)** **Improper Turning (6)**	Around half of these collisions occurred during daylight hours. 25 of the collisions occurred at intersections (see below). There were two severe injury collisions, and both occurred in the middle of the street.
Hueneme Road & J Street	7	Improper Turning (3)	Hueneme Road & J Street Intersection is southwest of the School. Three of these collisions involved someone under 16 years old and one involved a pedestrian.
Hueneme Road & Saviers Road	6	Driving or Bicycling Under the Influence of Alcohol or Drug (3)	Five of the six collisions occurred at night. There were two collisions at this intersection involving someone under 16 years old.
Saviers Road	**23**	**Automobile Right of Way (9)** **Driving or Bicycling Under the Influence of Alcohol or Drug (4)** **Unsafe Speed (4)**	There were five severe injury collisions occurring on Saviers Road, and four happened at night. Two of these were due to unsafe speed and two due to pedestrian violation. Around half of 23 collisions occurred during daylight hours.
Saviers Road & Clara Street	9	Automobile Right of Way (5)	Eight of the nine collisions occurred during daylight hours. There were three collisions involving someone under 16 years old and none of these collisions involved a pedestrian or bicyclist.
J Street	**15**	**Improper Turning (4)**	Five of these collisions involved someone under 16 years old. Around half of 23 collisions occurred during daylight hours.

Summary Notes

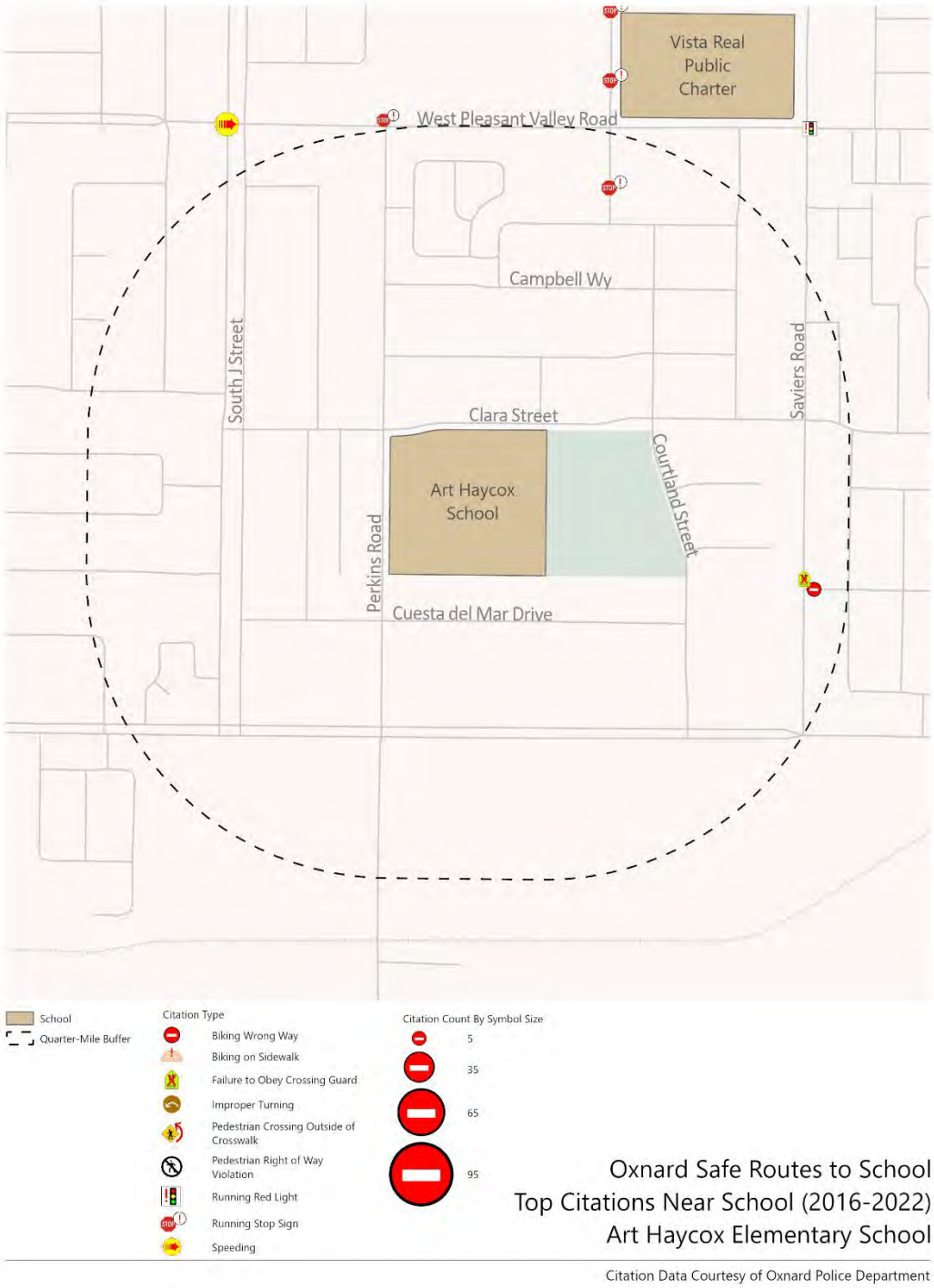
- There were 84 injury collisions between 2018-2022 within a quarter mile radius of Art Haycox Elementary School.
- Eight resulted in a severe injury. Two of these involved someone under 16 years of age. There were no fatal collisions.
- There were 23 collisions involving a pedestrian and 13 involving a bicyclist. Five collisions involving a pedestrian also involved someone under 16 years of age. Two Collisions involving a bicyclist also involved someone under 16 years of age.
- Concentrations of collisions occurred along Hueneme Road and Saviers Road.

Action During Collisions

- The leading violations were Automobile Right of Way (43%), Improper Turning (14%), and Unsafe Speed (14%).
    - Automobile Right of Way collisions cluster at the intersection of Saviers Road and Clara Street.
    - Improper Turning collisions almost exclusively occurred along J Street within the study area.
    - Unsafe Speed collisions were fairly spread out of the study area. Three of the right KSI collisions within the study area were due to unsafe speed.

1.2 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Citation Type	Count	Percent of Total
Failure to Obey Crossing Guard	10	48%
Running Stop Sign	8	38%
Biking Wrong Way	3	14%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Julianne Peña, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students live in the surrounding neighborhood, which is densely populated neighborhood. Most of the students are walk to and from school, but lots of the kids are getting dropped off by cars. Approximately 35 to 40% are dropped off by car, which has increased a lot over the years.
- Principal Peña has communicated to parents to try walking if within 4 blocks of the school.
- Bus services are provided for students that are going to middle school.
- Key locations include: Perkins Road at "U" Driveway (bus hub and entrance to one of the staff parking lot) and Perkins Road & Clara Street (crossing guard location)
- Key issues include: high vehicle speeds, double parking, street blockages, narrow sidewalks

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Thursday, January 25, 2024
- Start time: 7:30 AM
- Weather Conditions: Rainy
- Events/Unique Conditions: On the day of the walk audit, there was increased police presence due to an incident that occurred the day before.
- Attendees:
    1. Principal Julianne Peña – Art Haycox
    2. Parent group – Art Haycox
    3. Jose Rivera – City of Oxnard
    4. Andy Meger – Fehr & Peers
    5. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Perkins Road

2.3.1 Perkins Road & Alley

2.3.1.1 A mounted mirror is recommended to help with the visibility of the cars entering or exiting the alley.

2.3.1.2 There are lots of drivers speeding through the alley.

2.3.1.3 There are flooding issues in this area correlated to drainage issues.

2.3.1.4 A speed table is recommended at the intersection to reduce speed.

2.3.1.5 There is no parking in the alley, but people still park there.

2.3.1.6 The alley could be another point of entry at a gate for people walking to and from school.

East-West Streets

Clara Street

2.3.2 Clara Street & Driveway

2.3.2.1 The curb ramps near Clinicas and the preschool need to be upgraded.

2.3.2.2 The sidewalks have an uplift and need to be repaired near Clinicas and the preschool need.

2.3.2.3 The staff parking lot has a single two-way driveway for entering and exiting, but there is no signage or yellow paint marking the driveway.

2.4 Walkshed Observations

The “walkshed” refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Saviers Road

- It is recommended to add conflict stripping on the bike lanes along the segment of the road.

2.4.1 Saviers Road & Clara Street

2.4.1.1 There is a bus stop present near the intersection. It is recommended to test the distance between the signals and consider a new one.

2.4.2 Saviers Road & Hueneme Road

2.4.2.1 There are two standard and an unmarked crosswalk at the intersection. It is recommended to install new crosswalks and curb ramps.

Courtland Street

2.4.3 Courtland Street & Clara Street

2.4.3.1 There are unmarked crosswalks on the west and east leg of the intersection. There are standard crosswalks on the north and south legs of the intersection. It is recommended for the curb ramps and the crosswalks to be updated.

2.4.3.2 It is recommended to add supervision at this intersection given it is near a bus stop.

2.4.3.3 There was no parking on the park side. It is recommended to convert to diagonal parking along the park.

2.4.4 Courtland Street & Carlislie Court

2.4.4.1 There is an entrance to the nearby park, Southwinds Park.

2.4.4.2 It is recommended the curb ramp be upgraded.

2.4.4.3 There are flooding issues in this area correlated to drainage issues.

2.4.4.4 There was no parking on the park side.

2.4.5 Courtland Street & Cuesta Del Mar Drive

2.4.5.1 There is a sidewalk uplift that is recommended to be repaired.

East-West Streets

Clara Street

2.4.6 Clara Street & Roland

2.4.6.1 There are no crosswalks at the intersection. It is recommended to add a stop sign on the side street since it is needed.

2.4.7 Clara Street & J Street

2.4.7.1 A high-visibility all-way stop control (AWSC) crosswalk is needed.

2.4.7.2 It is recommended to reconstruct the curb ramps.

Cuesta Del Mar Drive

- It is recommended to add speed bumps along this street and convert to diagonal parking, as the wide street encourages vehicles to drive faster.

2.4.8 Cuesta Del Mar Drive & Alley

2.4.8.1 There is a sidewalk uplift that should be repaired.

2.4.8.2 Drivers are exiting the alley to quickly onto the drive. It is recommended for the alley to be daylighted, leaving a clear line of sight for drivers.

2.4.8.3 A gate at the alley that leads into the school grounds could be opened with supervision.

2.4.9 Cuesta Del Mar Drive & Perkins Road

2.4.9.1 There are three continental crosswalks and a street extension that drivers are not adhering to at the intersection. It is recommended to add an extra crossing guard at this location.

2.4.9.2 There are flooding issues in this area correlated to drainage issues.

2.5 Arrival Observations

The team observed arrival along two locations: Perkins Road at "U" Driveway and Perkins Road and Clara Street. There is a crossing guard stationed to improve safety for walking students along Perkins Road. The "U" driveway was chosen as Principal Peña mentioned to be a bus hub that creates more traffic

General Observations

- The crossing guard at the school has a good relationship with the students but needs additional support. Notably, the crossing guard is absent from 8:10 AM to 8:22 AM. Additionally, the "U" driveway on the school property near the intersection of Alley and Perkins Road is designated for staff use, but the signage in that area should be improved. There are lots of speeders on the street alley.

Perkins Road and Clara Street

- Many students walk to school, approaching each crosswalk from all directions.
- Some parents drop off the students and walk in along Clara Street.
- Police are ticketing the cars that parents that are parked along the "no parking" lane.
- There are gates available in Southwinds Park that could be used as another point of entry with supervision.
- Parking for drop-offs could be conned off to prevent parking.
- There are students waiting for the bus on grass area.

Perkins Road U-turn between the Alley & Clara Street

- U-turns are permitted for busses only with signs and cones
- People are dropping off in the U-turn lane.
- There are no signs that inform parents that they cannot drop off in that area.
- There are cars double parking south bound at 7:52 AM
- There are a few U- turns being performed along Perkins Road.
- There is a high-walking mode share in the area.
- There are narrow sidewalks that cut through the parking lot.
- The school staff are still arriving at 8:00 AM and there are students cutting through the parking lot.

City of Oxnard

Safe Routes to School

Blackstock Junior High School (6-8)



Prepared By:

FEHR PEERS

Walk 'n Rollers
bike · walk · skate · scoot

FEHR PEERS

1. Collision and Citation Trends

1.1 Collision Trends

Collisions were prevalent along Bard Road and Yucca Street within a quarter-mile radius of Charles Blackstock Junior High. Additionally, collisions involving individuals under 16 years of age were concentrated along Bard Road. There were three severe injury collisions within the study area and all of them occurred along Bard Road.



Within the study area, there were two pedestrian collisions and five bike collisions. Pedestrian collisions happened along San Juan Avenue and Percy Street. Bike collisions concentrated along Yucca Street and Bard Road.



Oxnard Safe Routes to School:
Charles Blackstock Junior High
Injury Collisions with Emphasis on
Vulnerable Road Users (2018 - 2022)

Collisions within the study area were predominantly concentrated along Bard Road, where incidents involving individuals under the age of 16 also occurred frequently. None of these collisions resulted in fatalities. There were three severe injury collisions recorded, all along Bard Road, with violation reasons identified as failure to Automobile Right of Way and Improper Turning.



1.2 Injury Collision Summary

Between 2018 and 2022, there were 29 injury collisions within a quarter-mile radius of Charles Blackstock Junior High. The study area recorded three severe injury collisions and none of the collisions resulted in fatality. All the severe injury collisions were along Bard Road. The violation reasons included Automobile Right of Way and Improper Turning.

Action During Collisions

The leading violations were Automobile Right of Way (21%), Traffic Signals and Signs (21%), and Improper Turning (14%).

- Automobile Right of Way collisions were prevalent along Bard Road and Frontier Street.
- Traffic Signals and Signs collisions highly concentrated at the intersection of Bard Road and San Jua Avenue.
- Improper Turning collisions were spatially spread within the study area.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Charles Blackstock Junior High (2018 – 2022)			
Total Injury Collisions	29		
KSI (Killed or Seriously Injured) Collisions	3 (10%)		
Collisions with victim under 16 years old	13 (45%) (KSI: 1 – 33% of all KSI collisions)		
Pedestrian-Involved	2 (7%) (KSI: 0 –0% of all KSI collisions)		
Bicycle-Involved	5 (17%) (KSI: 1 – 33% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Automobile Right of Way	6	21%
	Traffic Signals and Signs	6	21%
	Improper Turning	4	14%
Top Crash Types		Count	Percent of Total
	Broadside	15	52%
	Head-On	6	21%
	Rear End	3	10%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**7**	**24%**
	Midday (10AM-3PM)	**7**	**24%**
	Evening Peak (3PM-7PM)	9	31%
	Overnight (7PM-6AM)	6	21%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	6	21%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	22	76%
	Dusk/Dawn	1	3%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	1	3%
	No	27	93%
Note: Times in **Bold** are when school is in session.			

Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Bard Road	**16**	**Traffic Signals and Signs (5)** **Pedestrian Right of Way (3)** **Improper Turning (3)** **Automobile Right of Way (3)**	Nearly half of the collisions within the study area occurred during daylight hours. On Bard Road, there were three severe injury collisions. Two of these occurred near Justin Way; one involved an individual under the age of 16 and a bicyclist, with violations including failure to yield the right of way and improper turning. The other severe injury collision occurred near San Simeon Avenue, with the cause attributed to improper turning.
Yucca Street	**5**	**Improper Turning (2)**	All of the collisions happened at night. Two of the five collisions involved bicyclists.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Citation Type	Count	Percent of Total
Running Stop Sign	59	79%
Speeding	9	12%
Failure to Obey Crossing Guard	7	11%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Cara Comstock, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- There are existing safety issues with students cutting through the parking lot from Bard Road.
- The southwest corner of the school is used as an entrance by 6th graders; the southeast corner is used as an entrance by 7th and 8th graders.
- There are issues with the bi-directional traffic on Donner Street.
- A flashing beacon is being added at the intersection of Justin Way and Bard Road.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

Walk Audit Date: Monday, December 16, 2024

Start time: 8:45 AM

Weather Conditions: Clear

Events/Unique Conditions: None

Attendees:

1. Miguel Guillen – City of Oxnard
2. Andy Meger – Fehr & Peers
3. Danielle Caparas – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Saviers Road

2.3.1 Saviers Rd, Justin Way and Johnson Rd

2.3.1.1 There is no sidewalk on the south side and sidewalk uplift was observed on the north side; it is recommended to reconstruct the sidewalk and address the 3-inch uplift to create a continuous and safe path.

Justin Way

2.3.2 Justin Way and Johnson Rd

2.3.2.1 Driver right-of-way confusion was observed at Justin and Johnson; it is recommended to install an all-way stop control (AWSC), construct new curb ramps, and add slow curve markings to clarify movements.

2.3.2.2 There is no curb ramp at Nilan; it is recommended to install a cut curb ramp to improve accessibility.

2.3.2.3 U-turns were observed at the park entrance; it is recommended to install red curbs and add no parking signs to discourage unsafe maneuvers.

2.3.2.4 There is no east-west crosswalk on the west and south legs at Justin and Johnson; it is recommended to stripe new crosswalks on both legs to support safer pedestrian crossings.

2.3.2.5 The centerline at Justin and Johnson is unclear; it is recommended to break the centerline and add slow curve markings to guide vehicles.

2.3.2.6 There is no paved pedestrian path through the park connecting to the southwest corner of the school; it is recommended to install an asphalt or concrete trail to provide a safe walking route.

East-West Streets

Donner Street

2.3.3 Donner Street and San Juan Ave

2.3.3.1 A new crosswalk and ADA-compliant path are needed; it is recommended to install a new crosswalk and curb ramp to support safer pedestrian crossings.

2.3.3.2 The south sidewalk is cluttered and blocked; it is recommended to widen the sidewalks and improve curb transitions for better pedestrian access.

2.3.3.3 Visibility issues for vehicles exiting driveways were observed; it is recommended to install warning signage or remove one to two parking spaces to improve sight distance.

2.3.3.4 U-turns at the north end of the driveway create unsafe conditions; it is recommended to install additional flex posts to discourage unsafe turning movements.

Bard Road

2.3.4 Bard Rd, San Juan Ave, and Johnson Rd

2.3.4.1 The sidewalk is too narrow, and cars are stopping in the buffer lanes; it is recommended to widen the sidewalk and install bollards or delineators to protect pedestrians.

2.3.4.2 Compliance with the school speed limit signage is low; it is recommended to install a flashing beacon or more reflective signage to enhance driver awareness.

2.3.5 Bard Rd and San Juan Ave

2.3.5.1 The sidewalks are narrow and cluttered with obstructions; it is recommended to widen the sidewalks and trim adjacent vegetation or obstructions.

2.3.5.2 The sidewalks are narrow and obstructed by landscaping; it is recommended to conduct landscaping code enforcement to clear pedestrian pathways.

Columbia Drive

2.3.6 Columbia Dr and San Juan Ave

2.3.6.1 The school speed limit signs show low compliance; it is recommended to consider adding illumination to improve driver awareness and compliance.

Avalon Way

2.3.7 Avalon Way and San Juan Ave

2.3.7.1 The northeast and southeast corners lack ADA-compliant ramps; it is recommended to install new curb ramps at both corners to meet accessibility standards.

Yucca Street

2.3.8 Yucca Street and San Juan Ave

2.3.8.1 Vehicles are parked up to the stop sign, limiting sight distance; it is recommended to install red curb or consider adding curb extensions to improve visibility.

2.3.8.2 The stop signs are small and difficult to see; it is recommended to replace them with full-size stop signs to enhance visibility and driver compliance.

2.3.8.3 Vehicles are parked too close to the stop sign, limiting sight distance; it is recommended to install red curb or consider adding curb extensions at the intersection.

2.3.8.4 The existing curb ramps require upgrades, and the crosswalk striping is faded; it is recommended to upgrade the ramps and refresh the high-visibility crosswalk striping.

2.3.9 Yucca Street and Las Tunas Place

2.3.9.1 Landscaping near the signage blocks views; it is recommended to trim or relocate the landscaping to maintain clear sight lines for drivers and pedestrians.

2.3.10 Yucca Street and Fournier Street

2.3.10.1 The curb ramps at the intersection have not been upgraded; it is recommended to replace them with new ADA-compliant ramps.

2.3.11 Yucca Street and Cloyne Street

2.3.11.1 The intersection has no ADA-compliant curb ramps, and the pavement quality is poor; it is recommended to install new ramps, repave the intersection, and consider adding curb extensions to improve accessibility and safety.

2.3.12 Yucca Street and La Costa Place

2.3.12.1 Parking is located too close to the intersection; it is recommended to paint red curbs and consider installing curb extensions to increase visibility and pedestrian safety.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Saviers Road

2.4.1 Saviers Rd and Johnson Rd

2.4.1.1 The 24-inch stop sign needs replacement; it is recommended to upgrade the ramps and install full-size signage to improve visibility and compliance.

2.4.2 Saviers Rd and Yucca Street

2.4.2.1 Ramp upgrades, improved crosswalk striping, and signage enhancements are needed; it is recommended to complete ADA-compliant ramp upgrades and refresh pavement markings.

2.4.2.2 A new crosswalk is needed in the park connecting to the corner of the school; it is recommended to install a crosswalk with buffered signage and paint a trail connection to provide a safer pedestrian route.

2.4.3 Saviers Rd @ mobile home DW

2.4.3.1 Ramp upgrades are needed; it is recommended to replace the existing ramps to meet accessibility standards.

2.5 Arrival Observations

The team observed arrival at several locations: Justin Way driveway, Justin Way & Bard Road, the Bard Road driveway exit, and Bard Road & San Juan Avenue.

General Observations:

- Students began to arrive around 8:00am; pedestrian arrival period peaked around 8:30am
- Vehicle congestion/queuing began at 8:20am
- Students walk through parking lot to get to school entrance; there is a fence providing separation from vehicles along the walking path from the park

Bard Road:

- High speeds observed along Bard during arrival period
- Northbound drop-off overflows onto Bard

Justin & Johnson:

- Observed driver confusion at the driveway at Justin & Johnson; not clear who should yield and who has the right of way

City of Oxnard

Safe Routes to School

Del Sol High School (9-12)



Prepared By:

FEHR PEERS

FEHR PEERS

1. Collision and Citation Trends

As the date of this report, Del Sol High School is still under construction and it's expected to open the campus in the fall 2023. Thus, the collision analysis for Del Sol High School serves as a reference to understanding the collision and citation trend in the area. For detailed collision and citation analysis, please refer to the following neighboring schools:

- Rose Avenue Elementary School
- Rio Rosales Elementary School

Walk audit and field observations will be the main resource for future recommendations around Del Sol High School.



Crash Information

County	Ventura
City	Oxnard
Date & Time (M/D/Y)	10/13/2018 02:17
Location (Intersection)	Rose Av & Cesar Chavez Dr
Dist. & Dir. from Intersection	130.00 ft South
State Highway	No
Geocoded Location	34.2127914, -119.1596985 Fix

Type of Crash	E - Hit Object
Motor Vehicle Involved With	I - Fixed Object
Crash Severity	2 - Injury (Severe)
PCF Violation Category	03 - Unsafe Speed
Weather	C - Raining
Alcohol Involved	No

Pedestrian Crash	No	**Bicycle Crash**	No
Motorcycle Crash	No	**Truck Crash**	No

Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	South	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	24	5 - Suspected Serious Injury

Crash Information

County	Ventura
City	Oxnard
Date & Time (M/D/Y)	08/14/2020 21:24
Location (Intersection)	Camino Del Sol & N Rose Av
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	34.20634B4, -119.1596909 Fix

Type of Crash	E - Hit Object
Motor Vehicle Involved With	I - Fixed Object
Crash Severity	2 - Injury (Severe)
PCF Violation Category	01 - Driving or Bicycling Under the Influence of Alcohol or Drug
Weather	A - Clear
Alcohol Involved	Yes

Pedestrian Crash	No	**Bicycle Crash**	No
Motorcycle Crash	No	**Truck Crash**	No

Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	North	E - Making Left Turn

Victims: 3

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	2 - Passenger	M - Male	16	7 - Possible Injury
1	2 - Passenger	M - Male	19	5 - Suspected Serious Injury
1	2 - Passenger	F - Female	18	7 - Possible Injury

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Assistant Principal Alma Romero-Packham, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- Sidewalks are still being installed, particularly along Camino Del Sol, limiting access for students arriving to school by foot or transit.
- Parents drop off students in the middle of the parking lot on Camino Del Sol and then make a U-turn around the east driveway median. Parents also use the left lane for drop-offs.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

Walk Audit Date: Tuesday, December 17, 2024

Start time: 3:45 PM

Weather Conditions: Clear

Events/Unique Conditions: Camino Del Sol was under construction on the day of the walk audit, which likely influenced student behavior after dismissal. We recommend re-auditing the dismissal period once construction is complete.

Attendees:

1. Miguel Guillen – City of Oxnard
2. Chelsea Richer – Fehr & Peers
3. Andy Meger – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Rose Ave

2.3.1 Rose Ave and Jacinto Dr

2.3.1.1 The curb ramps look good; it is recommended to upgrade the crosswalk striping to high-visibility markings to improve pedestrian safety.

East-West Streets

Camino Del Sol Blvd

2.3.2 Camino Del Sol Blvd and Gibraltar Ave

2.3.2.1 The curb ramps look good; it is recommended to upgrade the crosswalk striping to high-visibility markings to improve pedestrian safety.

2.4 Dismissal Observations

The team observed dismissal at two locations: near building A to observe both pick-up/drop-off lanes and at Camino del Sol & Gibraltar/Jaguar to observe traffic operations.

General Observations:

- All students were dismissed at 3:30pm; pedestrians all cleared by 3:40pm and vehicles all cleared by 3:45pm

Camino Del Sol:

- Heavy pedestrian traffic crossed southbound at school entrance to go directly into the residential neighborhood or walk westbound on Camino Del Sol to access apartment buildings further away
- Some pedestrians exited eastbound on Camino Del Sol and did not cross
- Several bicyclists observed
- Camino Del Sol was under construction at the time of the walk audit; dismissal observations may shift once the construction is complete and new signals are installed

Jaguar Way:

- U-turn activity observed on Jaguar
- Some pedestrian activity observed exiting through the gate on Jaguar to head north into the residential neighborhood

City of Oxnard

Safe Routes to School

E.O. Green Junior High School (6-8)



Prepared By:

FEHR PEERS

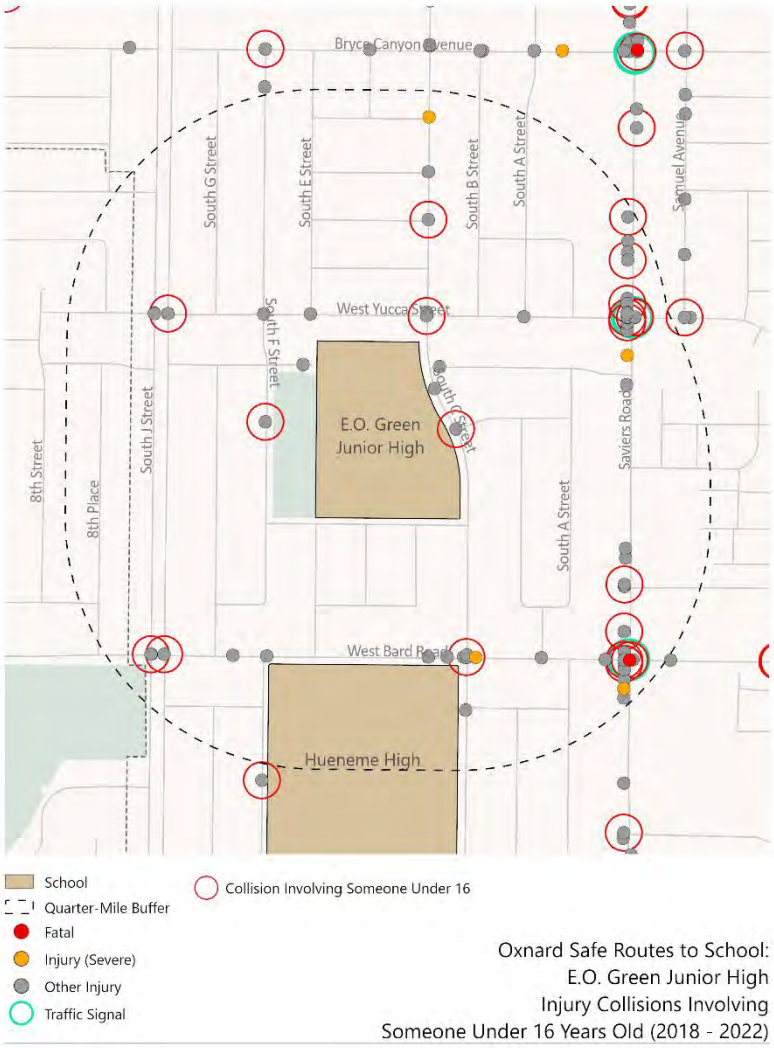
Walk 'n Rollers
bike · walk · skate · scoot

FEHR PEERS

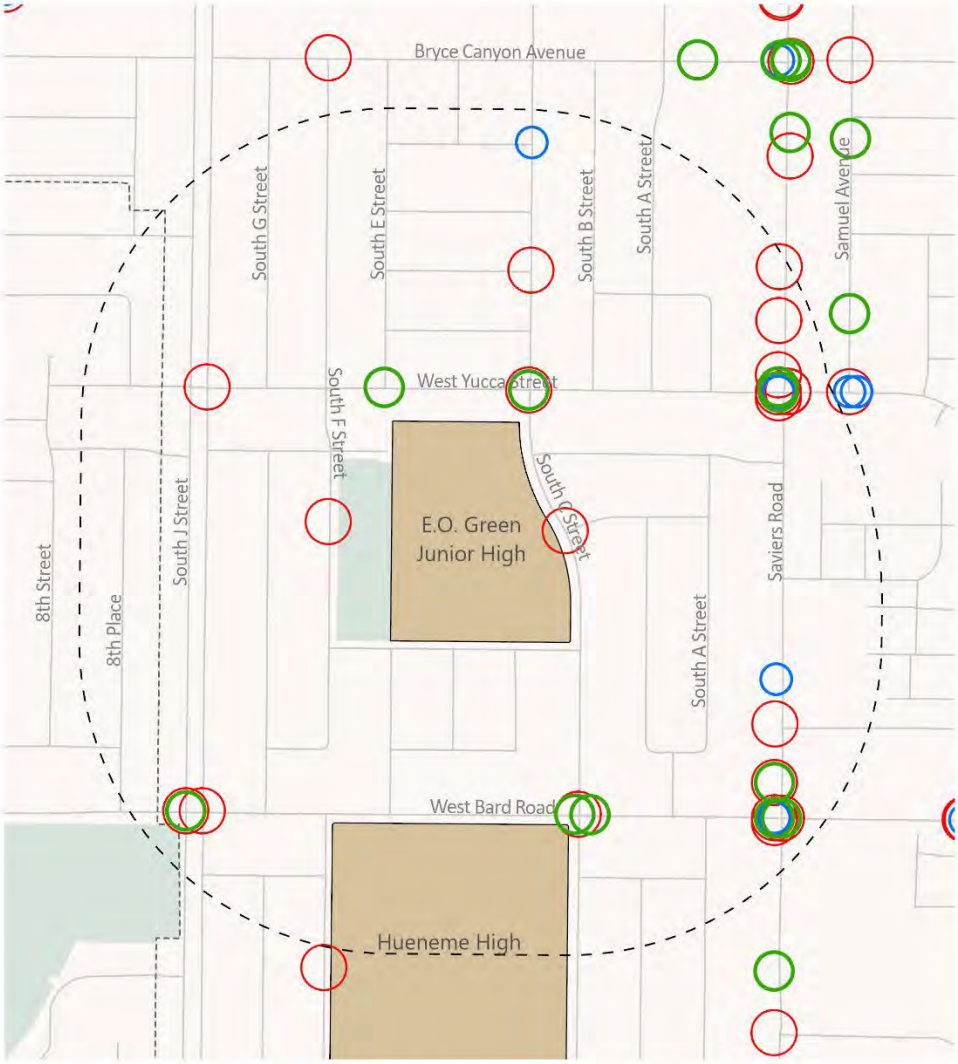
1. Collision and Citation Trends

1.1 Collision Trends

Collisions were prevalent along Saviers Road within a quarter-mile radius of E.O. Green Junior High, particularly at the intersection of Yucca Street and Bard Road. Additionally, collisions involving individuals under 16 years of age were concentrated along Saviers Road as well. There was one fatality injury collision and four severe injury collisions within the study area. The fatal collision, which occurred at the intersection of Bard Road and Saviers Road, involved an individual under the age of 16 and a pedestrian, although the violation reason was not determined.

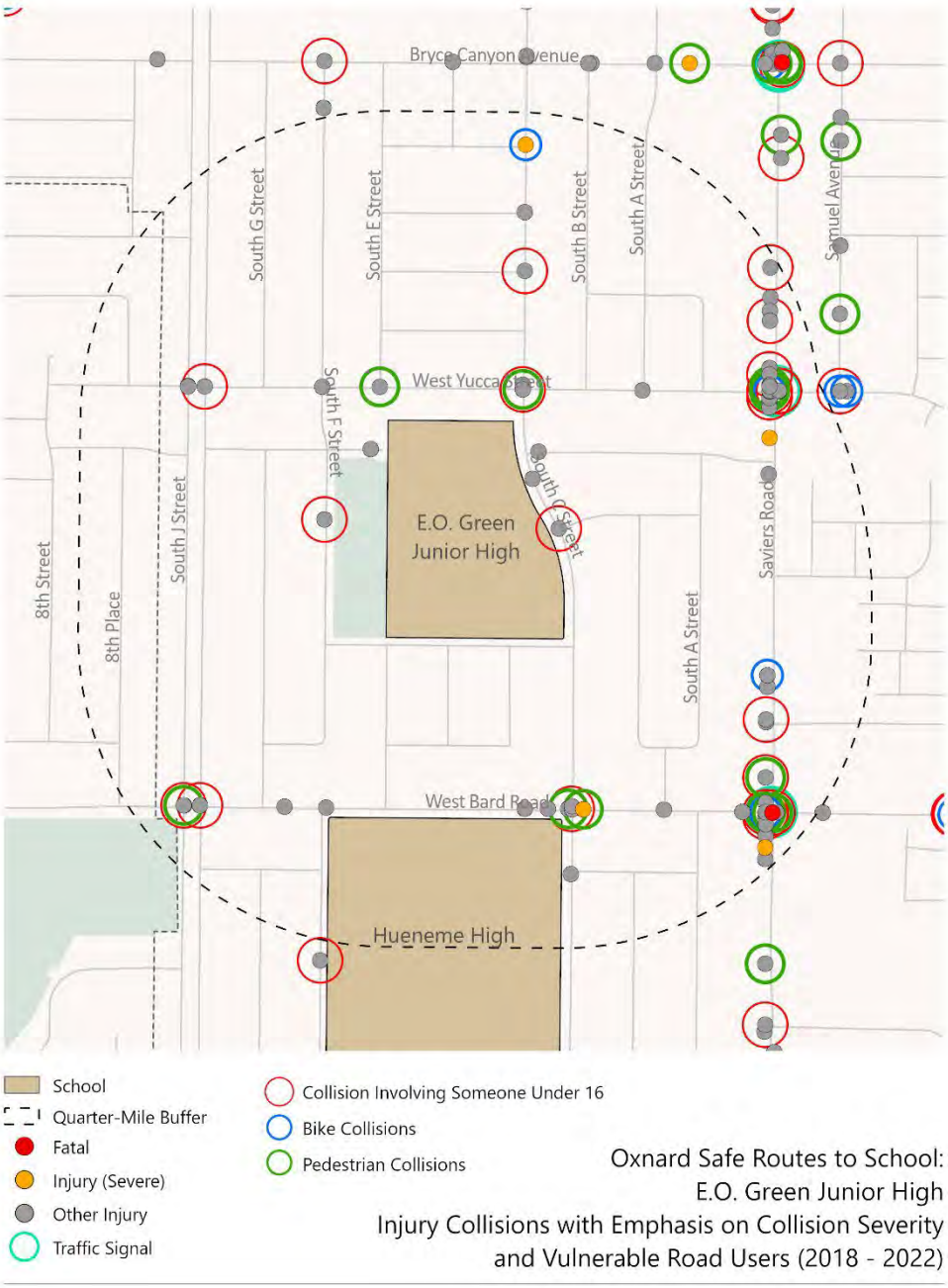


Pedestrian and bike collisions within the study area were distributed throughout, with a concentration along Saviers Road.



Oxnard Safe Routes to School:
E.O. Green Junior High
Injury Collisions with Emphasis on
Vulnerable Road Users (2018 - 2022)

Collisions within the study area were predominantly concentrated along Saviers Road. Many collisions along Saviers Road also involved someone under the age of 16, a pedestrian, or a bicyclist. Within the study area, there was one fatality collision, which occurred at the intersection of Bard Road and Saviers Road.



1.2 Injury Collision Summary

Between 2018 and 2022, there were 109 injury collisions within a quarter-mile radius of E.O. Green Junior High. The study area recorded one fatal collision and four severe injury collisions. Collisions highly concentrated along Saviers Road. The fatal collision, which occurred at the intersection of Bard Road and Saviers Road, involved an individual under the age of 16 and a pedestrian, although the violation reason was not determined.

Action During Collisions

The leading violations were Automobile Right of Way (28%), Unsafe Speed (15%), and Traffic Signals and Signs (13%).

- Automobile Right of Way collisions were spread across the study area with concentration along Saviers Road and Bard Road.
- Unsafe Speed collisions concentrated at the intersection of Saviers Road and Yucca Street.
- Traffic Signals and Signs collisions were also prevalent along Saviers Road, Yucca Street, and Bard Road.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of E.O. Green Junior High (2018 – 2022)			
Total Injury Collisions	109		
KSI (Killed or Seriously Injured) Collisions	5 (5%)		
Collisions with victim under 16 years old	40 (37%) (KSI: 1 – 20% of all KSI collisions)		
Pedestrian-Involved	15 (14%) (KSI: 2 – 40% of all KSI collisions)		
Bicycle-Involved	5 (5%) (KSI: 1 – 20% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Automobile Right of Way	30	28%
	Unsafe Speed	16	15%
	Traffic Signals and Signs	14	13%
Top Crash Types		Count	Percent of Total
	Broadside	44	40%
	Rear End	27	25%
	Vehicle/Pedestrian	13	12%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**12**	**11%**
	Midday (10AM-3PM)	**16**	**15%**
	Evening Peak (3PM-7PM)	34	31%
	Overnight (7PM-6AM)	47	43%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	1	1%
	Dark – Streetlights	45	41%
	Dark – Streetlights Not Functioning	2	2%
	Daylight	57	52%
	Dusk/Dawn	4	4%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	11	10%
	No	97	89%

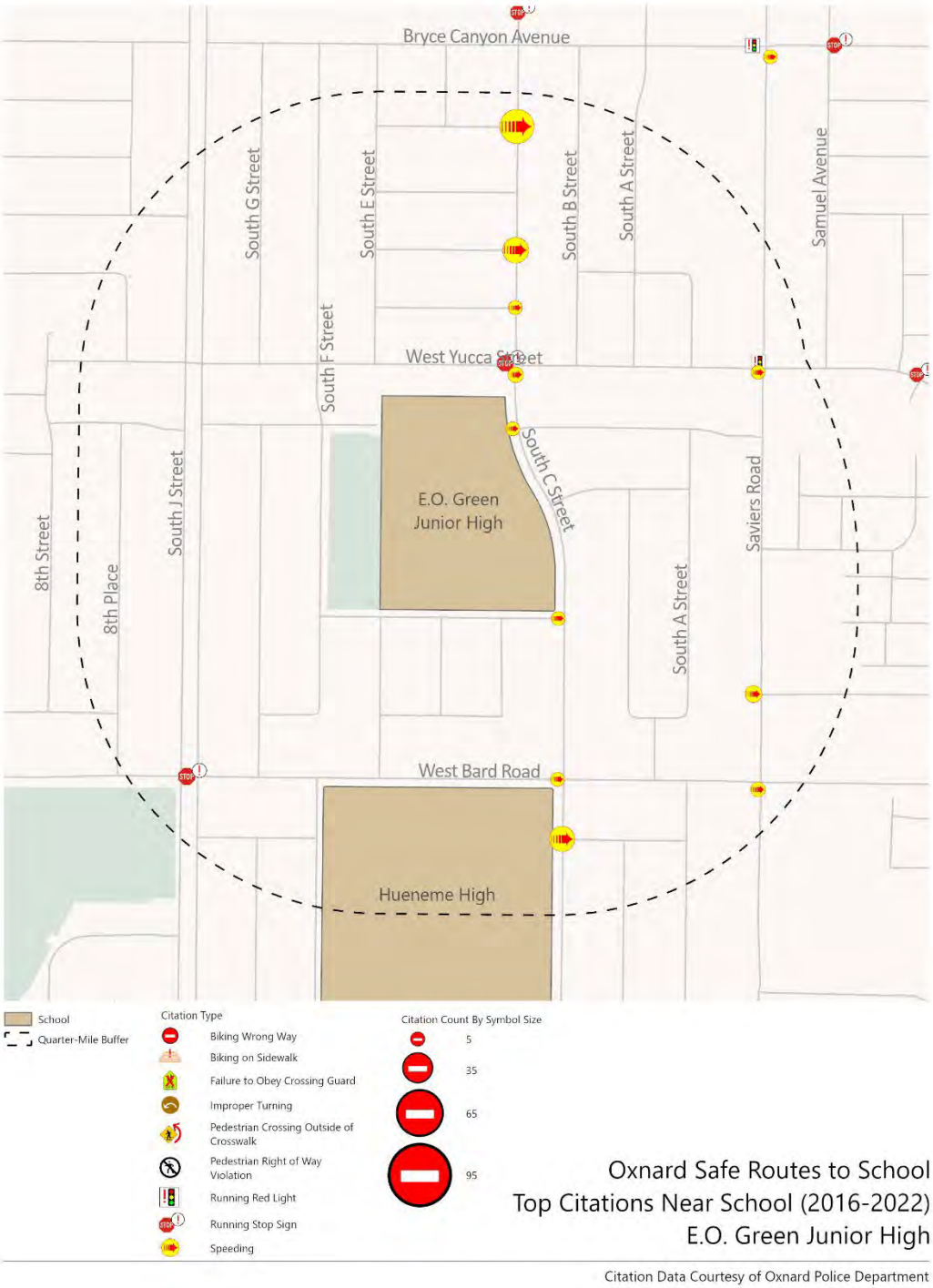
Note: Times in **Bold** are when school is in session.

Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Saviers Road	**72**	**Automobile Right of Way (23)** **Traffic Signals and Signs (9)** **Unsafe Speed (8)**	Only one third of the collisions occurred during daylight hours. Along Saviers Road, there was one fatal injury collision at the intersection with Bard Road, and two severe injury collisions—one near Bard Road and another near Yucca Street. The fatal collision involved a minor and a pedestrian; however, the specific violation leading to this incident remains unknown. The severe injury collisions were attributed to improper turning and improper passing, respectively.
Saviers Road & Bard Road	***42***	Automobile Right of Way (17) Driving or Bicycling Under the Influence of Alcohol or Drug (5) Traffic Signals and Signs (5)	Thirty-one of the collisions occurred at night. At this intersection, there was one fatal collision and one severe injury; for details, see above. More than half of these collisions involved individuals under the age of 16. Additionally, three of the collisions involved pedestrians, and two involved bicyclists.
Saviers Road and Yucca Street	***21***	Unsafe Speed (8)	More than half of the collisions occurred at night. There was one severe injury collision in this section; for details, see above.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Citation Type	Count	Percent of Total
Speeding	140	84%
Running Stop Sign	59	14%
Running Red Light	4	2%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Assistant Principal Gabriel Covarrubias, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- C Street is typically busy and gets congested. Limited pickup and drop-off areas on the school campus led parents to often stop in the middle of C Street or make illegal U-turns.
- In recent years there has been an increase in students being driven to school with a current estimate of 60% of students being dropped off this way.
- The attendance boundary is fully west of Saviers Road but extends south of Bard Road.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

Walk Audit Date: Monday, December 16, 2024

Start time: 2:45 PM

Weather Conditions: Clear

Events/Unique Conditions: None

Attendees:

1. Assistant Principal Gabriel Covarrubias
2. Chelsea Richer – Fehr & Peers
3. Andy Meger – Fehr & Peers
4. Danielle Caparas – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

F Street

2.3.1 F Street and Yucca Street

2.3.1.1 Only F Street is stop-controlled and there are no crosswalks; it is recommended to convert the intersection to an all-way stop and add at least two crosswalks.

2.3.1.2 The crosswalk signage is set but there are no pavement markings; it is recommended to stripe a new high-visibility yellow school crosswalk at the east leg.

2.3.2 F Street and Zion Ave

2.3.2.1 The intersection has no school zone signage or striping; it is recommended to add a curb extension, install marked crosswalks at the northeast and east legs, and add advanced warning school zone signage.

2.3.2.2 The intersection has no stop control and no crosswalks; it is recommended to add curb cuts, stripe high-visibility crosswalks, install stop signs, and consider curb extensions.

2.3.2.3 The intersection has no crosswalks and no curb ramps on the north side; it is recommended to stripe new crosswalks on the north and east legs, install curb ramps, and consider curb extensions or speed humps per the principal's request.

2.3.3 F Street and Glacier Ave

2.3.3.1 The intersection has good ramps; it is recommended to upgrade the high-visibility crosswalk striping and add a school zone sign along F Street with advanced warning signage at the west leg.

2.3.3.2 The intersection has crosswalks on the north and south legs but lacks stop control on the east and west legs; it is recommended to install an all-way stop and stripe a high-visibility crosswalk on the west leg.

2.3.4 F Street, Zion Ave, and Francisco Place

2.3.4.1 School zone signage is missing; it is recommended to install school zone signs to alert drivers to the presence of students.

C Street

2.3.5 C Street and Tangerine Place

2.3.5.1 The intersection has no crosswalks and no truncated domes; it is recommended to install crosswalks and add ADA-compliant truncated domes.

2.3.5.2 Ramp upgrades are needed and the stop sign is undersized; it is recommended to replace the stop sign with a standard-size sign and upgrade the curb ramps.

2.3.6 C Street and Vine Place

2.3.6.1 The intersection has no crosswalks and no truncated domes; it is recommended to install crosswalks and add ADA-compliant truncated domes.

2.3.6.2 There is no sidewalk or curb ramp on the west side of Vine; it is recommended to install

a sidewalk and ramp for pedestrian access.

2.3.7 C Street and Willow Street

2.3.7.1 The intersection has no crosswalks and no truncated domes; it is recommended to install crosswalks and add ADA-compliant truncated domes.

2.3.8 C Street and Glacier Ave

2.3.8.1 The intersection has no yield triangles at the RRFB-controlled crosswalk; it is recommended to add yield triangles for better driver compliance

2.3.9 C Street and Zion Ave

2.3.9.1 The intersection has no yield triangles at the RRFB-controlled crosswalk; it is recommended to add yield triangles for better driver compliance.

Francisco Place

2.3.10 Francisco Place and Shasta Ave

2.3.10.1 The intersection has good ramps and no stop sign on the side street; it is recommended to add a stop sign to enhance intersection control.

2.3.11 Francisco Place and Zion Ave

2.3.11.1 The intersection has good ramps but no stop control; it is recommended to add a stop sign on Francisco for improved intersection safety.

2.3.11.2 The intersection has no stop sign and lacks a curb ramp on the north side; it is recommended to install a stop sign on the south leg and install curb ramps on both the north and south sides.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Francisco Place

2.4.1 Francisco Place and Bard Rd

2.4.1.1 The intersection has a striped curb extension and a good crosswalk; it is recommended to consider concrete curb extensions for long-term improvements.

F Street

2.4.2 F Street and Bryce Canyon Ave

2.4.2.1 The intersection needs upgraded ramps; it is recommended to upgrade curb ramps and install a new crosswalk with proper markings at the northeast leg and stripe a crosswalk at the south leg.

2.4.2.2 The intersection has a stop sign at F Street but no truncated domes; it is recommended to add high-visibility crosswalks and upgrade curb ramps.

2.4.2.3 The intersection needs new ramps and has missing crosswalks on both legs; it is recommended to add new curb ramps and stripe new crosswalks on the west and north legs.

2.4.2.4 A sidewalk uplift was observed on the east side of F Street south of Bryce Canyon; it is recommended to repair the sidewalk to remove trip hazards.

C Street

2.4.3 C Street and Bryce Canyon Ave

2.4.3.1 The stop sign on the north leg is too small; it is recommended to add an all-way stop, upgrade ramps, and install a high-visibility white crosswalk for better safety.

2.4.3.2 The intersection operates as an all-way stop but has no crosswalks and no truncated domes; it is recommended to add at least two crosswalks and install ADA-compliant truncated domes.

2.4.4 C Street and Rincon Way

2.4.4.1 The sidewalk on the west side of C Street shows uplift, and there are no truncated domes or crosswalks; it is recommended to repair the sidewalk uplift and install truncated domes and crosswalks.

2.4.4.2 There is no sidewalk or curb ramp on the west side of Rincon Way; it is recommended to install a sidewalk and ramp for pedestrian access.

2.4.5 C Street and Bard Rd

2.4.5.1 The intersection has good directional curb ramps; no improvements are recommended for directional access at this location.

2.4.5.2 Landscaping issues were observed on the north side; it is recommended to address the overgrown landscaping to maintain sidewalk clearance.

2.4.5.3 Tree clearance near Florence High School should be evaluated; it is recommended to ensure trees are trimmed to maintain a clear pedestrian pathway.

2.4.5.4 The sidewalk is missing on the north side, and a pole presents a trip hazard; it is recommended to remove the pole and construct a new sidewalk to complete the pedestrian path.

East-West Streets

Bryce Canyon Ave

2.4.6 Bryce Canyon Ave and E Street

2.4.6.1 The intersection has no stop sign and no crosswalk; it is recommended to install a northbound stop sign and stripe a crosswalk.

2.4.6.2 There is no northbound stop control at the south leg; it is recommended to install a three-leg stop control and stripe a new crosswalk.

2.5 Dismissal Observations

The team observed dismissal at two locations along C Street, Cascade Avenue and Glacier Avenue. We also observed dismissal along F Street and Zion Avenue.

General Observations:

- All students dismissed at 2:30pm; congestion cleared by 2:42pm

C Street:

- Drivers were observed making U-turns on Cascade and C St after picking up their student
- Many students observed crossing on foot at Glacier and C St. No crossing guard was present; school administration provided feedback that a crossing guard would be helpful at this location
- Northbound traffic on C St queued at stop sign; heavy pedestrian traffic creates longer queues

F Street:

- Minor vehicle congestion observed northbound on F St at Glacier

City of Oxnard

Safe Routes to School

Fred L. Williams Elementary School (TK-5)



Prepared By:

FEHR PEERS

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1. Collision and Citation Trends

1.1 Collision Trends

Collisions were prevalent along Bard Road and East Pleasant Valley Road within a quarter-mile radius of Fred L. Williams Elementary School. Within the study area, there were five severe injury collisions, all of which occurred along Bard Road. The causes of these collisions included issues with automobile right of way, improper turning, and traffic signals and signs.



Pedestrian and bike collisions within the study area were distributed throughout, with a concentration along Anchorage Street and South Rose Avenue.



Oxnard Safe Routes to School:
Fred L. Williams Elementary School
Injury Collisions Involving
Someone Under 16 Years Old (2018 - 2022)

Collisions involved someone under the age of 16 highly concentrated along Bard Road, South Rose Avenue, and East Pleasant Valley Road. One of these collisions resulted in severe injury and the reason remained unknown.



1.2 Injury Collision Summary

Between 2018 and 2022, there were 87 injury collisions within a quarter-mile radius of Fred L. Williams Elementary School, with collisions heavily concentrated along Bard Road and East Pleasant Valley Road. The study area recorded five severe injury collisions, all of which occurred along Bard Road. The causes of these severe injury collisions included issues with automobile right of way, improper turning, and traffic signals and signs.

Action During Collisions

The leading violations were Automobile Right of Way (33%), Unsafe Speed (14%), and Improper Turning (9%).

- Automobile Right of Way collisions were spread across the study area with concentration along Rose Avenue and Bard Road.
- Unsafe Speed collisions concentrated on Rose Avenue and E Pleasant Valley Road.
- Improper turning collisions were also prevalent along Rose Avenue.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Fred L. Williams Elementary School (2018 – 2022)			
Total Injury Collisions	87		
KSI (Killed or Seriously Injured) Collisions	5 (6%)		
Collisions with victim under 16 years old	33 (38%) (KSI: 1 – 20% of all KSI collisions)		
Pedestrian-Involved	9 (10%) (KSI: 0 – 0% of all KSI collisions)		
Bicycle-Involved	4 (5%) (KSI: 1 – 20% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Automobile Right of Way	29	33%
	Unsafe Speed	12	14%
	Improper Turning	8	9%
Top Crash Types		Count	Percent of Total
	Broadside	39	45%
	Rear End	14	16%
	Head-On	11	13%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**16**	**18%**
	Midday (10AM-3PM)	**17**	**20%**
	Evening Peak (3PM-7PM)	34	39%
	Overnight (7PM-6AM)	20	23%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	20	23%
	Dark – Streetlights Not Functioning	1	1%
	Daylight	60	69%
	Dusk/Dawn	5	6%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	8	9%
	No	75	86%
Note: Times in **Bold** are when school is in session.			

Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Bard Road	**72**	**Automobile Right of Way (22)** **Traffic Signals and Signs (7)**	Approximately one third of the collisions occurred during daylight hours. Of the 72 collisions, five resulted in severe injuries. One involved an individual under the age of 16, and another involved a bicyclist. Two of the severe injury collisions occurred at the intersection of South Rose Avenue and Bard Road.
E Pleasant Valley Road	**19**	**Unsafe Speed (7)**	Approximately half of the collisions occurred during daylight hours. None of the collisions resulted in severe injuries or fatalities. Around half (8) of the collisions involved individuals under the age of 16, and seven collisions involved pedestrians.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Citation Type	Count	Percent of Total
Running Stop Sign	134	86%
Failure to Obey Crossing Guard	21	14%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team performed collision and citation analysis of the surrounding area to Fred L. Williams Elementary. No pre-audit call was made between the team and the school district.

The team learned:

- Injury collisions have occurred at the intersections of Bard & Anchorage and Bard & Rose.
- A youth collision has occurred along Anchorage at a driveway.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

Walk Audit Date: Friday, January 17, 2025

Start time: 8:15 AM

Weather Conditions: Clear

Events/Unique Conditions: None

Attendees:

1. Jose Rivera – City of Oxnard
2. Chelsea Richer – Fehr & Peers
3. Andy Meger – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Anchorage Street

2.3.1 Anchorage St and Billings St

2.3.1.1 The curbs and markings at this intersection need to be upgraded, the stop sign should be replaced with a new full-size version for improved visibility, and the existing crosswalk should be updated to high visibility.

2.3.2 Anchorage St and York St

2.3.2.1 The curbs on the west leg require upgrading, and a minor leg stop sign may be needed on the west leg. A crosswalk at this location could also improve safety.

2.3.3 Anchorage St and Nelson Pl

2.3.3.1 The curb ramps at this intersection need to be upgraded and larger stop signage should be added to enhance visibility and control.

2.3.4 Anchorage St and Monet Pl

2.3.4.1 The sidewalk on the south side, west of Anchorage, is uplifted and requires repair. Additional curb ramps and a side-street stop control on the west leg are also needed.

Highland Ave

2.3.5 Highland Ave and Yale St

2.3.5.1 Curve markings should be added at this intersection. Additionally, the sidewalk on the north side is uplifted and should be repaired.

Hamilton Ave

2.3.6 Hamilton Ave and Yale St.

2.3.6.1 A side-street stop control is needed on the southeast leg of this intersection. The sidewalks on both the north and south sides are uplifted and require repair.

East-West Streets

Bard Road

2.3.7 Bard Rd and Railroad Crossing

2.3.7.1 There is no clear path of travel across the railroad tracks. Coordination with the railroad may be necessary to resolve crossing issues.

2.3.7.2 There should be a clear path of travel added at this intersection, including a pedestrian crosswalk.

2.3.8 Bard Rd and Anchorage St

2.3.8.1 The bus stop at this intersection has a raised, motorized extension that may need further evaluation to ensure safety and ADA compliance.

2.3.8.2 Good ramps and crosswalks were observed at this intersection.

2.3.9 Bard Rd and San Simeon Dr

2.3.9.1 The curb ramps are in good condition, but a midblock crossing located in the middle of the street should be evaluated for alignment and safety.

2.3.10 Bard Rd and Terrace Ave

2.3.10.1 This intersection has good ramps and an existing high visibility crosswalk

York Street

2.3.11 York St and Anchorage St

2.3.11.1 A very faded crosswalk was observed on the west leg of the intersection, and a side-street stop sign should be added to improve visibility and traffic control.

2.3.12 York St and Highland Ave

2.3.12.1 The sidewalk is uplifted along the east side of Highland and the north side. The curb ramps are in good condition, but side street stop control, a minor leg stop on the East side, and curve marking are all recommended.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Terrace Ave

2.4.1 Terrace Ave and Bard Rd

2.4.1.1 The bus stop at this intersection lacks amenities, and the sidewalk on the south side is narrow. Improvements are needed to enhance both bus stop access and sidewalk width.

2.4.2 Terrace Ave and Yale St

2.4.2.1 The stop sign at this intersection is small, it is recommended to replace it with a larger stop sign and upgrade the curb ramps.

Terrace Drive

2.4.3 Terrace Dr and Monet Pl

2.4.3.1 The curb ramps at this intersection need to be upgraded, and a side-street stop control should be added at the east leg.

2.4.4 Terrace Dr and Nelson Pl

2.4.4.1 The bus stop at this intersection lacks amenities, and the sidewalk on the south side is narrow. Improvements are needed to enhance both bus stop access and sidewalk width.

2.4.4.2 Sidewalk uplift was observed at this intersection; it is recommended to repair the sidewalk and add slow curve markings.

East-West Streets

York Street

2.4.5 York St and Highland Ave

2.4.5.1 The sidewalk is uplifted along the east side of Highland and the north side. The curb ramps are in good condition, but side street stop control, a minor leg stop on the East side, and curve marking are all recommended.

2.4.6 York St and Hamilton Ave

2.4.6.1 Sidewalk uplift was observed on the north and south sides, W/O Hamilton; it is recommended to repair the sidewalk and add side street stop control

2.4.7 York St and Terrace Ave

2.4.7.1 The stop sign at this intersection is small and should be replaced with a standard-size version, and the ramps should be upgraded.

2.5 Arrival Observations

The team observed arrival at two locations: Anchorage Street & Bard Road and Anchorage Street & the southwest driveway corner.

General Observations:

- Arrival traffic peaked at 7:50am; cleared by about 8:00am
- Team observed older students walking younger students to school

Anchorage Street:

- Crossing guard observed at Bard & Anchorage; mostly crossing students across Bard
- Middle and high school students from nearby schools were also observed crossing through Bard & Anchorage
- Park & walk activity observed along Anchorage
- Queue formed northbound on Anchorage as a result of activity at Bard & Anchorage

City of Oxnard

Safe Routes to School

Hollywood Beach Elementary School (TK-5)



Prepared By:

FEHR PEERS

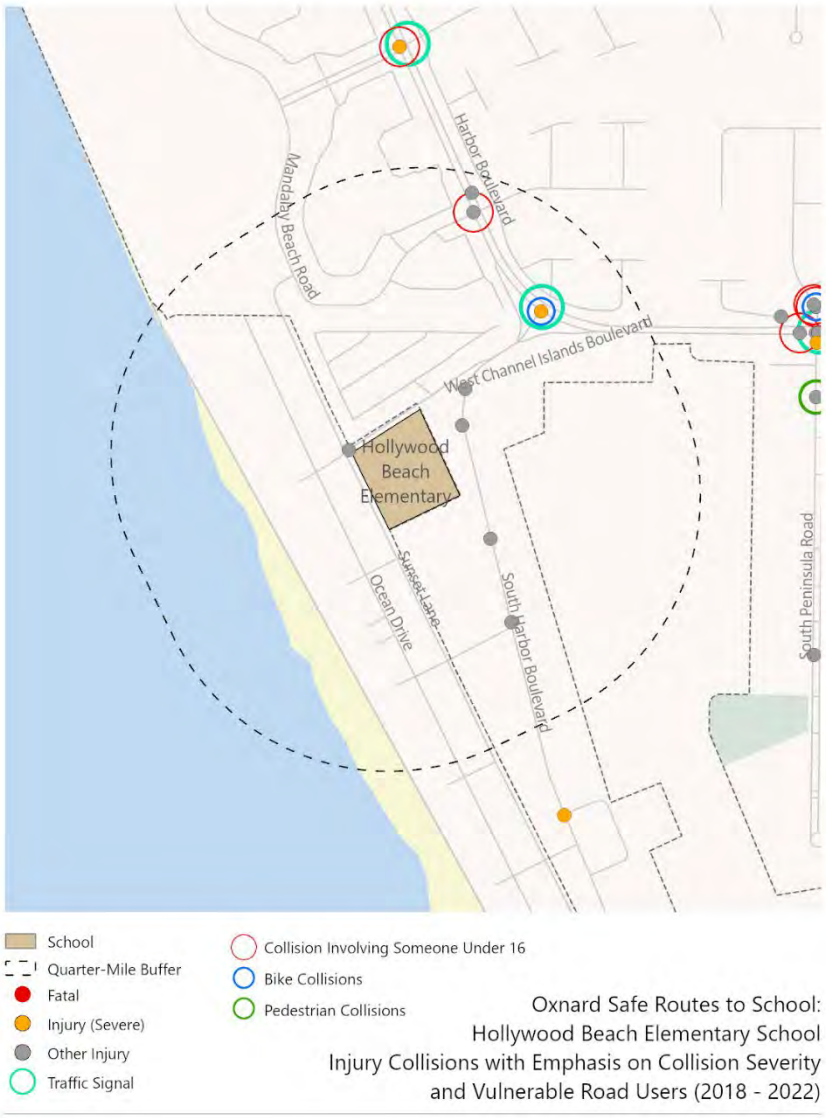
Walk 'n Rollers
bike · walk · skate · scoot

FEHR PEERS

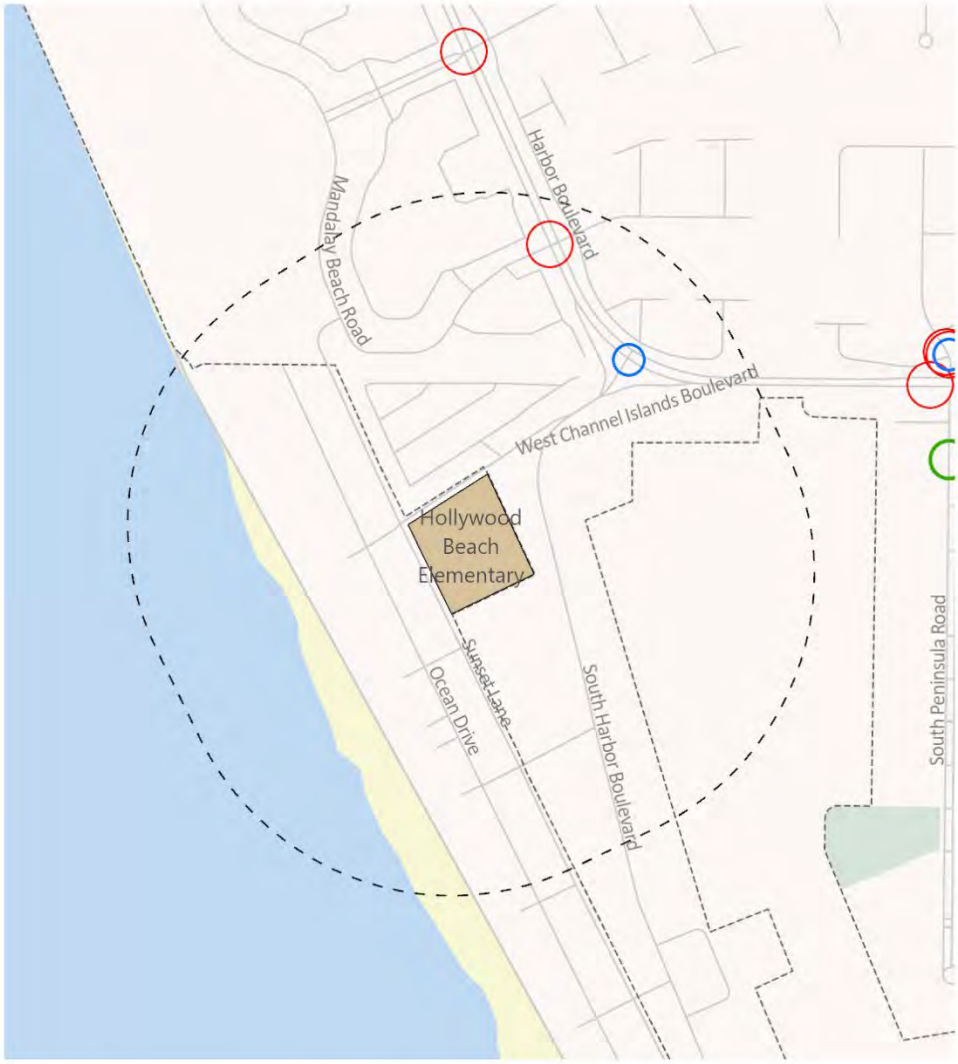
1. Collision and Citation Trends

1.1 Collision Trends

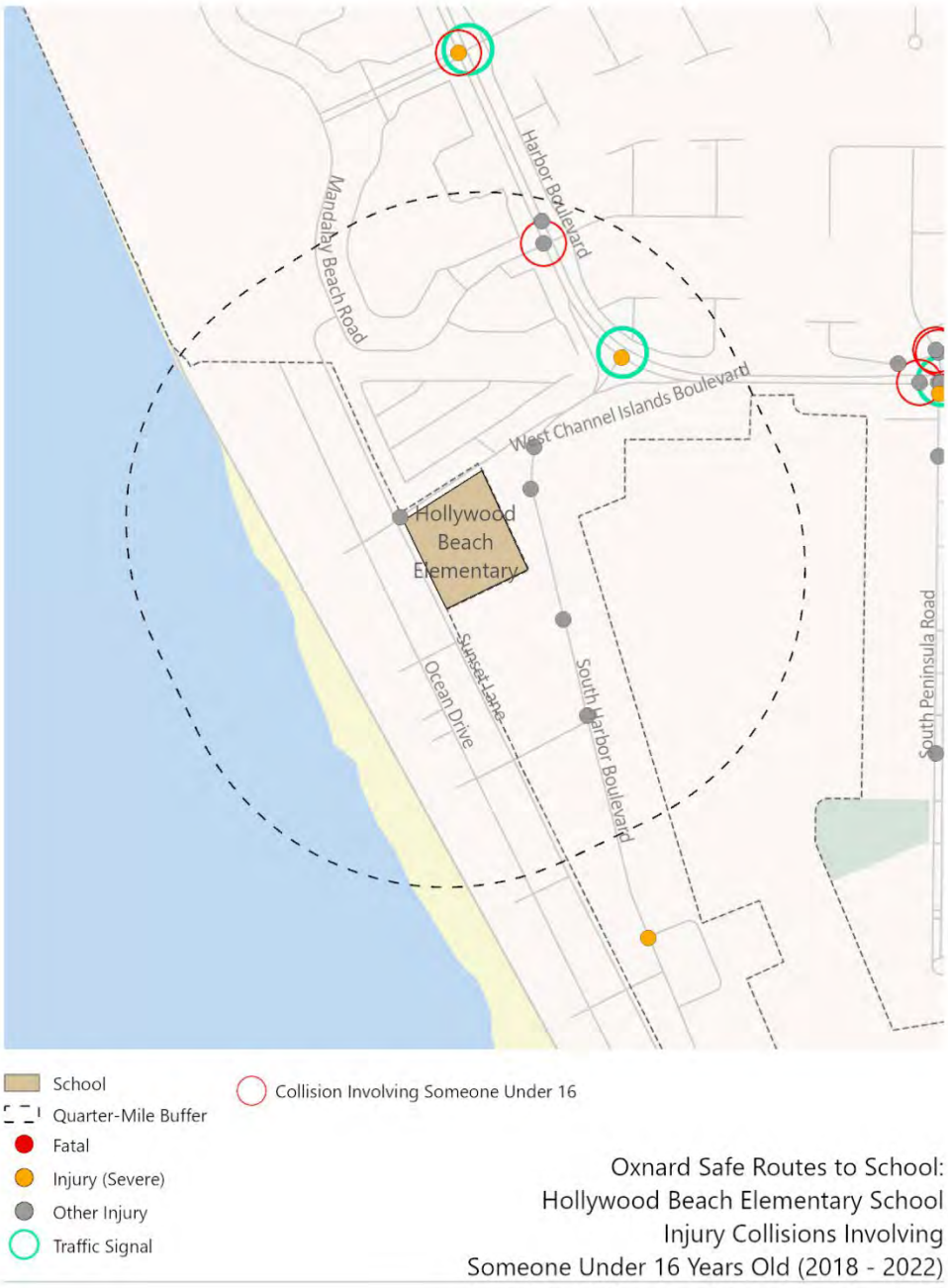
Collisions were prevalent along Harbor Boulevard within a quarter-mile radius of Hollywood Beach Elementary School. There was one severe injury collision within the study area, occurring at the intersection of Channel Islands Boulevard and Harbor Boulevard. None of the collisions resulted in fatalities.



Within the study area, there was one bicycle collision, which occurred at the intersection of Channel Islands Boulevard and Harbor Boulevard. None of the collisions involved pedestrians.



Collisions within the study area were predominantly concentrated along Harbor Boulevard, with none resulting in fatalities. There was one severe injury collision at the intersection of Channel Islands Boulevard and Harbor Boulevard. Additionally, one collision involved an individual under the age of 16, occurring at the intersection of Mandalay Beach Road and Harbor Boulevard.



1.2 Injury Collision Summary

Between 2018 and 2022, there were 14 injury collisions within a quarter-mile radius of Hollywood Beach Elementary School. There was one severe injury collision that occurred within the study and none of the collisions resulted in fatality. The injury collisions highly concentrated along Harbor Boulevard.

Action During Collisions

The leading violations were Driving or Bicycling Under the Influence of Alcohol or Drug (29%), Unsafe Speed (29%), and Improper Turning (14%).

- Driving or Bicycling Under the Influence of Alcohol or Drug collisions concentrated at the intersection of Harbor Boulevard and Channel Island Boulevard.
- Unsafe Speed collisions were prevalent along Harbor Boulevard.
- Improper Turning collisions were prevalent along Harbor Boulevard as well.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Hollywood Beach Elementary School (2018 – 2022)			
Total Injury Collisions	14		
KSI (Killed or Seriously Injured) Collisions	1 (7%)		
Collisions with victim under 16 years old	2 (14%) (KSI: 0 – 0% of all KSI collisions)		
Pedestrian-Involved	0 (0%) (KSI: 0 –0% of all KSI collisions)		
Bicycle-Involved	1 (7%) (KSI: 0 – 0% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Driving or Bicycling Under the Influence of Alcohol or Drug	4	29%
	Unsafe Speed	4	29%
	Improper Turning	2	14%
Top Crash Types		Count	Percent of Total
	Rear End	6	43%
	Broadside	3	21%
	Hit Object	2	14%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**1**	**7%**
	Midday (10AM-3PM)	**3**	**21%**
	Evening Peak (3PM-7PM)	3	21%
	Overnight (7PM-6AM)	7	50%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	5	36%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	8	57%
	Dusk/Dawn	0	0%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	4	29%
	No	10	71%

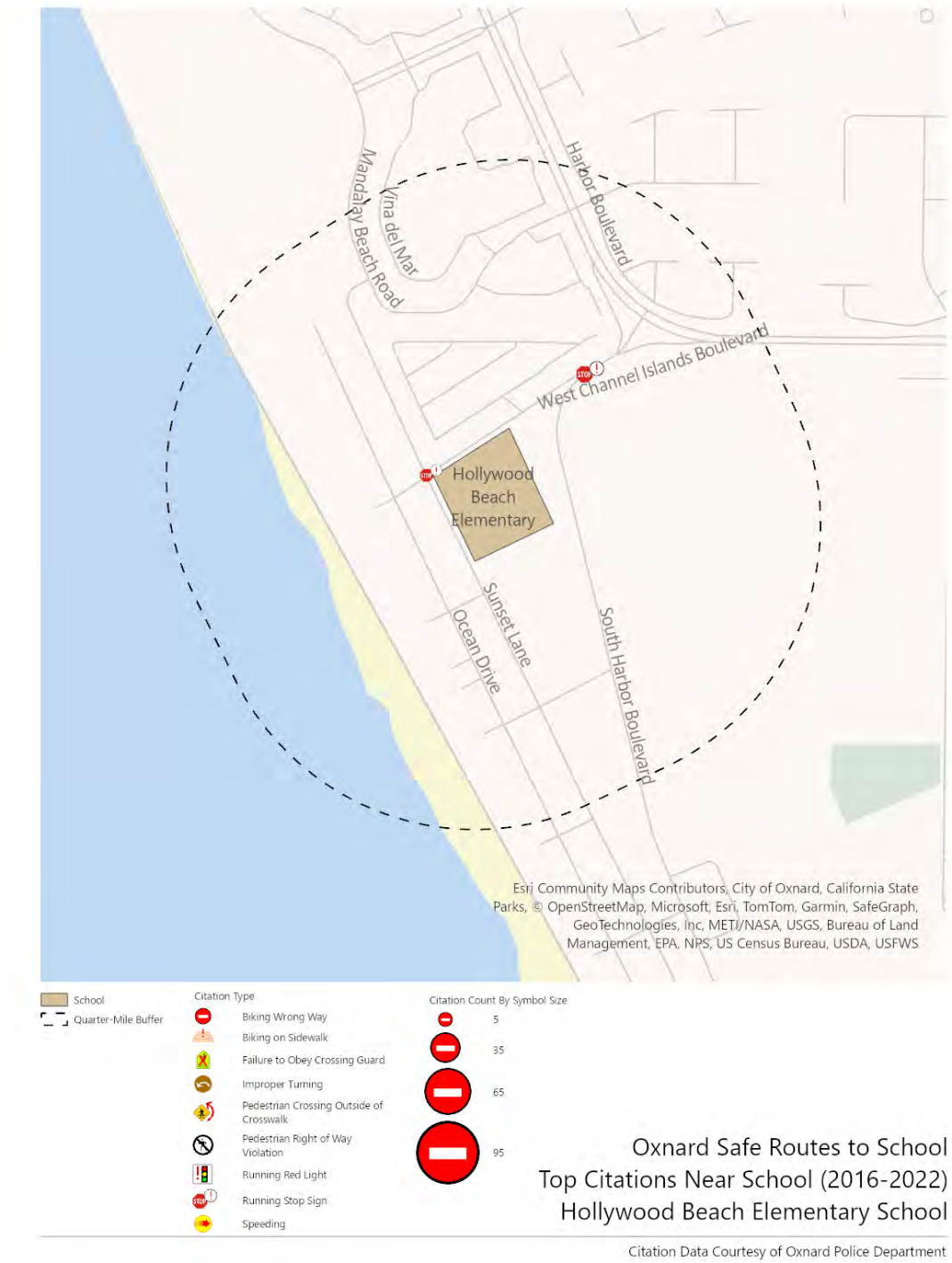
Note: Times in **Bold** are when school is in session.

Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Harbor Boulevard	**13**	**Driving or Bicycling Under the Influence of Alcohol or Drug (4)** **Unsafe Speed (4)**	More than half of the collisions occurred at night. One collision involved a bicyclist, and none involved pedestrians. There was one severe injury collision at the intersection of Harbor Boulevard and Channel Islands Boulevard, caused by unsafe speed.
Harbor Boulevard & Channel Island Boulevard	*7*	Driving or Bicycling Under the Influence of Alcohol or Drug (4)	Six out of the seven collisions occurred at night. More than half of these collisions were due to driving or bicycling under the influence of alcohol or drugs.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Citation Type	Count	Percent of Total
Running Stop Sign	15	100%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Monica Shallenberger, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- Enrollment is low with only 280 students attending and most are from school of choice. Very limited enrollment from around the neighborhood.
- Peninsula Road & Silver Strand students are bussed into school.
- A crossing guard helps students at the Southeast corner of Sunset/Channel Islands.
- The existing recommendation is to park along Harbor Blvd and walk to school.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.

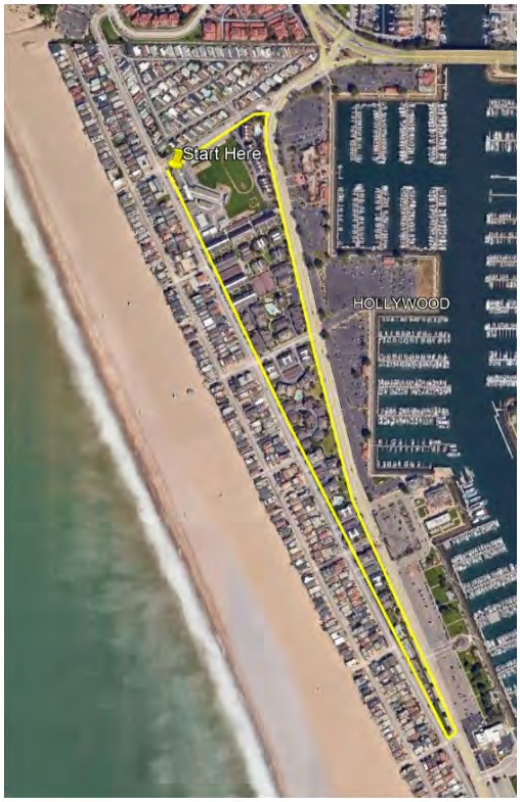


Figure 1. Walk audit route

Other details of the walk audit are presented below:

Walk Audit Date: Thursday, November 7, 2024

Start time: 8:15 AM

Weather Conditions: Clear

Events/Unique Conditions: None

Attendees:

1. Miguel Guillen – City of Oxnard
2. Chelsea Richer – Fehr & Peers
3. Andy Meger – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Sunset Lane

2.3.1 Sidewalk along Sunset Lane

2.3.1.1 The sidewalk south of the school has a hole and needs repair; it is recommended to add bollards and fix the sidewalk.

2.3.2 Drive Sunset Lane and School Entrance

2.3.2.1 The crosswalk is questionable near the RRFB placement and there is no sidewalk connection; it is recommended to add detectable warning dots to the sidewalk and connect it to the existing pedestrian path.

2.3.3 Sunset Lane and Channel Islands Blvd

2.3.3.1 There are clear path-of-travel issues along the sidewalk (approximately 30 inches wide); it is recommended to move all lamp posts and hydrants to protect the pedestrian path.

2.3.4 Sunset Lane and Los Altos Street

2.3.4.1 The curb ramps at the intersection are outdated; it is recommended to upgrade the curb ramps.

2.3.5 Sunset Lane and La Brea St

2.3.5.1 There is no clear path of travel on La Brea Street (approximately 30–32 inches wide); it is recommended to complete ADA upgrades to improve accessibility.

2.3.5.2 There are clear width issues on the east side sidewalk; it is recommended to upgrade the curb ramps and replace the stop sign for better visibility and compliance.

2.3.5.3 New curb ramps are needed on the east side; it is recommended to install proper-sized curb ramps and ensure accessible travel paths.

2.3.5.4 The street lighting is low, and the clear pedestrian path along the sidewalk needs improvement; it is recommended to upgrade street lighting and widen or repair the sidewalk.

Harbor Boulevard

2.3.6 Harbor Boulevard and La Brea St

2.3.6.1 New ramps are needed on both the west and east sides; it is recommended to install ADA-compliant curb ramps.

2.3.6.2 The pavement quality is poor at the intersection; it is recommended to upgrade the sidewalk surface and repair broken pavement sections.

2.3.6.3 The intersection requires restriping and installation of new stop signs; it is recommended to repaint lane markings and add signage as needed.

2.3.7 Harbor Boulevard and Channel Islands Blvd

2.3.7.1 A speed sign showing 40 miles per hour was observed; it is recommended to review speed limits near the school and ensure proper signage placement.

2.3.7.2 A new crosswalk near the RRFB (Rectangular Rapid Flashing Beacon) was observed; it is recommended to confirm whether the crosswalk should be painted yellow for increased visibility.

East-West Streets

Channel Islands Boulevard

2.3.8 Channel Islands Blvd and Harbor Blvd

2.3.8.1 A school zone needs to be added; it is recommended to install a school zone sign and a speed limit sign closer to the intersection for better driver awareness.

2.3.8.2 A 25 miles per hour school zone sign is located too far from the intersection; it is recommended to relocate the 25 mph sign closer to the school entrance near Channel Islands Boulevard

2.3.9 Channel Islands Blvd and Sunset Lane

2.3.9.1 Ramp upgrades are needed at all corners, particularly where ramps are not currently ADA-compliant; it is recommended to install new ADA-compliant curb ramps.

2.3.9.2 Good safety signage and crosswalks were observed, but ramp conditions need improvement; it is recommended to upgrade the curb ramps and re-stripe the crosswalks to improve visibility and compliance.

2.3.9.3 A new stop bar and squared-up curb ramp are needed at the northeast corner; it is recommended to stripe a new stop bar and reconstruct the curb ramp for proper alignment.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Sunset Lane

2.4.1 Sunset Lane and Los Feliz Drive

2.4.1.1 The street lighting is low, and the clear pedestrian path along the sidewalk needs improvement; it is recommended to upgrade street lighting and widen or repair the sidewalk. The sidewalk along Los Feliz Drive is uplifted; it is recommended to repair the sidewalk.

Harbor Boulevard

2.4.2 Harbor Boulevard General Observation

2.4.2.1 Some empty tree wells and a narrow bike lane were observed; it is recommended to repair or replant trees and widen the bike lane where feasible.

2.4.3 Harbor Boulevard and Los Feliz Drive

2.4.3.1 New curb ramps are needed at the intersection; it is recommended to install ADA-compliant curb ramps to improve accessibility.

2.4.3.2 A 40 miles per hour speed limit sign was observed; it is recommended to install school zone signage and lower the speed limit as appropriate for the school area.

2.4.3.3 The west side sidewalk is uplifted in a few areas; it is recommended to repair the sidewalk and address tree root issues causing damage.

2.5 Arrival Observations

The team observed arrival at two locations along Channel Islands Boulevard, Sunset Lane and the existing school parking lot.

General Observations:

- Arrival activity began at 7:40am, peaking around 7:55am; all activity cleared just after 8:00am
- Drop-off zone working well; volunteer staffing is effective at keeping the queue moving while exiting the students safely from the vehicle
- Younger kids were observed walking unaccompanied, indicating a strong walk-to-school culture and parent/guardian comfort with the environment

Channel Islands Boulevard:

- Some students observed crossing mid-block on Channel Islands Blvd and Sunset Ln

City of Oxnard

Safe Routes to School

Julien Hathaway Elementary School (TK-5)



Prepared By:

FEHR PEERS

Walk 'n Rollers
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FEHR PEERS

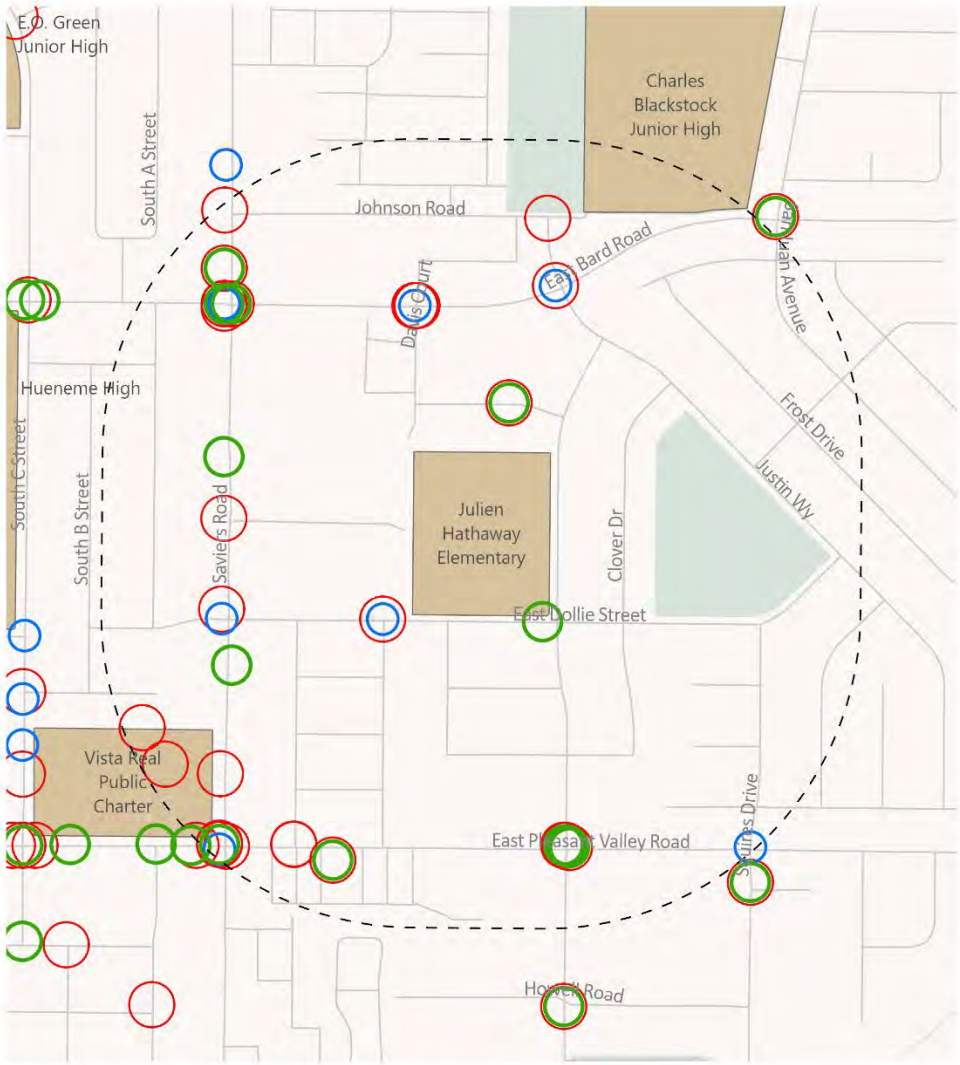
1. Collision and Citation Trends

1.1 Collision Trends

Collisions were prevalent along Saviers Road and Pleasant Valley Road within the study area. Additionally, collisions involving individuals under 16 years of age were concentrated along Saviers Road and Pleasant Valley Road. There were three fatal collisions and 17 severe injury collisions within the study area. Two of the three fatal collisions involved someone under the age of 16. One occurred at the intersection of Bard Road and Saviers Road due to unsafe speed, while the other took place at the intersection of Pleasant Valley Road and Saviers Road, but the cause of this fatality remains unknown.

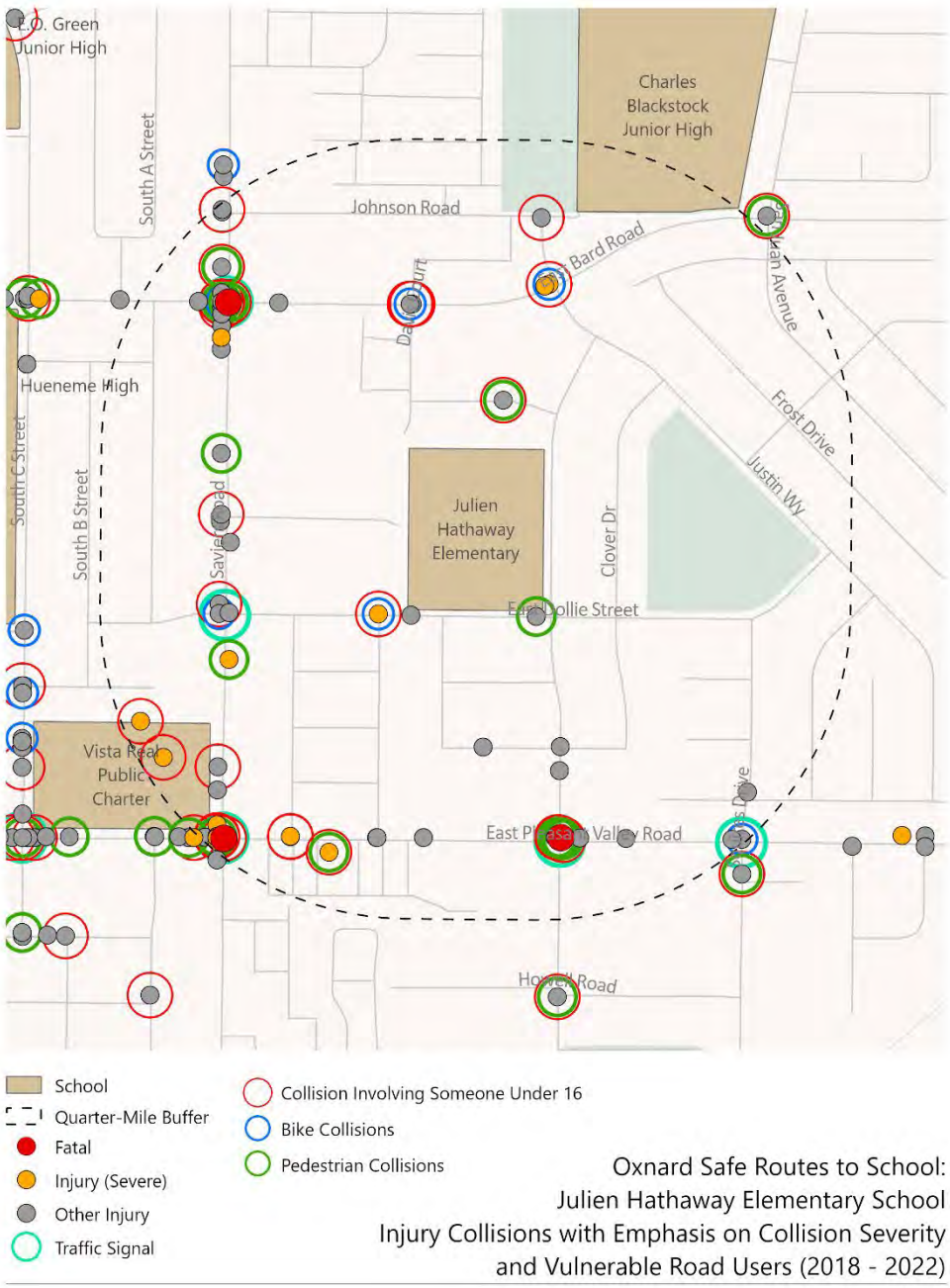


Pedestrian and bicycle collisions were spread out within the study area, with concentrations along Saviers Road and East Pleasant Valley Road.



Oxnard Safe Routes to School:
Julien Hathaway Elementary School
Injury Collisions with Emphasis on
Vulnerable Road Users (2018 - 2022)

Putting all the information together, collisions within the study area were concentrated along Saviers Road, Pleasant Valley Road and Bard Road. Nearly half of the KSI (Killed or Seriously Injured) collisions involved someone under the age of 16, and more than one-third involved a pedestrian. The KSI collisions were particularly concentrated along Saviers Road and Pleasant Valley Road.



1.2 Injury Collision Summary

Between 2018 and 2022, there were 137 injury collisions within a quarter-mile radius of Julien Hathaway Elementary School. The study area recorded three fatal collisions and 17 severe injury collisions. The majority of the Killed or Seriously Injured (KSI) collisions occurred along Pleasant Valley Road or Saviers Road, with Unsafe Speed being the top violation contributing to these KSI collisions.

Action During Collisions

The leading violations were Automobile Right of Way (34%), Unsafe Speed (12%), and Traffic Signals and Signs (11%).

- Automobile Right of Way collisions were concentrated along Bard Road, particularly at the intersection of Bard Road and Saviers Road.
- Unsafe Speed collisions were distributed throughout the study area but concentrated along Saviers Road.
- Traffic Signals and Signs collisions were also prevalent along Saviers Road.

Injury Collision Summary Table

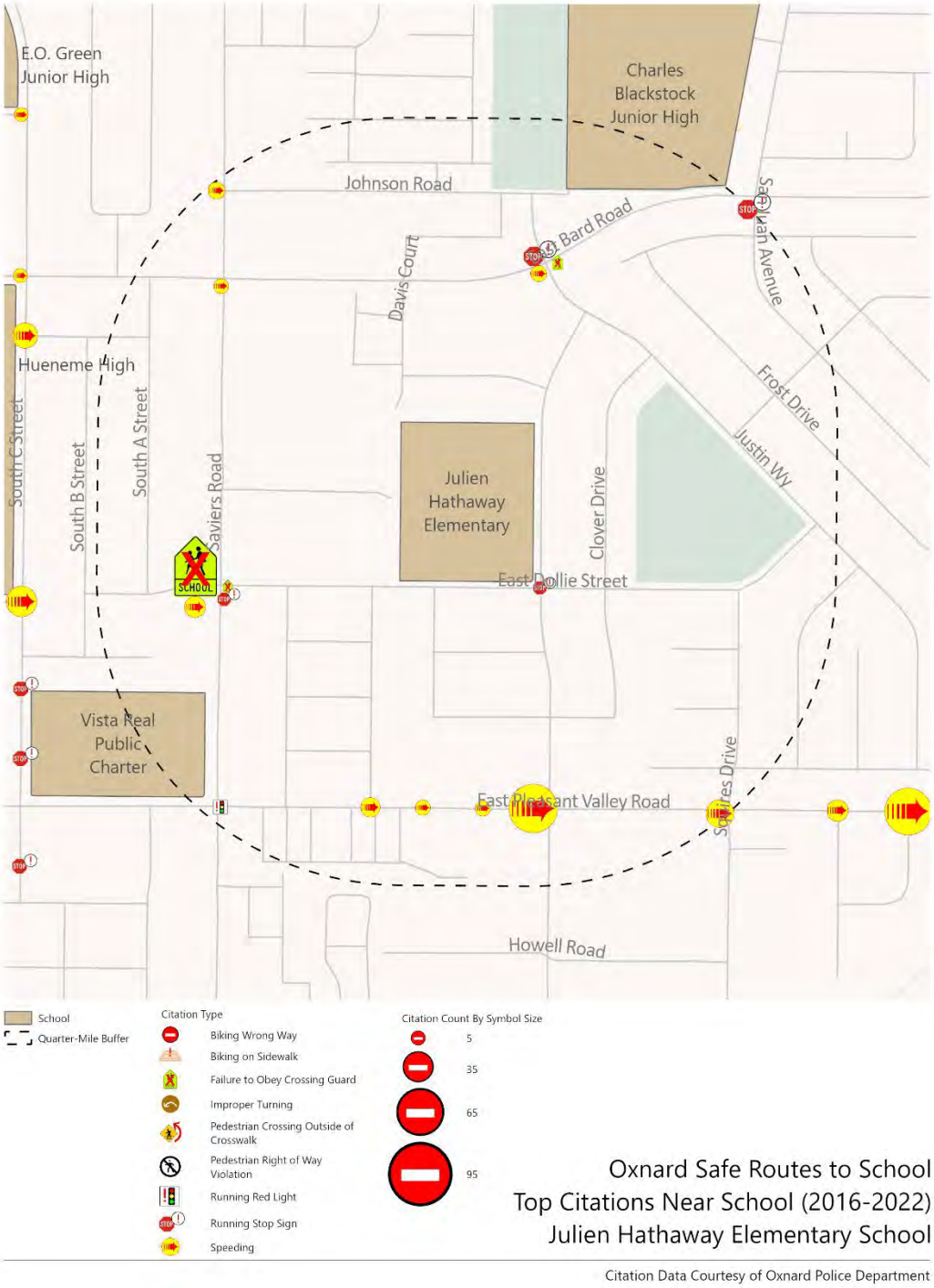
Injury Collision Summary within ¼ Mile of Julien Hathaway Elementary School (2018 – 2022)			
Total Injury Collisions	137		
KSI (Killed or Seriously Injured) Collisions	20 (15%)		
Collisions with victim under 16 years old	45 (33%) (KSI: 9 – 45% of all KSI collisions)		
Pedestrian-Involved	19 (14%) (KSI: 7 – 35% of all KSI collisions)		
Bicycle-Involved	10 (7%) (KSI: 3 – 15% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Automobile Right of Way	46	34%
	Unsafe Speed	17	12%
	Traffic Signals and Signs	15	11%
Top Crash Types		Count	Percent of Total
	Broadside	63	46%
	Rear End	29	21%
	Vehicle/Pedestrian	17	12%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**23**	**17%**
	Midday (10AM-3PM)	**24**	**18%**
	Evening Peak (3PM-7PM)	36	26%
	Overnight (7PM-6AM)	54	39%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	2	1%
	Dark – Streetlights	51	37%
	Dark – Streetlights Not Functioning	1	1%
	Daylight	75	55%
	Dusk/Dawn	8	6%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	14	10%
	No	122	89%
Note: Times in **Bold** are when school is in session.			

Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Pleasant Valley Road	**58**	**Automobile Right of Way (16)** **Unsafe Speed (11)** **Traffic Signals and Signs (9)**	Nearly one third of the collisions happened during daylight hours. There were 13 KSI collisions along Pleasant Valley Road, two of which resulted in fatalities. Four KSI collisions took place at the intersection of Pleasant and Cloyne Street, and seven occurred at the intersection of Saviers Road and Pleasant Valley Road.
Pleasant Valley Road & Cloyne Street	*9*	*Pedestrian Violation (2)*	At this intersection, there were three severe injury collisions and one fatal collision. All these collisions involved pedestrians, with the fatal collision resulting from a pedestrian violation.
Pleasant Valley Road & Saviers Road	*28*	*Automobile Right of Way (6)*	Injury collisions highly concentrated at this intersection. Seven of the 28 collisions were KSI collisions. The fatality collision at this intersection happened on the morning, involved a pedestrian and was due to Unsafe Speed.
Saviers Road	**86**	**Automobile Right of Way (19)** **Unsafe Speed (11)** **Traffic Signals and Signs (10)**	Thirty of the 86 collisions occurred during daylight hours. Along Saviers Road, there were two fatality collisions and eight severe injury collisions. One fatality collision occurred at the intersection of Saviers Road and Bard Road, but the contributing factor remains unknown. The other fatality, which occurred at the intersection of Saviers Road and Pleasant Road, has been discussed previously.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Citation Type	Count	Percent of Total
Speeding	173	52%
Failure to Obey Crossing Guard	118	35%
Running Stop Sign	40	12%
Running Red Light	4	1%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Thomas Beneke, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students live in the surrounding neighborhood. Approximately 90% of students walk to school while the remaining few students ride bikes or skateboards. Bus services are provided for students with special needs.
- Key locations include: Dollie Street (bus and staff parking lot entrances), Saviers Road & Dollie Street (crossing guard location)
- Key issues include: limited drop off spaces, high vehicle speeds

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Thursday, May 16, 2024
- Start time: 7:30 PM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Andy Meger – Fehr & Peers
    2. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Cloyne Street

2.3.1 Cloyne Street & Alley

2.3.1.1 There is a ladder crosswalk on the eastern leg of the intersection

2.3.1.2 The crosswalks on all legs are standard. The curb cuts/ramps lack truncated domes, which should be added for accessibility.

2.3.1.3 Parked cars were observed up to the intersection, limiting visibility of pedestrians in the crosswalk (Figure 3).

East-West Streets

Dollie Street

2.3.2 Dollie Street & Petit Drive

2.3.2.1 There is a ladder crosswalk on the eastern leg of the intersection. A crosswalk across Petit Drive is recommended for pedestrian visibility.

2.3.2.2 The sidewalk narrows into a pinch point at the alley.

2.3.2.3 The current sign posts do not provide a clear route.

2.3.3 Dollie Street & Cloyne Street

2.3.3.1 The crosswalks on all sides are standard and should be upgraded to high-visibility crosswalks.

2.3.3.2 The curb cuts/ramps are missing truncated domes, which should be added to improve accessibility.

2.3.3.3 Curb extensions are recommended to reduce the crossing distance.

2.3.4 Dollie Street & Alley

2.3.4.1 It is recommended to upgrade the ramps and pavement to ensure ADA compliance.

2.3.5 Dollie Street & School Frontage

2.3.5.1 It is recommended to replace the faded parking signs.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Cloyne Street

2.4.1 Cloyne Street & Percy Street

2.4.1.1 There are no stop sign controls or crosswalks at this intersection. It is recommended to add a stop control.

2.4.1.2 The curb cuts/ramps are missing truncated domes, which should be added to improve accessibility.

2.4.1.3 Daylighting at the intersection with red curbs is recommended to improve visibility for drivers.

2.4.2 Cloyne Street & Justin Way

2.4.2.1 The curb cuts/ramps are missing truncated domes, which should be added to improve accessibility.

2.4.2.2 There are no crosswalks at this intersection. It is recommended to add crosswalks on the south and west leg of the intersection to get to Bard Road.

Clover Drive

2.4.3 Clover Drive & Alley

2.4.3.1 It is recommended to upgrade the ramps and pavement to ensure ADA compliance.

Petit Drive

2.4.4 Petit Drive & Alleys

2.4.4.1 It is recommended to upgrade the ramps and pavement to ensure ADA compliance.

2.4.5 Petit Drive & Helena Way

2.4.5.1 No stop sign controls are present at this intersection. It is recommended that a stop control be added.

2.4.6 Petit Drive & Andrea Drive

2.4.6.1 There are no markings indicating to reduce speeds at the curve. It is recommended to install slow curve markings and street signs to alert drivers.

Saviers Road

2.4.7 Saviors Road between Dollie Street and Bryce Canyon Avenue

2.4.7.1 A lane reduction is recommended to maintain the bike lanes and parking on the east side.

B Street

2.4.8 B Street & Rosa Street

2.4.8.1 There is a stop control on B Street with a small stop sign, which should be replaced with a larger one for better visibility.

2.4.8.2 The curb cuts/ramps lack truncated domes, which should be added for improved accessibility.

2.4.8.3 Curb extensions or medians are recommended to reduce the crossing distance.

2.4.8.4 It is recommended to daylight the intersection with red curbs to improve visibility for drivers.

C Street

2.4.9 C Street & Rosa Street

2.4.9.1 There are no crosswalks at this intersection. It is recommended to add crosswalks on the south leg of the intersection.

2.4.10 C Street & Van Ness Avenue

2.4.10.1 There is a ladder crosswalk on the northern leg of the intersection and a standard crosswalk on the western leg. It is recommended for the standard crosswalk to be upgraded to a high visibility crosswalk.

East-West Streets

Justin Way

2.4.11 Justin Way & Bard Road

2.4.11.1 A rectangular rapid flashing beacon (RRFB) was removed when the street was resurfaces and the intersection needs a new control.

2.4.12 Justin Way & Clover Drive

2.4.12.1 There are no crosswalks at this intersection. It is recommended to add a crosswalk across Clover Drive.

2.4.12.2 The curb cuts/ramps lack truncated domes, which should be added for improved accessibility.

2.4.12.3 It is recommended to daylight the intersection with red curbs to improve visibility for drivers.

2.4.12.4 There is a stop control on Clover Drive with a small stop sign, which should be replaced with a larger one for better visibility.

Dollie Street

2.4.13 Dollie Street between Saviers Road & Justin Way

2.4.13.1 Posted speed limit signs are needed. School zone speed limit signs are also needed.

2.4.14 Dollie Street & Bradfield Place

2.4.14.1 Curb extensions or medians are recommended to reduce the crossing distance.

2.4.15 Dollie Street & Refsing Place

2.4.15.1 Curb extensions or medians are recommended to reduce the crossing distance.

2.4.15.2 Landscaping is obstructing the view of the stop sign for drivers approaching the intersection.

2.4.16 Dollie Street & Saviers Road

2.4.16.1 Curb extensions or medians are recommended to reduce the crossing distance.

2.4.16.2 It is recommended to restripe the crosswalk on the northern leg and install signals at the intersection.

2.4.17 Dollie Street & A Street

2.4.17.1 No stop sign controls are present at this intersection. It is recommended that a stop control be added.

2.4.17.2 The curb cuts/ramps lack truncated domes, which should be added for improved accessibility.

2.4.17.3 It is recommended to daylight the intersection with red curbs to improve visibility for drivers.

2.4.18 Dollie Street & B Street

2.4.18.1 Curb extensions or medians are recommended to reduce the crossing distance.

2.5 Arrival Observations

The team observed arrival at two locations: Dollie Street & Petit Drive and Dollie Street & Cloyne Street. These locations were chosen because Principal Thomas Beneke mentioned that they experience key transportation issues during arrival, with peak congestion occurring from approximately 7:35 to 8:05 a.m.

General Observations:

- The school has entrances facing Dollie Street, near the staff and bus parking lot.
- At 7:45 a.m., the crossing guard is stationed at Saviers Road and Dollie Street, with a rectangular rapid flashing beacon (RRFB) in use.
- Many middle school students from Charles F. Blackstock Junior High School are walking near the elementary school.
- The gates open early, and students begin arriving at 7:20 a.m.

Dollie Street & Petit Drive:

- The RRFB at Petit Drive is actively used by families and children walking alone.
- There are many families walking up Dollie Street in both directions.
- The drop-off lane is double-parked in the westbound direction.
- Some pedestrians are entering through the gate to Fashion Park.
- A large group of parents is waiting in the front plaza.
- Most parents are patient when getting out of line, and the situation began to clear up by 8:05 a.m.
- There was light late drop-off activity through 8:10 a.m.

Dollie Street & Cloyne Street:

- There is no parking or student drop-off sign, and kids are crossing through the loop driveway.
- There is a lot of pedestrian activity at the intersection.
- The intersection has red curbs to daylight the area, but cars were parked in it.
- There was no crossing guard at the intersection, but pedestrian compliance in the crosswalk was generally good.
- There is a midblock crossing across Cloyne Street.
- Cars on Dollie Street start to back up around 7:55 a.m., but there is plenty of space available on Cloyne Street, both southbound and northbound.
- The walk/drive mode share is about 50/50, and some non-school vehicles are passing by.

City of Oxnard

Safe Routes to School

Laguna Vista Elementary School (TK-5)



Prepared By:

FEHR PEERS

Walk 'n Rollers
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FEHR PEERS

1. Collision and Citation Trends

The school is located fully outside the City of Oxnard; therefore, no data was available to conduct a collision or citation analysis.

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements.

2.1 Pre-Walk Audit Activities

The team did not conduct a pre-walk audit call for Laguna Vista Elementary School.

2.2 Walk Audit Details

Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

Walk Audit Date: Thursday, January 16, 2025

Start time: 8:45 AM

Weather Conditions: Clear

Events/Unique Conditions: None

Attendees:

1. Jose Rivera – City of Oxnard
2. Chelsea Richer – Fehr & Peers
3. Andy Meger – Fehr & Peers

2.3 Arrival Observations

The team observed arrival at two locations along Etting Road, Wood Road and the school parking lot.

General Observations:

- Gates open at 7:30am; school buses arrive between 7:30am-7:45am
- Arrival traffic began to accumulate around 8:00am
- Late arrivals continued through 8:45am
- No congestion observed

City of Oxnard

Safe Routes to School

Mar Vista Elementary School (TK-5)



Prepared By:

FEHR & PEERS

Walk 'n Rollers
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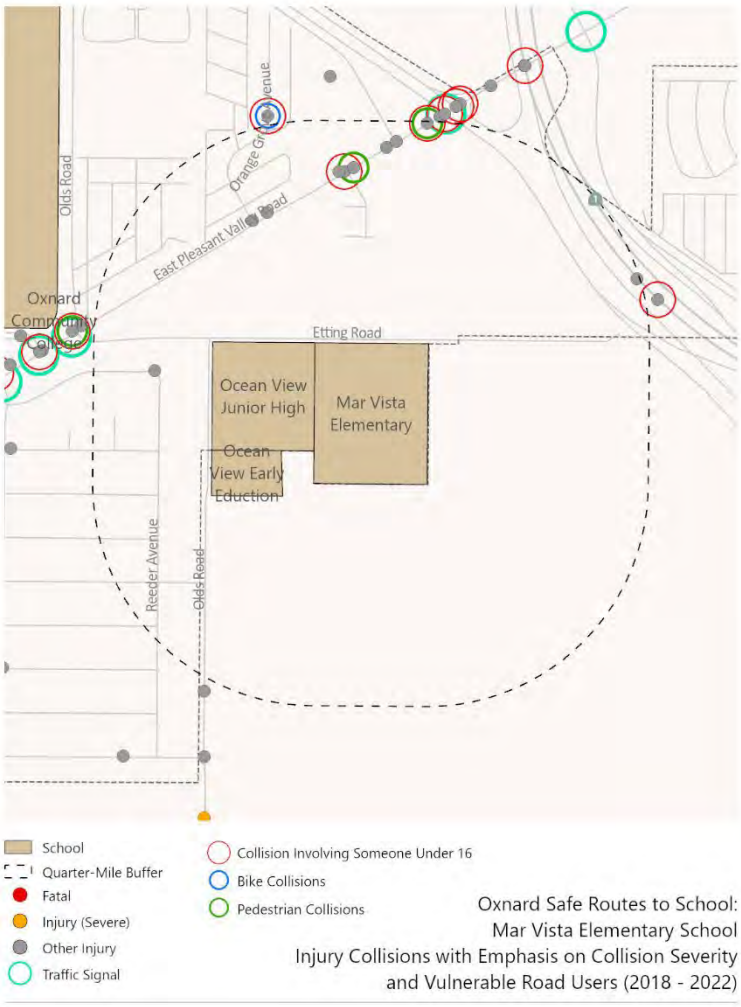
FEHR & PEERS

1. Collision and Citation Trends

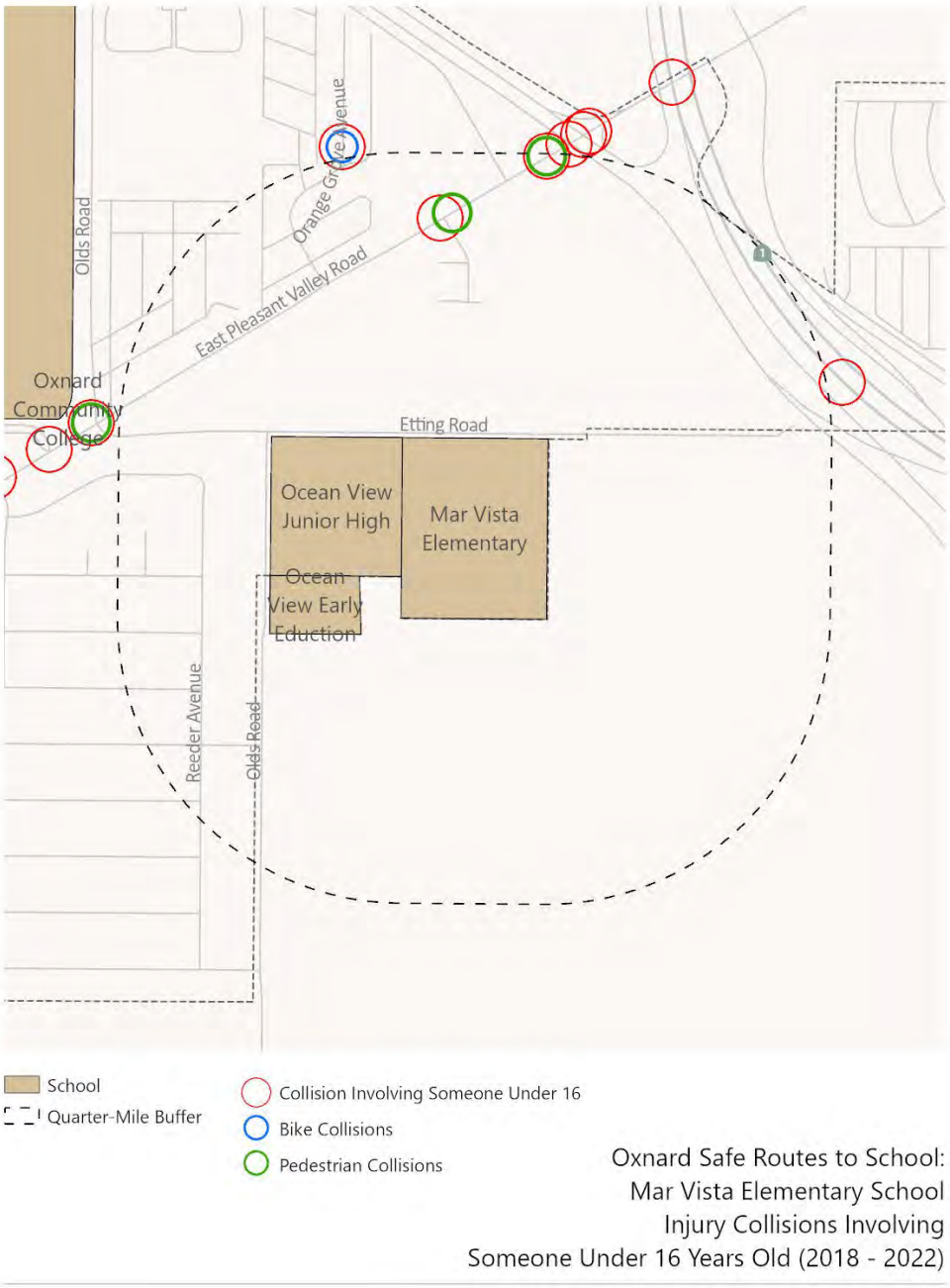
1.1 Collision Trends

Collisions were prevalent along Pleasant Valley Road within the study area. Collisions concentrated at the intersections of Pleasant Valley Road with Beaumont Avenue (east of the study area's edge)[1] and Oxnard Boulevard (west edge of the study area). Collisions involving individuals under the age of 16 were also largely clustered along Pleasant Valley Road. None of these collisions resulted in fatalities or severe injuries.

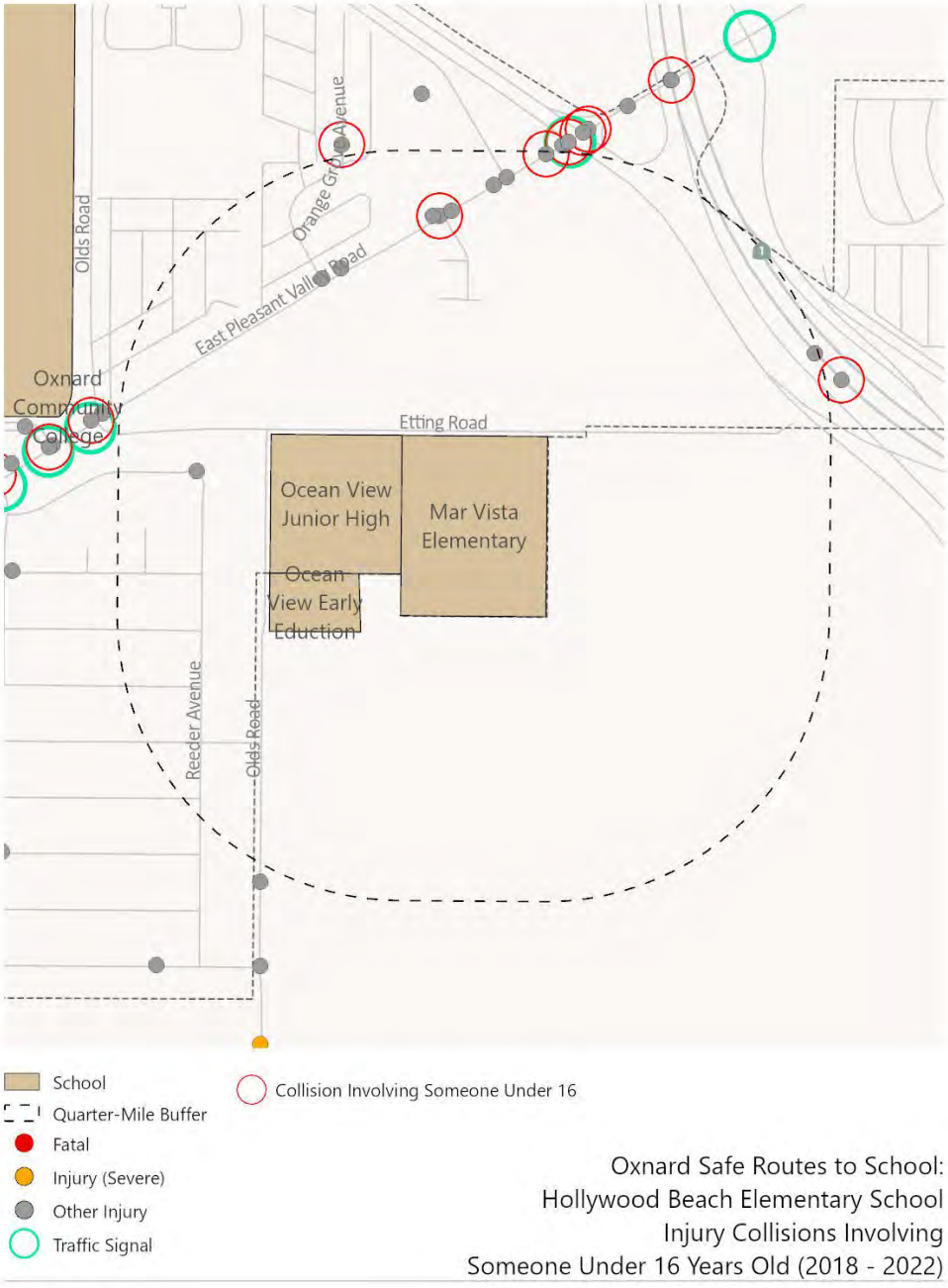


[1] Please refer to Ocean View Junior High Collision Report for more details on collisions at the intersections of Pleasant Valley Road with Beaumont Avenue

Pedestrian collisions concentrated along Pleasant Valley Road as well. There were no bike collisions within the study area.



Putting all the information together, collisions concentrated along Pleasant Valley Road. None of the collisions resulted in fatalities or severe injuries.



1.2 Injury Collision Summary

There were 10 injury collisions between 2018-2022 within a quarter mile radius of Mar Vista Elementary School. None of the collisions resulted in fatalities or severe injuries. Half of the collisions were due to Automobile Right of Way.

Action During Collisions

The leading violations were Automobile Right of Way (50%) and Unsafe Speed (20%).

- Automobile Right of Way collisions occurred primarily along Pleasant Valley Road.
- Unsafe Speed collisions concentrated along Pleasant Valley Road as well.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Mar Vista Elementary School (2018 – 2022)			
Total Injury Collisions	10		
KSI (Killed or Seriously Injured) Collisions	0 (0%)		
Collisions with victim under 16 years old	2 (20%) (KSI: 0 – 0% of all KSI collisions)		
Pedestrian-Involved	2 (20%) (KSI: 0 – 0% of all KSI collisions)		
Bicycle-Involved	0 (0%) (KSI: 0 – 0% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Automobile Right of Way	5	50%
	Unsafe Speed	2	20%
Top Crash Types		Count	Percent of Total
	Broadside	3	30%
	Head-On	3	30%
	Vehicle/Pedestrian	2	20%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**5**	**50%**
	Midday (10AM-3PM)	**0**	**0%**
	Evening Peak (3PM-7PM)	2	20%
	Overnight (7PM-6AM)	3	30%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	4	40%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	5	50%
	Dusk/Dawn	1	10%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	1	10%
	No	9	90%

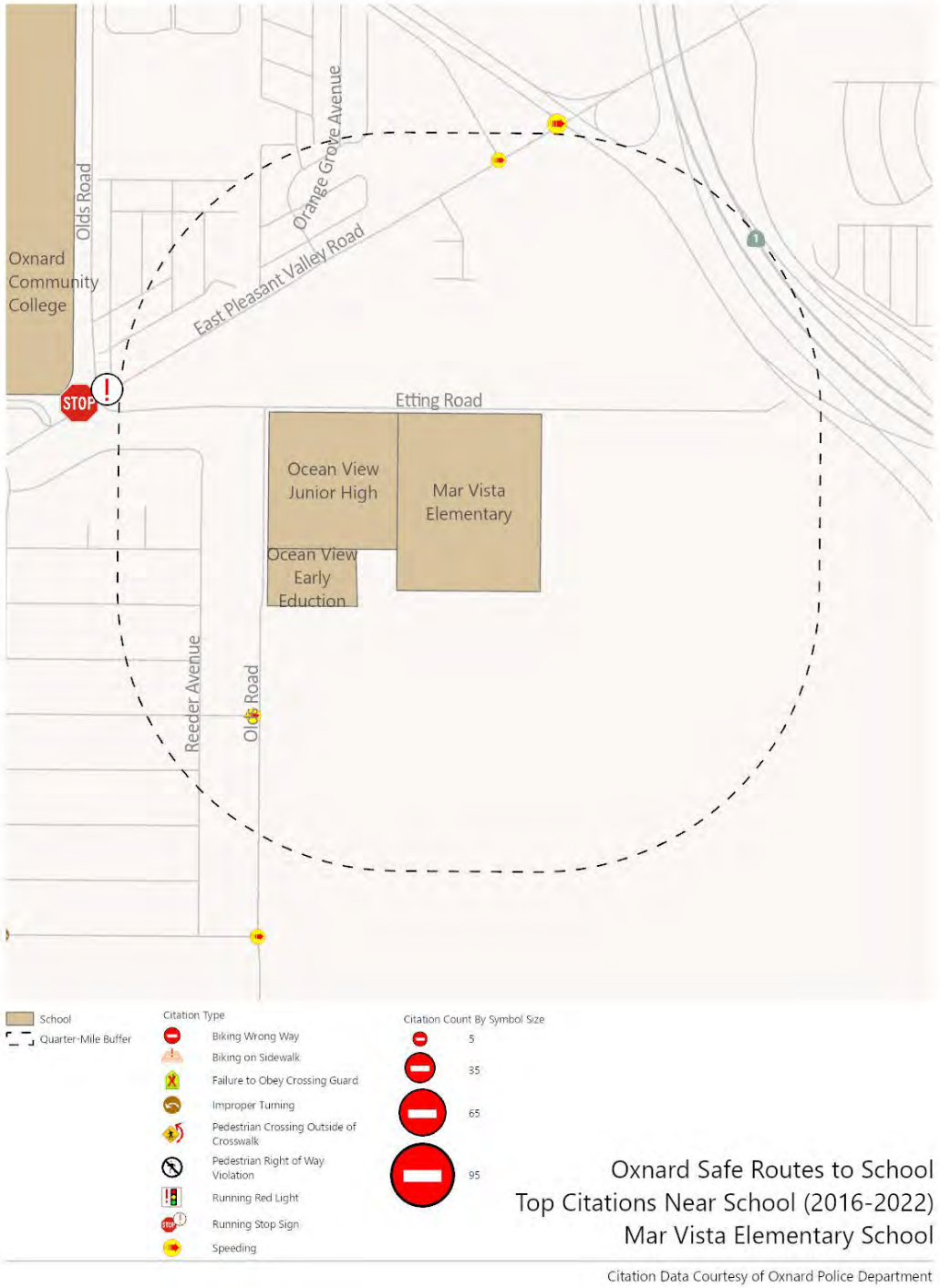
Note: Times in **Bold** are when school is in session.

Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Pleasant Valley Boulevard	**9**	**Automobile Right of Way (5)**	Approximately half of the collisions occurred during daylight hours. None of these incidents resulted in fatalities or severe injuries. Two of the collisions involved individuals under the age of 16, and two others involved pedestrians.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Citation Type	Count	Percent of Total
Speeding	14	100%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Antoinette Dodge, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- Many students are bussed in from further neighborhoods. There are a limited number of neighborhoods within the walkshed around the school.
- The team should observe new improvements along Etting Road (utilization, congestion, etc.)

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

Walk Audit Date: Wednesday, December 18, 2024

Start time: 8:00 AM

Weather Conditions: Clear

Events/Unique Conditions: None

Attendees:

1. Miguel Guillen – City of Oxnard
2. Chelsea Richer – Fehr & Peers
3. Andy Meger – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

East-West Streets

Etting Road

2.3.1 Etting Road and School Entrance

2.3.1.1 The pedestrian gate was locked during drop-off time; it is recommended to regrade the ramp and keep the pedestrian gate unlocked during arrival and dismissal times to allow safer access.

2.3.2 Etting Road and Mobile Home Park Entrance

2.3.2.1 The southwest mobile home park gate was locked; it is recommended to ensure the pedestrian entrance is unlocked to provide access to the school.

2.3.2.2 Visibility is a concern on the southwest corner due to very high parking density on the east side; it is recommended to add no-parking signage along the curb and bike lane, and to enhance bike lane signage.

2.3.3 Etting Road and End of Sidewalk

2.3.3.1 The sidewalk ends abruptly with no crosswalk leading toward the school; it is recommended to add a midblock crosswalk to improve pedestrian access.

2.3.4 Etting Road and Olds Road

2.3.4.1 Good curb ramps and a good crosswalk are present; it is recommended to consider adding additional pedestrian safety features, such as signage or curb extensions, to strengthen crossing visibility.

2.3.5 Etting Road and E/O Exit Gate

2.3.5.1 Some pedestrian gates are locked, and access is restricted; it is recommended to add a new pedestrian gate in place or allow pedestrian entry during school arrival/dismissal hours.

2.3.5.2 There is potential to close half of the bus gate and add cones, to prevent driving in but allow pedestrian access from the East side.

2.3.5.3 There should be consideration of a new crosswalk to serve pedestrians between exit gates; it is recommended to add a new pedestrian gate in front of the East side.

Gates

2.3.6 First Mobile Home Gate (near Olds Rd)

2.3.6.1 Pedestrian access was locked at the time of observation; it is recommended to ensure that the pedestrian gate remains unlocked during arrival and dismissal periods to facilitate safe access for students.

2.3.6.2 The area would benefit from a new crosswalk and better access to the North side of Etting.

2.3.7 Second Mobile Home Gate (between Olds Rd)

2.3.7.1 People were observed exiting and entering through this gate, approximately 200 feet from the RRFB; it is recommended to create a formalized pedestrian exit and crosswalk to improve safe crossing access near the RRFB.

2.3.8 Third Mobile Home Gate (near Farm Rd)

2.3.8.1 Although an RRFB is present, it is not heavily used due; it is recommended to assess usage

patterns and enhance visibility to encourage proper use of the crossing.

2.3.9 School Gate

2.3.9.1 The pedestrian entrance should be relocated to face the 2nd mobile home gate.

2.3.10 Pedestrian Gate

2.3.10.1 This gate provides red access as intended, but leads to trashcans, which could be reorganized.

2.4 Arrival Observations

The team observed arrival at two locations along Etting Road, Olds Road and the school driveway.

General Observations:

- Arrival began at 7:30am; bells at 8:00am and 8:10am
- School opens gates early to allow for early arrivals
- Drop-off line observed to be working well; demand for drop-off exceeds the on-site circulation capacity

Etting Road:

- Vehicle drop-off line backed up into Etting Rd by 7:55am; all clear by 8:00am
- Park & walk activity observed along Etting Rd, with parents/guardians stopping or parking in the bike lane and walking their students into school
- Very few pedestrians observed approaching eastbound on Etting Rd

Olds Road:

- Westbound at Olds Rd also backed up as vehicles navigated the stop-controlled intersection

City of Oxnard

Safe Routes to School

Ocean View Junior High School (6-8)



Prepared By:

FEHR PEERS

Walk 'n Rollers
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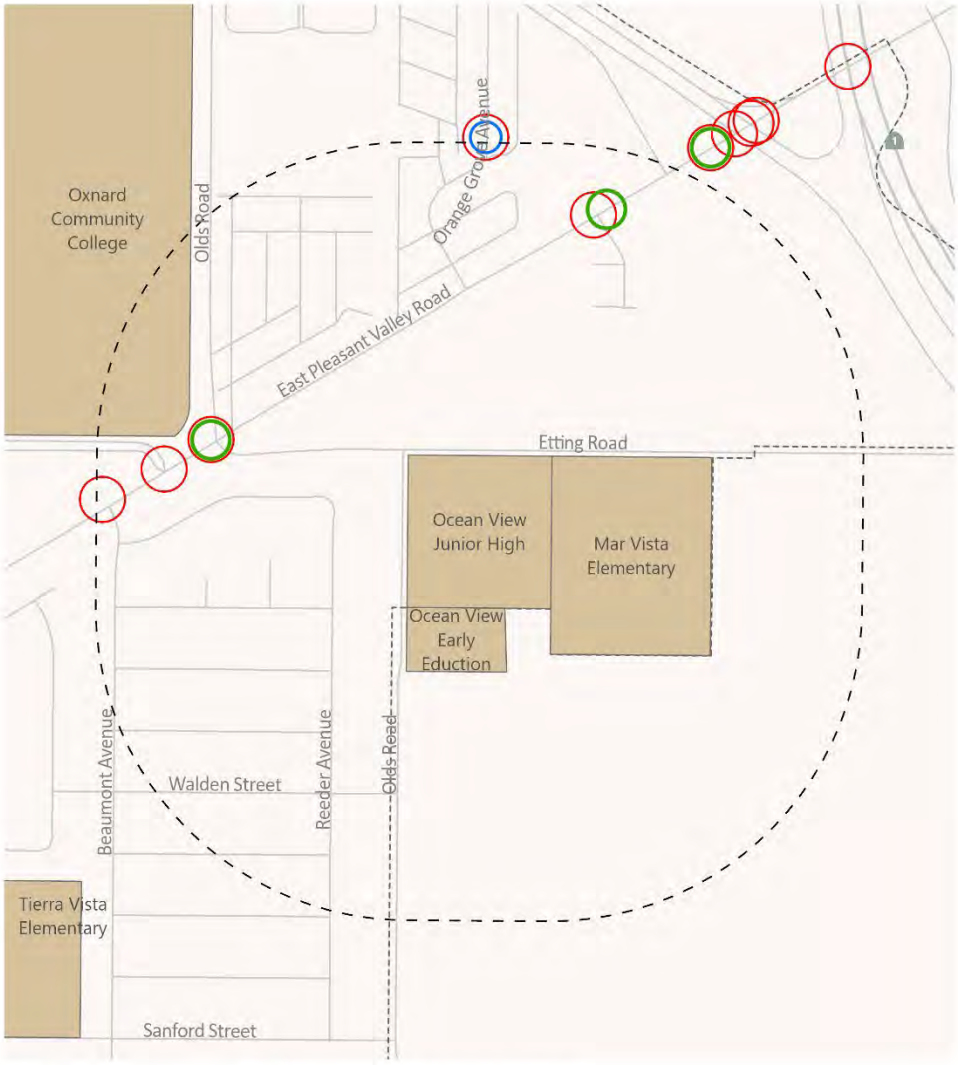
1. Collision and Citation Trends

1.1 Collision Trends

Collisions were prevalent along Pleasant Valley Road with a cluster at the intersection of Pleasant Valley Road and Beaumont Avenue within the study area. Collisions involving individuals under 16 years of age largely clustered along Pleasant Valley Road as well. There was one severe injury collision that occurred at the intersection of Pleasant Valley Road and Beaumont Avenue.

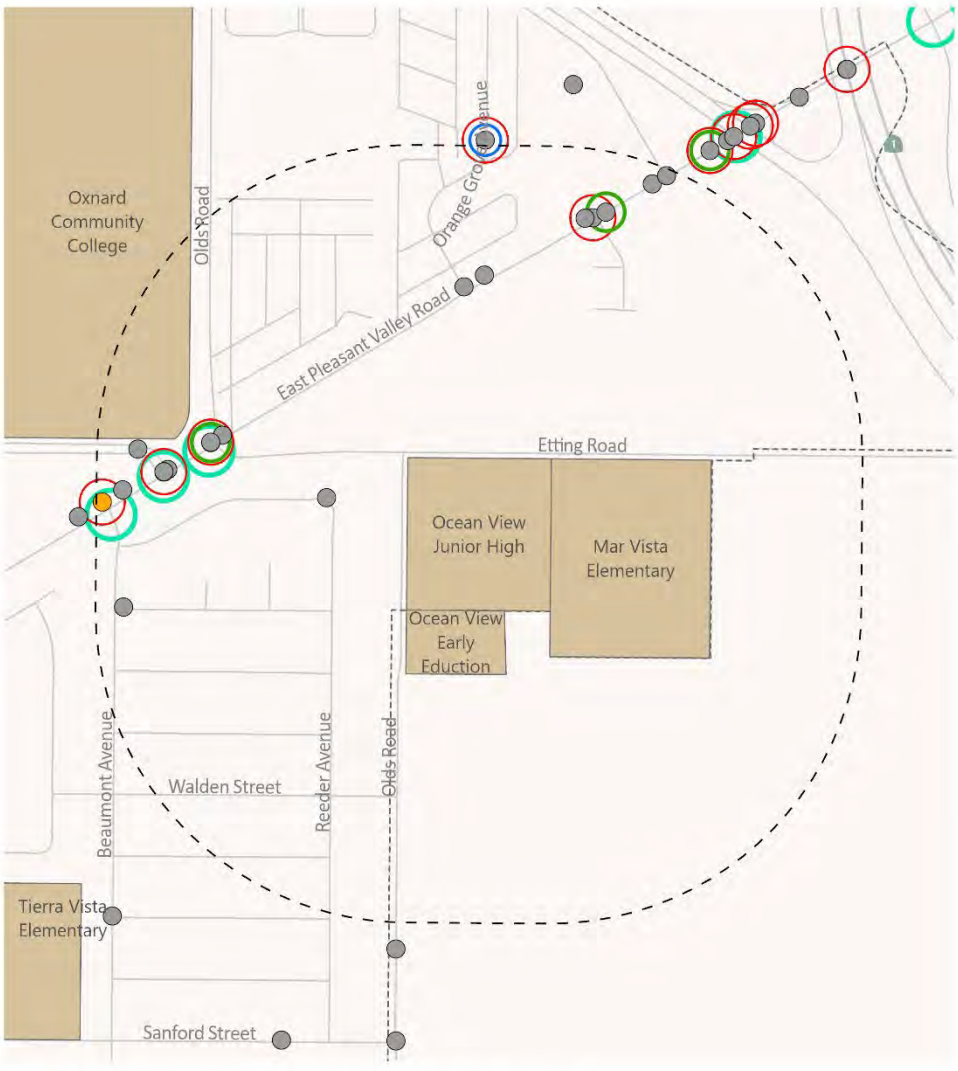


Pedestrian collisions concentrated along Pleasant Valley Road as well. There were no bike collisions within the study area.



Oxnard Safe Routes to School:
Ocean View Junior High School
Injury Collisions with Emphasis on
Vulnerable Road Users (2018 - 2022)

Putting all the information together, there was one severe injury collision present at the intersection of Pleasant Valley Road and Beaumont Avenue. This severe collision did not involve a pedestrian, bicyclist, or someone under the age of 16.



Oxnard Safe Routes to School:
Ocean View Junior High School
Injury Collisions with Emphasis on Collision Severity and Vulnerable Road Users (2018 - 2022)

1.2 Injury Collision Summary

There were 32 injury collisions between 2018-2022 within a quarter mile radius of Ocean View Junior High School. One collision resulted in a severe injury and occurred at the intersection of Pleasant Valley Road and Beaumont Avenue. Most of the collisions occurred along Pleasant Valley Road.

Action During Collisions

The leading violations were Automobile Right of Way (44%), Unsafe Speed (16%), and Improper Turning (14%).

- Automobile Right of Way collisions occurred primarily along Pleasant Valley Road.
- Unsafe Speed collisions occurred primarily along Pleasant Valley Road.
- Improper Turning collisions concentrated along Pleasant Valley Road as well.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Ocean View Junior High School (2018 – 2022)			
Total Injury Collisions	32		
KSI (Killed or Seriously Injured) Collisions	1 (3%)		
Collisions with victim under 16 years old	9 (28%) (KSI: 0 – 0% of all KSI collisions)		
Pedestrian-Involved	2 (6%) (KSI: 0 – 0% of all KSI collisions)		
Bicycle-Involved	0 (0%) (KSI: 0 – 0% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Automobile Right of Way	14	44%
	Unsafe Speed	5	16%
	Improper Turning	4	13%
Top Crash Types		Count	Percent of Total
	Broadside	12	38%
	Head-On	9	28%
	Rear End	6	19%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**6**	**19%**
	Midday (10AM-3PM)	**5**	**16%**
	Evening Peak (3PM-7PM)	6	19%
	Overnight (7PM-6AM)	15	47%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	15	47%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	15	47%
	Dusk/Dawn	2	6%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	2	6%
	No	29	91%

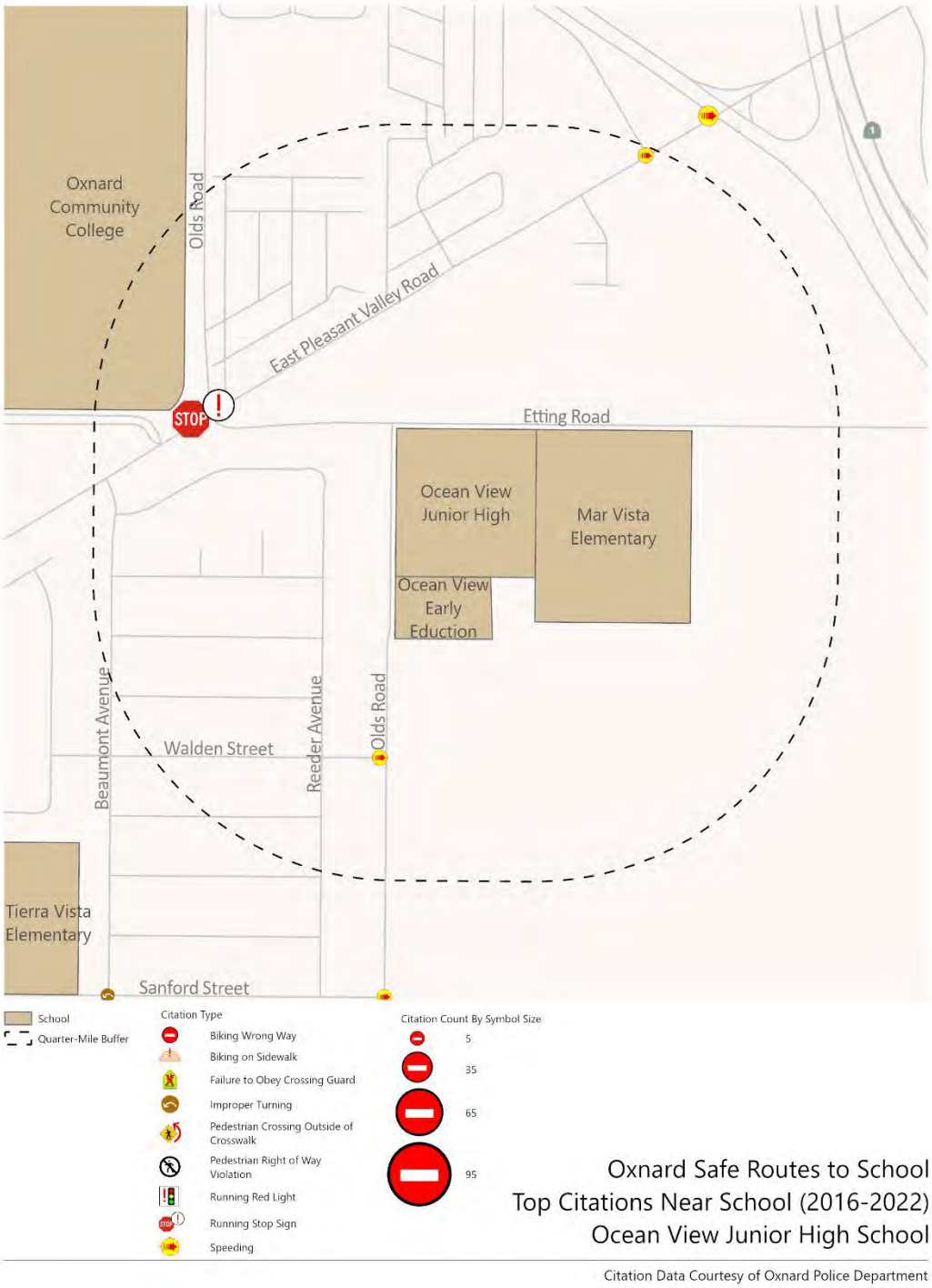
Note: Times in **Bold** are when school is in session.

Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Pleasant Valley Road	**28**	**Automobile Right of Way (14)** **Unsafe Speed (5)**	Around half of these collisions occurred during daylight hours. Nine of these collisions involved someone under 16 years old. Two of these collisions involved a pedestrian.
Pleasant Valley Road and Beaumont Avenue	8	Automobile Right of Way (3)	There was one severe injury collision that occurred at the intersection of Pleasant Valley Road and Beaumont Avenue due to automobile right of way at night. None of the collisions happened in the intersection involved a pedestrian or bicyclist.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Citation Type	Count	Percent of Total
Speeding	14	21%
Running Stop Sign	52	79%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Denise Adams, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity.

The team learned:

- Most students live in the surrounding neighborhood. Approximately 100 students come from outside the attendance area through inter-district transfers. Seven buses transport students, serving about 250 out of the 750 enrolled. Bus services are also provided to Point Mugu Base for inter-district transfers. Additionally, many students bike or walk to school.
- Key locations include: Etting Road & Olds Road (crossing guard location, North Olds Road & Parking Lot (parking lot entrance & rectangular rapid flashing beacon location)
- Key issues include: lack of bike lanes on Etting Road east of Olds Road, wrong way bike riding on Etting Road, lack of sidewalks

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Wednesday, January 24, 2024
- Start time: 3:00 PM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Principal Denise Adams – Ocean View
    2. Jose Rivera – City of Oxnard
    3. Andy Meger – Fehr & Peers
    4. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Olds Road

2.3.1 Olds Road & Etting Road (South) at Driveway

2.3.1.1 There are no curb and sidewalk extensions near the driveway. It is recommended to relocate the crosswalk south of the driveway entrance.

2.4 Walkshed Observations

The “walkshed” refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Olds Road

2.4.1 Olds Road & Walden Street

2.4.1.1 There is an unmarked crosswalk on the west leg of the intersection. It is recommended to upgrade the curbs and tighten the curb radius.

2.4.2 Olds Road & Sanford Street

2.4.2.1 There is an unmarked crosswalk on the west side of the intersection. It is recommended to upgrade the curbs and tighten the curb radius.

2.4.2.2 This is where the Class II bike lane begins to the north of Olds Road and ends to the south of the road.

2.4.3 Olds Road between Sanford Street & Etting Road

2.4.3.1 There are no speed limit signs posted along the segment.

2.4.3.2 There are sidewalk uplifts on both sides of the road. It is recommended to repair the sidewalks and add more school zone signs. Additionally, implementing a "gateway" treatment at the south end would help transition to a slower or faster speed zone, depending on the direction of travel. This could involve installing curb extensions at the entrance to a residential or low-speed street.

East-West Streets

Etting Road

2.4.4 Etting Road between Olds Road & Oxnard County Line

2.4.4.1 There are plans for a creek that will connect to the southwest corner of the mobile home park.

2.5 Dismissal Observations

The team observed student dismissals at two locations: Etting Road & Olds Road and Olds Road & the parking lot entrance. Crossing guards are stationed at these intersections to enhance safety for students walking to school. Etting Road was selected because Principal Adams noted that many cyclists ride in the wrong direction, and this intersection marks the end of the Class II bike lane. Olds Road was chosen due to the presence of a crosswalk and a rectangular rapid flashing beacon (RRFB) near the school parking lot entrance.

General Observations:

- The school has entrances and a main parking lot facing Olds Road. The parking lot has a designated driveway for entering and another for exiting. To reach Olds Road and parking lot crosswalk, students must cross the driveway entrance and often cut corners. There is also a lack of sidewalks.

Etting Road/Olds Road:

- Pick-up parked queue started forming at 3:10 PM.
- There are cars double parked south of Olds Road and there is a U-turn made.
- Cars are double parked in front of the school district's entrance.
- The cross guard is out at 3:20 PM. At the left turn out there is no crossing guard at the exit of the driveway.
- Traffic begins to move at 3:25 PM and there is a huge cluster of walkers both north and south.
- At the driveway, left turns block throughs at the driveway causing backups on Olds Road north bound to Etting Road.
- Buses are seen at 3:25PM and they platoon out.

Olds Road/Parking Lot Entrance:

- At 3:07 south bound traffic started to accumulate. Cars that are seen traveling north are queuing, U-turning, or double parking.
- Three school staff members manage the flow of traffic on foot.
- To provide space for the kids to wait to cross it would be good to remove the bush behind the yellow gate. Staff agree that a crosswalk at the south entrance would be easier.

City of Oxnard

Safe Routes to School

Oxnard Adult School (12+)



Prepared By:

FEHR PEERS

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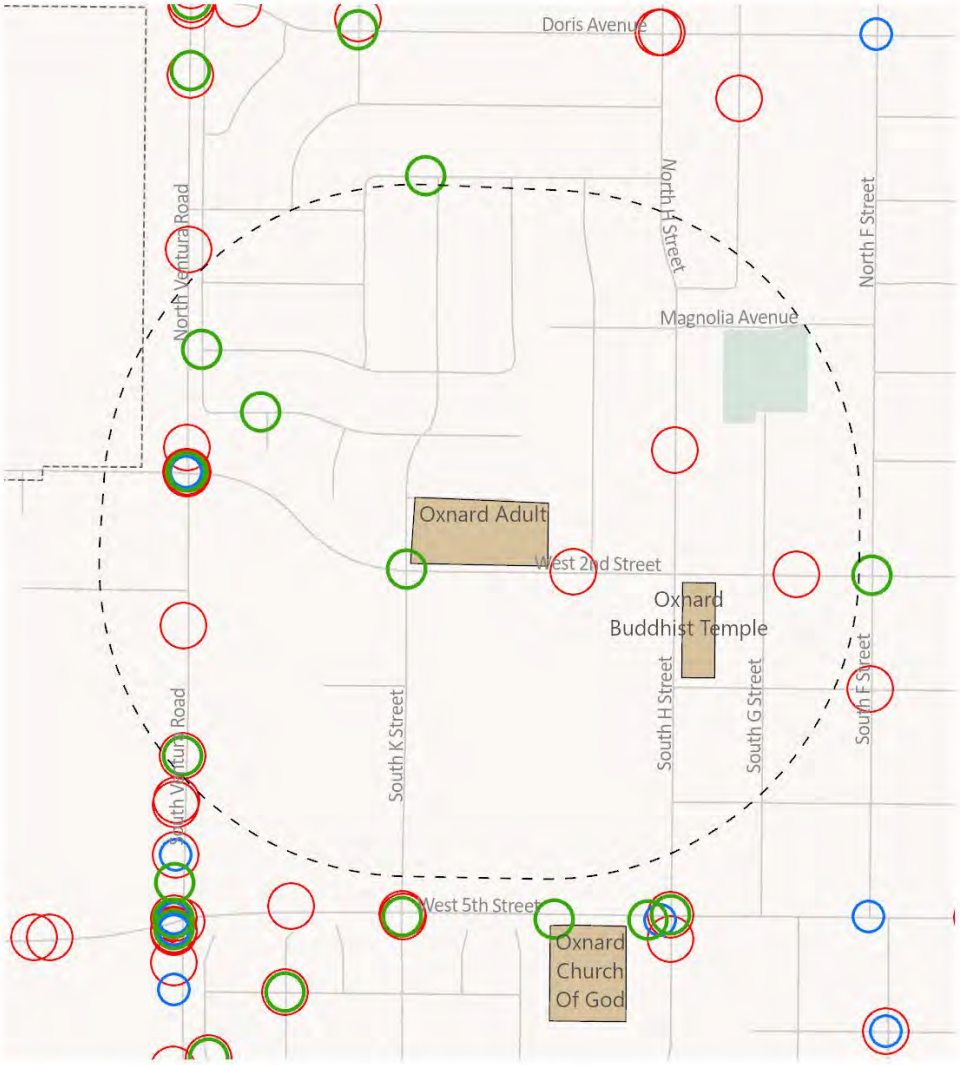
1. Collision and Citation Trends

1.1 Collision Trends

Collisions were prevalent along North Ventura Road within a quarter-mile radius of Oxnard Adult School, particularly at the intersection of North Ventura Road and West 2nd Street. The study area recorded one fatal collision and one severe injury collision. The fatal collision occurred on North Ventura Road, with the cause remaining unknown. The severe injury collision took place at the intersection of North Ventura Road and West 2nd Street, caused by issues related to traffic signals and signs.



Pedestrian and bike collisions within the study area were distributed throughout, with a concentration along North Ventura Road and West 2nd Street.



Collisions involving individuals under the age of 16 were highly concentrated along North Ventura Road. None of these collisions resulted in fatalities or severe injuries.



1.2 Injury Collision Summary

Between 2018 and 2022, there were 48 injury collisions within a quarter-mile radius of Oxnard Adult School. The study area recorded one fatal collision and one severe injury collision. Collisions highly concentrated along North Ventura Road. The fatal collision occurred on North Ventura Road, with the cause remaining unknown. The severe injury collision took place at the intersection of North Ventura Road and West 2nd Street, caused by issues related to traffic signals and signs.

Action During Collisions

The leading violations were Automobile Right of Way (27%), Unsafe Speed (23%), and Traffic Signals and Signs (13%).

- Automobile Right of Way collisions were spread across the study area with concentration along North Ventura Road.
- Unsafe Speed collisions concentrated on 2nd Street and Ventura Road.
- Traffic Signals and Signs collisions were also prevalent along Ventura Road.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Oxnard Adult School (2018 – 2022)			
Total Injury Collisions	48		
KSI (Killed or Seriously Injured) Collisions	2 (4%)		
Collisions with victim under 16 years old	15 (37%) (KSI: 1 – 50% of all KSI collisions)		
Pedestrian-Involved	6 (14%) (KSI: 1 – 50% of all KSI collisions)		
Bicycle-Involved	1 (5%) (KSI: 0 – 0% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Automobile Right of Way	13	27%
	Unsafe Speed	11	23%
	Traffic Signals and Signs	6	13%
Top Crash Types		Count	Percent of Total
	Broadside	16	33%
	Rear End	15	31%
	Vehicle/Pedestrian	6	13%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**4**	**8%**
	Midday (10AM-3PM)	**16**	**33%**
	Evening Peak (3PM-7PM)	18	38%
	Overnight (7PM-6AM)	10	21%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	2	4%
	Dark – Streetlights	12	25%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	32	67%
	Dusk/Dawn	1	2%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	4	8%
	No	43	90%

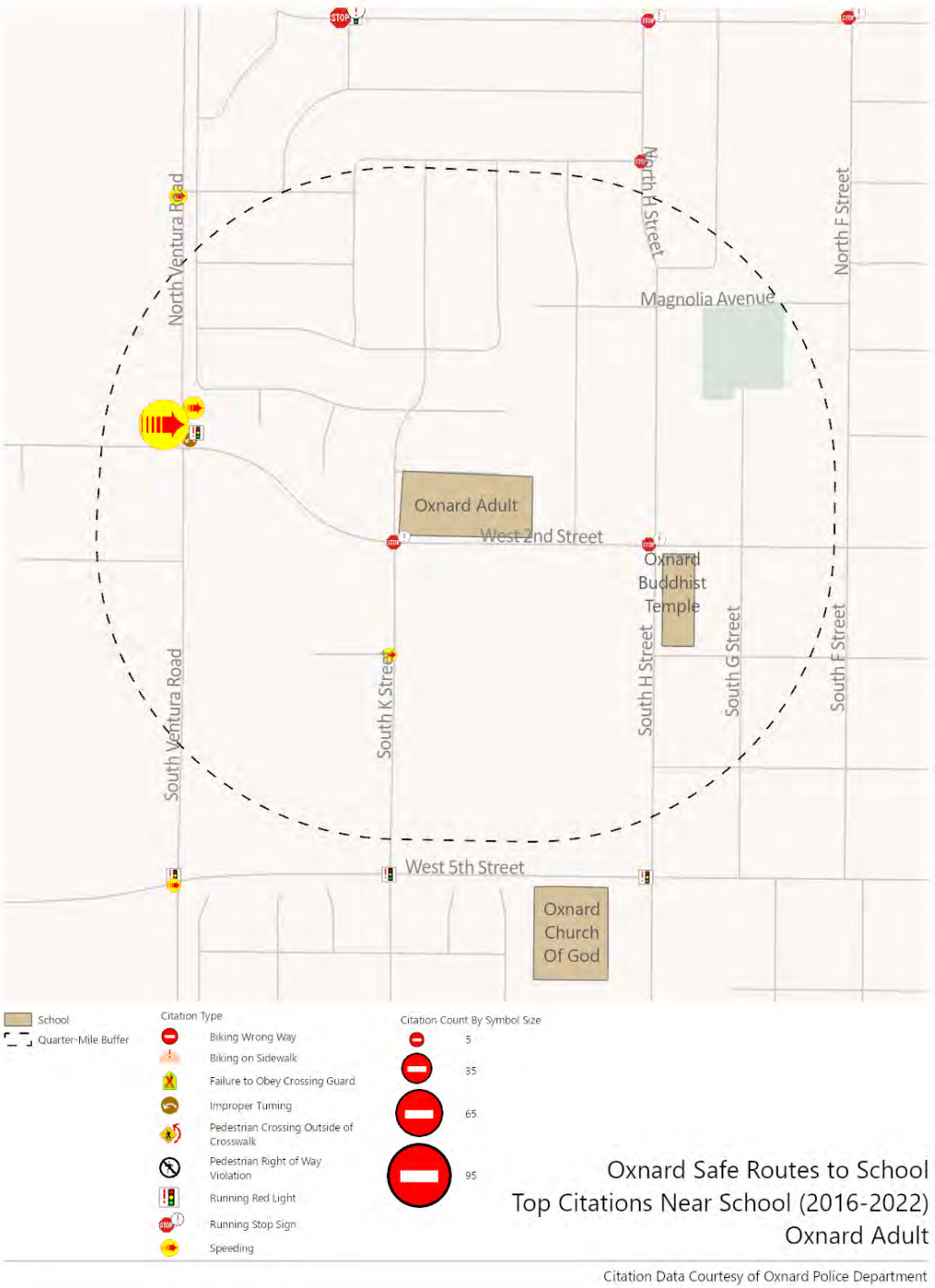
Note: Times in **Bold** are when school is in session.

Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Saviers Road	**34**	**Automobile Right of Way (9)** **Unsafe Speed (8)**	Around half of the collisions occurred during daylight time. The study area recorded one fatal collision and one severe injury collision. The fatal collision occurred on North Ventura Road, with the cause remaining unknown. The severe injury collision took place at the intersection of North Ventura Road and West 2nd Street, caused by issues related to traffic signals and signs.
2nd Street	**24**	**Unsafe Speed (8)** **Automobile Right of Way (7)**	Around half of the collisions occurred during daylight time. One collision resulted in severe injury and happened at the intersection of North Ventura Road and West 2nd Street.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Citation Type	Count	Percent of Total
Speeding	96	82%
Running Stop Sign	13	11%
Running Red Light	5	4%
Improper Turning	3	3%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Leticia Carabajal, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- There are concerns about parking occupancy between the school district offices and adult school students. The parking utilization in the lot should be checked.
- The condition of the sidewalks and crosswalks near the school campus should be checked. These pedestrian accommodations impact students accessing the school on foot as well as students arriving from the Gold Coast Transit bus stops.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.

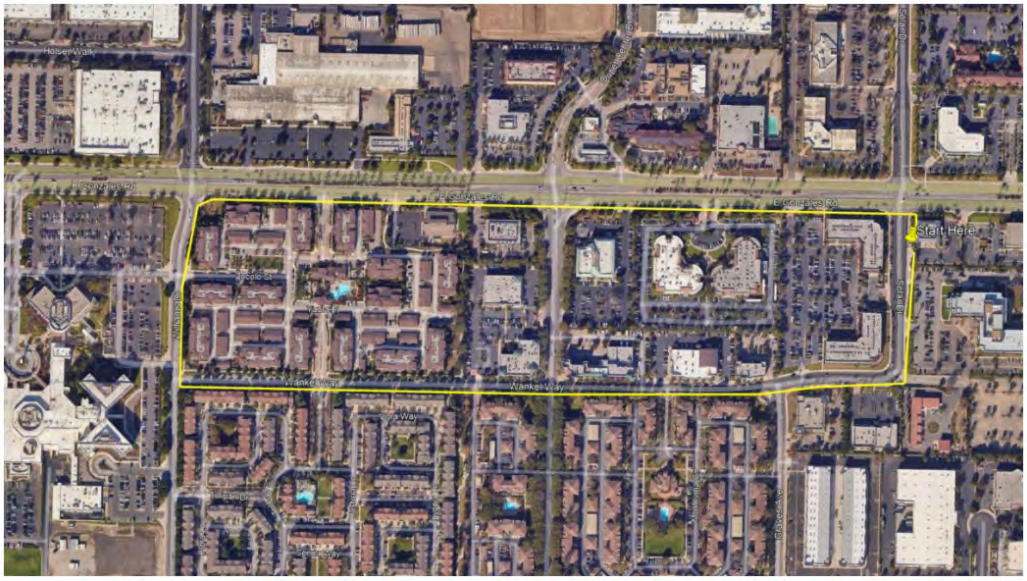


Figure 1. Walk audit route

Other details of the walk audit are presented below:

Walk Audit Date: Thursday, January 16, 2025

Start time: 3:00 PM

Weather Conditions: Clear

Events/Unique Conditions: None

Attendees:

1. Chelsea Richer – Fehr & Peers
2. Andy Meger – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Solar Drive

2.3.1 Solar Dr and Wankel Way

2.3.1.1 A diagonal curb ramp is currently in place at this intersection but may be unnecessary. It is recommended to consider removing the ramp and adding slow curve markings.

2.3.1.2 There is a curb ramp with no crosswalk; it is recommended to stripe curve markings and include a crosswalk.

Graves Avenue

2.3.2 Graves Ave and Wankel Way

2.3.2.1 A posted speed limit sign indicating 40 mph is located at this intersection, which may be too high for the local context. It is recommended to reevaluate the posted limit and stripe a high-visibility crosswalk on the south leg, along with considering the addition of slow-curve markings to improve safety. (S/O Wankel)

East-West Streets

Gonzalez Road

2.3.3 Gonzalez Rd and Solar Dr

2.3.3.1 The posted speed limit is missing at this intersection; it is recommended to upgrade the crosswalk to high-visibility markings, improve the pedestrian push buttons, add a countdown signal across the West leg, and implement a bike facility upgrade to Class II.

2.3.4 Gonzalez Rd and Williams Dr

2.3.4.1 The ramps at this intersection are in good condition, but the eastbound bus stop lacks a shelter or bench, and there are no conflict markings between the bus stop and the bike lane. It is recommended to upgrade the crosswalk to a high-visibility and upgrade the push buttons.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

East-West Streets

Gonzalez Road

2.4.1 Gonzalez Rd and Lombard St

2.4.1.1 This intersection features good ramps, but the existing crosswalk should be upgraded to standard high-visibility markings. The slip lane onto eastbound Gonzales may not be necessary and should be evaluated for potential removal. Additionally, the timing of the signal and yield markings in the slip lane should be evaluated, as there are no yield teeth.

Wankel Way

2.4.2 Wankel Way and Lombard St

2.4.2.1 There is a curb extension with trees on the North leg; it is recommended to upgrade the Northwest and Southwest ramps and refresh the markings, which have not yet been resurfaced.

2.4.2.2 Tactile warning pads are needed across the driveway on both the east and west sides of this intersection, as well as a crosswalk at the midblock trail crossing.

2.4.3 Wankel Way and Driveway Entrance (E/O Lombard St)

2.4.3.1 A curb ramp is needed at the driveway entrance, and a stop sign should be added at the driveway exit to ensure traffic control and pedestrian safety.

2.4.4 Wankel Way and Impatiens Dr

2.4.4.1 Tactile warning pads are needed across the driveway on both the east and west sides of this intersection. In addition, the Northbound and Southbound exits need a stop sign.

2.4.5 Wankel Way and Williams Dr

2.4.5.1 The southeast corner of this intersection requires a curb ramp upgrade to improve accessibility and comply with ADA standards.

2.5 Arrival and Dismissal Observations

No observations were made – there is no arrival or dismissal period for this school.

City of Oxnard

Safe Routes to School

Parkview Elementary School (TK-5)



Prepared By:

FEHR PEERS

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1. Collision and Citation Trends

The school is located outside of the City of Oxnard; therefore, collision data and citation is very limited. Maps are shared here to show nearby patterns on South J Street and Bard Road. The "empty" maps within the ¼ mile radius of the school show in the following pages should be interpreted to be a lack of data included in the City of Oxnard analysis, not necessarily a lack of collisions or citations.

1.1 Collision Trends





Oxnard Safe Routes to School:
Parkview Elementary School
Injury Collisions Involving
Vulnerable Road Users (2018 - 2022)


Pearson Road
7th Street
6th Street
5th Place
6th Place
8th Street
8th Place
Addor Street
5th Street
Parkview Elementary
Bard Road
South J Street
South F Street
Hueneme High
6th Street
7th Street
Park Avenue
South G Street
South F Street
Evergreen Lane
Esri Community Maps Contributors, City of Oxnard, California State Parks, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA
N
Fatal
Injury (Severe)
Other Injury
School
Quarter-Mile Buffer
City Boundary
Pedestrian Collisions
Bike Collisions
Collision Involving Someone Under 16
Oxnard Safe Routes to School:
Parkview Elementary School
Injury Collisions with Emphasis on
Vulnerable Road Users (2018 - 2022)

1.2 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Oxnard Safe Routes to School
Project-Related Citations (2016-2022)
Parkview Elementary School

Citation Type	Count	Percent of Total
Running Stop Sign	119	100%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Sarahi Gonzalez, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- Most students live in the surrounding neighborhood and are dropped off by parents. Some students arrive by bus, walk, and very limited number of students' bike.
- Key locations include: City of Port Hueneme (school location), Bard Road & 6th Place crosswalk (crossing guard location), Helen Street between 6th Place/Parkview (gate entrance location), Bard Road between 6th Place/Parkview (gate entrance location)
- Key issues include: vehicle speeds, no dedicated drop-off/pick-up zone, and parking/blocking of staff spots

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Monday, November 27, 2023
- Start time: 7:30 AM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Principal Sarahi Gonzalez – Parkview
    2. Jose Rivera – City of Oxnard
    3. Andy Meger – Fehr & Peers
    4. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

6th Place

2.3.1 6th Place & Bard Drive

2.3.1.1 The crosswalks are located on the south and west bound legs, and they are standard. The curb cuts/ramps lack truncated domes, which should be added for accessibility.

2.3.1.2 The road is very wide with narrow sidewalks.

2.3.1.3 There are lots of vehicles that are making right turns onto 6th Street backing up vehicles on Bard Road as the crossing guard controls.

2.3.2 6th Place & 6th Street

2.3.2.1 There is no curb cut at the school cross walk, which should be added for accessibility.

2.3.2.2 There are no tactile pads perpendicular to crosswalk.

2.3.3 6th Place & Helen Street

2.3.3.1 There is an unmarked crosswalk on the near side of the south bound leg.

2.3.3.2 There is a standard crosswalk on the east bound leg. There is a continental crosswalk on the north bound leg.

2.3.3.3 There is no red curb by the hydrant.

2.3.3.4 The road is very wide with narrow sidewalks.

Park Avenue

2.3.4 Park Avenue & Helen Street

2.3.4.1 The stop signs are small.

2.3.4.2 There are no tactile pads on ramps.

2.3.4.3 There is a standard crosswalk on east bound leg.

2.3.4.4 There are no crosswalks across the north and south legs.

East-West Streets

Bard Road

2.3.5 Bard Road & Park Avenue

2.3.5.1 There are standard school crosswalks on all legs of the intersection.

2.3.5.2 There are no tactile pads on the crosswalks.

2.3.6 Bard Road between Ventura Road & J Street

2.3.6.1 On the east bound leg there is a flashing speed sign operating at 9 a.m.

2.3.6.2 There is no crosswalk across Bard except for the one on 6th Place.

2.3.6.3 6th Place has narrow sidewalks.

2.3.6.4 Road work signs are present.

2.3.6.5 No bike lane markings.

Helen Street

2.3.7 Helen Street & 7th Street

2.3.7.1 There is standard stripping of the crosswalk on the south bound leg. The recommendation is to upgrade to a high visibility crosswalk.

2.3.7.2 This is a school zone.

2.3.7.3 Upgrades are in the works.

2.3.8 Helen Street & 7th Place

2.3.8.1 There is a standard crosswalk on the south bound leg.

2.3.8.2 There is a continental crosswalk on the east bound leg. There is no ramp cut out on the southwest corner of the intersection.

2.3.8.3 The ramps have no tactile pads.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

8th Street

2.4.1 8th Street & Park Avenue

2.4.1.1 No crosswalks are present at this intersection.

2.4.1.2 There is one stop control on the east bound leg of the intersection.

2.4.2 8th Street & Glacier Avenue

2.4.2.1 There are speed bumps on the south leg of the intersection.

2.1.1.1 No crosswalks are present at this intersection.

2.1.1.2 There is one stop control on the west bound leg of the intersection.

2.1.1.3 No curb ramp tactile pads.

2.1.1.4 The road curves, creating a blind spot for southbound traffic.

J Street

2.1.2 J Street & Glacier Avenue

2.1.2.1 No crosswalks are present at this intersection.

2.1.2.2 There is one stop control on the east bound leg of the intersection.

2.1.2.3 No curb ramp tactile pads.

2.1.2.4 The sidewalks are narrow and there is a hydrant in the sidewalk.

2.1.3 J Street & Bard Road

2.1.3.1 Hedges should be trimmed for visibility.

2.1.3.2 Would recommend to the fence back.

2.5 Arrival Observations

The team observed arrival at two locations since Parkview has several entrances but no dedicated drop-off/pick-up zone: Bard Road between 6th Place and Helen Street between 6th Place and Park Ave. Bard Road was selected because Principal Sarahi Gonzalez noted that parents drop off their children near the TK area there, while kindergarteners are dropped off at the gate on Helen Street. Helen Street was chosen as well due to concerns about speeding and the need for traffic calming measures.

General Observations:

- The elementary school has an enrollment of 576 students in grades TK-5. There are early arrivals at 7:15 AM and parents wait for the gate to open at 7:30 AM to drop off their children. The crossing guard on Bard Road is not located directly in front of the school, and the bus drop-off area is in front of the kindergarten building. School starts at 8:00 AM, and the Oxnard Police Department (OPD) occasionally patrols the area. Breakfast is served from 7:30 to 8:00 AM, and street sweeping occurs on both sides of the street on Thursdays in the afternoon/evening (PM).

Bard Road between 6th Place and Park Ave:

- 6th Place and Bard Road is very busy.
- There are lots of vehicles trying to make a right turn from Bard Road onto 6th Place. This turn causes the queue to build up along Bard Road as the crossing guard controls. There were also drop offs in the turn lane .
- Parents wait on Bard Road for the door to open for TK.
- Bussing from a few blocks away across J Street, about 50 kids.
- Bus drops off in front of school causing a blind spot in front of school at the crosswalk.

Helen Street between 6th Place and Park Ave:

- There is a demand for a crossing guard on 6th Place by parents.
- 8 cars queue on the south bound leg of 6th Place.
- 4 cars queue on the north bound leg of 6th Place.
- The speed bumps on Helen should be on 6th Place.

City of Oxnard

Safe Routes to School

Rio del Mar Elementary School (TK-5)



Prepared By:

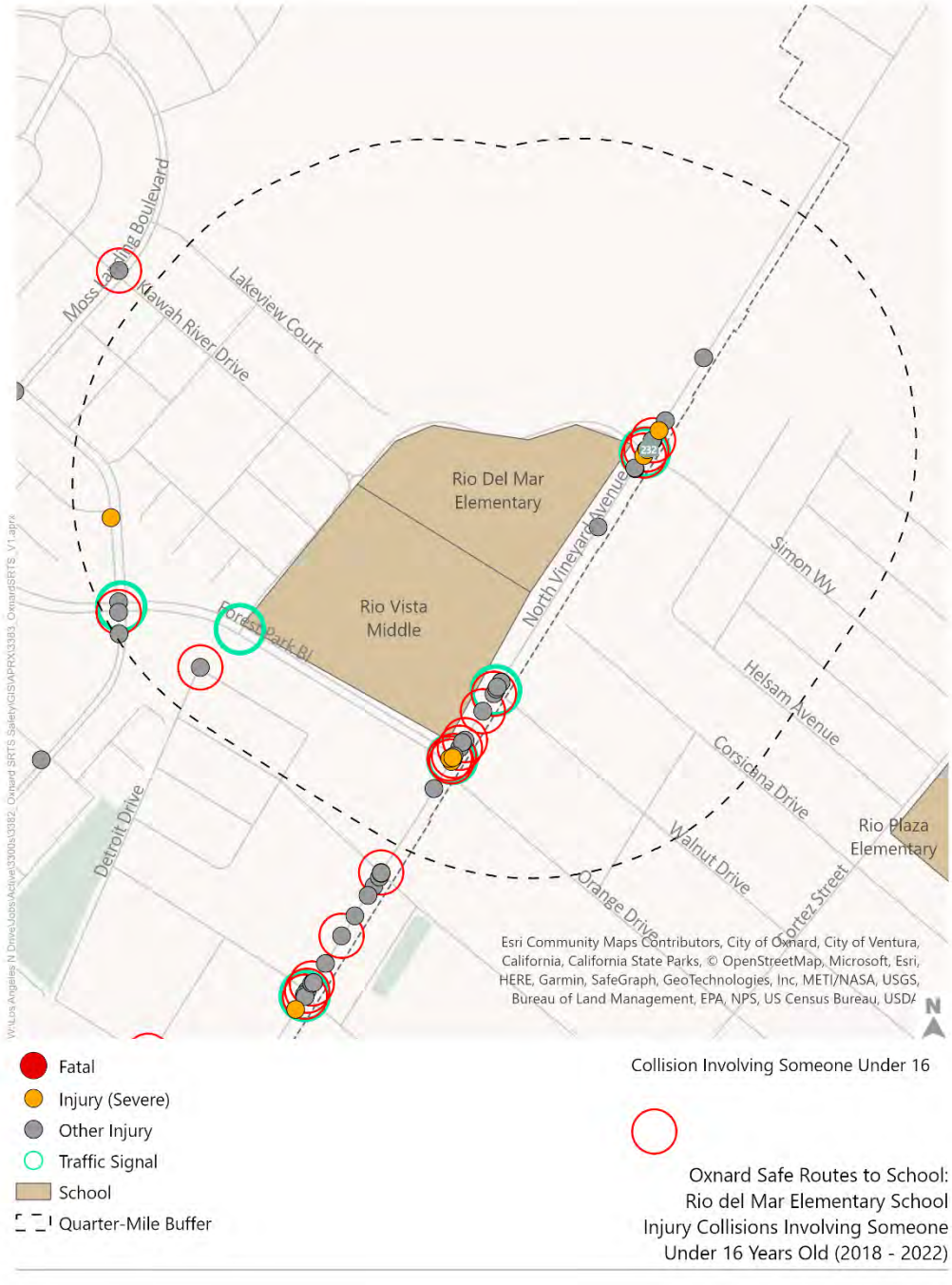
FEHR PEERS

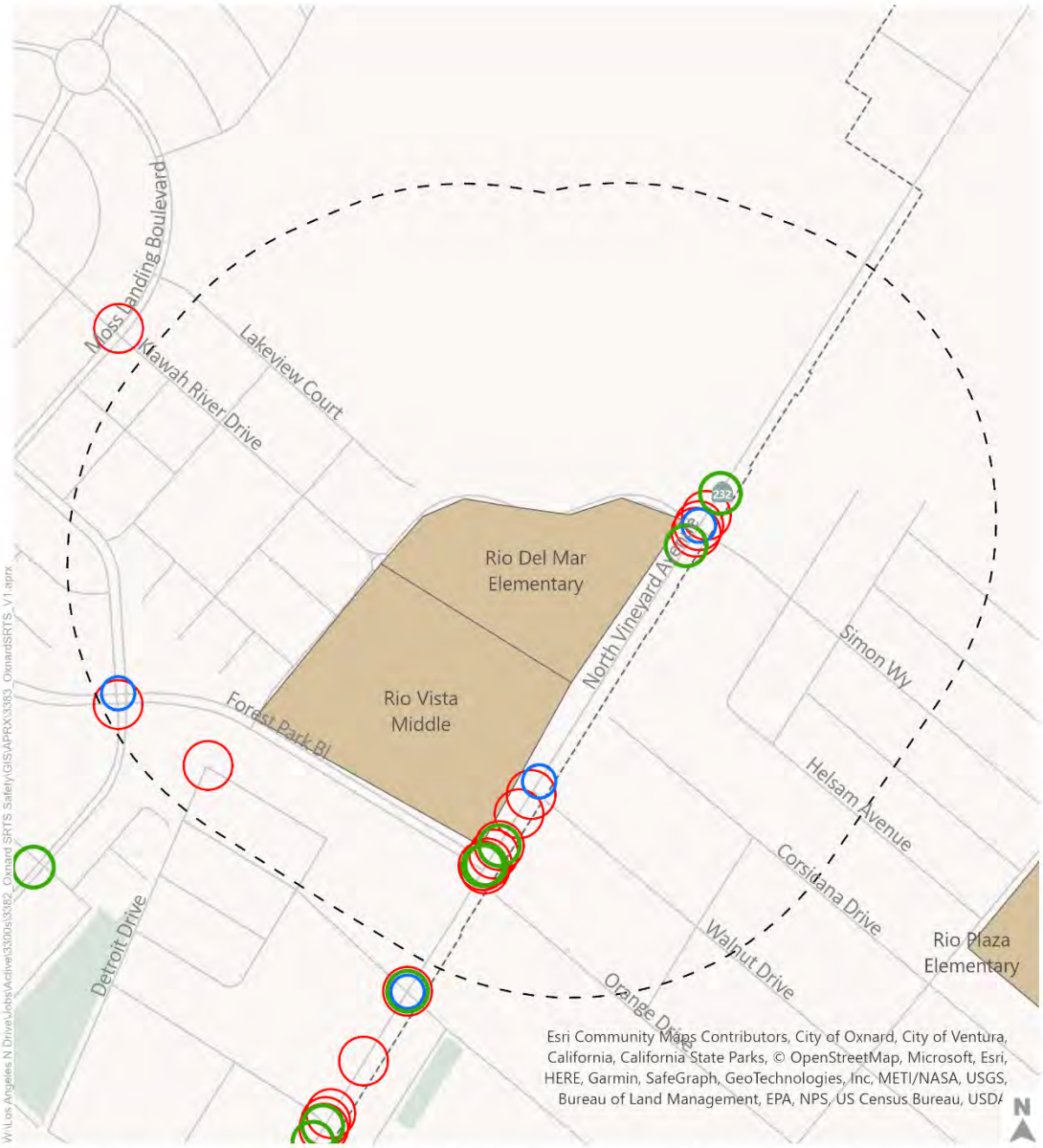
Walk 'n Rollers
bike · walk · skate · scoot

FEHR PEERS

1. Collision and Citation Trends

1.1 Collision Trends





School

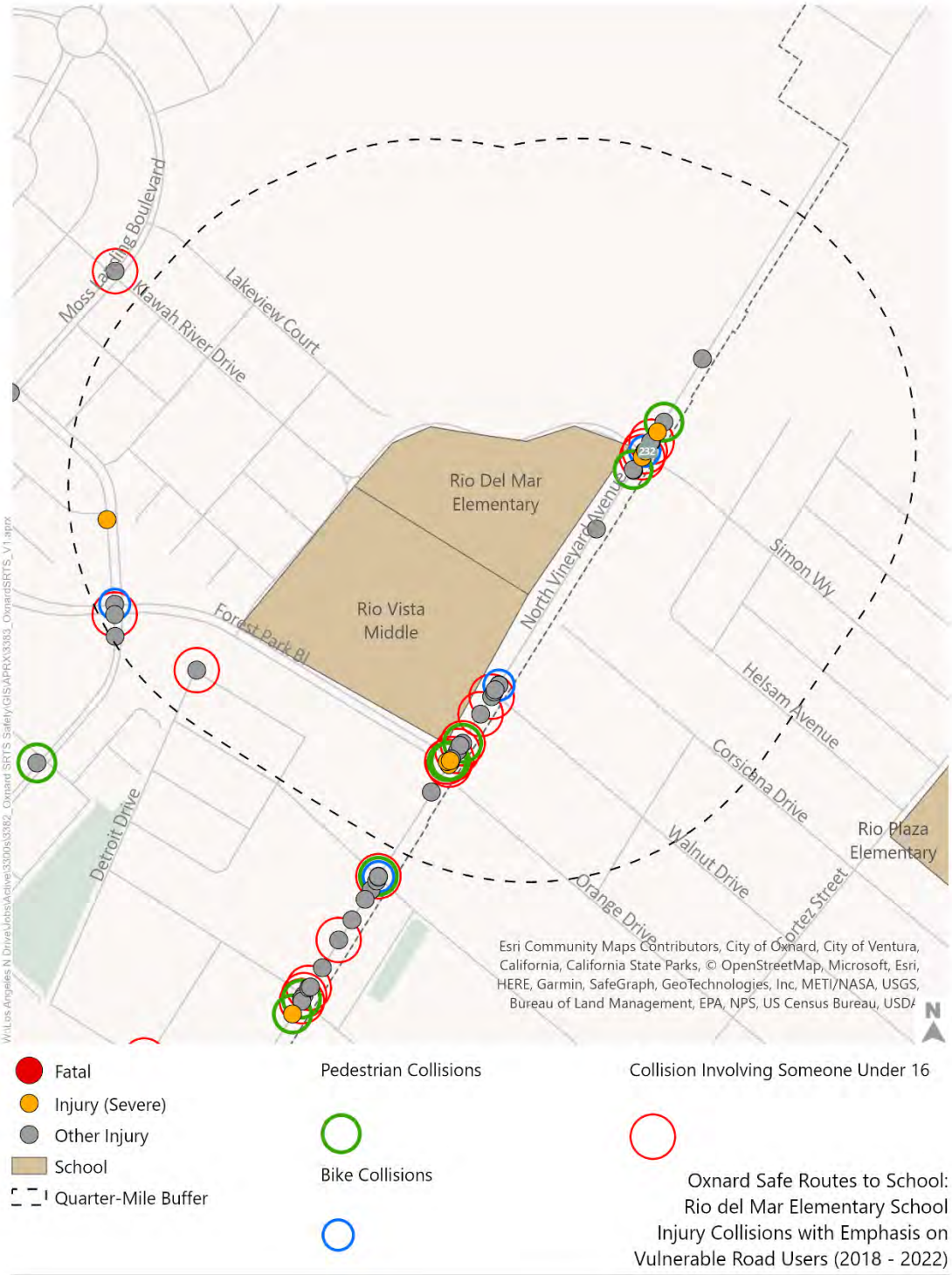
Quarter-Mile Buffer

Pedestrian Collisions

Bike Collisions

Collision Involving Someone Under 16

Oxnard Safe Routes to School:
Rio Rosales Elementary School
Injury Collisions with Emphasis on
Vulnerable Road Users (2018 - 2022)


Moss Landing Boulevard
Kawah River Drive
Lakeview Court
Rio Del Mar Elementary
Rio Vista Middle
North Vineyard Avenue
Simon Wy
Forest Park Bl
Helsam Avenue
Corsicana Drive
Detroit Drive
Walnut Drive
Orange Drive
Cortez Street
Rio Plaza Elementary
Esri Community Maps Contributors, City of Oxnard, City of Ventura, California, California State Parks, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA
N
Fatal
Injury (Severe)
Other Injury
School
Quarter-Mile Buffer
Pedestrian Collisions
Bike Collisions
Collision Involving Someone Under 16
Oxnard Safe Routes to School:
Rio del Mar Elementary School
Injury Collisions with Emphasis on
Vulnerable Road Users (2018 - 2022)

Key Findings

Injury Collision Summary within ¼ Mile of Rio del Mar Elementary (2018 – 2022)			
Total Injury Collisions	53		
KSI (Killed or Seriously Injured) Collisions	7 (13%)		
Collisions with victim under 16 years old	23 (43%) (KSI: 4 – 57% of all KSI collisions)		
Pedestrian-Involved	5 (9%) (KSI: 2 – 29% of all KSI collisions)		
Bicycle-Involved	3 (6%) (KSI: 0)		
Top Violations		Count	Percent of Total
	Traffic Signals and Signs	15	28%
	Unsafe Speed	13	25%
Top Crash Types		Count	Percent of Total
	Broadside	22	42%
	Rear End	11	21%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**8**	**15%**
	Midday (10AM-3PM)	**14**	**26%**
	Evening Peak (3PM-7PM)	13	25%
	Overnight (7PM-6AM)	18	34%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	1	2%
	Dark – Streetlights	17	32%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	33	62%
	Dusk/Dawn	2	4%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	1	2%
	No	52	98%

*Times in **bold** are when school is in session.*

Summary Notes

- There were 53 injury collisions between 2018-2022 within a quarter mile radius of Rio del Mar Elementary School.
- 7 resulted in a severe injury. 4 of these involved someone under 16 years of age. There were no fatal collisions.
- There were five collisions involving a pedestrian and three involving a bicyclist. One collision involving a pedestrian also involved someone under 16 years of age. This collision occurred at Forest Park Boulevard and Vineyard Avenue.
- Concentrations of collisions occurred at Vineyard Avenue & Simon Way as well as Vineyard Avenue & Forest Park Boulevard.

Time of Day and Location

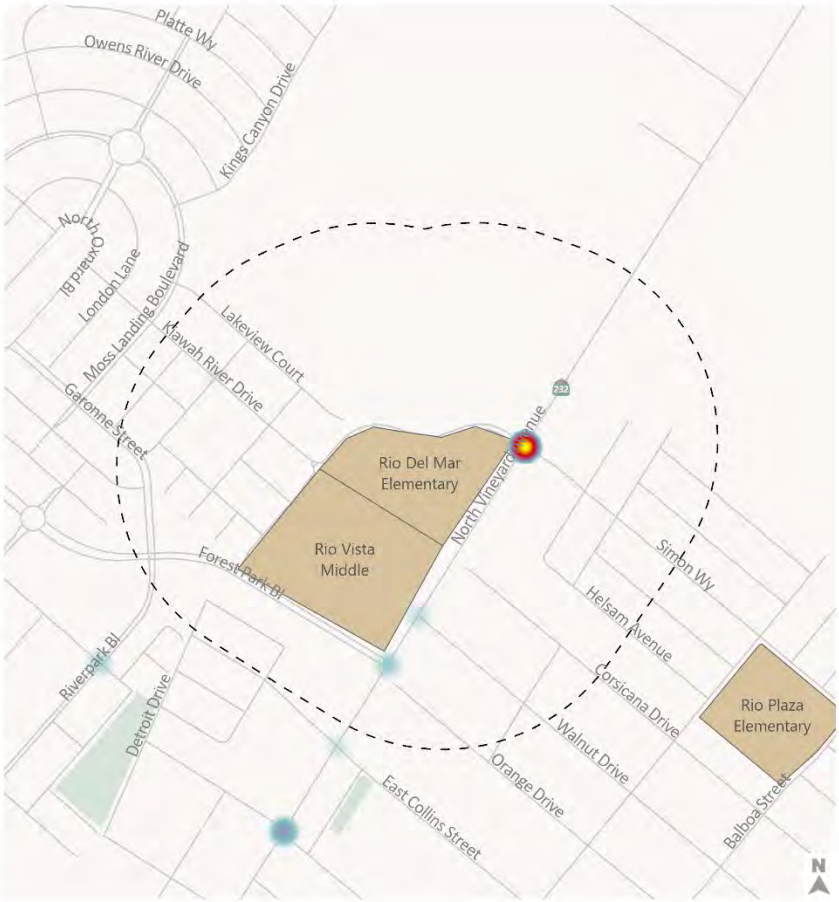
Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Vineyard Way (SR 232)	**42**	**Traffic Signs & Signals (12)** **Unsafe Speed (11)**	
Vineyard Way & Simon/Thames River	19	Automobile Right of Way (5) Unsafe Speed (5)	
Vineyard Way & Forest Park	12	Traffic Signs & Signals (4)	
Vineyard Way & Walnut	9	Traffic Signs & Signals (4)	
Forest Park Boulevard	**5**	**Traffic Signs & Signals (3)**	
Forest Park & Garonne/Riverpark	2	Traffic Signs & Signals (2)	

Action During Collisions

- The leading violations were Traffic Signals & Signs (28%) and Unsafe Speed (25%).
    - Traffic Signals & Signs collisions occurred mostly along Vineyard Avenue at its intersections with Thames River Drive/Simon Way, Walnut Drive, and Forest Park Boulevard.
    - Unsafe Speed collisions also almost exclusively occurred along Vineyard Avenue within the study area.

1.2 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Oxnard Safe Routes to School
Project-Related Citations (2016-2022)
Rio del Mar Elementary School

Citation Type	Count	Percent of Total
Failure to Obey Crossing Guard	241	88%
Running Red Light	20	7%
Speeding	9	3%
Running Stop Sign	2	1%
Improper Turning	1	1%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with Principal Leslie Hudson to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- The majority of students attending the school come from the Riverpark neighborhood, but Rio del Mar will be taking over as neighborhood school for Rio Plaza so more students will be coming across Vineyard.
- Very few numbers of bikes and walkers, no school buses.
- Single arrival point at main gate with staggered arrival, dismissal occurs at front entrance and back gates off of Vineyard.
- Times are staggered with Rio Vista to avoid the worst of peak congestion.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Monday, October 30, 2023
- Start time: 7:45 AM
- Weather Conditions: Clear and windy
- Events/Unique Conditions: None
- Attendees:
    1. Andy Meger – Fehr & Peers
    2. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Vineyard Avenue



Figure 2. Observed Corridor of Vineyard Avenue

2.3.1 Vineyard Avenue & Thames River Drive

2.3.1.1 Curb ramps lack truncated domes on the northeast and southeast corners of the intersection.

2.3.2 Vineyard Avenue between Thames River Drive & Forest Park Drive

2.3.2.1 There are no school speed limit signs, however there are school zone signs (*Figure 3*).



Figure 3. School zone signs on Vineyard Avenue

2.3.2.2 The driveway from the park provides both a left and right out onto Vineyard, potentially increasing conflicts between turning vehicles and fast-moving traffic on Vineyard.

2.3.2.3 The driveway provides no lane marking or signage. It is unclear if it is intended for one way or two-way traffic.

2.3.3 Vineyard Avenue & Walnut Drive

2.3.3.1 There are no sidewalks or ramps receiving the striped high-visibility school crosswalk on the east leg of the intersection (*Figure 4*).



Figure 4. Absence of sidewalk/ramp at Walnut & Vineyard

2.3.4 Vineyard Avenue & Forest Park Drive

2.3.4.1 There is no striped crosswalk across Vineyard Avenue and no sidewalk on the east side of Vineyard. A gap in the fence allows pedestrians to access the intersection from Orange Drive. This lack of pedestrian access may be more critical when Rio del Mar begins pulling more students from the El Rio neighborhood on the east side of Vineyard. This is a pedestrian collision hotspot.

East-West Streets

Thames River Drive



Figure 5. Observed Corridor of Thames River Drive

2.3.5 Thames River Drive between Vineyard Avenue & Forest Park Boulevard

2.3.5.1 There are no speed limit or school zone signs along this portion, despite it's proximity to the main school campus and roadway curvature.

2.3.6 Thames River Drive & Kiawah River Drive

2.3.6.1 No bike signage or markings are present in the roundabout. The bike lanes approaching the intersection drop off.

2.3.7 Thames River Drive & Indus Place

2.3.7.1 There are no truncated domes or tactile markings on the curb ramps.

2.3.7.2 There is no striped crosswalks at the intersection, despite being proximate to the entrance of Rio Vista Middle School (*Figure 6*).



Figure 6. Lack of crosswalk at Thames River & Indus Drive in front of school campus

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

East-West Streets

Kiawah River Drive



Figure 7. Observed Corridor of Kiawah River Drive

2.4.1 Kiawah River Drive & Roja Lane

2.4.1.1 This intersection is two-way stop controlled (side-street controlled stopping movements on Roja Lane). Parents and community members indicated that at this location it can be difficult to see other motorists around parked cars and drivers can appear to speed on Kiawah River. Visibility for pedestrians in crosswalk is also low due to parked vehicles.

Indus Place



Figure 8. Observed Corridor of Indus Place

2.4.2 Indus Place & Shenandoah Drive

2.4.2.1 There is no red curb at this location. Cars were observed parking into the intersection and on to/obstructing curb ramps.

Forest Park Boulevard



Figure 9. Observed Corridor of Forest Park Boulevard

2.4.3 Forest Park Boulevard & Thames River Drive

2.4.3.1 Curb ramps lack truncated domes or tactile warning pads on all curb ramps.

2.4.3.2 The pedestrian signals lack countdown timers in the "flashing don't walk" phase.

2.4.3.3 The intersection has older-style pedestrian push buttons.

2.5 Arrival and Dismissal Observations

The team observed arrival at two primary locations: the staff parking lot entrance and exit and the main parking lot drop-off zone closer to the roundabout at Thames River and Kiawah River Drive. One team member also observed the conditions at Vineyard and Thames River for a portion of the arrival period, as there is usually a crossing guard stationed there and with attendance boundary changes will have more students crossing from El Rio in the future.

General Observations:

- All students arrive through the main entrance in the morning hours.

Staff Parking Lot/Thames River:

- Two drop-offs in the bike lane were observed.
- The left turn movement out of the parking lot onto Thames River seemed difficult due to visibility from the curvature and median.
- The staff lot was parked up pretty early, peak congestion between 8:10 and 8:20am.
- Both lanes of the main lot were blocked by 8:10am. Parents were observed leaving their car and not pulling up all the way.

Main Lot/Roundabout:

- Cars start to line up in the main lot at 7:40am.
- The curb lane was parked up, the outer lane was mostly flowing with drop-offs.
- Some drop-offs were observed in the parking lot stalls
- Lots of left turns were observed outside of the main lot from the right lane.
- A few dozen walkers were observed coming from the neighborhood.
- Traffic accumulates northbound on Thames River and eastbound on Kiawah River at the roundabout
- The driver's behavior was generally positive in terms of yielding to pedestrians at the crosswalks in the roundabout.
- The roundabout was almost completely clear by 8:25am.

City of Oxnard

Safe Routes to School

Rio del Norte Elementary School (TK-5)



Prepared By:

FEHR PEERS

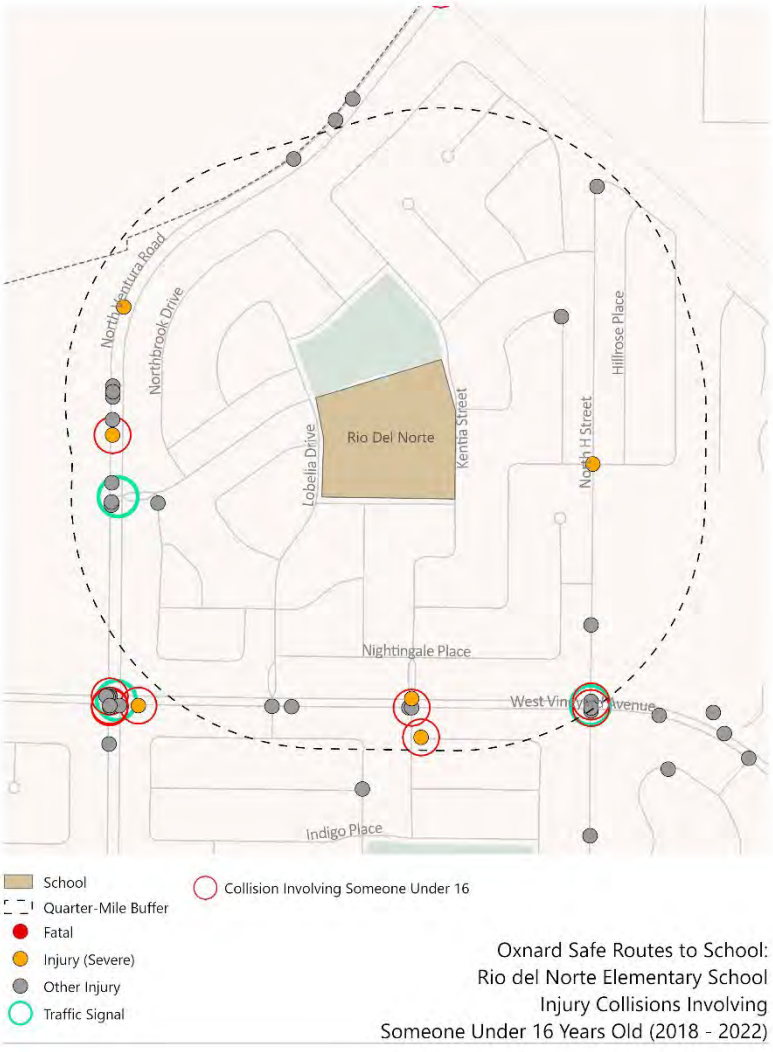
Walk 'n Rollers
bike · walk · skate · scoot

FEHR PEERS

1. Collision and Citation Trends

1.1 Collision Trends

Collisions were prevalent along Vineyard Avenue and Ventura Road within the study area. Additionally, collisions involving individuals under 16 years of age were concentrated along these same roads. Within the study area, there were five severe injury collisions and none of the collisions resulted in a fatality. Notably, one of the severe injury collisions involved an individual under the age of 16 and occurred along Ventura Road.

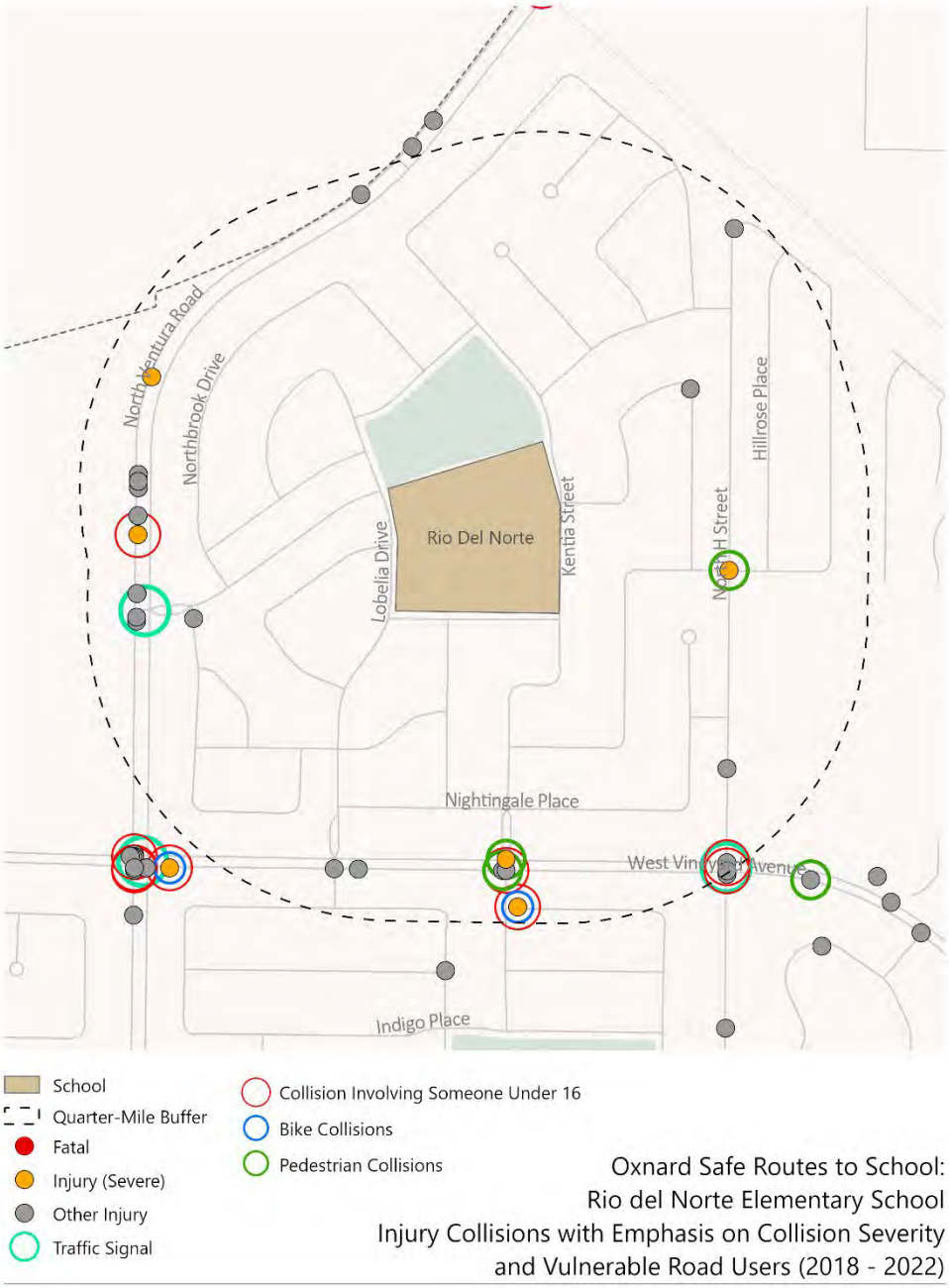


Within the study area, there was one bicycle collision, which occurred at the intersection of Kumquat Place and Kentia Street. Additionally, three collisions involved pedestrians, with two of them occurring at the intersection of Vineyard Avenue and Kentia Street.



Oxnard Safe Routes to School:
Rio del Norte Elementary School
Injury Collisions with Emphasis on
Vulnerable Road Users (2018 - 2022)

Collisions within the study area were primarily concentrated along Ventura Road and Vineyard Avenue. There were five severe injury collisions; two occurred along Stone Creek Drive and another two at the intersection of Ventura Road and Stone Creek Drive. There were no fatalities reported within the study area.



1.2 Injury Collision Summary

Between 2018 and 2022, there were 41 injury collisions within a quarter-mile radius of Rio del Norte Elementary School. The study area recorded five severe injury collisions, and none of the collisions resulted in a fatality. The violation factors of these severe injury collisions included Unsafe Speed, Pedestrian Right of Way, Automobile Right of Way, and Driving Under the Influence of Alcohol or Drugs.

Action During Collisions

The leading violations were Automobile Right of Way (41%) and Unsafe Speed (17%).

- Automobile Right of Way collisions were concentrated along Vineyard Avenue, particularly at the intersection of Vineyard Avenue and Kentia Street.
- Unsafe Speed collisions were concentrated along Ventura Road, particularly at the intersection of Ventura Road and Stone Creek Drive.

Injury Collision Summary Table

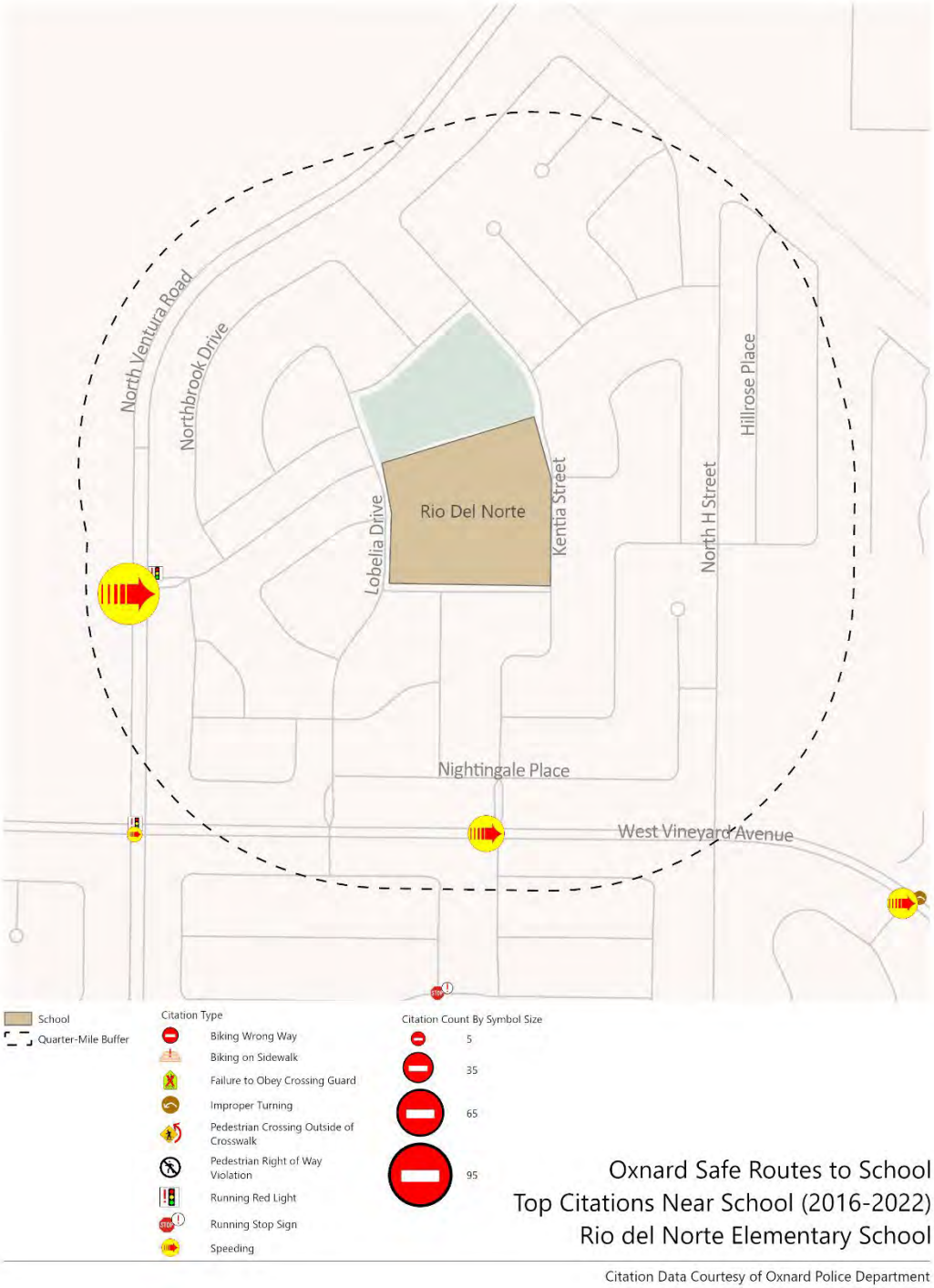
Injury Collision Summary within ¼ Mile of Rio del Norte Elementary School (2018 – 2022)			
Total Injury Collisions	41		
KSI (Killed or Seriously Injured) Collisions	5 (12%)		
Collisions with victim under 16 years old	10 (24%) (KSI: 1 – 20% of all KSI collisions)		
Pedestrian-Involved	3 (7%) (KSI: 1 – 20% of all KSI collisions)		
Bicycle-Involved	1 (2%) (KSI: 1 – 20% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Automobile Right of Way	16	39%
	Unsafe Speed	8	20%
	Improper Turning	4	10%
Top Crash Types		Count	Percent of Total
	Broadside	17	41%
	Hit Object	7	17%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**3**	**7%**
	Midday (10AM-3PM)	**10**	**24%**
	Evening Peak (3PM-7PM)	5	12%
	Overnight (7PM-6AM)	6	15%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	8	20%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	16	39%
	Dusk/Dawn	0	0%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	4	10%
	No	36	88%
Note: Times in **Bold** are when school is in session.			

Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Ventura Road	**12**	**Unsafe Speed (6)**	Approximately half of the collisions occurred during daylight hours. There were two severe collisions along Ventura Road, both at the intersection of Ventura Road and Stone Creek Drive. The contributing factors for these severe collisions were Improper Turning and Driving Under the Influence of Alcohol.
Vineyard Avenue	**22**	**Automobile Right of Way (16)**	Approximately half of the collisions occurred during daylight hours. One collision along Vineyard Avenue, which resulted in a severe injury, took place at the intersection of Vineyard and Kentia Street. The violation factor for this collision was Automobile Right of Way.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Citation Type	Count	Percent of Total
Speeding	216	98%
Running Red Light	5	2%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Hilda Garcia, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- The school was originally designed as a neighborhood school but now also serves students from the Wagon Wheel and Vineyard Apartments. It appears that an increasing number of students are coming from these new areas.
- Approximately 35% to 40% of students arrive by bus, while the rest are dropped off by vehicle. Bus services are provided for students commuting from farther neighborhoods.
- Key locations include: Lobelia Drive (bus drop-off), Kentia Street (dismissal gate), and Vineyard Avenue & H Street (crossing location).
- Key issues include: double parking, congestion, crosswalk blockages, and students running across Vineyard Avenue.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Wednesday May 15, 2024
- Start time: 12:00 PM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: Minimum Day
- Attendees:
    1. Andy Meger – Fehr & Peers
    2. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Kentia Street

2.3.1 Kentia Street & Quail Run Way

2.3.1.1 There is a standard crosswalk on the northern leg of the intersection. It is recommended to upgrade it to a high-visibility and add a curb extension to the eastern landing.

2.3.1.2 The curb cuts/ramps lack truncated domes, which should be added for accessibility.

2.3.2 Kentia Street & Timber Creek Trail

2.3.2.1 There are no crosswalks at the intersection. It is recommended to install stop controls and add new high-visibility crosswalks.

2.3.2.2 The curb cuts/ramps lack truncated domes, which should be added on the northern and eastern legs for improved accessibility.

2.3.2.3 A curb extension is recommended from the north leg to the west landing.

Lobelia Drive

2.3.3 Lobelia Drive & Stone Creek Drive

2.3.3.1 High-visibility crosswalks are needed across Stone Creek Drive and Lobelia Drive (at the park ramp).

2.3.3.2 Curb extensions or medians are recommended to reduce the crossing distance.

2.3.3.3 Right-turning vehicles traveling eastbound may not see pedestrians crossing.

2.3.4 Lobelia Drive & Redwing Lane

2.3.4.1 There is a standard crosswalk on the north leg of the intersection. It is recommended for it to be upgraded to a high visibility crosswalk.

2.3.4.2 The curb cuts/ramps lack truncated domes, which should be added for accessibility.

2.3.4.3 An all-way stop control (AWSC), along with additional markings and a bus zone configuration is recommended.

2.3.5 Lobelia Drive between Redwing Lane & Stone Creek Drive

2.3.5.1 There is a yellow curb along the eastern portion of Lobelia Drive, but there is no signage indicating its intended use.

East-West Streets

Quail Run Way

2.3.6 Quail Run Way & Lobelia Drive

2.3.6.1 There are standard crosswalks on the northern and eastern leg of the intersection. It is recommended for them to be upgraded to high visibility crosswalks.

2.3.6.2 The curb cuts/ramps lack truncated domes, which should be added for accessibility.

2.3.6.3 The sidewalk is uplifted on the southeast corner and should be fixed to ensure accessibility.

2.3.7 Quail Run Way & Larkhaven Lane

2.3.7.1 There is a standard crosswalk on the eastern leg of the intersection. It is recommended for it to be upgraded to a high visibility crosswalk.

2.3.7.2 The curb cuts/ramps lack truncated domes, which should be added for accessibility.

2.3.7.3 It is recommended to add a curb extension to the north landing.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Kentia Street

2.4.1 Kentia Street & Upper Bay Drive

2.4.1.1 No stop sign controls or crosswalks are present at this intersection. It is recommended that a stop control be added and a marked high visibility crosswalk on the south and east leg.

2.4.1.2 The addition of curb extension on the western side of the intersection is recommended.

2.4.1.3 The curb cuts/ramps lack truncated domes, which should be added for accessibility.

2.4.2 Kentia Street & Kentia Street

2.4.2.1 There are markings indicating slow down at the curve.

2.4.2.2 It is recommended to repair the uplifted sidewalk in this segment to improve accessibility.

2.4.3 Kentia Street & Nightingale Place

2.4.3.1 The curb cuts/ramps lack truncated domes, which should be added for accessibility.

H Street

2.4.4 H Street & Rosebud Drive

2.4.4.1 There are stop controls in the east-west directions. It is recommended to install a rectangular rapid flashing beacon (RRFB) and/or a stop-controlled crosswalk to better connect the neighborhood within the school's attendance boundary, as it is quite distant from other marked or controlled crossings.

2.4.5 H Street & Partridge Drive

2.4.5.1 The curb cuts/ramps lack truncated domes, which should be added for accessibility.

2.4.6 H Street & Vineyard Avenue

2.4.6.1 There are standard crosswalks at all legs of the intersection. It is recommended for them to be upgraded to high visibility crosswalks.

2.4.7 H Street between Vineyard Avenue and Rosebud Drive

2.4.7.1 The speed limit in this segment is posted at 40 mph. It is recommended to lower the speed limit for safety.

2.4.7.2 There are Class II bike lanes in both directions on H Street. It may be beneficial to convert these to buffered bike lanes.

2.4.7.3 There are currently conflicts between the bike lane markings and the parking signs. It is recommended to remove the parking signs.

Jacaranda Drive

2.4.8 Jacaranda Drive & Orion Way

2.4.8.1 There are no markings indicating to reduce speeds at the curve. It is recommended to install slow curve markings and street signs to alert drivers.

Lobelia Drive

2.4.9 Lobelia Drive & Twin Oaks Drive

2.4.9.1 There are no crosswalks at the intersection. It is recommended to install stop controls.

2.4.9.2 The curb cuts/ramps lack truncated domes, which should be added for improved accessibility.

East-West Streets

Stone Creek Drive

2.4.10 Stone Creek Drive & Northbrook Drive

2.4.10.1 There is a stop control on Northbrook Drive with a small stop sign, which should be replaced with a larger one for better visibility.

2.4.10.2 The curb cuts/ramps lack truncated domes, which should be added for improved accessibility.

2.4.11 Stone Creek Drive & Otter Creek Lane

2.4.11.1 There is a hydrant blocking the clear path of travel on the south side of the intersection.

2.4.11.2 The curb cuts/ramps lack truncated domes, which should be added for improved accessibility.

2.4.11.3 It is recommended to extend the curb to reduce the curb radius.

2.4.12 Stone Creek Drive & Ventura Road

2.4.12.1 There are standard crosswalks on all legs of the intersection. It is recommended to upgrade them to high-visibility crosswalks.

2.4.12.2 The curb cuts/ramps on the eastern side of the intersection lack truncated domes and should be added to improve accessibility.

2.4.13 Stone Creek Drive between Ventura Road and Lobelia Drive

2.4.13.1 Stone Creek is a narrow road in this segment. It is recommended to add buffered, protected bike lanes that connect to the lanes on Ventura Road.

Redwing Lane

2.4.14 Redwing Lane and Redwing Lane

2.4.14.1 There are no markings indicating to reduce speeds at the curve. It is recommended to install slow curve markings and street signs to alert drivers.

2.4.15 Pedestrian Path between Stone Creek Drive and Redwing Lane

2.4.15.1 It is recommended to repair the uplifted sidewalk in this segment to improve accessibility.

Rosebud Drive

2.4.16 Rosebud Drive & Jacaranda Drive

2.4.16.1 There are no markings indicating to reduce speeds at the curve. It is recommended to install slow curve markings and street signs to alert drivers.

2.4.16.2 It is recommended to repair the uplifted sidewalk in this segment to improve accessibility.

2.4.17 Rosebud Drive & Ironstone Street

2.4.17.1 There are no crosswalks at the intersection. It is recommended to install stop controls.

2.4.17.2 The curb cuts/ramps lack truncated domes, which should be added for improved accessibility.

Vineyard Avenue

2.4.18 Vineyard between Kentia Street and H Street

2.4.18.1 It is recommended to repair the uplifted sidewalk on the north side of this segment to improve accessibility.

Woodside Place

2.4.19 Woodside Place & Kentia Street

2.4.19.1 There are no crosswalks at the intersection. It is recommended to install stop controls.

2.4.19.2 The curb cuts/ramps lack truncated domes, which should be added for improved accessibility.

2.4.20 Woodside Place & Lake Drive

2.4.20.1 There are no crosswalks at the intersection. It is recommended to install stop controls.

2.4.20.2 The curb cuts/ramps lack truncated domes, which should be for improved accessibility.

2.4.21 Woodside Place & Lobelia Drive

2.4.21.1 There are no crosswalks at the intersection. It is recommended to install stop controls.

2.4.21.2 The curb cuts/ramps lack truncated domes, which should be added for improved accessibility.

2.5 Dismissal Observations

The team observed dismissal at two locations: Quail Run Way and Kentia Street and Lobelia Drive and Quail Run Way. The first location was identified by neighbors as an area where double parking frequently occurs. Lobelia Drive was selected because Principal Hilda Garcia stated that kindergarten students are dismissed from this street.

General Observations:

- The school has gates on Lobelia Drive near the Kindergarten area and the front of the school. Kentia Drive's backstop is also a common dismissal point for many students.

Quail Run Way/ Kentia Street:

- North of the Kentia Street backstop area, the park is well-utilized to accommodate overflow pedestrian traffic.
- At the intersection of Kentia Street and Timber Creek Trail, a curb extension and high-visibility crosswalk are needed to guide pedestrians, as there are numerous midblock crossings.
- South of the Kentia Street backstop area, the situation is more chaotic, with cars double parking and making U-turns.
- At Kentia Street and Quail Run Way, parking obstructs the crosswalk. It is recommended to extend the curb to improve visibility and safety.

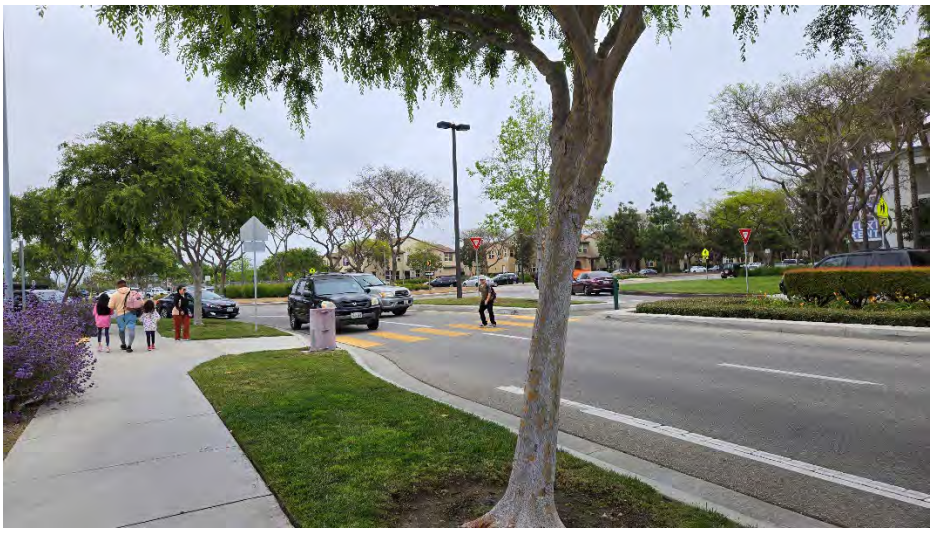
Lobelia Drive/ Quail Run Way:

- Cars are parked from 12:35 to 12:40 p.m., and the area is cleared by 1:07 p.m.
- More cars are parked further north on Lobelia Drive near the TK and Kindergarten exit.
- Buses are observed between 12:40 and 1:03 p.m.
- Cars begin to stop along Lobelia Drive at 12:45 p.m.
- There is a midblock crossing near Redwing Lane and at the intersection of Quail Run Way and Lobelia.
- A brief backup occurs in the travel lane south of Lobelia Drive at 12:52 p.m.
- Dismissal begins at 12:54 p.m., and the area starts to clear up around 12:57 p.m.
- Illegal U-turns are observed during pickup at dismissal, both on Quail Run Way and Lobelia.
- Many parents cross midblock to reach cars across Lobelia Drive.
- Some driveways on Redwing Lane are blocked.

City of Oxnard

Safe Routes to School

Rio del Sol STEAM School (6-8)



Prepared By:

FEHR PEERS

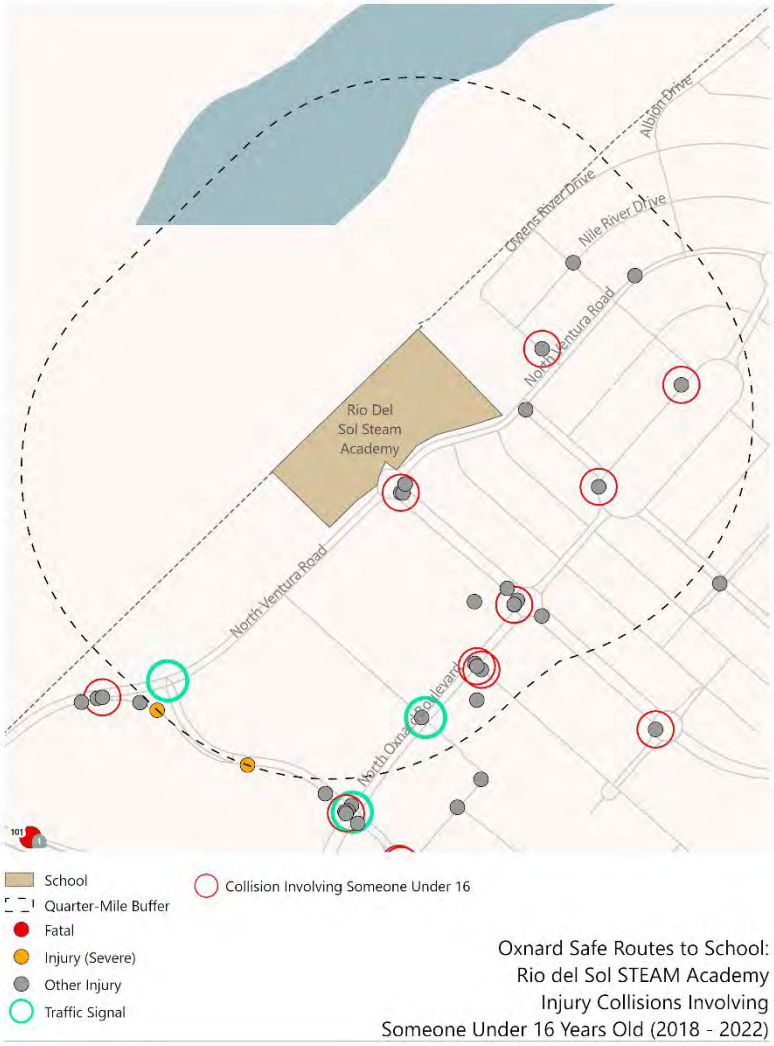
Walk 'n Rollers
bike · walk · skate · scoot

FEHR PEERS

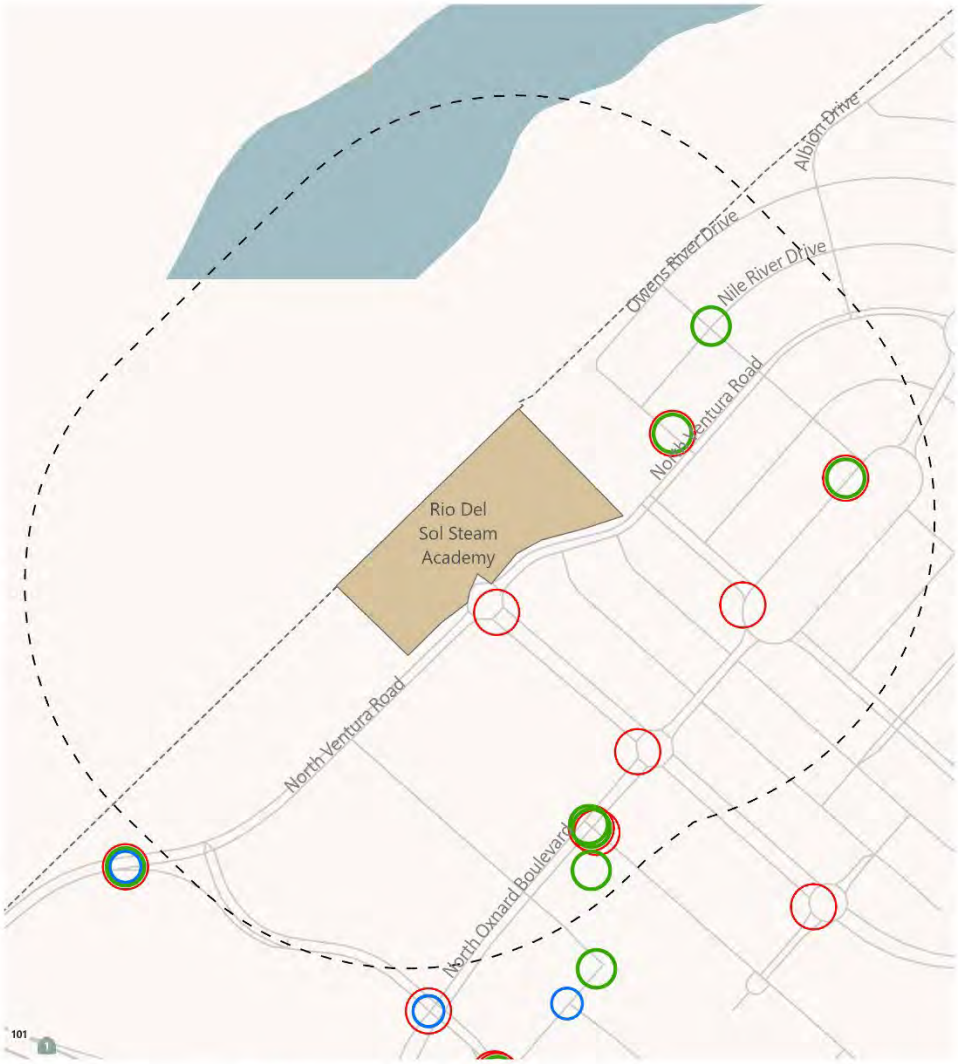
1. Collision and Citation Trends

1.1 Collision Trends

Collisions were prevalent along Ventura Road and Oxnard Boulevard within the study area. Additionally, collisions involving individuals under 16 years of age were concentrated along these same roads. There was one severe injury collision, which occurred along Town Center Drive. None of the collisions within the study area resulted in a fatality.



There were pedestrian collisions within the study area, which were spatially spread out. None of the collisions within the study area involved a bicyclist.



Oxnard Safe Routes to School:
Rio del Sol STEAM Academy
Injury Collisions with Emphasis on
Vulnerable Road Users (2018 - 2022)

Collisions within the study area were predominantly concentrated along Ventura Road and Oxnard Boulevard. There was one severe collision that occurred along Town Center Drive, but the contributing factor for this collision remains unknown. Additionally, one third of the collisions within the study area involved individuals under the age of 16.



1.2 Injury Collision Summary

Between 2018 and 2022, there were 31 injury collisions within a quarter-mile radius of Rio del Sol STEAM Academy. The study area recorded three fatal collisions and 17 severe injury collisions. The majority of the Killed or Seriously Injured (KSI) collisions occurred along Pleasant Valley Road or Saviers Road, primarily due to Unsafe Speed. Approximately one third of the collisions took place during daylight hours.

Action During Collisions

The leading violations were Driving or Bicycling Under the Influence of Alcohol or Drug (29%), Automobile Right of Way (16%), and Improper Turning (16%).

- Driving or Bicycling Under the Influence of Alcohol or Drug collisions were concentrated along Ocean Boulevard and Ventura Road.
- Automobile Right of Way collisions were prevalent along Oxnard Boulevard.
- Improper Turning collisions were also prevalent along Forest Park Boulevard.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Rio del Sol STEAM Academy (2018 – 2022)			
Total Injury Collisions	31		
KSI (Killed or Seriously Injured) Collisions	1 (3%)		
Collisions with victim under 16 years old	11 (35%) (KSI: 0 – 0% of all KSI collisions)		
Pedestrian-Involved	6 (19%) (KSI: 0 – 0% of all KSI collisions)		
Bicycle-Involved	0 (0%) (KSI: 0 – 0% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Driving or Bicycling Under the Influence of Alcohol or Drug	9	29%
	Automobile Right of Way	5	16%
	Improper Turning	5	16%
Top Crash Types		Count	Percent of Total
	Broadside	7	23%
	Rear End	7	23%
	Vehicle/Pedestrian	5	16%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**1**	**3%**
	Midday (10AM-3PM)	**6**	**19%**
	Evening Peak (3PM-7PM)	9	29%
	Overnight (7PM-6AM)	15	48%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	1	3%
	Dark – Streetlights	16	52%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	13	42%
	Dusk/Dawn	1	3%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	Yes	9
	No	No	22

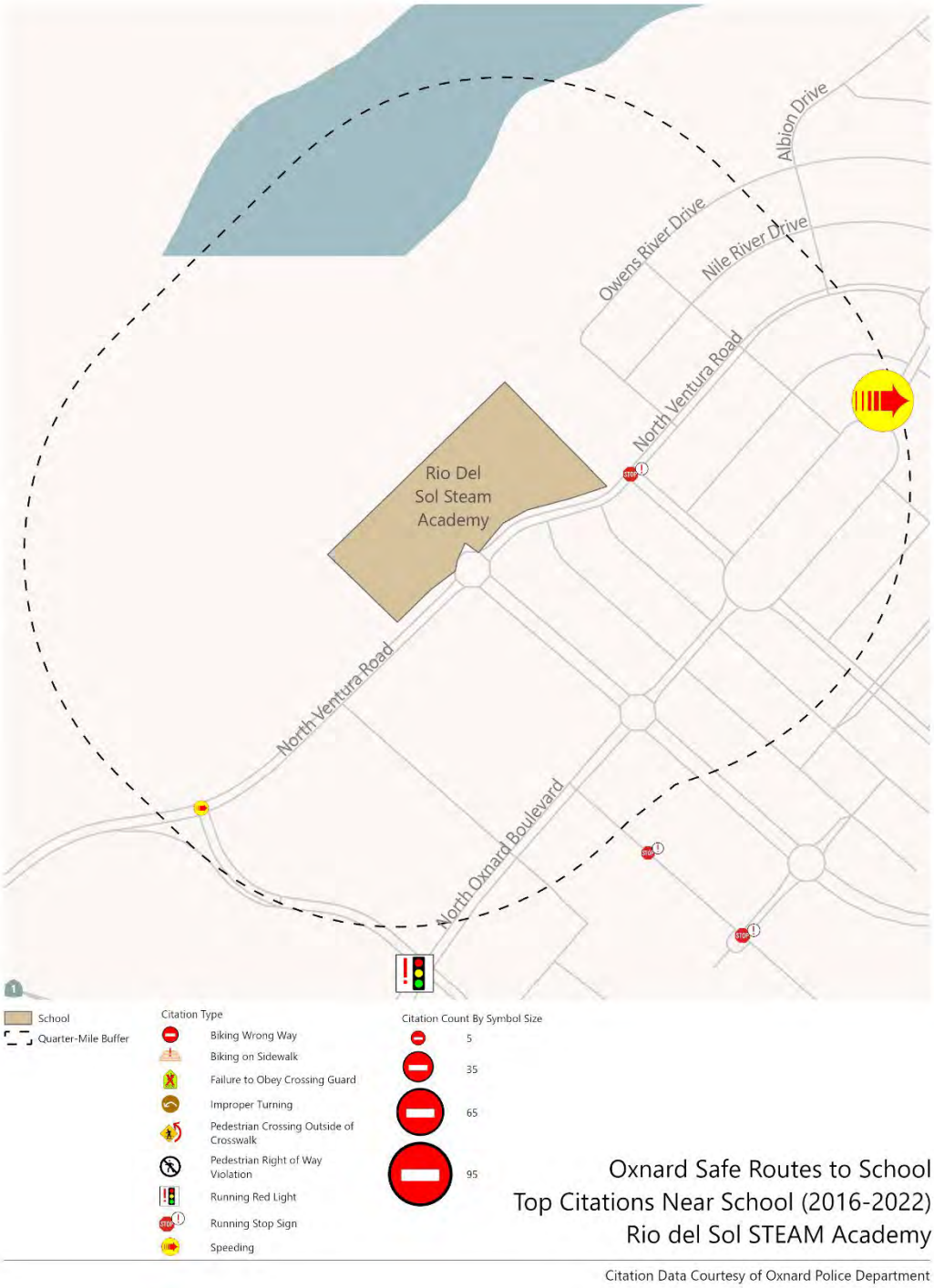
Note: Times in **Bold** are when school is in session.

Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Oxnard Boulevard	**15**	**Driving or Bicycling Under the Influence of Alcohol or Drug (5)** **Improper Turning (3)**	Nearly one third of the collisions occurred during daylight hours. There was one severe injury collision along Oxnard Boulevard, which happened at night and was caused by Driving Under the Influence of Alcohol or Drugs.
Ventura Road	**9**	**Driving or Bicycling Under the Influence of Alcohol or Drug (4)**	Only one of the collisions occurred during daylight hours. Additionally, none of the collisions along Ventura Road resulted in a severe injury or fatality.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Citation Type	Count	Percent of Total
Speeding	403	98%
Running Stop Sign	8	2%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Ryan Emery, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- The school serves a countywide attendance boundary, with the majority of students coming from the Riverpark neighborhood.
- Approximately 30% of students walk to school, 15% bike together, and the remaining students are dropped off by parents. Additionally, some students come from the Wagon Wheel area, with two families walking, while the rest are dropped off.
- The school does not have school buses, as it operates as a lottery magnet school, and there are no crossing guards due to liability concerns.
- Key locations include: Ventura Road & Forest Park Boulevard (roundabout location) and Ventura Road (north and south parking lots driveway)
- Key issues include: vehicle speeds, congestion, fender benders, and illegal U-turn maneuvers.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Friday, May 17, 2024
- Start time: 7:45 AM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Andy Meger – Fehr & Peers
    2. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

East-West Streets

Ventura Road

2.3.1 Ventura Road & Green River Street

2.3.1.1 The curb cuts/ramps lack truncated domes, which should be added for improved accessibility.

2.3.1.2 It is recommended to daylight the intersection with red curbs to improve visibility for drivers.

2.3.2 Ventura Road & Flathead River Street

2.3.2.1 The curb cuts/ramps lack truncated domes, which should be added for improved accessibility.

2.3.2.2 It is recommended to daylight the intersection with red curbs to improve visibility for drivers.

2.3.3 Ventura Road & Forest Park Boulevard

2.3.3.1 The roundabout needs better bike accommodation.

2.3.3.2 The curb cuts/ramps lack truncated domes, which should be added for improved accessibility.

2.3.3.3 There is a double threat on all approaches.

2.3.4 Ventura Road & Garonne Street

2.3.4.1 Consider converting the intersection into a roundabout to reduce congestion at the school driveways, particularly at the south driveway, and to improve access to the north driveway.

2.3.4.2 Consider closing the south lot to drop-offs and converting it into a staff-only parking area.

2.3.4.3 In the short term, upgrade the existing standard crosswalks to high-visibility ones and improve the curb cuts/ramps by adding truncated domes for better accessibility.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

East-West Streets

Ventura Road

2.4.1 Ventura Road & Owens River Drive

2.4.1.1 The curb cuts/ramps lack truncated domes, which should be added for improved accessibility.

2.4.1.2 It is recommended to daylight the intersection with red curbs to improve visibility for drivers.

2.4.2 Ventura Road & Clyde River Place

2.4.2.1 The curb cuts/ramp located in the northeastern corner lacks a truncated dome, which should be added for improved accessibility.

2.4.3 Ventura Road & Commercial Driveways

2.4.3.1 The sidewalk and curb cuts/ramps should be upgraded for improved accessibility on both sides of Ventura Road.

2.4.4 Ventura Road & Town Center Drive

2.4.4.1 The curb cuts/ramps on the western side of the intersection lack truncated domes, and they should be added for improved accessibility.

2.4.4.2 The sidewalk on the eastern side is uplifted and should be repaired.

2.4.5 Ventura Road between Wagon Wheel Road and Forest Park Boulevard

2.4.5.1 There are two-way Class II bike lanes connecting the US-101 pedestrian bridge to Wagon Wheel and River Park.

2.4.5.2 Bike lane markings are needed, and the bike lane is too narrow (only 4 feet wide).

2.5 Dismissal Observations

The team observed the dismissal process along Ventura Road at the north and south parking lot driveways. These driveways were selected because, as Principal Emery noted, the north lot driveway is located near the gate for grades 1-5 and the gate for grades 6-8. The south lot driveway, on the other hand, is close to the main entrance for grades 1-5 and the gate for TK/Kinder.

General Observations:

- The school has entrances facing Ventura Road. The north lot driveway is used for car drop-off and pick-up for students in grades 1-8, while the south lot driveway is designated for drop-off and pick-up of TK/Kinder students.
- Classes for students in grades TK-5 begin at 8:15 a.m., and classes for grades 6-8 start at 8:30 a.m.
- At the south loop/driveway, the campus supervisor is positioned at 1:55 p.m. and closes the lot at 2:00 p.m., keeping it closed for 10 minutes after dismissal to prevent cars from entering the loop while kindergarten students are being released.
- At the north loop/driveway, CSAs are stationed to help manage traffic. The driveway is wide enough for parents to line up, with the curbside lane designated for grades K-5, and the middle lane used by parents picking up middle school students.
- While there is not much backup onto Ventura Road, there are occasional instances where drivers stop in the bike lane (though this doesn't happen when CSAs are present).

Ventura Road/North Driveway:

- By 8 a.m., the nearby gate is already busy with southbound traffic on Ventura Road, causing a queue to back up out of the driveway.
- There is a significant number of pedestrians walking from the north on Ventura and east of Forrest Park.
- Southbound traffic begins to back up into the roundabout.
- Starting at 8:05 a.m., multiple drop-offs occur in the bike lane and roundabout.
- Bicycles are observed on the sidewalks and in the streets.
- By 8:07 a.m., Ventura Road is fully congested southbound.
- Between 8:10 and 8:15 a.m., full gridlock occurs, but the traffic begins to clear at the roundabout.
- The roundabout prevents vehicles from exiting the north lot.
- By 8:20 a.m., the area is clear, but there is a lack of traffic control officers, crossing guards to manage pedestrians, and educational or enforcement measures. Staggered arrivals could help reduce congestion.

Ventura Road/South Driveway:

- By 7:55 a.m., the area is already busy.
- Traffic is backing up between the roundabout and the driveway entrance.
- Pedestrian visibility is limited when crossing the driveway into the school.
- Many people are parking in the lot south of the school and walking in, with some cutting through the lot to avoid conflicts at the driveway.
- Pedestrians walking through the roundabout seem to be following the rules, with good compliance.
- Unaccompanied children are walking from the south (possibly from drop-off areas).
- There are definitely drop-offs occurring in the roundabout.
- Some people are using scooters as a mode of transportation.
- The driveway queue clears by 8:20 a.m.
- By 8:25 a.m., the area is clear and quiet.
- No drop-offs were observed from the inner lane of the roundabout.

City of Oxnard

Safe Routes to School

Rio del Valle Junior High School (6-8)



Prepared By:

FEHR PEERS

Walk 'n Rollers
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1. Collision and Citation Trends

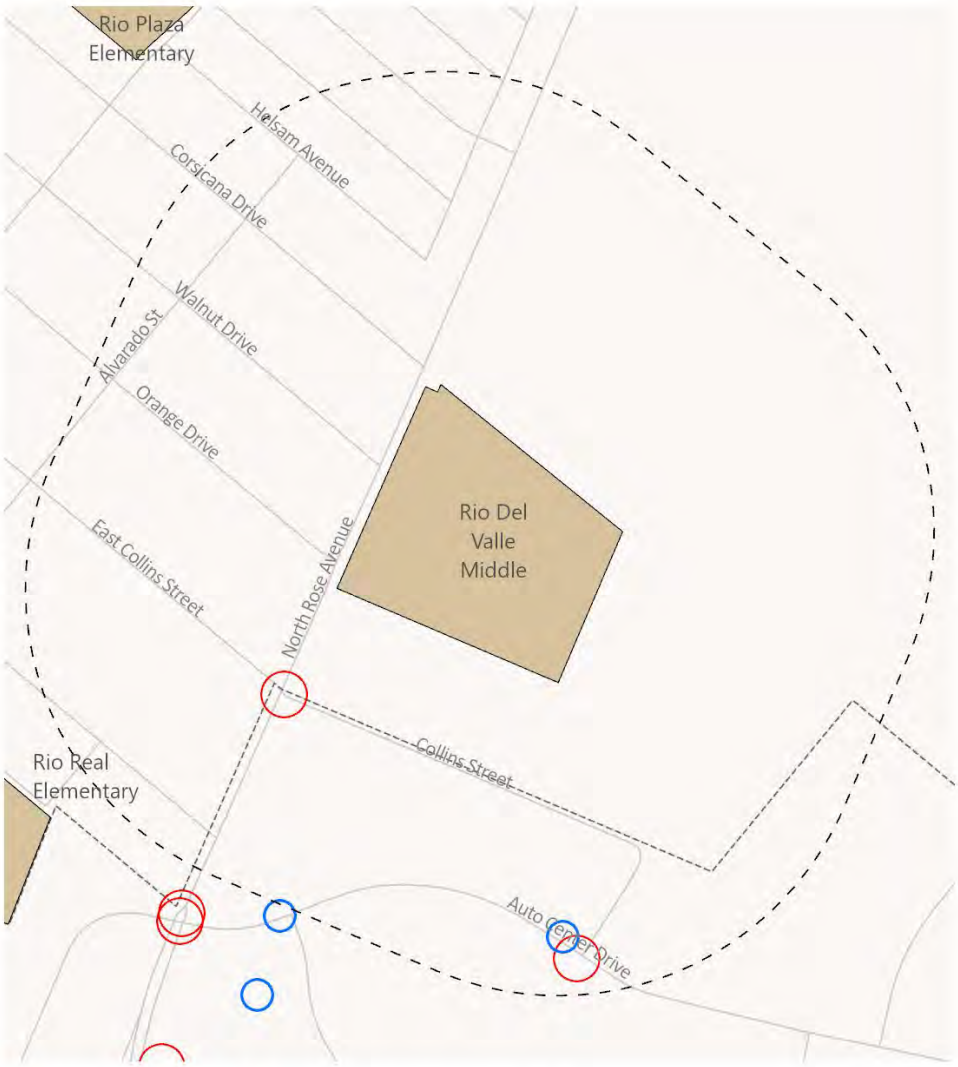
1.1 Collision Trends

Collisions were prevalent along North Rose Avenue and Auto Center Drive within a quarter-mile radius of Rio del Valle Middle School. Within the study area, there was one severe injury collision, which occurred along North Rose Avenue. This collision was caused by driving or bicycling under the influence of alcohol or drugs and it happened at night.

Note: Collision data was only analyzed within the City of Oxnard. Therefore, the maps in this section do not include any collision trends outside the City boundary north of Collins Street and west of Rose Avenue.



There was one bicycle collision within the study area, which occurred along Auto Center Drive. None of the collisions involved pedestrians.



Oxnard Safe Routes to School:
Rio del Valle Middle
Injury Collisions Involving
Someone Under 16 Years Old (2018 - 2022)

Collisions within the study area were predominantly concentrated along North Rose Avenue and Auto Center Drive. Of these, two collisions involved individuals under the age of 16; one occurred on North Rose Avenue and the other on Auto Center Drive.



1.2 Injury Collision Summary

Between 2018 and 2022, there were 15 injury collisions within a quarter-mile radius of Rio del Valle Middle School. The study area recorded one severe injury collision. Collisions highly concentrated along North Rose Avenue and Auto Center Drive. The severe injury collision occurred on North Rose Avenue and was caused by driving or bicycling under the influence of alcohol or drugs.

Action During Collisions

The leading violations were Automobile Right of Way 53%), Traffic Signals and Signs (13%), and Unsafe Speed (13%).

- Automobile Right of Way collisions concentrated along Auto Center Drive.
- Unsafe Speed collisions concentrated along Rose Avenue.
- Traffic Signals and Signs collisions all occurred at the intersection of Rose Avenue and Collins Street.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Rio del Valle Middle School (2018 – 2022)			
Total Injury Collisions	15		
KSI (Killed or Seriously Injured) Collisions	1 (7%)		
Collisions with victim under 16 years old	2 (13%) (KSI: 0 –0% of all KSI collisions)		
Pedestrian-Involved	0 (14%) (KSI: 0 – 0% of all KSI collisions)		
Bicycle-Involved	1 (5%) (KSI: 0 – 0% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Automobile Right of Way	8	53%
	Traffic Signals and Signs	2	13%
	Unsafe Speed	2	13%
Top Crash Types		Count	Percent of Total
	Broadside	11	73%
	Rear End	2	13%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**0**	**0%**
	Midday (10AM-3PM)	**7**	**47%**
	Evening Peak (3PM-7PM)	6	40%
	Overnight (7PM-6AM)	2	13%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	2	13%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	13	87%
	Dusk/Dawn	0	0%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	1	7%
	No	14	93%

Note: Times in **Bold** are when school is in session.

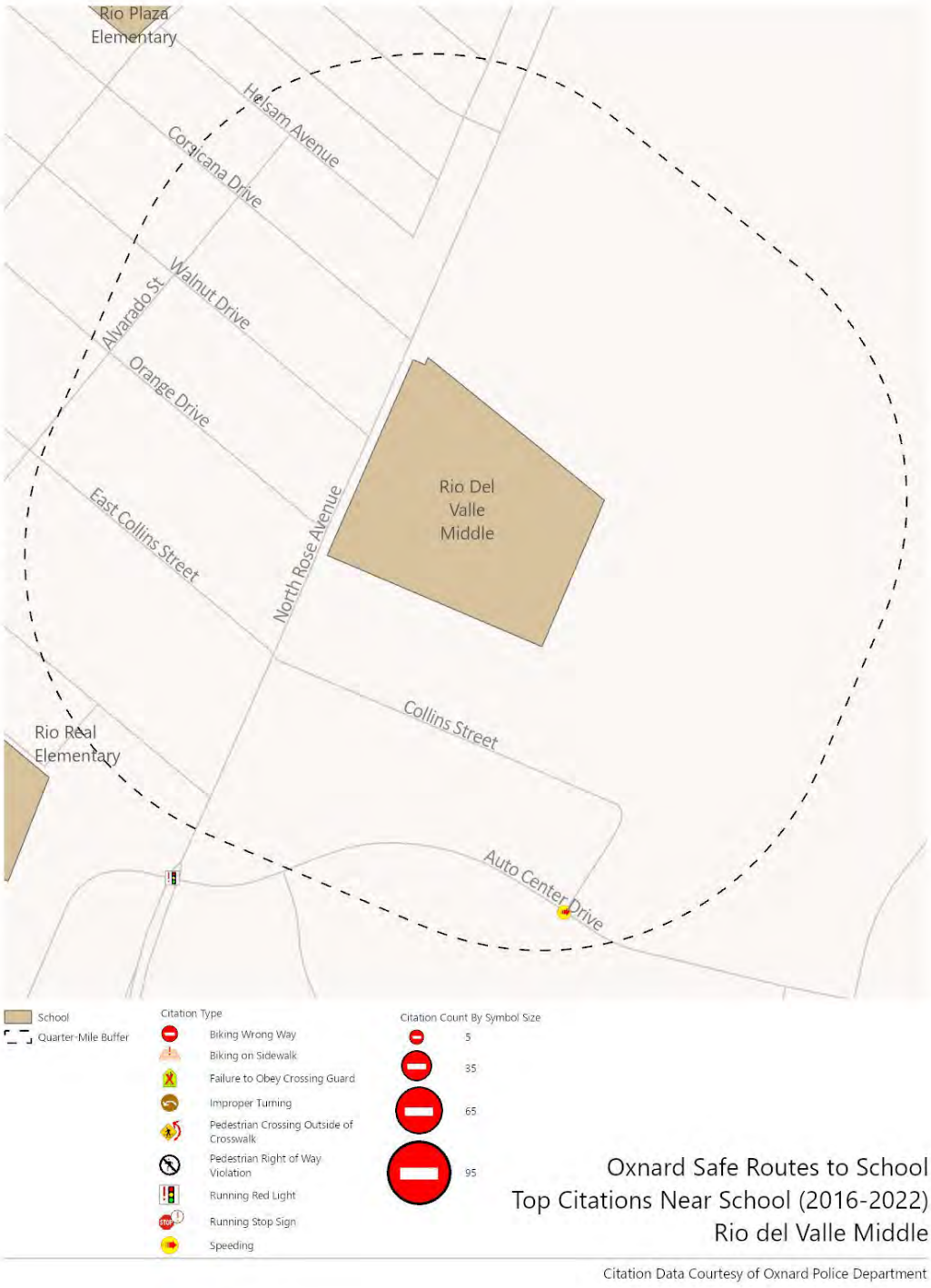
Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Auto Center Drive	**8**	**Automobile Right of Way (5)**	Five of the collisions occurred at midday. One of these involved an individual under the age of 16, and another involved a bicyclist.
Rose Avenue	**8**	**Automobile Right of Way (4)**	Approximately half of the collisions occurred at night. There was one severe injury collision along Rose Avenue, caused by driving or bicycling under the influence of alcohol or drugs, also occurring during nighttime hours.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Note: Citation data was only analyzed within the City of Oxnard. Therefore, the maps in this section do not include any citation trends outside the City boundary north of Collins Street and west of Rose Avenue.



Citation Type	Count	Percent of Total
Speeding	3	100%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Elizabeth Botello, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- Vehicles tend to spill out onto Rose Avenue, causing congestion in the parking lot between other vehicles and students crossing.
- The majority of students take the school bus to get to school.
- There are major site improvements coming in the next few years. The school district acquired property just south of the school that is planned to become a new parking lot and pick-up/drop-off location for students.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

Walk Audit Date: Wednesday, December 18, 2024

Start time: 3:15 PM

Weather Conditions: Clear

Events/Unique Conditions: Rio del Valle School was under construction at the time of the walk audit. We recommend re-auditing the dismissal period once construction is complete.

Attendees:

1. Chelsea Richer – Fehr & Peers
2. Andy Meger – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Rose Avenue

2.3.1 Rose Avenue and Walnut Drive

2.3.1.1 There was no sidewalk observed, and students were walking on the shoulder; it is recommended to install sidewalks along the roadway to provide a safer walking route.

2.3.1.2 The northeast ramps are lacking tactile warning surfaces; it is recommended to upgrade the ramps with truncated domes and ADA compliance.

2.3.1.3 The existing curb ramps on the East leg need upgrades to high-visibility standards; it is recommended to upgrade curb ramps to improve visibility and accessibility.

2.3.2 Rose Avenue, Walnut Drive, and School Driveway

2.3.2.1 There is no sidewalk along the East leg; it is recommended to add a new sidewalk and upgrade to high visibility.

2.3.3 Rose Avenue and Corsicana Drive

2.3.3.1 Tactical ramps were observed, along with wide curb radius on the west side.

2.3.3.2 Wide curb radius and ramp uplift were observed; it is recommended to tighten the curb radius.

2.3.4 Rose Avenue and Simon Way

2.3.4.1 The ramps observed were in good condition with a newer signal.

2.3.5 Way Rose Avenue and Orange Dr

2.3.5.1 Wide curb radius on the West side and ramp uplift were observed; it is recommended to upgrade the ramps.

East-West Streets

Simon Way

2.3.6 Simon Way and George St

2.3.6.1 Low visibility and no sidewalks were observed; it is recommended to upgrade curb ramps and add sidewalks for pedestrian access.

2.3.6.2 The new ramps need tactile pads; it is recommended to add new markings on the northbound side and refresh the markings on the southbound side.

Salem Avenue

2.3.7 Salem Ave and George St

2.3.7.1 There was no sidewalk observed on Salem and sidewalk uplift observed on George; it is recommended to add sidewalks for pedestrian access.

2.3.7.2 Vehicles were parked around the corners where no sidewalks exist; it is recommended to address corner visibility and add sidewalks.

2.3.7.3 The sidewalks on the East side need repair; it is recommended to prioritize sidewalk repairs

along key student loading and unloading zones.

Helsam Avenue

2.3.8 Helsam Ave and George St

2.3.8.1 Sidewalk drop was observed; it is recommended to add “slow curve”.

2.4 Dismissal Observations

The team observed dismissal at two locations along Rose Avenue, Walnut Drive and the school driveway entrance.

General Observations:

- Vehicle queuing began around 2:40pm for staggered bells at 2:45pm, 2:48pm, and 2:55pm
- Queuing cleared by 3:10pm

Rose Ave:

- Vehicles in queue backed up into outer lane on Rose Ave for about 10 minutes; some honking/frustration observed

Orange Drive:

- Circulation is one-way-in/one-way-out; outbound is signal controlled at Orange Drive
- All pedestrians observed crossing at Orange Drive; mostly observed going directly into the neighborhood with some observed turning northbound and southbound on Rose Ave

City of Oxnard

Safe Routes to School

Rio Lindo Elementary School (TK-5)



Prepared By:

FEHR PEERS

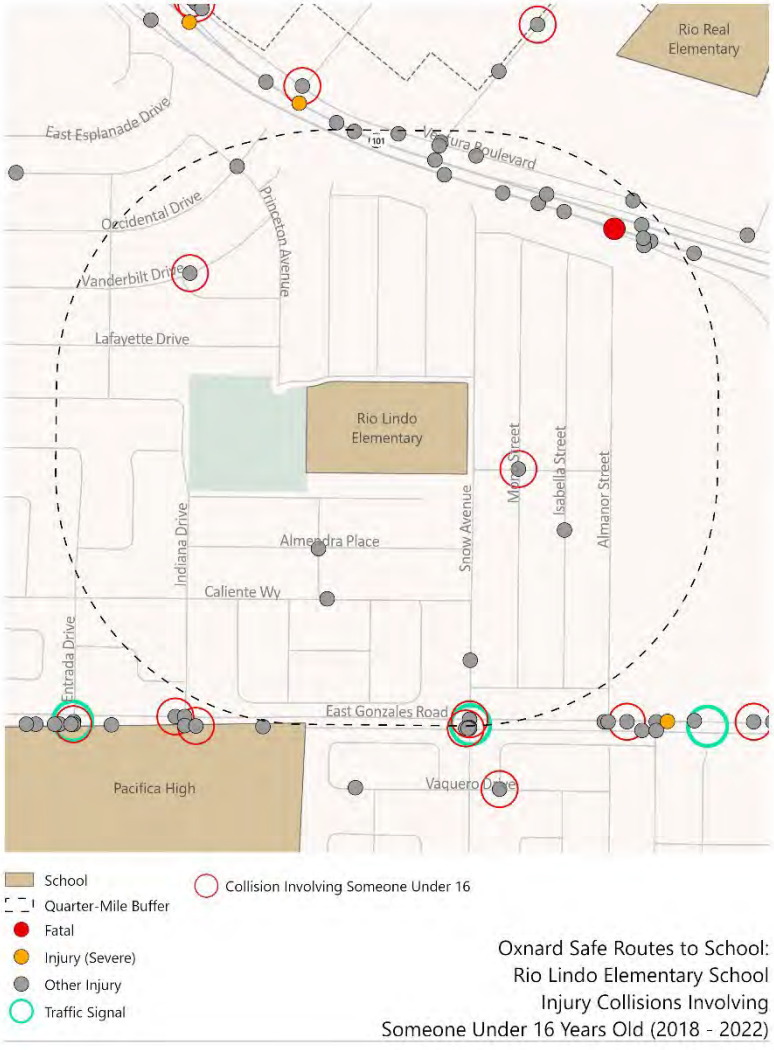
Walk 'n Rollers
bike · walk · skate · scoot

FEHR PEERS

1. Collision and Citation Trends

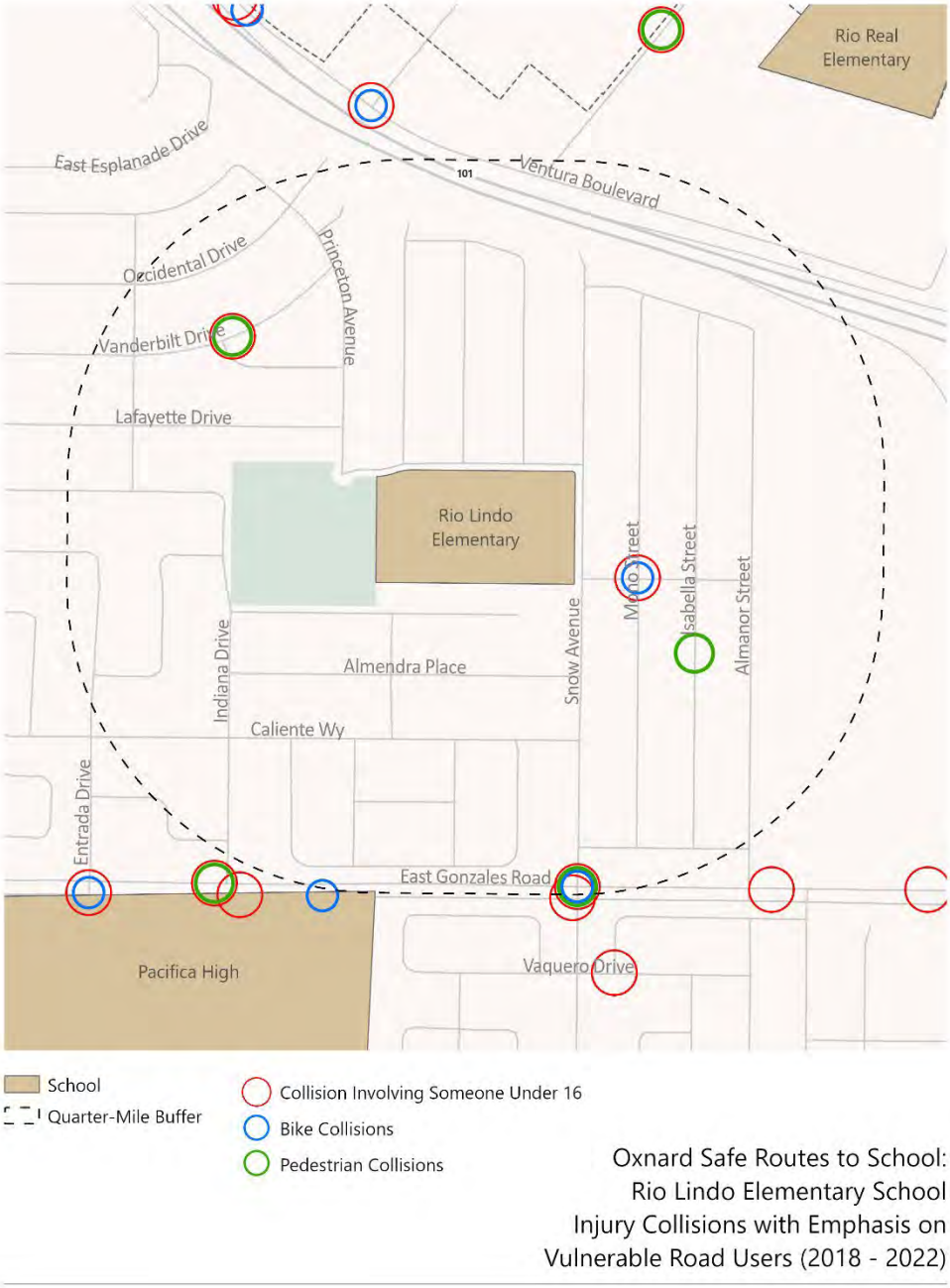
1.1 Collision Trends

Collisions were prevalent along Gonzales Road and the on and off ramps of US 101 and Rose Avenue within the study area. Collisions involving individuals under 16 years of age largely clustered along Gonzales Road as well. The only fatality collision within the study area occurred at the off-ramp of US 101 and Rose Avenue, resulting from a driver driving under the influence of alcohol or drug. The study area recorded no collisions that resulted in severe injuries.



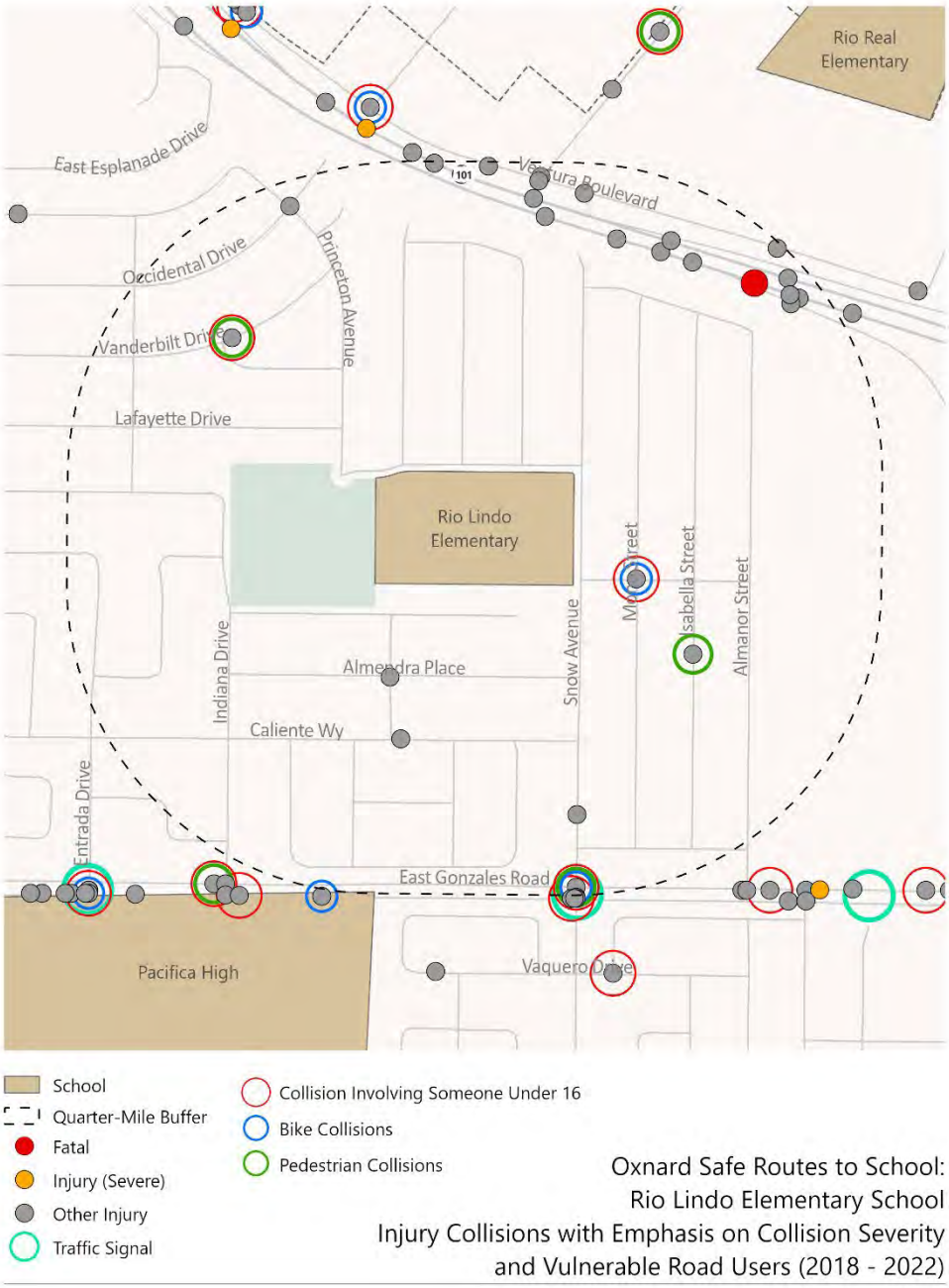
Oxnard Safe Routes to School:
Rio Lindo Elementary School
Injury Collisions Involving
Someone Under 16 Years Old (2018 - 2022)

There were three pedestrian collisions and three bicycle collisions within the study area, occurring along Mono Street, Isabella Street, Vanderbilt Drive, and Gonzales Road. Notably, there was one collision that involved a pedestrian, a bicyclist, and someone under the age of 16 at the intersection of Snow Avenue and Gonzales Road. The cause of this particular collision was determined to be a violation of the pedestrian right of way.



Oxnard Safe Routes to School:
Rio Lindo Elementary School
Injury Collisions with Emphasis on
Vulnerable Road Users (2018 - 2022)

Putting all the information together, there was one fatality collision reported at the off-ramp of US 101 and Rose Avenue, which did not involve a pedestrian, bicyclist, or individual under the age of 16. This fatal collision was attributed to driving involving either alcohol or drugs. Additionally, there were no collisions resulting in severe injuries within the study area.



1.2 Injury Collision Summary

There were 31 injury collisions between 2018-2022 within a quarter mile radius of Rio Vista Middle School. Among these, one collision resulted in a fatality and occurred at the off-ramp of US 101 and Rose Avenue, directly attributed to a driver under the influence of alcohol or drugs. Notably, there were no collisions that resulted in severe injuries within this study area. The majority of these collisions were concentrated along Gonzales Road and the on and off ramps of US 101 and Rose Avenue.

Action During Collisions

The leading violations were Unsafe Speed (35%) and Traffic Signals and Signs (16%).

- Collisions due to unsafe speeds were concentrated at the on and off ramps of US 101 and Rose Avenue.
- Traffic Signals and Signs collisions were prevalent along Gonzales Road.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Rio Lindo Elementary School (2018 – 2022)			
Total Injury Collisions	31		
KSI (Killed or Seriously Injured) Collisions	1 (3%)		
Collisions with victim under 16 years old	11 (35%) (KSI: 0 – 0% of all KSI collisions)		
Pedestrian-Involved	3 (10%) (KSI: 0 – 0% of all KSI collisions)		
Bicycle-Involved	3 (10%) (KSI: 0 – 0% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Unsafe Speed	11	35%
	Traffic Signals and Signs	5	16%
Top Crash Types		Count	Percent of Total
	Rear End	11	35%
	Broadside	8	26%
	Vehicle/Pedestrian	9	14%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**6**	**19%**
	Midday (10AM-3PM)	**6**	**19%**
	Evening Peak (3PM-7PM)	8	26%
	Overnight (7PM-6AM)	11	35%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	4	13%
	Dark – Streetlights	8	26%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	19	61%
	Dusk/Dawn	0	0%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	2	6%
	No	29	94%

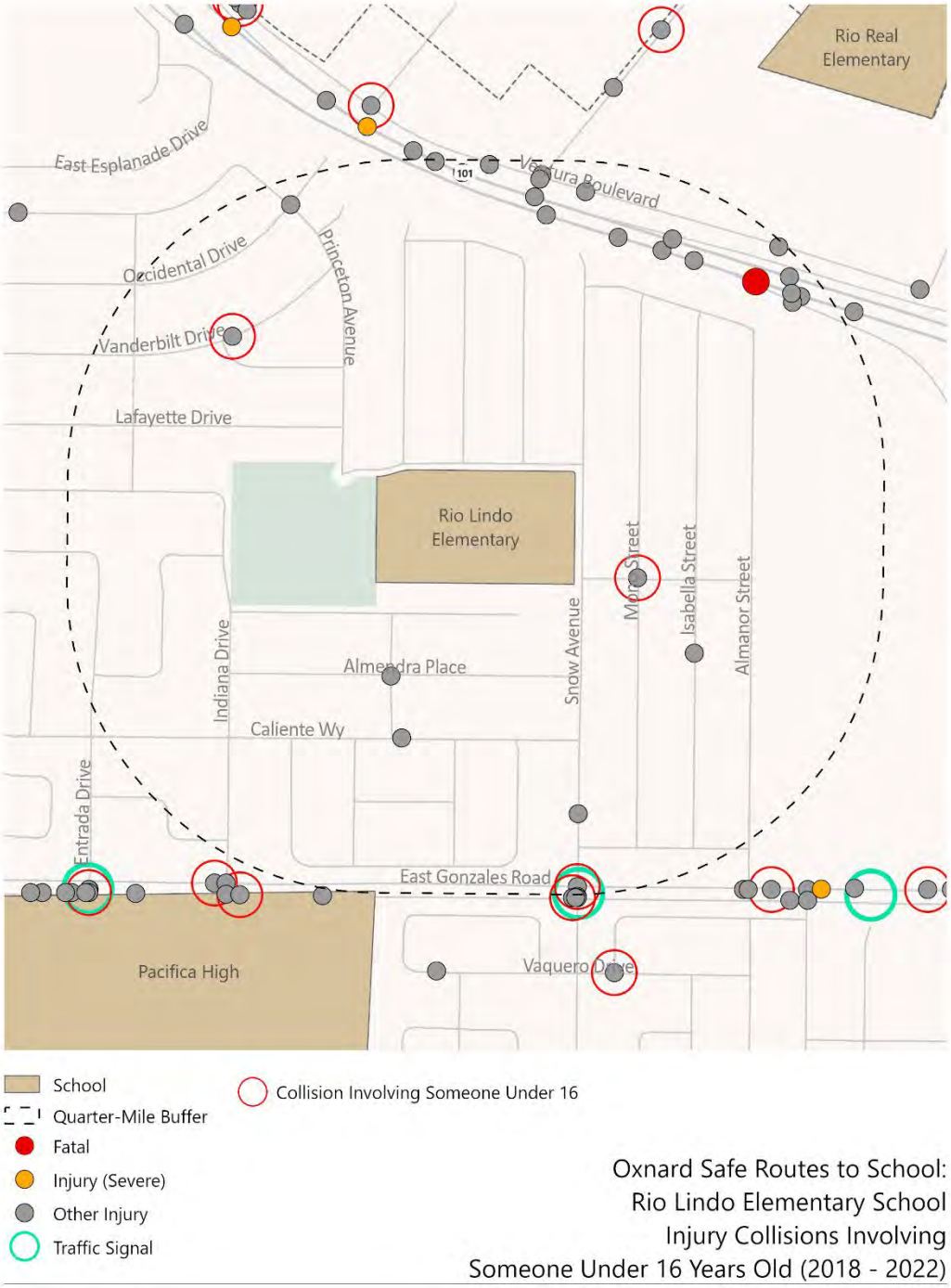
Note: Times in **Bold** are when school is in session.

Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Gonzales Road and Snow Avenue	*6*	*Traffic Signals and Signs (2)* *Unsafe Speed (2)*	Three out of the six collisions occurred during daylight hours. At this intersection, there were three collisions involving individuals under the age of 16. One of these collisions involved both a pedestrian and a bicyclist.
On and off ramps of US 101 and Rose Avenue	*13*	*Unsafe Speed (10)*	There was one collision that resulted in a fatality, caused by a driver under the influence of alcohol or drugs. None of the 13 collisions involved a pedestrian or bicyclist. Two of the 13 collisions involved someone under the age of 16, and both were due to unsafe speed.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Oxnard Safe Routes to School:
Rio Lindo Elementary School
Injury Collisions Involving
Someone Under 16 Years Old (2018 - 2022)

Citation Type	Count	Percent of Total
Running Stop Sign	41	79%
Speeding	11	21%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Adaline Mendez, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/departing school, key physical and perceived barriers, and challenges and successes for arrival/dismissal activity. The team learned:

- Most students live in the local neighborhood, with some coming from Nyeland Acres. The school has an enrollment of 400 students. About half of the students walk to school, while bus services are available for students with special needs. There are two buses from Nyeland Acres that transport about 100 students. Only a small number of students regularly ride bikes.
- Key locations include: Snow Avenue from Gonzales Road to Almendra Place (congestion area), Rio Lindo Street & Snow Avenue (parking lot and entrance), Rio Lindo Street & Lavanda Drive (dismissal gate), Snow Avenue & Emerald Street (dismissal gate).
- Key issues include: Congestion during dismissal, difficulty exiting the driveway due to car traffic, lack of designated/official drop-off lane

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Wednesday, May 15, 2024
- Start time: 7:00 AM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Andy Meger – Fehr & Peers
    2. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Snow Avenue

2.3.1 Snow Avenue & Emerald Street

2.3.1.1 There are standard crosswalks on the north and east legs of the intersection. They should be upgraded to high visibility crosswalks.

2.3.1.2 The curb cuts/ramps on the eastern corners of the intersection are missing truncated domes, which should be added to improve accessibility.

2.3.1.3 The stop signs at the intersection are small.

East-West Streets

Rio Lindo Street

2.3.2 Rio Lindo Street & Miramonte Drive

2.3.2.1 The intersection has a stop line on Miramonte Drive with a tiny stop sign.

2.3.2.2 There is a continental crosswalk on the eastern leg of the intersection.

2.3.2.3 The curb ramps on the north side of the intersection lack truncated domes and it is recommended for them to be upgraded.

2.3.3 Rio Lindo Street & Lavanda Drive

2.3.3.1 The intersection has a stop line on Lavanda Drive with a tiny stop sign.

2.3.3.2 There is a continental crosswalk on the eastern leg of the intersection.

2.3.3.3 The curb ramps on the north side of the intersection lack truncated domes and it is recommended for them to be upgraded.

2.3.4 Rio Lindo Street & Jardin Drive

2.3.4.1 The intersection has a stop line on Jardin Drive with a tiny stop sign.

2.3.4.2 The curb ramps on the north side of the intersection lack truncated domes and it is recommended for them to be upgraded.

2.4 Walkshed Observations

The “walkshed” refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Almanor Street

2.4.1 Almanor Street & Gonzales Road

2.4.1.1 Unprotected left turns are allowed from Almanor Street onto Gonzales Road.

2.4.1.2 It is recommended to tighten the turn radius into the neighborhood.

2.4.1.3 There are hydrants on the east side of the intersection.

2.4.1.4 The intersection does not have clear paths of travel for the minor street.

2.4.1.5 There are no street trees at the intersection.

2.4.2 Almanor Street & Emerald Street

2.4.2.1 The intersection has a stop line on Emerald Street with a tiny stop sign.

2.4.2.2 The curb ramps at the intersection lack truncated domes. It is recommended to upgrade these ramps and extend the curb to minimize the turn radius.

Snow Avenue

2.4.3 Snow Avenue & Almendra Place

2.4.3.1 The intersection has a stop line at Almendra Place, accompanied by a small stop sign. It is recommended to repaint the stop line for better visibility.

2.4.3.2 The curb ramps at the intersection do not have truncated domes. It is recommended to upgrade these ramps.

2.4.4 Snow Avenue & Caliente Way

2.4.4.1 The intersection has a stop line at Almendra Place, accompanied by a small stop sign.

2.4.4.2 The curb ramps at the intersection do not have truncated domes. It is recommended to upgrade these ramps.

2.4.5 Snow Avenue & Sabrina Street

2.4.5.1 The curb ramps at the intersection do not have truncated domes. It is recommended to upgrade these ramps.

2.4.5.2 There is no stop sign at the intersection. It is recommended to add crosswalk or stop line markings, as well as a stop sign, to regulate traffic on the side street.

2.4.6 Snow Avenue & Gonzales Road

2.4.6.1 There are standard crosswalks on all legs of the intersection. They should be upgraded to high visibility yellow (Pacifica).

2.4.6.2 There are lots of U-turns (related to the Pacifica drop off).

2.4.6.3 The leading pedestrian interval has good signal timing for pedestrians across Gonzales.

2.4.6.4 The prevailing speed is signed is from 30 – 45 mph and the intersection are signed to be 45 mph. It is recommended for the speed limit be dropped.

East-West Streets

Emerald Street

2.4.7 Emerald Street & Isabella Street

2.4.7.1 The intersection has a stop line on Emerald Street with a tiny stop sign.

2.4.7.2 The curb ramps at the intersection lack truncated domes. It is recommended to upgrade these ramps and extend the curb to minimize the turn radius.

2.4.8 Emerald Street & Mono Street

2.4.8.1 The intersection has a stop line on Emerald Street with a tiny stop sign.

2.4.8.2 The curb ramps at the intersection lack truncated domes. It is recommended to upgrade these ramps and extend the curb to minimize the turn radius.

Echo Street

2.4.9 Echo Street & Mono Street

2.4.9.1 The curb ramps do not have truncated domes. It is recommended to upgrade these ramps and to tighten the curb radius.

2.4.9.2 There is no stop sign at the intersection. It is recommended to add a stop control, to regulate traffic on the side street.

2.4.10 Echo Street & Isabella Street

2.4.10.1 The curb ramps on the do not have truncated domes. It is recommended to upgrade these ramps and to tighten the curb radius.

2.4.10.2 There is no stop sign at the intersection. It is recommended to add a stop control, to regulate traffic on the side street.

2.4.11 Echo Street & Almanor Street/Echo Street

2.4.11.1 There is a 90-degree curve at this approach, and it is recommended for the addition of “slow” markings.

2.4.12 Echo Street & Snow Street

2.4.12.1 The curb cuts/ramps on the eastern corners of the intersection are missing truncated domes, which should be added to improve accessibility.

Sabrina Street

2.4.13 Sabrina Street & Mono Street

2.4.13.1 There are no side street stops, no markings, and no visible street signs at the intersection. It is recommended to add a stop control, to regulate traffic on the side street.

2.4.13.2 The curb cuts/ramps on the intersection are missing truncated domes, which should be added to improve accessibility.

2.4.14 Sabrina Street & Isabella Street

2.4.14.1 There are no side street stops, no markings, and no visible street signs at the intersection. It is recommended to add a stop control, to regulate traffic on the side street.

2.4.14.2 The curb cuts/ramps on the intersection are missing truncated domes, which should be added to improve accessibility.

2.4.15 Sabrina Street & Almanor Street

2.4.15.1 There are no side street stops, no markings, and no visible street signs at the intersection. It is recommended to add a stop control, to regulate traffic on the side street.

2.4.15.2 The curb cuts/ramps on the intersection are missing truncated domes, which should be added to improve accessibility.

2.5 Arrival and Dismissal Observation

The team observed arrival at several locations since Rio Lindo has several entrances: Snow Avenue and the South Parking Lot driveway, Rio Lindo Street and the North Parking Lot driveway. These locations are where Principal Adeline Mendez noted that parents are using the parking lot instead of the designated drop-off lane, and where students are cutting through the open gate and the parking lot between the front gate, Rio Lindo Street, and Snow Avenue. It was also noted that only the front gate is open due to staffing constraints.

General Observations:

- The school has entrances facing Snow Avenue (where younger students are dismissed from the side gate) and Rio Lindo Street at Lavanda Drive (where older students are dismissed).

Snow Avenue/ Emerald Street/ South Parking Lot:

- At 7:40 a.m., upon arrival at the elementary school, there was light traffic in the drop-off area.
- Numerous pedestrians were using the crosswalk on Snow Avenue at Emerald Street.
- While there was some crosswalk intrusion, overall compliance with the crosswalk and stop signs at Snow Avenue and Emerald Street was good.
- There was a backup in the southbound direction on Snow Avenue, which appears to be more related to drop-off traffic than the pedestrian crossing at Emerald Street.
- A few left-turning vehicles were observed, and the visibility of these vehicles could be an issue.
- The main pedestrian gate is closer to Emerald Street and requires a high-visibility crosswalk and curb ramps.
- Some parking was observed on Snow Avenue related to drop-offs.
- Through traffic was observed until 8:05 a.m.

Rio Lindo Street/ Snow Avenue/ North Parking Lot:

- There is a fast approach to the stop sign for northbound traffic on Snow Avenue.
- Near Lafayette Drive and Princeton Avenue, there were routing issues and there were no sidewalks or stop signs.
- Campus monitors were present to help keep traffic moving.
- Rio Lindo Street was not congested with parking on either side.
- Many students were crossing Lavanda Drive, Miramonte Drive, and midblock but there was no crossing guard present.
- Families were walking down from the Rio Lindo Park.

- The left turn lane began to back up from 7:50 to 7:55 a.m., with a few vehicles using the left drop-off lane until 7:52 a.m.
- The peak hour of traffic was from 7:55 to 7:58 a.m., with the area starting to clear up by 8:05 a.m.
- During the peak hour, some parents used the staff parking lot for drop-offs, and a few pedestrians were crossing the driveway.

City of Oxnard

Safe Routes to School

Rio Mesa High School (9-12)



Prepared By:

FEHR PEERS

Walk 'n Rollers
bike · walk · skate · scoot

FEHR PEERS

1. Collision and Citation Trends

The school is located fully outside the City of Oxnard; therefore, no data was available to conduct a collision or citation analysis.

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team looked ahead to find key elements of the school and its surrounding area to focus on. There was no pre-audit call between the team and the school.

The team noted:

- Look for the mode split of how students are arriving to school, including school buses, as well as any traffic congestion that could be improved operationally.
- The land surrounding the school is unincorporated.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

Walk Audit Date: Wednesday, January 15, 2025

Start time: 3:50 PM

Weather Conditions: Clear

Events/Unique Conditions: None

Attendees:

1. Jose Rivera – City of Oxnard
2. Chelsea Richer – Fehr & Peers
3. Andy Meger – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Burson Way

2.3.1 Burson Way and Perry Way

2.3.1.1 There are no sidewalks at this intersection and no stop sign; it is recommended to construct a sidewalk on all sides and place a stop sign.

Rose Avenue

2.3.2 Rose Ave and Central Ave

2.3.2.1 High-visibility school crosswalks are present on all sides of the intersection, and the curb ramps appear to be in good condition. No improvements are currently recommended.

East-West Streets

Central Avenue

2.3.3 Central Ave and Rose Ave

2.3.3.1 There are high visibility crosswalk markings at this intersection that need to be refreshed; no other changes were observed.

2.3.3.2 A westbound 40 mph speed limit sign is posted just before the school zone, which may cause confusion. It is recommended that this sign be removed for consistency with the school zone's reduced speed limit. (W/O Rose)

2.3.4 Central Ave and Strickland Dr

2.3.4.1 This intersection has good curb ramps, however, the sidewalk on Strickland ends before reaching Central, resulting in a pedestrian access gap.

2.3.5 Central Ave and Burson Way

2.3.5.1 Like Strickland, the sidewalk ends before reaching Central, creating a pedestrian gap. The intersection is otherwise equipped with good curb ramps and high-visibility crosswalks.

2.3.6 Central Ave and Joan Way

2.3.6.1 As with Strickland and Buxton, the sidewalk ends before connecting to Central, resulting in a pedestrian access gap. However, the intersection features good ramps and high-visibility crosswalks.

2.3.7 Central Ave, Rose Ave, and Vineyard Ave

2.3.7.1 There were no trucks observed during school hours, and there is a 40mph sign; it is recommended to change the sign to 25 mph with speed feedback.

Sue Way

2.3.8 Sue Way and Joan Way

2.3.8.1 There are no stop signs at this intersection; it is recommended to include stop signs for pedestrian safety.

2.4 Dismissal Observations

The team observed dismissal at the front entrance of the school and the northwest parking lot entrance.

General Observations:

- Heavy school bus activity departing from dismissal at 3:40pm to approximately 3:50pm
- Vehicle traffic backed up in both directions; little frustration was observed and drivers were courteous in letting others into or across the queue
- Dismissal traffic cleared by 4:00pm

Central Avenue:

- Many students observed walking to the Gold Coast Transit District bus that was waiting at the bus stop on Central Ave; GCTD bus departed at 3:45pm
- Bollards along centerline of Central Ave did not effectively prevent turning movements but may offer traffic calming benefits
- Students observed crossing Central to get into parked vehicles

Rose Avenue:

- Students observed crossing Rose to get into parked vehicles

City of Oxnard

Safe Routes to School

Rio Plaza Elementary School (TK-5)



Prepared By:

FEHR PEERS

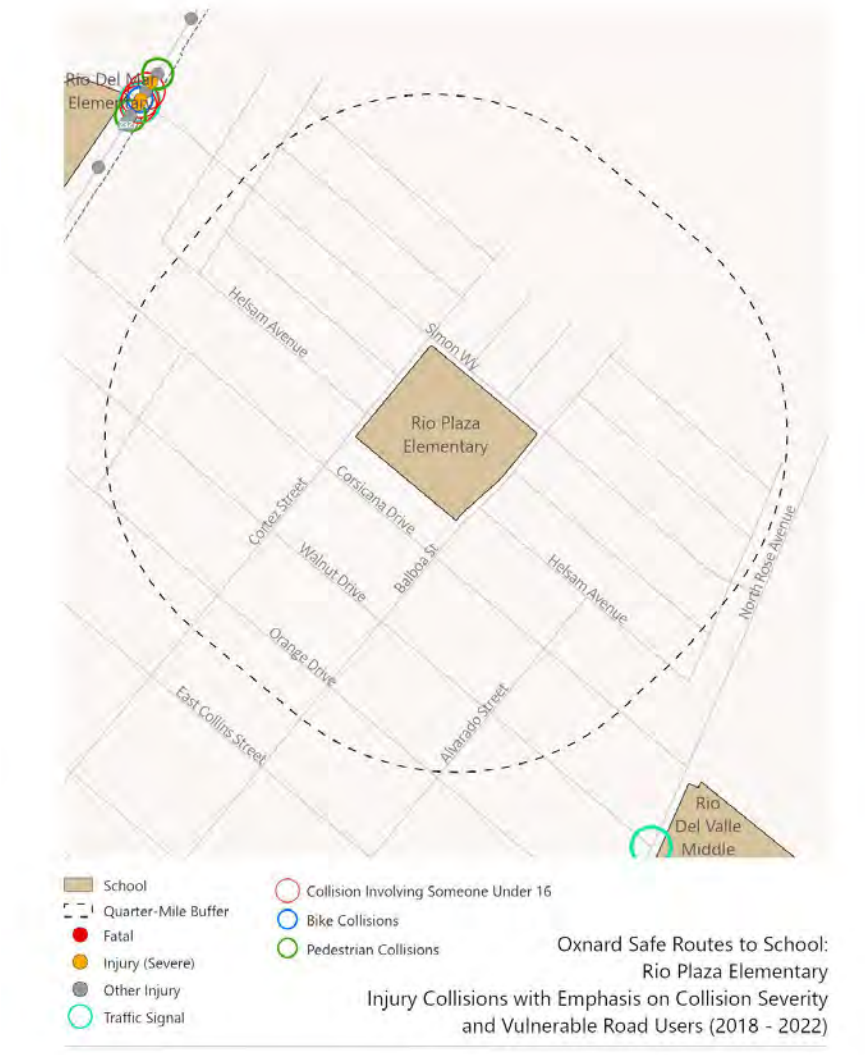
Walk 'n Rollers
bike · walk · skate · scoot

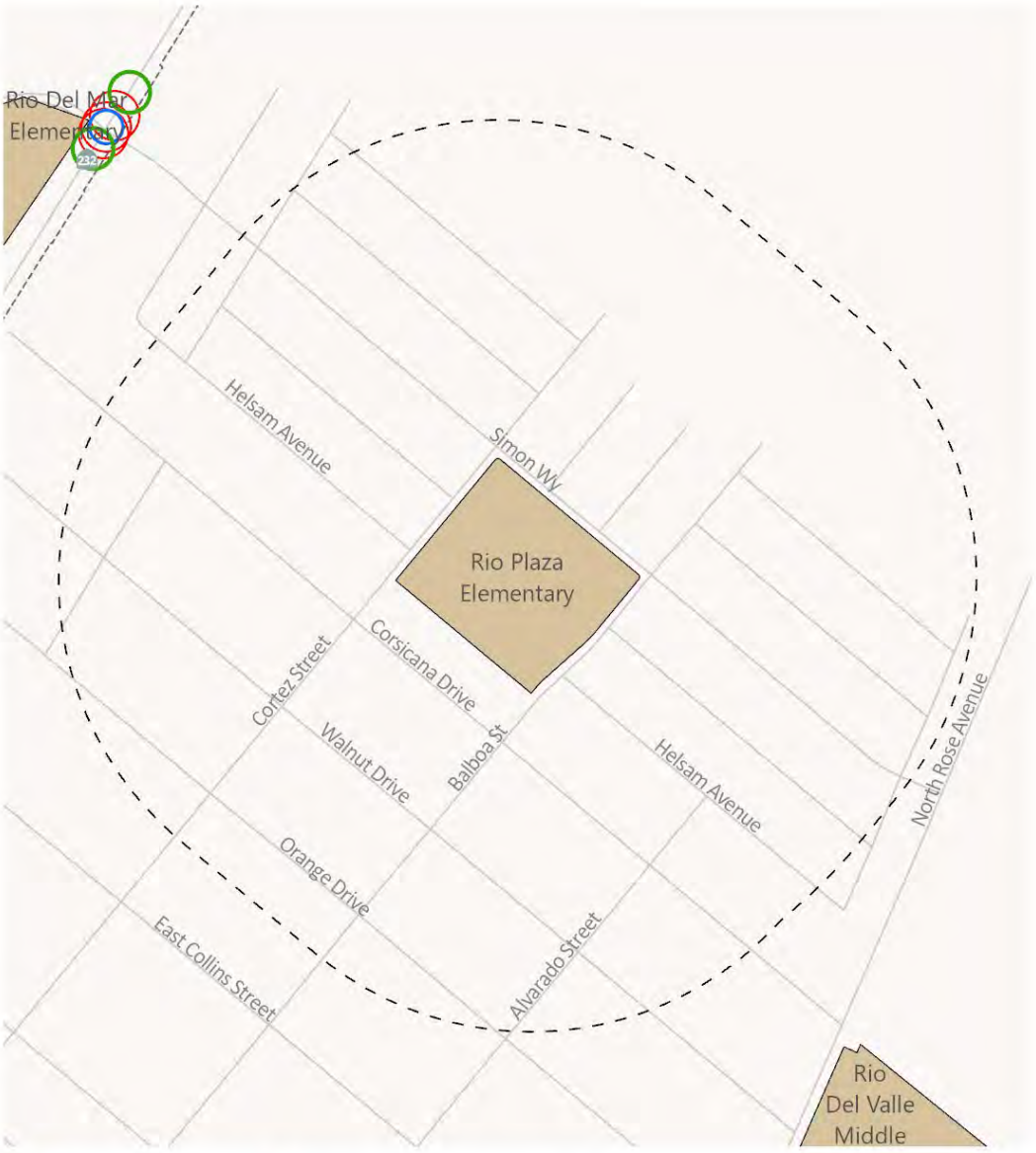
FEHR PEERS

1. Collision and Citation Trends

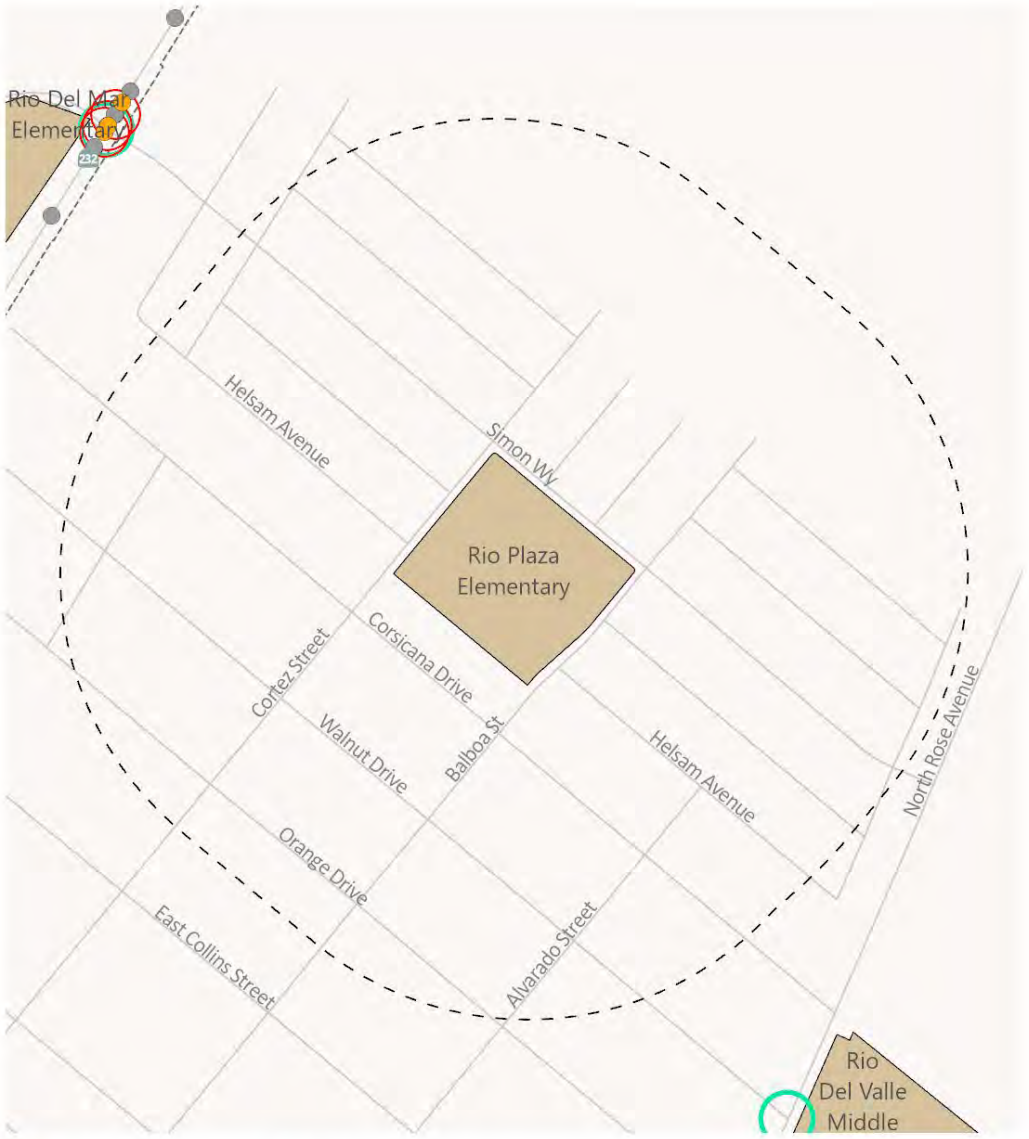
1.1 Collision Summary

The school is located outside of the City of Oxnard; therefore, collision data and citation is very limited. Maps are shared here to show nearby patterns on North Ventura Avenue & Simon Way. The "empty" maps within the ¼ mile radius of the school show in the following pages should be interpreted to be a lack of data included in the City of Oxnard analysis, not necessarily a lack of collisions or citations.





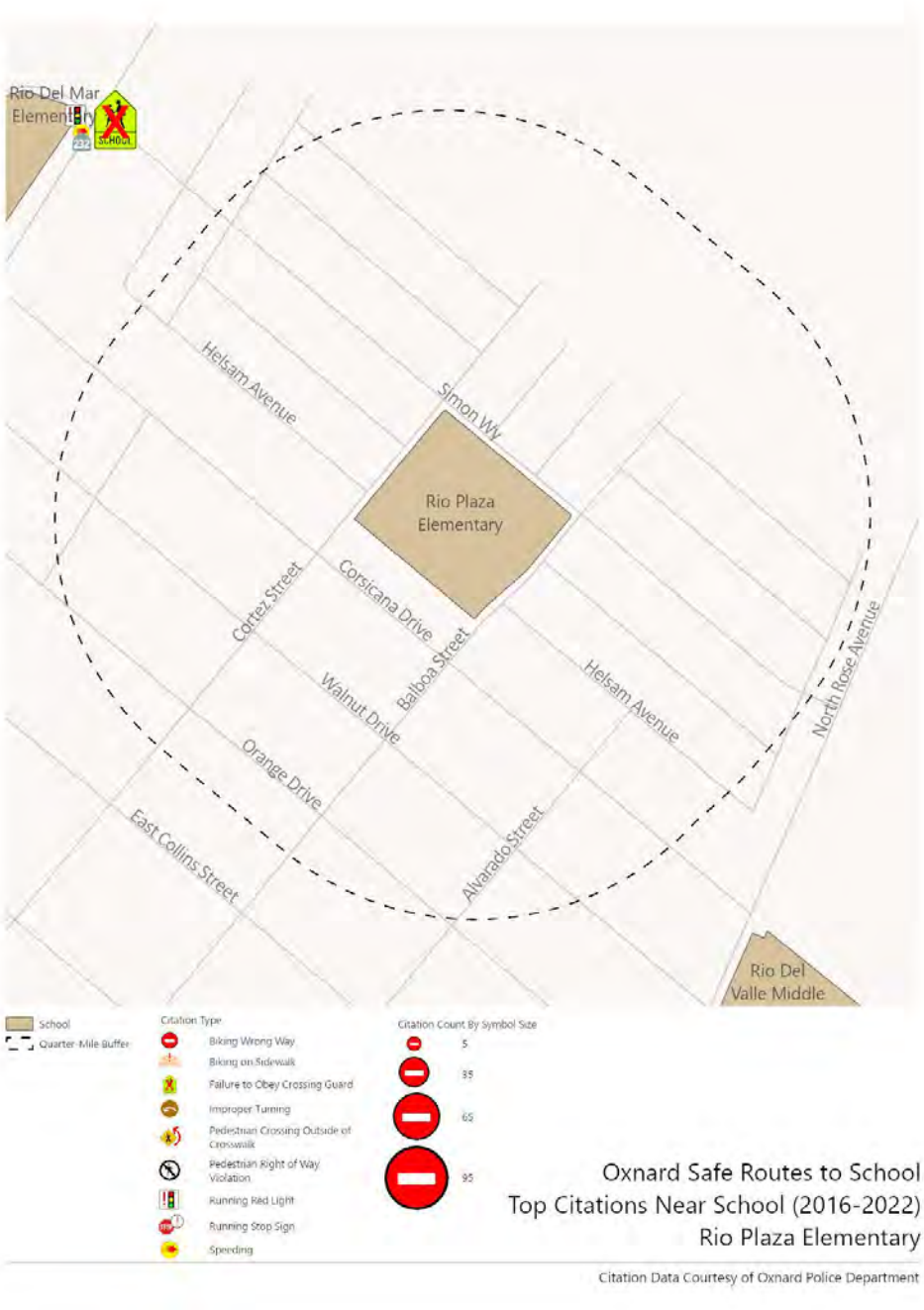
Oxnard Safe Routes to School:
Rio Plaza Elementary
Injury Collisions Involving
Someone Under 16 Years Old (2018 - 2022)



Oxnard Safe Routes to School:
Rio Plaza Elementary
Injury Collisions Involving
Someone Under 16 Years Old (2018 - 2022)

1.2 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary. No citations were recorded with the study area.



2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Lisette Garcia, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- The immediate school campus and surrounding area is unincorporated in Ventura County.
- Some attending Oxnard students are from the far-south end of the attendance boundary.
- Ventura County is engaging in active transportation work throughout El Rio, including in Alvarado.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.

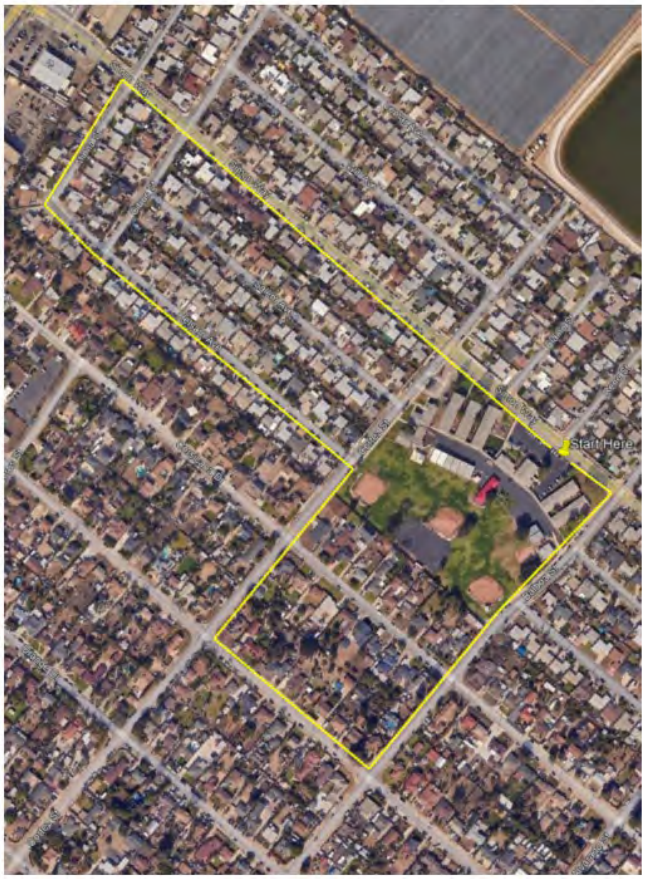


Figure 1. Walk audit route

Other details of the walk audit are presented below:

Walk Audit Date: Wednesday, January 15, 2025

Start time: 8:15 AM

Weather Conditions: Clear

Events/Unique Conditions: None

Attendees:

1. Chelsea Richer – Fehr & Peers
2. Andy Meger – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Balboa Street

2.3.1 Balboa St and Salem Ave

2.3.1.1 The RRFB is permanently beeping, the device may need to be replaced and may need to add different voice languages other than English. In addition, it is recommended to upgrade all curb ramps.

2.3.2 Balboa St and Helsam Ave

2.3.2.1 All curb ramps need upgrading; it is recommended to install ADA-compliant ramps.

2.3.2.2 The sidewalks end after the school boundary on both sides; it is recommended to extend sidewalks beyond school grounds. (S/O Helsam)

2.3.3 Balboa St and Corsicana Dr

2.3.3.1 There are no sidewalks or curb ramps at the intersection; installation is recommended.

2.3.4 Balboa Street and Walnut Dr

2.3.4.1 There are no sidewalks or curb ramps at the intersection; installation is recommended.

2.3.4.2 Construction was observed on the south side of the street, but it was unclear whether this included sidewalk or storm drain upgrades.

Cortez Street

2.3.5 Cortez St and Walnut

2.3.5.1 The intersection has new curb ramps and sidewalk stubs; it is recommended to restripe the crosswalks for better visibility.

2.3.6 Cortez St, Walnut Dr, and Simon Way

2.3.6.1 There are new sidewalks up to the school property line; it is recommended to repair the old sidewalk North of the school property line on Cortez.

2.3.7 Cortez St and Corsicana Dr

2.3.7.1 The intersection has new curb ramps and sidewalk stubs; it is recommended to restripe the crosswalks for better visibility.

2.3.8 Cortez St General Corridor Notes

2.3.8.1 The final striping for crosswalk and pedestrian access still needs to be installed across multiple intersections.

East-West Streets

Simon Way

2.3.9 Simon Way and Cortez St

2.3.9.1 The intersection has good crosswalk markings that may need refreshing; it is recommended to upgrade the curb ramps.

2.3.10 Simon Way and Rene St

2.3.10.1 The intersection has good crosswalk markings that may need refreshing; it is recommended to upgrade the curb ramps.

2.3.11 Simon Way and Elaine St

2.3.11.1 The intersection has good crosswalk markings that may need refreshing; it is recommended to upgrade the curb ramps.

2.3.12 Simon Way and Citrus St

2.3.12.1 The ramps at the intersection need upgrading; it is recommended to replace the existing ramps.

2.3.12.2 Some sidewalk uplift was observed on the south side of the intersection; it is recommended to repair the sidewalk.

2.3.12.3 Sidewalks exist on both sides, but visibility is limited due to obstructions; it is recommended to upgrade ramps and enhance visibility.

2.3.13 Simon Way and Minna St

2.3.13.1 There is a sidewalk on the west leg of Simon; it is recommended to add a sidewalk on all sides and upgrade the curb ramps.

2.3.14 Simon Way, Balboa St, Citrus St, and Cortez St

2.3.14.1 A school zone sign is missing or poorly placed; it is recommended to install a school zone sign with better visibility.

Helsam Ave

2.3.15 Helsam Ave and Citrus St

2.3.15.1 The sidewalk on the west side is uplifted at the corners; curb ramp upgrades are needed, and a stop sign is needed on the north leg of the intersection.

2.3.16 Helsam Ave, Cortez St, and Minna St

2.3.16.1 There are no sidewalks on either side of the intersection; sidewalk construction is recommended.

2.3.16.2

2.3.17 Helsam Ave and Cortez St

2.3.17.1 Sidewalk uplift was observed on the east leg of the intersection; it is recommended to upgrade ramps and add a red curb on the west approach.

2.3.17.2 The sidewalk on the west leg of Cortez ends abruptly with no continuation; it is recommended to add a stop sign on Cortez.

2.3.17.3 To the west of Cortez, there are no sidewalks present on either side; it is recommended to construct a sidewalk on both sides of the street.

2.4 Arrival Observations

The team observed arrival at a few locations near Simon Way, Elaine Street and Rene/Balboa Streets.

General Observations:

- Pedestrian arrivals began around 7:30am
- Multiple staff observed managing inbound/outbound traffic; managing conflicts effectively
- Heavy pedestrian traffic from all directions
- Arrival activity lasted through about 8:15am
- Vehicle traffic backed up in both directions by around 7:50am; cleared up intermittently until bell at 8:10am

Simon Way:

- Parents/guardians observed parking westbound on Simon and crossing their students over into the entrance
- Good driver compliance at red curb along eastbound Simon

City of Oxnard

Safe Routes to School

Rio Real Elementary School (K-8)



Prepared By:

FEHR PEERS

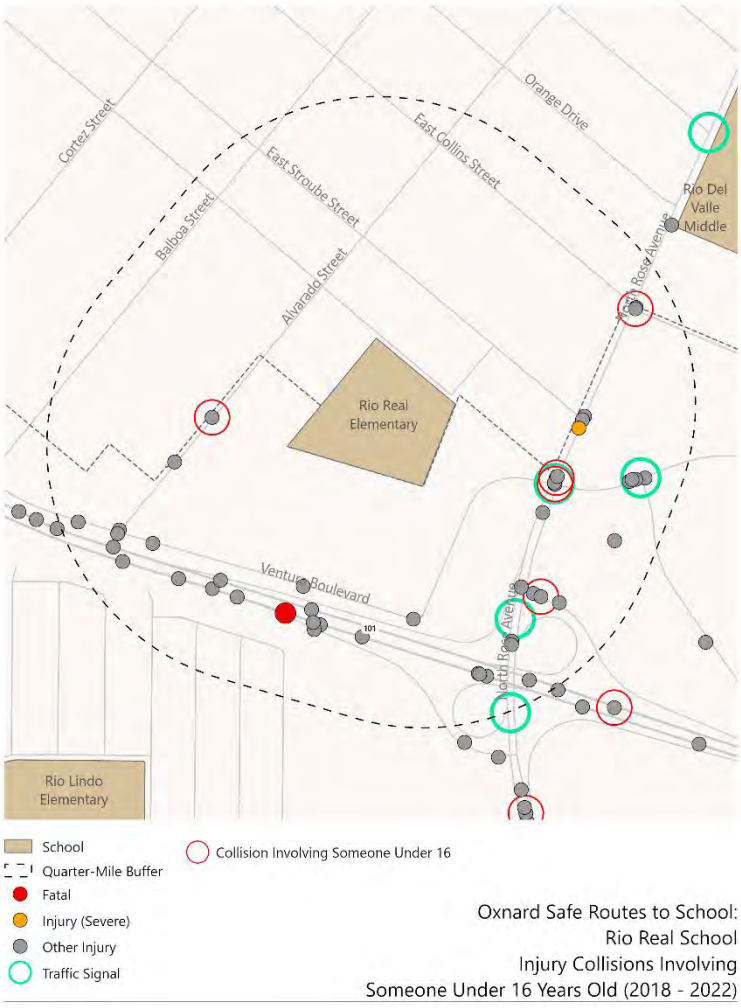
Walk 'n Rollers
bike · walk · skate · scoot

FEHR PEERS

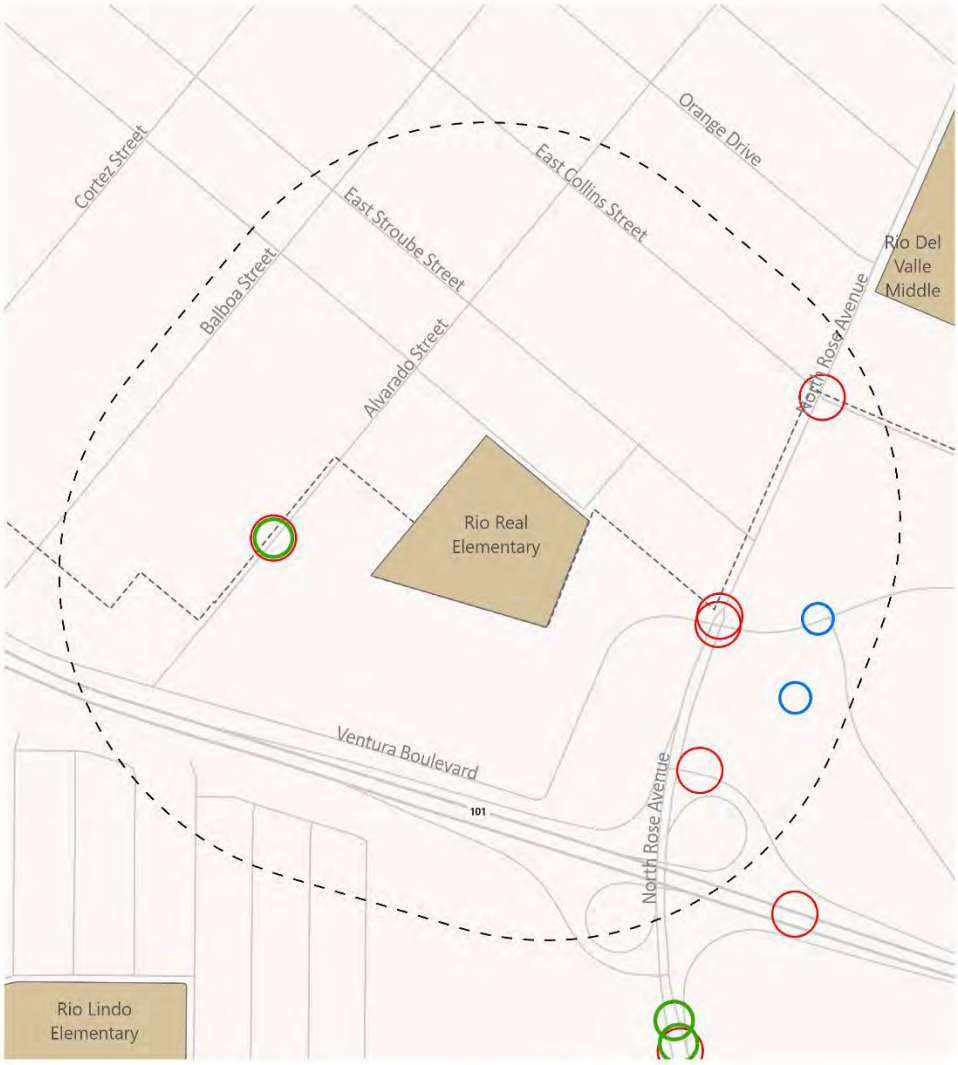
1. Collision and Citation Trends

1.1 Collision Trends

Collisions were prevalent along Rose Avenue within the area and notably clustered at the on and off ramps of Rose Avenue and US-101. Collisions involving individuals under 16 years of age largely clustered along Rose Avenue as well. There was one severe injury collision occurred along Rose Avenue and one fatality collision present at the off ramp of US-101 and Rice Avenue.

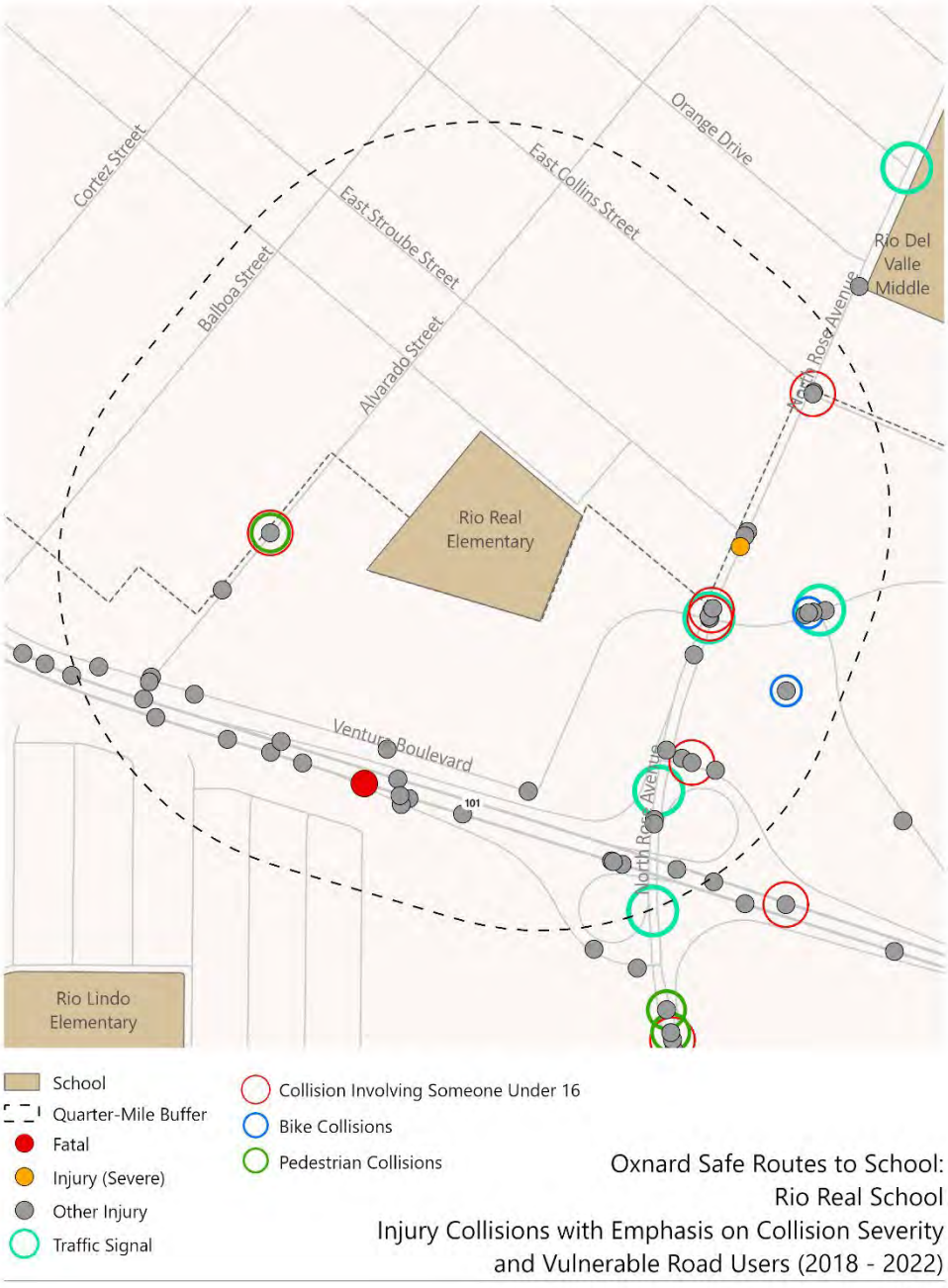


There was one pedestrian collision that occurred along Alvarado Street and two bicycle collisions present at the east of the school along Ventura Boulevard.



Oxnard Safe Routes to School:
Rio Real School
Injury Collisions with Emphasis on
Vulnerable Road Users (2018 - 2022)

Putting all the information together, severe injury or fatality collisions within the study area did not involve a pedestrian, bicyclist, or someone under the age of 16. One pedestrian collision that also involved someone under the age of 16 occurred along Alvarado Street.



1.2 Injury Collision Summary

There were 50 injury collisions between 2018-2022 within a quarter mile radius of Rio Real School. One resulted in a severe injury, and one resulted in a fatality. None of these involved individuals under 16 years of age. There was one collision involving a pedestrian and two involving a bicyclist. One collision involving a pedestrian also involved someone under 16 years of age. Concentrations of collisions occurred along Rose Avenue, and at the on and off ramps of Rose Avenue and US-101.

Action During Collisions

The leading violations were Unsafe Speed (18%), Driving or Bicycling Under the Influence of Alcohol or Drug (14%), and Automobile Right of Way (14%).

- Unsafe Speed collisions occurred primarily along Rose avenue, with clusters at the on and off ramps of Rose Avenue and US-101.
- Improper Turning collisions almost exclusively occurred along Rose Avenue as well.
- Automobile Right of Way collisions were fairly spread out of the study area.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Rio Real School (2018 – 2022)			
Total Injury Collisions	50		
KSI (Killed or Seriously Injured) Collisions	2 (4%)		
Collisions with victim under 16 years old	10 (20%) (KSI: 0 – 0% of all KSI collisions)		
Pedestrian-Involved	1 (2%) (KSI: 0 – 0% of all KSI collisions)		
Bicycle-Involved	2 (4%) (KSI: 0 – 0% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Unsafe Speed	18	36%
	Driving or Bicycling Under the Influence of Alcohol or Drug	8	16%
	Automobile Right of Way	6	12%
Top Crash Types		Count	Percent of Total
	Rear End	21	42%
	Broadside	15	30%
	Head-On	6	12%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**4**	**8%**
	Midday (10AM-3PM)	**13**	**26%**
	Evening Peak (3PM-7PM)	15	30%
	Overnight (7PM-6AM)	18	36%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	3	6%
	Dark – Streetlights	16	32%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	29	58%
	Dusk/Dawn	2	4%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	8	16%
	No	42	84%

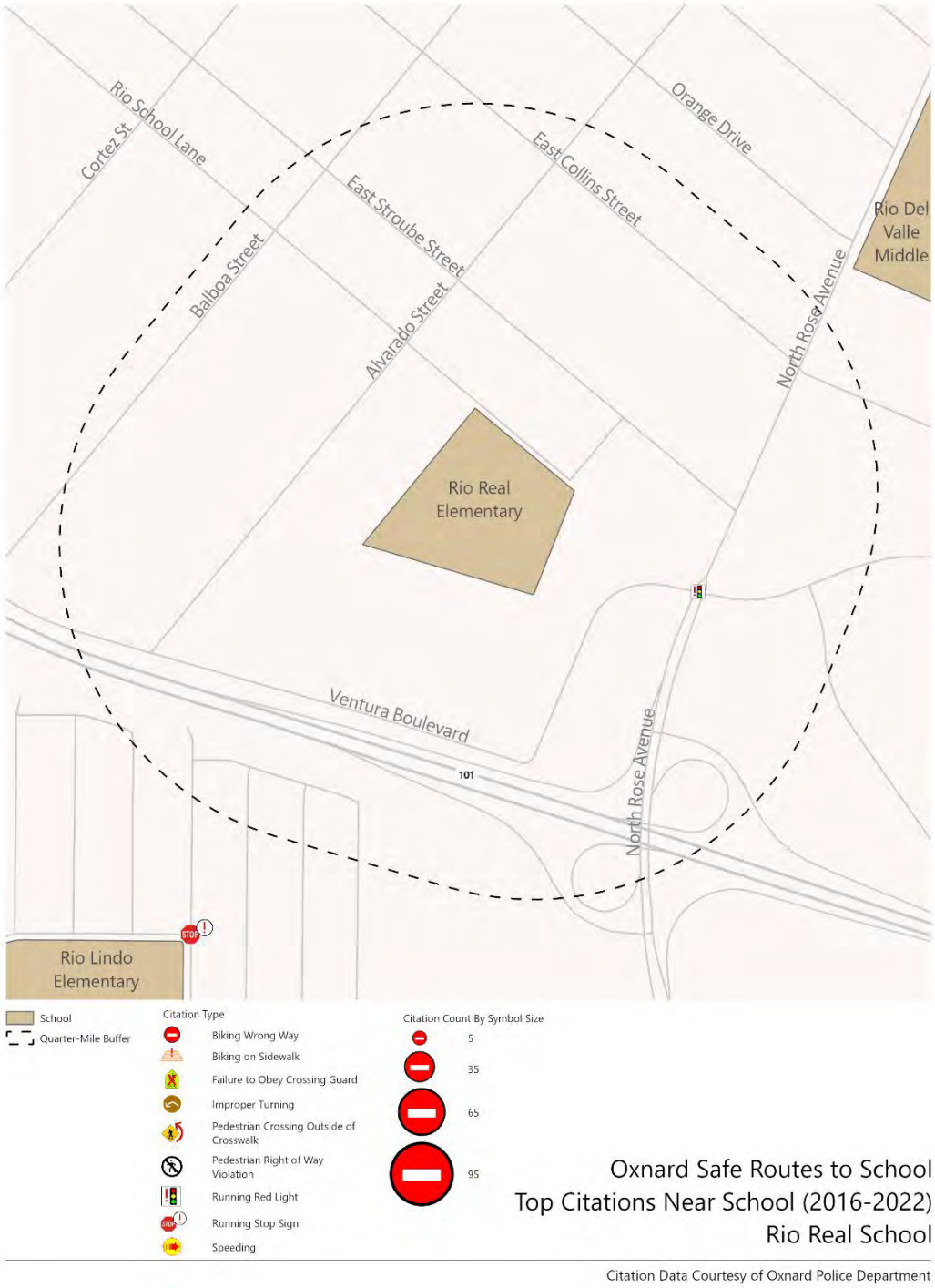
Note: Times in **Bold** are when school is in session.

Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Rose Avenue	**40**	**Unsafe Speed (18)** **Driving or Bicycling Under the Influence of Alcohol or Drug (6)**	27 of these collisions occurred during daylight hours. There was one severe injury collision occurred in the middle of the street. Eight of the ten collisions that involved someone under 16 years old occurred along Rose Avenue.
On and off ramps of Rose Avenue and US-101	20	Unsafe Speed (12) Driving or Bicycling Under the Influence of Alcohol or Drug (4)	The on and off ramps of Rose Avenue and US-101 are located southeast of the School. 15 of these collisions occurred during daylight hours. None of these collisions involved a pedestrian or a bicyclist. Notably, there was one fatality collision occurred at US-101 and Rice Avenue at night due to the influence of alcohol or drug.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Citation Type	Count	Percent of Total
Running Red Light	4	100%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Maria Hernandez and Assistant Principal Nidia Mejia to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- About 60% of students live in the surrounding neighborhood. This is a choice school, and some students come from various locations within the El Rio area, with parents responsible for transportation.
- At least one student crosses the 101 freeway to attend. This represents about 10% to 15% of the student population.
- Approximately 30% of students arrive at school by bus, primarily from Nyeland Acres and the mobile home park near Costco. About 20-25% are driven to school, while 40-45% walk from nearby neighborhoods.
- Key locations include: Kenny Street (school gate location), Royal Duke Mobile Estates (gate location connecting mobile park and school), Bethany Chapel – Assembly of God/ Oxnard Korean Church (planned drop-off area), Rose Avenue, Wright Road (high traffic area)
- Key issues include: lack of sidewalks and crosswalks, double parking, insufficient drop-off areas and congestion.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Thursday, January 25, 2024
- Start time: 1:45 PM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Tom Reilly – LSY Enterprise
    2. Andy Meger – Fehr & Peers
    3. Chelsea Richer – Fehr & Peers

2.3 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Rose Avenue

2.3.1 Rose Avenue between Collins Street & Stroube Street

2.3.1.1 There are no sidewalks on the western side of Rose Avenue. It is recommended to add sidewalks and curb ramps.

2.3.1.2 The signal on Rose Avenue & Collins Street has a split phase.

2.3.2 Rose Avenue & Stroube Street

2.3.2.1 This is an unsignalized intersection with a stop sign and an unmarked crosswalk on the western side of the intersection.

2.3.3 Rose Avenue & Auto Center Drive

2.3.3.1 The signal timing is insufficient for pedestrians to safely cross the intersection, considering the distance. It is recommended to extend the pedestrian phase timing in the signal.

2.3.4 Rose Avenue between Collins Street & Auto Center Drive

2.3.4.1 The signal on Rose Avenue & Collins Street has a split phase.

2.3.4.2 The signal countdown is less than 20 seconds.

2.3.4.3 There are no sidewalks on the western side of Rose Avenue. It is recommended to add sidewalks and curb ramps.

Alvarado Street

2.3.5 Alvarado Street & Kenney Street

2.3.5.1 There are ladder crosswalks on the south and east leg of the intersection.

2.3.5.2 There is a lack of a sidewalk on the west side and there is a lack of curb ramps. It is recommended to install curb ramps at the intersection and a sidewalk on the western leg.

2.3.5.3 There are empty tree wells near the intersection.

2.3.5.4 Both approaches to Alvarado Street are unsignalized and there are no stop signs.

2.3.6 Alvarado Street & Collins Street

2.3.6.1 There is a ladder crosswalk and tactile pads on the eastern side of the intersection.

2.3.6.2 There is an unmarked crosswalk on the west side of the intersection.

2.3.6.3 There are no sidewalks on the north and west side of the intersection.

2.3.6.4 Both approaches to the intersection from Alvarado Street are unsignalized and there are no stop signs.

East-West Streets

Stroube Street

2.3.7 Stroube Street & Kenney Street

2.3.7.1 There are ladder crosswalks on the south and east side of the intersection and there is a poor vision on the crosswalks

2.3.7.2 Both approaches to the intersection from Stroube Street are unsignalized and there are no stop signs.

2.3.8 Stroube Street between Balboa Street & Rose Avenue

2.3.8.1 There are no crosswalks on either side of Stroube Street.

2.3.8.2 The speed bumps along the segment are helping to reduce speeds.

2.3.9 Stroube Street & Balboa Street

2.3.9.1 There are ladder crosswalks on the north and south side of the intersection.

2.3.9.2 There are no sidewalks on any of the approaches.

2.3.9.3 There are flooding issues at and near the intersection. There are no curbs or gutters.

2.3.9.4 There is one storm drain on the northwestern side of the intersection.

2.3.9.5 Both approaches to the intersection from Stroube Street are unsignalized and there are no stop signs.

2.3.9.6 There are speed humps on the west side of Stroube Street.

2.3.10 Stroube Street & Alvarado Street

2.3.10.1 There are ladder crosswalks on the north, side and east side of the intersection.

2.3.10.2 There are no sidewalks on the western side of the intersection. There are sidewalks on the east side of the intersection.

2.3.10.3 Both approaches to the intersection from Stroube Street are unsignalized and there are no stop signs.

2.3.10.4 There is a rectangular rapid flashing beacon (RRFB), partial curb, and permeable parking on the east side of the intersection.

Collins Street

2.3.11 Collins Street & Rose Avenue

2.3.11.1 There are ladder crosswalks on the north, east, and west side of the intersection.

2.3.11.2 There is no crosswalk on the south leg of the intersection.

2.3.11.3 There are tactile pads on the northwest and the north and southeast of the intersection.

2.3.11.4 There are no sidewalks on the southwest side of the intersection.

2.3.12 Collins Street between Alvarado Street & Rose Avenue

2.3.12.1 There is a sidewalk on the northern side of Collins Street.

2.4 Dismissal Observations

The team observed student dismissal at the following locations: Kenney Street at the curve and Kenney Street and Stroube Street. Kenney Street was highlighted because Principal Hernandez and Assistant Principal Mejia noted that there is no crosswalk leading to a narrow sidewalk that connects to the school gate. Furthermore, Stroube Street lacks a sidewalk, forcing students to walk along Rose Avenue to access Stroube Street.

General Observations:

- The school has entrances and exits facing Kenney Street (where all students are dismissed), a church parking lot (designated for parent pick-up), and gates near the mobile park and on the western side of the school.
- The school has staggered dismissal times: Grade K at 2:05 PM, Grades 1-3 at 2:10 PM, Grades 4-5 at 2:11 PM, and Grades 6-8 at 2:41 PM.

Kenney Street at curve:

- There are many people crossing at this location during earlier dismissals.
- Five buses exit the school and merge with the cars.
- Congestion occurs briefly from 2:10 PM to 2:15 PM.
- Some pedestrians are using the gate that leads to the mobile park.
- Dismissal at 2:40 PM starts slowly, and the area at the curve is quiet.
- Most people seem to walk northwest on Kenney from the release gate.
- There is one child on a bike, one bus loading, and several walkers.

Kenney Street & Stroube Street:

- Parents are using the church parking lot to access the elementary school.
  Most people using the crosswalk are doing so to reach parked cars or nearby homes.
- Kenney Street experiences backups at 2:15 PM.
- A queue forms on eastbound Stroube Street at 2:15 PM and clears by 2:30 PM.
- Illegal U-turns are being made on Stroube Street.
- There is no crosswalk, forcing pedestrians to navigate between cars to reach the parking lot.
- There are no crossing guards at the intersection.
- Visibility for the crosswalk at the intersection is poor.
- The first middle school bus arrives at 2:40 PM and leaves at 2:41 PM; the second bus arrives shortly after and departs at 2:48 PM.
- Pedestrians are utilizing the rectangular rapid flashing beacon (RRFB).
- Children are running across the church entrance.

City of Oxnard

Safe Routes to School

Rio Rosales Elementary School (TK-5)



Prepared By:

FEHR PEERS

Walk 'n Rollers
bike · walk · skate · scoot

FEHR PEERS

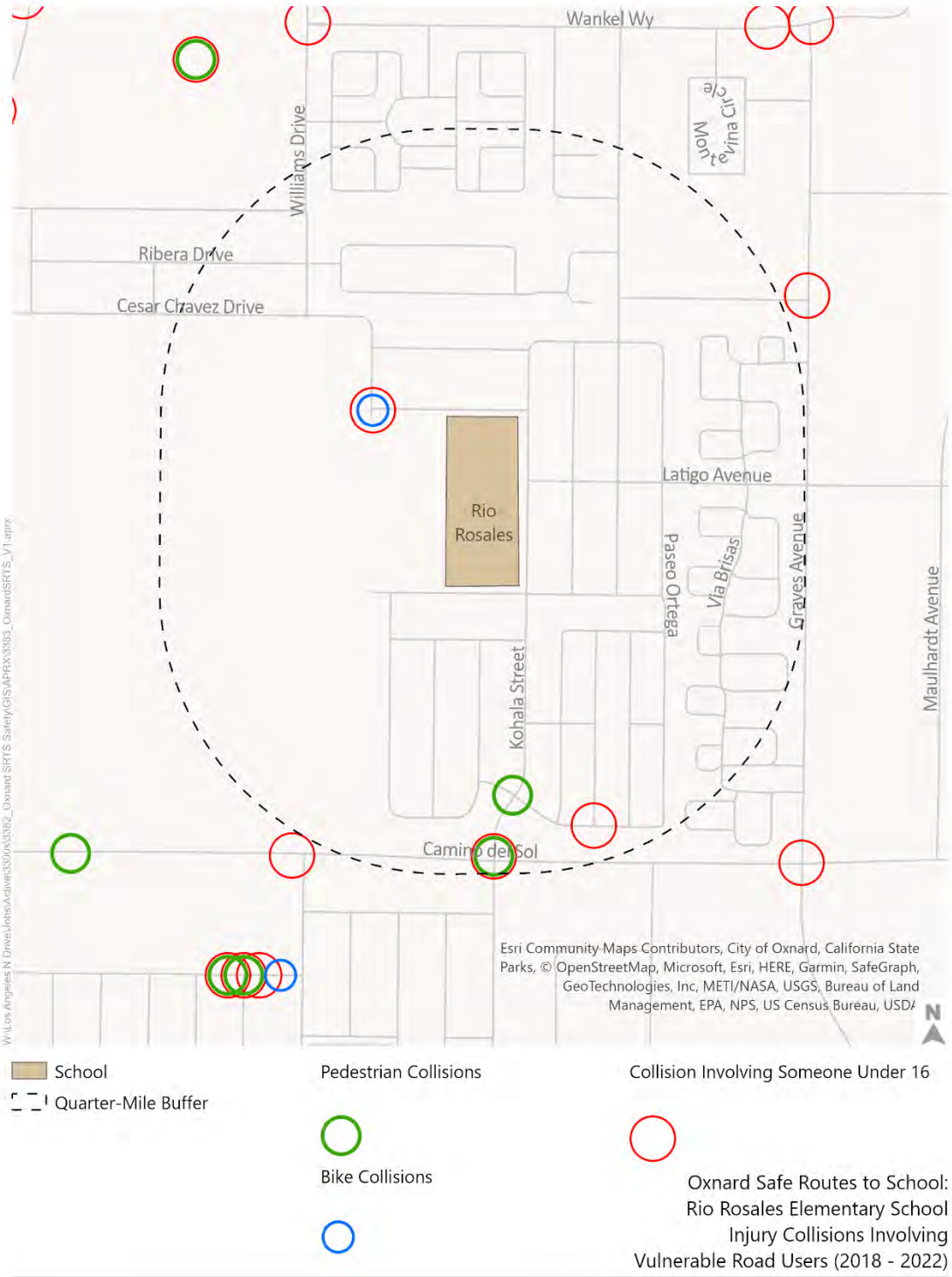
1. Collision and Citation Trends

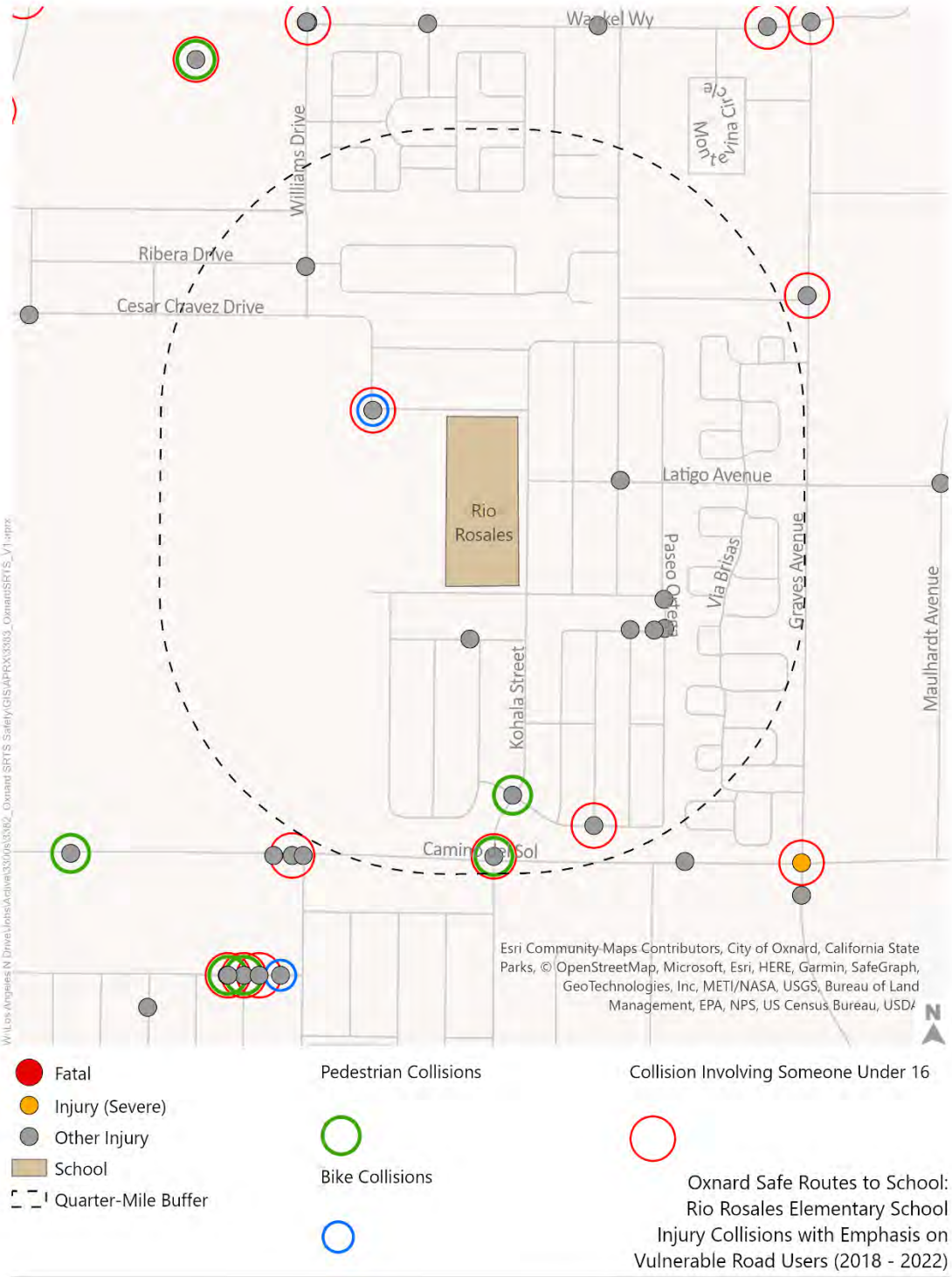
1.1 Collision Trends

This Collision Trends analysis includes injury collisions from 2018 – 2022 within a quarter mile of the school boundary. The analysis focuses on the quarter-mile radius around the school, as pedestrian and bicyclist activities are concentrated when students are approaching or departing campus. Collisions were concentrated on Kohola Street, particularly at the intersection with Paseo Ortega. Within the study area, there were no collisions that resulted in severe injuries or fatalities.



There were two pedestrian collisions and one bike collision within the study area.




Wagkel Wy
Williams Drive
Ribera Drive
Cesar Chavez Drive
Latigo Avenue
Rio Rosales
Paseo Orea
Via Brisas
Graves Avenue
Maulhardt Avenue
Kohala Street
Camino del Sol
Esri Community Maps Contributors, City of Oxnard, California State Parks, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA
N
Fatal
Injury (Severe)
Other Injury
School
Quarter-Mile Buffer
Pedestrian Collisions
Bike Collisions
Collision Involving Someone Under 16
Oxnard Safe Routes to School:
Rio Rosales Elementary School
Injury Collisions with Emphasis on
Vulnerable Road Users (2018 - 2022)

Key Findings

Injury Collision Summary within ¼ Mile of Rio Rosales Elementary (2018 – 2022)			
Total Injury Collisions	15		
KSI (Killed or Seriously Injured) Collisions	0		
Collisions with victim under 16 years old	8 (53%)		
Pedestrian-Involved	2 (13%)		
Bicycle-Involved	1 (7%)		
Top Violations		Count	Percent of Total
	Automobile Right of Way	3	20%
	Improper Turning	3	20%
Top Crash Type		Count	Percent of Total
	Broadside	7	47%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**2**	**13%**
	Midday (10AM-3PM)	**3**	**20%**
	Evening Peak (3PM-7PM)	5	33%
	Overnight (7PM-6AM)	5	33%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	5	33%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	10	67%
	Dusk/Dawn	0	0%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	1	7%
	No	14	93%

*Times in **bold** are when school is in session.*

Summary Notes

- There were 15 injury collisions between 2018-2022 within a quarter mile radius of Rio Rosales Elementary School. Zero collisions resulted in a death or serious injury within this area.
- There were two collisions involving a pedestrian and one involving a bicyclist. Both the collision involving a bicyclist and one of the two involving a pedestrian involved someone under 16 years of age.
- A concentration of vehicular collisions occurred in the southeast area of the neighborhood surrounding Rio Rosales, around the intersection of Paseo Ortega and Paseo Isla.

Time of Day and Location

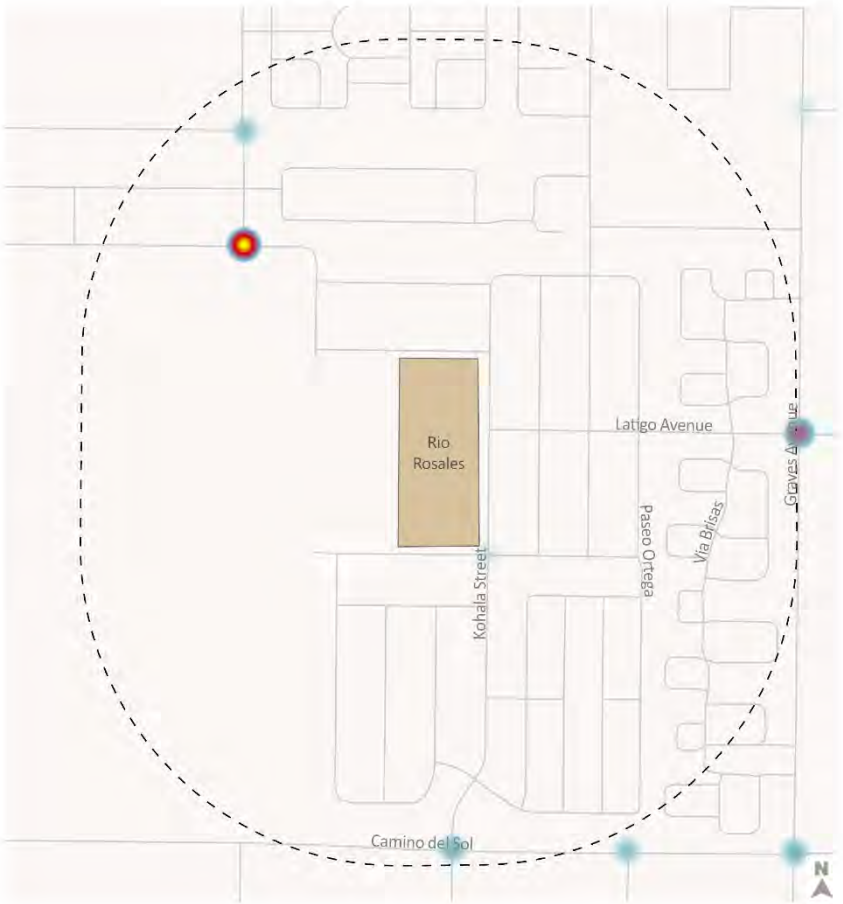
Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Kohala Street	**6**	**N/A**	
Kohala Street & Camino del Sol	5	N/A	
Kohala Street & Paseo Elegante	1	Pedestrian Right of Way (1)	
Paseo Ortega	**4**	**Improper turning (3)**	
Paseo Ortega & Paseo Isla	4	Improper turning (3)	
Milagro Place	**1**	**Automobile Right of Way (1)**	
Milagro & Gibraltar	1	Automobile Right of Way (1)	

Action During Collisions

- The leading violations were Automobile Right of Way (20%) and Improper Turning (20%).
    - Automobile right of way collisions occurred across the quarter-mile area with no discernable pattern, while improper turning collisions occurred mainly in the area of Paseo Ortega and Paseo Isla.

1.2 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Oxnard Safe Routes to School
Project-Related Citations (2016-2022)
Rio Rosales Elementary School

Citation Type	Count	Percent of Total
Running Stop Sign	45	92%
Improper Turning	2	4%
Speeding	2	4%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with Principal Leslie Hudson to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- The majority of students attending the school come from the Riverpark neighborhood, but Rio del Mar will be taking over as neighborhood school for Rio Plaza so more students will be coming across Vineyard.
- Very few numbers of bikes and walkers, no school buses.
- Single arrival point at main gate with staggered arrival, dismissal occurs at front entrance and back gates off of Vineyard.
- Times are staggered with Rio Vista to avoid the worst of peak congestion.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Monday, October 30, 2023
- Start time: 7:45 AM
- Weather Conditions: Clear and windy
- Events/Unique Conditions: None
- Attendees:
    1. Andy Meger – Fehr & Peers
    2. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Vineyard Avenue

2.3.1 Vineyard Avenue & Thames River Drive

2.3.1.1 Curb ramps lack truncated domes on the northeast and southeast corners of the intersection.

2.3.2 Vineyard Avenue between Thames River Drive & Forest Park Drive

2.3.2.1 There are no school speed limit signs, however there are school zone signs.

2.3.2.2 The driveway from the park provides both a left and right out onto Vineyard, potentially increasing conflicts between turning vehicles and fast-moving traffic on Vineyard.

2.3.2.3 The driveway provides no lane marking or signage. It is unclear if it is intended for one way or two-way traffic.

2.3.3 Vineyard Avenue & Walnut Drive

2.3.3.1 There are no sidewalks or ramps receiving the striped high-visibility school crosswalk on the east leg of the intersection.

2.3.4 Vineyard Avenue & Forest Park Drive

2.3.4.1 There is no striped crosswalk across Vineyard Avenue and no sidewalk on the east side of Vineyard. A gap in the fence allows pedestrians to access the intersection from Orange Drive. This lack of pedestrian access may be more critical when Rio del Mar begins pulling more students from the El Rio neighborhood on the east side of Vineyard. This is a pedestrian collision hotspot.

East-West Streets

Thames River Drive

2.3.5 Thames River Drive between Vineyard Avenue & Forest Park Boulevard

2.3.5.1 There are no speed limit or school zone signs along this portion, despite it's proximity to the main school campus and roadway curvature.

2.3.6 Thames River Drive & Kiawah River Drive

2.3.6.1 No bike signage or markings are present in the roundabout. The bike lanes approaching the intersection drop off.

2.3.7 Thames River Drive & Indus Place

2.3.7.1 There are no truncated domes or tactile markings on the curb ramps.

2.3.7.2 There are no striped crosswalks at the intersection, despite being proximate to the entrance of Rio Vista Middle School.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

East-West Streets

Kiawah River Drive

2.4.1 Kiawah River Drive & Roja Lane

2.4.1.1 This intersection is two-way stop controlled (side-street controlled stopping movements on Roja Lane). Parents and community members indicated that at this location it can be difficult to see other motorists around parked cars and drivers can appear to speed on Kiawah River. Visibility for pedestrians in crosswalk is also low due to parked vehicles.

Indus Place

2.4.2 Indus Place & Shenandoah Drive

2.4.2.1 There is no red curb at this location. Cars were observed parking into the intersection and on to/obstructing curb ramps.

Forest Park Boulevard

2.4.3 Forest Park Boulevard & Thames River Drive

2.4.3.1 Curb ramps lack truncated domes or tactile warning pads on all curb ramps.

2.4.3.2 The pedestrian signals lack countdown timers in the "flashing don't walk" phase.

2.4.3.3 The intersection has older-style pedestrian push buttons.

2.5 Arrival and Dismissal Observations

The team observed arrival at two primary locations: the staff parking lot entrance and exit and the main parking lot drop-off zone closer to the roundabout at Thames River and Kiawah River Drive. One team member also observed the conditions at Vineyard and Thames River for a portion of the arrival period, as there is usually a crossing guard stationed there and with attendance boundary changes will have more students crossing from El Rio in the future.

General Observations:

- All students arrive through the main entrance in the morning hours.

Staff Parking Lot/Thames River:

- Two drop-offs in the bike lane were observed.
- The left turn movement out of the parking lot onto Thames River seemed difficult due to visibility from the curvature and median.
- The staff lot was parked up pretty early, peak congestion between 8:10 and 8:20am.
- Both lanes of the main lot were blocked by 8:10am. Parents were observed leaving their car and not pulling up all the way.

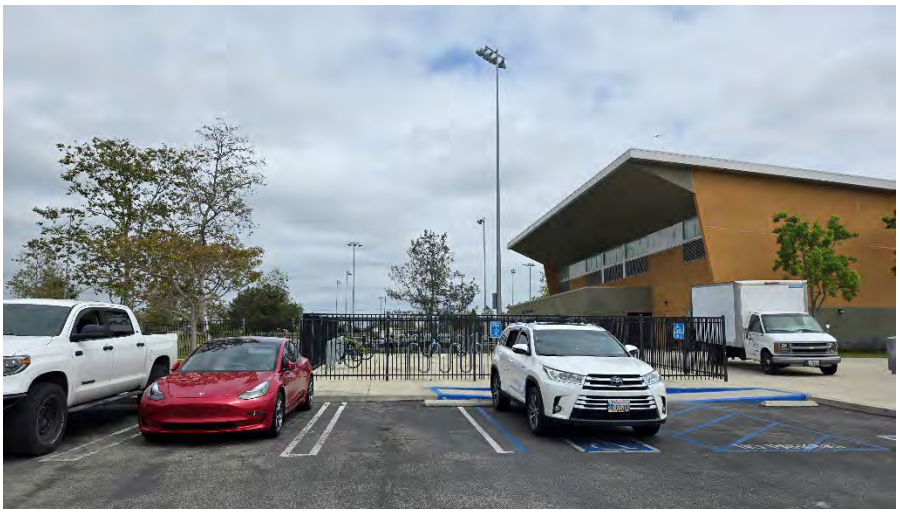
Main Lot/Roundabout:

- Cars start to line up in the main lot at 7:40am.
- Curb lane was parked up, the outer lane was mostly flowing with drop-offs.
- Some drop-offs were observed in the parking lot stalls
- Lots of left turns were observed out of the main lot from the right lane.
- A few dozen walkers were observed coming from the neighborhood.
- Traffic accumulates northbound on Thames River and eastbound on Kiawah River at the roundabout
- Driver behavior was generally positive in terms of yielding to pedestrians at the crosswalks in the roundabout.
- Roundabout almost completely clear by 8:25am.

City of Oxnard

Safe Routes to School

Rio Vista Middle School (6-8)



Prepared By:

FEHR PEERS

Walk 'n Rollers
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FEHR PEERS

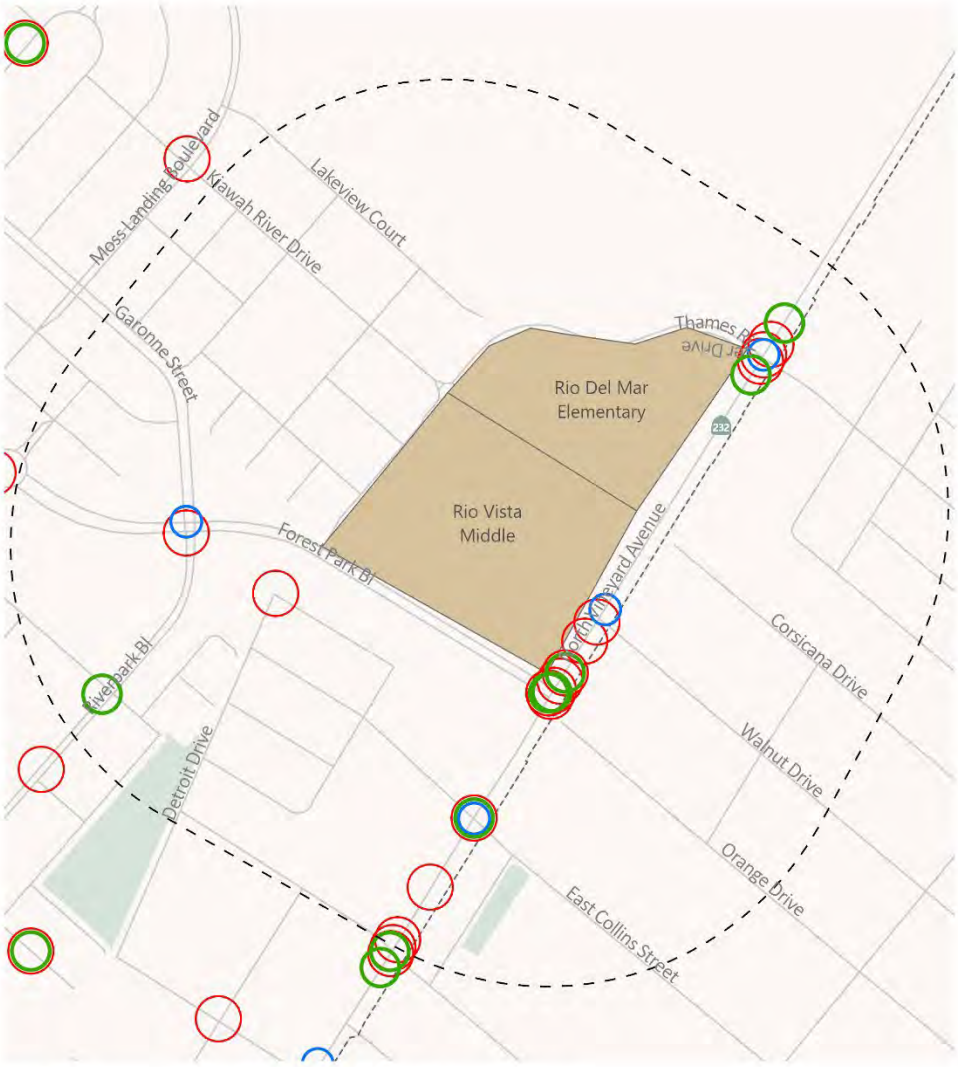
1. Collision and Citation Trends

1.1 Collision Trends

Collisions were prevalent along Vineyard Avenue within the study area. Collisions involving individuals under 16 years of age largely clustered along Vineyard Avenue as well. There were six severe injury collisions that occurred along Vineyard Avenue. Two of the six collisions occurred near or at the intersection of Thames Park Drive and Vineyard Avenue. Another two injury collisions occurred at the intersection of Forest Park Boulevard and Vineyard Avenue.



Pedestrian collisions and bike collisions were primarily present along Vineyard Avenue as well, with hot spots at the intersections with Thames Park Drive and Forest Park Boulevard.



Putting all the information together, there were six severe injury collisions present along Vineyard Avenue and concentrated at the intersections with Thames Park Drive and Forest Park Boulevard. There was one severe injury collision occurring along Forest Park Boulevard that did not involve a pedestrian, bicyclist, or someone under the age of 16.



1.2 Injury Collision Summary

There were 65 injury collisions between 2018-2022 within a quarter mile radius of Rio Vista Middle School. Seven collisions resulted in severe injury and there were no fatality collisions within the study area. Four of the severe injury collisions involved someone under the age of 16. Collisions within the study area were prevalent along Vineyard Avenue and Forest Park Boulevard to the east and south of campus, respectively. The intersection of Vineyard Avenue and Forest Park Boulevard was a collision hot spot, with two severe injury collisions and seven injury collisions.

Action During Collisions

The leading violations were Automobile Right of Way (23%), Traffic Signals and Signs (23%), and Unsafe Speed (20%).

- Automobile Right of Way collisions occurred primarily along Vineyard Avenue.
- Traffic Signals and Signs collisions occurred primarily along Vineyard Avenue and Forest Park Boulevard.
- Unsafe Speed collisions concentrated along Vineyard Avenue and Forest Park Boulevard as well.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Rio Vista Middle School (2018 – 2022)			
Total Injury Collisions	65		
KSI (Killed or Seriously Injured) Collisions	7 (11%)		
Collisions with victim under 16 years old	27 (42%) (KSI: 4 – 57% of all KSI collisions)		
Pedestrian-Involved	7 (11%) (KSI: 2 – 29% of all KSI collisions)		
Bicycle-Involved	4 (6%) (KSI: 0 – 0% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Automobile Right of Way	15	23%
	Traffic Signals and Signs	15	23%
	Unsafe Speed	13	20%
Top Crash Types		Count	Percent of Total
	Broadside	29	45%
	Rear End	13	20%
	Vehicle/Pedestrian	9	14%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**11**	**17%**
	Midday (10AM-3PM)	**15**	**23%**
	Evening Peak (3PM-7PM)	17	26%
	Overnight (7PM-6AM)	22	34%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	4	6%
	Dark – Streetlights	20	31%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	39	60%
	Dusk/Dawn	2	3%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	1	2%
	No	64	98%

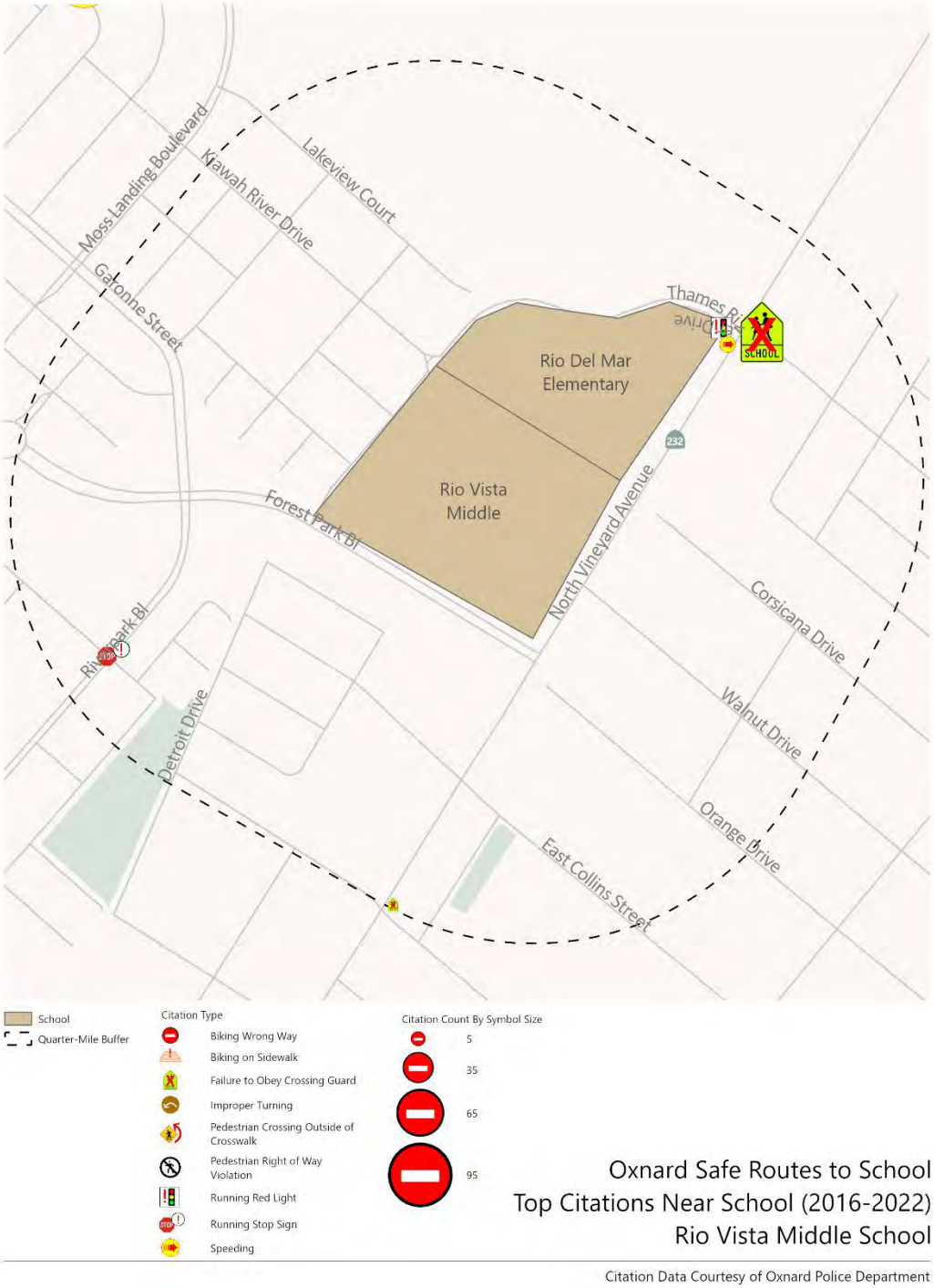
Note: Times in **Bold** are when school is in session.

Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Vineyard Avenue	**58**	**Automobile Right of Way (14)** **Traffic Signals and Signs (13)** **Unsafe Speed (12)**	Around 65% of these collisions occurred during daylight hours. 24 of these collisions involved someone under 16 years old. Six of these collisions involved a pedestrian. There were six severe injury collisions that occurred along Vineyard Avenue. Three of the severe injury collisions involved an individual underage of 16 and two involved a pedestrian.
Vineyard Avenue and Forest Park Boulevard	*9*	*Traffic Signals and Signs (3)*	There were two severe injury collisions present at the intersection of Forest Park Boulevard and Vineyard Boulevard (near south of the School). Both the severe injury collisions involved a pedestrian and someone under the age of 16 due to pedestrian violation.
Vineyard Avenue and Thames River Drive	*7*	*Traffic Signals and Signs (3)*	There were two severe injury collisions. One occurred at the intersection of Thames River Drive and Vineyard Boulevard, and one occurred close to this intersection (near north of the School).
Forest Park Boulevard	**19**	**Traffic Signals and Signs (7)** **Unsafe Speed (5)**	Around half of these collisions occurred during daylight hours. There were three severe injury collisions with two occurring at the intersection of Forest Park Boulevard and Vineyard Boulevard.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Citation Type	Count	Percent of Total
Failure to Obey Crossing Guard	240	21%
Running Red Light	17	79%
Running Stop Sign	16	6%
Speeding	9	3%
Failure to Obey Crossing Guard	3	1%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Robert Guynn, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- The majority of students come from Riverpark and Rio del Norte. Approximately 18% of students walk, 0.5% bike, 7% carpool (with two or more students), 19% take the bus, 0.5% use public transit, and 55% are driven by adults. The latter group is likely made up of families who have transferred from outside the district.
- Key locations include: Thames River Drive/Simon Way & Vineyard Avenue crosswalk (crossing guard location), Forest Park Boulevard/Thames River Drive (adult supervision in afternoon), Forest Park Boulevard (bus drop-off and pick-up), and Thames River Drive (both parking lot and main-lot lanes used for drop off).
- Key issues include: students crossing, roadway(gridlocked), and parking in no-parking zone

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Friday, May 17, 2024
- Start time: 2:45 PM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Jose Rivera – City of Oxnard
    2. Andy Meger – Fehr & Peers
    3. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Gottfried Place

2.3.1 Gottfried Place & Martin Luther King Jr. Drive

2.3.1.1 The crosswalks on all legs are standard. The curb cuts/ramps lack truncated domes, which should be added for accessibility.

2.3.1.2 Parked cars were observed up to the intersection, limiting visibility of pedestrians in the crosswalk (Figure 3).

2.3.2 Gottfried Place & Sombra Drive

2.3.2.1 A high visibility crosswalk extends at an angle across Gottfried place due to a driveway into the Brekke parking lot where the south leg of the crosswalk would normally land on the east side of the street (Figure 4).

2.3.2.2 Just south of the intersection, pedestrians were observed crossing in the middle of the block where the facilities driveway to the playground is located.

2.3.2.3 Curb ramps lack truncated domes.

2.3.3 Gottfried Place & Cesar Chavez Drive

2.3.3.1 The crosswalks on all legs are standard crosswalk. The pavement markings are faded.

2.3.3.2 The curb ramps lack truncated domes.

Teresa Street

2.3.4 Teresa Street & Rubio Circle

2.3.4.1 There is a small curb extension to a standard crosswalk on the north leg of the intersection across Teresa Street (Figure 6).

2.3.5 Teresa Street & Cesar Chavez Drive

2.3.5.1 The intersection has all-way stop controls, ladder-style high-visibility crosswalks, and upgraded curb ramps. Infrastructure at this location can be seen as a model for other stop- controlled intersections in the school vicinity.

East-West Streets

Forest Park Boulevard

2.3.6 Forest Park Boulevard & Vineyard Avenue

2.3.6.1 The north side sidewalk has an uplift that needs to be repaired, and there is no sidewalk on the eastern side of the intersection.

2.3.6.2 There is a ladder crosswalk on the west leg of the intersection.

2.3.6.3 There is no countdown timer, and the crossing speed is about 4.4 feet per second over a distance of 132 feet.

2.3.6.4 The total walk time is 30 seconds, with 6 seconds allocated for the initial walk phase.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Vineyard Avenue

2.4.1 Vineyard Avenue & Collins Street

2.4.1.1 All existing ramps are in good condition and provide accessibility, but there is one missing on the northeast corner, along with a missing sidewalk.

2.4.1.2 There are no marked crosswalks; it is recommended to add high-visibility crosswalks.

2.4.2 Vineyard Avenue & Stroube Street

2.4.2.1 The sidewalk on the west side is incomplete and ends right at the intersection. A

new ramp upgrade is needed at the southwest corner.

2.4.2.2 It is recommended to resurface the old school signs and markings with asphalt.

2.4.2.3 Continental crosswalks are present on all legs of the intersection. It is recommended to restripe them with high-visibility white paint.

2.4.2.4 The signal timing across Vineyard Avenue (a distance of about 114 feet) provides a 6-second walk phase and a total walk time of 31 seconds, which equates to a walking speed of 3.6 feet per second.

Riverpark Boulevard

2.4.3 Riverpark Boulevard/Garonne Street & Forest Park Boulevard

2.4.3.1 The standard crosswalks on all sides are standard and should be upgraded to high-visibility crosswalks.

2.4.3.2 The curb cuts/ramps are missing truncated domes, which should be added to improve accessibility.

2.4.3.3 Pedestrian countdown timers are needed at the intersection.

2.4.3.4 The sidewalk is uplifted on the southside by Tempo at Riverpark and should be fixed to ensure accessibility.

Moonlight Park Avenue

2.4.4 Moonlight Park Avenue & Forest Park Boulevard

2.4.4.1 The curb cuts/ramps are missing truncated domes, which should be added to improve accessibility.

2.4.4.2 The crosswalks have a double threat, and they are in need of bike signs or markings.

Detroit Drive

2.4.5 Detroit Drive & Stroube Street

2.4.5.1 It is recommended to upgrade the ramps near the park entrance to ensure ADA compliance.

2.4.5.2 There are no stop sign controls or crosswalks at this intersection. It is recommended to add a stop control.

2.4.6 Detroit Drive & Iowa Place

2.4.6.1 It is recommended to resurface the drainage area and upgrade the ramps to ensure ADA compliance.

2.4.6.2 There are no stop sign controls or crosswalks at this intersection. It is recommended to add a stop control.

2.4.6.3 The landscaping on the east side of the intersection is overgrown.

2.4.7 Detroit Drive & Juneau Place

2.4.7.1 There are no stop sign controls or crosswalks at this intersection. It is recommended to add a stop control.

2.4.8 Detroit Drive & Collins Street

2.4.8.1 There are no stop sign controls or crosswalks at this intersection. It is recommended to add a stop control.

2.4.8.2 The landscaping on the east side of the intersection is overgrown.

2.4.9 Detroit Drive & Louisiana Place

2.4.9.1 There are no markings indicating to reduce speeds at the curve. It is recommended to install slow curve markings and street signs to alert drivers.

2.5 Dismissal Observations

The team observed student dismissal along Forest Park Boulevard at Thames River Drive and Vineyard Avenue. Thames River Drive was selected because, according to Principal Robert Guynn, most students come from Riverpark (Rio del Mar) and Rio del Norte (south of the 101). Students from El Rio cross Vineyard Avenue, typically at Forest Park, with the majority using the crossing guard at the Thames River/Simon intersection.

General Observations:

- The school has entrances facing Forest Park Boulevard, with drop-off and pick-up occurring on the south side of the campus. There is minimal interaction with parent traffic on the north side.
- Students cross midblock to reach the street vendor and parents parked on southbound Thames River Drive.
- There are concerns about students crossing the street to reach the vendor.
- The campus opens at 7:15 a.m. for zero period, with up to 60 students attending. The remaining students gradually arrive until 8:50 a.m.

Thames River Drive & Forest Park Boulevard:

- At 2:45 p.m., vehicles are already in the queue.
- Dismissal begins at 3:15 p.m., with curb parking clearing by around 3:25 p.m. The area is fully clear by 3:30 p.m.
- During pre-dismissal, one car entered the exit-only driveway.
- About five kids were observed riding bikes.
- People were gathered in the park area with younger children, waiting.
- Almost no pedestrians were seen crossing the driveway.
- The park, with a vendor, serves as a good overflow area.
- The roundabouts are effective for making U-turns.
- Cars were backing up in the southbound lane of Thames River Drive.

Forest Park Boulevard & Vineyard Avenue:

- People began queuing at 2:45 p.m.
- Buses were observed arriving at 3:10 p.m., with five others arriving at 5-minute intervals.
- There is minimal dismissal occurring at the back of the school.
- Approximately 50 to 60 kids cross Thames River Drive.
- On Vineyard Avenue, only about six students crossed from Forest Park to Walnut Drive.

City of Oxnard

Safe Routes to School

Sunkist Elementary School (TK-5)



Prepared By:

FEHR PEERS

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1. Collision and Citation Trends

1.1 Collision Trends

Collisions were prevalent along Spruce Street and Ventura Road within the study area. Additionally, collisions involving individuals under 16 years of age were concentrated along Ventura Road. The study area recorded no collisions that resulted in a severe injury or fatality.

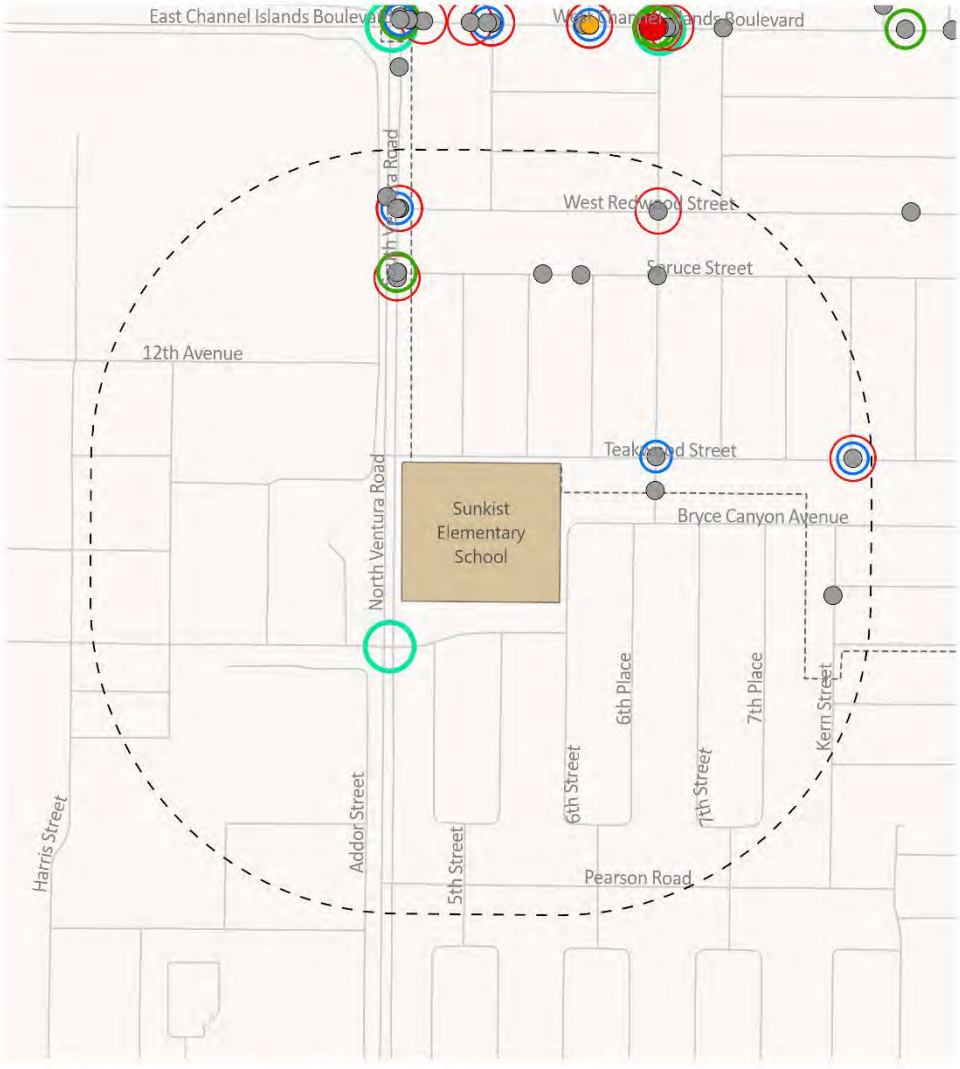
Note: Collision data was only analyzed within the City of Oxnard. Therefore, the maps in this section do not include any collision trends outside the City boundary south of Bryce Canyon and west of Ventura Road.



The sole pedestrian collision within the study area occurred at the intersection of Spruce Street and Ventura Road. There were three bicycle collisions: one along Ventura Road and two along Teakwood Street.



Putting all the information together, collisions within the study area were concentrated along Ventura Road and Spruce Street. The study area recorded no collisions that resulted in a severe injury or fatality.



1.2 Injury Collision Summary

There were 17 injury collisions between 2018-2022 within a quarter mile radius of Sunkist Elementary School. The study area recorded no collisions that resulted in a severe injury or fatality. Approximately one-third of the collisions involved someone under the age of 16, and these collisions were highly concentrated on Ventura Road.

Action During Collisions

The leading violations were Unsafe Speed (24%), Automobile Right of Way (24%), and Improper Turning (24%).

- Automobile Right of Way collisions were spread throughout the study area.
- Unsafe Speed collisions occurred primarily along Spruce Street.
- Improper Turning collisions were all present along Ventura Road.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Sunkist Elementary School (2018 – 2022)			
Total Injury Collisions	17		
KSI (Killed or Seriously Injured) Collisions	0 (0%)		
Collisions with victim under 16 years old	6 (35%) (KSI: 0 – 0% of all KSI collisions)		
Pedestrian-Involved	1 (6%) (KSI: 0 – 0% of all KSI collisions)		
Bicycle-Involved	3 (18%) (KSI: 0 – 0% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Automobile Right of Way	4	24%
	Improper Turning	4	24%
	Unsafe Speed	4	24%
Top Crash Types		Count	Percent of Total
	Broadside	8	47%
	Sideswipe	3	18%
	Rear End	2	12%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**3**	**18%**
	Midday (10AM-3PM)	**6**	**35%**
	Evening Peak (3PM-7PM)	7	41%
	Overnight (7PM-6AM)	1	6%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	1	6%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	15	88%
	Dusk/Dawn	1	6%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	0	0%
	No	17	100%
Note: Times in **Bold** are when school is in session.			

Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Spruce Street	**6**	**Unsafe Speed (2)**	Five out of the six collisions occurred during daylight hours. None of these collisions resulted in a severe injury or fatality. Two of the collisions involved someone under the age of 16, and one involved a pedestrian.
Ventura Road	**6**	**Improper Turning (3)**	Half of the six collisions occurred during daylight hours. None of these collisions resulted in a severe injury or fatality. Two of the collisions involved someone under the age of 16, and one involved a pedestrian.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.

Note: Citation data was only analyzed within the City of Oxnard. Therefore, the maps in this section do not include any citation trends outside the City boundary south of Bryce Canyon and west of Ventura Road.



Citation Type	Count	Percent of Total
Running Stop Sign	5	100%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Cyndi Delgado, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- Most students live in the surrounding neighborhood. Most students get dropped off by a vehicle, about 80% drive, and few to no student's bike regularly. Bus services are provided for students with special needs.
- Key locations include: Teakwood Street (school entrance, staff parking lot, pick-up/drop-off lane), Teakwood Street & Napa Street (crossing guard and rectangular rapid flashing beacon (RRFB) location), Teakwood Street & N Street (RRFB location)
- Key issues include: bus blockages, congestion, illegal U-turn maneuvers, and parking in unassigned areas

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Thursday, May 16, 2024
- Start time: 1:45 PM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Andy Meger – Fehr & Peers
    2. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

East-West Streets

Teakwood Street

2.3.1 Teakwood Street & Alleys

2.3.1.1 It is recommended to upgrade the curb ramps and repave the alley to improve accessibility.

2.3.2 Teakwood Street & N Street

2.3.2.1 There is a ladder crosswalk on the western leg of the intersection. It is recommended to stripe the crosswalk on the northern leg.

2.3.2.2 No stop sign controls are present at this intersection. It is recommended that a stop control be added and new street signs.

2.3.2.3 It is recommended to daylight the intersection with red curbs to improve visibility for drivers and to add drainage.

2.3.3Teakwood Street & Napa Street

2.3.3.1 There is a ladder crosswalk on the eastern leg of the intersection. It is recommended to stripe the crosswalk on the northern leg.

2.3.3.2 No stop sign controls are present at this intersection. It is recommended that a stop control be added and new street signs.

2.3.3.3 It is recommended to daylight the intersection with red curbs to improve visibility for drivers and to add drainage.

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

C Street

2.4.1 C Street & Teakwood Street

2.4.1.1 The curb cuts/ramps lack truncated domes, which should be added to improve accessibility.

2.4.1.2 Curb extensions or medians are recommended to provide enough space for upgrading and ensuring compliance of the curb ramps.

2.4.2 C Street & Bryce Canyon Avenue

2.4.2.1 There is a stop control on the west bound approach of Bryce Canyon Avenue with a small stop sign, which should be replaced with a larger one for better visibility.

2.4.2.2 It is recommended to stripe the crosswalks on the north and south leg.

2.4.2.3 Curb extensions are recommended where needed to reduce the crossing distance.

2.4.3 C Street & Spruce Street

2.4.3.1 There is a stop control on the east bound approach of Spruce Street with a small stop sign, which should be replaced with a larger one for better visibility.

2.4.3.2 The curb cuts/ramps lack truncated domes, which should be added to improve accessibility.

2.4.3.3 Curb extensions are recommended where needed to reduce the crossing distance.

M Street

2.4.4 M Street between Alley and Redwood Street

2.4.4.1 It is recommended to repave the sidewalk for accessibility.

2.4.5 M Street & Spruce Street

2.4.5.1 The east-west approaches of the intersection have stop controls, but there are no crosswalks. It is recommended to add high-visibility yellow crosswalks on both the east and west legs.

2.4.5.2 It is recommended to daylight the intersection with red curbs to improve visibility for drivers.

2.4.6 M Street & Teakwood Street

2.4.6.1 The curb cuts/ramps on the southern corners of the intersection are missing truncated domes, which should be added to enhance accessibility.

2.4.6.2 The intersection has an all-way stop control and standard crosswalks on the north and west legs. It is recommended to stripe the crosswalk on the south leg and upgrade the crosswalks on the north and west legs to high visibility.

2.4.6.3 The fire hydrant on the northeastern corner is obstructing the pedestrian path on the sidewalk.

East-West Streets

Teakwood Street

2.4.7 Teakwood Street & Monterey Street

2.4.7.1 No stop sign controls are present at this intersection. It is recommended that a stop control be added.

2.4.7.2 It is recommended to daylight the intersection with red curbs to improve visibility for drivers and to add a high visibility crosswalk on the northern leg.

2.4.7.3 The drainage system at the intersection requires repairs.

2.4.8 Teakwood Street & Lassen Street

2.4.8.1 No stop sign controls are present at this intersection. It is recommended that a stop control be added.

2.4.8.2 It is recommended to daylight the intersection with red curbs to improve visibility for drivers.

2.4.8.3 The landscaping on the north side of Eastern Lassen is overgrown.

2.4.9 Teakwood Street & L Street

2.4.9.1 No stop sign controls are present at this intersection. It is recommended that a stop control be added.

2.4.9.2 It is recommended to daylight the intersection with red curbs to improve visibility for drivers.

2.4.10 Teakwood Street & Kern Street

2.4.10.1 No stop sign controls are present at this intersection. It is recommended that a stop control be added.

2.4.10.2 It is recommended to daylight the intersection with red curbs to improve visibility for drivers.

2.4.11 Teakwood Street & K Street

2.4.11.1 No stop sign controls are present at this intersection. It is recommended that a stop control be added.

2.4.11.2 It is recommended to daylight the intersection with red curbs to improve visibility for drivers.

2.4.12 Teakwood Street & Jackson Street

2.4.12.1 No stop sign controls are present at this intersection. It is recommended that a stop control be added.

2.4.12.2 It is recommended to daylight the intersection with red curbs to improve visibility for drivers.

2.4.13 Teakwood Street & J Street

2.4.13.1 The curb cuts/ramps lack truncated domes, which should be added to improve accessibility.

2.4.13.2 Curb extensions are recommended to align and improve the visibility on the northern leg.

2.4.13.3 It is recommended to upgrade the crosswalk on the north leg to high visibility and

add striping to the crosswalks on the west and east legs.

2.4.13.4 The vegetation on the east side of J street is overgrown.

2.4.14 Teakwood Street & G Street

2.4.14.1 No stop sign controls are present at this intersection. It is recommended that a stop control be added.

2.4.14.2 It is recommended to daylight the intersection with red curbs to improve visibility for drivers.

2.4.15 Teakwood Street & F Street

2.4.15.1 No stop sign controls are present at this intersection. It is recommended that a stop control be added.

2.4.15.2 It is recommended to daylight the intersection with red curbs to improve visibility for drivers and add drainage improvements across F Street.

2.4.16 Teakwood Street & E Street

2.4.16.1 No stop sign controls are present at this intersection. It is recommended that a stop control be added.

2.4.16.2 It is recommended to daylight the intersection with red curbs to improve visibility for drivers.

2.4.17 Teakwood Street & D Street

2.4.17.1 No stop sign controls are present at this intersection. It is recommended that a stop control be added.

2.4.17.2 It is recommended to daylight the intersection with red curbs to improve visibility for drivers.

Redwood Street

2.4.18 Redwood Street & J Street

2.4.18.1 The curb cut/ramp on the northwestern corner lacks a truncated dome, which should be added to improve accessibility. Additionally, the southwestern corner requires a new curb ramp.

2.4.18.2 Upgrade the crosswalk on the northern leg to high visibility crosswalk and widen the crosswalk into the street to create a clear path of travel.

2.4.18.3 It is recommended to add striping to the crosswalks on the west and east legs.

2.1.1 Redwood Street & Jackson Street

2.4.18.4 There is a stop control on the south bound approach of Jackson Street with a small stop sign, which should be replaced with a larger one for better visibility.

2.4.18.5 The curb cuts/ramps lack truncated domes, which should be added to improve accessibility.

2.1.2 Redwood Street & Lassen Street

2.1.2.1 There is a stop control on the south bound approach of Lassen Street with a small stop sign, which should be replaced with a larger one for better visibility.

2.1.2.2 The curb cuts/ramps lack truncated domes, which should be added to improve accessibility.

2.1.3 Redwood Street & M Street

2.1.3.1 The intersection has an all-way stop control and is upgraded to stripe the east and west leg crosswalks.

2.1.3.2 The curb cuts/ramps lack truncated domes, which should be added to improve accessibility.

2.1.3.3 It is recommended to daylight the intersection with red curbs to improve visibility for drivers.

2.5 Dismissal Observations

The team observed arrival along Teakwood Street entrance. Principal Cyndi Delgado mentioned the school used to have two gates open but due to budget cuts the entrance on 6th Street is now closed. The drop-off/pick-up lane located in the staff parking lot is not monitored during dismissal, also due to budget cuts.

General Observations:

- The school has an entrance facing Teakwood Street (where all students are dismissed) and a staff parking lot (with drop off/pick up lane.

Teakwood Street & M Street:

- Pedestrians with strollers were approaching from the east of Teakwood Street.
- Parking in the nearby alley affected visibility.
- More red curb is needed along this segment.
- Most people were using the marked crosswalks, but some were crossing on the southern leg of M Street and Teakwood Street. It is recommended to stripe the crosswalk on the southern leg of M Street.
- A pedestrian was walking up from the back side of Sunkist Elementary School.
- There was heavy vehicle traffic from all sides of Teakwood Street.
- Pedestrian traffic came from the front of Sunkist Elementary School, crossing all legs to points in northeastern Oxnard.
- The heaviest pedestrian traffic occurred during the 2:30 PM dismissal.
- There were unaccompanied children on foot.

Teakwood Street & Napa Street:

- There was good compliance at the rectangular rapid flashing beacons (RRFB) and at locations where drivers are required to yield to crossing guards.
- There is no sidewalk at the driveway entry, causing pedestrians to walk in the travel lanes.
- Some behavior issues were observed, such as pedestrians crossing midblock, drivers making illegal U-turns, people not pressing the RRFB button, and individuals using the staff area.
- Cars were parked in the area at 1:50 p.m.
- For the TK/Kinder pickup, parents start arriving at 1:53 p.m. and gather by 1:57 p.m.
- Two buses in the staff parking lot leave at 2:02 p.m., and the crossing guard arrives shortly after.

- A steady stream of arrivals continues until 2:05 p.m.
- U-turns are observed in the alley.
- The TK/Kinder pickup process concludes by 2:07 p.m.
- The main pickup for grades 1-5 begins at 2:10 p.m.
- Several groups are not using the RRFB as intended.
- Cars are parked in the area again by 2:30 p.m., and there is crossing activity at the school driveway.
- The driveway backs up onto Teakwood Street at 2:33 p.m.
- A car crash occurs as a vehicle turns right from the north onto Teakwood Street, accompanied by honking.
- Illegal U-turns are a significant issue between Napa and M Street.

City of Oxnard

Safe Routes to School

Tierra Vista Elementary School (TK-5)



Prepared By:

FEHR PEERS

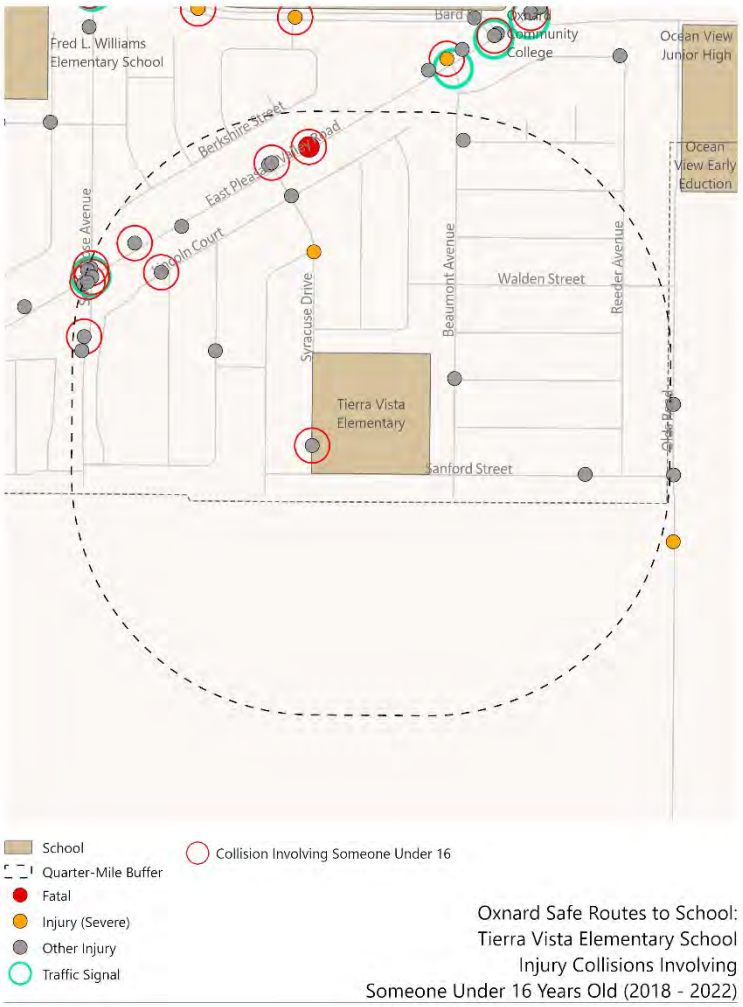
Walk 'n Rollers
bike · walk · skate · scoot

FEHR PEERS

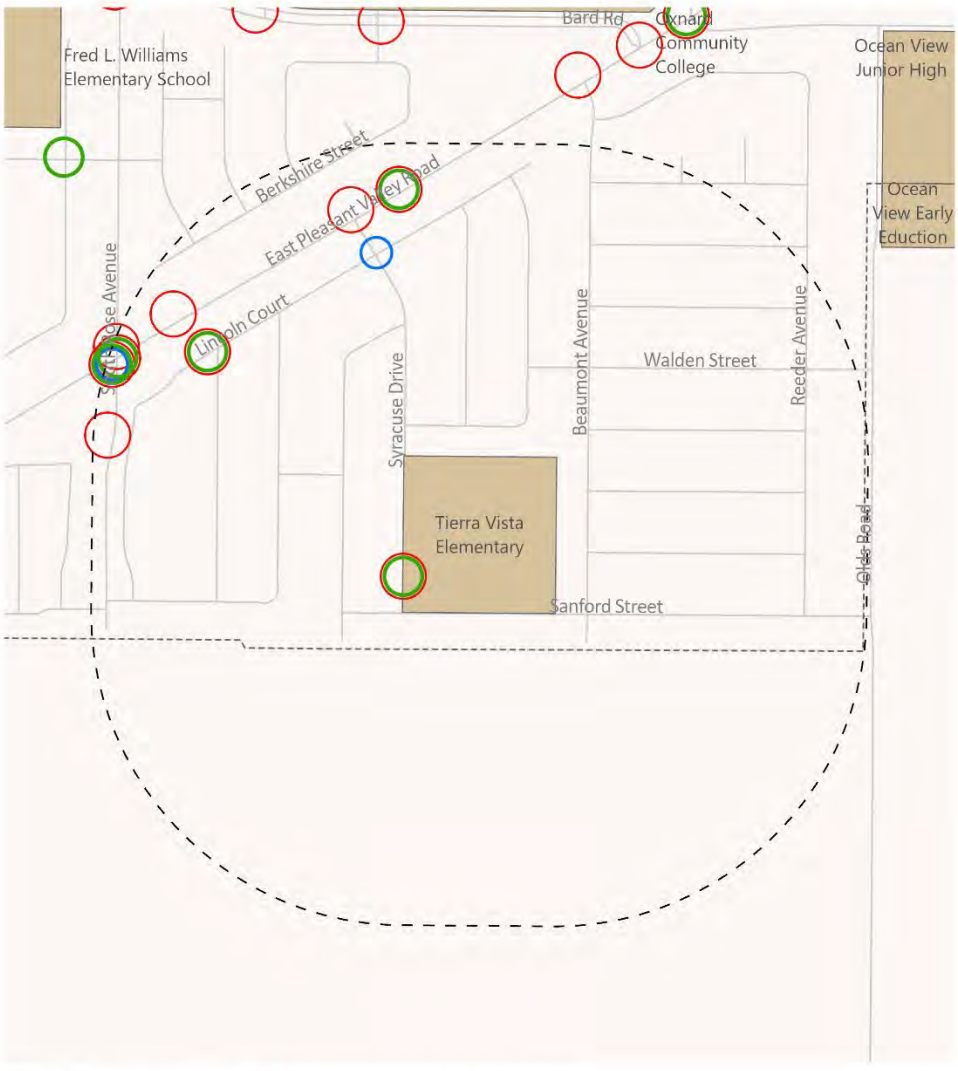
1. Collision and Citation Trends

1.1 Collision Trends

Collisions were prevalent along Pleasant Valley Road and Rose Avenue within the study area. Collisions involving individuals under 16 years of age largely clustered along Pleasant Valley Road and Rose Avenue as well. There was one severe injury collision that occurred at the intersection of Syracuse Drive and Nashville Place and one fatality collision present along Pleasant Valley Road.



Pedestrian collisions concentrated at the intersection of Rose Avenue and Pleasant Valley Road. There were two bicycle collisions. One occurred at the intersection of Rose Avenue and Pleasant Valley Road. The other occurred at the intersection of Lincoln Court and Syracuse Drive.



Oxnard Safe Routes to School:
Tierra Vista Elementary School
Injury Collisions with Emphasis on
Vulnerable Road Users (2018 - 2022)

Putting all the information together, there was one fatality collision that involved someone under the age of 16 and a pedestrian (along Pleasant Valley Road). A severe injury collision was present at the intersection of Syracuse Drive and Nashville Place, which did not involve a pedestrian, bicyclist, or someone under the age of 16.



1.2 Injury Collision Summary

There were 28 injury collisions between 2018-2022 within a quarter mile radius of Tierra Vista Elementary School. One resulted in a severe injury, and one resulted in a fatality. The fatality collision involved an individual under 16 years of age and a pedestrian. There were five collisions involving a pedestrian and two involving a bicyclist. Concentrations of collisions occurred along Pleasant Valley Road, Rose Avenue and Syracuse Drive.

Action During Collisions

The leading violations were Automobile Right of Way (21%), Unsafe Speed (18%), and Driving or Bicycling Under the Influence of Alcohol or Drug (14%).

- Automobile Right of Way collisions occurred primarily along Pleasant Valley Road and Syracuse Drive.
- Unsafe Speed collisions occurred primarily along Pleasant Valley Road and Rose Avenue.
- Driving or Bicycling Under the Influence of Alcohol or Drug collisions exclusively occurred along Rose Avenue.

Injury Collision Summary Table

Injury Collision Summary within ¼ Mile of Tierra Vista Elementary School (2018 – 2022)			
Total Injury Collisions	28		
KSI (Killed or Seriously Injured) Collisions	2 (7%)		
Collisions with victim under 16 years old	11 (20%) (KSI: 1 – 50% of all KSI collisions)		
Pedestrian-Involved	5 (2%) (KSI: 1 – 50% of all KSI collisions)		
Bicycle-Involved	2 (4%) (KSI: 0 – 0% of all KSI collisions)		
Top Violations		Count	Percent of Total
	Automobile Right of Way	6	21%
	Unsafe Speed	5	18%
	Driving or Bicycling Under the Influence of Alcohol or Drug	4	14%
Top Crash Types		Count	Percent of Total
	Broadside	6	21%
	Rear End	6	21%
	Head-On	4	14%
Time of Day		Count	Percent of Total
	Morning Peak (6AM-10AM)	**5**	**18%**
	Midday (10AM-3PM)	**4**	**14%**
	Evening Peak (3PM-7PM)	9	32%
	Overnight (7PM-6AM)	10	36%
Streetlight Conditions		Count	Percent of Total
	Dark – No Streetlights	0	0%
	Dark – Streetlights	7	25%
	Dark – Streetlights Not Functioning	0	0%
	Daylight	19	68%
	Dusk/Dawn	2	7%
Alcohol/Drug Involvement		Count	Percent of Total
	Yes	4	14%
	No	24	86%

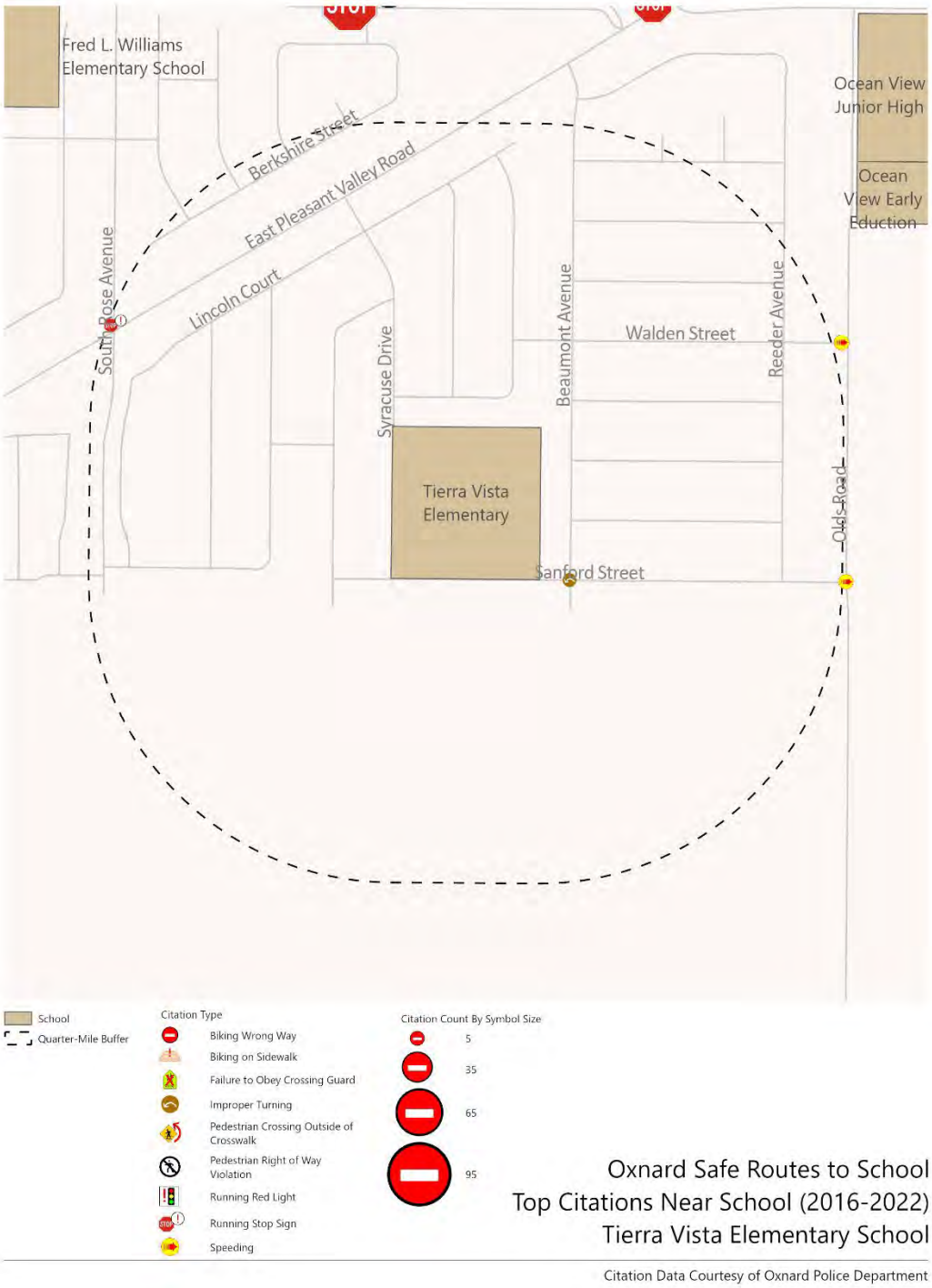
Note: Times in **Bold** are when school is in session.

Time of Day and Location Table

Street (*Intersection/Corridor*)	Number of Collisions	Top Factors	Notes
Pleasant Valley Road	**20**	**Unsafe Speed (5)** **Automobile Right of Way (4)**	Around half of these collisions occurred during daylight hours. There was one fatality collision occurred on Pleasant Valley Road between Syracuse Drive and Beaumont Avenue. Nine of these collisions involved someone under 16 years old.
Pleasant Valley Road and Rose Avenue	5	Traffic Signals and Signs (2)	There was one pedestrian collision and one bicyclist collision occurring at this intersection.
Rose Avenue	14	**Unsafe Speed (4)** **Driving or Bicycling Under the Influence of Alcohol or Drug (4)**	Around half of these collisions occurred during daylight hours. There were six collisions along Rose Avenue involving someone under the age of 16.
Syracuse Drive	9	**Automobile Right of Way (5)**	There was one severe injury collision occurring at the intersection of Syracuse Drive and Nashville Place due to unsafe starting or backing at evening peak hour.

1.3 Citation Trends

This analysis includes roadway safety-related Oxnard Police Department citations from 2016 – 2022 within a quarter mile of the school boundary.



Citation Type	Count	Percent of Total
Improper Turning	4	50%
Running Stop Sign	4	50%

2. Walk Audit

The purpose of the walk audit is to understand existing conditions for students walking and biking to/from school and for drop off and pick up in order to identify opportunities for infrastructure, programmatic, and operational safety improvements. During the walk audit, the team also observed circulation patterns to identify key routes to school.

Before the walk audit, injury collision data from 2018-2022 and citation data from 2016-2022 were analyzed to understand key trends, such as top violations and crash types for all injury collisions and for injury collisions involving people walking, biking, and anyone under 16 years of age. The collision analysis focused on approximately a quarter mile around the school as student travel activity becomes concentrated closer to the school.

2.1 Pre-Walk Audit Activities

In preparation for the walk audit, the SRTS team held a kick-off meeting with key school staff, including Principal Karla Roberto, to discuss the walk audit schedule and walking route. The discussion covered how students travel to/from school, the preferred routes approaching/ departing school, key physical and perceived barriers, and challenges and successes for arrival/ dismissal activity.

The team learned:

- Most students live in the surrounding neighborhood.
- 20-30% of students are getting to/from school by taking the provided school bus. 40-50% of students walk to school accompanied by family members. 20-30% are dropped off in a vehicle. A handful of students, 5 approximately, ride bikes to school. There is a bike rack at Gate C.
- The students that live south of Pleasant Valley generally walk to school while those that live north are dropped off.
- Key locations include: Syracuse Drive & Sanford Street crosswalk (Gate B location), Sanford Street crosswalk (staff member location), Sanford Street staff parking lot and entrance, and Syracuse Drive drop off lane.
- Key issues include: conflict with drop-off zone and need for improved visibility.

2.2 Walk Audit Details

The collision and citation analysis and findings from the pre-walk audit virtual meeting were used to guide the planning of the audit routes. Figure 1 illustrates the walk audit route.



Figure 1. Walk audit route

Other details of the walk audit are presented below:

- Walk Audit Date: Wednesday, January 24, 2024
- Start time: 7:00 AM
- Weather Conditions: Clear and sunny
- Events/Unique Conditions: None
- Attendees:
    1. Jose River – City of Oxnard
    2. Andy Meger – Fehr & Peers
    3. Chelsea Richer – Fehr & Peers

2.3 School Perimeter Observations

School perimeter observations refer to observations made along streets that are immediately adjacent to the school property.

North-South Streets

Syracuse Drive

2.3.1 Syracuse Drive between Sanford Street & Peoria Place

2.3.1.1 At 7:25 AM the parent drop begins off at gate A. It is recommended to replace the "parking" sign.

2.3.1.2 Parents that are traveling south bound the drive make U-turns to pull into the parking lane.

2.3.1.3 Some of the parents that approach the school from the south bound lane of Syracuse Drive, park and hop out their cars to walk their kids across the street.

East-West Streets

Sanford Street

2.3.2 Sanford Street between Syracuse Drive and Beaumont Avenue

2.3.2.1 On the north side of Beaumont Avenue, the sidewalk is uplifted in front of the school and there are empty tree wells. It is recommended to repair the sidewalk and add trees. Additionally, considering closing the driveway and reconstructing sidewalk to allow for a ramp landing.

2.3.2.2 On the south side of Beaumont Avenue, the sidewalk is uplifted and is recommended for it to be repaired

2.4 Walkshed Observations

The "walkshed" refers to areas that are outside of the perimeter of the school, but approximately within a quarter mile distance of the school.

North-South Streets

Tulsa Drive

2.4.1 Tulsa Drive & Peoria Avenue

2.4.1.1 This is a 3-way uncontrolled intersection. A stop control is recommended for a minor lag for vehicular traffic.

Syracuse Drive

2.4.2 Syracuse Drive & Nashville Place

2.4.2.1 The curb has a large radius and there are bad sight lines. It is recommended to set up a square intersection, move the stop sign, add a red curb, and upgrade the curb ramps.

2.4.3 Syracuse Drive between Lincoln Court & Nashville Place

2.4.3.1 There is a sidewalk uplift on the west side of the drive. It is recommended for the sidewalk to be repaired along the segment.

2.4.4 Syracuse Drive & Lincoln Court

2.4.4.1 Two of the four curb ramps at the intersection need upgrades and the stop sign is obscured. It is recommended to upgrade the curb ramps and add a red curb for daylighting at the intersection.

Reeder Avenue

2.4.5 Reeder Avenue & Langley Street

2.4.5.1 At the intersection, there is a hydrant but no red curb. It is recommended to daylight the intersection by adding a red curb leaving a clear line of sight.

2.4.6 Reeder Avenue & Barnett Street

2.4.6.1 At the intersection, there is a hydrant but no red curb and no curb ramps. It is recommended to daylight the intersection and upgrade the curb ramps.

2.4.7 Reeder Avenue & Brigham Street

2.4.7.1 At the intersection, there is a hydrant but no red curb and no curb ramps. It is recommended to daylight the intersection and upgrade the curb ramps.

2.4.8 Reeder Avenue & Abbott Street

2.4.8.1 At the intersection, there is a hydrant but no red curb. It is recommended to daylight the intersection by adding a red curb leaving a clear line of sight.

2.4.9 Reeder Avenue & Vanetta Street

2.4.9.1 At the intersection, there is a hydrant but no red curb. It is recommended to daylight the intersection by adding a red curb leaving a clear line of sight.

2.4.10 Reeder Avenue & Sweetland Street

2.4.10.1 At the intersection, there is a hydrant but no red curb and no curb ramps. It is recommended to daylight the intersection and upgrade the curb ramps.

East-West Streets

Sanford Street

2.4.11 Sanford Street between Tulsa Drive & Syracuse Drive

2.4.11.1 There is a sidewalk uplift on the south side of the street. It is recommended for the sidewalk to be repaired along the segment.

2.4.12 Sanford Street & Beaumont Avenue

2.4.12.1 The intersection has standard crosswalks all around. It is recommended for them to be upgraded to have high visibility crosswalks.

2.4.12.2 The curb ramps are small, and it is recommended to daylight the intersection by adding red curbs.

Curran Street

2.4.13 Curran Street & Beaumont Avenue

2.4.13.1 The intersection has a wide crossing, and it is curved at the approach. It is recommended to add curb extensions or increase the curb radius.

2.4.13.2 There are no red curbs at the intersection. It is recommended to upgrade the curb ramps and add the red curb.

2.4.14 Curran Street between Beaumont Avenue & Reeder Avenue

2.4.14.1 On the north side of Beaumont Avenue, the sidewalk is uplifted. It is recommended for the sidewalk to be reconstructed to remove driveway.

Pleasant Valley Road

2.4.15 Pleasant Valley Road & Syracuse Drive

2.4.15.1 It is recommended to upgrade the curb ramps and tighten the curb radius.

2.4.16 Pleasant Valley Road between Syracuse Drive & Beaumont Avenue

2.4.16.1 The sidewalk is uplifted on the south side, and it is recommended for it to be repaired.

2.4.16.2 There is a Class II bike lane on a 45-mph segment.

2.4.17 Pleasant Valley Road between Beaumont Avenue & Bard Road

2.4.17.1 There is a conflict between the bike lane markings and the right turn lane.

2.4.18 Pleasant Valley Road & Beaumont Avenue

2.4.18.1 It is recommended for the curb ramps to be upgraded

2.4.18.2 The signal timing at the intersection is too short. It is recommended for it to be adjusted to comply.

2.5 Arrival Observations

The team observed the area near the intersection of Sanford Street and Syracuse Drive. This location is close to Gate B, which is primarily used for kindergarteners, and near Gate A on Syracuse Drive, as noted by Principal Karla Roberto. It was mentioned as well that the first school bus typically arrives at 7:10 AM, while the gates open at 7:25 AM. The buses use the main parking lot for their drop-off loop, but the secondary parking lot is always gated. There is a designated drop-off lane marked with cones, and a staff member is usually present at the crosswalk on Sanford.

General Observations:

- Cars begin queuing at 7:25 AM, with some students being dropped off. Traffic continues to flow steadily until 7:50 AM.

Sanford Drive:

- There is no designated crosswalk on Sanford, but there is a red curb marked with cones on the south side. A crossing guard is not present at Sanford until 7:30 AM, which means students are crossing the street on their own before that time. Some cars block traffic by driving in front of the cones. Approximately 10 to 15 students cross from the south side of Sanford, but most arrive on the north side of the street.

- From 7:35 AM to 7:40 AM, the flow of cars increases, and midblock U-turns become more frequent. After 7:40 AM, the crossing guard tries to manage the speed of vehicles, but many drivers dropping off students block the crosswalk. Traffic continues to flow steadily until 7:50 AM. After that, it picks up again, and cars begin to double-park along the street segment. Additionally, many students are not using the crosswalk.

CITY OF OXNARD
SAFE ROUTES TO SCHOOL PROGRAM REPORT | AUGUST 2025



Safe Routes to School (SRTS) Report

Public Works Transportation Committee
December 9, 2025

Jose Rivera
Associate Engineer

CITY OF OXNARD CALIFORNIA

RECOMMENDATION

That the Public Works and Transportation Committee receive and file the City's Safe Routes to School Report.

BACKGROUND

The **Safe Routes to School (SRTS)** Program is a federally established initiative developed by the Federal Highway Administration (FHWA) with the objective of enhancing the safety, accessibility, and overall experience for students walking and bicycling to and from school.

- Local and regional agencies developed SRTS programs to create:
  - **Non-infrastructure** recommendations (e.g., educational outreach and walk audits).
  - **Infrastructure recommendations** (e.g., sidewalks, crosswalks).

- These programs focus on neighborhoods around schools serving all grade levels.

BACKGROUND

- The City of Oxnard partnered with Fehr & Peers, Inc. to develop a comprehensive SRTS program aimed to increase safety and promote healthy and active modes of transportation for students.

2021

The City received a $300,000 Active Transportation Program (ATP) grant with support from the Ventura County Transportation Commission (VCTC).

The grant was used to develop a SRTS program for 26 schools in the Oxnard School District and Oxnard Union High School District.

2022

The City Council expanded the program with $334,137.50 from the American Rescue Plan Act (ARPA) funding.

The expansion included the remaining 25 schools in the Rio Elementary, Ocean View, and Hueneme Elementary School Districts.

DISCUSSION

- The SRTS program was developed utilizing the **Five "E's":**



ENGINEERING - INFRASTRUCTURE IMPROVEMENTS

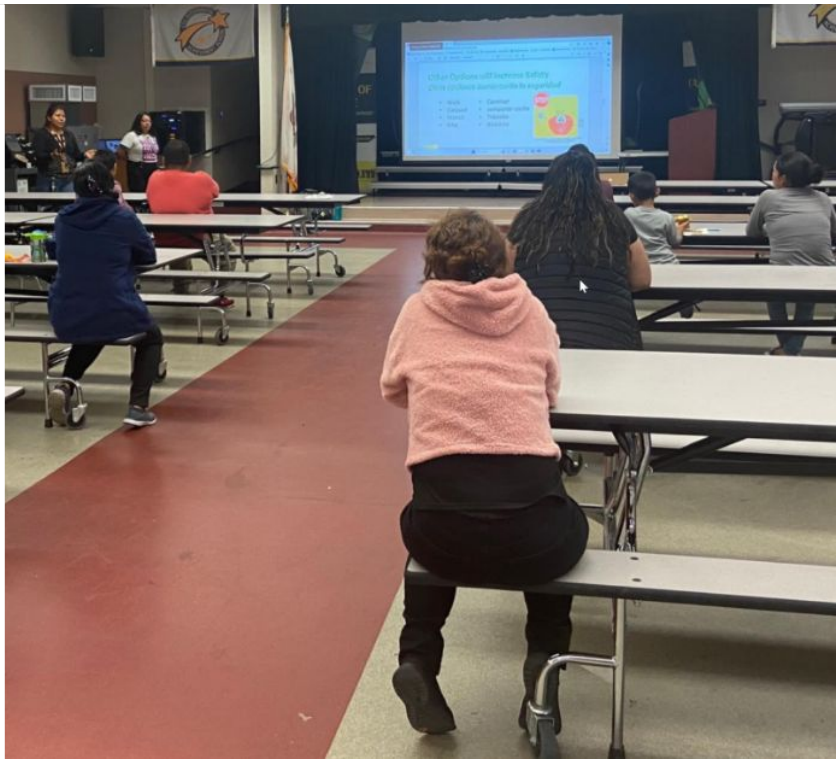




Sidewalk improvements along Etting Rd near Mar Vista and Ocean View Schools



Bike assembly at Laguna Soria School



Pedestrian safety assembly at Ramona School

EDUCATION & ENCOURAGEMENT



Rio del Mar School
"Walking bus" on Walk to school day



Oxnard Public Library
2024 Art competition exhibition



Driffill Elementary School
Bike skills workshop



Kamala Elementary School
Pedestrian safety assembly

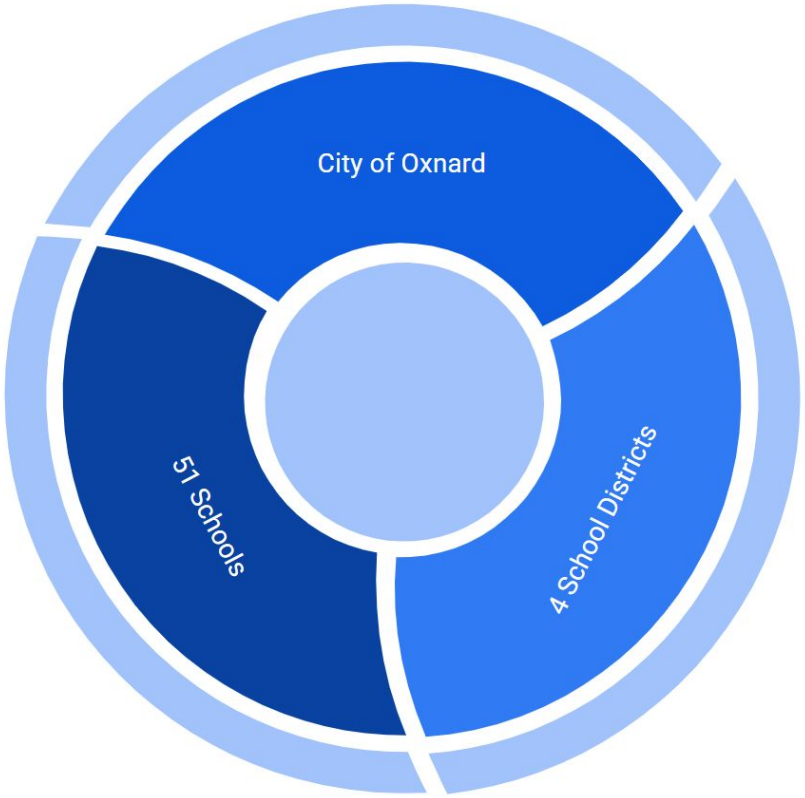


Example of illegal parking



Walk audit observation during school dismissal

WALK AUDITS



The City of Oxnard along with Fehr & Peers, Inc. conducted a total of 51 walk audits from 2021 - 2024.

WALK AUDITS OBSERVATIONS









WALK AUDITS OBSERVATIONS


Brekke School


Juan Laguna Soria School



Ramona School



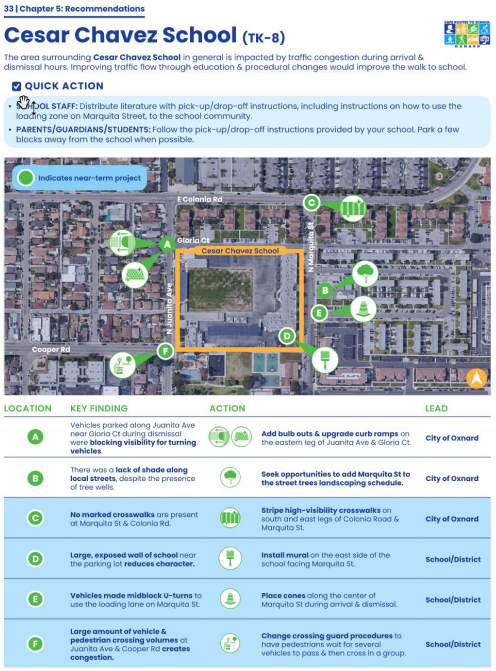
Larsen School

KEY RECOMMENDATIONS AND OUTCOMES

❖ The final SRTS program produced the following outcomes:

RECOMMENDATIONS | **ONE-PAGE SUMMARY** | **KEY ROUTE MAP**

- Infrastructure
- Programmatic
- Operational


33 | Chapter 5: Recommendations

Cesar Chavez School (TK-8)

The area surrounding **Cesar Chavez School** in general is impacted by traffic congestion during arrival & dismissal hours. Improving traffic flow through education & procedural changes would improve the walk to school.

QUICK ACTION

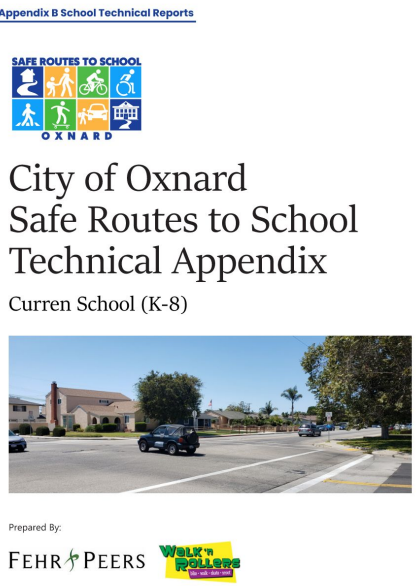
- **SCHOOL STAFF:** Distribute literature with pick-up/drop-off instructions, including instructions on how to use the loading zone on Marquita Street, to the school community.
- **PARENTS/GUARDIANS/STUDENTS:** Follow the pick-up/drop-off instructions provided by your school. Park a few blocks away from the school when possible.

Indicates near-term project

E Colonia Rd · Gloria Ct · Cesar Chavez School · N Juanita Ave · N Marquita St · Cooper Rd

LOCATION	KEY FINDING	ACTION	LEAD
A	Vehicles parked along Juanita Ave near Gloria Ct during dismissal were **blocking visibility for turning vehicles.**	**Add bulb outs & upgrade curb ramps** on the eastern leg of Juanita Ave & Gloria Ct.	City of Oxnard
B	There was a **lack of shade along local streets,** despite the presence of tree wells.	**Seek opportunities to add Marquita St to the street trees landscaping schedule.**	City of Oxnard
C	**No marked crosswalks** are present at Marquita St & Colonia Rd.	**Stripe high-visibility crosswalks** on south and east legs of Colonia Road & Marquita St.	City of Oxnard
D	**Large, exposed wall of school** near the parking lot **reduces character.**	**Install mural** on the east side of the school facing Marquita St.	School/District
E	**Vehicles made midblock U-turns** to use the loading lane on Marquita St.	**Place cones** along the center of Marquita St during arrival & dismissal.	School/District
F	**Large amount of vehicle & pedestrian crossing volumes** at Juanita Ave & Cooper Rd **creates congestion.**	**Change crossing guard procedures** to have pedestrians wait for several vehicles to pass & then cross in a group.	School/District

- Key infrastructure recommendations


90 | Appendix B School Technical Reports

SAFE ROUTES TO SCHOOL OXNARD

City of Oxnard
Safe Routes to School
Technical Appendix

Curren School (K-8)

Prepared By:

FEHR & PEERS · WALK 'N ROLLERS

- A map for each school with the most direct path to school from the neighborhood.



KEY RECOMMENDATIONS AND OUTCOMES

RECOMMENDATIONS

- Infrastructure
- Programmatic
- Operational

Blackstock (6-8)

Charles F. Blackstock is a middle school located near Bard Road, a higher volume, higher speed arterial. Recommendations focus on improving pedestrian visibility and accessibility at key conflict points.

QUICK ACTION

- **SCHOOL STAFF:** Provide direction for students entering from Donner Street and Blackstock Park, since existing sidewalk infrastructure does not clearly direct students to the school.
- **PARENTS/GUARDIANS/STUDENTS:** Observe school speed limits along Bard Road, as many students cross Bard Road to access the school.



LOCATION	KEY FINDING	ACTION	LEAD
A	**Vehicles** driving north along Justin Way and east along Johnson Road **experienced right-of-way confusion when approaching the narrow parking lot entrance.**	**Add "slow - curve" markings** to warn oncoming vehicles of other approaching vehicles and provide clarity at the driveway entrance.	City of Oxnard
B	**Crosswalk at parking lot entrance lacks north landing curb cut and ramp.**	**Reconstruct curb extensions to add curb ramp to north landing of crosswalk.**	City of Oxnard
C	**There is no clear path of travel** for students entering from Donner Street.	**Add a curb extension, crosswalk, and ADA-compliant curb ramps** on the west leg and north leg of the intersection and direct students to use the northern sidewalk.	City of Oxnard
D	Sign posts and utility poles **block a clear path of travel** on the sidewalk along Bard Road.	Conduct corridor study for Bard Road to **identify opportunities to improve pedestrian access and evaluate tradeoffs with vehicle capacity.**	City of Oxnard
E	**High vehicle travel speeds were observed** along Bard Road.	**Near term, consider illuminating school speed limit signs for greater visibility.** Long term, a corridor reconfiguration including sidewalk widening described in Action D could narrow the corridor and encourage slower speeds for vehicles.	City of Oxnard
F	**Cars were observed parking within 20' of intersection**, which blocks visibility for turning vehicles.	Consider adding **curb extensions to square up and shorten crossing distances** at this slightly off-set intersection.	City of Oxnard

KEY RECOMMENDATIONS AND OUTCOMES

KEY ROUTE MAP

- A map for each school with the most direct path to school from the neighborhood.



KEY RECOMMENDATIONS AND OUTCOMES

The recommendations to improve the existing conditions for the students in the City fall within three categories:

01	INFRASTRUCTURE	• Upgrade existing crosswalks • Add curb extensions/bulb outs • Extend walk signal phase during school rush hours
02	SCHOOL OPERATIONS	• Increase school staff during arrival and dismissal • Training for school crossing guards • Stagger arrival/dismissal times to reduce congestion
03	PROGRAMS	• Coordinate with GCT to promote student programs • Promote after-school programs (Boys & Girls Club)

SRTS program recommendations are categorized by level of effort.

- Higher-effort projects are flagged for further study, funding, and extended timelines.
- Long-term improvements are opportunities to enhance safety and accessibility near schools.

FINANCIAL IMPACT

There is no financial impact in receiving and filing this report.

CITY OF OXNARD CALIFORNIA

QUESTIONS